

Time: 2:30 p.m.

INTRODUCTION OF GUESTS

MR. CHAIRMAN, Mr. Abe Kovnats (Radisson): This committee will come to order. I would like to direct the honourable members' attention to the gallery on my right, where we have 40 visitors from Bismark and Century High Schools of North Dakota, United States. This school is under the direction of Mr. Souther, and I would hope the honourable members would join me in welcoming you here this afternoon.

MATTER OF PRIVILEGE

MR. CHAIRMAN: The Honourable Leader of the Opposition.

MR. HOWARD PAWLEY (Selkirk) Mr. Chairman, I rise on a matter of privilege pertaining to the MacGregor derailment and the potential hazards arising therefrom, to advise the House that information did come to the attention of the Member for Churchill and myself this morning. As a result of that information being obtained by us, I wonder if the . . .

MR. CHAIRMAN: To the Honourable Leader of the Opposition, the House is not open at this time. We are in committee.

The Honourable Opposition House Leader.

MR. PETER FOX (Kildonan): I believe it is incumbent at any time to have a matter of privilege raised in this Assembly, whether we're in committee or whether we're in proceedings with the Speaker in the Chair. All that my leader was indicating was that he wanted to give some privileged information to this Chamber, in respect to an urgent matter. And I think he's entitled to give that.

MR. CHAIRMAN: To the honourable members, I don't believe that a matter of privilege can be raised while we are in committee. --(Interjection)-- With leave? I could allow the Honourable Leader of the Opposition to speak with leave.

The Honourable Government House Leader.

HON. EDWARD MCGILL (Brandon West): Mr. Chairman, on the point of order, the Leader of the Opposition wishes to make a statement to the House on a matter which he describes as one of privilege. It would seem to me that that matter might be given to the House when the Speaker returns to the Chair and the House is back in session. But at the moment the House is not in session, we are in committee, and in fact, Mr. Chairman, we are in two committees. So I would think it would be the inopportune moment for such a statement to be made.

MR. CHAIRMAN: The Honourable Leader of the Opposition.

MR. PAWLEY: I promise that the statement will only take one minute, if I could have leave, because I do believe it's a matter of sufficient urgency that I should, at this point, rather than waiting until 4:30, be given an opportunity to make it.

MR. CHAIRMAN: As suggested to the Honourable Leader of the Opposition, the whole House will be in session at 4:30, but with leave, I will allow you to continue. Does the Honourable Leader of the Opposition have leave?

The Honourable Government House Leader.

MR. MCGILL: Mr. Chairman, with great respect for the urgency of the message which the Leader of the Opposition may wish now to give to the House, I think

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it is the privilege of the House to receive that, and not for a Committee of the Whole, which involves only part of the House. I think it's the proper method and the message should be received by all members of the House.

MR. CHAIRMAN: Leave has not been granted.
The Honourable Member for St. Johns.

MR. SAUL CHERNIACK: Mr. Chairman, I'm just wondering whether committee would not be disposed to rise, just for the time it would take for the House to meet to hear the statement. I'm not making a motion yet, I'm just suggesting, in line with what the Minister without Portfolio said, that we could do it that way, and then go back into committee as soon as it's dealt with. I know we're taking more time in discussing procedure than we are in an offer, which I believe my leader was about to make to the committee.

MR. CHAIRMAN: To the Honourable Member for St. Johns, I don't think it's a matter of just procedure. I think if it's a matter of importance, that the whole House be allowed to hear this matter of importance. And leave hasn't been granted, so I think that we'll just have to carry on with the committee.

The Honourable Member for St. Boniface.

MR. LAURENT L. DESJARDINS: Mr. Chairman, on a point of order. I think that it is a question of urgency, something that cannot wait until 4:30, and it's something that my leader would like to know because it might dictate how we handle and how we behave during this committee. It is an exchange that he's had, I'll leave it up to him, I'm not going to bring the subject, except it was an exchange he had with the Minister responsible and a commitment that we have, and we want to go on this assumption that this is respected. It's an announcement that would take half a minute. That's all. And I think that we're master of the committee here, and I beg again, I ask the members, so we don't lose time in calling the House and proposing a motion to adjourn and so on, that we allow, that we give leave, it's not a partisan debate, it's an announcement that my leader would like to make.

I would like the leader of the committee, if it's not the House, to reconsider and allow this half a minute, or minute statement that will dictate how we'll handle the proceeding of this committee, and it could certainly get things to go a lot faster than it would otherwise.

MR. CHAIRMAN: The Honourable Government House Leader.

MR. MCGILL: Mr. Chairman, on the point of order, we would certainly be pleased to receive any special statement which the Leader of the Opposition is intending to make, but we would ask that that be given at 4:30 when the Speaker is back in the Chair.

MR. CHAIRMAN: The Honourable Opposition House Leader.

MR. FOX: Yes, Mr. Chairman. I would like to suggest that since we cannot have the co-operation of the honourable members across, that the committee rise.

QUESTION put, MOTION defeated.

MR. FOX: Yeas and Nays, Mr. Speaker.

MR. CHAIRMAN: Call in the members.
The Honourable Opposition House Leader.

MR. FOX: Due to improved communications, I understand the Honourable Minister of Consumer and Corporate Affairs and Environment is prepared to make an announcement. If I can have the unanimous consent of the House, I am prepared to withdraw the motion.

MR. CHAIRMAN: Does the member have unanimous consent? The motion is withdrawn.

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The Honourable Minister of Consumer Affairs.

HON. WARNER H. JORGENSEN (Morris): Mr. Chairman, I am not able at the moment to make a statement on the developments that have taken place since this morning, but I hope to have something prepared for the House around 4:30, if that's satisfactory.

MR. CHAIRMAN: The Honourable Leader of the Opposition.

MR. PAWLEY: Mr. Chairman, I thank the Minister for the commitment pertaining to providing a statement. We had understood that the Minister would, if at all possible, do that very thing. All that we would like, by way of a comment from the Minister, is an assurance that there will be no spreading of the vinyl chloride in the meantime until such time as statement has been given and he is fully satisfied.

MR. JORGENSEN: I'm prepared to give my honourable friends that assurance now, because I've already issued instructions not to have it spread.

CONCURRENT COMMITTEES OF SUPPLY

SUPPLY - HIGHWAYS & TRANSPORTATION

MR. DEPUTY CHAIRMAN, Mr. Albert Driedger (Emerson): Committee come to order. We're in the Estimates of Highways and Transportation, 1.(b)(1)--pass. The Honourable Minister responsible for Lotteries.

HON. ROBERT (Bob) BANMAN (La Verendrye): Mr. Chairman, before we broke for lunch the Member for The Pas made several observations in which he ended up his little talk by accusing the Minister of Highways of blatantly using political tactics in developing this particular road program. Upon checking, over the lunch hour, and looking at the new redistribution map, Mr. Chairman, I find that three of the four projects on 391 are in members' opposite constituencies, and even one like the 392, which is 20.5 miles, is in Snow Lake, which is the Member for Flin Flon's constituency.

I guess, Mr. Chairman, if members on this side of the House have anything to say, we'd sort of really feel that it shows a bias in the opposite direction, that we aren't getting our fair share on this side of the House.

Mr. Chairman, I would like to also make a brief comment with regard to the upgrading and the strengthening of the roads in the province of Manitoba.

As many people know, Steinbach, one of the larger areas in my particular riding, does not have any railway at all. Road transportation, truck transportation is how we receive all our goods and services within our particular community.

I want to say that I wholeheartedly support the strengthening program that the Minister is undertaking. I notice that the particular riding will be getting an additional, something like two miles of road extension on the No. 12, which is a pretty heavy two miles, I might say, because there's an overpass involved over a grade separation, but I want to tell the Minister that I want him to continue to, wherever possible, (1), press the federal government to enter another road strengthening agreement as the department had a number of years ago, and to continue to upgrade the infrastructure in rural Manitoba.

One of the things I think that we have to realize, and I think the Member for Lac du Bonnet realizes this problem too, is that in this time when we are looking at high interest rates, when we are looking at problems of distribution, one of the problems that we have with rail is the length of time that it takes to move a particular commodity from one place to another, and that's where the trucking industry has really come in.

You cannot afford to have a shipment of goods waiting in sidings, being unloaded and loaded again into the trucks, only to find it arriving at your place of business or a retail outlet, two or three months down the road. When we're looking at interest rates of 17, 18, 19, 20 percent, there is no retailer that can really afford that. So even though I agree that the cost per pound of hauling goods via rail versus the trucking industry, especially on items like ore, potash,

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and other heavy commodities, we have to also appreciate that we have to have a very good road infrastructure program in order that we can see goods and services moved as fast as possible from one location to another.

So, Mr. Chairman, all I want to say is, that I certainly want to see the Minister continue in that vein; I want to see my Minister continue to press . . .

(Committee was called into the House)

MR. DEPUTY CHAIRMAN: Before I call the committee back to order. . . I suppose that even if we don't have the phone numbers here, we can continue. Is that acceptable? (Agreed) Call the committee back to order. When we adjourned at that time, the Honourable Minister of Sports and Recreation had the floor. That's fine.

The Member for Lac du Bonnet.

MR. USKIW: Well, Mr. Chairman, I wonder if the Minister would be in a position, after the period of our break this afternoon, whether he had an opportunity to be able to assemble some figures and projects out of his Estimates book that would challenge the statements that were made by some members on this side with respect to the politics of the road-building program for 1980. If the Minister is in disagreement with that statement, I would have thought that having had the opportunity to peruse his Estimates, that he would have been able to tell us that we are wrong and where we are wrong in the amounts of dollars or examples of program, because I think the Minister would appreciate that we had but a few moments to examine this program before we had to respond to his statement. On early examination, it appeared, as was stated by some of my colleagues, and if that isn't the case in actual fact, then I think it's reasonable for the Minister to respond and point out where we have overlooked something and that may be satisfactory to us, Mr. Chairman.

MR. DEPUTY CHAIRMAN: The Honourable Minister.

MR. ORCHARD: Thank you, Mr. Chairman. I certainly appreciate the Member for Lac du Bonnet's concern that that allegation does not go unchallenged. I did not take the allegation too terribly seriously, Mr. Chairman, because the Member for The Pas is naturally trying to make the best political statement that he can make, and in view of the fact that this government has undertaken a substantial road program, he can't criticize us for not trying to meet the legitimate needs of Manitobans. So his only other attack has to be that it's political. I think, Mr. Chairman, it was adequately pointed out when the Member for The Pas demonstrated his somewhat large lack of knowledge on what goes on in Northern Manitoba, when he indicated that, for instance, that the Cross Lake road was under serious negotiation by his department some two-and-a-half years ago, and now under the Conservative government it's been completely dropped and nothing is going on. He said that nothing is happening there, when in fact, Mr. Chairman, that road is being constructed this winter. I think in all fairness to the Member for The Pas we should give him the opportunity to retract that misinformation from the record.

MR. McBRYDE: Mr. Chairman, I'm not sure I need the Minister's facetious remarks. I asked the Minister before I made my comments whether or not there were items shown elsewhere than in the blue sheets in terms of northern highway programs, in terms of those things that come under the Northlands Agreement, because some northern roads did not always appear within the blue sheets in the past, and the Minister said that the entire program was in these blue sheets. I would like the Minister to tell me - I have gone through the sheets over and over again and I can not find Cross Lake in the blue sheets. Maybe the Minister could tell on what page and where I have overlooked this matter.

MR. ORCHARD: Mr. Chairman, I can appreciate the Member for The Pas now trying to wiggle out of the statement where he in fact said that nothing was going on on Cross Lake road and he wants to try and cover his tracks when he has had himself caught with his hand in the cookie jar.

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Mr. Chairman, the Cross Lake road is not a numbered road. It is neither a PR nor a PTH and it isn't listed in the blue sheets. It is a community access road and is under construction right now, quite contrary to the statement that the Member for The Pas made.

MR. CHAIRMAN: (b)(1). The Member for The Pas.

MR. McBRYDE: Mr. Chairman, I am not trying to cover any tracks; I'm trying to get information from the Minister. The Minister doesn't appear to want to give information, or wants to play games with what's going on. Mr. Minister, there are roads like the Cross Lake road listed in your sheet here that you gave us. It says here under last year's, Thompson, Split Lake; it's not a numbered road but it's listed in this book here. I am assuming, since I asked the Minister if in fact it appeared anywhere else and he said, no, it wouldn't be in here, since Cross Lake isn't listed in here - I mean, he's the one who said work wasn't being done. I asked him that. The Cross Lake road isn't listed in this booklet here, so maybe he can explain to us why it's not in here, and where he bungled in terms of not having it listed.

MR. ORCHARD: Mr. Chairman, to avoid the Member for The Pas digging himself further into the hole, it won't appear on this year's program because in fact the funds were committed in last year's capital expenditures, so he's exactly one year behind in his comprehension of what is happening in northern Manitoba, an area that he purports to have some knowledge of.

MR. McBRYDE: Mr. Chairman, the Minister is trying to dig himself out of his hole, but before he digs himself any deeper into this hole that he's determined to make for himself, I wonder how come then we have half of this booklet here as projects previously programmed. Thompson-Split Lake road has been under way for a long time, longer than the Cross Lake road. Why wouldn't the Cross Lake road appear in this booklet here, and why didn't the Minister know that this morning when I asked him that question? Why didn't the Minister know this morning? I mean, he's learned something since I asked that question, I assume.

MR. ORCHARD: Mr. Chairman, as soon as the Member for The Pas had finished his remarks this morning, I pointed out to him that construction was in fact going on on Cross Lake road. There was no indication that this afternoon is the first time that I mentioned that to him, for his edification.

MR. DEPUTY CHAIRMAN: The Member for The Pas.

MR. McBRYDE: Mr. Chairman, I never said that. When I asked the Minister this morning, Mr. Chairman, if there were roads not listed in this book, the Minister said there was not. Cross Lake is not listed in this book. Other roads undertaken last year are listed in this book and they are not numbered roads. First of all, the Minister used the excuse, "Well, it's not a numbered road." There are roads that are numbered that are listed in this pamphlet here. So, I would ask the Minister now, why did he leave the Cross Lake road out of this listing here?

MR. ORCHARD: Mr. Chairman, I believe we're into an argument on - that it's really not going to get anywhere. The Member for The Pas, this morning, laid out the accusation of myself and my department that we were not doing anything, we had dropped the Cross Lake road. I immediately, when he finished his discussion, told him the Cross Lake road was, in fact, being constructed right now. And that answered his question as to whether the Cross Lake road was, in fact, being constructed or not. I don't what his particular argument is right now. The Cross Lake road is, in fact, being proceeded with, despite the fact he did not have the knowledge that that project was going on.

MR. DEPUTY CHAIRMAN: (b). The Member for The Pas.

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MR. McBRYDE: Well, Mr. Chairman, the reason I didn't have the knowledge was because the Minister told me if it was being constructed, it would be in these blue sheets. It's not in the blue sheets. Now, Mr. Chairman, the Cross Lake road was one of the examples I used to prove my point. I raised about 8 or 10 examples with the Minister, and I can raise a number more.

