

**TIME: 2:30 p.m. OPENING PRAYER by Mr. Speaker.**

**MR. SPEAKER, Honourable Peter Fox (Kildonan):** Presenting Petitions; Reading and Receiving Petitions; Presenting Reports by Standing and Special Committees.

### MINISTERIAL STATEMENTS AND TABLING OF REPORTS

**MR. SPEAKER:** The Honourable Minister for Highways.

**HONOURABLE PETER BURTONIAK (Dauphin):** Mr. Speaker, I'd like to present the Order for Return No. 24 on the motion of the Honourable Member for Roblin.

**MR. SPEAKER:** Any other Ministerial Statements or Tabling of Reports? Notices of Motion.

### INTRODUCTION OF BILLS

**HONOURABLE RUSSELL PAULLEY, Minister of Labour (Transcona)** introduced **Bill (No. 11) an Act to amend The Legislative Assembly Act.** (Recommended by His Honour the Lieutenant-Governor.)

**MR. BURTONIAK** on behalf of Mr. Toupin introduced **Bill (No. 54) an Act to amend The Intoxicated Persons Detention Act.**

**HONOURABLE RENE TOUPIN, Minister of Consumer and Corporate Affairs (Springfield)** introduced **Bill (No. 57) an Act to amend The Manitoba Telephone Act.**

**MR. LLOYD AXWORTHY (Fort Rouge)** introduced **Bill (No. 55) an Act for the Relief of Anne Marie Mumford.**

**MR. THOMAS BARROW (Flin Flon)** introduced **Bill (No. 58) an Act for the Relief of Peter Martens.**

**MR. SPEAKER:** The Honourable Leader of the Opposition.

**MR. STERLING LYON (Souris-Killarney):** Mr. Speaker I wonder if I might have leave to make a brief statement with respect to the Member for Riel.

**MR. SPEAKER:** The Honourable Leader of the Opposition.

**MR. LYON:** Mr. Speaker, in view of the number of inquiries we've had from members of the House and others outside of the House, I thought it would be of interest to report to you, Sir, and to his colleagues in the Legislature that the Member for Riel, Donald Craik, is resting comfortably at the Health Sciences Centre. His condition is stable and showing some improvement and naturally I know that all of us on this side are joined by all members of the House in wishing him a quick and speedy recovery and a return to the House before the end of the session.

**MR. SPEAKER:** The Honourable Minister for Labour.

**MR. PAULLEY:** Mr. Speaker, in the absence of Premier Schreyer and on behalf of our group, I think that the table slapping indicates how we feel about it and I would like the Honourable the Leader of the Official Opposition to convey to our friend Don, the Honourable Member for Riel our best wishes for his speedy recovery.

**MR. SPEAKER:** The Honourable Member for Portage la Prairie.

**MR. GORDON E. JOHNSTON :** Mr. Speaker, with leave, I would like to associate our group with the remarks that have been made by the Official Leader of the Opposition and the House Leader of the day, and also add that the Member for Riel, I think, is highly regarded and has given a great contribution to this House and we hope that he will be back soon.

### ORAL QUESTIONS

**MR. SPEAKER:** The Honourable Member for River Heights.

**MR. SIDNEY SPIVAK (River Heights):** Mr. Speaker, my question is to the Minister of Mines and Natural Resources. I wonder if he can confirm that additional layoffs have taken place or will be taking place tomorrow at Flyer Industries.

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

**HONOURABLE SIDNEY GREEN, Q.C. (Inkster):** Mr. Speaker, I have no intention of dealing with that. I have indicated from time to time that there will be layoffs at various plants operated by the public when there is a necessity to do so.

**MR. SPIVAK:** Mr. Speaker, I wonder if the Minister is in a position to indicate the bottom line so far as employment is concerned at Flyer Industries so that it can be anticipated how many additional layoffs are going to be required.

**MR. nGREEN:** No, I couldn't, Mr. Speaker.

**MR. SPIVAK:** My question is to the Minister of Industry and Commerce. I wonder if he can indicate whether his department has been informed of layoffs to occur in the agricultural supply and manufacture industry.

**MR. SPEAKER:** The Honokrable Minister of Industry and Commerce.

**HONOURABLE LEONARD S. EVANS (Brandon East):** Mr. nSpeaker, I have had no information from the department on that matter.

**MR. SPEAKER:** The Honourable Member for River Heights.

**MR. SPIVAK:** Mr. Speaker, my question is to the Minister of Mines and Natural Resources. I wonder if he can indicate to the House whether there will be layoffs shortly for ManFor at The Pas.

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

**MR. GREEN:** Mr. Speaker, I answered that question in the first answer that I gave.

**MR. SPEAKER:** The Honourable Member for Birtle-Russell.

**MR. HARRY E. GRAHAM (Birtle-Russell):** Thank you, Mr. Speaker. I have a question for the Honourable Attorney-General. I'd like to ask the Attorney-General what actions his department is taking or what directives his department is giving to the police within the Province of Manitoba to curtail the illicit drug activities that are existing in this province.

**MR. SPEAKER:** The Honourable Attorney-General.

**HONOURABLE HOWARD PAWLEY (Selkirk):** Mr. Speaker, I think that the direction is very very clear that those that are responsible for enforcement pertaining to drugs are to enforce the laws as they are and are to proceed accordingly.

**MR. SPEAKER:** The Honourable Member for Fort Rouge.

**MR. AXWORTHY:** Thank you, Mr. Speaker. I have a question for the Minister of Mines and Natural Resources and Environmental Protection. On Thursday last, in reply to a question of the Member for Portage, he indicated that the only criteria for the environmental review assessment procedure was contamination. In light of the fact that the paper issued in January 1976 has 10 other criteria, can the Minister now indicate that the government has changed all the regulations concerning the application of the Environmental Review Agency?

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

**MR. GREEN:** Mr. Speaker, I don't think that the honourable member is properly interpreting my answer. If he will read it in Hansard, it will be indicated that I said that the part that our department is concerned with is contaminants to the air, land and water. That was the criteria then, that is the criteria now.

**MR. SPEAKER:** The Honourable Member for Fort Rouge.

**MR. AXWORTHY:** A supplementary, Mr. Speaker. In interpreting the remarks of the Minister in reply to the question indicated, what criteria is being used to determine those projects that would come under the agency, and the reply was, "All those dealing with contamination." I am, therefore, asking if the paper that was issued in July 1976 setting out the 10 criteria that will be used has not been rescinded by the government.

**MR. GREEN:** Mr. Speaker, my honourable friend is talking about two different things. The nature of the project that would come under the Environmental Protection Review Agency has not changed. What the Review Agency does insofar as the Environmental Protection Branch is concerned relates to contaminants of the air, land water.

**MR. AXWORTHY:** Mr. Speaker, then to resubmit the question. In the case of the highway being built at the Thomas Lamb wildlife management area which comes under the criteria of the July 1976 paper that was issued, can he indicate why that particular project has not been subject to the review of that agency.

**MR. GREEN:** Mr. Speaker, I'm not sure that it comes under the criteria. I'll look at the question. If it comes under the criteria, it may or may not be reviewed by the Agency.

**MR. SPEAKER:** The Honourable Member for Flin Flon.

**MR. THOMAS BARROW:** I direct this question to the Minister of Labour. Due to the fact that they've closed the Cranberry Portage Curling Rink and due to the fact that people think they are being hard done by, the inspectors being overzealous, could we look into matters and see if warrants closing on the changes he considers necessary?

**MR. SPEAKER:** The Honourable Minister for Labour.

**MR. PAULLEY:** Mr. Speaker, I thank the honourable member for telling me that he would be asking this question and I want to say the first I heard of the situation prevailing at Cranberry Portage was reading a news article that appeared in the Winnipeg Free Press this morning.

I want to assure my honourable friend and the people of Cranberry Portage that I will investigate this matter fully and see if there may be some alternatives that can be taken to prevent the closing down of this important activity in the Town of Cranberry Portage.

**MR. SPEAKER:** The Honourable Member for Emerson.

**MR. STEVE DEREWIANCHUK:** Thank you Mr. Speaker. My question is to the Minister of Corrections. Would the Minister confirm that he has received a resolution from Local Government District of Stuartburn requesting that the new penitentiary be located near the Town of Vita?

**MR. SPEAKER:** The Honourable Minister for Corrections.

**HONOURABLE J. R. (Bud) BOYCE (Winnipeg Centre):** Yes, I have, Mr. Speaker, and as with other correspondence I have forwarded this to the Solicitor-General for his consideration.

**MR. DEREWIANCHUK:** A supplementary. Could the Minister indicate whether or not the Local Government District of Stuartburn would be given serious consideration as a possible future location for the penitentiary?

**MR. BOYCE:** Once again, Mr. Speaker, this is a decision of the Solicitor-General. I imagine he would like to locate it anywhere we could get the co-operation of the local community.

**MR. SPEAKER:** The Honourable Member for Lakeside. Order please. The Honourable Member for Emerson.

**MR. DEREWIANCHUK:** Another supplementary, Mr. Speaker. Would the Minister agree as the area in the LGD of Stuartburn has only marginal land insofar as agriculture production is concerned and that as it has no present, industrial development and no real hope of

**MR. SPEAKER:** Order Please. The Honourable Member for Lakeside.

**MR. HARRY J. ENNS:** Thank you, Mr. Speaker. I direct a question to the Honourable the Minister of Mines and Natural Resources as the Minister responsible for the Water Control Department. Has the Minister any information as to whether or not the Portage Diversion and indeed the Winnipeg Floodway will be put to use this year?

**MR. SPEAKER:** The Honourable Minister for Mines.

**MR. GREEN:** Mr. Speaker, I don't know whether my honourable friend is being serious. I'm usually referred to as the Minister responsible for floods and I thought he was going to refer to me as the Minister responsible for drought this year. I think that right now there are many people in Manitoba who will hope that they would be put to use but I see no prospect for that at the moment. No.

**MR. ENNS:** Mr. Speaker, a supplementary question. I want to assure the Minister, I am asking a serious question, the putting into operation of both these works has had some attending problems with it and there are constituents of mine. . .

**MR. SPEAKER:** Question please.

**MR. ENNS:** . . . as well, as I know on Turnbull Drive that are concerned about. . .

**MR. SPEAKER:** Order please. The Honourable Member knows the routine. Will he ask a question?

**MR. ENNS:** My supplementary question. Will the Minister solicit from his departmental people, at the earliest date possible, as to whether or not the Portage Floodway and the Winnipeg Floodway will in fact have to be put into operation this year? Thank you.

**MR. SPEAKER:** The Honourable Minister for Public Works.

**HONOURABLE RUSSELL DOERN (Elmwood):** Mr. Speaker, about a week or more ago I was asked a question by the Honourable Member for Crescentwood concerning some vacant space on the fifth floor of the Norquay Building. I'd like to mention a few points concerning this. One is that there are some six million square feet of space that our department administers and our vacancy rate is under three percent. In this case however we are dealing with about three-quarters of a floor of the Norquay Building, which has been undergoing an extensive upgrading program and reassignment of space for the past four years.

I am not too pleased with the fact that this floor has been vacant for so long but I would like to point out a number of things concerning it. One is that various floors have been used for staging areas for the renovation going on in the building and this one was utilized the longest in that regard. Secondly there was a change of staff, someone leaving our department and a problem there. Third the entire ceiling has been replaced in that space. We are attempting to systematically replace the lighting in the building which is found to be not that efficient and also there have been some breakage problems over the years so a new lighting system in the ceilings has been installed in the building on various floors and has been done there. And we will be also completing the floors and partitions in that space.

I guess those are the main points that I wanted to make, Mr. Speaker, and while I am on my feet I would like to ask leave to submit an Order for Return, No. 18, on motion of the Honourable Member for Wolseley.

**MR. SPEAKER:** Is it agreed? (Agreed) The Honourable Member for Fort Garry.

**MR. L. R. (Bud) SHERMAN:** Mr. Speaker, my question is to the Honourable the Attorney-General reporting for the Liquor Commission. In view of the continuing difficulties and the mounting number of complaints, can the Attorney-General advise what the stage of proceedings is between the Liquor Commission and the parking lot landlord from whom the Commission rents parking space in Fort Garry in the ongoing rental dispute at 1310 Pembina Highway.

**MR. SPEAKER:** The Honourable Attorney-General.

**MR. PAWLEY:** Mr. Speaker, I received a communication from the Honourable Meer for Fort Garry last week in connection therewith and I am in the process of preparing a response to him. Needless to say every effort is being made to negotiate a reasonable rent but the Liquor Control Commission on the other hand cannot be held up to a rental value which is exorbitant or is beyond any reasonableness as to market value. That has been the problem that has confronted the Liquor Control Commission basically.

**MR. SHERMAN:** A supplementary, Mr. Speaker. Can the Attorney-General advise whether the Liquor Commission is actually meeting with the landlord and with the other disputant in the case to resolve the issue or whether everything is just being done at arm's length.

**MR. PAWLEY:** Mr. Speaker, there certainly have been meetings and discussions and in my

response to the Honourable Member for Fort Garry I will be providing more specific information.

