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of the  
**Legislative Assembly of Manitoba**

**DEBATES**  
and  
**PROCEEDINGS**

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# LEGISLATIVE ASSEMBLY OF MANITOBA

Monday, March 12, 1979

Time: 8:00 p.m.

## SUPPLY — HIGHWAYS AND TRANSPORTATION

**MR. CHAIRMAN, Mr. J. Wally McKenzie (Roblin):** With your permission I'll try and chair the Committee. We are now dealing with Resolution No. 73, 6.(a) Regular Program, \$56,000,000 — pass?

And gentlemen, may I remind you to confine your debates to the item before us' (a) Regular Program. If you happen to deviate from the subject matter, I may call you out of order.

The Honourable Member for Ste. Rose.

**MR. ADAM:** Mr. Chairman, I want to go through some of the program that is before us. I'm not going to be entirely parochial, I want to mention a few areas where I feel maybe the Department should be giving some consideration to. I would like ask about the acquisition of right of way to Waterhen which I believe was on a program last year or the year before. I would like to know whether that program has been completed and I am pleased to note that the program includes on PR 276, 7.9 miles North of 269 which is, I suppose, the ongoing program that we had introduced a few years back. It is very important that this extension proceed, the road there is very very old and I am pleased to see that go forward. But I would like to know whether the acquisition North to Waterhen and also on PR 261 to Waldersee that is to 260, whether that is complete and also if the acquisition of right of way on PR 278 to Silver Ridge, to No. 50.

**MR. DEPUTY CHAIRMAN:** The Honourable Minister.

**MR. ENNS:** Mr. Chairman, I am advised the right of way problems on 276 have not been completed or resolved. The honourable member will note that we are proceeding with some long awaited work on 278 including hard topping.

But the question with respect to 276, we're still in the process in acquiring right of way.

**MR. ADAM:** Up to Waterhen?

**MR. DEPUTY CHAIRMAN:** Gentlemen, let's confine our remarks to . . . because the tapes are being taped and it's a mumble jumble when you interrupt back and forth. Let's keep it clear. You'll have all the opportunities you want to speak, but make it clear. I just announced that the Minister was speaking and let's leave it that way until he's finished and then I will recognize any member who wishes to carry on with the debate. The Honourable Minister.

**MR. ENNS:** I am advised, Mr. Chairman— thank you for your admonition, probably I am as much of an offender as anybody else by not waiting for your recognition — but we are, to repeat again, proceeding with the work on 278 involving resurfacing and black-topping — a contract, I believe, of some seven or eight miles. We are, on provincial road 261, some 70 percent complete with the acquisition of right-of-way. That's another road that the honourable member asked about, and on the road 276 I don't have a percentage figure. 276, I am advised by the department that we are still negotiating for right-of-way.

**MR. ADAM:** While I'm up in that end of the country, this particular road is not in my constituency except for perhaps the area that comes under the responsibility of the Dauphin district, and that is on PR328 that goes over to No. 6 from 276. That is a road that has been causing some problems. As I say, Mr. Chairman, it is not entirely in my constituency; there is only a short piece on the west end that falls within my constituency but I understand that that road is giving a lot of trouble, not only in the summertime but in the wintertime, and I would ask and recommend that that road be upgraded somewhat in the future, and as soon as possible, because it does allow access to No. 6 from the northern end of the parkland rather than go down into the Narrows, which is 235. And that is one area that I would ask them to keep in mind.

I am very pleased that the Minister is proceeding on 278. It says here "base and road mix". What does that mean? Does that mean oil or . . . ?

**MR. ENNS:** That is an asphalt surface treatment which provides a very acceptable dust-free surface for that kind of a road with that kind of traffic, and with that kind of . . .

**MR. ADAM:** Is that a cold-mix, Mr. Chairman, or an oil treatment of some kind?

**MR. ENNS:** It's a cold-mix, Mr. Chairman, which is, if you want to put it in classifications, one step above the AST.

**MR. ADAM:** Yes, Mr. Chairman, I believe there was a group that came in from that : 0: area to make representations to have that road surfaced and have the treatment done to it. My understanding is that it is pretty difficult to get contractors to accept much less than ten miles, that to move in equipment to do just three or four miles may be difficult to get contractors. Is this one that has been pre-tendered? I know that we have run into that in the past, to get upgrading into Rorketon, I forget now what the number is. That would be 364. We have had trouble there and also on 269, getting contractors to do seven miles. They are reluctant to bid on such a short piece and I was just wondering why we couldn't have got the ten miles, because I believe that's where we went with the first upgrading on it. We went up to what is known as Anderson's Corner. You can see it on the map; the first bend going east as you pass the Indian reserve. that's Anderson's Corner, and that is approximately ten miles or thereabouts from PR 235 and that would make it worthwhile for somebody to take the contract on it, and that road has been upgraded up to that corner as far as I can recollect.

So that is one recommendation that I would make to the minister. If he has any money or anything to juggle around during the year, that might be something to look at.

**MR. CHAIRMAN:** The Honourable Member for Burrows.

**MR. HANUSCHAK:** Yes, Mr. Chairman, I have a couple of questions to ask. First I want to thank the honourable minister for providing us with the highway construction program this afternoon during the consideration of his Estimates, and particularly before coming to this item in his Estimates which deals with the road construction program. And during the afternoon, some of us did have an opportunity to, not so much to review the projects previously programmed, but those newly programmed which commence on Page — I believe the minister said — 17 or so, 18, yes, on Page 17, Project Schedule for 1979-80 — possibly cranked out by the, what was it, the road design systems?

Now, so looking at that, and looking at the projects that the minister has listed here, does raise some questions in our mind that I am sure the honourable minister will be able to explain. One is looking at the work scheduled for PR432, five miles to the East of Highway No. 3, and some three and one-half miles East of that PR 428 between highways PTH14 and PTH 23.

Now it maybe, Mr. Chairman, that the rail line abandonment may have something to do with it and if that is it, then I would hope that the Minister would offer that explanation. And the reason why I raise this question is that, here are three roads, one Highway No. 3, of course for I suppose some major repair work, yes, base and bituminous pavement and 428 and 432 — 4-of-32 acquisition of rightway, that's the one leading North of Morden and 428 also acquisition of right-of-way — which I presume eventually if not this year but eventually will lead to further expenditures of moneys because likely the government waits to acquire additional right-of-way, mostly likely to widen the road and if you are going to widen it, you're going to improve the quality of it so its bound to necessitate additional expenditures of monies. So that is question No. 1 . If the Minister would explain the rational for what is being proposed for those three stretches of road in relative close proximity to each other.

The other which caught our eye, Mr. Chairman, is provincial road number 450. And I believe that is scheduled for hard topping of a kind, grade preparation . . . —(Interjection)— yes, 6.5 miles grade preparation, base and asphalt surface treatment.

And the question that this raises in our mind, Mr. Chairman. It is quite apparent that from examining the Minister's road construction program that at least to some degree he is not overlooking the need for a good road system network to get us to our recreation areas. I suppose provincial road 430 to St. Ambrose was prompted by that because there's a provincial park at the lake, at 242 to Lynch's Point, another one built for that reason.

But 450 seems to lead to nowhere in the sense that it bypasses the recreation area, because the recreation area is further to the east, either off No. 10 highway — I'm speaking about the area

within our provincial park, I'm not even looking at William Lake which is outside it. But to the east of it, is PR 446 which leads to Mac Lake which is quite a popular summer resort area, and yet that road is not being worked on but 450 is. And now I think that it should be noted, Mr. Chairman' that the telephone directory shows a whole listing of ransom operations just a few miles to the east of 450. I'm sure that's not the reason and I'm sure that the Minister will assure us that that had no bearing whatsoever upon selecting route 450 for upgrading.

Then PR 248 off provincial trunk Highway No. 6 again seems to be one of those leading from nowhere to nowhere. — (Interjection) — 248. Off Highway No. 6; that's a north-south route. The junction of 6 and 248 is just a few miles northwest of Woodlands, and then it runs into 227. Now, I said it runs from nowhere to nowhere in the sense that there is no town at either end of this particular road construction project. Now, it may be . . . yes base and asphalt surface treatment for that portion of 248, from PR 227 to PTH 6. Now, it may be, Mr. Chairman, that hardtopping that stretch of road will save the travellers from the west side of the Interlake area a few miles by providing them a sort of a direct route to the Trans Canada Highway for those wishing to go west.

But really the saving isn't all that great, Mr. Chairman, because 227 is shown to be hardtop, and just a quick calculation, going down to Warren and then west on 227 is only an additional 3, 4 miles' drive. And if that's the only reason to hardtop that stretch is to provide a shortcut route for those living north of Woodlands along 56 to reach the Trans Canada Highway to go west, I wonder, Mr. Chairman, whether that is really where the Minister's priorities ought to lie. Not unless there are some other reasons.

Then we also note, Mr. Chairman, that Highway 518, a portion of it from about 9 miles commencing at No. 6 and — no, 7.8 miles of PR518 are scheduled for grading and gravelling, and it seems to end there and not go any farther, so perhaps the Minister could offer some explanations, you know, why priority is assigned to that particular portion of Provincial Road 518.

**MR. DEPUTY CHAIRMAN:** (a)—pass. The Honourable Minister. lately enters into the debate of matters concerning highways wishes some response, let me respond to him very briefly. — (Interjection) —

**MR. DEPUTY CHAIRMAN:** On a matter of privilege, the Honourable Member for Burrows.

**MR. HANUSCHAK:** I think that Members are at liberty to participate in the debate of whichever committee they wish, at whatever time they wish.

**MR. CHAIRMAN:** I will rule really quickly that the Honourable Member for Burrows doesn't have a point of privilege. The Honourable Minister.

**MR. ENNS:** Mr. Chairman, the Honourable Member for Burrows asked several questions with respect to the south-central part of the province, dealing with highways No. 3, 432, 428 east of 14, 223. Let me indicate to the Honourable Member that there's probably not another area in the province of Manitoba that is more intensively farmed than that particular area, where the traffic counts have risen dramatically; when I say dramatically, I mean, we're talking about upwards to 3,400, 3,500 vehicles per day, as compared to, you know, roads that we would look at and qualify for upgrading when traffic counts reach 150 per day; as the Member for St. George or as the Member for sste. Rose is well aware. There is more freight, more tonnage is hauled over those roads because of the intensive potato, sugar beet, diversified farming plus grain farming that takes place there. That is the reason, if I can give the Honourable Member for Burrows a short answer for what appears to him just appearing on the map the rather close proximation of highway construction.

I have no difficulty in justifying that kind of allocation of dollars in terms of any way you want to measure it, in terms of the contribution that particular area makes towards the economy of Manitoba, in terms of the number of registered vehicles that pay for CT and other, you know, farm licence plates and extra trucking weight permits. And in the necessity of getting produce to delivery points. That area hauls produce twelve months of the year. Probably in no other part of the province is the department under more pressure to get roads up to maximum gross vehicular weight standards, that is 84,000 pounds or 110,000, because people are hauling 10, 12 ton loads of potatoes. Not just at harvest time, but year round. The potatoes and other specialty crops are stored on farm and then hauled throughout the year. I might say that, relatively speaking, if there was any question of discrimination, that area has probably suffered it over the past 20 years. I include the previous decade of Conservative government of the 1960s when I say that. Just in terms of vehicles, in terms of product haul.

Now it is something I think that Interlakers like the Honourable Member for St. George, and I have to understand that the concentration of roads will always be considerably higher, you know, under those kind of circumstances than they would be in his country or in my country for instance. In terms of the productivity of the region. As it will be in the area of the Portage Plains, when you have developments like the processing plants coming into Portage. As it will be in the Morden-Winkler area, where you have major, you know, processing plants developing. A tremendous amount of freight and produce is being moved.

Now, if the Honourable Member chooses to take issue with some of the other priorities that have been listed in the program, namely 248, yes, it happens to be a major link-up between two major highways, No. 6 highway leading to the north and Trans Canada; it also happens to be one of the major north-south arterial routes that are developing in the province, along with others. The province of Manitoba has a reasonably good system east-west routing, if you start from the border with No. 23, No. 3, No. 2, Trans Canada, and then up No. 4, then we start stretching to some of the north Trans Canada, 5 or 4, or No. 6 or 7, or if you go into the Interlake country, 7, 8 and 9 routing, but we are short and we will be developing over the next number of years some more north-south interconnecting links' and 248 represents one of those links. It links up not just the traffic to get immediate Interlakers to Trans Canada, but it is the direct route south that many tourists follow coming up from the south country to get into the north country up to Thompson. It is a route that many northerners follow if they choose not to come down to Winnipeg.

Again it was a route that has been upgraded some eight-nine years ago, and I might say it wasn't particularly paid too much attention to during the last eight-nine years, and it is now receiving some attention. Now if the Honourable Member for Burrows thinks that that's not fair or that there is some suggestion of misplaced priorities, then of course the Honourable Member for Burrows is quite at liberty to have those thoughts.

**MR. CHAIRMAN:** The Honourable Member for Dauphin.

**MR. JIM GALBRAITH:** Thank you, Mr. Chairman, first of all I would just like to make a few comments through you to the minister. I believe that the people of the Ochre River municipality will be very happy to hear that there is finally going to be some work done in the Ochre River municipality, mainly on PR 582, grading and graveling of 582 from Ochre River South. May I say this is the first work that has gone on in the Ochre River municipality, I believe, since the P.R. system has come into existence, so this is going to be very welcome.

I think that the people of the Gilbert Plains area, and the people of the Dauphin area PR Highway 274, generally called the Keld Road, are going to be very happy with the work that is to continue on that highway.

It is also interesting to see that there is some land acquisition going on on PR 480 in the Ochre River area, and that is to be a step in the right direction. I am also pleased to see that the minister saw fit to go ahead with the shoulder widening on PTH No. 5, west of Gilbert Plains, through to Grandview, it's just purchase of right-of-way at the time being, but if I may comment, that highway needs a bit of work on it. It is very narrow; there are no shoulders at all actually on the road.

And the Member for Burrows made a few comments here tonight that sort of seemed to be a little bit nit-picking and I just want to bring to his attention, that if he wants to get into the nit-picking, he can look at 274 going north of Gilbert Plains to Ethelbert, and he will notice that the pavement on that road runs out abruptly when you hit the Ethelbert municipality, which is in the Honourable Member for Roblin — that's in his constituency — and there is nothing plainer than when you drive out there and all of a sudden you run off the pavement onto a gravel road. And if you want something that is. . .

**MR. ORCHARD:** Who did that, James?

**MR. GALBRAITH:** The former Minister of Highways did that work, for the Honourable Member for Pembina. So with those few comments, Mr. Chairman, I would just like to say that I am quite pleased with the program.

**MR. DEPUTY CHAIRMAN, Henry J. Einarson (Rock Lake):** The Honourable Member for Virden.

**MR. MORRIS MCGREGOR:** Mr. Chairman, I would just like to repeat something I said this afternoon, and I wouldn't feel as though I was a proper member in the western side of the province, not to repeat. I realize where your four-lane ends, Mr. Chairman, at Brandon, and if you are waiting to

get past this troublesome area by four-laning it, it's going to be several years down the road, and how many more deaths. And I would hope the minister, in his wisdom, and his staff, would at least see fit, from the junction of No. 1 and 455, to 21 and No. 1, probably if it's eight or nine miles, it looks like, to do half of a four-lane project, even if you can't make a four-lane now, to get away from this tremendous accident rate that's in that area. I am sure you'd get the support from almost every decent thinking person from Brandon, even if it did miss that four-lane for an amount of miles and come back and do it.

And the other thing is, I drive up and down that road, and it bugs me a little bit, being a farmer, and seeing the tremendous width of right-of-way that is taken — maybe that's necessary, maybe that's in your code or something, Mr. Chairman — but it does seem like an awful lot of money needed to buy that kind of width, those big ditches between the two lanes plus your access roads. So, is there any hope, or any promise, Mr. Chairman, that that correction can be made before your whole four-lane program starts up again west of Brandon, because I think the people are almost at the point of coming in with delegations — and I never am one to try and support that, and I am speaking of delegations, big groups of people — because there has been too many deaths on that chunk.

**MR. CHAIRMAN:** The Honourable Minister.

**MR. ENNS:** Mr. Chairman, let me first of all thank the Honourable Member for Dauphin for his comments. Certainly we want to proceed with the development work of our road network in that area.

To the Honourable Member for Virden, as I began and I think I indicated to him earlier on this afternoon, that the department recognizes the problem that he speaks about.