Mr. Chairman, the Minister now says the Cross Lake road is under construction. Maybe he could tell me if the Easterville road is under construction and doesn't appear in the blue sheets. Maybe he can tell me if road from The Pas to the Saskatchewan border is in the Budget and not on these sheets. Maybe he could tell me if the Umperville road is in the Budget and not on these sheets. Maybe he could tell me if the road to Pine Dock is in this Budget and not on these sheets. Maybe he could tell me if the road to Pelican Rapids is in his Budget and not on these sheets. Maybe he could tell me if the road to Jackhead is in his Budget and not in these sheets. Maybe he could tell me if the road to Dauphin River is in his Budget and not in these sheets.

Mr. Chairman, if the Minister would like to clarify things and answer the comments that I've made, then maybe he could tell me which of those numerous roads I mentioned that were in planning or process where work hasn't proceeded according to these blue sheets; which one of those roads are, in fact, under construction, planned for construction, and don't appear in the Minister's blue sheets.

MR. ORCHARD: Well, to answer a couple of specifics, Mr. Chairman, the Easterville road is not being proceeded with this year, nor is the PR road west from The Pas to the Saskatchewan border.

MR. McBRYDE: Yes, Mr. Chairman, that's the assumption I made on all the roads I mentioned, because they're not in the blue sheets. I had asked the Minister specifically, then, will work be proceeding on the Pelican Rapids road?

MR. ORCHARD: No, Mr. Chairman.

MR. McBRYDE: I ask the Minister specifically, will work be proceeding on the Jackhead road?

MR. ORCHARD: Mr. Chairman, we could probably quite adequately resolve a lot of the roads that the Member for The Pas mentions, when we get to Acquisition and Construction of Physical Assets, Resolution No. 87., which deals with such road facilities as are not numbered roads, PTHs or PRs.

MR. McBRYDE: Mr. Chairman, I raise this matter under the section that's under consideration, Administration, Mr. Chairman, and what the Minister said in no way changes the comments that I made; that in fact we have basically a crass, political document here in terms of the road construction that's going to be under way. And, with the information that the Minister gave me, I listed all those roads that would not be proceeded with, Mr. Chairman. And one of those roads is, in fact, being proceeded with, even though it's not shown. And that's good that the people at Cross Lake are getting the road under last year's program, and even though it's not listed under last year's program in the paper here.

But of the other nine roads that I mentioned - I'm sure they're not proceeding unless it's like Cross Lake, they don't appear on the list here, from what the Minister said - that they are not proceeding. That in fact this is a crass, political document that outlines the Conservatives' intention to do work in Conservative constituencies and to ignore the rest of Manitoba. Mr. Chairman, that still stands. Nothing the Minister has said changes that.

The other thing on this Administrative section, I wonder if the Minister could clarify in some detail, the Northlands Agreement and how it fits in here. We had I think about, in 1977, specifically listed in this budget, I think about \$5.7 million under highway construction under the Northlands Agreement. Last year, we had \$5.1 million listed under the Northlands Agreement, and this year we have \$4.4 million listed for highway construction under the Northlands Agreement.

But I'm assuming that there are other sections of his budget, or other budgets, that do with Highways and Transportation, where some funds appear, because there's about \$7 to \$9 million allocated in that agreement for transportation services.

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So maybe the Minister could clarify it to me, to help me understand this budget and how they're administering those Northland funds as to where it appears in this budget, and the total amount of Northland's funding within his budget, if he could give me that information.

MR. ORCHARD: Well, Mr. Chairman, thank you. The Member for The Pas is once again insisting that this road program is, I believe a crass, political document, is what he's saying. What the Member for The Pas fails to recognize is that, for instance, on PR 391, there is a considerable amount of work being undertaken this year, which is not in a constituency per se represented by a Conservative member of the Legislative Assembly. And furthermore, Mr. Chairman, if he could identify a portion of 391 which was in fact in a Conservative constituency, he then automatically makes the blanket assumption that any construction on that road only services the people in that constituency, in fact, is of no benefit to the rest of the residents of northern Manitoba. Mr. Chairman, I would submit that's a rather strange assumption, and in fact any construction on 391 services several communities that are at the receiving end of traffic on 391. And any construction that this department undertakes on 391 is to the benefit of all residents in northern Manitoba who have to use that road to get to and from southern Manitoba and their home destinations in northern Manitoba. So his accusations of a crass political document are just totally unfounded.

And furthermore, Mr. Chairman, when the Member for The Pas doesn't look further than the end of his nose when it comes to the highway construction program on roads leading to The Pas, he makes the blanket assumption that because we did not lay a 10 or 20-mile strip of asphalt in the constituency of The Pas, then we are completely abandoning The Pas. Well, Mr. Chairman, I think it's very evident to anyone who wants to take a look at the road program, that we are constantly upgrading roads leading to communities in northern Manitoba.

And it's just very unfortunate, Mr. Chairman - it's not very unfortunate, it's very fortunate that some of those roads in fact are through constituencies that are represented by a Conservative MLA., but the road is not built strictly for the use of the residents of that constituency. That road leads to the community of Swan River, the community of The Pas, the community of Flin Flon, and any work undertaken on roads to the south of that are not a crass political document, but rather the overall program that this province, this government, is undertaking to provide transportation services of an efficient and comfortable type for all people of Manitoba, because the roads we build in southern Manitoba often lead, Mr. Chairman, to the residents of northern Manitoba, and if that is in some way leaving them out of the road program, then I fail to see the Member for The Pas's rationale on that particular statement.

MR. MCBRYDE: Mr. Chairman, I'd ask the Minister more of a question, that maybe his officials are giving him some information in terms of the northland's funding and how it appears in here and what the intention is for it

Specifically on the Minister's comments, Mr. Chairman, I think if the Minister would do some homework, and I think it's . . . Highways have traditionally done this homework before, because Highways Department and their staff have a pretty good idea of how much money is being spent in each constituency, and so maybe if the Minister would just gather that information together and present it to us, maybe, Mr. Chairman, he could show that I was wrong. If he could show how much is being spent in each constituency, he could easily show that I was wrong. And if the Minister is able to table the documents of the intended program for this year and the estimated value of that program by dollars, and the figures show that I am wrong, then I'll apologize to the Minister; I'll apologize to the Minister for being wrong. But it's fairly simple for the Minister if he wants to demonstrate that, Mr. Chairman, to be able to demonstrate that providing the figures that the Highways Department usually has around in their files, and information, I'm quite sure that they won't have too much trouble figuring that out for the Minister and giving him those particular figures.

In the case, Mr. Chairperson, it's a good thing that work is being done on 391 - 391 needs a lot of work done on it, and it's a good thing that work is being done on 391. And it does serve all of northern Manitoba. But basically, Mr. Chairman, it services the people of Thompson who travel 391 to get to Thompson.

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That's the people it benefits the most. And it just so happens that Thompson is a Conservative constituency at this time, Mr. Chairman. I'll add very quickly, at this time.

Certainly, Mr. Chairman, work done on No. 10 highway at Swan River is helpful to people from northern Manitoba who travel that road further north. But if you want to take the most travelled route for people from The Pas, or the two most travelled routes for people from The Pas, one is to Saskatchewan, and even though the planning was under way, there was agreement to proceed with it, the land acquisition was taking place, that is one of the roads that will not be proceeded with.

The other main route that people from The Pas take from The Pas to travel to other areas, is direct to Winnipeg. And people taking that road travel No. 10 Highway to the Easterville Road, the Easterville Road to No. 6, No. 6 to Winnipeg. And, Mr. Chairman, I don't think there's one cent being spent on either of those two routes, that are key routes for the people of my constituency. But nonetheless, Mr. Chairman, the Minister can prove me wrong by giving us the figures that I just mentioned. I would like an answer from the Minister and, Mr. Chairman, I'm trying to get information here.

I want to understand exactly what has happened to Northlands expenditures; and he has Northlands' expenditures in his department, and I wonder if he could tell me exactly which of those Northland expenditures are highways, or road construction expenditures, or let's say surface transportation expenditures, as opposed to airport and other expenditures. And, Mr. Chairman, to make it clear in terms of, as I understood from the Minister this morning, those items that appear on the blue sheet here include Northlands expenditures the same as they include regular provincial highways expenditures.

I'm sure that even this government, Mr. Chairman, is not going to reduce its highway expenditures, because in northern Manitoba now they're getting 60 cents from the federal government for every mile of highway they lay down in northern Manitoba. So, Mr. Chairman, they're not going to pass up that opportunity to improve the network in northern Manitoba, when they can do it at less than half the cost to the province of Manitoba, than they do with other roads in the province of Manitoba.

But I would like the Minister, if he could clarify for me in terms of the Northlands fundings, how it's intended to be used this year, how much there is for surface transportation, like highways, or barges, or other surface transportation systems. If the Minister could clarify that for me.

MR. DEPUTY CHAIRMAN: The Honourable Minister.

MR. ORCHARD: Thank you, Mr. Chairman. The funding and the projects to which that funding goes to, can be adequately identified under two resolutions, Mr. Chairman, and when we get to them I'm sure the Member for The Pas would be most anxious and willing to discuss those fundings. And those are Resolutions 85 and 87, Mr. Chairman.

MR. McBRYDE: Yes, Mr. Chairman, I am raising the matter of the Northlands, not just in this committee, under Administration or early on, because there's been a number of transfers of funds around like there is in the Minister's reconciliation statement, Allocation of funds from Northern Affairs re Northlands Agreement. I appreciate that when we get into the detail of section-by-section, that he can explain the detail of it.

But I would like him to tell us now, while we're on Administration, how the Northlands funds are administered, if he could tell me the breakdown in terms of the expenditures for Northlands.

MR. ORCHARD: Well, Mr. Chairman, I reiterate, the proper place to discuss the breakdown in capital expenditures of Northlands Agreement fundings, are in the appropriate appropriations, which are Resolution 85 and Resolution 87. And I'm quite sure if the Member for The Pas would like to pass on through the Estimates, we can give him those answers this afternoon, if he would care to move the Estimates along that far.

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MR. DEPUTY CHAIRMAN: The Honourable Member for Lac du Bonnet.

MR. McBRYDE: I still wasn't finished, Mr. Chairman.

MR. DEPUTY CHAIRMAN: The Honourable Member for The Pas.

MR. McBRYDE: Yes, Mr. Chairman, I'm disappointed the Minister isn't willing to co-operate even to that limited extent. What I want from him is the overall picture of how Northlands are being expended, not just in one section or the other section, but the overall picture of how the Northlands are being expended within his department, and whether there's been an increase or a decrease in those overall Northlands spending, in terms of surface transportation.

MR. DEPUTY CHAIRMAN: I think that the Minister has already made his point, that he will discuss the Northlands Agreement in Resolutions 85 and 87, and if you want to talk about Administration, or other aspects of it, we'll stick to the topic of Administration.

The Member for The Pas.

MR. McBRYDE: Yes, Mr. Chairman. I'd just like the record to show the Ayatollah-like attitude of the Minister in terms of being fair and reasonable with members of this particular committee

Well, Mr. Chairman, I will just have to bow to the Minister's power and wait for whenever he's willing and able, and I would just like to say, before I conclude, Mr. Chairman, that I am very disappointed that the previous Minister of Highways is no longer here, because he was much more co-operative than this one is.

MR. DEPUTY CHAIRMAN: The Member for Lac du Bonnet.

MR. USKIW: Yes, Mr. Chairman. I simply want to make the point, Sir, that it's unfortunate that - for the purposes of this debate - that you, Sir, were not present this morning when this debate began, and at which time the debate was in order. And this debate is no other than a continuation of the debate that we held earlier today. So we have two different chairmen with two different rulings as to the appropriateness of debate on this item.

So I suggest to you, Sir, that the discussions are in order, that they were in order this morning, and that really what we are doing is following up on what took place this morning. In other words, it's a continuation process.

And in that vein, Mr. Chairman, I would like to point out to the Minister that his comments this afternoon do nothing to clarify the issue, because what he tried to impress the committee with is that there is work being done that we were not aware of this morning, pursuant to the discussions this morning, and that the Member for The Pas should have known that work was under way.

Mr. Chairman, what we were talking about this morning - at least some of our members - was the almost total absence of departmental activity projected for the next fiscal year in constituencies which are not represented by the government. That was the issue that we were into this morning and that is still the issue. The Minister tried to clarify that by pointing out that that there was a project in the constituency of The Pas, which in his opinion it was the negligence of the Member for The Pas not recognizing it.

Well, then, Mr. Chairman, we find that the Minister himself alludes to the fact that that program was a carry-over from the year before, which then confirms that the Member for The Pas was correct in the first place, that is, in talking about new dollars in terms of the fiscal year that we are approaching, that there are no new allocations. And that was the issue that he was raising this morning.

So it is not good enough to say, "But we have allocations unused from last year". Well, we know that, Mr. Chairman. Throughout the province that is something that occurs within the Highways Department every year. But what the members on this side have been objecting to, is the lack of new allocation of funds for new construction. The Minister has not been able to respond to that, and I would have thought that after having had two or three hours, an opportunity that could have provided some answers, that obviously the position of members on this side must be fairly accurate or else the Minister would have responded to point out that indeed there were expenditures planned for those areas.

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Now, if the Minister feels that he wants to make that contribution, we are hopeful that he will do so. But if he is silent on it, then we have to conclude that he really has nothing to tell us and that our assumptions are relatively correct.

MR. DEPUTY CHAIRMAN: (b)(1) - the Member for Lac du Bonnet.

MR. USKIW: Well, Mr. Chairman, I guess the silence of the Minister implies that our assumptions are correct, and I suggest to the Minister that that is rather a callous way of running his department.

I don't think we want to belabour the question. If our assumptions are incorrect, we would have hoped that they were corrected, but that is not coming.

I would like to ask the Minister, Mr. Chairman, what the department's policy is with respect to the question of consumption of energy in the area of the building of highways, whether the energy question has entered into policy changes within that department. To put it plainly, Mr. Chairman, has the department done some studies or comparisons or evaluation of completely going out of the asphalt program and going with concrete only, as a means of highway construction, as an aggregate for highway construction? Because obviously, if energy is a problem and oil consumption on the highways contributes to the problem - and the cost factors may not vary that much between the two - as I recall it, a year ago we were led to believe that there was very little difference in cost between concrete and asphalt now, that perhaps it might be the right time to have a change in policy, given the proper studies and so on that would have to be undertaken.

MR. ORCHARD: Mr. Chairman, the department often will present an alternative method of construction which sometimes involves concrete or reinforced concrete. The one project that is particular in mind this year was in this instance a fairly significant difference in cost between asphalt and concrete.

A MEMBER: Which one?

MR. ORCHARD: Well, concrete, being quite a bit more expensive. And as of yet - and once again I guess you might call it a moving target - because as asphalt prices appear to be going up, that differential in cost between concrete and an asphalt riding surface may well, in the next construction year or the construction year thereafter, become much closer that we can consider, even though there is additional cost because of the spinoff to Manitoba concrete in their cement industry - that concrete in fact will be the way we would go in construction, but as of the one major project, which was considered both ways, the cost differential was too much.