**MR. SPEAKER:** The Honourable Member for Fort Garry.

**MR. SHERMAN:** I thank the Attorney-General for his information, Mr. Speaker. I have a question for the Honourable the Minister of Labour. I would ask him whether he can confirm that the unemployment rate is 28 percent in the Manitoba construction trades as reported by the Winnipeg Labour Relations Council?

**MR. SPEAKER:** The Honourable Minister of Labour.

**MR. PAULLEY:** No, Mr. Speaker, I cannot confirm that 28 percent of the construction industry is unemployed at the present time and I believe my honourable friend is referring to an article in the papers the other day, a statement of Mr. George Akins connected with the Builders Exchange. I do know that some of the various components of the construction industry have a considerable number of unemployed at the present time. I do receive, Mr. Speaker, on a monthly basis as a courtesy to me from the construction trades, an indication of the numbers of people — and I must say that these are from the trade unions and not a survey of the industry as a whole, including non-unionists — and the indications are from the assessments made to me that the unemployment rate is not near the 28 percent referred to by Mr. Akins.

**MR. SPEAKER:** The Honourable Member for St. James.

**MR. MINAKER:** Mr. Speaker, my question is to the Honourable Minister of Public Works. I wonder if the Honourable Minister can advise the House: How long has the space at the Norquay Building been empty? I know in his report that he indicated certain information. Would the Minister confirm how long this space has in actual fact been empty?

**MR. DODRN:** Approximately a year.

### BUSINESS OF THE HOUSE

**MR. SPEAKER:** The Honourable Member for Lakeside.

**MR. ENNS:** Mr. Speaker, I wonder by leave if I could be given permission to make several changes with respect to Standing Committees. On Public Accounts, substituting the name Craik, the Member for Riel, with the name McGill, the Member for Brandon West and on the Public Utilities and Natural Resources Committee also substituting the name Craik, the Member for Riel, with the name Minaker, the Member for St. James.

### ORDERS OF THE DAY

#### ADJOURNED DEBATES — SECOND READING

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

**MR. GREEN:** Mr. Speaker, I wonder if we could now proceed with the adjourned debates on second reading as they appear on Page 2 of the Order Paper, in the order of their appearance following which we will be moving into Committee of Supply.

**MR. SPEAKER:** Thank you. Proposed Bill No. 4 by the Honourable Minister of Public Works. The Honourable Member for Birtle-Russell.

**MR. GRAHAM:** Stand.

**MR. SPEAKER:** Bill No. 5 as well.

**MR. GRAHAM:** Stand.

#### BILL (NO.8) — AN ACT TO AMEND THE HIGHWAY TRAFFIC ACT

**MR. SPEAKER:** Bill No. 8 proposed by the Attorney-General. The Honourable Member for Roblin.

**MR. J. WALLY MCKENZIE:** Mr. Speaker, these amendments to the Highway Traffic Act that are before us give wide discretionary powers to one police officer who is granted the power and the authority to request any driver of a motor vehicle to surrender his driver's license providing that one peace officer has reasonable grounds — and I would hope that the Minister would be more elaborate in his explanation of this bill and advise us what "reasonable grounds" means or whether he's going to put reasonable grounds in the definition section — reasonable grounds to believe that the driver of a motor vehicle has consumed alcohol, drugs or some other substance in quantity sufficient to affect his physical or mental faculties. I guess as the Minister said in his remarks on the bill that under the Criminal Code which was implemented in December 1976 with the alert system, under this legislation now if the warning indicator lights up, then the police officer has the authority to lift the license.

Of course, Mr. Speaker, right away is the return of the vehicle section of the bill. I'm wondering can any of the next of kin of that particular driver take and drive the vehicle away after the driver of the vehicle has had his license lifted? I believe in reading it, that it mentioned some twenty-four hours before the vehicle can be released.

I wonder, too, if a grievance procedure or the lack of an appeal procedure — supposing a driver was wrongfully charged, what rights does the individual have when one police officer comes

and says, "Well, as of now, my friend, you give me your keys or your driver's license." It's a wide power to be granted to one police officer and I think members of the Legislature and others well recognize that police officers are like everybody else, there's some that are quite temperamental and some that are maybe in a bad frame of mind on a particular given day and he could quite simply take driving privileges away from somebody without having cause, maybe on personal grounds.

The other concern that we have is the fact that will this judgment of one police officer lifting his driving privileges, will that driver then be charged with the demerit points that are listed under the Highway Traffic Act or will he be allowed to just get the driver's license back the next day without demerit points, Mr. Speaker?

The other section that has caused us some concern is the towing away of the vehicle, the removal of the vehicle. We were discussing the possibility of a driver being apprehended as an example between Cranberry Portage and Thompson, out in the middle of nowhere and it's natural that the vehicle couldn't be left there unattended. But how are you going to move the vehicle in the case of only one driver? Would a tow truck be involved and then would those towing charges be assigned back to the driver of the vehicle? Those questions, I think, need a more detailed explanation.

The other section, Mr. Speaker, I wonder how soon after the blood test in the early termination of suspension section' was it eight hours after or ten hours or is there any definite time for a driver whose license is suspended to voluntarily submit to a test at a place designated by the peace officer? Does that have to happen within eight hours or ten hours or . . . ? There's nothing specific there.

The other one, of course, Mr. Speaker, and the one that does concern us and mainly at the start of the bill again: What do you mean by "reasonable grounds?" I think we have to have a much more definite and firm definition of the legislation because that "reasonable grounds" is a pretty wide avenue to leave for one person to take the rights away from another.

So, with those few questions, Mr. Speaker, we'll move the bill on into Committee and hopefully have more questions of the Minister when we get it into Law Amendments.

**MR. SPEAKER:** The Honourable Attorney-General will be closing debate. The Honourable Attorney-General.

**MR. PAWLEY:** Mr. Speaker, I appreciate the comments by the Honourable Member for Roblin. First, I do think that we ought to ensure that the "reasonable grounds" are clearly understood and as far as my intent is concerned, they should relate to the use of the alert machine so that where the alert machine reads "warning", then the suspension would take place and I would concur with sentiment' if I heard those sentiments expressed correctly, that the discretion should not widen beyond the ambit of the alert machine. If in Committee, it is felt that we need some clearer wording in order to ensure that it relates to the alert machine, then I for one am certainly prepared to see that type of restriction imposed. The trouble with legislation such as this, its aim is so very very important, to curtail some of the damage and the injury and death on our highways due to the mixing of drink and driving. On the other hand, one cannot play into the hands of the tendency that can take place if people are given too much power, for them to over-exercise it and certainly it is my intent that the use of the suspension should relate clearly to the alert machine and reasonable cause should therefore be on the basis that from the utilization of the alert machine there is a very clear indication that the driving motorist does have in excess of 80 milligrams per 100 millimeters of alcohol in his blood system. The result, therefore, is a choice at that point where the police officer could take the motorist in for a natural breathalyzer test, which is the principal means of evidence gathering here, even though he may only be a few milligrams over or simply providing him with a twenty-four hour suspension. As I indicated earlier, I think from the point of view of the best use of the police officer's time and the convenience of the motorist, certainly within that area, there is every reasonable justification for the suspension rather than the breathalyzer test and as I indicated in introducing the legislation we have already had some instances with the Alert machine, where even though it read a little over the 80 milligrams, and therefore the person should have probably been taken in for the actual test but wasn't, because of that just slightly over, the motorist was allowed to proceed and then ended up in an accident. And that is the sort of thing that we are attempting to avoid in the legislation before us.

Demerit points: Certainly there ought to be no registration of demerit points because there is no conviction, and therefore, we should not be confronted with the imposition of any demerit points arising from this legislation.

Insofar as the towing: Well that would be a cost which would have to be borne by the motorist, there is certainly no reason that that type of cost should be imposed upon the community at large because the police officer is acting with reasonable cause, on the basis of information and facts which that police officer can produce to show that he or she is acting reasonably, and therefore, the cost ought to fall upon the motorist that, in fact, has placed him or herself in that position, that in all likelihood that motorist would fail if a breathalyzer was right there at that time and the test was being taken right there at that moment. So that is an expense that should not be borne by the community as a whole, the taxpayer of the entire community, but rather by the motorist.

There are appeal provisions: Yes, certainly any motorist that feels that there is something very much wrong here can certainly insist upon appeal and that appeal is to insist that the police officer take him or her to the breathalyzer machine immediately, and by the test, to prove that he or she is not in excess of the legal limits, because certainly the license ought not to be taken away during any time that the individual is registering less than the legal limits of 80 milligrams. So that the appeal is there for permitting the motorist to insist upon that, insist upon the breathalyzer test, but, of course, knowing full well that the motorist in insisting upon the breathalyzer test could in fact be walking into a much bigger problem, in that of course if the motorist goes in for the breathalyzer test and then fails in the breathalyzer test, then the motorist is going to be charged with an offense under 231 of the Criminal Code in failing to pass a breathalyzer test in that that motorist had in excess of .08, so that there is a heavy responsibility there. The motorist I am sure would only insist upon that appeal if he or she felt very very confident that he or she had not been drinking to such an extent as to push him or her over the legal limit.

Mr. Speaker, with those few remarks I welcome the opportunity to take this bill on to Committee in which we can deal with more specific questions, and also examine the need that possibly will rise from some clearer wording, because I do not disagree with the need to ensure that the limits of the discretion be restrained so as to minimize the possibility, and I say it is only a possibility, I don't think it would happen very often, but it could happen, of abuse if that reasonable clause was interpreted in too liberal a fashion.

**QUESTION put, MOTION carried.**

**BILL (NO. 18) — THE RETAIL BUSINESSES HOLIDAY CLOSING ACT.**

**MR. SPEAKER:** Bill No. 18, proposed by the Honourable Minister of Labour. The Honourable Member for La Verendrye.

**MR. BOB BANMAN:** Thank you, Mr. Speaker. I have a few comments to make with regard to this bill. When the Minister of Labour was introducing the bill he mentioned that he had had a fair amount of mail and a fair amount of contact with the constituents throughout Manitoba with regard to this bill, urging him to bring in some form of Sunday closing.

I would like to say that I have had the same type of correspondence from my constituents as well as many phone calls with regard to this particular bill. The majority of people that I have talked to in my riding favour a form of legislation which would make Sunday a day of rest, and I noticed when the Member for Fort Garry spoke and the Member for St. Johns, they both did not get involved in the fact that it is a religious holiday as far as many of the people in my riding are concerned, and I would like to underline that to the members of the House here that many people in my community feel that it should be set aside as a religious holiday. It is a day of rest when people can go to their respective churches together and this is one of the reasons that I am supporting this particular bill.

I would however like to point out at this time that I would like to see an amendment made to the bill with regard to the option of the individual either closing Saturday or Sunday. I feel that we should take the approach that Ontario has taken, whereby everybody is supposed to close Sunday unless the person, by religious beliefs, the operator of the store, applies to the government and can show cause that, because of his religious beliefs, he would like to close on Saturday, then we should allow provisions for that. But I think the way the bill is written right now that particular section should be omitted because it allows too much leeway for the individuals.

Several points that were brought up by some of the members before and I would just like to underline, is that consumer habits, and being in the retail business myself, consumer habits are interesting, and I think, the majority of us will realize that there are only so many consumers and there is only so many consumer dollars to be spent. And I think by going ahead and opening it up to seven days a week, all we are doing is spreading the shopping over seven days, and I don't think that that is, number one, an economical way of doing things, and number two, a thing that most of the people in Manitoba want.

By having stores open seven days a week what does happen is that, I think, in the final analysis, if the cost of operating that facility increases in a year's period, it is definitely passed on to the consumer. I think too often we go ahead and we say, well listen we are going to pass certain legislation which will force the store owners to do this, or force them to do that. We have to realize that if there is increased costs, as far as the operation of a business, they are passed on to the consumers and the consumers are the ones that are going to pay.

So, I think, that the consumer habits as far as Sunday shopping is concerned, it's something that can be brought down to a six-day, keep it in a six-day framework, and I think it will be beneficial to everybody.

I would just like to in closing, reiterate again, that I would like to see that one section of the Act changed, and I hope that when amendments are brought forward in Committee, that the government will give some serious consideration to closing that particular part, which I think is too loose right now, and I think that should be clarified. But I would again like to say that my constituents,

as well as myself, are in favour of a form of Sunday closing; we agree with the bill, except we feel that the one area is too loose. Thank you, Mr. Chairman. Speaker.

**MR. SPEAKER:** The Honourable Member for Lakeside. **MR. ENNS:** Thank you, Mr. Speaker. Just one or two words to support the position just put forward by the Honourable the Member for La Verendrye, but also to indicate to the Honourable Minister, and the Government generally, a shortfall that they have a habit of making from time to time when they suggest to us that a particular piece of legislation is similar to that as has been in practice or introduced in other jurisdictions.