Let me also take this opportunity, to put on the record, that within the departmental files, and it goes far beyond my time and my predecessor's time — the date goes back I think, several administrations — that that particular bad corner at Alexander, some of the responsibility rests on the government of the day I suppose, but not only on the government of the day but on the people of the day that prevented good highway design and good highway planning from taking place, because of the age-old problem of trying to sort out the concern that landowners have for giving up necessary land. I think — and staff can correct me if I am wrong — but at that time, there was a different plan proposed or a correction of that plan proposed, but you know, there was some give and take, give by the department at that time, to accommodate certain landowners which did not help the design of that highway.

The Department of Highways is often criticized for its need and requirement for land to make for safe highway design. Many times this isn't apparent when the road is in its more primitive condition. But once you put a good black top on, once people are travelling regularly at higher speeds, then these conditions start to prevail and then you build into what would otherwise appear — I'm going back, you know, 25 or 30 years ago — what would appear to be no problem. But with today's traffic, with the kind of semi-trailers you referred to this afternoon that are passing, and under the extreme weather conditions that we can face on all our roads, then highway design does become important. And the degree of turn, the profile of the road, the taking into consideration whether there are little hills or other things that enter into a curve; that's where our highway planners insist on, from what they know best, from their own experience, and from experience of other jurisdictions, what they will call for as the best, the optimum design.

We sometimes have to compromise because of pressures placed on the department; political pressures, landowner pressures, other pressures, and we compromise on them. But in this particular case I think the compromise has been costly, it has been costly in terms of lives, as you refer to, as in terms of general safety of that road. I take the member's remarks with the seriousness that he has given them, and I know that within the department and myself, that we will make every effort to attempt to address ourselves to that problem in the very near future.

**MR. CHAIRMAN:** The Honourable Member for Burrows.

**MR. HANUSCHAK:** Mr. Chairman, the honourable minister, speaking in support of his plans for PR 248, indicated to the committee that 248 is becoming a major north-south roadway, bringing

traffic into northern Manitoba, Highway 6 and up to the northern regions. Well, Mr. Chairman, if the minister is thinking in terms of attracting tourist traffic from south of the 49th parallel, at the present time there is an existing route which isn't that far to the west of 248, namely Highways 32, 3 and 13. In fact, Mr. Chairman, if one goes down 248 to its southern end, you come to a dead-end, and in order to get into the United States you do have to go either east to Highway No. 30, or west to Highway 32 to get into the United States. So, those coming up Highway 32, which in fact bears the same number in North Dakota, the route is already there for them to take them up to the Trans Canada, and then across to 248. So now I can understand, I can appreciate his justification for paving that portion of 248. But if the Honourable Minister is indicating to us that it is his intention to eventually develop all of Route 248 into a super highway for the benefit of the traffic from the south, well, there might be other areas of Manitoba where the need might be greater than for that particular route.

However, be that as it may, even out of concern for that tourist who is heading up north after he reaches Highway No. 6 via 248, is it also for his benefit that that portion of 518 is being done? Is that a more scenic route that may prompt him to want to go down it, or what? So the Minister has not answered that question Mr. Chairman.

And may I remind him also that . I asked him about Provincial Road No. 450, south of No. 3 highway on the west side of Turtle Mountain Provincial Park, and I would also like to remind him that it would seem, if there is a need for a better road system in that area, that it would seem to me that it would have made more sense to direct one's attention firstly to Provincial Road No. 446 rather than 450 because 450, once it reaches the American border, comes to a dead end. At least 446 leads into a recreation area in Turtle Mountain Provincial Park.

And there was one other road that I had wanted to ask the Minister about which I had overlooked earlier, and that's 262, from the other two sides of the rectangle south of Minnedosa, off No. 10 Highway and — it's No. 16 now — and 262 — (Interjection) — the other two sides of the rectangle, and now bituminous overlay and shoulder gravel because I would suspect, Mr. Chairman, that 95, perhaps practically 100 percent of the traffic going north follows Route 10 rather than swinging off onto 262. I suppose at one time, before No. 10 was rebuilt, 262 I suspect, or a good portion of it, was the old No. 10. But it no longer is, so perhaps the Minister could offer an explanation for his proposed program for 262.

**MR. DEPUTY CHAIRMAN:** The Honourable Member for Rock Lake.

**MR. HENRY J. EINARSON:** Well, Mr. Chairman, through you to the Minister, it's been interesting to hear the comments from honourable gentlemen opposite, this evening and this afternoon, and I can recall when we were in their chairs, how we were trying to support the then Minister of Highways, and giving him support about the amount of money that he had at his disposal to build highways for the Province of Manitoba, and this seems to be a far cry, and it really concerns me when the Member for St. George was talking about the program he would like to see happen. I believe the Minister indicated — he was talking about a program that not necessarily had to mean \$50 million but that meant an awful lot of money. I only wish that they had the same attitude and feelings in those days as they're showing today. While I don't criticize them for doing their job in their responsibility to act as the critics on an opposition, I give them full marks for that, but you know Mr. Chairman, I think that in view of what we have gone through in the past ten years, or almost ten years, the kind of moneys that have been allocated by the Government of Manitoba for Highways in the whole of the Southern Manitoba and Western Manitoba as compared to some of the areas that Honourable Gentlemen opposite represented, I believe was much to be desired.

I think that from the program that we have today, I believe that the present Minister is showing much greater concern for the people of Manitoba, generally speaking, than what we were accustomed to reviewing year after year when the NDP were in power. I don't say that facetiously, but I say it sincerely and honestly, because I can tell you, Mr. Chairman, that when looking at the program today, and looking at the program that we have been pursuing over the years, and I was pleased to hear, in fact I was surprised to hear, the comments from my colleague from Dauphin as to how partisan and how parochial the previous Minister of Highways could possibly be when he would run a highway, a bituminous top or a hard surface top, to the edge of a colleague's constituency and then drop it right there because the political philosophy wasn't the same or to his liking on the other side of the fence.

Mr. Chairman, I think this should be down for the record, and I want to state it most emphatically that this is the kind of thing that we had to deal with despite the fact that I thought we were being very co-operative with the previous Minister of Highways. While he wasn't always able to be here to look after his responsibilities, he had someone to take his place, and I had no quarrel with that, but I feel, Mr. Chairman, and I think it has to be said for the record, that finally we're going to

get recognition for all highways in this Province of Manitoba to the best of the ability insofar as the Minister is able to do so, insofar as his financial responsibilities will allow him to.

Now, Mr. Chairman, to get to the constituency of Rock Lake for just a moment. I want to say that while I want to thank the Minister publicly for the amount of money that's going to be spent in Rock Lake Constituency, we are now seeing a little bit that is going to be done, that was requested over the years, that seemed to fall on deaf ears.

I want to give just one little example, Mr. Chairman. On Provincial Road 245 it's a mile and a half, and it's only been the acquisition of right-of-way, is the beginning of it. And you know, Mr. Chairman, I think it's about three or four years, my memory is not just exactly perfect on that, where we did have an accident on the top of the hill of this particular acquisition of right-of-way where a life was lost, and the veterinarian — who was a veterinarian at the Town of Notre Dame de Lourdes — was very seriously injured and was incapacitated for many, many months after that accident. I had problems to no end trying to get an understanding with the previous Government and the Minister of Highways to do something about that particular acquisition of right-of-way in order that we could satisfy the people in the community and to do justice, to correct that steep hill that exists there at the present time. I want to say, Mr. Chairman, this is just one little example that I am pleased to note that the Minister has seen fit to do the kind of thing that the people that I represent, and myself want to see happen, and we're going to have that correction made in the next year or so and hopefully that road will be able to be maintained and hopefully it's going to be a safer road to travel.

And so, with those few comments, Mr. Chairman, I leave it at that. Thank you very much.

**MR. DEPUTY CHAIRMAN:** The Honourable Member for St. George.

**MR. URUSKI:** Thank you, Mr. Chairman. I wanted to ask the Minister to comment on these. He has made some comments in the last several days with respect to his highways program dealing with the overall ratio of spending between the provincial trunk highway system and the provincial road system, and I'd like him to comment on the figures that he has in relationship to the last, say, three or four years — the relationship ratio of spending between — the comments that he has made, I think, if I paraphrase him correctly, for the first time that the provincial road system within the province is taking the greatest portion of the construction budget; is that paraphrasing it accurately? If I am correct in that statement, could he indicate how much change there has been in this year over the past, say, three or four years, in relationship to the construction budget?

**MR. DEPUTY CHAIRMAN:** The Honourable Member for Ste. Rose.

**MR. ADAM:** Mr. Chairman, I wasn't going to speak any more on construction but the Member for Rock Lake has prompted me to make at least one comment and that is having to do with road PR-260. It runs into the Gladstone constituency, north of Plumas. I stand to be corrected, but I think it is not shown correctly here on the map. I believe the hardtop goes further than what is indicated from 265, and I want to tell you, sir, that . . .

**MR. ENNS:** Don't play games.

**MR. ADAM:** Yes, well, you started to play games, sir, so I . . .

**MR. DEPUTY CHAIRMAN:** Order. Would you please address your remarks to the Chair, sir?

**MR. ADAM:** Mr. Chairman, I want to, just for the record also, to note that I believe that that road went up to the constituency of the Member for Ste. Rose and stopped there in the middle of a field and would not proceed not one foot further. It should have gone to Waldersee, to serve the people in Waldersee in the constituency of Ste. Rose.

**MR. DEPUTY CHAIRMAN:** The Honourable Member for Burrows.

**MR. HANUSCHAK:** Yes, Mr. Chairman, I'm sure that the Honourable Minister is anxiously waiting to respond to the questions that we have put to him; I am sure he would want to respond to them. But perhaps in responding to our questions he may want to clarify or elaborate upon a statement which he made earlier this evening when he had indicated what some of the criteria are that he applied in determining his road building program. And he mentioned two things: One, traffic count, which, no doubt is a perfectly valid factor to take into account, and the other the density or the concentration of motor vehicles in different parts of the province — the motor vehicles revenue



from the licence plates from different parts of the province.

Now, I would like the Honourable Minister to explain to what extent he is guided by the dollars and cents revenue in terms of motor vehicle registration plates from various regions of Manitoba. Is he suggesting, then, that he would carry that type of rationale to its logical extreme. In other words, that if there were a very high density of Rolls Royces in one part of the province that that part of the province . . . —(interjection)— Well, that's what the Honourable Minister suggested that that part of the province would receive better roads, more roads than another part of the province which may have a very low density of vehicles paying less by way of registration plates, perhaps Volkswagons or something, and only a few of them. Because if the Honourable Minister is being guided by the motor vehicles registration revenue from the various parts of the province, then on what basis is he spending money in northern Manitoba? Because I'm sure that the majority of the vehicles — certainly the heavy vehicles — using Highway No. 6 and the north part of No. 10, the PR across from 10 to Thompson, 391, most of those heavy vehicles are not registered in northern Manitoba but most likely are registered in Winnipeg and not up there.

So the point that I am making, Mr. Chairman, is that the rationale that a road construction program is going to be based upon motor vehicle registration revenue just doesn't wash; it just doesn't wash at all and I hope that the Minister would explain that.

**MR. DEPUTY CHAIRMAN:** The Honourable Member for Virden.

**MR. MCGREGOR:** Yes, Mr. Chairman. I'm just wondering, through you, Mr. Chairman, if the department has any change in access roads off of PRs. I know you have a program off of PTHs and, again, I'm thinking of smaller communities like the north — it's a half-mile or so off 254. I think I asked the question last year and he was tentatively looking at a program that would fit the PRs I am not sure if he said up to a certain mileage or not. There are several communities. It wouldn't be a lot of money, and I'm sure they wouldn't expect an outfit to come in to do a short . . . But if it was in the area, then there's a possibility.

**MR. DEPUTY CHAIRMAN:** 6. (a)—pass — the Honourable Minister.

**MR. ENNS:** Permit me to respond to some of the questions that have been put to me.

The Honourable Member for Burrows has really answered his own question by carrying on the debate. I have never suggested — and let the record be very clear about that — that the Department of Highways prioritizes road construction based on vehicular registration or moneys returned to the Consolidated Fund by way of licensing or whatever, fees and gasoline tax included. A most striking example of that is perhaps the fact that the district north of the 53rd parallel will receive, as it has received in the past, by far the single largest piece of new road construction money in this budget now before you. As the member also indicated, there aren't that many motor vehicles registered in the north. What I was attempting to indicate was that certainly the numbers of vehicles and the tonnage and volume of freight and the traffic count that the numbers of vehicles add up to are a major influencing factor as to where highways and provincial roads are improved or built.

The Honourable Member for Virden, if I can go backwards, requests or suggests about the old access program, a program that I think any Conservative member in the Province of Manitoba can take a great deal of pride in; it's a program that served the province well in providing dust-free all-weather surfaces to many, many communities throughout Manitoba. It has not covered all communities in Manitoba. There are isolated and single communities — when I say "isolated" for some reason didn't fit into the old program — that are still not serviced by that kind of an access road. There's not a program as such available but I can indicate to the honourable member that where and when possible, particularly if a neighbouring contract is taken place, we are attempting to pick up, if you like, these forgotten communities in the sense and are applying the old access road policy to them. It would be my hope that perhaps we could do that with the community of Lenore in the not too distant future.

**MR. CHAIRMAN:** The Honourable Member for Virden.

**MR. MCGREGOR:** I'm sure they would wait until your new road through the valley is being hard topped and that would be one time the outfit would be near and the promises, I'll take the Minister at value on that.

**MR. CHAIRMAN:** Don't go any further, gentlemen. I think we should have an understanding in the Committee that you don't interrupt. I'd like to see your hand up, then I'll put your name down

on the list which. . . I've been trying to follow that procedure. You don't interrupt an honourable member or the Minister. You wait until he is finished speaking, then put your hand and we'll proceed with the Committee in a more diplomatic and parliamentary manner. —(Interjection)— Not at all. I hope we can follow that procedure then we'll progress more favourably, I hope.

The Honourable Minister.

**MR. ENNS:** Well, Mr. Chairman, the Honourable Member for Virden puts his finger right on. It's precisely that kind of situation where an adjacent contract let being or road work is being done that every consideration would be given to then include accessing a road that in the past a community has been overlooked.

And the Honourable Member for Burrows has a particular interest in the upgrading of Provincial Road 518. Let me tell him that that of course is one of the historic routes, north southerly routes of Manitoba. The very ground bed of that road was the route to the original railway to the Hudson Bay. It travels through the scenic Shoal Lakes, east Shoal, west Shoal, north Shoal Lakes through bounteous game preserves where one of the most popular staging areas for ducks and geese both in the spring and in the fall; it traverses into the heartland of the Interlake which provides us with the basic staple that, although in somewhat short supply or high priced these days, beef, requires the kind of attention that we're prepared to give it in this coming year's program. The fact that it runs past the Honourable Member for Lakeside's farm is absolutely coincidental to that decision.

The other remarks made by honourable members I thank them for and the comments by the Member for Rock Lake. There are numerous pieces of roadwork that still have to be done in that area and we have every hope that we can in an orderly way progress in carrying these out.

Let me indicate to honourable members opposite, particularly the members from the Opposition, the very severe impact of rail line abandonment to some communities I don't believe is being grasped by members Members of the Opposition. The kind of traffic patterns that are changing and emerging are very serious, have very serious consequences to the farming community of Manitoba and we are going to be hard pressed to respond to that need, particularly at a time when the budget has been reduced by some \$6 million from funds that were previously available to us by the Federal Government. They have deferred and abandoned the highway strengthening program.

At the time that the Federal Government seems to be encouraging the abandonment of railways, they are also abandoning one of the few programs that had a direct impact on highways, namely the Highway Strengthening Program. We are, this year, still the recipient of some seven or eight million dollars as the last portion of a five year agreement. We had every hopes to negotiate a two year extension to that program but received notice some months ago that this was being indefinitely deferred.

The kind of dislocation that is taking place when grain delivery points are being closed down, when railway spur lines are being abandoned, the kind of additional costs that are imposed on the individual farmer whose only recourse when faced with hauling his grain an additional twenty or thirty miles is to inevitably move to bigger units, to be hauling instead of the two or three or four hundred bushels per load, he'll be hauling five, six and eight hundred bushels per load and that kind of stress that that will put on our provincial road systems is not to be short-changed. So honourable members, particularly some of them from the North, or central parts of the province, who may feel that there is an undue concentration of roadwork in the grain producing areas of our province, let me assure you that members on this side of the House, my colleagues, are far from happy from the attention they received in this particular budget.