The other point, Mr. Chairman, that I'd like to point out to the Member for Lac du Bonnet, in terms of concrete construction, is that a concrete surface remains intact for a number of years in generally very good weight-carrying condition. However, concrete surfaces do have the distinct disadvantage in our Manitoba climate of shifting, so that, particularly for the truck traffic, and now with the advent of the smaller car - the shorter wheelbase car - depending on the amount of use, some 10 to 15 years, your concrete surface becomes choppy, and at that point in time the only solution to that is to overlay it with asphalt.

So what we would be doing, Mr. Chairman, if we were to consider a concrete riding surface now, because of the cost differential between asphalt and concrete, we may well be committing the taxpayer of the province to an overlay at any rate, some 10 to 15 years, and at what kind of asphalt price of course I think, is anybody's guess.

The other area that is being looked at, which quite frankly, from initial inspection may well have more opportunity than the concrete riding surface, is the establishment of a soil mix sub-structure on highways, which is overlaid with bitumenous pavement. In other words, using Portland cement and lower quality aggregates to establish your base courses. It's still more expensive to go the cement route, but certainly the economics there are coming very much in line. It's a study and a program that the department is constantly reviewing, to make sure that we are expending our limited road budget and getting the most, shall we say, the biggest bang for our buck.

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MR. USKIW: Well, yes, Mr. Chairman, I would like to leave with the Minister, some questions, so that when we arrive at the areas where they might be most appropriately dealt with, that he might have had the lead time to bring in some answers. And that has to do with the total staffing of the department, the numbers game, in other words. I don't need that right now.

MR. ORCHARD: We've got it on a sheet right now.

MR. USKIW: All right. Yes, that's fine. The other, which is really the more important one for me, is the total number of square feet of office space occupied by the department; a percentage of that space that is occupied in government buildings; a percentage of that space that is rented from private premises; and the last 12-month change in those percentages as between government offices and private premises.

MR. ORCHARD: Mr. Chairman, that may well be able to be provided, but all office space rentals and allocation of office space are under Government Services, as the member is aware, and could well be addressed there.

MR. USKIW: But, Mr. Chairman, the Highways Department must know how much space that it uses, how much of it is used in public buildings, how much of it is in private buildings, and whether there has been any change in the last 12 months as between public and private, one way or the other. The Highway Department should be in a position to know that, surely their accounting people must know that.

MR. ORCHARD: Mr. Chairman, that information can be made available.

MR. USKIW: I don't need it today, Mr. Chairman, but I have indicated that I would like to know, and if it isn't readily available from the Highways Department, perhaps it can be provided through the Highways Department from Government Services, or whatever.

MR. DEPUTY CHAIRMAN: (b)(1)--pass; (b)(2). The Member for Ste. Rose.

MR. ADAM: Yes. . . --(Interjection)-- I thought he was. . .

MR. DEPUTY CHAIRMAN: Order please, order please. I might inform the members of the committee there is no list. The Chairman takes the members as they indicate their preference to speak.

The Member for Ste. Rose.

MR. ADAM: Yes, Mr. Chairman, I believe there was a list before the dinner hour and I guess that list. . .

MR. DEPUTY CHAIRMAN: To the Member for Ste. Rose, there is not any more list, not for the previous Chairman, nor with myself.

The Member for Ste. Rose.

MR. ADAM: Well, Mr. Chairman, this morning when I responded to the Minister's opening comments, I had not had the opportunity of perusing the blue sheets here in regard to the highway program, and I must say that after a quick cursory look through the programs for 1980/81 I was aghast, to say the least. My predecessor in Ste. Rose Constituency, the Honourable Gil Molgat, went through 11 horrible years prior to my assuming office, 11 horrible years under the Duff Roblin administration, in regards to road construction in the Ste. Rose Constituency. And in fact, people were advised then when they came in to request for road work that they need not expect much road construction as long as they voted Liberal. That is the answer they usually get.

Nothing happened in Ste. Rose until 1969. Mr. Molgat was the representative for 1969 and 1970, Mr. Chairman, and not till then did they start to get some highway construction and road upgrading and that. And it's obvious that we are returning to that era, to the Duff Roblin era. And it's obvious that the ongoing

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problem, the staff, were ignored. The district offices and their programs and districts were ignored as well.

I am sure that the Minister will probably be able to lay off a lot of people in the Dauphin district, since there will hardly be any construction going on in the Alonsa and Ste. Rose and Glenella areas. That there will be able to be some laying off of people there, I presume, from that district. I'm not sure about The Pas, if there is a district office in The Pas; there probably is.

We are, to say the least, disappointed, because the Throne Speech indicates - and I would like to put it in the record again, and it has already been put in the record in the House - but in addition, through the expansion of highways transportation to communities, and I emphasize, "throughout the province". That is what the Throne Speech indicates, and there should have been something else in there, "throughout the province where represented by Conservative members", because this would give us the impression that there was going to be a comprehensive road program throughout the province, and this is not the case, if we are to go by the blue sheets.

Now, I am wondering, Mr. Chairman, if it is possible, is there any other road construction that is not shown on this list in those other areas outside of The Pas, outside of the Northlands Agreement?

MR. ORCHARD: Mr. Chairman, the program, the blue program, has the new committed construction for 1980/81, and also has in it projects previously programmed which aren't in place. My deputy informs me that the only other programs which may be ongoing and are not part and parcel of this blue printed program, might be some works undertaken into Indian reserves, access roads to Indian reserves, which are not listed there and may well be ongoing. And as well, some of the community roads, which can be, as I have mentioned to the Member for The Pas, that can be dealt with specifically under Item 8, Appropriation 78, or 87, I guess it is, in the Department.

MR. ADAM: Well, Mr. Chairman, rather than every member wishing to ask questions on that particular subject, would it be possible to have a list of those roads that do not appear here. It would satisfy the Member for The Pas. Those Northland Agreements; if we could have a copy of all those access roads, and those other roads that do not appear on here, so that we don't make a total rejection of the Minister's position, political position.

There may be some small exceptions that we may give him credit for, and I would like to see that, but looking at these blue sheets, certainly not very encouraging to all those people. And I have a stack here, Mr. Chairman, and I have others in my files, of letters that have come out and people have gone to considerable expense to come in to see the Minister and to petition him for their own concerns in their areas. And they have gone to a lot of trouble over the last year or two, and probably prior to that, to come in and express their concerns to the Minister.

And to have to advise these people now, I hope that the Minister is corresponding with the group that he met recently, or will respond to their request; I believe they was a delegation froms the Hillridge, Ebb and Flow area. And there was an area there that should have been completed last year, and I thought for a while that the former Minister of Highways would have completed one section of road. There was a project for 4.9 miles, and that should have been about seven miles. I think that if that seven miles had gone forward last year, I doubt whether the Minister would have had these delegations in this year, although it could have gone another perhaps seven miles. But if it had gone another three or four miles, I think it would have been satisfactory to those people, and they would not have been in here as a delegation. The reason for that being is that the road stopped well short of the school where all the buses get to, to go to school, and that is the most heavily trafficked area on PR 278.

I see nothing in there, and the Minister can correct me, I see nothing of the continuation program on PR 261 from No. 5 to 260. I am hopeful. I believe, if I have read this correctly, I have only looked at it once, that the road that goes from 261 to Walderssee, and to join with that road going to Plumus. Now, part of that constituency would be in the constituency of the Member for Gladstone, but I think that road definitely should be upgraded. I'm not sure whether it's in the program for this year but I would certainly hope that program goes forward.

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There's a need for that; that road is flooded and closed for a number of weeks during the spring, and I hope that, certainly, there will be some upgrading at least from 261 south, through the village of Walderssee. It's unfortunate that portion, coming from Plumas north, was not completed during the time of the Duff Roblin administration, and . . .

MR. DEPUTY CHAIRMAN: The Member for Minnedosa on a point of order.

MR. BLAKE: We're talking about 260, north of Plumas. In the program there's 11.4 miles of grade gravel on the road north of Plumas to the south junction of PR 261.

MR. ADAM: It's not a point of order, Mr. Chairman, but . . .

MR. BLAKE: The Chairman can tell me that . . .

MR. ADAM: I'm hoping that that's in the program this year. Also, it appears that the ongoing program on PR 276 has been discontinued. There was right-of-way purchased on PR 269, where we have been receiving complaints from the Duck Mountain School Division for years to try and upgrade that portion from Waterhen to Winnipegosis. We had some right-of-way purchases there on 269, but nothing is ongoing or continuing and it appears that the construction on 276 and 269 has been taken off the list in preference of other areas.

MR. ORCHARD: Mr. Chairman, the Member for Ste. Rose seems to be, using as an example, a delegation that has communicated some sort of message to him after a meeting in my office with me requesting certain road upgrades. Now he's trying to imply that there's some sort of political connotation, and I believe - I'm going to have Hansard clarify my belief on it - this morning, he indicated that the delegation had left, telling them that I was just - you know, crass politics that I'd used on them, etc., etc. When I have that verified by Hansard as to what the Member for Ste. Rose said, I'm certainly going to correct his grossly mistaken impression of what takes place in my office when I meet with delegations, regardless of what constituency they come from or what part of the province they come from.

I'd like to tell the Member for Ste. Rose that, certainly, the group from Hillridge School are going to be disappointed that their particular road is not in the construction program this year. But I might add, that it would probably mean that some three-quarters of the delegations that come in to see me are in a like-wise position because, Mr. Chairman, as the Member for Ste. Rose should recognize, the demands for road upgrading in the province of Manitoba far exceed the ability of an \$80 million construction budget to carry out in one year. So it's not at all unusual, Mr. Chairman, that a group, a delegation, coming in to put forward to me their position on their need for their road, in fact, it's turned down when the road program comes out.

I can name you delegations from the Member for Minnedosa, from the Member for Portage la Prairie. And incidentally, I don't have to point out that those constituencies are Tory constituencies. The Member for Emerson has had delegations in to me, the Member for Steinbach has had delegations in to me. In some cases, I've been able to comply with a portion of their request, but most of the time, Mr. Chairman, their requests are not part and parcel of the construction program this year, because the demands as I said, for roads in this province are extremely large, particularly on the provincial road system, which I don't think it's unfair to say that in the past decade of the 70s, very little reconstruction work was done on them. Some of those roads are on soil conditions that make them difficult to maintain, they are low, they drift in with snow. I have those in my own constituency, and I don't have those roads being upgraded this year. They will get upgraded as the program goes on, years down the road, as this government tables more and more road programs. Certainly, we're going to get to them. We're going to get to the Hillridge School road but, Mr. Chairman, because it doesn't happen this year doesn't mean to say, as the honourable members in the opposition are trying to accuse me of, that we are exercising crass politics. That's pure unmitigated, incorrect information.

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Mr. Chairman, you know, I fully respect that the members in the opposition can only make one case in this road program which, quite frankly, is one of the better ones that has been tabled by any government in the history of this province. The only thing that they can allegedly hang their hat on is some kind of crass political reasoning. They can't argue with the program per se, because they know that in the eight years of their administration they horridly neglected the majority of the roads in Manitoba. And when you neglect them, you have to rebuild them, and you have to rebuild them at a higher cost than if you'd carried out a routine maintenance program and a regular reconstruction program. That, Mr. Chairman, is what we are undertaking. Those roads are going to be rebuilt in time, and not every delegation that comes in to see me, on a given year, is going to have their road rebuilt. So any impression that the Member for Ste. Rose would like to leave, that I have been using politics, particularly with the Hillridge delegation, he's absolutely wrong. Because if he's going to make that accusation, he has to carry that accusation forward to delegations that my own colleagues have brought in to talk to me about roads and have been refused on this road program, Mr. Chairman.

MR. DEPUTY CHAIRMAN: The Member for Rupertsland.

MR. BOSTROM: Mr. Chairman, I listened to the discussion this morning with interest and was disappointed to see that the Minister had no answers for the questions which were raised in debate on the various roads in the constituencies represented by New Democrats in the Legislature. I know in my own case, to refer to a specific, the PR 304, which leads into the northeastern part of Manitoba, which is the main road for the winter road access to northeastern Manitoba, heavily travelled both summer and winter, it's obvious from this program, and even from preceding years, that any new work is scheduled for this road. There was some work carried out on this particular road during the years the New Democratic Party was the government in Manitoba, but it appears as though the Progressive Conservative government is intent on stopping any major construction in that area.

I believe that the Highways Department would probably be recommending that the engineering, the administrative level, that some were continued. In fact, to be specific, there was a contract completed on a section of the road north of where it has already been surfaced, and last spring it was brought to the attention of the former Minister, that this road hadn't even been gravelled properly and cars had to be towed through this section of road. The communities in that area were cut off from travel practically for several weeks, at least certain periods during those weeks. Since that time, some gravel applications have been put on that section, so that it is fairly reasonably passable at the present time. And some work was done to clear the road route further on, which made it appear as though the Highways Department was planning to do a further ten miles or so of road upgrading on that particular highway. And, Mr. Chairman, it's obvious from this budget that all that is being planned for the coming year is some application of crushed rock, which I assume is some gravel work, and not any major upgrading work. And I would suggest, Mr. Chairman, that whatever funding was planned for that road has been transferred to some other areas without any real administrative or technical look at what is required to continue to upgrade that particular stretch of road.

So, Mr. Chairman, I believe that the comments that my colleague, the Member for The Pas, this morning was saying, are certainly correct in this case. And if one looks at the constituency of my colleague, the Member for Lac du Bonnet, which I am familiar with, which is the constituency directly to the south of my area, the highway program here shows no major road improvements, any new major road improvements for this fiscal year which we are considering.

There is some carryover from last year on a main route, which is the trunk highway No. 11, which I understand is being carried over, but there is virtually no new improvement scheduled for this year. So the entire rural constituency has been practically cut off from any road work, and I find that totally unacceptable, Mr. Chairman.

To be specific, the Progressive Conservative Throne Speech indicated that they were interested in putting in roads to areas where it would improve the tourist potential. Well, Mr. Chairman, there is a brand-new provincial park, Nopiming

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Provincial Park, in northeastern Manitoba. There is a road leading north to Lac du Bonnet into that park, 314, which is in terrible shape, which desperately needs upgrading if that park is to be a heavily-used and travelled area.

I understand the Parks Branch is considering putting in, in fact, have already surveyed lots at Long Lake, and in some of the other lakes in that Nopiming Provincial Park, and the main access to that park is either 304 or 314. And many people use the 314 route through Lac du Bonnet to get to that park. And the road leading in there, it's called PR 314, but I have travelled on it, and in places it's not much wider than this table in between rocks. Mr. Chairman, there is a desperate need there for the government to look at improving that access if you are going to be serious about improving the tourist potential of our province.

Here is an area that is designed to take the spillover from the Whiteshell Provincial Park which is already becoming overcrowded, which we have discussed in the Legislature in the past, and had debates on some aspects of development in the Whiteshell which may be considered very negative by many people. And if you're serious as a government at looking at promoting tourism, then you must improve the roads which give you access to that potential tourism. And there is absolutely nothing in this Highways Budget which would improve two major routes into northeastern Manitoba that we give access to people in terms of the tourist potential of that area.

And, Mr. Chairman, to look at another road which is not directly in my constituency, but leads into my constituency and goes through part of the Constituency of St. George, and also a part of the Constituency of The Pas, both of which are represented by New Democrats, PR 234 has absolutely zip in the budget for that road.