I recall distinctly when the bill was introduced, the Minister introducing the bill, indicating that Ontario, Conservative Ontario, had introduced similar legislation. Mr. Speaker, the Act in force in Ontario is not anywhere near the Act that is being put before us today, it is quite different, it is quite different. And I would hope that perhaps during the Committee stage of the bill we can convince the Minister and the government to, in fact, adopt the Ontario piece of legislation by making the changes which are essentially those that have been suggested by the Honourable Member for La Verendrye. There is a difference, and I just object, Mr. Speaker, from time to time to have somebody tell me that an Act that is being introduced in this Chamber, is the same or very near the same, or in fact identical to legislation that another jurisdiction way, has passed, and in that particularly if it is passed by a good Conservative administration, in another province, then that should pull the wool over my eyes and I should not examine the bill and pass the bill in speedy fashion. Well, Mr. Speaker, this bill before us is not the same as in Ontario. We would be very happy if the Minister would make that change, that amendment, to make it coincide with the Ontario piece of legislation; you would have full co-operation, Sir, from our side of the House in speedy passage of this bill if you decided to do that. Thank you.

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

**MR. DAVID BLAKE:** Mr. Speaker, I beg to move, seconded by the Honourable Member for Virden, that debate be adjourned.

**MOTION presented and carried.**

**MR. SPEAKER:** Bill No. 20. Proposed by the Honourable Minister of Health. The Honourable Member for Rhineland.

**MR. ARNOLD BROWN:** Stand, Mr. Speaker.

**MR. SPEAKER:** Bill No. 21 proposed by the Attorney-General. The Honourable Member for Sturgeon Creek.

**MR. J. FRANK JOHNSTON:** Stand, Mr. Speaker.

**MR. SPEAKER:** Bill No. 22 proposed by the Honourable Attorney-General. The Honourable Member for Fort Garry.

**MR. SHERMAN:** Stand, Mr. Speaker.

### **BILL (No. 26) - AN ACT TO AMEND THE PERSONAL PROPERTY SECURITY ACT AND CERTAIN OTHER ACTS RELATING TO PERSONAL PROPERTY.**

**MR. SPEAKER:** Bill No. 26, proposed by the Honourable Minister of Labour. The Honourable Member for Swan River.

**MR. JAMES H. BILTON:** Mr. Speaker, I stood this for the Honourable Member for Fort Garry.

**MR. SPEAKER:** The Honourable Member for Fort Garry. **PF**

**MR. SHERMAN:** Mr. Speaker, only a brief comment is necessary on this legislation. I've had a chance to study it and to examine the Minister's introductory comments at the time that he introduced the bill for second reading, although I was out of the Chamber that particular afternoon that he did so. I certainly am in sympathy with the principle of the bill; I would suspect that it would make it a great deal easier for apprentices indentured in their trades to be able to receive the kind of trades training they need to receive their licenses and their papers. It would expedite the graduation of a wider number of skilled tradesmen and craftsmen in our industrial community, particularly in the building construction field. I think that is desire desirable. I think also it would have a beneficial effect in terms of of the employment situation in the construction field, in the building field.

The only other thing I would have to say is that in addressing myself to a bill of this kind I would hope that the Minister might be thinking of some rationalizations of apprenticeship and tradesmen's qualifications generally in terms of the time necessary to qualify as journeymen in many trades, particularly in the construction field. That is a subject that I would hope the Minister and his department might be looking at. It seems to me that some apprenticeship and trades training requirements call for possibly a longer period of time than is either desirable or necessary. So I would hope that some thought might be given to a speeding up of some of the time frames necessary for qualification in some fields.

With that one side suggestion to the Minister, Mr. Speaker, I want to assure him of our support for this bill. We would hope it could move forward quickly.

**MR. SPEAKER:** The Honourable Minister of Labour shall be closing debate on this subject.

**MR. PAULLEY:** Yes, Mr. Speaker, I appreciate the remarks of the Member for Fort Garry. I'm glad that the bill is going to be proceeded with. I think that it is well worthwhile. I would not have said anything had it not been for the closing remarks of the Honourable Member for Fort Garry and I want to indicate to him that for about a year-and-a-half or two years I've had a committee looking into all aspects of The Apprentice Training and The Tradesmen's Qualifications Act so I assure him that it is an ongoing procedure. I do hope before long, possibly before the end of this session, to receive that report so that I can take a look at this to see what may be desired by way of a different methodology in The Apprentice Training and Tradesmen's Qualifications Act itself.

**Question put, MOTION carried.**

## **AN ACT TO AMEND THE HIGHWAY TRAFFIC ACT (2)**

**MR. SPEAKER:** Bill No. 30 proposed by the Honourable Minister of Highways. The Honourable Member for Roblin.

**MR. MCKENZIE:** Mr. Speaker, this bill is of considerable interest for many many reasons. I believe two years ago that pressures of suppliers and manufacturers of mopeds were brought to bear on the government and the Minister to see if they would license them and make them legal on our routes and travel areas in Manitoba and of course the government didn't see fit to legislate mopeds at that particular time. I believe they said the reason was they couldn't define them. And then of course last year I think the Honourable Member for Assiniboia, if my memory serves me correctly, brought a resolution before the House on mopeds and the Minister amended that resolution to assure the House that he would be dealing with them in 1977.

So, Mr. Speaker, the Highways Minister under great pressure from buyers and sellers of mopeds has finally reacted to what the needs of the people are and brought this legislation in. And sure, maybe some of the staff in the department are kicking and yelling and screaming and say, "We don't want to come along", because it took them so long to be able to find out a definition for a moped. And it's interesting that the definition here makes rational sense. It's simple. It's a motorized bicycle, small motorcycle with pedals on. And the safety of mopeds and the safety of the operator, no doubt, is of considerable concern to the department and the Minister and I am sure that he can rest assured that we join him in that respect.

It's an interesting thing, this moped. In times now of an energy shortage, it will go I think about 200 miles per gallon and is capable of obtaining a speed of 40 miles per hour or more, so they are fairly fast vehicles. And I wondered why the Minister saw fit to tie them in The Highway Traffic Act with motorcycles and bicycles and why they couldn't have left the mopeds by themselves, being such an economical little mode of travel and maybe not charged a fee at all for the licensing of mopeds. It would have been an interesting experiment for the government for once to see what would happen if somebody qualified and got a licence without having to pay some dollars. So I would hope that maybe in the committee the Minister and the government will take a look and see if it isn't possible for us to licence these simple little vehicles at no cost to the operator.

The mopeds naturally have caused some concern to the police departments but apparently the legislation in other jurisdictions across Canada have assured us that it's a poor man's mode of transportation and they get along very well and they don't seem to be causing any great trouble or anxiety in the other jurisdictions that are using them.

So, with those few words, Mr. Speaker, we'll move the bill along and deal with it in committee and I'm sure there will be other questions raised there.

**MR. SPEAKER:** The Honourable Member for Lakeside.

**MR. ENNS:** Mr. Speaker, I wasn't going to say anything but I was moved to make a few remarks because I have a particular vested interest in this bill that has been expressed to me by none other than my father-in-law, Mr. John Klassen, who may not quite fit the poor man's mode of travel description that the honourable friend from Roblin has described; but it does prompt me to say that this method of travel is increasingly popular with not just the younger generation or younger set but by many of our senior people who find themselves bicycling and cycling now more than ever for health reasons but often find themselves two or three miles removed from their home or origin and facing a stiff wind on the way back need that little bit of help that this motorized unit can provide for them. Or indeed, if their travels take them across some hilly terrain or a bridge. At least, my father-in-law complains that it would be very handy from time to time to have the ability of, which I understand the moped can do, on or off power more or less at will. So if the senior citizen wishes to pedal out to his favourite destination three or four miles through the park but then, perhaps under doctor's orders is told to constrain himself from overly exercising, he can flip his moped energizer on and scoot home safely without too much taxing of his abilities.

So, Mr. Speaker, on behalf of those people such as my father-in-law and others who have waited for this legislation, I am pleased to see the Minister introduce this piece of legislation and he has my avid support. **QUESTION put, MOTION carried.**



**BILL (NO. 35) - An Act to amend The Highway Traffic Act (3)**

**MR. SPEAKER:** Bill No. 35 proposed by the Honourable Minister of Highways. The Honourable Member for Roblin.

**MR. MCKENZIE:** Mr. Speaker, there are many changes in the Highway Traffic Act in Bill No. 35 whereby the Minister of the department and the government now have seen fit to include motor homes under The Highway Traffic Act and slide-in campers.

Mr. Speaker, under the registration plates, permits, and registration of motor vehicles' sections of the Act it is amended to cover in-transit slide-in campers and I wonder the intent of the legislation. It appears that an interim registration sticker will be required or a temporary registration dealer's plate while they're being transferred or transported by a manufacturer to a distributor or a dealer, and I was wondering if the Minister maybe would explain the reason for this type of legislation, Mr. Speaker.

I wonder under the semi-trailer truck section, Mr. Speaker, where the licence plates I believe now shall be attached to the tractor itself itself, if maybe the Minister could explain. Has there been some problems with the trucking industry putting a licence plate on the van and not on the tractor itself? And then of course the other question comes up, Mr. Speaker, if the licence plate is on the truck I'm sure that the police officers or the licence inspectors couldn't see it anyway because of the fact that the semi is tied on to the truck.

The other section there, the qualifications of a motor vehicle inspector is amended. I wonder maybe if it isn't time for the Minister to now put special uniforms on these motor vehicle inspectors so that the man on the street can recognize who these people are, or mark the cars in which they are travelling. They have caused a lot of concern and anxiety amongst people out in the rural areas; I'm not so sure about the city. But under this amendment the motor vehicle inspector is a qualified mechanic and he is engaged in the business of repair of motor vehicles and has had — it used to be five, and now it's down to two years' experience in diagnosing vehicles.

Under the issuance and renewal of motor vehicles, the inspector's licence is amended. I'm not sure, maybe the Minister could explain ' the word "the" I believe is struck out and the word "now" is added, "now upon payment of prescribed fees the Registrar may issue a licence to any person who complies." And I think it's renewed every three years instead of, I believe it's annual at the present time.

Then, Mr. Speaker, we find under the mention of vehicles that farm tractors are now added to the special mobile machines. And while maybe there is need for the farm tractor being defined, and especially with the cabs that they have on them, I was wondering if the Minister could be more specific and give us a better idea of why that change was requested.

Then, the weight restrictions' section. There is an amendment there whereby, Mr. Speaker, municipal by-laws limiting weight subject to the approval of the Highway Traffic Board, I think the Council of a City, or the municipality, or the town, or the village may now by by-law increase or decrease the weight of vehicles that may be driven on any particular highway in respect of their own particular by-laws, instead of . . . I believe in the section before it just said "limited".

The railwaycrossing amendments are rather interesting, Mr. Speaker, where a driver is approaching a railwaycrossing and if there is a Stop sign erected by the railwaycrossing then the vehicle must stop fifteen feet from the nearest rail, in restricted speed areas, but if it is in a restricted speed area then the vehicle must stop fifty feet from the railwaycrossing.

Mr. Speaker, then we moved on into I believe the accident reports' section which is amended, where a report of an accident causing bodily injury to or the death of any person, I think those amendments are in order and that the limit should be increased from \$200 to \$300.00.

The prohibition offences and the penalties' section reads: whereby no person shall register a motor vehicle that is not a truck as a truck. I wonder if the Minister maybe could explain that, as in reading that how could it possibly be for somebody to register a truck that is not a truck. It may be the definition section of a truck would need to be clarified.

Then of course comes the section which the Farm Bureau and other groups have been promoting for some time, and that's to allow persons under the age of eighteen years to operate a semi-trailer truck or farm trucks in a farm operation. I'm sure that the Minister is well aware of the concerns that have been raised by the farming community for some time over it, especially in harvest time, the need for this section to be repealed and farmers included. Some concern was expressed to me this morning by people wondering why only farmers — what about the bulk fuel dealer in the country who faces the same labour problem as a farmer, or the implement dealer? It's the same labour market that they all draw from and they wondered if there was any special status that farmers had above these other people — maybe the Minister would take a look at that in committee when we arrive at it.

The detention section of vehicles, Mr. Speaker, has been repealed here and a peace officer now can detain a motor vehicle with which an offence has been committed for not more than three days but the vehicle may be released sooner if the evidence so provides.

Then, Mr. Speaker, there was the ordering for extending period of detention wherein motor

vehicles could be detained under and the officer may apply to adjust it in order to continue the detention. Those were all-new sections and I'm sure the Minister while in his remarks didn't fill us in on all the details, that he will give us the reasons for the need of the period of extension and the personal property portion that is to be returned.

Those, Mr. Speaker, are some of the things that are of concern. I notice the regulations now are being amended so whereby the noise . . . The Highway Traffic Act was under the impression that they could control certain noise levels under the Act and it appears now that that section has been repealed and they no longer are going to try and control levels of noise.

So with those few remarks we'll move the bill along, Mr. Speaker, and have more questions when we arrive in Law Amendments.

**QUESTION put, motion carried.**

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

**MR. GREEN:** Mr. Speaker, I move, seconded by the Honourable the Minister of Co-operative Development, that Mr. Speaker do now leave the Chair and the House resolve itself into a committee to consider of the supply to be granted to Her Majesty.

**MOTION presented and carried,** and the House resolved itself into a Committee of Supply with the Honourable Member for Logan in the Chair for Consumer and Corporate Services, and the Honourable Member for St. Vital in the Chair for Highways.