**MR. CHAIRMAN:** The Honourable Member for Rock Lake.

**MR. EINARSON:** Well, Mr. Chairman, through you, Sir, something that comes to mind since I made my few comments earlier and I note that the Minister has commented about the railways that are probably going to be abandoned or railroads, and I know I can think of one railroad that runs right through the middle of my constituency, an area that is one of the heaviest grain growing areas of Manitoba and I am wondering if the Minister would just like to give us in a few words, is there some expertise, advice and assistance that his department is rendering to the retention committees that are trying to save these railroads. I wonder if the Minister could comment just briefly on that?

**MR. CHAIRMAN:** The Honourable Minister for St. George.

**MR. URUSKI:** Mr. Chairman, I just wanted to raise with the Minister if he was getting me figures, maybe he didn't answer my question, if he was preparing figures for me in terms of the question

I raised with him about the ratio of construction funds — he may have missed it when I had posed it over the last number of years — if he's got some figures as to how much money was spent on maintenance and construction of PRs versus PTHs, say over the last three or four years. He has made several statements in the last couple of days indicating this is very historic in terms of the amount of funds that are being allocated for PR versus PTH construction. I have never been the Minister of Highways, so I do not know what the figures are and what the breakdown is, so I would like the Minister to give me some ratio or some comparison over the last three or four years what it has been as to PTH construction funds and PR construction funds combining the two or breaking them out as to the differential.

**MR. CHAIRMAN:** The Honourable Minister.

**MR. ENNS:** Mr. Chairman, I apologize to the Honourable Member for St. George for not responding to that particular question. I may have. . . I acknowledge that I've made that statement and I make it again now; the statement came up as a result of when we were putting the program together, the staff indicated to me that this was the case.

Staff will provide those figures that the member requests and I can respond to them, either privately or in the House to a question. It is not a dramatic change, it's just that staff noted that in their opinion for the first time, this shift was taking place. I believe the actual statement said that over one-half, and I'm not suggesting that it is greatly over one-half but it is one-half. I'll provide the specific information for the honourable member.

**MR. CHAIRMAN:** 6.(a)—pass; 6.(b) Highway Strengthening, \$12 million —pass; the Honourable Minister.

**MR. ENNS:** By the way, Mr. Chairman, I shouldn't filibuster my own Estimates, but that is where the \$6 million Federal, you know, loss of revenue is contained, in that particular vote.

**MR. CHAIRMAN:** 6.(c) Canada-Manitoba NORTHLANDS Agreement, \$5.1 million—pass; 6.(d) Less — Recoverable from Northern Affairs — that's just an interchange — \$5.1 million, 6.—pass.

Resolution 73. Resolved that there be granted to Her Majesty a sum not exceeding \$68,000,000 for Highways and Transportation nstruction rovincial unk ghways, ' C Provincial Roads, Related Projects \$68 million—pass.

**MR. CHAIRMAN:** We move back to Resolution 68, Minister's Salary, \$15,600. The Honourable Member for St. George.

**MR. URUSKI:** Thank you, Mr. Chairman, I'll be very brief in my comments at this time in terms of . . . I wanted to raise one specific issue that has bothered me over the last several years and that relates to the posture of the members of the Conservative Caucus from rural Manitoba and specifically the Member for Rock Lake. I single him out as one of the most vociferous, and the Member for Roblin and you, Mr. Chairman. —(Interjections)—

**MR. CHAIRMAN:** Order, order. If the Honourable Member for St. George wants me to leave the Chair, I'm prepared to leave the Chair. No, let's not proceed any further. If the honourable member wants to question me as Chairman of this Committee, I will remove myself from the Chair and we . . .

**MR. URUSKI:** If you will hear me out, Sir.

**MR. CHAIRMAN:** No Sir, no way. We go back into . . . or not at all. If you question my integrity, let's go back into the House and settle it. Members of the Committee, I move that the Committee withdraw; I'm no longer the Chairman, we'll deal with it in the House. That's it, that's my ruling.

**MR. URUSKI:** Mr. Chairman, if you will hear me out.

**MR. CHAIRMAN:** Not at all, it's not debatable, sir. If you question the Chair, get another Chairman.

**MR. URUSKI:** Mr. Chairman, you haven't heard my remarks.

**MR. ENNS:** Would you consider participating in the debate and . . .

**MR. CHAIRMAN:** No, sir, consult another Chairman.

**MR. URUSKI:** . . . I didn't question the Chair.

**A MEMBER:** Oh yes you did.

**MR. CHAIRMAN:** The Honourable Member for St. George.

**MR. URUSKI:** I just want it to be very clear on the record, there was no intention on my part to criticize you as Chairman. If that was taken by yourself in this case, I want to tell you clearly it was not my intent, none whatsoever, but I wanted to mention and I'm going to say it again that Members of the Conservative Caucus . . .

**MR. CHAIRMAN:** Are we on a point of order?

**MR. URUSKI:** I would hope that I would be continuing my remarks.

**MR. MCKENZIE:** If not, let's clear up the point of order which was the reason I left the Chair. And gentlemen let me refer to . . . regardless of what members say, and I could be wrong in my judgment, I could be wrong in the way I heard the honourable member's remarks but regardless of what, the remarks as I heard them that there was some integrity, which is political and that's fair ball. But the tragedy was that I happen to be sitting as the Chair at this particular time. Now if I made a misjudgement or if I acted too hastily, I apologize but I think that members that have sat around Committees or in Parliament for a long time will recognize that regardless, you never question the integrity of the Speaker and refer to him as the Member for Birtle-Russell. He's the Speaker of the House; he's appointed there to look after the jurisdiction of us all. I was asked to come here tonight to fill in for the Honourable Member for Emerson, which I tried to do as fair and square as I can. And I would ask members . . . it may be a lesson because we're always learning in the political process of the parliamentary system and we were talking today in debates about more and more information but if the members would understand the problem that I have when the name of the Member for Roblin constituency, regardless of whether it was debatable or non-debatable, comes into discussions that were at this Committee and that member happens to be sitting in the Chair, naturally it becomes a political committee and well, just let the members bear and think about it because there is no other way, no better system that we've got to chair these committees.

The members opposite regardless are going to attack me when I'm not in the Chair and say what you like about me and I'm prepared to defend myself but it's very difficult for a member to defend himself when he's sitting in the Chair, so that I think, maybe I was too hasty and I shouldn't have done what I did, but I think it's a warning for us all to be very careful, because the line is very, very thin, and it's very difficult to rule, and I know the heat of the debate gets very, very high from time to time and so I do apologize. Maybe I should have thought about it a little more carefully, because I've never been in that position before, but I haven't chaired that many meetings, so I'm a very young and tender Chairman, as the members of the committee will well understand. So on the same point of order, if any other members have any other matters, or would like to discuss the matter, I think we should clear it up, but that is the reason I left the Chair. I don't have any quarrels about the Honourable Member for St. George challenging the Member for Rock Lake on the matter, but it did create a difficult problem for me, because the name of "Roblin" came up, and I happen to be the Member for Roblin, and I'm chairing the committee. So, I withdraw, and I'm apologizing to the committee that maybe I shouldn't have walked out like I did, but it put me in a most embarrassing position.

The Honourable Member for Minnedosa.

**MR. BLAKE:** On the same point of order, I, sitting back as an impartial observer didn't take exception to the Member for St. George as a criticism of you as Chairman. He mentioned previous incidences about you as a member for your constituency and there was no criticism levelled at the Chair whatsoever, so I think having you back in the Chair has solved the problem for us all, and I think we can wind up the Estimates.

**MR. DEPUTY CHAIRMAN:** I thank the Member for Minnedosa for his comments.

The Honourable Member for St. George. I think we're off the Point of Order and we're back

with the Minister's Salary.

**MR. URUSKI:** Thank you, Mr. Chairman. I hope you're no more tender this evening than a ten-year-old steer would be facing the slaughterhouse. That's how tender I hope you will be here tonight.

I was indicating that members of the Conservative caucus, and I singled out specifically the Member for Rock Lake as being one of those who has over the last eight or nine years and vociferously so, over the last four or five years, criticized the previous administration in terms of their maintenance program on their PRs and PTHs. This is one area that has greatly bothered me in terms of their continuous levelling of charges as to the lower standard of maintenance on to the highways.

However, Sir, when you look at the budgets of the first two years of the new Conservative administration, and you compare that to several years previous of past performance of governments in terms of the annual increases in road maintenance, while I might admit that in all the years, there are pressures to have more done, but the percentage of increase in relationship to the cost of living and the cost increases that have been faced, whether it be by private or public institutions, in terms of oil increases, the amounts of funds that have been expended for maintenance programs have certainly been as high in previous years as they have in the last two years. The last two years, and specifically this year alone, we have an increase of some . . . The minister himself indicated roughly 3 percent, the increase in the budget in maintenance funds on the province's highways.

And what do we hear from the Conservative backbencher, and including the Member for Rock Lake, that they're great plaudits of great good things and compliments, that the maintenance of our highways have greatly improved; when the fact of the matter is, and I asked the minister and his department whether the procedures and the standards of maintaining the highways have changed, and he indicated they have not. The practices are continuing, they are the same practices, the budget has not dramatically increased, in fact it hasn't really kept up with inflation. and I think that the arguments and the persistent mooring of the Conservative backbench, that's all I can call it, has been nothing over the last number of years but a fraud. Mr. Chairman, it has been nothing but a fraud, because what we find today, and it should be shown on the record, that the maintenance funds that have been expended on the highways to date, and I'll be the first to indicate, and I think the minister himself, that he would like to have had greater funds, and I'm sure that Ministers of Highways in the past would have been in the same position with respect to their respective administrations. But I certainly don't think that it should be left unsaid that the Conservative opposition of the day, and today the Conservative government, and especially the members of the backbench, have been accurate in their accusations and they have a lot of crow to swallow on the basis of their criticisms in terms of giving their present administration the plaudits that they have in the last two years.

**MR. DEPUTY CHAIRMAN:** The Honourable Member for Ste. Rose.

**MR. ADAM:** Mr. Chairman, I haven't too much to say, we've had a pleasant time going through the minister's Estimates, and I think we haven't held him up unduly. We try to do our best in opposition to scrutinize the Estimates, and I just have a few points I wanted to raise.

In the matter of the traffic violations that was brought up a few nights ago, there seems to be — well, this was brought to the minister's attention on May 1st, 1978. This very problem was brought to the minister's attention by the leader, my leader now, and so the minister was aware that there was a problem last year, at least it was brought to his attention. However, there seems to be some disagreement with the courts, I understand there was an article recently that disagrees with the contention that information is being withheld from the Department of Highways, so I would ask the minister to perhaps give us a little more clarification on that particular subject matter.

Also, in the matter of rail abandonment, I want to point out to the minister, that the CNR has petitioned the Department of Transport, or whoever is in charge of that, to remove the rails from — I forget what line it is, but it comes from Dauphin, I believe — and that is, we intend to, I have a stack of briefs this high from that area now, and we intend to most forcefully oppose that rail abandonment, and not cause the Minister to have to spend more money on upgrading that particular road. But if the rail is removed, we may have to look at strengthening 276, because there would be heavier loads travelling on that road.

The other point I wanted to bring to the minister's attention, and I wanted to ask the minister, what is the policy on hiring of . . . The minister made a comment that all those machines that are yellow are presumed to be belonging to the Highways Department, but I understand that there also yellow machines that are travelling and doing work on the highways, which are belonging to

private contractors, and I would like to ask the minister what is the policy . . . I understand that there are private contractors doing maintenance work, and clearing of access roads. I'm asking for a clarification on what the policy is in regards to hiring private contractors. I've had a complaint. The reason I've raised this, Mr. Chairman, is that we have received a complaint in the Carberry area that there were private contractors, and I'm not saying that it's wrong or right, I'm just asking a question as to — the people there seem t feel that we have a lot of highway staff that have been laid off, and they question why we have to hire private contractors to come and clear the access to No. 1.

**MR. DEPUTY CHAIRMAN:** The Honourable Member for Virden.

**MR. McGREGOR:** Yes, Mr. Chairman, just to answer the fraud charge of the Honourable Member for St. George, I don't think any of us are fraud, but I'll have to be perfectly honest with him. As I recall the '60s, after the government of that day took over the a lot of the PRs, we were under fire as backbenchers, and we passed it on. We were being criticized that the government wasn't maintaining our gravel roads as much as when the municipalities did it. We took it then and after '69 that criticism was still there, and this is why, and I guess today, we are probably going to get it again, a little bit, it's evening out and I think that's understandable. But if you think we were only criticizing when you were in power, that was wrong.

I think I very much appreciate my minister, Mr. Chairman. I'm not sure how good an administrator he is, but I think he's quite a politician as a minister. —(Interjection)— Yes I will. I came in to him about a year ago with a delegation from Virden. There were some of the Virden streets, for example . . .

**MR. ENNS:** These are all my administrators, Morris.

**MR. McGREGOR:** All right, that's all right. Anyway there was one chunk of street in Virden that was 100 percent, there were another several blocks that was . . . the Mayor very much desired that he wanted both done because there was sewer, light standards and curbs that they all had to budget for, and I thought it was an awful chunk of real estate to take on in one year. I said before I went in, "Well, let's bargain on this, if we can get the whole chunk, which I don't think you can, we'll get off his back this year, this coming year," and that's this year. And somehow, the minister, Mr. Chairman, found the kind of money, I have a figure here — I shouldn't put it down because I might be wrong. It's a fairly sizable figure, the people of Virden were extremely happy. I will just read back into the record — "Virden advanced February 28, 1979— Councillor Cecil Coleman, Public Works Chairman of the town of Virden said he would have liked to include the Third Avenue project in this year's plans, but the Manitoba Department of Highways, when giving approval of Seventh Avenue, the project last year, requests the Town of Virden not to push for any grant in aid road this year. Third Avenue is a grant in aid street, and for that reason Councillor Coleman suggested that it would be left until next year." So I like to work with my minister; when I want a lot of money, I want him to say no, and if he says lay off me for a year, I'll try and do that. So with that . . . Thank you, Mr. Chairman.

**MR. CHAIRMAN:** The Honourable Member for Minnedosa.

**MR. BLAKE:** Thank you, Mr. Chairman, I just wanted to make one or two observations under this particular item because, unfortunately, I was away for the Section where I probably should have been discussing it. But I did want to place on record the fact that now that I see the highways program, I must say disappointed is maybe not a strong enough word at some of the work for my area, and I realize full well that the constraints that the minister is operating under with lack of funds.

But in my particular area, that is being as hard hit as anyone by rail line abandonment, and an area that has a highway promotion organization that is probably as strong as any in the province that has met with the minister on, I think, three occasions in great numbers. They represent probably six or eight municipalities and eight or ten towns along that stretch of highway 250, and I know when they see the program . . . hopefully the minister has left some leeway within his budget, that there may be funds come to light, or funds that maybe aren't fully committed elsewhere, that he may be able to find to do some additional work on that particular road this year.

We do look forward in my area to having the minister visit us and especially the Highway 250 area, but unless there is some change in the announced program, I fear for his safety if he comes back to my area this summer. And, hopefully in his wisdom, and some of the leeway of operation that he may have left Highways Estima that he will be able to come up with a program that might

settle my people down to some degree to indicate that their voice has not gone unheeded or unheard, and that the Highway 250 Association will receive the consideration that it requires in order to move their produce to market in that particular area, as I say that is one of the hardest hit by rail line abandonment.

I would also reiterate the words of the Member for Virden that highway maintenance has been a subject of criticism; it will still be a subject of criticism. You fellows are in opposition now, and I'm sure you're going to take every opportunity as we did when we were in opposition, so you're charges of us perpetrating a fraud by criticizing the former Minister of Highways I think was maybe a little strong. Thank you Mr. Chairman.

**MR. DEPUTY CHAIRMAN:** The Honourable Member for Rock Lake.

**MR. EINARSON:** Well, Mr. Chairman, just very, very briefly. Having listened to the opposition, I almost start to wonder whether it is my salary that is under question rather than the Minister of Highways, and while I'm prepared to take any amount of flack, I should like to inform particularly the Member for St. George that I can think back over the years what kind of a program and what the situation of our PR roads were in 1969, and I leave that up to my constituents to decide. All I want to say, Mr. Chairman, through you to the Minister, is that the comments that have been made from the Opposition, I want to thank them, because I'm going to send those comments out to my constituents and they'll judge for themselves as to whether I was an effective Opposition Member or not. Thank you, Mr. Chairman.