I notice the Minister is showing great disinterest in my comments, as I am sure he has shown during his consideration of the financial aspects of road construction in the province when he decided to spend most if not all the money in Conservative constituencies.

I would like to ask the Minister on a very specific question - and I assume that this is the right place to ask it - where it shows in his Estimates the funding which should be in place for the access road into Cross Lake. I understand there is some construction proceeding in that area at the present time. Can the Minister tell me what the plans are, what the definite plans are, in terms of the construction of that area and when it's expected to be completed to give access to that community?

MR. ORCHARD: Well, Mr. Chairman, the Member for Rupertsland has indicated that, you know, there is nothing happening in his constituency, and I note, with a great deal of interest, that some of that nothing that's happening in his constituency involves the application of crushed rock to 82 miles of road in his constituency. I would suggest that if he wants to make mileage comparisons to other constituencies, he will find he's got more application of crushed rock than any other constituency in the province.

Now however, in his eyes, that may mean that the department has completely abandoned his area. In the department's eyes, that means we're substantially improving PR 304 for access to his constituency, and to make the driving conditions on that road quite a lot safer when it becomes slippery, because of the nature of the soil, and crushed rock is the only way that you help to remedy that problem. Now, if that's doing nothing, Mr. Chairman, then I suggest that he dare not offer that 82 miles of crushed rock application to anybody else around the table or he might find that that nothing gets taken up pretty quickly by someone else.

And, Mr. Chairman, when he mentions access to parks and the promotion of tourism, those projects are, as I tried to explain to the Member for Ste. Rose, there are numerous requests for upgrading of roads into our park and beach areas. Access to those roads, and the need for construction on them, are no different than the need for construction on many of the other provincial roads and highways in the province. And it's a matter of prioritizing where you can spend a limited number of dollars on a virtually unlimited amount of requests. And he can pick out the one park, the Nopiming Park that he mentions, and certainly, he's correct, there are no dollars in that for this year.

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But, Mr. Chairman, I might admit that, you know, there are many many roads in the province that have gone - particularly provincial roads - that have gone as many as fourteen years with no construction done to them. So, pulling out an example of one road in one construction budget is hardly indicative of inactivity in that area. It simply means that the requests far exceed the ability of the province in this department to meet those requests. They will, over a number of years of construction budgets by this government, be met. But they certainly are not always going to be met in one year. That would require a capital budget in Highways of probably \$800 million or \$900 million. And, Mr. Chairman, that would further exasperate the problem that some of the members have alluded to, in that only work which is carried over is being undertaken in their constituencies.

Some of the work, Mr. Chairman, that is being committed this year on the blue sheets will not get done this year, because the work that's in carry-over will proceed, and some of the new work that we commit this year will be on next year's program as carry-over. Now, should that happen to occur in the constituency, for instance, of the honourable chairman of this committee, and because he has carry-over work in his constituency for next year and doesn't get any new construction dollars next year, is he going then rightfully say that nothing has ever been done in my constituency and it's a political document. I dare say, no, Mr. Chairman. However, that's the shortsighted attitude that members in the opposition want to take at this time and they are out in left field.

Now, in terms of the Cross Lake road, there is I believe, a contract for roughly almost \$3 million being undertaken to provide - what is it - 12, or is it 14 miles of construction? The Cross Lake road, \$1.7 million was provided under Appropriation 15 (8) of this department last year 1979-80 Estimates; and \$2.5 million was provided under 15 (8) Appropriation in this department this year for the Cross Lake road. The target year for completion is 1980 and, you know, all things being equal and the construction season going quite well, it may well get finished this year.

MR. CHAIRMAN: The Member for Rupertsland.

MR. BOSTROM: Just on that point, can the Minister indicate what kind of access that will provide to the community?

MR. ORCHARD: That will, as I understand it, and I haven't been up to see that road, but as I understand it, that will provide access, and then we are in the process of taking a look at a cable ferry to give the final access from the road to the community.

MR. BOSTROM: Mr. Chairman, can I ask the Minister if that construction is cost-shared through the Manitoba-Northlands Agreement?

MR. CHAIRMAN: Yes.

MR. ORCHARD: The Minister is indicating it is, which means 60 percent of the money would be supplied by the federal government for that particular access. Can the Minister indicate where the other funds are going, which are being spent by his department under Manitoba-Northlands funding, where those dollars are going? - how many dollars there are and where they are going?

MR. CHAIRMAN: I ask the Member for Rupertsland, are we going into specific items now or are we still under the general heading of Administration?

MR. BOSTROM: Well, it could be under Administration, since surely Northlands is something which his administration considers itself part of.

MR. ORCHARD: We can certainly talk Administration of the Manitoba Northlands, but specifics such as what dollars go where are much more appropriately questioned in Appropriation 15(8).

MR. CHAIRMAN: (b)(1). The Member for Ste. Rose.

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MR. ADAM: Mr. Chairman, on the sheet that we were given in regards to - that's total staffing - is there anything that we should know or should talk about on the temporary staff turnover.

MR. ORCHARD: No.

MR. ADAM: There's an increase of four. SMYs 1979-80, there are four vacancies, and those vacancies are to be filled?

MR. ORCHARD: Yes.

MR. ADAM: And that will bring it up to, say, three?

MR. ORCHARD: Yes. What the situation is there, Mr. Chairman, is that of the 59 SMYs approved in 1979-80, four of them were vacancies and have been filled, and we have added four SMYs to that administration staff complement to bring the total SMYs provided for in this year's Estimates to 63.

MR. ADAM: There was actually only 59 on staff last year?

MR. ORCHARD: SMYs.

MR. ADAM: That's all?

MR. ORCHARD: Yes, approved SMYs.

MR. ADAM: So, now we have four more on staff and a decrease in salaries.

MR. ORCHARD: Yes, that's right, Mr. Chairman.

MR. ADAM: How does that come about, that we have more people on staff? Are they paid less?

MR. ORCHARD: Mr. Chairman, prior to my assuming this department, Transportation Services Division of Northern Affairs was integrated with the Department of Highways and Transportation. In that integration function we combined the senior administration levels and, as a result, we have been able to decrease the former level of administration staff involved in our department and involved in the Transportation Services Division of Northern Affairs. We have eliminated certain of the higher priced, shall we say, the senior paid people, in that integration, and despite the fact that we have increased the SMY appropriation, we have been able to reduce the amount of dollars required.

MR. ADAM: How many in the senior management level were dispensed with, or laid off, or transferred? Were some of these transferred to other departments?

MR. ORCHARD: Well, Mr. Chairman, in the Transportation Services administration there were 13 approved SMYs last year and we were able to integrate those 13 into our administration by adding only four additional people.

MR. ADAM: Were any of these people that were at the senior level transferred into other departments, or were they simply laid off and no longer around? Or have they been absorbed in other departments?

MR. ORCHARD: Yes, one has gone to the Marine Division, Mr. Chairman.

MR. ADAM: What division?

MR. ORCHARD: Marine Division.

MR. ADAM: One of those, out of 13?

MR. ORCHARD: Right.

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MR. ADAM: And the other 13 are . . .

MR. ORCHARD: Yes, the other . . .

MR. ADAM: The other 12?

MR. ORCHARD: The other 12 were transferred to central administration.

MR. ADAM: They're where?

MR. ORCHARD: To central administration

MR. ADAM: Central administration.

MR. ADAM: I wanted to know if an agreement has been reached with the union, MGEA. Is there a contract up for negotiation?

MR. ORCHARD: The MGEA, in general, is negotiating on behalf of personnel in all departments, not singly by my department and the Department of Health. They're negotiating on behalf of all civil servants.

MR. ADAM: There is provision in these Estimates for any increase in negotiations, is there? Where would that be, in the breakdown? Is that the one million?

MR. ORCHARD: Yes. There is provision for salary increase that was approved last year, but since we don't know the level of the settlement this year, there is no provision made, and that's customary.

MR. ADAM: Well, the one point, the reconciliation would show \$1,341,000.00.

MR. ORCHARD: Right.

MR. ADAM: Wouldn't that be for the anticipated increase in salaries this year?

MR. ORCHARD: Mr. Chairman, for the Honourable Member for Ste. Rose, that's the catch-up for last year.

MR. ADAM: For last year?

MR. ORCHARD: Right.

MR. ADAM: So we're always a year behind?

MR. ORCHARD: If I can refer the Member for Ste. Rose to page 1 in the Estimate Book, he'll find that there is a General Salary Increases appropriation of \$7.5 million, which is anticipated to be applied to each department, so that it doesn't appear. Salary increased provision is not made per se specifically department by department, but rather as a lump fund as shown on page 1.

MR. ADAM: Will it be about eight percent this year?

MR. ORCHARD: Mr. Chairman, I have no idea what it's going to be. That's a subject of negotiation that I am not part of.

MR. ADAM: The Minister has nothing to do with any negotiation? The administration has nothing to do with salaries insofar as the staff is concerned?

MR. ORCHARD: Mr. Chairman, as I understand it, that's the responsibility of the Civil Service Commission negotiating with MGEA.

MR. CHAIRMAN: (b)(1)--pass; (b)(2)--pass; (b)--pass; (c)(1)--pass.
The Member for Ste. Rose.

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MR. ADAM: I wonder if the Minister could give us a resume or an overview of what is happening in the Computer Services, there's an increase of some \$45,000.00.

MR. ORCHARD: Mr. Chairman, the Computer Services Division provides for a number of functions within the department and the Motor Vehicles Branch, offering such functions as inventory control, payroll and staff, the Motor Vehicle Branch, and as a consequence, MPIC are major users of the Computer Services.

MR. ADAM: The increase in \$45,000, does that include any salary increases or . . .? We have one extra staff there now.

MR. ORCHARD: Right.

MR. ADAM: Does the \$45,000 just provide for the one salary there or one SMY?

MR. ORCHARD: Mr. Chairman, it provides for one additional SMY which, as you are well aware by the personnel sheet, has been approved, and it provides for another item of the storage system design, and provides for such things as annual increments which accrue to the permanent staff in that department.

MR. CHAIRMAN: (c)(1)--pass; (c)(2)--pass; (c)--pass.
The Member for St. Vital. On which item, please?

MR. D. JAMES WALDING: I'm still on Computer Services. Mr. Chairman, my question has only to do with Computer Services. When the Minister mentioned a number of different functions that this section covers, is he indicating to the committee that the general item of Computer Services is providing services to all of the different lines within the department and that there is no separate amount included in any other item here for Computer Services?

MR. ORCHARD: Mr. Chairman, I did make an error when I indicated that Motor Vehicle Branch was part of this appropriation. Motor Vehicle Branch has its own separate computer allocation when we get to appropriation No. 9.

MR. WALDING: Mr. Chairman, I thank the Minister for the correction, but he didn't answer the rest of the question, whether Computer Services for all of the other departments is included in this particular line, this appropriation, or whether there are other appropriations for each of the other sections of this department.

MR. ORCHARD: This appropriation for Computer Services is the portion of it that is servicing the Department of Highways function as opposed to the Motor Vehicle Branch function.

MR. WALDING: Mr. Chairman, perhaps I am not making the question clear enough for the Minister or maybe I'm not understanding his answer. Can I ask him then if Planning and Design and Maintenance and Assistance programs, Construction and various other lines in his department also have within them provision for Computer Services?

MR. ORCHARD: Well, yes, but for usage in terms of the salaries. There are two things here; there is the salaries of the personnel who are actually running the computer, shall we say, as versus the actual computer time which may be associated with the use of that computer. And what we have in this appropriation, Mr. Chairman, is the salaries for the actual operation of the computer programming section of the department.

MR. WALDING: Then can the Minister confirm that the \$397.7 thousand is the total of Computer Services for all of his department except the Motor Vehicle Branch?

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MR. ORCHARD: If I understand the member's question, the appropriation of \$397,000 is the total cost in terms of salaries, and the supplies for, but not the computer time. For instance, in addition to the costs that are in here in staffing, etc., there is data processing costs, for instance; in system developments costs, for instance, \$213,138, which are allocated to different divisions under Other Expenditures in, for instance, Planning and Design and Warehouse Stores. But the staffing cost is maintained under Computer Services as an entire function.

MR. WALDING: Mr. Chairman, I think the Minister and I are now almost on the same wave length, and that was about the question that I asked him in the beginning. I didn't quite catch the figures that he gave me and perhaps he would repeat them. I understand that he is now telling me that the \$397,000 is attributable to salaries and related expenditures. But there are other expenditures related to computers, for example, costs, and that those computer time costs are spread amongst other lines within his department. Now perhaps could he give me an idea of how much computer time is expected to be used and possibly how much computer time was used last year in terms of dollars? I am not asking for hours and minutes.

MR. ORCHARD: Mr. Chairman, for the Highways Branch, \$709,400 is our annual departmental computer costs, and that is for all functions and use of the computer within the Highways Branch.

MR. WALDING: With the exception of the Motor Vehicle Branch?

MR. ORCHARD: Yes. The Motor Vehicle Branch is above and beyond that.

MR. WALDING: I see. And the \$709,000, Mr. Chairman, will the Minister clarify for the committee whether that is the expected expenditure for this year or whether he is speaking of the year in which we are on now?

MR. ORCHARD: That's the expected expenditure in 1980-81.

MR. WALDING: Can the Minister give us an anticipated expenditure for the year drawing to a close?

MR. ORCHARD: I don't have that figure within the Estimates here, but as a rough figure that will, I think, maybe give the Member for St. Vital a kind of comparison he is wanting, the department has provided me with a comparison to other departments of Highways in terms of their utilization and cost for computer services for their various activities. And in terms of a percent of the total budget, the Department of Highways in Manitoba expends .3 percent of their gross total expenditures on computer services, and that compares pretty favourably with, for instance, B.C. at .4 percent; Alberta at .4 percent; and Saskatchewan at .5 percent. So our utilization of computer services is quite frankly pretty efficient when you compare it to other jurisdictions that are basically doing the same kind of programming work that we are.

MR. WALDING: I'm glad to hear that, Mr. Chairman. Perhaps the Minister then, when we're talking of comparative figures, can give me the comparable estimated or budgeted amount for the 1979-80 year, not the actual, but the amount budgeted for last year. And perhaps it's in Hansard; maybe I asked the same question last year. It's highly likely.

MR. ORCHARD: Mr. Chairman, we haven't got that figure but we can get it for the Member for St. Vital.

MR. WALDING: Thank you, Mr. Chairman. So in actual fact the total expenditures within the department that our computer related, are in the region of \$1.1 million? Would that be correct, adding together the \$709,000 and the \$397,000 that are in the printed Estimates Book?

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MR. ORCHARD: No, Mr. Chairman. The \$709,400 is the total expenditure and includes (c)(1) and (2) as part of the total to make up the \$709,000.00.

MR. CHAIRMAN: Order please. The hour being 4:30, Committee rise.

SUPPLY - LABOUR AND MANPOWER

MR. CHAIRMAN: This committee will come to order. I would direct the honourable members' attention to Page 69 of the Main Estimates, Department of Labour and Manpower. Resolution No. 91. Item (d) Training and Development (1) Apprenticeship--pass - the Honourable Member for Kildonan.