CONCURRENT COMMITTEES OF SUPPLY  
ESTIMATES — HIGHWAYS

**MR. CHAIRMAN, Mr. D. James Walding (St. Vital):** We have a quorum, gentlemen; the Committee will come to order. I would refer honourable members to Page 36 in their Estimates Book, the Department of Highways, Resolution 67, Management Services and Engineering, (f) District Offices, (1) Salaries and Wages. The Honourable Minister.

**MR. BURTONIAK:** Mr. Chairman, I am just wondering if it would be agreeable for me to go back and answer a couple of questions that were posed to us on Thursday night, I believe, when we met in this Committee last. If I may, Mr. Chairman, one by the Honourable Meer for Roblin who enquired about the formula for sand and chemical mix and application. The answer is that the rate of application and type of chemical and formula used depends on the air temperature and thickness of ice and also where it is being applied, that is, whether it is on the straight section, the hills, or curves. When 100 percent chemical is used, the application is from 300 to 700 pounds per lane mile and the temperature range could be anywhere from zero Fahrenheit to 30 degrees Fahrenheit. For hills and curves a mix of 100 pounds per yard is used and is applied at the rate of about two cubic yards a mile. For temperatures below zero Fahrenheit a mixture of sand and calcium chloride is used of 200 pounds a yard and applied at two cubic yards a mile.

The other question we took as notice was from the Honourable Meer for Birtle-Russell. He wanted to know about studded tires, if there had been an increase or a decrease in the use of studded tires. The latest information we have is 1975-76. The statistics are the most recent ones that are available. These indicate that the use of studded tires was down 4.9 percent over the 1974-75 period which in turn was down 8.9 percent over the 1973-74 period; 28.5 percent of the vehicles in Manitoba used studded tires in 1975-76. It appears that the use of studded tires is steadily decreasing by that statistic we received.

The other question from the Member for Birtle-Russell was in connection with a purchase of land, the Order for Return regarding property purchased on PTH No. 4. As I pointed out at that time the Land Acquisition Branch is under the Department of Public Works and we accepted the Order for Return and the Land Acquisition Branch is preparing the information now and it should be available very shortly; I would think that I will be tabling that information in the House once I receive that information from the Minister of Public Works.

In regard to the Member for Minnedosa, regarding the bridge PTH No. 24 at Rapid City, tenders are in the paper of Saturday, April 2nd. Contracts will be awarded once tenders are opened provided that funds are approved by the Legislature, which I have no doubt that they will be.

**MR. CHAIRMAN:** Resolution 67. The Honourable Member for Minnedosa.

**MR. BLAKE:** I realized, Mr. Chairman, that the tenders have been called and they close on the 13th or 19th of April. We were all thrilled when we realized the rapidity with which the Minister had let this tender but the people that will be bidding on it tell me that with road restrictions there is no way they will be able to move any material on site until late on in June probably, so it is going to be late in the fall before the bridge is finished in any event. I just wonder about planning. Was this not evident to the department and could they not have got the material on site before road restrictions or something came in?

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

**MR. BURTONIAK:** Mr. Chairman, I am informed that the completion date for this bridge is August and in the usual capable manner in which the Department of Highways operates, we will make sure the material gets there somehow to have it completed by that completion date.

**MR. BLAKE:** Very good. I thank the Minister.

**MR. CHAIRMAN:** Resolution 67(f)(1). The Honourable Meer for Roblin.

**MR. MCKENZIE:** Mr. Chairman, I wonder, would the Minister advise us if all the engineers and the assistant engineers in these district offices are qualified engineers?

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

**MR. BURTONIAK:** The district engineers, yes, I would think so, and the one assistant.

**MR. MCKENZIE:** In every district office the district man and the assistant man is a qualified engineer?

**MR. BURTONIAK:** Yes. I am told that only in one district, our district engineer in that one particular district is not, but other than that they all are.

**MR. MCKENZIE:** Could the Minister advise us which one that is?

**MR. BURTONIAK:** That is in The Pas.

**MR. MCKENZIE:** That is all I have for the moment, Mr. Chairman.

**MR. CHAIRMAN:** Resolution 67(f)(1)—pass. (f)(2) Other Expenditures. The Honourable Member for Rock Lake.

**MR. HENRY J. EINARSON:** I wonder if the Minister could give us a breakdown on Other Expenditures, \$686,000?

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

**MR. BURTONIAK:** Mr. Chairman, when the honourable member says \$686,000, that is somewhat of an increase from \$669,000. I wouldn't want to create the impression that that was the additional expenditures.

**MR. EINARSON:** Oh, I am sorry, yes.

**MR. BURTONIAK:** No, these are increases due to the general rise in the cost of materials, services, travel expenses and office operations.

**MR. CHAIRMAN:** Resolution 67(f)(2)—pass; (f)—pass. Resolution 67(g) Highway Traffic Inspection, (1) Salaries and Wages. The Honourable Meer for Rock Lake.

**MR. EINARSON:** Mr. Chairman, I pose a question for information here — under Highway Traffic Inspection is it in order to question about the road restrictions coming on? I would like to make a comment about this if I may if that is in order under the Highway Traffic Inspection? Where can we question on that?

**MR. BURTONIAK:** I would think, Mr. Chairman, if the honourable member wants to discuss that now we will accept it.

**MR. EINARSON:** Yes. Well, Mr. Chairman, we have a situation weather-wise that is most unusual and the Minister announced road restrictions to go on at 6 o'clock this morning in southern Manitoba where we have had practically nil moisture. The weather is cooling off now, it could be a colder April than we had in March. I was wondering whether or not it was necessary to put on restrictions on some of our trunk highways such as No. 2, for instance, or even No. 3. I would think there would be some difference because in the north you have had considerable moisture and I am wondering whether it is really necessary to bring on road restrictions in the southern part of the province where we have had no moisture to speak of and as a result with the dry soil last fall, the frost penetration would not have nearly the effect on our road system at this time of the year because of those conditions. I wonder if the Minister would elaborate on that.

**MR. BURTONIAK:** Mr. Chairman, I would think that the honourable member knows quite well that when road restrictions are suggested or brought in, they are watched very closely, and although it may seem as though we have had a dry summer and dry fall last year and it is quite dry again this spring, so that one like the honourable member himself is wondering why restrictions should be even considered. The thing is, Mr. Chairman, that each district in the province is watching the deflections on their highways, especially the paved portions, and as soon as there is any indication that these deflections so indicate that there should be some restrictions on the roads, that is when restrictions go in. And in spite of the fact that we may think it is very dry and all that, those deflections indicate that there are going to be breakups, that is the reason why we are doing it. It is very difficult to speculate on these things. When one says that the weather is getting colder and all that, well you know one really can't tell ahead of time. It may be cold for a day or two and then turn mild anyway and again and if you don't put restrictions on early, I think you might as well not have any restrictions at all. That is way the department feels; I would say that is the way I feel about it too.

Now from here on in what happens, we will watch it closely again and there may be a situation where it might be feasible to suggest that we not go any lower than 350 pounds per inch for the tire. This is not policy but we will have to wait and see what happens. If the deflections show we should, we will continue to do this, to bring in the same type of restrictions as we have in the past.

**MR. EINARSON:** Well, Mr. Chairman, I appreciate the comments that the Minister has made, but he made a statement last Friday about road restrictions going on on the highways of the Province of Manitoba to indicate to the people that restrictions are going to be on all roads. I am wondering then, is the Minister allowing any discretion that the engineer of each district will have something to say as to when the restrictions will be put on because I make mention of the very situations that differ from one community to another in the province.

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

**MR. BURTONIAK:** Usually that information comes through the district and you know, if they feel that the conditions are such that restrictions should put on these particular roads within a district, they will so indicate. I did not, by the way, Mr. Chairman, have time to read the various roads or PTHs that these restrictions would apply as of this morning. It does not mean that all highways in the province — primarily asphalt surface treatment, ASTs. There was a list. I didn't bother reading the entire list over but there was a list prepared and those are the ones that are being restricted at this time, but that's not all the roads and highways in the Province of Manitoba.

**MR. EINARSON:** Thank you.

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

**MR. MCKENZIE:** Mr. Chairman, the Manitoba Trucking Association has been in touch with me regarding your inspection system in the province. They say that out-of-province carriers are creating all kinds of hardships on our Manitoba truckers and the inspection department is not

inspecting these vehicles. The system is lax and somewhat weak. I wonder can the Minister give us some idea of how many inspections of out-of-province trucks is being conducted at the various inspection points.

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

**MR. BURTONIAK:** Mr. Chairman, I don't know if it's correct to say that the system is weak. Like anything else of course, there is room for improvement. I think all of us can probably stand some improvement as well. But the latest information that I have — Number of prosecutions in 1976 which is the year we are dealing with in our Estimates, the prosecutions were 2,016; 1,931 corrections, 74 are stayed and 11 dismissed. If you are interested to know the number of fines collected, there were \$127,468 of fines collected and out of these, out-of-province, there were 22 percent. That's dealing with prosecutions. Twenty-two percent were out-of-province people, truckers.

**MR. McKENZIE:** Of those 2,016 prosecutions, what are they. Basically overweight? Is that the majority of them?

**MR. BURTONIAK:** I would think overweight, and perhaps something to do with the axle spacing as well, licence or whatever. It could be a number of things.

**MR. McKENZIE:** I was wondering the identification of vehicles . . . Do all trucks, anything over a half-ton, have to report at these inspections?

**MR. BURTONIAK:** Yes. All trucks must report. That's what the sign says. Now I think the honourable member is probably aware of the situation as well as I am, where there are times people that are driving a half-ton will report and the inspector there may say, "Well, look. Why report? You don't have to report." This has been done. Other times they're called in. I think it does create a bit of a problem for the small trucker. But basically, all trucks have to report to the scales and I would think, maybe when you talk about half-ton trucks, I'm just thinking in my own mind whether or not we should even bother with having half-ton trucks reporting to the scales.

**MR. McKENZIE:** I wonder, Mr. Chairman, if the Minister is considering putting a mark or a name on these vehicles. They were marked at one time and we had an idea of who was the owner of the vehicle and where he came from. But now they are not identified in any way, shape or form. Some of the trucks now are dressed up maybe better than the private automobile. The truck, in my impression, has always had a certain useful duty to perform on a farm or in a business. But now with the trucks that are hauling campers and this type wear in to a new type of a pretty plush truck. Now do all those trucks report that are carrying campers to these inspection stations?

**MR. BURTONIAK:** Strictly for weight. I might point out too, Mr. Chairman, I believe I'm correct in saying that anything over a three-quarter ton truck has to have a name on anyway, for identification. But below that, you don't have to. And I don't think that is a problem.

**MR. McKENZIE:** Can I ask the Minister, does every truck over a half-ton, does he have to display the maximum weight on his vehicle someplace that he is allowed to carry, does it have to be in a prominent place?

**MR. BURTONIAK:** I don't believe so.

**MR. McKENZIE:** It's not displayed anywhere on the vehicle itself.

**MR. BURTONIAK:** No, the only place where it would be shown is on his registration. You don't have to display.

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

**MR. McKENZIE:** That's all I have for the moment, Mr. Chairman.

**MR. CHAIRMAN:** Resolution 67(g)(1). The Honourable Member for Ste. Rose.

**MR. A. R. (Pete) ADAM (Ste. Rose):** I have particular questions on a half-ton. If a half-ton had a camper on it and that was higher than the allowable load, can that be considered an infraction?

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

**MR. BURTONIAK:** As I pointed out earlier, if the truck is pulled in, even a half-ton, and he has a camper on it as you suggest and is weighed and is found that he is overweight, of course, he can be prosecuted.

**MR. ADAM:** So the camper is load. It doesn't form part of the truck once it is attached to the truck. You can buy them as a unit now almost.

**MR. BURTONIAK:** You can buy them as a unit also. There are new types coming out. But those that are not as a unit, that a camper is placed on a truck, that's part of the truck load, it's not truck weight.

**MR. CHAIRMAN:** Resolution 67(g)(1). The Honourable Member for Roblin.

**MR. McKENZIE:** I wonder would the Minister describe for the committee maybe what are the qualifications of a highway traffic inspector?

**MR. BURTONIAK:** Well, I think, Mr. Chairman, perhaps it might be a good idea to take that as notice right now and perhaps I can give that background tonight or next time we meet. **MR. McKENZIE:** I wonder would the Minister advise the committee, how many traffic inspectors are there in the department? I am referring to the ones that are out in the field, those types of inspectors.

**MR. BURTONIAK:** Mr. Chairman, I don't have that breakdown but for the whole of the Traffic

Inspection Division, we have 58 staff man years but I don't have that broken down as to how many in the field.

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

**MR. GEORGE HENDERSON:** Mr. Chairman, when you're talking about traffic inspection are you talking now just about weights or could you talk about anything else in this department.

**MR. BURTONIAK:** I wonder if the honourable member could inform us what he means by "anything else".

**MR. HENDERSON:** One time last year there were inspectors that went out — now I don't know whether they'd be from the Migays Department or the Finance Department, but they were checking vehicles for gasoline, the color of gasoline and they were coming right on to the farmer's yard and into his fields to check these vehicles.

**MR. BURTONIAK:** Mr. Chairman, whatever inspection they were trying to carry out, that certainly was not one of the highway inspections. Those were from Finance.