**MR. DEPUTY CHAIRMAN:** The Honourable Member for Rupertsland.

**MR. BOSTROM:** Mr. Chairman, I didn't have the opportunity to be in the Estimates before since I was tied up in the other Committee. I did have a few questions with respect to highways which I hope I can cover under the Minister's salary. The particular concern I have is with respect to the winter road system. I believe that the winter road system, as the Minister indicated today, if he did not indicate today it's at least my understanding that the winter road system is effectively closed as of March 12th, today. This is happening at a time when there is a significant amount of freight yet to be delivered to remote communities which have only the winter road system to rely on, other than very expensive air transportation. Just as an example, if they're going to be shipping materials into a place like Island Lake, if they are not able to move them in over the winter road system at approximately four cents a pound, they'll be forced to move them in on the air transportation system at about 20 cents a pound. So you can see the difference there, whether it's durable goods, consumer goods, or foodstuffs, it's very important that the winter road system remain open as long as possible.

Mr. Chairman, given the weather that we have at the present time, I believe that the roads could be maintained open for a good number of days yet in this year. Mr. Chairman, I would implore that the Minister undertake to instruct his Department to do whatever maintenance is required to maintain those roads open until at least the end of this week, but hopefully, Mr. Chairman, keep them open until the weather permits so that all the materials, and freight, supplies and so on can be moved in over the road system before the break-up period. Mr. Chairman, with the freeze-up that we had last fall, the winter roads are in very good shape at the present time. There are no real problems that I am aware of, so that with a minimum of grader-type maintenance to keep the snow off if there happens to be a bad wind storm or snowfall, the main roads could be made accessible for the freight to keep rolling into these communities for perhaps ten to fifteen days yet to come.

So, Mr. Chairman, I would ask the Minister if he has been able to check out my request earlier today in the question period, and if he has yet been able to make a decision on this. I would hope that he would be able to find the funds in his budget to maintain the winter road system open, weather permitting, as long as possible this year.

**MR. DEPUTY CHAIRMAN:** The Honourable Member for Ste. Rose.

**MR. ADAM:** Yes, Mr. Chairman. I want to advise the Minister that it's not my intention, or the Members on this side, to move a motion to reduce his salary to \$1.00, but I would hope that the Minister would, if he is going to make any closing comments, reply to the question that I posed to him, in the matter, I don't know if he took it down, but I did ask the Minister to advise us what the policy was as far as hiring, and also if he would comment on the traffic violations, as to why the Courts are saying that the information is going to the Department or to the Highway Traffic

**MR. CHAIRMAN:** Resolution 68(a) — the Honourable Minister.

**MR. ENNS:** Mr. Chairman, in response to the Honourable Member for Rupertsland, on the question of maintenance and the duration of winter roads, the Honourable Member should be aware that those arrangements and their duration, weather permitting, is part of the contractual arrangements entered into with the various community people, Indian Bands, and/or private contractors that have contracted for the building and the maintenance of the roads. As such, the practice has been, they are of, roughly speaking, some variation of an eight-week duration. I am advised that the winter road system has been successful this year in terms of completion and fairly early opening up of the roads, and in the movement of freight that has occurred. I have not as yet compiled, or been able to compile, the actual total tonnage of freight that has been moved in this manner, but I am given to understand it's certainly within the kind of figures that previous years of experience have made possible.

Specific requests to keep the roads open longer, the Department has received on Thursday last a request from Swan River, The Pas Transfer, requesting a two or three day extension re the road between Cross Lake and Oxford House. They were assured by the Department that the equipment would be available should they have any problems. I am advising the Member for Rupertsland now that to date that is the only request that we have received. I would indicate to the Honourable Member that although contractual arrangements have been arrived at with the contracting groups, the Department will make every effort to extend by a day or two these which are, I appreciate, critical days in terms of movement of freight, again subject to weather permitting.

The other controlling factor, and I don't make light of it, is the fact, of course, that we are operating within budgets. Contracts have been arrived at with the contracting parties, and to what extent any lengthy extension is possible would be subject to examination by the Department at this time. But I've asked, in response to the Honourable Member's question earlier this afternoon, that that exercise take place, and is taking place at this present time.

In answer, Mr. Chairman, to the Honourable Member for Ste. Rose, yes, there does appear to be a continuing difference of opinion between some of the judges of this Province, and the Department of Highways and Transportation and more in particular, the Motor Vehicle Branch. I would only have to indicate that what that tells us is that the question obviously isn't resolved. We find it just inexplicable that drivers within the range of sixteen to eighteen have noticeably less infractions in terms of the Motor Vehicle Branch, than when the driver becomes eighteen, and the offences are all automatically reported. That is what the Registrar of the Motor Vehicle Branch based his reasoning on, and why he continues to state that, in his opinion, and I'm sure Honourable Members will appreciate that I have to accept the opinion of the Registrar of the Motor Vehicle Branch. Somebody around this table said that I'm not much of an administrator, but I'm assuming that the Registrar of the Motor Vehicle Branch is, and he has made that statement before the members of the Committee, not directly, but through me, that it is his opinion that without quantifying, but far too many cases of juvenile offenders where traffic violations are involved, are in fact not being passed on to the Motor Vehicle Branch.

I can't say any more than that. I think the news media has correctly covered that story. There is a falling in between stools, if you like, between two jurisdictions. The Juvenile Act is a Federal piece of legislation. Some judges are interpreting it in a particular way, others aren't. I don't take issue with any particular judge that is conscientiously forwarding the Motor Vehicle Branch these kinds of offences, and I thank him for it. But I think the statement made, not only by myself, but by the Leader of the Opposition, and supported by myself and the Registrar of the Motor Vehicle Branch, nonetheless stands, that our system is not what it ought to be in terms of having these offences reported.

The Honourable Member for Ste. Rose also requested some information about the general policy about the hiring of private contractors. The Department of Highways as such hires, of course, only private contractors essentially for the major portion of its highway construction work. We do carry on where it's deemed advisable with our own resources, our own staff, certain kinds of work, usually involving lesser projects, that is carried out by the District staff with the aid of and with the hiring of local truckers or machine operators within a District. I haven't got the figures for the Honourable Member. I could entertain to try to find those figures in terms of dollars amounts or the amount of work that is done in this manner. It is limited in the sense, if you put it relative to the overall construction budget. We, of course, carry out all of our maintenance program, which is substantial, the total is \$33 million in actual construction. Maintenance work is all carried out by the Department with departmental staff, but the new construction, the actual physical construction work, is essentially done by tendering out to private contractors, with the exception being of some jobs that don't necessarily lend themselves that readily to the tendering process, and are of a nature, either because



of their area, because of their scale and size, and because we have the capacity to do it within the District, manpower and equipment are then done by ourselves.

**MR. DEPUTY CHAIRMAN:** The Honourable Member for Rupertsland.

**MR. BOSTROM:** Thank you, Mr. Chairman. My follow-up comment to the Minister's response on the winter road situation is simply that it is my information that the east side road on the east side of Lake Winnipeg is experiencing some problems, and I believe that, from the reports that I have had today and over the weekend, there is still some housing material to be delivered to communities at Berens River, Little Grand Rapids, Pauingassi, and also the Island Lake area has some freight yet to be delivered. I am wondering if the Minister can make a commitment to at least keep that main road system open until these supplies, these essential supplies, are delivered. And just by way of example, I point out to the Minister that the housing materials going into these areas, for example if they're shipping a house into the community of Garden Hill in the Island Lake area, at four cents a pound that house costs them \$1,200 to deliver by winter road. If they have to use the alternative air transportation system, that house would cost them an additional \$3,800.00. So, Mr. Chairman, I believe an example like that is a good indication of the saving to be realized by these communities who can ill afford paying that much higher rate.

**MR. DEPUTY CHAIRMAN:** The Honourable Member for Ste. Rose.

**MR. ADAM:** I will let the Minister respond.

**MR. ENNS:** Mr. Chairman, if I am permitted just to direct my response. I do invite the Honourable Member for Rupertsland — I note that we have made note of the specific request that he has made, but I would invite him to check with my office tomorrow to pursue that matter, and certainly every effort would be made to see that that accommodation can be made.

**MR. DEPUTY CHAIRMAN:** The Honourable Member for Ste. Rose.

**MR. ADAM:** Yes, Mr. Chairman. I believe the Minister mentioned in response to my question that insofar as maintenance was concerned, that was done entirely by the department, that there was no contracting done in that area. Is that correct?

**MR. DEPUTY CHAIRMAN:** The Honourable Minister.

**MR. ENNS:** Mr. Chairman, my staff advises me, for instance, out of the total of \$75 million of new construction, some \$2 million out of that 75 is done with hired equipment, hourly-rated equipment. I'm also advised, Mr. Chairman, and I should have thought about that, that we do encourage wherever possible the hiring of municipal equipment in the assistance of maintenance wherever possible, so as to avoid duplication of equipment running up and down each other's roads. This takes place in certain areas where this kind of agreement has been arrived at. It's often beneficial to the municipality in terms of earning some revenue for the municipality and maintaining, or making it possible for them to keep an extra piece of equipment in their shop. And certainly, as far as the taxpayer is concerned, he pays for both pieces of equipment, whether it's municipal equipment or our equipment and I have made it a point to encourage the department to enter into such agreements wherever possible. We have a number of such agreements with a number of municipalities, particularly related to snow clearing, snow plowing in the winter time, but also some summer maintenance.

**MR. DEPUTY CHAIRMAN:** The Honourable Member for Ste. Rose.

**MR. ADAM:** Yes, thank you, Mr. Chairman. I take it then by the Minister's reply that there is some contracting out for maintenance to private individuals.

**MR. DEPUTY CHAIRMAN:** The Honourable Minister.

**MR. ENNS:** Just for clarification, when we say private, from the department's point of view, we consider a municipality private, outside of the department.

**MR. ADAM:** Yes, I accept that a municipality would not be private; I take that as not being private; I say a private contractor, apart from a municipality, that's what I'm saying. And the complaint that

I have received is that there are private individuals working with highway crews and I bring it up because we received a complaint, and I ask the Minister, and if he says that that is not the case, well then I will relay that information to the people who have contacted me. And if they disagree with that, well, they will get in touch with me and let me know.

**MR. ENNS:** Mr. Chairman, again I'm advised by staff that, in maintenance, there are occasions where we hire a private trucker or perhaps in an area where we don't have a front end loader in position, a front end loader or that type of piece of equipment will be hired. In these instances it is usually on an hourly basis to facilitate the maintenance.

**MR. DEPUTY CHAIRMAN:** Are there any more questions on the Minister's Salary?

Resolution 68 (a) \$15,600.00—pass. Resolution 68—pass.

Resolution 68: Resolved that there be granted to Her Majesty a sum not exceeding \$1,344,600 for Highways and Transportation— pass.

Is there no more business before the committee? Somebody move the committee rise. Agreed? (Agreed.)

Committee rise. .

### SUPPLY — MINES, NATURAL RESOURCES AND ENVIRONMENT

**MR. CHAIRMAN, Mr. Arnold Brown (Rhineland):** I would like to draw the attention of the members to the gallery on the right where we have some students, the Scout Troop, pardon me, No. 1 from Crestview. We have 30 of them over here, they're from the Constituency of Assiniboia. On behalf of all the members present, I welcome you.

I'd like to draw your attention to the Estimates on Page 68. We're on Item 8.(b)(1)Wildlife Management—pass — the Member for Rupertsland.

**MR. BOSTROM:** Mr. Chairman, I was under the impression that we had not passed the previous item under Divisional Administration before the time expired this afternoon.

**MR. CHAIRMAN:** I would inform the member that the item has been marked out by the previous Chairman, so this would indicate that that particular section has been passed.

**MR. BOSTROM:** All right. I'll discuss the items under Wildlife.

**MR. CHAIRMAN:** The member can discuss that under the Minister's Salary then if he has any further questioning. (b)(1)Salaries.

**MR. BOSTROM:** Mr. Chairman, under this appropriation, I believe it would be appropriate to ask the Minister if he can give us a status report on the deer herd in Manitoba. As the Minister is now no doubt aware, the deer herd had gone through quite a difficult period for a number of years, having declined to quite low numbers, and was built back up to the point where it was able to handle the hunting season last fall. I wonder if the Minister could give us a report on the success, or at least a status report on the hunting season from last fall and what the prospects look like for the deer herd in Manitoba for the future.

**MR. CHAIRMAN:** The Minister of Mines.

**MR. RANSOM:** Mr. Chairman, before I respond to that question, I'd like to table copies for all members of the Reconstruction and Maintenance Program in the Water Resource Division and I have two copies of a summary of the geographic location of employees of the department as requested by the Honourable Member for The Pas. We believe these to be reasonably accurate, but I won't vouch for them being 100 percent accurate. I think that the additional time that would be required to verify them totally was not warranted, because I believe that this will provide the honourable member with the information that he was seeking.

I could also respond to a question the Honourable Member for Rupertsland for Rupertsland had previously with respect to a land exchange at Pauingassi and Little Grand Rapids. The exchange had been held up previously because of the inability of the provincial government to be able to reacquire land for public purposes. This is an item which we discussed previously in the estimates, the difficulty of not being able to expropriate land. It was held up under the previous administration for that reason and has not advanced beyond that point, because that item is still under consideration as we have discussed.

The honourable member also had a question concerning the transfer of primary residential lots. From April 1st, 1977 to March 31st, 1978 there have been 118 lots transferred, Mr. Chairman.

And in response to the question just placed by the honourable member, I can report very briefly that the deer season held last autumn and early winter was regarded as a moderately successful one, perhaps not quite so successful as the previous year, partly due to the somewhat adverse weather conditions and that again because the winter has been a rather severe one, then the herd will not be expected to winter quite as well as it would have been in an average winter. But, at this stage, it's still too early to determine just how it would come through.

**MR. BOSTROM:** Mr. Chairman, just for point of clarification on that, is the Minister indicating there is a possibility that the government may have to hold off on the hunting season in the fall coming up because of the deteriorating condition of the deer herd due to the adverse weather conditions?

**MR. RANSOM:** There's no indication of that at this point, Mr. Chairman, and I'm sure that there are many types of restrictive seasons that could be implemented rather than reverting to a closed season again.

**MR. CHAIRMAN:** Resolution 88.(b)(1)—pass; the Member for Rupertsland.

**MR. BOSTROM:** Thank you, Mr. Chairman. In the wildlife area one of the issues that always had to be dealt with in the area of water fowl management was the problems of damage to crops by migrating water fowl. The government was in the process of negotiating with the federal government for a cost-shared program which would provide to farmers in Manitoba a much more adequate return for crops that were damaged by migrating water fowl. I wonder if the Minister could give us a status report of those negotiations and what he hopes to accomplish in that area.

**MR. RANSOM:** Mr. Chairman, there were some negotiations taking place between the federal government and the provincial government as the honourable member points out and the federal government had, I believe, wanted to raise the maximum per acre on compensation programs to \$50 as compared to \$25 per acre under previous agreements, but since the negotiation of that agreement got underway, the federal government has now backed out of any commitment to renegotiate the agreement in future years and so, unfortunately, the agreements have not at this time been signed.

**MR. CHAIRMAN:** The Member for Rupertsland.

**MR. BOSTROM:** Well, Mr. Chairman, is the provincial government, under this minister, under this department, and/or in other departments the minister is aware of, making any provision to provide a more adequate compensation to farmers whose crops are damaged by waterfowl?

**MR. RANSOM:** Well, Mr. Chairman, that is going to depend to a considerable degree on the response of the federal government. They did raise the expectations of the farmers in raising the fee to \$50 an acre and then now wish to back out of the program for future years and so we have to know firmly what the position of the federal government is going to be before we are able to determine what our position can be.

**MR. CHAIRMAN:** (d)(1)—pass; the Member for Rupertsland.

**MR. BOSTROM:** The department was involved in developing a number of habitat development areas for waterfowl. One proposal for development was in the Oak-Plum Lakes area a few years ago. I wonder if the Minister can indicate if there has been any progress on this or what the status is of that particular proposal.

**MR. RANSOM:** Well, I don't believe, Mr. Chairman, that there have been really any developments from a departmental point of view since the estimates were reviewed a year ago.

**MR. BOSTROM:** Well, Mr. Chairman, just in general in the area of habitat development for the purpose of maintaining the wildlife populations that we have in Manitoba, I don't believe there's very much hope of increasing the overall habitat for wildlife in the Province of Manitoba since there's a constant pressure on the wildlife resource by other competing uses for the land base which we have to work with. But, can the Minister give us at least some idea of what action his government

is going to take to try to maintain and enhance the wildlife habitat in Manitoba in order that we may protect our wildlife populations that we now have?

**MR. RANSOM:** Well, Mr. Chairman, this raises the danger of going through the estimates in other than line by line fashion and I believe that the record will show that we had a rather extensive discussion on previous days, I think it was on Friday, with respect to this very item under Administration as we ranged up and down through the entire fisheries and wildlife section.