MR. FOX: Mr. Chairman, I would hope you would have a few minutes of grace so the Minister can collect himself and his information. I believe he had a number of questions that were asked by the Member for Fort Rouge prior to the lunch break, and I'm sure that the Minister, in his usual co-operative way, will want to give those answers at the present time.

MR. CHAIRMAN: The Honourable Minister.

HON. KEN MacMASTER (Thompson): The Member for Fort Rouge was asking if we had followed up on the possibility of women being put on the advisory boards for the apprenticeship trades, and I had replied, or partly replied that, yes, in fact we had followed up and we had contacted a variety of people, the Chamber of Commerce, the Canadian Manufacturers' Association, the Mining Association, the Winnipeg Construction Association, the Manitoba Federation of Labour, and Winnipeg Building Trades, informing them of the desire to have women placed on the trades advisory councils, and asking them if they could give consideration to that.

MR. CHAIRMAN: (1)--pass - the Honourable Member for Fort Rouge.

MRS. JUNE WESTBURY: Yes, I thank the Minister for his replies to my questions. I just wanted to express a few more concerns that women's groups, in particular, Council of Women, have expressed regarding the position of women in trades. I think society is becoming increasingly aware that women have the necessary abilities and skills, but really we are no further ahead than we were in 1945 when women amply demonstrated their ability in the area of trades and factory work and all of the other trades that had previously been carried on by their men folk during the Second World War, when women were much praised by society and by governments in general for their outstanding, and I am quoting I think, contribution to this nation and to all of the other nations in the allied world by taking over in those fields which had been predominantly male fields.

Unfortunately in 1946 those women were all told to go back home and get back to their kitchens and start behaving in the more traditionally accepted ways that society has over the centuries reserved for women.

I understand that some people have predicted that over the next decade there will be a labour shortage in Manitoba and perhaps this makes this a particularly propitious time to change further the attitudes of present day society, and as the Member for Logan was suggesting this morning, especially by the government providing leadership in the area of bringing women into the apprenticeship programs in all the areas of trade, and particularly in government departments.

One of the reasons that women have been reluctant to enter non-traditional occupations, of course, has been their lack of confidence in their own competency and this lack of confidence has been instilled in women over the generations and indeed over the centuries, I suggest, Mr. Chairman. I am reminded of a story that I heard Judy LaMarsh tell many many years ago. She was saying that when she in high school she was directed as one of the compulsory courses to go into the Home Economics class and she has never felt that she had a particular facility for Home Economics. She asked if she could go into Shops and it was totally out of the question at that time for any girl to enter a Shops program, and she still felt angry about this 20 or 30 years later.

I think that perhaps that has changed in the schools to some extent. I understand in the past five or six years in Winnipeg, some of the boys have been taking

Home Economics courses and some of the girls have been going into some of the Shops programs in the schools; so, you know, we are pleased with those changes. I still think the attitudes, generally speaking, in the schools and in homes tend to - well, the Honourable Minister this morning said that if somebody says my son is going to be a plumber, that some people might regard that as a stigma, and I think he is right; using as an opposite example, when girls choose to go into professions, sometimes they are regarded as quaint or odd or obviously not going to settle down and have a family or any of those other desirable things, and I think that families, as well as guidance counselors and schools, are inclined to encourage boys to become doctors, lawyers, engineers, and still they are encouraging girls, regardless of their capabilities, to become nurses, teachers, secretaries. It is only society and I guess the passing of years and example by governments that are going to change those attitudes.

I completely agree with the Minister, you know, the point he made regarding his own son. I guess we are all proud of the accomplishments of our own children, and I no less than others who have spoken today. Certainly another attitude in society that has to be changed is this sort of adoration of the professions and of certain occupations and a feeling among some people that if you don't go to university - I think I am talking about boys here more than girls, because it is still not accepted for women to be in many of the professions, that in the trades it is something less than to be a professional person regardless of stories such as the Honourable Member for Inkster's story this morning.

I do think that perhaps this is something that needs to be approached through the school system as well, this respect for honest work in any occupation and I am glad that the Minister is providing, I hope, some leadership in that and will communicate his concerns to the Minister of Education. It would be nice if he was here to hear some of those remarks.

So that is all I have to say and I thank you, Mr. Chairman, for the opportunity to do so.

MR. MACMASTER: I thank the Member for Fort Rouge for the comments. I have two or three other answers to some of the questions that were asked.

In 1978 there was six women in the Apprenticeship Program in the province. Of the 314 people that cancelled out during the course of last year, one, and only one of them was a woman.

I was asked how many, we had said that last year we were going to try and get more apprentices within government, we have 22 within government, 68 within Crown corporations, and none of them are women.

MR. CHAIRMAN: The Honourable Member for Logan.

MR. WILLIAM JENKINS: I thank the Minister for that information and I just want to draw to his attention that 22 and 68 is 90, I think we should be striving for a figure of a 45-45 split or a 50-50 split. I hope that the Minister will take this under serious consideration, because we cannot, as I said this morning, say to industry that you should be doing this if we are not in our own employment agencies that we have under the Crown setting that example for the private sector. I am not that dogmatic that I say you shall do as I say, but I think if we do by our own example set an example to the private sector we can say, well, we want you to at least measure up to what we are doing. I must say that under the present figures that the Minister gave us, the Minister would be on very dangerous ground, and his staff, to say that at the present time.

MR. CHAIRMAN: (a)--pass; (b)--pass. The Honourable Member for Churchill.

MR. JAY COWAN: Thank you, Mr. Chairperson. It seems as if this particular Item comes at an appropriate time, given the discussions that we have had in the House just previously and also the discussions that have been going on at all levels of government during the day in regard to the derailment at MacGregor and the vinyl chloride contamination.

MR. CHAIRMAN: Order please. I think the Item under discussion is Training and Development. The item made reference to, to the Honourable Member for Churchill, is not under discussion at this point.

The Honourable Member for Churchill.

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MR. COWAN: On a point of order, Mr. Chairperson. I would appreciate if you would allow me the opportunity to continue with my remarks as I was prefacing what I did want to say and I was going to, and at this time was in fact discussing training and apprenticeship, training and development, and if you would allow me to continue along that vein with that short preface I'm sure you will see how the issue that we are talking about today, irregardless of the foolish remarks from the backbench over there who don't seem to recongize the seriousness of the situation, irregardless of that, I would hope that you would allow me the opportunity to talk about how apprenticeships, how people who are being trained have an opportunity to learn about some of the hazards that they will face when they actually go on to the job. So I would seek your recommendation as to whether to continue along that vein or not.

MR. CHAIRMAN: I would advise the Honourable Member for Churchill that I would have ruled it out of order even without the clarification that he has just given and I really can't see the connection at this point when we are discussing a particular item.

The Honourable Member for Churchill.

MR. COWAN: Perhaps if I can rephrase my statement, Mr. Chairperson: Can the Minister indicate what training programs are given to apprentices in regard to workplace hazards that they may find in their occupational lifetime when they finally do go out on a job as a journeyman? This is an essential part of a person's training. A person is trained how to deal with tools. A person is trained how to avoid obvious safety hazards. I want to know at this juncture whether a person who is in an apprenticeship program has the opportunity to be trained how to deal with some of the more exotic dangers, although nonetheless dangerous chemical substances that they may come up against during their working lifetime?

MR. CHAIRMAN: The Honourable Minister.

MR. MacMASTER: Mr. Chairman, the Apprenticeship Branch and the Workplace Safety Division are in communications with the trade unions who are now working out a formula as to a portion of the apprenticeship program which will deal with workplace safety.

MR. CHAIRMAN: The Honourable Member for Churchill.

MR. COWAN: Yes, if the Minister could then tell us what is actually occurring now for the apprentices who are under the programs now, are they being provided with any sort of training mechanisms to enable them to better deal with some of the more exotic hazards that they may face on the job?

MR. CHAIRMAN: The Honourable Minister.

MR. MacMASTER: They are given during their apprentice course some education on safety. I just said that that has been the history of just basically giving some education. We are now talking to the trade unions and we'll be talking to education and we'll be dealing with the Workplace Safety Division to establish a portion of their apprenticeship which will in fact deal with workplace safety.

MR. CHAIRMAN: The Honourable Member for Churchill.

MR. COWAN: Thank you, Mr. Chairperson. The Minister is talking about workplace safety and I don't want to appear picky on the subject but I would ask him, is he also referring to workplace health, because the two are different. The safety aspects of a job are different than the health aspects of the job, so will the apprenticeship department be providing a program in conjunction, in co-operation with the Workplace Safety and Health Division towards the purpose of developing educational materials to provide to apprentices so that they know how to deal with some of the workplace safety and health hazards that they may come

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across, such as not only the hazards that we commonly associate or have always associated with the workplace, bad ladders, usually physical hazards that result in broken bones, sprains, or injuries, traumatic injuries, but also in teaching them how to deal with some of the less physical hazards, the chemical hazards per se, the health hazards, whether they be chemical or organic or inorganic or of another nature that they may come up against, can the Minister provide us with some information as to what will be in that particular program in regard to providing apprenticeships, with information that they have not been provided with in the past. The Minister is absolutely correct when he says that there has been no real program in the past, or no significant program to acquaint them with many of these hazards. There are many reasons for that, and I'm not trying to blame the Minister, I'm not trying to say the Minister has not reacted properly in this respect, I'm trying to find out what the Minister proposes to do, now that we know, he knows as a Minister, we know as an opposition, society knows in general, that there are some very specific problems.

The Minister indicated earlier in his Estimates that they're dealing with carcinogens now. I said they weren't dealing well enough with carcinogens, I think the events of the past few days proved that to be a fact. But the Minister has acknowledged that carcinogens are a problem. Many of the apprentices who go into the workplace will be working around areas where they will be exposed to carcinogens. My question to the Minister is, what does he foresee in this program that would better enable these people to be able to deal, to know what dangers they face, and to be able to develop mechanisms, work practices, in order to safeguard themselves as much as is possible against those dangers?

MR. MacMASTER: I can simply repeat what I said, that the meetings have been taking place, and it's not a reacting to something, it's action on our part, that meetings are taking place between the apprenticeship division, the trade unions, we are going to involve the workplace safety division, which in fact deals with all the kinds of things that the Member for Churchill has mentioned.

MR. COWAN: Well then perhaps while we are discussing the subject under this particular section of the Estimates, Mr. Chairperson, I might point out to the Minister by way of suggestion, some of the things that have been done in other jurisdictions in regard to training people, apprentices and non-apprentices alike, but in this instance, in order to keep to the Estimates item that we're on, we'll talk specifically about apprentices. But in order to train them to deal with some of the problems that they face, and I will use vinyl chloride as an example of one of the hazards that many apprentices in this province will face when they go into the work world. It runs the gamut of different professions, the exposure to it. A meatcutter, which is an apprenticeship, I believe there is an apprenticeship for --(Interjection)-- -- there is none for meat cutting? Okay, let's talk about the meatcutter very briefly then, is exposed to it when they cut that plastic wrap that the meat is wrapped in in the supermarkets. They're exposed to vinyl chloride to a certain extent.

People who are going into the chemical industry, perhaps to work on maintenance, I know we have mechanics under the apprenticeship division, people who are going into the chemical industry, perhaps going out to Hooker or Simplot, may, I'm not saying they are, they may or may not be exposed to vinyl chloride.

In the States, the occupational safety and health administration has developed a program, I'd just like to take this opportunity to go over it in some detail, to provide training for apprenticeships and other people who are entering an area, and we'll take, as an example, entering an area where vinyl chloride is used, because it is an extremely dangerous material to be working with.

Under the law, in the States, the company is forced to provide this particular training program, and it consists, Mr. Chairperson, of explaining to the employee the nature of the health hazard from chronic exposure to vinyl chloride, and including in specific, the carcinogenic hazards of vinyl chloride. In other words, when an apprentice comes forward, what is told to that apprentice is that you will be dealing with a carcinogenic substance, a substance called vinyl chloride. Now at levels of, and these are levels that OSHA uses, at levels of one part per million for 15 minutes, or, excuse me, one part per million averaged over an eight hour day, you are being exposed to an unacceptable level

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once you get above that. As a matter of fact, they tell that apprentice that if they are exposed to an exposure of .5 parts per million, or 1/2 of one part per million of vinyl chloride for more than 15 minutes, they have reached what is called an action level. So they explain to that apprentice what an action level is. The action level means that they must be pulled out of the workplace and given a medical surveillance program. They can still work at their job, but they must, within the near future, have a medical examination which pays particular attention to the carcinogenic effects of vinyl chloride, and that records must be kept on them for 20 years, they must have access to those records, in other words, it gives them the right to know those hazards with which they deal. And then when the apprentice does get on the job, they carry with them that information and can better deal with the hazard.

But that's not all it includes. It includes explaining to that apprentice the specific nature of the operations which could result in that apprentice being exposed to vinyl chloride in excess of permissible levels, and then what the apprentice should do once they are exposed. In other words, what we do now and what we've always done - and I'm not trying to cast any blame, believe me I'm just trying to make a situation more explicit and better known. But what we do now is we teach an apprentice how to use a hammer, or how to use a wrench, or how to use a diagnostic tester to test a car or to test a machine, or we teach, in mining as a trade, we teach the apprentice how to drill, how to deal with some of the operations of an underground mining operation.

We teach them all sorts of skills, but we don't teach them how to protect themselves to any significant extent. We don't teach them what to look for, and further to that, if they did know what to look for because of their own knowledge, we don't teach them what to do once they have found a hazard, once they have been exposed to a hazard. We must do that. This sort of process must be incorporated into our apprenticeship program.

They also teach the apprentice the proper use of respiratory protection. In other words, people who are being exposed to vinyl chloride at levels of greater than one part per million, must wear respirators, but far too often, what happens is, a mechanic who is trained in using a hammer, or trained in using an exotic piece of testing machinery, doesn't know the proper use of a respirator, has never been taught how to use something to protect their health. They're taught how to produce, they're taught how to produce effectively and efficiently, but they are not taught how to produce, how to safeguard their health. This needs to be built into the program, it's an essential part of the program. I would venture a guess, and it is a guess, Mr. Chairperson, but I would venture a guess that the people who are out in MacGregor working on that derailment, some of which were probably apprentices, were out there and not using the proper equipment. I would hazard a guess as to . . .

MR. CHAIRMAN: Order please. The Honourable Minister on a point of order.

MR. MacMASTER: The Member for Churchill has been playing with the topic ever since he couldn't make his little speech at 2:30. If he has some literature that he wishes to forward to us for consideration for a program for apprentices, fine and dandy. I have told him that we're reviewing it, we're going to implement safety into the apprenticeship program. I think he's making a little bit of a mockery of yourself, Mr. Chairman, the way he's wandering, and the smile tells you that, and the flailing of the arms, and the attitude of, "Look Mom, I've learned something." We've witnessed this for several days with this particular member. This House decided, this House decided, between parties they decided, that at 4:30 they were going to talk about the particular topic that the Member for Churchill wants to talk about now. I respectfully request, Mr. Chairman, that you bring us back to apprenticeship programming. This Minister has said that safety, our divisions will be working with the trade unions, that's a fact, they have been working with them, they have been talking to them, they're going to deal with them, I think that's sufficient, Mr. Chairman.