**MR. HENDERSON:** Well if they were from Finance there's no use pursuing it.

**MR. CHAIRMAN:** Resolution 67(g)(1)—pass; (g)(2) — Other Expenditures—pass; (g)—pass. Resolution 67: Resolved that there be granted to Her Majesty, a sum not exceeding \$8,056,000 for Highways—pass.

Resolution 68, Planning and Design, (a) Salaries. The Honourable Member for Rock Lake.

**MR. EINARSON:** Mr. Chairman, under this section I am wondering has the department any thoughts about, or are they going to continue — I think this comes under the purview of this section here — plans for the developing of a primary and secondary road system. In other words, the maintenance, is that not part of this, or is it the material that is being used. Explain what you mean by "establishes design criteria and plans for the development of a primary and secondary road system which will meet present and future transportation needs economically." Then I think, Mr. Chairman, we talk about railway abandonment and so on, would that be under the purview of this? Do we have to be concerned about the future of our road system?

**MR. BURTONIAK:** That, I would think, Mr. Chairman, in a sense would be quite right to say that.

**MR. EINARSON:** Yes, Mr. Chairman, I think it is very important. What, if any, plans does the department have in regard to the future of our primary and secondary roads? Has the Minister had any contact with the responsible Minister in Ottawa insofar as our transportation system is concerned? What is the future? The way this is worded I would think that this is something that we have to be concerned about, and I am wondering what is the Minister of Highways doing insofar as the road system in this province is concerned? If we are going to abandon some of our railroads we have to have some further input into improving our roads for the heavier traffic that may be borne on those highways. And has he done anything to consult with the Federal Government to probably share some of this cost, because I think transportation by rail is a federal responsibility.

**MR. BURTONIAK:** Well, Mr. Chairman, that is a very broad topic and I suppose we could probably debate this issue for quite some time here in Committee and maybe we should. But insofar as the question on what is the department or the Minister doing in this regard, first of all I want to say that the government as a whole is very concerned about the possibility of some of the branch lines that are being proposed to be abandoned, and we are making every effort to try and stop this abandonment policy that apparently the Federal Government is trying to . . . on us.

We have made a number of submissions at regional meetings as well as other meetings, through the Minister of Industry and Commerce, and myself and other members of government. I think we have stated our views very clearly as to where the province of Manitoba stands, the Provincial Government stands, on the question of branch line abandonment. At the same time we have agreed with the Federal Government, to strengthen some of our highways to carry 110 pounds gross vehicle weights, which we are now in the process of doing. I think this is a five-year program and we are in the fourth year of the five-year program as most of the members know.

Now, in regard to some of the other roads, the province has undertaken on its own to allow for an increase in gross vehicle weights on the remainder of our PTHs, from 74,000 to 80,000. Not all but I would say most of the PTHs in the Province of Manitoba have been put on higher load limits. Now how much more can be done is another question, but I would like to say this, Mr. Chairman, in all sincerity, if we are going to do more than probably what we should, and what I mean by this is simply that if we were to consider the increase of load weights on most of our PTHs, of 110,000 pounds for example, as I referred to the agreement we have with the Federal Government on some of the other PTHs, I would also warn members that by doing that it would be inviting problems. Because I think that the Federal Government would then turn around and say, "Look this road and that road can now carry 90,000 or 110,000 pounds, and therefore, there's more reason why we should abandon this or that branch line." Because if the honourable members attended any of the hearings that were held throughout the Province of Manitoba, when they talk about delivery points of grain, — delivery point A as opposed to delivery point B — immediately they will look — when I say "they" I am talking about the railways — they will look at what kind of road exists between these two points and they will always

refer to a road. Now, if we go ahead and we strengthen or upgrade these roads to carry greater amounts on these particular roads, then I think we are definitely playing into the hands of the railway companies. I am not suggesting that we shouldn't do anything, I think, as I said earlier, we are trying to suggest to the government, to make very strong representation to the Federal Government, the faults and the wrong that would be done by the abandonment of the branch lines' because there is no way, Mr. Chairman, — I think the members will agree — that there is no cheaper way of transporting grain than by rail. Roads cannot — it is virtually impossible to compare because the costs are so much greater for the construction of roads, the maintenance of roads, and actually the kind of loads that can be hauled. You know when you take a diesel train on the railway it can haul an awful lot of grain as compared to even the larger trucks. So that when we look at all these things, that is why I say we are making strong representations to the Federal Government to try and avoid as many of these line abandonments as possible.

Now, I also say and I think we all have to agree too, that some branch lines may have to go. We know that some have been abandoned already, not too many, but some have been abandoned and we can't save them all. I think that many of those that are due for abandonment, that the Federal Government should be taking another look at it and I think that we, as a Provincial Government, are doing everything to do that.

**MR. EINARSON:** Yes, Mr. Chairman, I thank the Minister for his comments and I hope I didn't leave the impression that I was advocating the railway abandonment. I posed the question to find out where is our position and what is our government in the province doing to instill in the minds of the federal authorities that we want to maintain as many of our railroads as possible to avoid the horrendous cost that would have to take place in improving our highway structure if we are going to have to carry an extra load, and that is why I posed the question, Mr. Chairman.

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

**MR. JAMES R. FERGUSON:** Yes, Mr. Chairman. I don't know whether this is the place to ask or not, but I would like to make some inquiries as to what the setup will be at the junction of 1 and 258? Is this the proper section, Planning and Design? The four-lane system going through there. There's a lot of concern on the part of the people there.

**MR. BURTONIAK:** Mr. Chairman, I am told that it will not be what we call an interchange, but there will be a yield, I believe it is. A turning lane with a yield sign. I don't know if that is what the honourable member is asking.

**MR. FERGUSON:** Yes, this is what I am asking, is what the setup is going to be there? It will not be a traffic light, it will be a — what a blinker?

**MR. BURTONIAK:** That decision has not been made, but as I said before it is not going to be an interchange. It is still in the making right now. Mr. Chairman, it is very difficult to answer these kind of questions, I am sure the honourable members appreciate. These are technical questions that we just don't have at our fingertips, but I would think that if the honourable member would give me a note or something I am sure we can answer more fully, even if not now, maybe some time in the next few days. If that is all right with the member.

**MR. FERGUSON:** That is okay, Mr. Speaker, but the reason I am bringing this up, I've got several petitions plus a considerable amount of phone calls and inquiries so I would like to have some indication of what is going to be there in any event.

**MR. BURTONIAK:** Mr. Chairman, I would just like to point out we are taking note of that and we will give the member the information once we get it.

**MR. FERGUSON:** Okay.

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

**MR. BLAKE:** Thank you, Mr. Chairman. I suppose this is the department to bring it up under this section. I wonder if the Minister could give us some indication of what roads the Highways Department has been responsible for on Hecla Island, why they are not involved with the roads say on Black Island. It seems that we have three departments building roads now. We have got Renewable Resources, we've got the Tourist Branch, we've got Highways. I wonder if he would care to comment on — are they designing the highways and someone else is building them?

**MR. BURTONIAK:** The Department of Highways does the survey work for these roads. On Hecla Island we did build that road, and as a matter of fact also some time ago the causeway was also built by the Department of Highways in conjunction with the Federal Government under the FRED program, as I recall.

**MR. BLAKE:** I realize the Minister might have to get this information. I wonder if he could tell me what has been spent on road development on Hecla Island in say the past three or four years. If he had that at his fingertips it would be helpful.

**MR. BURTONIAK:** Mr. Chairman, the road that I say we built, which is under the Department of Highways, was PR 233, which comes from the causeway onto the island. There was four miles which was done just this past winter to the tune of \$950,000 that the Department of Highways spent on PR 233, which leads from the causeway onto the island. But others, Tourism, the Department of Tourism

**MR. BLAKE:** Have you any idea how much Tourism has built?

**MR. BURTONIAK:** I would suggest, Mr. Chairman, that the honourable member perhaps should keep that question in mind and probably deal with that in the Estimates of the Department of Tourism.

**MR. BLAKE:** Further to that, Mr. Chairman, you just let a contract on Hecla for further work on 233 for \$750,000 or \$703,150, eh? That's pretty near \$2 million on roads on Hecla.

**MR. BURTONIAK:** No, no, Mr. Chairman, the honourable member is talking about the same contract that I just mentioned. That is the contract that has already been finished.

**MR. BLAKE:** It is finished now.

**MR. BURTONIAK:** Yes, the total cost is \$950,000 . . .

**MR. BLAKE:** There was an overrun on the . . .

**MR. BURTONIAK:** No, no, the figure you have does not include materials, this includes materials, it's not overrun.

**MR. BLAKE:** Okay. Would that include the tender for gravel at \$79,000 also?

**MR. BURTONIAK:** Right.

**MR. BLAKE:** That was the same tender, so it is \$703,000 plus \$79,885 for gravel hauled to the site.

**MR. BURTONIAK:** Yes.

**MR. BLAKE:** All right. Your department would have planned and designed, or surveyed rather the road on Black Island?

**MR. BURTONIAK:** No.

**MR. BLAKE:** Renewable Resources. **MR. BURTONIAK:** As far as our department is concerned, on the Black Island road, we just surveyed that area, that's all.

**MR. BLAKE:** Would the Minister just care to give us an off-the-top-of-his-head reply to the rumour we hear that it was \$700,000 over the estimated cost?

**MR. BURTONIAK:** On which?

**MR. BLAKE:** On Black Island.

**MR. BURTONIAK:** I am not able because I don't know, we don't have the answer to that question.

**MR. BLAKE:** All right. Is there further work planned for Hecla? Are there any large tenders such as this one coming up for further work on Hecla?

**MR. BURTONIAK:** Not at this particular time.

**MR. BLAKE:** Nothing in this program here, I just haven't gone through it to check it, so . . .

**MR. BURTONIAK:** No, that's right.

**MR. BLAKE:** All right, thank you, Mr. Chairman.

**MR. BURTONIAK:** Mr. Chairman, I'm sorry. When I say not at the present time, as far as the extra work, there may be something on by other departments, by Tourism, but not as far as Highways is concerned, I just want to make that clear.

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

**MR. MCKENZIE:** Thank you, Mr. Chairman. On this Highway Strengthening Program, I wonder if the Minister can advise us what routes, what arteries, provincial trunk highways, or PR roads are being designated in this province as to our future transportation system under this program? Can we have a list of those highways?

**MR. BURTONIAK:** Mr. Chairman, under the Highway Strengthening Program there are no PRs included in that.

**MR. MCKENZIE:** Just PTHs.

**MR. BURTONIAK:** Just PTHs, and I may also point out that the province, the department or the government, did not set out as to which roads ought to be under the highway strengthening. This was done by the Canadian Highway Systems Study, or something like that, which was strictly under the jurisdiction of the Federal Government. They said these were the roads that they would participate in, and there it was. As a matter of fact I might point out that Highway No. 6 was not even included on the list which we fought very diligently to get on the list. So they finally agreed in the final analysis, but the roads that were chosen were not chosen by the Department or this Government, it was chosen by the Federal Government.

**MR. MCKENZIE:** Well is the Federal Government paying the cost of that strengthening program, the total cost?

**MR. BURTONIAK:** They are paying 50 percent of the cost, right.

**MR. MCKENZIE:** Fifty percent.

**MR. BURTONIAK:** Up to \$32 million, which also includes the inflation and so on. But what that really means is that they pay strengthening for anything over and above the 74,000 up to 110,000 pounds. There is no money involved, this program does not involve any money for any new construction whatever, it is on the existing roads under the system, and only for strengthening to bring the load weights up from 74 to 110, they pay 50 percent of that.

**MR. MCKENZIE:** Mr. Chairman, do I understand then that the Federal Government, with this Highway Strengthening Program, that is in all provinces across the west, it is not only Manitoba, it is



the other provinces as well, they are putting up 50 percent of the money and the Province of Manitoba is matching that dollar for dollar, putting up the other 50 percent and yet they will not accept any of your recommendations as to what roads should be strengthened and which ones will give us the transportation system we are looking for into the turn of the century.

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

**MR. BURTNIAK:** No, that is quite correct. I wasn't in on the initial negotiations but perhaps I can check this out. Maybe this is unfair to say at this time but perhaps it was a case where either we bought the package or we don't get participation. I am not sure if that is too strong language to use or not but like I say I wasn't in on the initial negotiations on this, but it appears that way.

**MR. McKENZIE:** The Manitoba Northlands program — that is another federal program of planning transportation routes. What kind of input are we getting from the Federal Government from that program?

**MR. BURTNIAK:** Mr. Chairman, previous to this year, I guess, they did participate on some of the existing roads, any work to be done on the existing roads. I think at the present time they have done away with that policy, I think it has got to be pretty well new construction although we were not all that much involved with the western Northland as far as the Department of Highways is concerned. It is more with the Departments of Renewable Resources and Northern Affairs. But we have had some participation under this program but basically mainly on the existing roads, any improvements on the existing roads which apparently is no longer the policy.

**MR. McKENZIE:** Well, then, our road system is under the jurisdiction of three separate departments, the Department of Northern Affairs, the Department of Renewable Resources and this department. Is that correct?