**MR. BOSTROM:** Well, Mr. Chairman, I will become more specific on questions which were not covered in that discussion and I certainly did not make any commitment that I would not ask questions which had not previously been asked. And, one of those would be with respect to the Oak Hammock Marsh wildlife management area. Would the Minister indicate what his intentions are with respect to that wildlife management area and what, if any, other areas in Manitoba they will be developing for the purpose of upland game birds and migratory waterfowl.

**MR. RANSOM:** Mr. Chairman, the development at Delta Marsh is expected to go ahead with rather substantial cooperation we expect from Ducks Unlimited, which is a feature that we are pleased to see, that private money is being committed to that sort of development. I think the honourable member is probably quite familiar with the long term plans there for marsh management.

I believe his other question had to do with Oak Hammock Marsh and at the moment, beyond contemplating what might be done to deal with the rather serious depredation situation there, Mr. Chairman, we aren't contemplating any changes in the operational features of that marsh.

**MR. BOSTROM:** Mr. Chairman, in a related area, I believe it would fall within this particular section, with respect to humane trapping which has been a very controversial issue of late. The department was involved in working with the federal/provincial committee on humane trapping to develop humane traps for the purpose of substituting for the present use of the leg hold trap. I wonder if the Minister could give us an update on that and a status report on what exactly has been accomplished, if anything, and what his department proposes to do in the fiscal year under review.

**MR. RANSOM:** Mr. Chairman, the program is continuing much as it was previously. The honourable member would be quite familiar with the program before, I'm sure, the fact that they have been testing different types of traps, I think 44 different types of traps have been field tested in total. They have experimental trap lines, three that have been specifically designed for that purpose, and have had professional trappers hired on a full-time basis in the winter to work exclusively with humane traps. There have been the trap exchange program and the general extension type of work and I believe as the honourable member will be aware that the Manitoba program has been recognized for some years as the most progressive one probably in North America and I would commend the honourable member for any part that he had in developing the program to that state.

**MR. CHAIRMAN:** (b)(1)—pass; (b)(2)—pass; (b)—pass; (c) Delta Marsh Development. (c)(1)—pass — the Member for Rupertsland.

**MR. BOSTROM:** Mr. Chairman, while we're on this specific line perhaps the Minister could indicate what the nature is of the increase that we see from the previous year in the Salary Section.

**MR. CHAIRMAN:** The Minister of Mines.

**MR. RANSOM:** Mr. Chairman, there were 1.26 staff man years in '78-79 and there are 3.26 staff man years in the request before us, and these will have to do, of course, with the implementation, at least the initial stages of implementation of the actual development plans at Delta Marsh.

**MR. CHAIRMAN:** (c)(1)—pass; (c)(2)—pass; (c)—pass; (d) Fisheries Management: (1)Salaries — the Member for Rupertsland.

**MR. BOSTROM:** Mr. Chairman, on the Fisheries I did have one or two wrap-up questions here. One was with respect to the Lake Winnipeg Fishery. The fishermen seem to have had difficulty in the past year, particularly last spring, and they seem to be getting into difficulty again this winter in the South Basin. They have some difficulty in filling their quotas and I believe last spring the fishermen had a theory that it had something to do with the quality of the water. I brought a sample of the water into the Chamber here last spring — the Minister may remember — to indicate the

algae or whatever it may have been in the water. The fishermen seemed to think that that had something to do with the reduced catch which they were experiencing last spring, and for some reason they seem to be having continuing problems this winter. I wonder if the Minister can indicate if his department has checked this out, if they have found any difficulty, any problems with the water quality.

I realize the water quality comes under another section of his department. However, in this case it relates to the fishery problem, and I wonder if he has not already done so, if he will be commissioning a group within his department to study this situation and to come up with a determination of what exactly the problem is with the fishery in the South Basin on Lake Winnipeg?

**MR. RANSOM:** Mr. Chairman, I do of course recall the honourable member raising questions in the last Session, but I must admit that I have not had any problems brought to my attention since that by either individual fishermen or groups of fishermen or by people in my department, and I was not aware of any particular difficulty in meeting quotas due to any circumstances that existed in the Lake, but I certainly will inquire as to the point the honourable member raises.

**MR. CHAIRMAN:** (d)(1)—pass; (d)(2)—pass; (d)—pass. (e) Canada-Manitoba Northlands Agreement. (1)Salaries—pass — the Member for Rupertsland.

**MR. BOSTROM:** Mr. Chairman, perhaps the Minister could explain what is being requested here in the area of the Community Wildlife Management.

**MR. RANSOM:** To a very great extent, Mr. Chairman, this has to do with caribou management in the Kaminuriak herd. The honourable member is probably aware that there have been some ongoing meetings with the people, the communities that are involved in harvesting from that herd and the province and the federal people have been trying to raise, not only their own levels of understanding concerning the herd but the levels of understanding among the people who utilize the herd, as well. And so this is one of the relatively few places in the Estimates of this department where we have budgeted some additional funds to go into this sort of work. In addition to last year, there is another \$42.8 thousand that will be directed towards this effort.

There is also some additional effort directed towards polar bear management, in an effort to try and reduce the damage or potential damage caused by bears in the Bay coastal area.

**MR. CHAIRMAN:** (e)(1)—pass; (e)(2)—pass — the Member for Rupertsland.

**MR. BOSTROM:** Just on the Other Expenditure section there, can the Minister indicate what the reasons are for the significant increase?

**MR. RANSOM:** Yes, Mr. Chairman, I just outlined to the honourable member that there was \$42.8 thousand that was for additional caribou work and there is an additional \$10 thousand for work on polar bear deterrents.

**MR. CHAIRMAN:** (e)(2)—pass; (e)(3)—pass; (e)sspass; (f) Wild Fur Development (1) Salaries — the Member for Rupertsland.

**MR. BOSTROM:** Well, Mr. Chairman, I had asked some question on this section earlier, so I will maintain questions simply on what exactly is being requested here by way of salaries and are these for permanent people or term people, contract people?

**MR. RANSOM:** There are 10.13 staff man years in the request, Mr. Chairman, which is the same as last year. One of those is a permanent position; six are called "continuing limited"; .26 of term; 2.39 of departmental.

**MR. CHAIRMAN:** (f)(1)—pass; (2)—pass; (f)—pass; Resolution 88—pass; Resolution 89. (a) Divisional Administration (1) Salaries — the Member for Rupertsland.

**MR. BOSTROM:** Well, Mr. Chairman, here again, I would ask leave to proceed with questions relating to forestry as it relates to the entire appropriation, since the questions I will be asking may fall into different areas of the appropriation. For example, one question I have is with respect to the government's intentions regarding the agreements to be negotiated with the Abitibi Paper Company. I would like to know what the status is of the negotiations with that company, and if

the minister is involved in negotiations, and what type of agreement he is contemplating, what changes from the interim agreement which was signed by the previous administration. I would like to know what direction the government intends to take in this matter, what protections they may have built into the agreement for the communities on the east side of Lake Winnipeg, that would want to have at least some consultation in the process and would certainly want to have some protection built in so that they may have some access to the forest resource.

It goes back to the question we were discussing earlier, Mr. Chairman, about the communities having access to a resource base and being able to utilize that resource base to effect some employment generating industries for the local community. Some of those could be related to the forest industry, certainly the forest industry in most areas of the north is extensive enough to support at least one or more community based industry which could employ people from the community.

But in order for the government to be able to effect such a community based industrial development, the government must maintain at its disposal, the opportunity to be able to allocate resources to those communities and not tie them up in long range agreements.

**MR. CHAIRMAN:** The Honourable Minister of Mines.

**MR. RANSOM:** Mr. Chairman, I am not in a position to discuss the details of the negotiations that are currently taking place between Abitibi and the government. As the honourable member knows, we are actively involved in those negotiations right now and would expect some sort of agreement within a very few weeks, but because none of it has actually been finalized, I regret I am not in a position right now to divulge any of those details.

**MR. BOSTROM:** Mr. Chairman, I would just like to point out to the minister, for his information, in his negotiating process which he is undertaking, that the position the New Democratic government took in negotiations with the Abitibi Paper Company, was not to go along with the old berth form of agreement which essentially gave the company exclusive, almost exclusive control of vast areas of Manitoba's forestland to the extent, Mr. Chairman, of not even giving the government of Manitoba the discretion of being able to plan for effective forest management. And what I mean by effective forest management is to be able to have the professional people in the department advising the government, working with the company at the same time, in making long-range plans which fit in with the government's objectives, as well as the company's objectives.

Mr. Chairman, the company's objectives may not always coincide with the government's objectives, and certainly they did not always coincide with the New Democratic government's objectives of attempting to create a maximum opportunity for local community based employment. And, Mr. Chairman, I believe the type of management system which we established, where a management committee was established for the purpose of allocating the forest resource to the company was an effective way of arranging it. Mr. Chairman, by that method, the government appointed three people to a management board, the company appointed three people to a management board, and one government person was a chairman, who had two votes, so it gave the government effective control over the forest management aspect. And, Mr. Chairman, the agreement provided for a guarantee to the company to assure them that they would have sufficient volumes to maintain their mill which is located at Pine Falls. But, Mr. Chairman, it did not give them the authority to choose where they were going to select that volume and it was up to the government, Mr. Chairman, in utilizing its own sense of priorities in consultation with the company through this management committee to establish five-year plans, whereby the company would indicate where they wanted a cut, through a process of back and forth negotiation and allocation, the company's objectives could be realized and the government's objectives realized at the same time.

Mr. Chairman, it seemed to be working well. I would recommend a system similar to that to this government, and/or a minimum of modification to that system. Certainly I would urge strongly against them going back to a berth type system, where they simply allocate a huge area of Manitoba, and say: "There you are; you can go and cut as you please," because, Mr. Chairman, that gives too much control to one company and it tends to take away the opportunity for local communities to have any say at all in whether or not they get a piece of the action, so to speak, in terms of being able to create some employment for themselves or even, Mr. Chairman, to the extent of being able to come to the government, and say, "Look, we'd like to cut a few thousand board feet of lumber here so that we could build our own housing at the community level rather than shipping the lumber in from B.C., or Saskatchewan, or Alberta, or wherever." Mr. Chairman, under the old berth system, the communities did not have that opportunity; could not come to the minister and make that request, because the government, in 1925, signed away for 25 years, almost the whole

east side of Lake Winnipeg, to the Abitibi Paper Company. And in 1950, they renewed that agreement for another 25 years, so the government had to wait 50 years until 1975 to be able to renegotiate that agreement so as to give the government its rightful option as the elected representatives of the people of Manitoba, to be able to manage the forest resource, according to the governments priorities as reflecting the wishes of the people of Manitoba.

Mr. Chairman, I urge this government to take that initiative, to keep that initiative in its court, and not pass it over to a company to have as their exclusive right. I believe the government should maintain that authority because it is not only their right as a government, but it's their duty as a government to ensure that it is the government that makes that decision and they do not forsake their responsibility and give it over to another.

So, Mr. Chairman, I am sorry that the minister can not be more explicit in what exactly they are attempting to do with the company, because I have some grave fears as to what this government may be doing in its negotiations with the Abitibi Paper Company, if for no other reason than a simple observation that the Abitibi Paper Company was very active in the last political campaign in this Province of Manitoba. I could give you specific examples of how the company was very obviously siding with the Conservatives in the election campaign in the way in which they operated. They made no secret of it.

And, Mr. Chairman, I, for that reason, tend to have my suspicions about the kind of negotiations that will be going on behind closed doors between this government and that company.

**MR. RANSOM:** Well, Mr. Chairman, I guess that's perhaps a typical reaction from the honourable members opposite that they are suspicious of private business, and the basis of the wealth generation in this country, and when they see some wealth being generated by the private sector, they often react with envy and suspicion as to what is going on; and I suppose it's perhaps a logical reaction for the honourable member, in view of the situation that he faced there personally.

Although I can't get into the details of the agreement, Mr. Chairman, I can say that we are quite satisfied that the agreement, when the details are known will be seen to provide for effective forest management. It will be a contemporary type of agreement, and will provide long term protection for both the government, the public interest and for the company's interest as well. We recognize that it is the responsibility of government to see that the objectives with respect to the management of forests are adequately met in the long term. I can assure you that the agreement will accommodate that, and I can also assure you that the agreement does not move to place the government in ownership position with respect to the company.

**MR. CHAIRMAN:** (a) (1) The member for Rupertsland.

**MR. BOSTROM:** Well again, Mr. Chairman, the minister jumps to conclusions, and makes obvious his lack of understanding of how wealth is created. Mr. Chairman, it's not the Abitibi Paper Company that creates the wealth; the wealth is in the forests of Manitoba, and Mr. Chairman, the Government of Manitoba, through allocating resources to that company to operate in Manitoba, is giving them the opportunity to mass profits from the resources of Manitoba. Mr. Chairman, I believe the people of Manitoba who own those forests are entitled to a fair share of the wealth that is created as a result of the people who in that area are working to harvest those forests, and to turn them into a product which is easily marketable on the world markets. Mr. Chairman, at the present time, the paper companies in Manitoba and in Canada are certainly not suffering. They are going through a period of very significant prosperity, and they have very significant profits from their operations.

Mr. Chairman, I hope the minister will keep that in mind when he is negotiating and not give away the wealth that is Manitobas. I maintain that the wealth that is in those forests belongs to everybody in Manitoba, and Mr. Chairman, the minister better keep in mind that that wealth belongs to everyone here, and not be prepared to give it away for what may have been some political favours of that company during the last provincial election campaign.

So, Mr. Chairman, in this section, as well, we have I believe the area of forest protection in Manitoba. I wonder if the minister can indicate what provisions he is making for the coming fiscal year in terms of maintaining an effective forest protection force for the province of Manitoba?

**MR. RANSOM:** Mr. Chairman, there are a number of things that will be done. One, of course, is the maintenance of the aircraft fire patrol, and from the air division we will have available the Cessna 180, and one standard Beaver, five turbo Beavers, two Otters, and the CL215. The contract aircraft will include two single engine and six twin engine aircraft, as well as two helicopters, and two Canso water bombers. The addition this year of another five fire tack crews, five-man crews operating seven days a week to be added to the present complement of ten crews. The new crews

would be located at Marchand, Cross Lake, Island Lake, Cranberry Portage, and Ashern.

**MR. CHAIRMAN:** Before we continue, if the Member for Rupertsland wants to continue questioning along that line, I would like to direct him to Clause (c), which says Forest Protections. We're getting into that area and I would hope that he would reserve that type of questioning until we get to that specific area.

**MR. BOSTROM:** Well, Mr. Chairman, the only thing I would say to that is that we have been following the practice of asking questions of a general nature under Administration, since it relates to the entire section under review here, and some of the questions I ask may fall in one or other of the items which are under Divisional Administration. However, the Divisional Administration section covers everything, so, therefore, I should be entitled to ask any question of a general nature under this appropriation.

Mr. Chairman, just as a reaction to the minister's last comments, I would like to commend him for continuing the program of the fire tack crews. I believe they did work out very favourably when we first introduced them, and it's encouraging to see that they are following up that good example, and that they are, in fact, even increasing that possibility of having crews in various areas of the province. I think it's been a good experience to have crews that are well trained and available when a fire breaks out, and as a result of having these crews, there's been good experience in being able to fight some very serious fire outbreaks, and keep them down to a manageable size, so that large areas of forests are not destroyed.

Mr. Chairman, I would like to ask just a general question on this in terms of resource development, one of the themes that I've been following throughout these Estimates. I'd like to know what action, if any, the government is taking with respect to assisting the communities in northern Manitoba, to be able to develop the resource base, in this case forestry, that's within their defined resource bases we discussed this afternoon. Using the rule of thumb of a resource base being that area within their registered trap grounds, I'd like to know what he proposes to do to assist communities who are desirous of establishing industries, local industries at the community level, whether it's for internal use of the community for housing, for public works projects at the community level, and/or for export from that community. That is where they would be desirous of establishing a saw-mill, logging mill, a pulpwood operation, fence post operation, whatever the case may be in terms of utilizing the resource base that's in their near vicinity, and utilizing that resource base in such a way as to maximize their employment opportunities.

Now we, as a government, Mr. Chairman, the New Democratic government, attempted in a very active way to promote local employment by relating the people in the communities to the resource base, encouraging them to harvest that resource, providing them with technical and financial assistance to establish industries based on that possibility. Mr. Chairman, we were not always successful, but there are some examples of success, and it is my understanding, Mr. Chairman, there are a number of communities that would like to follow up on this. There are proposals coming in to me from time to time as a member of the Legislature for a large number of remote communities where they would like to attempt to set up a forest-based industry.