MR. CHAIRMAN: To the honourable members, I have been listening very attentively to the debate that has been going on, and with the reference to apprentices, I can't find the honourable member to be out of order, but I would

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ask the honourable member if he could just be more appreciative of the particular Item and that the Item on vinyl chloride will be discussed at 4:30. I can't rule the honourable member out of order, but I would ask the honourable member if we can proceed with the debate on this particular subject.

MR. COWAN: Mr. Chairperson, thank you for your advice and there were a few more items that I did want to go through in regard to the training of apprentices, on how to deal with this, but if it is upsetting the Minister I will certainly save another opportunity to discuss that. We will have more opportunities to discuss it.

I do resent the allegations of the Minister. I do resent the allegations that when we are discussing a very serious matter, and in the context of the Estimates, that he should stand up and make the type of irresponsible remarks that we have just heard him make. Now I resent that, but I accept it because I have grown used to it from that Minister, Mr. Chairperson. So perhaps we can talk about the Apprenticeship Department in a different context. I do not mind leaving this item if the Minister is not interested in finding out more information on it, I know it is a subject that for some reason they don't want to talk about, they don't want the public to know about, but for whatever reason that is we will accept it and we will talk about, in this instance, mining as a trade.

I would ask the Minister if he can indicate how many people are currently, presently enrolled in the mining as a trade program, which deals with apprenticeships for people who wish to enter the mining industry?

MR. MacMASTER: The registration has been dropping drastically in the mining as a trade in northern Manitoba; there are 11 in it presently and we are in the midst now of going out and meeting with the companies and with the unions involved to see what we can do about that particular trade. That trade started off with a great deal of expectation. I was quite aware of it, belonging to the particular union that was promoting it, and it has faded off dramatically. There are several reasons that have been expressed, none of them co-ordinated, put together. We expect to be discussing with the industries and the unions involved to see whether we can get it back on track, whether you throw it out, whether you start something new, whether you amend it, or take something out of it, or break it up into different pieces or what you do with that particular trade.

MR. COWAN: Mr. Chairperson, last time at this juncture in the Estimates we discussed mining as a trade and the Minister said we are disappointed in mining as a trade last year, and now he is telling us we are disappointed again. I would ask the Minister what specific procedures he has implemented in order to ensure that we do not lose this important and innovative program that was brought about by the hard and consistent work of miners in northern Manitoba, who wanted to put forth a program that would not only enable themselves and others to be better miners, Mr. Chairperson, but would encourage people to come into the profession, would give the profession a certain sense of legitimacy? In other words, they were no longer just hard rock miners or tramp miners going from mine to mine, but that they were fully qualified tradespeople, that they had tickets that were recognized by the government, tickets that were recognized by the mining companies and we saw the program start out with a great flurry of activity, we saw the program start out in full gear, going, running hard, and then we saw it year by year by year decrease. We saw fewer and fewer people come in. And the Minister last year, and I can get the transcripts of the Estimates and read it back to him if necessary, I don't believe it is necessary, but the Minister last year said he was disturbed about this process, that he wanted to do something. I would like to know exactly how much the falloff has been, if he could give me the specific numbers, and what he has done about it in specific in order to ensure that we do not lose this valuable program?

MR. MacMASTER: Well, programs have a degree of value. If you can't attract people to them, then maybe the program is losing the value. Discussions have taken place with the companies and the unions and as I said there appears to be a whole host of things that are wrong. We expect to, in the near future, discuss with the Advisory Council to that particular trade whether in fact, regard-

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less of whether the Member for Churchill thinks that it was idealistically great at the beginning, that could be correct, a lot of us felt the same way. Quite obviously there is a lot of things wrong, people aren't entering it for a variety of reasons. The unions are aware of some of those reasons and so are the companies. In the very near future we are going to getting a hold of the Advisory Committee to that particular trade and see what we do with it, and we will see whether in fact it is a valuable trade as is today; originally it was. The Member for Churchill may not aware of it, but there was a lot of men in the mines who had been there many years who quickly took advantage of it to get their ticket, because they really were tradesmen already.

Now a lot of the newer people and younger people do not appear to be interested in it, as again, I said for a variety of reasons. Those reasons will be polled all together and we will be sitting down with the Advisory Committee to that particular trade and determining where we are going with the trade, how we can really apply the word to it, valuable, in the context of this particular year.

MR. COWAN: Thank you, Mr. Chairperson. Well, I am as aware as the Minister is of the grandfather clause and the way in which many miners who were currently in the field were able to use this program to obtain certification of their abilities, which was long overdue them, and which they wholeheartedly deserved. I am also aware that the younger miners, the new miners are not entering into the trade in the extent to which I would have hoped they would, and to the extent to which I would have hoped the Minister would have hoped they would. The Minister said they are not doing that for a number of reasons. I would ask the Minister to be more specific as to exactly what reasons it is that is keeping the miners, the younger miners, the new miners, from entering this trade. Why are they not doing it? What specific reasons? I would also ask the Minister to indicate how many times the Advisory Council have met in the past three years, if he would have that information? If not, in the past two years, and if he does not have that information, I would expect him to have the information for the past year.

MR. MacMASTER: I don't have the information on the number of times that the Committee has met, Mr. Chairman, and I said that there is a variety of reasons that are being co-ordinated, pulled together right now so that we can sit down with that Committee and talk to them about the reasons that we hear from all sources.

MR. CHAIRMAN: Resolution 91 -- the Member for Churchill.

MR. COWAN: Thank you. The Minister obviously does not want to tell me what reasons it is that he knows of for this apprenticeship not working to the extent to which we would have hoped it would have.

I would ask the Minister if he can indicate how many times other advisory councils have met in the past year. There is an advisory council for almost every trade, I may stand incorrectly, it may not be every trade, but for nearly every trade if not all the trades, and the purpose of those advisory councils is to meet and is to discuss some of the problems about which we talked today. The purpose of the advisory council is to sit and discuss about the safety programs that we talked about; these health programs that we talked about, to talk about things like vinyl chloride, things like asbestos, to talk about things like lead. That is one of the purposes of advisory councils, to discuss how they can incorporate better teaching methods into the apprenticeship program. So I would ask the Minister if he can indicate how many times a specific, and I would like a specific list, how many times his specific committees have met in the past year.

MR. MacMASTER: If the member had been here this morning he would have listened and heard that a good number of the advisory councils of Manitoba have been very inactive for a good number of years. In fact, some of the members had even left the provinces. In fact, we have been dealing with the trades and with various industries asking them to reappoint people who are totally absolutely dedicated to developing and promoting their trades. I can get the member a list of the meetings that have taken place and there certainly hasn't been enough of

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them in the last few years, going back many years on the advisory councils. What seemed to be the situation in Manitoba was that in a lot of cases people were appointed to those advisory councils and then nothing happened; they just sat there for a number of years. We have reactivated all those committees; we have sent letters out to all the appropriate unions and all the appropriate organizations; we are asking them to give us very meaningful, interested people within those committees to get the apprenticeship on the road and do some of the many things that we talked about this morning.

MR. COWAN: Well then could the Minister indicate how many of those committees actually have their full compliment of members as of present?

MR. MacMASTER: We have asked all parties concerned to assure us that they have either reappointed or filled vacancies or taken someone off or put somebody else on, whatever is their desire, by the end of March.

MR. COWAN: So we don't actually know how many of those committees are active right now but we do have the Minister's assurances; we had the Minister's assurances last year that those committees would be starting to function and have not started to function. You know, Mr. Chairperson, the Minister said, last year he said it on numerous occasions in this House, that he is not one to set up committees, paper committees that don't do anything, yet we've seen for the past three years, we've seen these advisory councils, the advisory committees for the different apprenticeships and trades sit dormant, lie dormant, without actually performing their function. And the Minister has had three years, or nearly three years to be more specific, to get these together, not himself personally but the Minister previous to him and himself have had since October 1977 to get these committees functioning, to get these committees to be doing what they should be doing and they haven't been able to do that. I can only assume that it's either a matter of not being able to pull the committees together and there is something wrong with the committee structure or not wanting to pull the committees together for some reason, because there is no other reason for it not occurring. It just doesn't sneak up on you. The Minister has staff, he has a staff before him, the Minister knows there's committees.

You know, Mr. Chairperson, I didn't have to be here this morning to hear the Minister say that those committees are very inactive. I knew they were inactive. The people in the trades know they're inactive. The tradespeople out there, the journeymen out there, they know those committees are inactive. People who want to become apprentices know those committees are inactive and they know that they have been inactive for the past number of years and that this Minister has been unable in that number of years to do anything towards bringing those committees into a full-functioning status, a status for which they were intended. The Minister tells us he doesn't like paper committees. The Minister tells that he runs a tight ship and yet here we see a classic example of him allowing committees to exist on paper only and that certainly does not depict the running of a tight ship. It is exactly the opposite, it is the running of a very loose and haphazard ship. So I can only hope that the Minister's assurances this year that those committees will start functioning and that he is deeply disturbed about it and something will be done, I can only hope that those assurances this year have more impact and are more effective than his assurances were last year because it's been a full year and we've seen very little happen. And that's a long time to pull these sorts of committees together, Mr. Chairperson.

So on this side we are somewhat disturbed and that may be one of the reasons why we see the types of problems that we see in the apprenticeship programs; that may be one of the reasons why we see these programs not being utilized to the best of their ability. That may be one of the reasons, I'm not saying it is, but it may be one of the reasons why more women aren't entering these programs. These advisory councils could sit down and say we have a problem; the problem is we don't have enough women entering the programs. Now that in itself is not a problem, the fact that there is not enough women is not a problem, the problem is that we know there are women who want to get trades. We know there are women who want to enter the different industries with papers that certify them as qualified tradespeople and they are unable to achieve that goal. That is a problem. There

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may be many reasons why they're not there. But if they are not there and they want to be there, that is indeed a problem and the advisory committee being the sort of committee that is set up to deal with these sort of problems can develop mechanisms, develop procedures and policies to encourage women to come into the trades, to help them, to assist them, to provide them with the type of support services that they will need because it is difficult for a woman to enter the trades. So that is just one thing the advisory council can be doing.

We may not have had to talk about vinyl chloride training for apprentices today if the advisory council for the trades that deal with that particular hazard had been operating and functioning, they may have already done that for us. The Minister can't do it all himself. His department can't even do it all. It's a big problem, it's a major problem and we're seeing it all throughout our industrial society. We're seeing it where we're lacking skilled people; we're seeing it in Brandon with Hooker and Simplot; we're seeing it throughout the province with a lack of power engineers; we're seeing it with a lack of trained people. The forecasts are that we are going to be sorely lacking in trained and qualified tradespeople over the next number of years, that there will just be too many opportunities, too many openings for these type of workers that won't be filled because the apprenticeship program is not bringing them on stream. And so what do we do, we import, that's what we do. We bring in mechanics from England to work in the mines in northern Manitoba. Now that in itself is not wrong. I'm not saying that's wrong. What is wrong is that there are people in the mines who want to become mechanics. And you know what else is wrong, because I'm not going to blame it on the mines, when some of the people in the mines do become mechanics they leave the mines and they come down south. That's another problem that happens. Why is that occurring. The advisory council could sit down and being the type of co-ordinative body it is, could try to deal with those specific problems, could try to come up with some answers to them.

So I will hope - and that's about all I can do because the Minister is not in a listening mood today - but I will hope that the Minister's assurances that something will be done are better assurances than we had from him a year ago on this item of advisory councils, Mr. Chairperson. There is much that should be said on this subject but I understand that it has been ongoing for quite some time today and not wishing to belabour the point that would about conclude my remarks. I would have preferred, by the way, to have talked a bit more about the safety and health hazards that apprentices face. I would have preferred to do that, Mr. Chairperson. I would have preferred to do it because it's a very important issue to me but sensing a reluctance on the part of the Minister to deal with that, sensing a reluctance on the part of the committee to allow me the sort of latitude that one would have to have in order to discuss that, for whatever reasons, Mr. Chairperson. I don't know what the reasons are, I know when we tried to ask those questions in question period we sensed a reluctance for answers, we sensed a reluctance on the part of the House to let us proceed, we sense it again today. There is a reason for it. We shall find out what that reason is, I can assure you that. But having said that I believe that unless others on this side or the Minister has any remarks, that we can go on to the next item.

MR. CHAIRMAN: (a)--pass; (b)--pass. The Honourable Member for Churchill.

MR. COWAN: Mr. Chairperson, we'd like a rundown of the expenditures under this particular item.

MR. MacMASTER: We have board fees, office furniture, printing, stationery, postage, telephone, automobiles, publications, travelling, other miscellaneous, education assistance for \$68,100.00.

Just a point of interest that the member might be interested in, or others, that in the mining industry though the mining trade itself is the one that's not working well, there are in Sherritt-Gordon, I understand, approximately 125 apprentices of various types. In Inco there is 75, and in HB&S there is 150. The trade unions during the course of the year, conversations that we've had about these advisory councils, I think if the Member for Churchill will check with the trade union leaders that they're reasonably pleased today with the progress that we're making.

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MR. COWAN: Well, now the Minister did bring forward an item I would like to discuss. He mentioned - and I didn't get all the figures down - but there was 100 and some odd in Sherritt-Gordon Mines, 100 and some odd apprentices and he can be more specific when he answers me, and 100 and some odd at HBM&S, and yet only 75 at Inco - or it may be 70-some, I'm not certain that it was exactly 75 - but it's in the 70s.

I would ask the Minister to indicate why it is that Inco has a much larger workforce than Sherritt-Gordon Mines, yet has a much smaller - approximately half, and I'm using very approximate figures now - approximately half of the number of apprentices that Sherritt-Gordon has, yet they have a larger operation and one would expect the opposite to hold true.

MR. CHAIRMAN: I have absolutely no knowledge of why that is the case.

MR. COWAN: Well, thank you, Mr. Chairperson. Knowing the Minister's history with that particular operation, would he be prepared to investigate the situation so as to find out why it is that there is this sort of a discrepancy that does tend to look unusual upon first glance. There may be some very specific reasons for it, there may be some very legitimate reasons for it, I'm not saying that there are not. But we should at least find out why it does exist, because let's just use the figures the way they are, let's assume that there's 150 at Sherritt-Gordon Mines are using; let's assume that there are 150 at HBM&S - I'm not certain that that's the exact figure - and let's assume that there's half that number at Inco.

One would expect if Inco were to be - and I hesitate to use the words "pulling its weight", but I don't use that in a derogatory sense, Mr. Chairperson, I use it only because it's I think the most accurate way to describe the situation - but one would expect Inco to have approximately double the number - maybe even more, I'm not certain of the exact workforce numbers - but at least double the number of apprentices that Sherritt-Gordon Mines have.

In other words, we would expect Inco to have 300, Inco has 75; therefore there is 225 apprentices that are not being allowed the opportunity to become tradespeople for some reason or another. I would hope the Minister would avail himself of the opportunity to discuss with Inco exactly why that situation exists.

MR. CHAIRMAN: (b)--pass; (1)--pass. (2) Canada-Manitoba Northlands Agreement. (3) Selkirk Training Plant (a) Salaries--pass. The Honourable Member for The Pas.