**MR. BURTNIAK:** Basically that is correct.

**MR. McKENZIE:** The federal dollars then come filtering through your office, or does the Federal Government grant X numbers of dollars to Northern Affairs, X numbers of dollars to Renewable Resources, or how does that money come into the province and how is it allocated out?

**MR. BURTNIAK:** It does not come through the Department of Highways whatsoever. It comes in through a different source and there is a committee that sits on the planning and setting out a program under the Western Northland. We are consulted but we are not members of that committee as such. We are consulted from time to time but these are roads which are basically in the remote areas in the north and so you know we don't participate that much.

**MR. CHAIRMAN:** Order please. In accordance with Rule 19(2) I am interrupting the proceedings of the Committee for Private Members' Hour and shall return at 8 p.m.

**ESTIMATES — CONSUMER AND CORPORATE SERVICES**

**MR. CHAIRMAN, Mr. William Jenkins (Logan):** I refer honourable members to Page 14 14 of their Estimates Book, Resolution 32, Consumer Bureau, Administration (1) Salaries \$582,700. The Honourable Member for Wolseley.

**MR. ROBERT G. WILSON:** Before we pass this section, Mr. Chairman, I wanted to just sort of recap. It indicated to me that the things I was trying to share with the Minister and his administration was some of the thoughts pertaining to the role of the rentalsman and of course the Act he has to impose pertaining to their role with the particular landlords and the Minister has indicated in the media that changes were coming to make the enforcement of certain sections more equitable. The other section — and it's too bad he's not here today — was one in which the Minister became the darling of the press, I guess the Free Press, and was backed up by the Member from St. Matthews. Well, the thing that really bothered me about that was if the Member from St. Matthews could get away with the comments of calling this particular critic a weasel, based on the fact of my 20 years experience in the credit industry, then I had to ask myself if he's going to call me that, what is he going to call the Minister because the Minister himself comes from a credit industry background and his number one man comes from a credit and finance background — Mr. Mason having formerly worked with . . . Finance. His number two man, Mr. Locke, was formerly head of Goodall Rubber Company in town here dealing with credit and repossession and collection work. His number three man, Mr. Maurice Therrien, was one of the credit union pals I talked about who, similarly, was in the credit, collection and repossession work. All of these three top gentlemen in the Minister's department all have the same kind of credit industry background as myself. So if the Member from St. Matthews is going to infer that this critic is a very uncomplimentary name then I'm sure that maybe now the Minister might apologize for him because he is in fact painting him and his staff with the same brush.

I did want to say that, in the Landlord and Tenant Act, the position of the Rentalsman certainly has gone up in leaps and bounds. When the job was first advertised the salary range was \$10,416.00. I see now where Mr. Mason's salary, formerly the Rentalsman, is now \$33,037 ' and Mr. Locke, the present Rentalsman, makes almost \$21,000. So it seems that the position that the Member for St. Matthews didn't put much importance in has gone up considerably in the inflationary spiral.

It's also interesting to note that the very uncomplimentary reporting which appeared in the paper which sided with the Minister and did not take any of my thoughts into consideration. It said, "Mr. Wilson failed to do so." Mr. Wilson did present and read into the record the Penner matter and Mr. Wilson has and will be presenting to the Minister many other suggestions where I have detected a bias on behalf of his staff dealing with small businesses pertaining to debtors and the Minister himself, pertaining to the Rentalsman, seemed to indicate an admission of that in the news media.

It just seems to me to be very unfair to stand up here for two hours and offer very constructive thoughts pertaining to the expenditure of almost \$800,000 in the Minister's Estimates and then to be torn apart by one-sided reporting, because number one, the Minister is completely inaccurate himself because he mentioned that the fees that he charges to collection agencies covers the cost, and that's a very vague statement and the Minister should explain what he means because, number one, he corralled this particular revenue and licensing from the City of Winnipeg. Just a few years ago that responsibility was the City of Winnipeg's. The revenue from that was the City of Winnipeg's and the \$75.00 that the City charged was for a corporate license that covered all the business names under that corporation. But not this Minister, his staff rules that you must pay \$330 per name. Every name you use you've got to pay \$330. So that was the experience that I was talking about.

The Minister corralled this revenue and corralled this so-called cost from the City of Winnipeg and surely the costs haven't gone up from \$75.00 a corporation to \$330 per name. That was my comment pertaining to how it was reported pertaining to the Member from St. Matthews.

I now have in my possession the very article I was talking about where the Member from St. Matthews, under the discussions pertaining to the new legislation dealing with the Landlord and Tenant Act, said that this Act will be the best rental law and the best in North America. He said, "It will attract many intellectual and aggressive Americans." And he says they can now live with some dignity by moving into Manitoba. That, my friends, is the type of bias against landlords and such a pro-intellectual as the Member from St. Matthews is that he could drag his friends like Professor Rogers, who wasn't even wanted in his own country and who the University of Winnipeg soon got rid of — intellectuals, that's all the Member from St. Matthews wanted under this new law. He wasn't concerned about the working man and the discrepancies that had existed in the past. And this is the kind of thing I spent the weekend researching because I was very very concerned that I had come up here with the idea of saying, all right we have got all this money to spend and I've indicated the great jump in the salaries under this department, and I don't know whether the workload has tripled like some of the salaries have, but maybe that is the case, but it just seems to me that I was trying to convey a message that maybe we could gender more consumer protection and less red tape.

So with those few remarks, I basically wanted to indicate that I was less than happy the way the Minister came out being a hero because of the way he had inferred innuendoes by saying, refer to the courts, refer to this, refer to that. He didn't stand up and tell the Member from St. Matthews that even his brother-in-law did collection and repossession work, that members of his staff and himself included were familiar with this type of credit background and this to me is a plus to be able to head up a department that deals in retail purchasing, that deals with door-to-door salesmen, that deals with all aspects under consumer protection. And there's nobody that has bent over backwards since the 1950s and helped tenants and landlords alike in a dispute and I feel as qualified as the Rentalsman sitting there today to be able to adjudicate these type of problems.

So when I stand up to examine the Minister's Estimates for over \$3 million then I feel that my particular knowledge in this particular section is one that I want to put on the record. I want to put it on because I think that I indicated that I was concerned with the amount of credit that people were able to obtain. I was concerned with the amount of interest the banks were charging. I was also concerned with where we are going and the Member from St. Johns said, "Well the stores simply add an extra \$30.00 or \$40.00 on to the cost of the product they're selling to take into — (Interjection)— Well, you said they won't recover a full return anyway, so they mark up their prices to take into account bad credit. So whatever it is I'm not saying that I disagree with you. Maybe that is something. But the point is, isn't it about time we told the public that when you're buying yourself a television set and you wonder why that same television set is \$299 in Grand Forks and it's \$499 in Manitoba, then you better look at the entire umbrella of the problem because maybe part of the problem is that we're just making things too tough for the small businessman to be able to collect his just obligations.

**MR. CHAIRMAN:** Resolution 32(a)(1). The Honourable Member for Fort Rouge.

**MR. AXWORTHY:** Thank you, Mr. Chairman, I certainly don't rise to my feet to pretend I have the same experience or background or qualifications that the Member from Wolseley has in this area of looking at matters of credit. In fact I even come close to bordering on one of those dangerous, at times, one of those dangerous creatures he just mentioned. But I have some questions for the Minister nonetheless and perhaps even some observations for him about the working of the Consumer Bureau.

The first one I really have, Mr. Chairman, arises out of the events of this last winter when the Rentalsman and the Consumer Office was involved in attempting to enforce the application of the Condominium Conversion Act. And it raised in my mind at that time a question about the role that the Civil Servants in the Consumer Affairs Department have, particularly the restrictions that they have in pursuing legislation that is on the books. It seemed to me that what had occurred in that case was an inability, not necessarily one of personal likes or dislikes, but of direction and instruction about the extent to which they are able to prosecute or ensure the enforcement of a particular Act of the government. I know that, Mr. Chairman, in the past I've argued in this house for a system, perhaps of a form of consumer advocacy, where there would be ability to undertake action on the part of aggrieved parties when parts of the Acts dealing with Consumer Protection were not being fulfilled.

Now it is quite apparent that this is not in any way part of the mandate that has been given to officers of the Consumer Bureau to undertake a more positive initiative and, to information giving and perhaps some attempt at mediation, but no attempts at advocacy or support of consumer interest in cases where there has been an abrogation or a perceived abrogation of the Act. And that is not something, Mr. Chairman, I think that is necessary simply because generally consumers who are not organized in any large scale fashion do not have the same resources, legal, and particularly legal resources, sometimes economic resources, to compete with those who can hire them. In this case, while I know there's been some defense of the landlord and I think that probably the Act does bear some review, but what is also true is that many landlords can afford to hire lawyers, consumers cannot, to help protect their interests in these matters. It seems to me that one of the actions of a Consumer Bureau would be to provide for a more progressive and positive application and enforcement of Acts when there appears to be transgression of them.

It seems to me, Mr. Chairman, as a result we have a Consumer Bureau which is relatively weak, almost puny I suppose, in terms of the actual kinds of strengths that you bring to consumer protection. I believe very strongly that the reason we have a Department of Consumer Affairs is to do that, to defend the consumer. I for one don't like the idea that we have a Department of Consumer and Corporate Affairs. I think they are two very distinct interests that are being looked at and I think that the Minister was caught in that area. I have every support of those who attempt to defend corporate interests but I also think that to try and defend the two forces one into a totally ambiguous situation and oftentimes ambiguity simply results in inactivity.

I think that that case was clearly demonstrated in the case of the conversion problem at Regency Towers. It distressed me somewhat, Mr. Chairman, that the apparent mandate the officers of the Consumer Bureau were working under was so limited as to not to provide for the full range of protection that should have been or could have been afforded consumers who were unquestionably confused by the actions being taken by the owner in that case and simply needed more than an

answer and a phone call when a request was made. I think it just simply required more series of positive initiatives in that particular circumstance.

I expect, Mr. Chairman, that the same is true in many other instances that we don't seem to have yet a clear idea of exactly what the defined role of the Consumer Bureau should be. Is it simply information giving? Is it simply to provide for some form of mediation or is it to pursue, advocate the interests of consumers under the different Consumer Acts that we have presently in the statutes? And if so, then I would say that if the last activity is considered to be part of the role then I don't think that role is being fulfilled' certainly not as well as it should be.

So I think what's very important in this case, Mr. Chairman, is that the Minister define for us, very clearly, what is the mandate under which officers of the Consumer Bureau operate and to what degree are they limited or restricted in the enforcement of the consumer laws that are on books so that we have an idea as to whether in fact the Consumer Bureau should be strengthened or at least have its mandate altered to take into account what is considered to be its more legitimate role, which is consumer protection.

**MR. CHAIRMAN:** Resolution 32(a)(1). The Honourable Member for Wolseley.

**MR. WILSON:** I had two small questions under the Consumer Protection Act. I wonder if the Minister could explain the move — what was the desire of the Minister's department? I notice under Section 111(1) that any moneys collected by the credit industry, if they can't find the person who is entitled to receive the money, they are supposed to turn the money over to the Minister. I wonder if the Minister might be able to tell us how much his government collected last year in this way. How much did you receive from the credit industry under Section 111(1)? If I could read it, maybe I could refresh the Minister's. . . It says, "In this respect The Consumer Protection Act makes provision under Section 111 (1) that moneys collected under such circumstances are to be remitted to the Minister."

The second part is, "In the application for employment or for a license, the Minister has a section which deals with a period of ten years" and I wondered if this was not a little long in time. It seems to me, under the Criminal Code, usually after five years a juvenile's record is wiped out. It says here that a person can be refused employment if it should be proved that he has been convicted under any federal or provincial law under this Section or has a criminal record or has been convicted of an offense. It seemed to me to be rather punitive. Under the Human Rights Act you have the ability of people that have judgements, bankruptcies, that are in debt and possibly have a criminal record that are able to work in other industries and I wonder if the Minister might care to comment if he feels this ten year period is too long.

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

**MR. TOUPIN:** Mr. Chairman, could I ask the Honourable Member for Wolseley to clarify his last question please?

**MR. WILSON:** Well, I have before me a Form 1. It's called Application for Licenses as a collection agent in the Province of Manitoba and under section 4, it says, "Has the applicant or any person named in Item 2 of this application and in section (b) been convicted of an offence under any federal or provincial law within the last ten years?" My comment is: Does the ten year period not seem a little punitive?

**MR. TOUPIN:** Well, Mr. Chairman, in regard to the initial comments of today of the Member for Wolseley, I have never considered myself to be the darling of the Free Press. I don't believe that any article that they published on the weekend would justify the comment made by the Member for Wolseley and I'm certainly not in the position to apologize, if apology is desired on the part of the Member for Wolseley from the Member for St. Matthews. If the member feels that he should get an apology, he should seek that apology from the Member that made the comments that were printed by the Free Press.

I've never felt that my background in saving and credit was a detriment to my possible contribution to society whether it be in public, private or co-operative life and I've never indicated that the credit or collection background of the Member for Wolseley would give any adverse reaction to his political actions of today or in the future. I think we're often judged by people who don't really know what they're judging. I think we should, as individuals, be reluctant to judge others and if we are to judge any one or deal with any one, we should deal with them as we like to be dealt with ourselves.