Mr. Chairman, I wonder if the government has any provision in this section or some other section of this Minister's Estimates to provide for technical and financial assistance to these communities, and I would like to know if the Minister is putting a priority on this in his department, if he's directing his staff to see this as a priority and to pursue this as a priority in the activities that they follow on a day-to-day basis in the department.

Now the Minister can take the attitude that this is a policing and general maintenance type department just looking after the resource. Or he can see it as a department that can play an active role in harvesting and seeing that the resource is harvested so that there is a maximum return, not only to these communities that I'm talking about, but to the province as a whole, to the economy of the province as a whole because the more resources are harvested and sold in the economy, the greater the production in the economy, the greater the gross provincial product and the better the economy generally will be performing. And this Minister can play a very important role in that if he so desires.

But, Mr. Chairman, if he doesn't desire to do that, if he just simply wants to sit back and let his department play a monitoring and a policing role, well, he will get very little of that production that I'm talking about.

**MR. CHAIRMAN:** Before the Minister answers that, I again would like to caution the Member for Rupertsland that that question would have been better asked under Clause (b) Forest Management.



If we're going to go through these Estimates in any orderly fashion whatsoever, then I would say that we should stick to the particular areas which are designated for that type of discussion.

**MR. BOSTROM:** Mr. Chairman, if I could, on a point of order, simply indicate that this a good example of the kind of question that I'm asking, which falls into different sections of the forestry appropriation. Part of the question I asked falls under Forest Management, part of it falls under Forest Inventory, because before you can do any harvesting you have to know what the inventory is. Part of the question falls under the Northern Region because the conservation officers and staff within the northern region are active and should be active in developing local forest-based industries. Part of it falls possibly under the Canada and Manitoba NORTHLANDS Agreement, I don't know for sure yet, before we get to that appropriation. So I can't break my question up into its minute little parts in order to fit it into the nice little slots that are in the Estimates book, and that's why I'm asking leave to ask my general questions under this general appropriation.

**MR. CHAIRMAN:** My concern is, to the Member for Rupertsland, that once we get to these particular areas that these questions will be asked again. If he can give me the assurance that he will not repeat those particular questions when we are on those clauses pertaining to the particular areas that he is now getting into, then I really have no objection.

**MR. BOSTROM:** Well, Mr. Chairman, that has been the practice up to this point, that I have not repeated questions unless there is a refinement or clarification of something I would not be ordinarily repeating any of the questions.

**MR. CHAIRMAN:** The Minister of Mines.

**MR. RANSOM:** Yes, Mr. Chairman, we have been allowing a certain amount of latitude in the questioning in recognition of the fact that the Honourable Member has a session book that's two years old, and it's not organized according to the same way that the Estimates book is now, but I must say the Honourable Member has not been repeating questions particularly, Mr. Chairman, and I can assure him that we are in a position to provide technical assistance both in the division that we're dealing with now, as well as in the Resources Planning section, and that certainly priority is given to the timber allocation in the vicinity of those communities as required. As far as financial assistance, that is largely available through the CEDF and for native communities through the Indian Affairs Department. Our concern is primarily one of providing the technical assistance and providing operating plans and timber allocation.

**MR. CHAIRMAN:** The Member for Rupertsland.

**MR. BOSTROM:** Well, Mr. Chairman, could the Minister be more specific and indicate which areas or which communities, specifically, his department is considering for developmental type work in the year which is before us, the fiscal year that's before us.

**MR. CHAIRMAN:** The Minister of Mines.

**MR. RANSOM:** Well, I can tell the Honourable Member some of the communities where timber harvesting operations have taken place, and I'm sure he's well familiar with some of them: Moose Lake, Berens River, Island Lake, Manigotagan, Hollow Water, Fort Alexander, Matheson Island, Pine Dock, Jackhead, Grand Rapids, Easterville, San Clara, Duck Bay, Pelican Rapids, Pine River and Norway House.

**MR. CHAIRMAN:** (a)(1)—pass; (a)(2)—pass; (a)—pass; (b)(1)— Forest Management, Salaries. The Member for Rupertsland.

**MR. BOSTROM:** Well, Mr. Chairman, I would just like the Minister, in both (b)(1) and (2) to indicate what the appropriation is for in each case.

**MR. RANSOM:** The Forest Management, Mr. Chairman, there were 17.26 staff man years in '78-'79 budget and there are 17.26 again in the request before us. There is a slight increase there of \$10,000 for an independent appraisal of the pulp and paper industry to identify specific areas in the established industry, solutions and opportunities for expansion. That accounts for the increase in other expenditures, Mr. Chairman.

**MR. CHAIRMAN:** (b)(1)—pass; (b)(2)—pass; (b)—pass; (c) Forest Protection. (1) Salaries. The Member for Rupertsland.

**MR. BOSTROM:** Well, Mr. Chairman, here again I would just like the Minister to indicate in both sections (1) and (2) what the appropriations are for, and in particular why there is an increase in the budgeted amount from '79 to 1980. And, Mr. Chairman, I would also like to just mention that I would understand that this is a nominal fee that is budgeted in the department as in previous years because if it is a rather difficult year for forest fires, I expect it will be a practice, as it has been normally in the past, for the department to come forward with special warrants to cover those possibilities.

Mr. Chairman, this amount, therefore, maybe the Minister could explain a bit further but, as I understand, it would be a nominal fee to cover the basic costs of forest protection.

**MR. CHAIRMAN:** The Minister of Mines.

**MR. RANSOM:** That's correct, Mr. Chairman. There were 12 staff man years in last year's vote and there are 12 again in the request before us. The increase of \$350,000 in Other Expenditures is for a substantially increased program of Dutch Elm disease control, which falls within the classification of Forest Protection.

**MR. CHAIRMAN:** (c)(1)—pass; (c)(2)—pass; (c)—pass; (d) Forest Inventory: (1) Salaries — the Member for Rupertsland.

**MR. BOSTROM:** Mr. Chairman, here again I would ask the Minister to outline what the appropriations are for and also what areas his department will be concentrating on in their Forest Inventory for the fiscal year ending March, 1980.

**MR. RANSOM:** In this section, Mr. Chairman, there were 20 staff man years last year and there are 20 again this year. The increase is just a normal sort of increase in salaries. The same with expenditures, as the honourable member knows, these people are responsible for doing the ongoing inventories. I understand that there is some work being done in the area north and east of Pine Falls, that is expected to be completed fairly shortly.

**MR. CHAIRMAN:** (d)(1) — the Member for Rupertsland.

**MR. BOSTROM:** Mr. Chairman, I overheard the Minister asking if there were any other areas. I would ask the same question.

**MR. RANSOM:** That's the only area of significant work, Mr. Chairman.

**MR. CHAIRMAN:** (d)(1)—pass; (d)(2)—pass; (d)—pass; (e) Northern Region: (1) Salaries — the Member for Rupertsland.

**MR. BOSTROM:** Well, Mr. Chairman, the same administrative question: What is the appropriation for?

**MR. RANSOM:** Both these sections, northern and southern regions, include not only the professional people and their technical assistants but also some positions for fire rangers.

**MR. CHAIRMAN:** (e)(1)—pass; (e)(2)—pass; (e)—pass; (f) Southern Region: (1) Salaries—pass; (2) Other Expenditures—pass; (f)—pass; (g) Canada-Manitoba NORTHLANDS Agreement — Forestry Initiative: (1) Salaries — the Member for Rupertsland.

**MR. BOSTROM:** Well, Mr. Chairman, could the Minister indicate what this appropriation is for and what exactly they hope to accomplish with these funds in the fiscal year before us?

**MR. RANSOM:** This item, Mr. Chairman, includes the fire attack crews that I referred to previously under the Forest Protection section. It also deals with the technological advance of a lightning strike grid whereby they are able to detect, with the use of special equipment, detect lightning strikes up to 200 miles away and there's a thought that there would be, I believe, three such areas or three such sites in Manitoba that would tie in with grids in Saskatchewan and Ontario, as well, in order to help locate lightning strikes.

It also will deal with some additional reforestation work, through scarification and planting and has to do also with some road construction to give access to additional areas of productive forest.

**MR. BOSTROM:** Well, Mr. Chairman, last year the Minister responsible at that time indicated that one of the items under his departmental appropriation was to pay for a road north from the Wanipigow River up the east side of Lake Winnipeg, to open up a new area for forest development. I wonder if the Minister could indicate if they have made any progress on that, if they have it in their budget this year and if so, where is it, and Mr. Chairman, also in the event they construct that road will there be any cost-sharing from the forestry company involved in the cutting in that area.

**MR. RANSOM:** Yes, Mr. Chairman, there is some money to proceed with the initial stages of the Rice River road, and that is one of the items that's under negotiation with the company.

I could refer to the location of those lightning detection centres, which I was unable to locate a moment ago, Mr. Chairman. It's anticipated that they would be at Thompson, Grand Rapids and Hecla Island.

**MR. CHAIRMAN:** (g)(1)—pass; (g)(2) Other Expenditures—pass; (g)(3) Less: Recoverable from Northern Affairs — the Member for Rupertsland.

**MR. BOSTROM:** Mr. Chairman, could the Minister indicate what is meant by this item?

**MR. RANSOM:** It just means, Mr. Chairman, that the funding flows through the Department of Northern Affairs and the work is accomplished through this department.

**MR. CHAIRMAN:** (g)(3)—pass; (g)—pass; Resolution 89—pass; Resolution 90: Resources Planning (a) Canada-Manitoba NORTHLANDS Agreement: (1) Salaries — the Member for Rupertsland.

**MR. BOSTROM:** Thank you, Mr. Chairman. Here again, I would want to ask questions relating to the items within this section without moving off of this particular one, since I assume it relates to all three of them. But under this item specifically, Canada-Manitoba NORTHLANDS Agreement, Technical Services, could the Minister indicate the reasons for the differences here in the salaries from the past fiscal year to the present fiscal year under review?

**MR. RANSOM:** Yes, Mr. Chairman, there is a reduction from 28 staff man years in 1978-79, to 8 staff man years in the request before us. The 20 positions that have been deleted were term positions that were vacant. I shouldn't say they were all deleted, Mr. Chairman, I believe there were 4 that were transferred directly to the logging projects; the others were vacant positions, and that accounts for the reduction in Salaries, of course. The amount in Other Expenditures, simply allows for the work of the people that remain in that section to proceed.

**MR. BOSTROM:** Well, Mr. Chairman, could the minister be more specific as to what type of work he sees these people carrying out and what they hope to accomplish in the year ending March, 1980.

**MR. RANSOM:** These people are largely to assist and provide technical assistance, Mr. Chairman, as requests really, come forward. There is obviously a shift in emphasis from what the division was previously, in that it was previously more of a promotional effort, where the people were out essentially trying to drum up business, now the technical expertise will be available to the individuals, or communities, who have a request, an idea, and need some technical assistance to advance it.

**MR. CHAIRMAN:** (a)(1)—pass — the Honourable Member for Rupertsland.

**MR. BOSTROM:** I believe we can see here an example of the reduction in commitment of this government to assisting northern communities in industrial development related to resources. I mean, here is the classic example. I recall last year, in the Estimates that were before us, the areas which the Progressive Conservative Government cut at that time, were items relating to assisting communities in employment, employment generation. And here again, Mr. Chairman, an appropriation that relates to technical services, to assist communities, in this area we see quite a significant cut and, Mr. Chairman, if anything can be gleaned from this, it is that this government

has a much smaller commitment to this type of activity.

And it relates back to the arguments we had the other day in here, Mr. Chairman, that this government seems to be more prepared to allow people to slip back on to being supported by welfare rather than to get out there and provide the kind of assistance and technical support they need to be able to have jobs. And in this case, Mr. Chairman, when you are talking about resources and resource development, you're talking about meaningful work, you are talking about work that produces goods that are valuable goods, that are marketable. And, Mr. Chairman, there are many examples of northern communities hauling in materials, forest materials from all over Canada, hauling them in over winter roads and by aircraft, and so on, to build houses, or build public works project, if there is a school going up there is all kinds of material shipped into these places.

And, Mr. Chairman, I think the government has a responsibility in this area to work with those communities, to at least meet that first need, and that is to provide them with a technical and financial means ce; to be able to harvest a resour to meet the identified need at the local level, the local market, so to speak, for the product, whether it's for housing or public works project, in some cases a new school or a new building, a new fish station, or whatever is going up in that community. Mr. Chairman, there should be the kind of front end support and front end planning in place so that those communities can take advantage of that market and harvest that resource to meet that local market, instead of going to the expense of buying materials outside the community, hauling them in at great expense, and, Mr. Chairman, at the same time that the resources are there and the people are there who are largely unemployed at the present time.

That's the kind of initiative that I am talking about when I talk about the government having to act in an interventionist way in these areas, to work with these communities to achieve these things which are really beneficial to the total economy as a whole, because, Mr. Chairman, every time you assist somebody to produce something that is a worthwhile product, it's creating wealth for the community. And this is an example where not only private industry can create wealth, but government, through an interventionist, activist role, can help to create wealth and assist communities in creating wealth, Mr. Chairman. And I believe, Mr. Chairman, that this government has much less commitment in that area than the New Democratic Government had, and it's pretty obvious from the kind of reductions we see in these Estimates.

**MR. RANSOM:** Mr. Chairman, the technical assistance of course, is still available, and we can give you an example of some of the types of things that the group assisted in. They analyzed the feasibility of an agricultural operation, and a small sawmill at Berens River. They continued to monitor and provide technical support to Channel Area Loggers and Moose Lake loggers. They provided technical and management support to logging operations at Cross Lake and Manigotagan; assisted a number of communities in their fishing operations: Grand Rapids; Little Grand, and Lac Brochet; provided on-site fishermen's training programs in a number of areas, again in Oxford House, Lac Brochet, I think at Portage; assisted the community of Lynn Lake in doing some planning there in an attempt to minimize any disruption that resulted from scale-down in mining operations; assisted local entrepreneurs in obtaining funding for logging equipment. That sort of thing, Mr. Chairman.

And again, as I pointed out previously, this government believes that it is only through the efforts of individual people, provided with the technical support that they need, and special financial assistance, that people are going to be able to provide substantially improved situations, that when government bureaucracies going in as the previous government did, and building log cabins, for instance, the cost of which would run to \$50,000, to \$70,000, and then the assessed value of those products when they are completed, turns out to be in the range of \$20,000, Mr. Chairman, that is the sort of thing that really doesn't provide anything in the long run other than the redistribution of wealth.

Now, we are more interested in some kind of operation that's based on the initiative of individual people and recognizes some kind of reality with respect to productivity. We don't believe that you really do anyone any good by providing that sort of operation that I refer to with such excessive costs, for instance, in building log cabins, which bears no resemblance to reality at all, Mr. Chairman. And that sort of thing is not going to be carried on under this government, and if that's what the Honourable Member wants to see carried on, then I'm afraid he's going to be disappointed.

**MR. CHAIRMAN:** The Member for Rupertsland.

**MR. BOSTROM:** Well, Mr. Chairman, I'm already disappointed by the list he read out, because there's nothing really new in that list. I don't know if the Minister is familiar with those communities himself, but the government was already active in those communities before the change in government, and the activities that he related are simply maintenance operations, continuing things that had already been started by the previous government: Moose Lake Loggers, Channel Area

Loggers, Cross Lake and so on. These are projects that had been established prior and were in operation when this government took over.

What I'm asking him is, what is he doing that's new and different? What is he doing that's assisting new communities to assist them in creating wealth? Mr. Chairman, he talks about redistributing wealth. When you hand out welfare, that's redistributing wealth. Mr. Chairman, the Progressive Conservative Party is showing themselves to be the welfare party, because they're the ones that are more ready to give out welfare than they are to assist communities to be able to produce wealth. And what I'm talking about, Mr. Chairman, is an activist interventionist government that will go out there and assist these communities to get production going where there will be worthwhile jobs, they will be producing a worthwhile product that will be salable not only in that community but outside that community, whether it's fish or wildlife resources or forestry.

And, Mr. Chairman, we need much more assistance than this government seems prepared to want to give.

**MR. CHAIRMAN:** The Minister.

**MR. RANSOM:** Well, I think the Honourable Member has hit the key, Mr. Chairman, when he talks about worthwhile jobs, and what we regard as a worthwhile job and what they regard as worthwhile jobs are two different things. He decries the necessity of bringing in outside materials, for instance, for house construction. Then turns around and becomes involved in building log cabins for instance, at a cost of \$50 thousand to \$70 thousand apiece, when the assessed evaluation of them works out to about \$20 thousand.

Now, Mr. Chairman, that sort of thing cannot be regarded, in our view, as providing meaningful, worthwhile jobs, and I believe that's the key to it. That if you fail to recognize the real link between productivity and what something is worth, then you do not in fact achieve what the Honourable Member would like to achieve, aside from intervention.