MR. McBRYDE: I was standing for Item (2), Mr. Chairman.

MR. CHAIRMAN: No. (2), there's no moneys allocated. If there's any discussion it will come under Minister's Salary.

MR. McBRYDE: We're not able to debate the detail of that particular section, Mr. Chairman?

MR. CHAIRMAN: No. At this point there's no moneys allocated this year or last year. It's not a subject for debate. I didn't pass Item (2), I just went on to Item (3).

MR. McBRYDE: Mr. Chairman, on a point of order in regard to that particular item.

MR. CHAIRMAN: The Honourable Member for The Pas on a point of order.

MR. McBRYDE: Mr. Chairman, my recollection was that last year we did discuss this item because the Minister is responsible for the administration of this program. He does recover the funds under the Northlands Agreement from another department.

But this is a program that he is responsible for, that he administers, and that we would like some more detail and information on than we can get in the debate of the Minister's Salary.

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So, Mr. Chairman, I think that you should maybe reconsider because I think it has been our habit to discuss this and I'm sure the Minister wants to explain this section to us. We would like information on this section, how it's administered and how it's running and how it's working, Mr. Chairman. So I would like to be able to debate that matter.

MR. CHAIRMAN: To the honourable member, I don't think that I can allow debate on a subject where there's no moneys allocated, which doesn't mean to say that there will be no debate on the subject, because it does come under the Labour and Manpower department and the Minister will be open for any questions under Minister's Salary.

The Honourable Minister.

MR. MacMASTER: With all respect, Mr. Chairman, (2)(a) is Salaries; (b) is Others; (c) has Northern Youth Employment, and they have just shown be in Hansard last year, Mr. Chairman, where it was discussed. --(Interjection)-- Yes, it was, Mr. Chairman.

MR. CHAIRMAN: Well, by leave I will discuss this item, otherwise . . .

MR. USKIW: . . . by precedent, not by leave.

MR. CHAIRMAN: Well, I'm following the rules. It's by precedent, whether it was wrong or correct before, I'm following the rules.

The Honourable Member for The Pas.

MR. McBRYDE: On a point of order, Mr. Chairman. What would be possible if your inclination - and I think that you have probably an incorrect inclination at this point in time - what would be possible if your inclination were correct, was to have everything paid out of another department and we would have no Estimates debates at all.

You know, this gives us the opportunity and why it appears in the Estimates Book here is because this Minister does administer this section and he is the Minister responsible for Salaries, for Other Expenditures, for Northern Youth Employment. The Northern Minister is responsible, except this particular Minister.

So, Mr. Chairman, I think we have to say more than by leave, by precedent and by desire, that we are going to debate this item.

MR. CHAIRMAN: Well, by co-operation, and it appears obvious that the Minister is prepared to answer questions on this item, we will go to Item (2)(a) Salaries--pass. The Honourable Minister.

MR. MacMASTER: Well, we alluded to all the programs when we entered into this particular division so I won't specifically allude to the workings of this area, the members can certainly ask questions on it. But the numbers of people involved, certainly we'll go through them.

Last year there were 25, this year there would be 27.

MR. McBRYDE: Mr. Chairman, I would like to just outline for the Minister what I would like and he could figure out the best way to get this information.

I want to get a clear understanding of exactly what has happened to Northlands dollars and the Northlands Program, and this is the first item that appears in the Minister's Estimates, it is a Northlands funded program.

And, Mr. Chairperson, I wonder if the Minister could sort of bring me up-to-date in terms of those sections that he's familiar with in terms of Northlands, in terms of the change of emphasis, and the amount expended. That is, have they been expending the Northlands fund up to the eligibility and recovering from the federal government, up to the eligibility levels.

Maybe the Minister could look up, if it's clear enough, if he understands what I'm asking. If it is clear enough I'll wait for his answer or I could go further into what I'm seeking.

MR. MacMASTER: (2)(a) Salaries.

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MR. McBRYDE: Okay. What I would like from the Minister, as we look at these Northlands section is to get an understanding of what is happening to the agreement, to the Northlands Agreement, that is, within his responsibilities now for the Northlands. Has there been a change of emphasis? Is there still the same kind of funds expected? And has the eligibility in this cost-shared program been fully used or is the government underexpended in terms of what the eligibility would be for recovery from the federal government?

MR. MacMASTER: The programming under the (2)(a) section is identical to what it was last year. The small difference is just salary lapsing. During the course of the year you find that you're always lapsing salary and the staff recommended that we take \$2,000 or \$3,000 out of there. There's no difference in programming, in fact there is an addition of staff this year, from last year, and the types of things that they're doing are identical to what they were last year.

I think that's what the member meant, is there a new direction? No, there's . . .

MR. McBRYDE: Yes, Mr. Chairman. Since there is a reduction in the Salary section, and the Minister mentions lapsing, another part of my question was, in terms of the expenditures under the Northlands - and I will be asking this same question then if the Minister wants to do it section by section on each section - has there been funds lapsed in the eligibility last year or in the budgeted amount last year?

Also, Mr. Chairman, while the Minister is getting the answer, I will put another question. The other question is and it may relate, and that is, he says the staff increase will be five for the upcoming year in this particular section of (2)(a) and yet the amount of funds requested has gone down. So I'm assuming that they must have lapsed an awful lot last year for that phenomena to take place.

MR. MacMASTER: They're estimating, and of course that has to be because the year end hasn't reached, but they estimate approximately \$5,000 to \$6,000, possibly a little bit more in the salaries that will be lapsing; and the same amount would do this year, only even less than that. If you ever get any turn-overs you're going to end up lapsing a lot of money during the course of the year.

MR. McBRYDE: Yes. Maybe it's the hour of the day, Mr. Chairman. Okay, there was some money lapsed last year. We're talking about five more people. Oh, I'm sorry, I thought the Minister said 22 to 27. Maybe the Minister could clarify that for the record.

MR. MacMASTER: 25 to 27.

MR. McBRYDE: The Minister said 25 people last year, 27 people this year, so we're looking at two people which might be \$40,000 during the course of the year.

MR. MacMASTER: We transferred in a home adviser and an employment counselor. We transferred two in during the course of the year, and that made it 27 during the course of the year and we're staying with that 27 now; and we're going to lapse - we're guessing - somewhere of \$5,000, \$6,000, \$7,000, I don't have that specific figure; and the department thought they would tighten up and cut back on a little bit of lapsing-type salary to give a more precise figure here. It looks now like it's probably cutting things, admittedly, too fine.

MR. McBRYDE: Yes, Mr. Chairman, that makes sense now since the two additions that the Minister mentioned, in fact, are already in place. Where were they transferred from? So we don't run into this same problem on another item in his department or another department.

MR. MacMASTER: The home adviser from the Selkirk Training plant and one counsellor from the Northlands Travel; they were transferred in here.

MR. McBRYDE: Yes, Mr. Chairperson. I wonder if the Minister could give us some idea of the location of those 27 people now.

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MR. MacMASTER: There are three in Winnipeg, four in The Pas, two in Flin Flon . . . Oh, I'm sorry, I was just counting. There are three in Winnipeg; there are six in The Pas; there are three in Flin Flon; there are eight in Thompson; there are six in Leaf Rapids; and there is one in Churchill.

MR. McBRYDE: Yes, Mr. Chairman. The function of these individuals - I'll see if I've got the correct people here - would be persons involved in assisting people to relocate from remote communities to urban centres, so you might have, in this case, people that go into the communities and talk to prospective people who were going to move. You would have placement people and counselling people, I guess would be the best way to describe the individuals involved.

Mr. Chairman, my question then to the Minister is, is this basically what was previously the Northern Manpower Corps? That basic group, what's left of that group is in this item?

MR. MacMASTER: It has similarities, Mr. Chairman.

MR. McBRYDE: Yes, Mr. Chairman. I don't want to make a long speech on this particular point, but the comments that I have made previously - and the Minister said we would see as we went along, the things that were happening - but basically, Mr. Chairman, this program that is a \$1.2 million program is basically what's left of a \$4 million program that was, besides providing the services that I just mentioned and the Minister confirmed were provided by here, the basic emphasis of which was to assist the communities with their own economic development and to provide training for people, to take advantage of the economic development that was going on in those communities.

So, Mr. Chairman, this is the item that demonstrates most clearly, that we have basically a \$1.1 or \$1.2 million expenditure now in terms of that kind of placement, which has to be part of an overall package, Mr. Chairman, in terms of assisting to create employment, assisting to provide employment opportunities for people from remote communities, and this is one small component that the Minister is continuing at a reduced level, but nonetheless continuing, and that is assisting people who want to move out of the remote communities into the industrial centres to gain employment and access to employment.

I would still urge the Minister, Mr. Chairman, without getting into a long debate, to really look at some of the history and some of the facts of the matter. And, Mr. Chairman, maybe the easiest and simplest example on this item that I can give to the Minister is, when I first went to The Pas a number of years ago, there were a number of successful native people who had relocated from other communities and I was especially impressed that a number had relocated from a place called Cumberland House in Saskatchewan and they were all successfully employed and had good jobs within The Pas. So I asked them, how did you come here; why did you come here; what happened? And their basic response was that there were things happening within their home community of Cumberland House, that in fact there had been economic development activities going on through their Fishermen's Co-Op and through other organizations in their community.

These people had in fact, I suppose you could say, switched over, a number of them from the harvesting of fish and trapping into sort of a regular salaried kind of employment. So they had learned that in their own community and it made that changeover because the resources in their community wouldn't support all the people who were looking for work.

And then, Mr. Chairman, when they became established in their own community then they decided that there was even better economic or employment opportunities within The Pas so they moved from their remote community to The Pas. Now at that time, Mr. Chairman, there was not an assistance program to help them move, but the fact is that they had built up the competence and the experience and the confidence in themselves as individuals to function in that kind of employment situation, so that they were able to make the transition successfully.

And one of the problems the Minister does face under this particular section, or this particular program, is to attempt to take fishermen or trappers or people who have been unemployed for a long period of time and try and assist them to adjust to Leaf Rapids or to adjust to Thompson or to adjust to The Pas and the regular eight-hour shifts or irregular shifts, but regular shifts, etc., etc.

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And, Mr. Chairman, I want to just tell the Minister, express once again to the Minister my concern that if there is not the opportunity at the local community this kind of program suffers because people do not develop the skills necessary to make that kind of relocation. So I support what the Minister is trying to do in this section. I would urge him to expand what he is trying to do in this section. But, Mr. Chairman, I would urge him to continue on and try to implement other kinds of programs that are going to make this kind of program work and that are going to create economic development in the other employment opportunities necessary.

The other aspect of it, Mr. Chairman, is that the problem is so large and so great that one thing isn't going to work. You have to go through the whole gamut of options and possibility and ways to assist people to move into the industrial economy, to assist people to be able to find worthwhile and productive employment for themselves so they can look after themselves and their families. And, Mr. Chairman, this is only one of about fifteen different approaches that was undertaken by the previous government that is being continued under this particular government at a reduced level.

The other specific question for the Minister, I wonder if it's this section where the funding for the Thompson relocation under the previous administration, Mr. Chairman. We did contract with the Metis Federation, Thompson region, to deliver some of this type of service, and I wonder if the funding appears under this item or if it appears somewhere else.

MR. MacMASTER: That agreement with the Thompson Metis Federation is still in place and it's under (2)(b), the next one.

MR. CHAIRMAN: (1)--pass. The Honourable Member for The Pas.

MR. McBRYDE: Yes, Mr. Chairperson. I wonder if the Minister could give me his view of this particular operation in terms of whether it's working or not and if he could give us some indication of the numbers of people we're talking about that have been assisted through this program, and where right now, sort of, where the action is; which companies are now hiring and in which communities is most of the relocation taking place. There was some discussion before I left office, Mr. Chairman, of the Flin Flon agreement, but that agreement I don't believe came into full effect until this Minister took over, and I wonder specifically if that operation is working well, how many people have been relocated into Flin Flon and whether that agreement and understanding with Hudson Bay Mining and Smelting is working fairly well. So if he could give us his impressions over all of the program and some detail, on a regional basis, of how the program is working.

MR. MacMASTER: Well, the program is working reasonably well and seems to be attracting people. The retention has always been a problem. I think the Member for The Pas will, whether he would like to or not, he would admit that even in the beginning it was difficult and it's still difficult. We have put a lot of emphasis on the retention and we find, well getting into Leaf Rapids, one of the problems in the Leaf Rapids area has been housing but we find a lot of the people are somewhat graduating, which is encouraging, out of the program, moving into other types of housing and others are coming in.

Flin Flon, HBM&S, is putting together an agreement, I understand, to enlarge their program and possibly expand it into Snow Lake. We've had some preliminary discussions with HBM&S about whether we can expand their operation into Lynn - that has very limited possibilities. And in the Thompson area we find that it's not always so much the people that are coming in, the same as in the other areas, we're finding it seems to be a catching on sort of a thing that's taken place. We find an awful lot of people who are in. I met a family in Thompson a couple of weeks ago whose brother is coming in and they think another brother is coming in now. Those two additional people aren't going to be associated with the program whatsoever.

So I really think, without trying to express too much optimism, that the seeds that have been sown over the course of the years through the previous administration and ourselves, is starting now to bear fruit. We find the same in Flin Flon where the people are telling me there that now others are starting to come in

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on their own and getting themselves established. And that's really where it all started years ago. There is an awful lot of people from outlying communities living in Thompson and I'm aware that they were there years and years and had no assistance in any way shape or form.

We are also finding a lot of younger people who are saying, look, we don't need your help, we've worked in the Highways Department for a while, or we worked some other place for a while, and we know our way around, we don't necessarily need your help.

So that's certainly encouraging. It's not as an enormous achievement as we would like it to be but there is really no question that there are more people from the outlying areas who are coming in, some of them on their own.

In the Flin Flon area there has been approximately 44, and in the Thompson area 26, and in the Leaf Rapids area 58. Now there are others that have dropped out. We think that we have now better counselling. We think with the addition of the two staff we are getting a little better advice. The MMF one in Thompson is still in place. And that's really all I can say about it at this particular moment, Mr. Chairman.

MR. McBRYDE: Yes, Mr. Chairman. What the Minister said bears out my own thinking and my own experience on the matter. There was at one time attempts in northern Manitoba and other areas to relocate whole communities because of lack of employment opportunities and I have never seen where that has worked successfully. It's usually been very disruptive and caused more harm than good. And I was in the past familiar with a native community in Shahalas, Washington, the entire community was people relocated from B.C. But what happened was that one family moved down and worked in the saw mill and then their brothers came, as the Minister was saying, and then the cousin came, and then the brother-in-law came, and pretty soon half the community had in fact relocated to an area of employment opportunities. So that would bear out in terms of what the Minister is saying.