I would like to indicate, Mr. Chairman, that the license fee for collectors is a license fee that, I repeat, that brings approximately \$8,000 in revenue. It's there to just about break even in regard to costs related thereto and here I'm referring to what I said last week in regard to the \$330 fee, so what else can I say? I can't justify a fee of \$75.00 for the City of Winnipeg. I don't know why they had such a fee or if they had less of a staff or related expenses pertaining to administration of such a fee but I'm indicating that the amount that is raised by this section of the department is approximately \$8,000 and covers costs of staff and other expenses.

The Member for Fort Rouge indicates problems pertaining to the administration and the enforcement of the Condominium Act and he put on the record today, as he did a few months before

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the opening of the session, the Regency Towers. The Honourable Member knows of the file that we have in regard to Regency Towers and other blocks that had an intention of conversion. For his benefit, I could bring that file up to date; I don't have it before me now. I happen to believe that possibly there could be more done by our office pertaining to bringing to the forefront the rights of individuals that are tenants, especially when we're told of complaints by tenants. That I see as a role of the Consumer Bureau itself. I think it's basically reacting to complaints by consumers. Unfortunately, and I could relate some of the things we are doing in the urban and rural areas in the province in regard to educational material and courses that are being given in schools and other meetings that are being held to inform as best we can consumers but basically the time spent by our consumer officers are spent in regard to — I wouldn't say fighting fires, but certainly in regard to reacting to complaints and informing consumers of their rights pertaining to the Consumer Protection Act and Regulations.

For the benefit of other members of the House certainly, I would like to quote some of the responsibility under the Consumer Protection Act as passed in 1969 and early 1970 that related to The Consumer Protection Act. The Landlord and Tenant Act was amended by the addition of Part IV. This, as the honourable member knows, changed a law pertaining to residential tenancy and provided for the establishment of the Office of the Rentalsman. The office commenced operation later in 1970. Since inception, the Bureau and the Rentalsman have experienced annual increases in public demand for their services, and I could go into very finite details pertaining to the number of complaints and where the complaints originated from to leave an indication of what is being done.

Some of the recent increases are shown in the tables that I could refer to. Both Acts have been amended as the necessity became apparent. Furthermore, the Bureau has since been assigned responsibility for the administration of The Personal Investigation Act, The Private Trade Schools Act, The Cemeteries Act, Bedding and Upholstery Regulation under the Public Health Act and part of The Hearing Aid Act. The additional responsibilities has increased the work load for the bureau staff. With increasing responsibilities and activities, it has been necessary to increase the staff in each of the offices. In the last three years, however, the rate of staff increase has declined and this can be largely attributed to improved staff capability and performance. The function of each of the offices is basically to receive and investigate consumer and landlord-tenant complaints. These are remedial activities. Equal attention is given to a preventive program. Where citizens are knowledgeable of their legal rights and remedies as well as their social responsibilities, misunderstandings and frustrations can be avoided.

In an endeavour to improve public knowledge and awareness, a comprehensive consumer communications program is being continuously developed and presented through various mediums. The program included some advertising but this has been somewhat curtailed in accordance with the expenditure restraint program. It is not felt that the program has suffered, however, because greater emphasis has been placed on personal contacts and presentation on individual as well as collective basis. The extent to which the services of the division are utilized by the public, demonstrates the value of modern progressive legislation that is relevant to current market practices and products. Eventually the need for other new legislation may become apparent and at that time, appropriate recommendation will be submitted for consideration by the House. In the meantime, the division will continue to function, I believe, effectively with fairness and impartiality for the benefit of all Manitoba citizens.

The Consumer Bureau has responsibility, as I indicated, for The Consumer Protection Act itself, Personal Investigation Act, The Hearing Aid Act, The Cemeteries Act, The Private Trade Schools Act, Bedding and Upholstery Regulation.

I can go into the detailed responsibility and growth in regard to complaints if that is desired by our honourable members. This is quite lengthy but I believe it's information that I can either read into the record or make available to honourable members.

**MR. WILSON:** I wonder if the Minister might tell me if he's still in charge of The Cemeteries Act, does this mean that the high cost of burial in the province is the responsibility of the Minister over there because it does say that the rates charged by the owners are subject to his approval? I wondered if the Minister would care to comment on his duties under this Act.

**MR. TOUPIN:** Yes, Mr. Chairman, it comes under the responsibility that I now . . . Before an increase is authorized, it has to be justified and a recommendation is made. But that doesn't mean that I happen to believe that all costs related to funerals are necessarily at the level that they should be. I happen to believe that funerals could be performed for a lesser cost, possibly by a different method, and I've talked about this quite often.

As an example, in Alberta, they have a system that I believe could be looked at very closely here in the Province of Manitoba where, as an example, a coffin is not sold but leased and it's a temporary coffin. The box itself is dropped and the coffin is leased again. I don't see why this is not being considered in the province here. It's much cheaper and you know, what's the use of burying an

expensive coffin? You know, these are things that could be looked at by the co-operative movement, by private industry, by any group. I don't happen to believe that it has to be done by the Crown.

**MR. CHAIRMAN:** The Honourable Member for Fort Rouge.

**MR. AXWORTHY:** Mr. Chairman, the Minister's reply to the questions I raised indicated that he carries some of the same reservations with the way the Consumer Bureau operates that I have about the kind of role they can play in consumer protection and it does really twinge my curiosity as to what's he going to do about it? He mentioned two specific cases that there was going to be, he felt or should be, a greater activity in terms of the information given about rights that the tenants have in relation to the different Acts, whether it's Condominium or Landlord and Tenant, and secondly, that in the activity related to consumer, I think he was talking about — we got into some of those words I think that can only be drafted by good speech writers, something about "if and when circumstances are appropriate, then recommendations will be made to the House." Well, I would like him to be more specific. What circumstances? Does he think the circumstances now are appropriate for us to review the operation of the Consumer Bureau in terms of its ability to prosecute the interest of consumers, whether through legal means or other means, in a more aggressive way as opposed to simply becoming the repositories for information if and when a complaint is reached?

I can recall, Mr. Chairman, that in the Province of British Columbia when it had a government of the same party that the Minister belongs to, they brought in a very different kind of Consumer Protection Act than the one we had in Manitoba, one that I would suggest is far more progressive than the one we have here — speech writing aside — which did give the Department of Consumer Affairs in that province a capacity to initiate certain actions on behalf of consumers and even moved to the point which I think could be a very important change, would be the initiation of class-action suits. The one thing that we do not have in this case, Mr. Chairman, is the ability where consumers who again are limited by their resources as individuals, when a certain transgression under the Consumer Act is taken, that the ability to take a class-action suit could be a very important means of protection provided that the change of legislation and giving them the right to take that action into the courts. Now, that would put a certain onus on the Consumer Bureau to help initiate and support such class actions.

Again I think, Mr. Chairman, if you consider what the record is if you're interested in consumer protection and not simply having an Act by that name and having a group that gives out some pamphlets every once in a while, if you really are interested in consumer protection, then you have to have things that have some teeth in them, you know, that have some power to it and not simply go through the motions of being a kind of a quasi-educational body or referral agency. Protection does mean that you have to equalize strengths and if there is a case where one group has far less strength than the other, then to my mind, the role of the Bureau should be to equalize those strengths to make sure the consumer is at least afforded the same abilities to pursue their interest as does the corporate side which is the other side of the Minister's jurisdiction which is again I say why I don't think having the two roles in the same department make much sense.

But be that as it may, I would think that perhaps the Minister could indicate to us, based upon his description to us that there may be times when the role and activity of the Bureau should be reviewed and the legislation should be changed, whether in fact he is taking into account or looking at the potential of changing the legislation to allow class action to be undertaken in the protection of consumer interests, whether he sees changing the role of the Consumer Bureau to the more aggressive in enforcement of those rights and, in fact, allowing the Bureau to initiate proceedings when and if it's necessary to ensure the protections are made as opposed to simply it's present information and educational role.

Now that does take the Bureau one very significant step further down the track of consumer protection than what we presently have. I would like to really know what the Minister is doing to make that kind of assessment, whether the degree to which the consumer is presently protected is considered to be adequate, how does he judge that, and if so, what other kind of evaluation is he undertaking to determine whether the kind of changes which I simply raise as suggestions should be looked at?

**MR. TOUPIN:** Well, Mr. Chairman, again, in regard to what is possible by the multi-facet responsibility of the Consumer Bureau itself, there will be legislation, there is legislation now for first reading before the House that will, I believe, certainly rectify some of the problems that we talked about last Friday. I believe that amendments to regulations pertaining thereto, and again we're not in a position to discuss the Landlord and Tenant Act that was introduced for first reading because we don't have the bill before us and I don't think it would be proper to start discussing such amendments, but that certainly would be a way of rectifying some of the problems as I see them.

There have been amendments to regulations in the short while that I've been given the responsibility for this department. There is discussions taking place now pertaining to the subject matter raised by the Honourable Member for Fort Rouge in regard to class action and that the Bureau should commence class actions on behalf of consumers. There is no legal basis at this time for such

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action by the Bureau and I happen to believe that we'd need additional staff people to be able to do this effectively and I can tell the honourable member that it's being considered in regard to advisability but it is not planned in the budget that we have before us that this service would be offered in the year 1977 so that's you know, poor consolation in a sense to possibly those suffering from that lack of service. But again, I believe it's impossible for any bureau, whether it be at the provincial or federal level, to answer all the needs of consumers all at the same time. It has to be phased in. This year was not considered to be the year to increase the amount drastically in regard to the budget of Consumer, Corporate and Internal Services.

I happen to believe that the combination of responsibilities of Consumer, Corporate and Internal Services and even Co-operative Development don't clash with one another. An MLA, certainly a Minister should be flexible enough to deal with problems of many people at the same time and to respect the rights of all of them. That's exactly what a Minister has to do. Civil servants usually working in the consumer section of the department are able to do so while feeling divorced from the Corporate Branch and the recommendations that I receive, as an example, from the Director of the Consumer Bureau, although he can consult with the director of the Corporate sector, usually it is somewhat in isolation of the needs of the other sector so I don't see a conflict. It is not because I presently hold those responsibilities but I believe that it is an acceptable combination, not one that I am willing to recommend a change. On the contrary I recommended a similar arrangement back in 1969.

**MR. CHAIRMAN:** The Honourable Meer for Fort Rouge.

**MR. AXWORTHY:** Thank you, Mr. Chairman. I think the Minister is beginning to provide us with some further amplification of what might be expected in the Consumer Bureau. Let me just raise with him a couple of other questions, that if he now says that the question of class action is being considered, I think the next question is: By whom? Is it simply a matter of internal study with the department itself? Is it being looked at from a point of view of Cabinet discussions? Have they undertaken discussions with different of the private groups, both the Consumers Association, perhaps the legal fraternity, perhaps those in the Chamber of Commerce, they may also be affected? In other words to what degree have you extended the examination of this issue of class action which is an important one to make sure that we have a full weight of opinions being brought to bear on it and it would be very helpful for members of this House to know at what stage there has been or perhaps at what stage the examination of this issue has now reached and is it really a matter of being formulated into a policy proposal that might be considered by the government or is this simply a matter of speculation?

And if so, Mr. Chairman, I would raise a second question which comes back to not a question of spending more money in the Department of Consumer Affairs, but spending it in different ways. That if you in a time of restraint are limited to the number of staff that you can employ, I might suggest to them that the employment would be very utilized in terms of the prosecution of consumer interests as opposed to the supplying of the pamphlet side of the operation which from the experience I have had reaches relatively few people, does not have a widespread circulation, and while I respect the interests of going into schools and stuff and would not necessarily want to deny that, I am wondering again when it comes down to the defining of what the real role should be, whether in fact we shouldn't be transferring the priority more into the enforcement side than into the educational side. And I believe that the range of education that can be done through Consumer Affairs might as easily be handled oftentimes by the private associations working in the field, like the Consumers Association, and that the real activity of the Consumers Bureau would be one of making sure that the laws themselves are upheld strictly and fairly but also making sure that if there are any inequalities that are faced because of the inequality of resources, which is the practical problem, those would in fact be rectified. And I wonder if in fact the Minister has any plans, not only to consider the question of class action, but also to consider re-establishing or restyling the priorities of the Bureau more in the line that I am suggesting.

**MR. TOUPIN:** Well, Mr. Chairman, again I guess it is a question of who is setting the policy and for what reason. First of all the honourable meer is aware that yes, we may feel or reflect an attitude of wanting in this area pertaining to actions by the Consumer Bureau in helping people place and help individuals in regard to class actions, but yet if we look at the Legal Aid system in the Province of Manitoba, it is considered by those involved in service that it exceeds Legal Aid service in other provinces in Canada. Not all provinces, but some provinces in Canada, have a Legal Aid system that is inferior to ours.

I happen to believe that pertaining to the consumer education that yes, we do have to fight hard, we do have to help people in need, but I happen to believe that in helping people prevent problems is the solution instead of fighting fires after the fact. That is why I have accepted to recommend the type of policy that would see to it that an educational system in our public school system would come before this.