**MR. CHAIRMAN:** The Honourable Member for Rupertsland.

**MR. BOSTROM:** Mr. Chairman, it's pretty elementary economics to understand that when you hand somebody a welfare cheque and he receives a cheque and he produces nothing in return, nothing is produced for society. It's simply a redistribution of wealth. But, Mr. Chairman, if you use the same money and it's the government's money that's being used, even if you have to use that same money and hire somebody to produce something that can be sold, Mr. Chairman, the production of that unit that can be sold is an absolute incremental extra that can be added to the wealth of the country. Because on one hand, Mr. Chairman, you're paying out money, you're getting nothing in return; on the other hand you're employing people, producing something that's valuable and useful. And, Mr. Chairman, it's a simple fact that this Minister and this government just simply do not seem to understand.

In the case of the northern communities, Mr. Chairman, there is a fish resource, there is a wildlife resource, there is a forestry resource, there is a wild rice resource, just to mention a few. And this government could be more active in helping those communities to maximize the production of those resources, so as to produce more wealth, so that less money needs to be paid out in welfare. And, Mr. Chairman, it's pretty obvious from what this Minister is saying and what this government is demonstrating, that they are not prepared to put the effort out to realize that objective.

**MR. RANSOM:** Well, Mr. Chairman, we fail to see the economic sense in building log cabins for \$70 thousand and selling them for \$20 thousand.

**MR. BOSTROM:** Well, Mr. Chairman, the Member persists in dragging a red herring across the argument that I'm proposing. I'm not talking about log housing; I'm talking about forestry operations that can produce lumber, can produce pulpwood for sale to companies that are asking for pulpwood, willing to purchase pulpwood; to harvest the fish resource more extensively; to harvest the wild rice resource more extensively; and to harvest the wild fur resource more extensively.

If the Honourable Member is just going to sit back and hope that it's going to happen and do nothing to make sure that it happens, well, Mr. Chairman, he'll be paying out lots of welfare, but he won't be getting very much production.

**MR. CHAIRMAN:** (a) (1)—pass; (a)(2)—pass; (a)(3)—pass; (a)—pass; (b)— Corporate Projects: (1) Salaries. The Member for Rupertsland.

**MR. BOSTROM:** Well, Mr. Chairman, can the Minister explain what this section was and what has been eliminated?

**MR. RANSOM:** Yes, Mr. Chairman, that included projects such as the Minago Contractors, Mystic Creek Logging Company and Pakwagan, etc.

**MR. CHAIRMAN:** (b)(1)—pass; (b)(2)—pass; (b)—pass. (c) Program Research; (1) Salaries. The Member for Rupertsland.

**MR. BOSTROM:** Can the Minister explain what is proposed in this section and what they hope to accomplish?

**MR. RANSOM:** There were nine staff man years last year, Mr. Chairman, and seven requests this year, deletion of two term positions, and this group of people will be assisting in the review and development of departmental operational policies, would do special sorts of cost benefit, analytical, economic evaluation projects within the department.

**MR. CHAIRMAN:** (c)(1)—pass; (c)(2)—pass; (c)—pass. Resolution 90—pass.

Resolution 91, Acquisition/Construction of Physical Assets. (a) Canada-Manitoba NORTHLANDS Agreement. The Member for Rupertsland.

**MR. BOSTROM:** Wel,, Mr. Chairman, could the Minister indicate what is being requested here?

**MR. RANSOM:** There are 79, 80 approved or 79, 80 requests in Mineral Resources, a total of \$3,132,200; in Water Resources, a total of \$2,197,000; in Parks, \$3,168,700; in Regional Services, \$176,400; in Fisheries and Wildlife, \$382,700; Forestry, \$50,000; for a total of \$9,182,000.00.

**MR. CHAIRMAN:** The Member for St. Johns.

**MR. SAUL CHERNIACK:** Yes, Mr. Chairman, I appreciate the round figures and the large figures that the Minister has given. Could he favour us with a much better breakdown of these large amounts in Mineral Resources, Water and Parks?

**MR. CHAIRMAN:** The Honourable Minister.

**MR. RANSOM:** Mr. Chairman, I've distributed the details of the Water Resources' one, which may be on the honourable member's desk now. Mineral Resources, the largest item there was \$2,500,000 for the continuation of the mineral exploration agreements that are being handled by Manitoba Mineral Resources, plus the direct funding of Manitoba Mineral Resources of \$500,000; departmental equipment purchase of \$75,000; an anticipated pay out within the department of \$75,000 on the mineral participation agreements that would be in addition to the \$2.5 million that's handled under Manitoba Mineral and Item of 57.2 under Mineral Exploration Assistance. The details of Water Resources I have handed out.

Park Development shows \$650,000 here, 1,046,700 under the . . . Agreement, \$95,000 for land acquisition, \$205,000 for the Peace Gardens water supply and treatment plant, \$932,000 for cottage lot development, \$115,000 Falcon Lake Town water supply, \$35,000 Falcon Lake sewage lift station, \$90,000 Grand Beach sewage treatment plant, Regional Services at \$55,000 for some high frequency radio equipment, \$55,000 for construction of some polar bear holding cages, \$66,400 for a Lake Winnipeg patrol boat and there is within Fisheries and Wildlife \$382,700 for a delta marsh.

**MR. CHERNIACK:** Mr. Chairman, I want to thank the Honourable Minister for that information. He's no doubt aware that I was not participating in the Committee for much of his Estimates and therefore I wonder if he could favour me with information as to the extent to which the Mineral Resources program incorporation for exploration was discussed, and if so, if he has the reference then I will desist, of course, and look up the Hansard on that. But was the mineral exploration corporation discussed during prior portions of his Estimates?

**MR. RANSOM:** In particular, Mr. Chairman, with respect to the interests that the corporation is holding or looking after that arose from the participation agreements.

**MR. CHAIRMAN:** The Honourable Member for St. Johns.

**MR. CHERNIACK:** Mr. Chairman, I would be very interested in knowing whether the Minister has discussed his philosophic approach to the entire question of explorations by the Crown agency.

**MR. RANSOM:** I believe, Mr. Chairman, that we did have a rather full philosophical exchange with respect to the positions of the two respective approaches.

**MR. CHERNIACK:** Mr. Chairman, I of course appreciate the Minister's information and accept his statement and will not go into it further.

I wonder if he could give me a breakdown of the actual and projected expenditures shown on the left-hand side of the page for the existing fiscal year totalling \$14,867,300.00.

**MR. RANSOM:** I would have to take some time to get a list of the items that go into that, Mr. Chairman; I don't have that information at my fingertips.

**MR. CHERNIACK:** Mr. Chairman, I looked at the statements made by the Honourable Minister back on the 28th of February and the 1st of March and I do not quite follow his statement that one should not look at the carry forward from the previous year in comparing his Estimates for the coming year with those of the year which is about to come to a conclusion and I would like to get clarification from him for the reason that he gives to ignore the capital carryover. I read your statement and frankly I need a greater illumination to understand his point.

**MR. CHAIRMAN:** The Honourable Minister.

**MR. RANSOM:** Mr. Chairman, I was just referring the budgeted amount as shown last year in the Estimates as compared to the amount that is shown now and in order to get the amount that was shown as budgeted last year, then it was necessary to reduce it by the amount of the capital carryover. If you want to look at the amount of money that was actually expended in these areas then we include the entire \$14,867,300.00.

**MR. CHERNIACK:** Mr. Chairman, I afraid I didn't hear the last few words that preceded the figure of \$14 million. Is he saying that all this money was not spent?

**MR. RANSOM:** It's my understanding, Mr. Chairman, that that \$14 million, some \$6 million was carryover; \$6,725,600 which would have been budgeted previously and expended in 1978-79, then the difference between the \$14,867,300 and \$6,725,600 was included in the budget item last year and projected to be expended in the fiscal year that we are in and of that amount I expected there will be a substantial amount of lapsing.

**MR. CHAIRMAN:** The Honourable Member for St. Johns.

**MR. CHERNIACK:** Well, Mr. Chairman, that then means that when the Estimates were presented to us in total that there was a substantial amount of money unspent and that when there was a statement made of an increase overall of the percentage increase, this current year over this coming year, that actually it was only a change in the Estimates not in the actual. That's understandable because the year isn't finished yet. But on the other hand, it was the Government that stated that for this current fiscal year, and I'm careful to say current as being the one that is about to end, that something over \$6 million of capital carryover was designated and attributed to this department. —(Interjection)— Yes, some \$8 million, of course, my arithmetic was wrong. Something like \$8 million. Well, if one looks at last year's, what was shown last year as \$6,300,000 for this department and then we were told, well, , yes, but added to that is a certain portion of capital carryover, a portion of a total \$30 million carried forward and therefore we will be spending that, then I gather from the Minister now that they didn't spend it. And that being the case, I'd like clarification from the Minister which projects were not continued with, which were dropped?

**MR. RANSOM:** My reference to lapsing, Mr. Chairman, was in the items in the \$8 million and some, that were shown directly in the Estimates last year. I said I expect some significant lapsing. One of the areas that that is going to be in would be in the amount of money that was designated for handling the exploration agreements last year. Of the \$6,725,600 I would have to look into that to see whether that represents the amount of money that was actually expended.

**MR. CHERNIACK:** Mr. Chairman, then it would appear that the Minister does not have the information available to him as to what the \$6,725,600 shown as carried forward in the reconciliation statement on Page 62 of these Estimates, what portion of that was not spent. From the way he puts it, I am assuming it was a substantial part and that becomes rather significant to know just. . . let's put it, what was intended to be spent is one question, what was spent is therefore another question. And does the Minister, in his mind, separate that \$6,725,600 from the something over \$6 million which was specifically requested by him last year.

And while I'm on my feet asking questions, I would also ask just where the difference of some two million dollars comes in between the total — well let me watch my arithmetic again. There is about \$7 million that was allocated last year. I'm sorry, \$13 million. There was on the last year's figure requested \$6,365,000, there was also a carry forward of capital authority of \$6,725,000, which totals just over \$13 million and in the present Estimates before us, there's a figure of \$14,867,000 shown as being the current year's appropriation, that's in the current Estimates. So there's a discrepancy there of about \$1.75 million shown greater and the Fitness Minister is awake and alert enough to indicate to me that that is a transfer from Parks — I think is what he said — and if so it should show up in the reconciliation, maybe that's part of \$15 million from Tourism. I don't know.

But this Minister should know, these are his Estimates and although I'm sure he and I both appreciate the intervention of the Minister for Fitness, nevertheless it would be significant — (Interjection) — pardon. Yes, well as I say, he's showing a good example to us that it would be useful to have a clarification from this minister of how it adds up to the \$14,867,300, and probably a better breakdown of the Reconciliation Statement on Page 62, so that we would better understand what were the items intended to be spent under this resolution, and what was spent under this resolution. And what I am getting at is, I am trying to relate last year to this year's request of some \$9 million.

**MR. CHAIRMAN:** The Honourable Minister.

**MR. RANSOM:** Mr. Chairman, I want to assure the honourable member that I do in fact appreciate the advice and support of my colleagues, and the amount of money would, in my mind, be no doubt due to the amalgamation of the departments in bringing in of capital from the other departments, and I will have to get the details of that. The \$6,725,600 of carryover though, it is my understanding that that money could still be expended up until the end of March of 1979, so we would not necessarily know at this stage how much of that carryover that would be expended; whether it will be completely expended or not.

**MR. CHAIRMAN:** The Honourable Member for St. Johns.

**MR. CHERNIACK:** Mr. Chairman, on the basis including Sundays of nineteen more days, I don't know how much this minister will be able to spend, especially since he's been here for quite a while working away in this committee room. I'm not sure just how much he can spend in nineteen days. But capital projects, of course, are the kind that are planned well in advance and I don't think that it is helpful for the minister to say he doesn't know yet how much will have been spent. I would think that within 100,000, 200,000, 300,000, he should be able to come to a pretty good estimate of what he is going to spend. The least one would expect is forward planning for the next nineteen days. Therefore, I would like to know when we are likely to get that, because I still find it extremely difficult to accept his statement suggesting that we ignore the capital carryover in calculating whether or not his Estimates are up or down. That really was the point that was discussed when he first started these Estimates.

Apparently, the Member for Inkster said that he is spending less this year, and he said: "Oh no, I am spending more this year." And when the figures were given to him as they appeared in his own Estimates book, he said: "Yes, but you have to discount or ignore," and these are words I am using; I don't remember his words exactly, that the capital carryover, and that is something that . . . oh yes, he says that the capital carryover should be subtracted from the \$14.8 million. I don't understand how you can subtract figures that were put in by him or by his government and just ignore them, unless they weren't spent. Now if they weren't spent, I can understand his statement although I will then argue as to why he didn't spend what he wanted to, what he said he would spend. But if we don't know, then it's pretty difficult to discuss this.

**MR. RANSOM:** Mr. Chairman, I would be happy to provide the up-to-date information to the honourable member, but I am advised that there are some cost-shared agreements here and that bills in fact are coming in sort of just under the deadline. And the statement that I made in introducing



my Estimates was that when the technical adjustments were made with respect to carryover, that there was, I believe, a 2.3 percent increase, and if one was interested in looking at the amount of money that was included in the printed Estimates of last year, the printed Estimates of this year, then it was necessary to subtract \$6,725,600 of capital carryover.

Last year, of course, the honourable gentlemen opposite were making the point that that amount of money was going to be expended during the year, and therefore it was shown this year then as being money that was to be expended in the current fiscal year. My point was with respect to the presentation of the Estimates before us so that the honourable members would know how to make the comparison to last year. As I say, Mr. Chairman, I will be happy to get the current information on how much has been expended.

**MR. CHERNIACK:** Mr. Chairman, every word I heard from the honourable minister is clear, but the rationale, the reasoning behind it is not clear.

There is no doubt about it that last year we discovered to our dismay, that the government was carrying forward some \$30 million of capital authority, which it intended to spend in this last year, which is about to terminate this month, and that it was not revealing that, and therefore it was saying: "We are only going to spend X numbers of dollars," when in truth we discovered, with a great deal of probing, Mr. Chairman, you will recall, that there was an additional \$30 million intended to be spent and we were very, very critical of the government for not showing the \$30 million, and forcing us to drag it out of them, as indeed I think we had to do, to show that they were planning it.

Now they have corrected that and he was right in saying that because of what we insisted ought to be done, they did it this way. Now it means to me that they have now done it correctly, and having done it correctly, then we don't subtract it at all. Having shown correctly that their planned expenditure was a total of some \$62 million, why then subtract? What is a correct statement? The only quarrel we have, and let's get that on the record, is that last year they left out the \$30 million and calculated an increase in percentage expenditure ignoring the increase by the \$30 million, and this year they put in the \$30 million and calculated an increase for this year which also ignored the \$30 million.

And the point we have been trying to make, and will continue to make, is that they should have included it in last year's calculation or in this year's calculation, or half and half, or any way at all, as long as they showed it somewhere in the two years, which they didn't do, and we say that that is an improper presentation. But that's the overall presentation.

In order to try to get our fingers on each step in this progression of theirs, I want to find out whether the money was spent. Now the minister, I believe, had asked for \$6.3 million, and later it came about that he was allocated another 6.7 approximately, out of capital carryover forward. Now he doesn't know how that's spent or how it was spent but he undertook to give us the information.

My problem is that we are coming to the end of his Estimates, and not having these figures, which I am sure he is going to give us, it makes it difficult to deal with his own salary and with this item itself. Without having that information, I am wondering how soon we could expect to get it from him or whether we can get it from him before we complete his salary item. Frankly, I am surprised, Mr. Chairman, that it's not available. I am sure that it is available within this building; obviously it's not available in this room, but these are big moneys we are talking about — \$14 million — and I am sure that they are available and I am also sure they are projected. I can not conceive of any government not having a pretty good idea of its commitments and its billings and when it plans to pay.

Now we are also talking about an item which is going to lapse. Possibly the minister, who I believe is also a member of the Treasury Board, will clarify for me the manner in which they are going to lapse. I do not yet have knowledge of how it's going to be lapsed, because as I recall the legal way in which this was set up, it will not lapse except by an act of some kind — I mean act with a small "a" — of this government, whether it be by way of a bill or Order-in-Council, or whatever, I'm not clear on; I wish the minister could clarify that for me.

**MR. CHAIRMAN:** The Honourable Minister.

**MR. RANSOM:** Mr. Chairman, the honourable member of course, is infinitely more familiar with the financial presentations and workings of government than I am, having the opportunity to serve as Minister of Finance. But it was my understanding, that although the \$30 million wasn't shown last year as being a projected expenditure, that was in fact presented in a fashion similar to what previous years have been, that an amount of some \$40 million or thereabouts had not been shown the previous year.