The other question to the Minister is that part of the program previously was a large number of people within the remote communities themselves. Now, Mr. Chairman, that was basically because Canada Manpower wasn't doing the job sufficiently at that time, and that they weren't getting people from the remote communities to take employment opportunities in industrial centres; and especially, Mr. Chairman, in Hydro projects. So I'm wondering - my understanding is that some of those positions, or a number of them, or most of them have been done away with - and I wonder if that's because in the Minister's judgment it wasn't working or because the decline in the demand, in terms of there was no more Hydro work orders coming through, and that was one of the main job bulletins that were made available to people in remote communities, they were made aware of those opportunities to work on the Hydro projects. And, in fact, the counsellors would go right out to their house and tell them when a job came open if they knew they were qualified for it so that they would at least be aware that an opportunity existed and they would have the choice to change their lifestyle in what they were up to. So, I wonder if the Minister would care to comment on what he sees is the reasons for that reduction in the staff, actually in the remote community, whose main job was placement; or perhaps, Mr. Chairman, it's because Canada Manpower has suddenly and dramatically improved their service, which they may have done somewhat with their Outreach Program. If the Minister could fill me in on what he sees has happened in that regard.

MR. MacMASTER: Well there are visits made to communities and it's been well advised and well advertised when people are coming into the communities. I know that some of the federal - I'm guessing at the term, I think they were called "Outreach people" - they have disappeared from the scene in a lot of cases, but our people go in with the companies and it's well advertised when they're coming and people can come and talk to them about any aspirations they have. They're interviewed, they're counselled, they're talked to and while we're in the communities, as I mentioned the other night, we are going to be in the future trying to get a profile, if you wish, of the talents of the people and the desires of people within communities. As the members opposite know there are people within communities with talents today, for whatever reason, it may be their own business but we'd like to get identified the tradespeople and some are in communities who

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have a trade to a degree and people's aspirations within communities. and we're going to be doing more of this as we get into this particular year.

MR. McBRYDE: Yes, Mr. Chairman, I have one more specific question on this section, on (2)(a). And that is one of the really unfortunate things that happened with the changeover in government was that the department that had this responsibility for Northern Affairs was making every possible effort to ensure that native people were hired to do this kind of work with their fellow native people, but because of the nature of the Manitoba NORTHLANDS Agreement those positions were called term positions. And at that time, of course, I was reassured by the powers that be, in terms of administration, that term meant no different than a regular position. But because the native people were hired in the last two or three years of the program and were hired under the NORTHLANDS Agreement, when the cutbacks came by this government a lot of the people let go were native people because they were on term contracts and they hadn't been there as long as some of the non-native people that were in place. So I'm wondering if the Minister could give us some idea, like of the 27 people, how many of those people would be native people, people of native background.

MR. MacMASTER: The member and myself have had this discussion before and I simply say to him that I don't deal specifically in nationalities. I think that all the people that we have are doing a fine job, an excellent job and will continue to do; and when jobs are open all people of all races and nationalities are eligible to apply.

MR. McBRYDE: Well, Mr. Chairman, I don't recall we had that much of a disagreement on the subject before. Basically, in the past, there was an affirmative action program to ensure that native people are brought into the department, because the majority of the people being served were native people and, therefore, there was extra effort made to bring native people into the department. Mr. Chairman, when I asked the question I noticed the staff starting to count, but when the Minister replied the staff quickly stopped counting. So I'm sure that they do have that breakdown available and I wonder if the Minister would share it with us or whether he'd rather keep it a secret.

MR. CHAIRMAN: The Honourable Member for Inkster.

MR. GREEN: Mr. Chairman, further to the questions asked by the Member for The Pas and giving the Minister my particular bias in favour of the approach that he has stated. It remains the question as to whether, out of a normal population of unemployed people in a particular area, one is able to ascertain that some of them are not losing job opportunities. Now, I concur that the object is to deal with poverty and, unfortunately, poverty in our community has been identified and identifiable in many respects, in particular areas, with people of a certain racial origin. And if that persists, then the Minister's desire to see to it that all people of all races are treated equally will, by some malign neglect, not have that result. Therefore, although I concur in the objective and would not want to see a white person discriminated against, I don't want to see people of any racial origin or ancestry discriminated against, is the Minister able to ascertain that out of a population - I'm sure it would disturb the Minister or it should - if there were 100 people living in a community, 10 of them were non-natives or non-treaty Indian, or not of Indian origin and 90 of Indian origin, and there were 10 jobs, and by sheer coincidence of treating people equally, the 10 non-natives were the only ones employed? And I think if I can follow up the question of the Member for The Pas and ask the Minister to deal with that on that basis, do we find that our employment programs and our employment opportunities are such as to find that the question of poverty becomes more and more confined to a particular ethnic ancestry group, because that's the problem?

MR. MacMASTER: Well, it's important when a job is filled within the Civil Service Commission, it is important it be filled with the best qualified person regardless of race, nationality or whatever. It's important that, when we're spending taxpayers' dollars, that we spend it to the very best of our ability and

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we make sure that the program succeeds. I think logic dictates that there are 27 types of people in Winnipeg, as brilliant as they may be within their classifications of life today, that could not fulfill these particular jobs. If you wanted the job done well, and you wanted people familiar with the area, and you wanted people familiar with the portion of the job that they were doing, to expend the taxpayers' dollars successfully and to make the program work. And that's the criteria and I can't name a particular type of person, I'm not going to get into that in Winnipeg but just if people want to let their imagination flow they could visualize a particular nationality of a person with several university degrees which might not be worth a damn to fill a counselling job in Northern Manitoba, and that's really precisely all I'm prepared to say.

We want that program to go, we want to spend the money as properly as possible and to get the best results out of it we possibly can. We want the right type of people in the job to do that job, and if that happens to be 27 people that are treaty from Cross Lake, fine; if it happens to be 27 people from Dauphin, fine. We don't geographically say where they have to come from or what their nationality is; we want them to make that program a success, and I like to believe that when the Civil Service Commission is interviewing people the abilities and the talents that they have, some of those abilities may come from their nationality. I think those things are taken into consideration, Mr. Chairman.

MR. GREEN: Mr. Chairman, with all due respect to the Minister, his answer begs the question; If the only people who are qualified to fill a particular number of jobs, the 27 jobs that you referred to, and if we find that looking at a normal curve population in terms of people of differing backgrounds, and we find that consistently and by complete probability one group is never qualified and, it may be even by objective standards, the fact that that group is not qualified is a problem which the Minister has to direct himself to, he can't ignore it. Because if he says that the program will best be done if you had 100 people of a particular background and none of them qualified, and the only people that qualified happened to be people of German descent, the program starts off as a failure. It cannot be a success, Mr. Chairman, because I suggest to you that our society cannot be operating successfully if the only people who become qualified happen to be people either of a particular racial background or that one - and what is worse and this is the problem and it's been raised in the House many times and I raised it, both before I was in opposition and when I was in government - that if we find that our society is so operating as to exclude from qualified people, from the people who are selected on the basis of the objective standards that my honourable friend refers to, then at the very least, the problem of the fact that these are the only ones that have the qualification has to be looked at and something has to be done about it. The Minister says our only qualification is that the program will be successful. I tell him in advance that the program is a failure. If the only people he can get to administer it either fall within a particular classification, or that a particular group - and particularly those who happen to be the people to whom services are being delivered - in no way qualify. And I think that that's what the Member for The Pas has asked and perhaps in a little different philosophical vein than I have put, but it comes down to the same thing.

If the Minister is saying that the only people that we can find qualified as community development workers in Moose Lake are people who happen to come from the province of Quebec, then he has a problem. What is wrong with Manitoba that we are not producing people who can handle this type of work and I would assume, as a starting point, Mr. Chairman . . . Well, Mr. Chairman, the Minister thinks that I'm being facetious. . .

MR. MacMASTER: It's hypothetical.

MR. GREEN: It is not hypothetical, Mr. Chairman, when we look and see that the greatest percent, if you go to the prisons and are able to ascertain that year after year the greatest percentage of people who wind up as part of our prison population happen to be of a particular ethnic origin, it is not hypothetical to say that society has to look at the conditions which have created that. Because I don't believe that people of a particular ethnic origin are more likely to be criminals. I say we have done something to make them criminals, that's it's not

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hypothetical. And if you will look at the number of doctors who graduate in society and find that a particular group is excluded, and the number of lawyers and find that a particular group is excluded, and you say that's it's hypothetical, Mr. Chairman, then you won't have change by evolutionary and civilized processes, you will have a frustration built up which will cause difficulties of proportions which we can't even imagine while we're standing in the Legislature. And I really expect that the Minister knows this and that it is simply not an answer, and although I firmly believe that the so-called affirmative action programs the quota programs, the programs which hire on the basis of ethnic origin are not right; I'm not suggesting that they're right. But the conditions which result in anybody being excluded as a group from being able to qualify, those are wrong, and surely the Minister says that those things have to be dealt with.

MR. MacMASTER: I'm glad the member gave me a minute and a half to answer him.

I have said before in this House I do not agree with quotas; I've said before in this House I don't agree with affirmative action for the sake of just affirmative action, and I think the members' opposite should check with the Human Rights Commission if they want me to ask people their nationality before I hire them.

MR. CHAIRMAN: The hour is now 4:30, Private Members Hour. Committee rise. Call in the Speaker.

IN SESSION

PRIVATE MEMBERS' HOUR

MR. SPEAKER: Order please, order please. The Honourable Member for Radisson.

MR. KOVNATS: Mr. Speaker, the Committee has considered certain resolutions and directed me to report the progress and ask leave to sit again.

MR. SPEAKER: Order please, order please. Order please. The Honourable Member for Radisson.

MR. KOVNATS: Mr. Speaker, I beg to move, seconded by the Honourable Member for Portage la Prairie, report of Committee be received.

MOTION presented and carried.

MR. SPEAKER: We're under Private Members' Hour.
The Honourable Minister without Portfolio.

MR. MCGILL: Mr. Speaker, I believe there is a disposition on both sides of the House not to proceed with the balance of the Order Paper this afternoon, as it relates to Private Members' Hour.

And I believe also that, relative to a previous commitment of the House, that there was a disposition to grant leave to the Minister responsible for environmental matters to make a statement to the House.

Mr. Speaker, the Minister I believe, is expected shortly. I am given to understand that the Minister will be here in a very few minutes.

MR. SPEAKER: The Honourable Minister of Consumer and Corporate Affairs.

MR. JORGENSON: Mr. Speaker, I apologize for the delay but I have been fairly busy trying to contact a number of people in connection with this particular matter.

Since my last report to this House, I wish to inform members that this morning a second tank car was found to have a two-inch by three-inch triangular cut that was permitting the discharge of additional vinyl chloride material. It is not known when this cut occurred but it could be presumed that it happened during the derailment. It is estimated that approximately 3,300 gallons of vinyl chloride

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leaked from the car with the damaged valve. The actual spill is probably greater than this in volume because of the cut in the second tank car. The maximum reading at any point in the area was five parts per million and it is logical to assume that this reading was a result from both cars, rather than just one. We were previously informed, and I've told the House, that it was proposed to scatter the contaminated snow thinly over a large area in order that the material would dissipate into the atmosphere.

In the light of new information and further consultation, I have given instructions that no effort will be made to disperse the snow in this manner or even move it unnecessarily. Upon receipt of this further information, we have been in touch with the Dow toxicology laboratory in Midland, Michigan, a representative of the Environmental Agency of the United States, and we also liaison very closely with Environment Canada as to the best method of safe disposal. We are continuing to pursue every source of information and direction in order to make a final decision in respect of disposition of the contaminated snow.

In conclusion, Mr. Speaker, I will inform the House of any further information when it is available. In the meantime, my departmental advisors confirm that there is no danger to residents in the area.

MR. SPEAKER: The Honourable Member for Churchill.

MR. COWAN: Thank you, Mr. Speaker. Well, I join my colleagues in thanking the Minister for his statement as to the current situation at MacGregor. It's amazing, Mr. Speaker, how situations change in short time. It's amazing how much there is to know about the environmental problems that we face, such as this, and it's even more amazing how little we know, and I include myself in that, Mr. Speaker, because I, too, know very little about what it is we face in MacGregor. Except to know - and it is a little knowledge and sometimes that's a dangerous thing, but in this case I think it made all the difference - except to know that there is some significant danger there for people who come in contact with vinyl chloride. I am not, and I am not intending to be interpreted as saying that there is any danger to the residents. I am not certain whether or not there is any danger to the residents, but if people are coming in contact with the vinyl chloride, Sir, then there is danger, and at contact at levels that are very low; we're talking about contact levels of less than one part per million. We see significant health hazards accompanying contact at that level.

But actually, all the difference today was made not by a person with little knowledge but by the fortuitous intervention of a passer-through with a great deal of knowledge. For had it not been for that, perhaps this day might well have ended on a different note, not only for us in the House here but for the residents and the people working in the area of the spill in MacGregor.

For as early as 10:30 this morning, Mr. Speaker, I was unaware, as were many unaware, of the full extent and the full significance on that extreme danger that we are facing in MacGregor, that we all face, because while we are talking about a derailment in the vicinity of MacGregor, Mr. Speaker, and we're talking about a danger, potential danger, to people in that area, we're talking about a specific danger to workers who are working on that derailment now, Mr. Speaker. We are talking about that in specifics. But there is a danger for all of us, for all of us. Had that carcinogen been dispersed into the snow and had it been allowed to evaporate into our atmosphere, it would have been one more assault on our environment that was unnecessary, uncalled for, ill-advised and ill-considered. That would have been a tragedy because any injury to our environment is an injury to all of us, no matter where it occurs or when it occurs.

MR. SPEAKER: May I suggest to the honourable member he confine his remarks specifically to the subject matter at hand.

The Honourable Member for Churchill.

MR. COWAN: Thank you, Mr. Speaker. I will be as brief as I can, given the circumstances, and the subject matter is the spill at MacGregor. What I intended to say was that had I been more vigilant, as perhaps I should have been, and not believed the Minister's assurances so readily, which I stopped believing this morning when he gave us the figure of 5,000 parts per million, and I had to ask him at that time where he got that figure because that was . . .

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MR. SPEAKER: Order, order please. I suggest to the honourable member he confine his remarks to the statement before us.

The Honourable Member for Churchill.

MR. COWAN: Thank you, Mr. Speaker. I thought I was, but I will try to be more careful to be more specific in my remarks as to the spill at MacGregor. I thought I had been discussing that.

Mr. Speaker, to make the matter short, and I don't that is a proper course of action but I think it's the only course of action that will be helpful to me at the moment, is we were lucky today. We were lucky because of the intervention of a Dr. Jeanne Stellman, who had the knowledge that was necessary. We were lucky, and I, Sir, would just like to take this opportunity to thank that person for all that she has done today on behalf of the people of this province. And also, take an opportunity to thank the Minister for his acceptance of a situation that is extremely dangerous and his acceptance of the fact that it is dangerous, and it appears to be now his willingness to do something to ensure that that danger is not exasperated in any unnecessary manner. We will be watching; we will be watching very carefully. We will be more vigilant. They have learned a lesson I think, Mr. Speaker; we on this side have learned a lesson; and the people of Manitoba have learned a lesson. So we will safeguard our environment more carefully in the future and, if we all work towards that, we will succeed.

The Honourable Minister without Portfolio.

MR. MCGILL: Mr. Speaker, I move, seconded by the Honourable the Minister of Consumer and Corporate Affairs that this House do now adjourn.

MOTION presented and carried, and the House adjourned and stands adjourned until 2:30 on Monday afternoon.