Now, I have no difficulty in saying that in the amount of money that was to be expended in this fiscal year, and the amount of money that is to be expended in the upcoming one, that there is a decrease. My comment was with respect to the printed Estimates last year and the printed Estimates this year for purposes of comparison.

The amount that is projected to be expended, we will probably be able to provide tomorrow, Mr. Chairman. I certainly could have made it available. We have been discussing these Estimates for close to two weeks now, and this item was discussed to some extent earlier. Had it been raised, I certainly would have had the information for the honourable member.

With respect to the lapsing, Mr. Chairman, I think that it's probably a point that is best discussed with the Honourable Minister of Finance, whose Estimates will be up next in the other committee, but it is my understanding that in presenting these Estimates for the upcoming year, that if an item was not projected to be completed in the current fiscal year, that it was necessary to budget that amount of money again for the upcoming year. But as I say, those details are probably better discussed or debated with the Minister of Finance.

**MR. CHAIRMAN:** The Honourable Member for St. Johns.

**MR. CHERNIACK:** Mr. Chairman, I can't quite let go. Firstly, the honourable minister suggested that I was infinitely more familiar, I think is the word he used, with the procedures. I want to tell him that I have not had a Cabinet portfolio for four years, where he has had one for the last seventeen months, and therefore I will not stand ahead of him in presumed knowledge of the administrative procedures within government, especially since he is a member of Treasury Board, as I am informed. And that is why I really thought he would know about the lapsing. And I am wondering if, as a member of the Treasury Board, he will undertake to request of his colleague, the Minister of Finance, that he have available a clear-cut statement on how the lapsing will take place since we are in fact dealing with in excess of \$6 million — in these Estimates, which are capital carryover and as far as I know, unless there is a positive act by government, will continue to be carried forward. So I think we have to make sure about that.

The minister also referred to some \$40 million of carry forward by the previous government. I need only remind him that at that time there was a clear-cut separation between current and capital Estimates, and he must know that capital was never carried forward, because it remained and did not lapse.

I don't think he reprimanded me and intended to reprimand me in connection with . . . had I raised the question earlier, he would have had the answer. I must tell him that he was in this room at a time when I asked the Chairman, and not you, Mr. Chairman, but the Chairman of this Committee, the more permanent Chairman of this committee, if he would permit me to go back to ask a question. I said I have one question to ask; I must tell the minister, and this was the question I wanted to ask. And I was denied that opportunity, although, Mr. Chairman, I had the impression that the House Leader, who is also present in the room now, seemed to indicate that he had no objection to it. Nevertheless, I accepted the ruling of the Chairman who ruled that I could not ask the question. That is the reason, Mr. Minister, that I had to wait until now to ask the question, and unfortunately you don't have the answer yet.

Now, he has undertaken to give us the information tomorrow. I therefore look to the House Leader and ask him what opportunity there will be to discuss the information we have yet to receive with this Minister. Does he intend to try to pass the complete final resolution of this department tonight, or will it stand over for tomorrow to give us a chance to see the report and then be able to ask questions, if there are any to ask. I don't know that.

**MR. CHAIRMAN:** The Honourable House Leader.

**MR. JORGENSON:** Well, if my honourable friend is asking me the question, I would have thought that honourable gentlemen opposite would have been anxious to get through the Estimates of this department tonight, so that we could then begin discussion on the Estimates of the Department of Health. I'm surprised now to find that there isn't that great a hurry to get on to that department as there appeared to be a couple of days ago. But we will see how far we go tonight, and if it doesn't look as though we'll finish tonight, we'll be on again tomorrow, I guess.

**MR. CHAIRMAN:** The Member for St. Johns.

**MR. CHERNIACK:** Mr. Chairman, I want to inform the Honourable House Leader that I am personally most anxious to get at the Health Estimates. I must tell him that I am personally also most anxious to get at the Finance Department's Estimates, and I must tell him also that I am

concerned about the fact that I will not be able to be at both committees concurrently, which will be the situation when the Estimates will be presented.

Nevertheless, Mr. Chairman, I would have expected that the Minister would have had these figures in a rough way; of course he can't have them conclusively, but I would have hoped that he would have had them available, because it's \$14 million of capital expenditure, which is shown as having been authorized for this current fiscal year which runs out in — what did I calculate? — nineteen days. And therefore, I really thought that would be available, and since it isn't, I'm just asking the question. I don't know the extent to which my colleagues will want to participate further with the debate, but I do know that in eight minutes it will become impossible, I think' to pass the salary of the Minister, and possibly there won't be any question about it - maybe it will have to stand.

**MR. CHAIRMAN:** The Honourable House Leader.

**MR. JORGENSON:** Mr. Chairman, my honourable friend knows that the House does not automatically, when we're in Committee of Supply, the House does not automatically adjourn at 10 o'clock. We can carry on, and if there are any votes, they can be held over till the next time the House is in Committee of Supply.

**MR. CHERNIACK:** All right then, Mr. Chairman, so be it. The Minister doesn't have the information I requested. I'm not faulting him for it. I regret the fact that he doesn't have it, and as I say, maybe once we have it, there will not be any need to question him further, but I understand there are still some comments to be made on this side under Minister's Salary, and I'm wondering, Mr. Chairman, whether it would be agreeable to hold this item or have a clear-cut understanding that we can discuss this item when we get the answer tomorrow.

**MR. JORGENSON:** Mr. Chairman, as my honourable friend is aware, the Minister's Salary item is a pretty all-embracing item, and if my honourable friend chooses, the debate on this particular item can be carried on under the Minister's Salary if they choose to do that.

**MR. RANSOM:** I do have the items that are included there, and I do have the transfers; the only thing that I don't have available is the amount of the carryover that is actually to be expended.

**MR. CHAIRMAN:** The Member for St. Johns.

**MR. CHERNIACK:** I think if the Minister would package it for tomorrow, then we'll have the whole thing; there's no use reviewing it again now. He no doubt will have it on the sheet of paper which he could distribute and maybe we can just pass on with it.

**MR. CHAIRMAN:** 11(a) — The Member for Rupertsland.

**MR. BOSTROM:** I believe this section contains the funds for parks development, and when I had posed questions earlier during the Minister's Estimates, he indicated that parks would be in this section. I wonder if he could be more specific as to the proposed expenditures on parks, where these expenditures will take place, what new parks and/or expansion to existing parks are being proposed? What types of development his department is proposing? He had indicated earlier in this section that there was some \$3 million plus set aside for park development. I wonder if the Minister, if he has the detailed information which he could pass to us; maybe that would be the best, but if he wishes to deal with it verbally, that's fine too.

**MR. RANSOM:** Mr. Chairman, I don't have it prepared in the fashion that the Water Resources information was prepared in; I can give the honourable members a general break-down of some of the main items, and then if they have some specific ones, they might like to raise those questions.

Within the amount that is funded under the regular parks program as shown here, \$650 thousand, there is \$305 thousand of that is to be expended in the eastern region, and that is to a great extent to upgrade sewage plants at a number of different park areas, plus some upgrading of facilities at campgrounds and wayside parks. Then there is another \$345 thousand in the western region, again a major amount of that, some \$122 thousand was to upgrade sewage system at Asessippi Park, also sewage systems at Duck Mountain, Rainbow Beach and Spruce Woods, and there's a \$70,000 item there for the completion of the water supply and treatment system at the International

Peace Garden.

Then there's another \$850,000 of construction that will be carried out under the NORTHLANDS Agreement. The amount of money will be shown in Northern Affairs, but the work will be done by our department; of that, there is \$485,000 in the northern region, and \$65,000 in the western region and \$300,000 in the eastern region and the honourable member would probably be interested in the fact that there is some money included for the construction of a bridge over the Manigotagan River on the Nopiming trail.

**MR. CHAIRMAN:** The Member for Rupertsland.

**MR. BOSTROM:** I wonder if the Minister could make that list available to us in written form so that we would have it for our information. It doesn't have to be today, but at his earliest opportunity.

In this section, Mr. Chairman, just in general terms, would there be funds in here related to any of the activities that the Minister may be proposing for further development in the Whiteshell Park? Is there any proposed intensive development? I didn't catch if he had mentioned any in his list that he brought up there, but could he just indicate what, if anything, is budgeted for that park?

**MR. RANSOM:** There is an amount of \$75,000 for phase 4 of the Sewer Rehabilitation Program at Falcon Lake. There was \$10,000 to upgrade a sewage lagoon at Big Whiteshell. More sewage system upgrading at West Hawk, and more upgrading of the sewage lagoon system at Otter Falls.

**MR. CHAIRMAN:** The Member for St. George.

**MR. URUSKI:** Thank you, Mr. Chairman. I'd like to ask the Minister whether there is any proposed development of cottage lot sites and increased development in the Grindstone Point area or the Hecla Island in terms of the parks development, or any further work to be done in the Beaver Creek area.

I'd like to mention one item with respect to the Beaver Creek area, and that deals with correspondence that I have had with his predecessor, who is now the Minister of Fitness and Amateur Sport, in dealing with the possibility of obtaining Crown lands for religious organization which runs a summer camp, the Interlake Mennonite Community, which has properties and buildings and runs a summer camp in the Beaver Creek area. I wonder whether his department has been apprised, now that he is Minister, whether he has been apprised of the dealings with this group and what type of arrangements are being made in order to facilitate, either on a long-term lease, or rather transfer some Crown lands to this community organization for the expansion of their summer camp program that they hold in the Interlake region. I might mention that this group is in its program . . . the program is ecumenical; that children of all faiths and denominations are welcome to the summer camp program, and there have been many children from the region have participated in this area.

**MR. RANSOM:** Mr. Chairman, I don't recall that that particular item has been brought to my attention, but I would be happy to look into it for the Honourable Member.

**MR. CHAIRMAN:** The Member for St. George.

**MR. URUSKI:** Yes, Mr. Chairman, has the Minister any commentary with respect to works or further developments on Hecla or Grindstone Point, in terms of the — or am I speaking in the wrong area with respect to the Parks division of his department?

**MR. RANSOM:** I believe that we that we're developing some additional cottage lots, Mr. Chairman, on Little Grindstone Point, and I don't believe that there is any — there's an item of \$50,000 for Hecla Island in the campground and day use area. And also another \$15,000 for completion of campground, install pumps and the start of a sewage lift station at Hecla Island as well. I believe those would be the only two items for Hecla Island.

**MR. CHAIRMAN:** The Member for St. George.

**MR. URUSKI:** Thank you, Mr. Chairman. I would like to raise with the Minister at this point in time — his staff no doubt will be able to bring him up to date in terms of the development, specifically

the development of Hecla Island and the commitment made in terms of the FRED program that there be developed on Hecla Island a living resort area, living, fishing village where the residents of the Island would be allowed either to retain their properties if the properties were not required for immediate development or, if the properties were, that alternate sites would be made available to them on a lifetime lease-back.

Along with these arrangements to the life-long residents of the Island, there was a commitment made that there would be proceeded, in consultation with the community, a museum — a living museum, a heritage museum of the history and life of Hecla Island, portraying an Icelandic fishing village on the Island.

Could the Minister indicate at what stages of planning and programming this development is at this time?

**MR. RANSOM:** No, Mr. Chairman. I would have to inquire as to the particular state of that project.

**MR. CHAIRMAN:** The Member for St. George.

**MR. URUSKI:** Thank you, Mr. Chairman. While the Minister is inquiring, I would like to be, again, specific on another area that I believe the wayside parks are under your jurisdiction, as well. If I might inquire of the Minister all the wayside parks are under the jurisdiction of his department presently? Am I correct?

Then I would like to make some comments with respect to another specific area, and that deals with the wayside park at the Fairford River on PTH No. 6. I have had numerous requests and complaints raised with me specifically in the last . . . I believe last fall. The wayside park is situated on the east side of Highway No. 6 on the north side of the Fairford River. In this area, numerous senior citizens and elderly people come to this area to fish. This is a very popular fishing spot for many people — as far south as Stonewall, Teulon, they come to this area to fish.

What has happened is last fall the department constructed a fence approximately running north and south parallel to PTH No. 6 and cutting off access to Crown lands whereby people who wanted to do some fishing could travel along the Fairford River approximately, I would say, a quarter to half-mile downstream and be able to have access to the shores at that location, which apparently is much better than the area near the dam site. The fence has been constructed and prevents access of these people to that area. I have been advised that the Crown lands in the area are under lease to a local farmer for haying purposes, and in fact one of the people who raised this with me was the local farmer, who indicated that he certainly had no objections to people travelling along the beaten trail or the regular path that vehicle or traffic used and gave access to these people to their favourite fishing spot.

I believe I have written to the former Minister of Tourism, the Member for Assiniboia, and she has forwarded my correspondence to your department with respect to this very request. And I'm wondering whether the department could review this situation in the area of the wayside park at Fairford, because certainly this coming season . . . It hasn't probably affected the fishing crowd as greatly because it was constructed in the fall, but certainly I have already received a number of complaints as far south as Teulon and Stonewall, residents who had to leave their cars and try and attempt to carry their fishing gear an extra quarter to half-mile and being senior citizens makes it —(Interjection)— Yes, it's the load that they have to carry back makes it more difficult.

I'd like some comments from the Minister if he would reconsider reopening that fence.

**MR. RANSOM:** Well, Mr. Chairman, the honourable member has reopened the Parks Division Estimates but on that item I do have the honourable member's correspondence and we are investigating that for him.

A couple of answers to previous questions: I am advised that the living museum at Hecla is being considered by the Historic Resources Branch and there is a possibility that it may fit under the DREE Tourism Agreement. That is being looked at now, and perhaps you may wish to raise the question again under the Tourism Estimates.

And the Beaver Creek Bible Camp I understand is currently being leased, Mr. Chairman, but that those particular people would like to be able to buy and own the property and this government, of course, has said that we are examining the Crown lands sale policy and we do expect to be providing for additional sales of Crown lands and it's, I would think, very possible that this particular one might fall within that revised policy.

**MR. CHAIRMAN:** The Member for St. George. And before the Member for St. George proceeds

I would like to just remind him that the questions that he was addressing himself to was Resolution 86; we are now on Resolution 91 and under (c) we have Capital Projects but he was really not relating himself to Capital Projects as such.

**MR. URUSKI:** Mr. Chairman, I apologize that I may have wandered somewhat from the specifics of it but I want to indicate to the House that attempting to spread oneself to two committees at one time is very difficult, and I would hope that the Chair show some latitude in the debate and the questions that I have raised.

I'd like to ask the Minister or indicate to the Minister at this point in time that he is no doubt aware of the policy that the previous government had with respect to making available Crown lands for community development in various communities where Crown lands were made available to community organizations, and I would hope that he, although his government is supposedly reviewing the Crown land situation, the previous policy that was within his department does not preclude him from considering that very project on the previous policy, unless the Minister is indicating that they have totally stopped any consideration of allowing Crown lands for community development purposes.

**MR. CHAIRMAN:** Before the Minister replies I would like to suggest to the honourable member that now he is on Resolution 87, Lands and Surveys, and it's unfortunate that he wasn't here when the Estimates were discussed on this particular department, but really all these questions have been covered and we would certainly like to proceed with the resolution that is before us. The Member for Rupertsland.

**MR. BOSTROM:** Well, Mr. Chairman, perhaps I could suggest a solution. Perhaps we could go past this particular appropriation and back to the Minister's salary, at which time I would propose that Committee rise, because I believe quite a number of members have a number of questions to ask at that point and we would like to continue this tomorrow.

**MR. CHAIRMAN:** 11(a)—pass; (b)—pass; (c)—pass; Resolution 91—pass.  
Revert to the Minister's Salary, Item 1. 81 (a).

**MR. BOSTROM:** Mr. Chairman, I would move that Committee rise.

**MR. CHAIRMAN:** Committee rise. Call in the Speaker.  
*The Chairman reported upon the Committee's deliberations to Mr. Speaker and requested leave to sit again.*

### IN SESSION

**MR. DEPUTY SPEAKER:** The Honourable Member for Rhineland.

**MR. ARNOLD BROWN:** Mr. Speaker, I move, seconded by the Member for Swan River, that the Report of Committee be received.

**MOTION presented and carried.**

**MR. DEPUTY SPEAKER:** The Honourable House Leader.

**MR. JORGENSON:** Mr. Speaker, I move, seconded by the Member for Rupertsland, that the House do now adjourn.

**MOTION presented and carried** and the House adjourned and stands adjourned until 2:30 tomorrow afternoon. (Tuesday)