What is contemplated here in regard to the class action study, it's internal. By all means we are

discussing same with other departments of government involved and individuals in the industry but it hasn't come to the Cabinet level, say, recommendation stage, yet because we are not ready for this. We are not ready to ask, say, for X number of staff man years and, say, X numbers of dollars for the service and I am not in a position to recommend that we cut off, as an example, \$25,000 in pamphlets from the general public or the school system, to offer this at this time. So that is really where we are at but that doesn't mean that we don't attach importance to what the honourable member is talking about because the study has not started today because he raised it, it was under way and it has been ongoing. I don't exactly know how long but it has been looked at and hopefully when funds become available in regard to raising additional funds or cutting existing programs that this would be one that would be considered to be advisable to look at very seriously.

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

**MR. STEVE PATRICK:** Mr. Chairman, under this item I am somewhat concerned if the Consumers Bureau is doing the job it was supposed to or intended to do when the legislation was passed in this House. I think perhaps our expectations were too high at that time but I am convinced now perhaps much more than I ever was that I am not satisfied that the Consumers Bureau is really informing the general public and it seems that at least our youngsters are not aware of their rights when it comes to consumers' rights. Now I am sure that the Minister can tell us a little more about the kind of calls that he is getting, how many calls he gets in a year, how many complaints are resolved and what kind of complaints he is getting from the people because surely I believe that the consumer should be able to use the Consumer Bureau by phoning and having his complaints rectified. Has the Minister under this department, and I think it is a very important part of his department, the Consumer Bureau, has the Minister enough legislation or has he got powers to issue an order to cease and desist when he knows that there are fraudulent practices going on or somebody is carrying out a fraudulent practice? Can he stop that or does he have to apply to the courts and this may take a long time. I am not fully convinced that what was intended under this legislation, because, Mr. Chairman, in my opinion across the line in the United States their consumer legislation is much further advanced than ours and it is doing a better job and people are more aware of their rights.

We still have to talk about such things as warranty systems that many people have problems with. The problem is, Mr. Chairman, that somehow there may be a feeling that because we are talking about consumer legislation, we are talking about some businesses, we are talking about the free enterprise system. That is not so. I think no one else is hurt more than a good business entrepreneur, than a good businessman, no more perhaps where people lose confidence in the business community when we allow perhaps the type of shady entrepreneurs to cheat perhaps some of our consumers. So the Minister says, "Well, we have increased, maybe ten percent, more calls than we had last year." What kind of calls? And to me, with the population that we have, even the city, the concentrated population that we have in the city, I don't believe that the people are aware really what their rights are and where they can seek help and can they seek help.

Maybe we are not getting through the proper source. Maybe the pamphlets and the advertising material, either it is not working or it is not sufficient. And surely I think perhaps in almost every high school today the students in grade 12 take some kind of course that involves to some extent either business or history courses that involve some kind of consumer legislation. Perhaps maybe you should have some kind of contact with these people. Even I know in — I won't even name the businesses because it has come to my attention this winter, where the people have serious difficulties, / where they have to put a deposit on an article and while they were looking at the article and then after they decided not to buy, they said, "Well, you can't get your deposit back until you make a purchase." Well, I can't believe that after this legislation has been in existence for several years now that we still have difficulties. My question is: Has the Minister got enough power under this legislation here to stop fraudulent practices immediately and if he hasn't, then I think that we should.

Perhaps he could also tell us what is the ratio or his experience in respect to correcting problems where and when he does get calls and the nature of the problems that the consumer has today.

**MR. TOUPIN:** I am sorry to hear that the Member for Assiniboia is not satisfied with the services offered by the Consumer Bureau. That is what he leaves on the record. But I would like to indicate some of the things that have been dealt with over the years — well, not over the years, but as compared, say, 1976 to 1975 — telephone calls as an example, 36,398 as compared to 35,864 the previous year. If you look at toll-free calls, 22,663 toll-free as compared to 2,666 the previous year, so that is pretty close. Office interviews, 2,978 in 1976.

And if we look at the increase in problems dealt with, automotive as an example, in 1975 — 333; in 1976 — 444, an increase of 33 percent. Home improvement, 220 in 1975; 272 in 1976, an increase of 24 percent. Home entertainment, toys, 138 in 1975; 171 in 1976, a 24 percent increase. Appliances generally, there were 91 in 1975; 125 in 1976, a 37 percent increase. Clothing, furs, shoes, personal effects, 61 in 1975; 115 in 1976, an 89 percent increase. Books, subscription record clubs, etc., 135 in 1975; 110 in 1976, a decrease of 19 percent. Trailers, campers, motor homes, 44 percent increase. Home and personal care, 85 percent increase. New homes, house builders, etc., 109 percent



increase. Personal investigations, 36 percent increase. And we go on and on.

The honourable member talks, Mr. Chairman, of student education, which I happen to agree with. There are three target groups here that the Consumer Communication Program is still focusing on. 1. Students in high school, community colleges, commercial schools and universities. (I even speak to schools and universities myself on a regular basis, not only in my constituency but elsewhere.) 2. Young adults and others who are not accessible to the educational system or adult education medium. 3. The population at large with a special emphasis this year to reach rural residents of the province.

If we go at the breakdown, city speaking engagements by people of our department in schools in 1976, 83, as compared to 47 in 1975 with the same staff. Attendance in 1976, 9,438, as compared to 5,385 in 1975. Others, there were 63 for an attendance of 1,600 in 1976. Out-of-city speaking engagements: schools, 83, the same as the city; attendance, 8,497, as compared to 2,594 the previous year. Other engagements out of the city, 4, for an attendance of 36. School pre-contact interviews, number 104. Field trips, 37.

And we could go on in regard to what is being done pertaining to what I consider to be preventive measures, especially with younger people and that is what we have to try and redress for the future.

Warranty protection programs, I happen to believe that a lot of this can be done by private enterprise. It is being done in the house-building industry, as the honourable member knows. It is being checked and rechecked and we meet with the people involved in the home warranty program. I happen to believe that there can be an extension to that program but I would like to see it done directly by them. I don't see the department or any other department of government involved in that type of provision of service. I think it can encompass most of those desires of ensuring and giving a home warranty program but I happen to agree that some of this can be started to some degree in regard to getting associations or groups interested in offering the service but not directly offered by the department itself.

If we look at the consumer protection, Mr. Chairman, in Manitoba as compared to other provinces in Canada and go back to 1969 and look at The Consumer Protection Act then, it was considered to be one of the best in North America. I happen to agree now that we need some amendments and we are bringing amendments in regard to The Landlord and Tenant Act, that will bring up the standard of service to consumers.

If we look at the States, yes, we don't have that many Ralph Naders in Canada or in Manitoba, but I believe that we have pretty astute politicians that are able to bring forward the rights of individuals and this is what is being done here and elsewhere. And you know it is impossible to have it all done in one year when you want to maintain the level of expenditures as it was in 1975-76 unless again that we decide to curtail a program and then turn to a new field. Amendments to the Act can be considered which they are now, whether it be the Act or regulations, but it is impossible to get it done all in one year.

**MR. PATRICK:** Mr. Chairman, the other point that I wanted to ask the Minister, I know he indicated that we haven't got too many Ralph Naders and I don't believe it is the Ralph Naders' I think it is the legislation, and there is the power of class action which we have. The point I wish to ask the Minister: Can a cheated consumer be compensated somehow? Is there a method of a coinaction of a penalty and restitution to the consumer.

**MR. TOUPIN:** For what?

**MR. PATRICK:** Say the consumer is cheated out of money, can he be compensated say through a penalty or redress? Can that be done? Cannot the assets of the one who has fleeced somebody, cannot his assets be perhaps confiscated and part of it be used to . . . or garnishee and pay the person that was cheated?

**MR. TOUPIN:** Well, again we're dealing by certain powers offered to us by the Act itself and if there has been a breach, I'm informed by my Associate Deputy Minister, a breach of the Act in regard to the sale of damaged goods or whatever, the courts can order that restitution be made, it can't be ordered by the Department of Consumer Affairs. It would have to be ordered by the courts.

**MR. PATRICK:** I wonder if the Bureau helps the consumer to go to court and that redress be made.

**MR. TOUPIN:** Well, again, Mr. Chairman, we would not necessarily help them go to court but we would certainly see that they get legal assistance if need be through Legal Aid or through the Law Society or whatever.

**MR. PATRICK:** The Bureau hasn't got the powers now to do that, like some other Bureaux do.

**MR. TOUPIN:** Right.

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

**MR. WILSON:** I'm very pleased to see the complete reversal of the Liberal Party and certainly the Member for Assiniboia when he talks about seeing that they get legal aid and seeing that they get compensation because I think the power should be left in the Attorney-General's department and should be left to the courts and I've often maintained the Consumer's Bureau and that of the Minister is one of preventative and I think that to give many more powers, you might as well have him do the

Attorney-general's job as well.

I am concerned also, I wanted to know if the Minister had been able to find out the expense of his preventative and educational program which is going throughout the school system. I understand it costs about \$2.50 or \$2.35 to mail one of these out to each school.

**MR. CHAIRMAN:** Order please. The hour being 4:30, according to Rule 19(2), I am interrupting the proceedings of the Committee for Private Members' Hour. I shall return to the Chair at 8 p.m. this evening.

PRIVATE MEMBERS' HOUR

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

**MR. GREEN:** Mr. Speaker, I merely want to inform the House that the Minister of Finance is not well and won't be available tomorrow morning and therefore I would like to cancel the meeting of Public Accounts since he is necessary to the meeting and I spoke to my honourable friend, the Member for Morris, and he agreed that we would not be proceeding so I want all members to know that Public Accounts won't proceed tomorrow morning at ten, we'll reschedule the meeting.

**MR. SPEAKER:** Thank you.

RESOLUTION NO. 12

**MR. SPEAKER:** Resolution No. 12 Private Members' Hour. Honourable Member for Fort Rouge.

**MR. AXWORTHY:** Mr. Speaker, I would like to move, seconded by the Member for Assiniboia that WHEREAS the most effective way to renew the downtown core of Winnipeg is through economic upgrading rather than through the construction of buildings; and

WHEREAS the emphasis on any renewal program must be on breaking through the vicious circle of poverty and enabling people on low income to gain a measure of self-sufficiency and respect through employment; and

WHEREAS present provincial efforts are of a make work variety with no long term benefit;

THEREFORE BE IT RESOLVED that the Government of Manitoba consider the advisability of enacting legislation to provide jobs, employment and training of new skills for inner city residents by instituting tax incentives to private employers for the hiring and training of workers from the inner city, with particular emphasis on the unskilled young people.

**MOTION presented.**

**MR. SPEAKER:** The Honourable Member for Fort Rouge.

**MR. AXWORTHY:** Mr. Speaker, in presenting this particular resolution, it really is a companion piece to the one that was presented a week or so ago concerning again the interest in trying to promote the members of this House and the government to take a very different approach to the problems of development, redevelopment and inner city problems, that we have tended to become blinded in a sense by a series of outworn and obsolescent concepts as to what helps communities to renew.

I think the most serious mistake we've made is to assume that the construction of public works and bricks and mortar is a way in which you allow people to generate some sense of well-being and some sense of their own worth. Well, Mr. Speaker, that particular approach has been discredited more times and in more places than I would have time in presenting this resolution to account. It saddens me a great deal, Mr. Speaker, that we are engaged in a prosecution of policies at great expense, great capital expense, great public expense, which will have none of the objectives achieved which I think we all so desperately desire and that is to provide for a major improvement in the life of many people who are living in extreme low poverty in the inner core of Winnipeg as well as many other people in the city and throughout the province who find themselves beleaguered by the problems of unemployment.

In particular, Mr. Speaker, I would like to refer to the problems faced by young people in the job market. We have tended to develop a kind of indifference to the plight of young people — I've heard remarks in this House issued by members of both sides, who seem to indicate that young people today seem to be pampered, over-educated and really not prepared to pull their fair share of the load. Yet, the fact of the matter, Mr. Speaker, is that we tend to deal in mythology more than in reality in dealing with this item. I was pleased to see just about a week ago, perhaps a little bit more than that, the Canadian Council of Social Development, which is a national agency that undertakes to look into a variety of social and economic problems, issued a major report called Youth and Employment which I think dispels many of those myths and brings to light a lot of the present conditions facing young people in the employment market, particularly those living in inner city areas. I think it's important, Mr. Speaker, to recite for members of this House some of the findings of that report.

To begin with, they begin to say that the whole myth of young people being over-educated is just not so, that in fact, while the general level of education has risen to some degree, it shows that the majority of Canadians in the 15 to 23-year-old bracket were not in school and that only 60 percent of those who left the school system got past Grade 10. It furthermore showed and I think that it's perhaps even more critical, that many of those who dropped out of the school system and there's still a great number of them, were the ones who faced the most serious unemployment problems of any group whatsoever in the total population and the same report indicates that the people in the 15 to 24-year-old age bracket had twice the unemployment of those above 24 years old and in some cases, three times of those above 30. So that, when you talk about the unemployment problem in Canada, you are in a large part talking about the young men and women with relatively limited educational

skills who can't get jobs because, in many cases, the jobs that they are capable of fulfilling are no longer available, they are simply not there. It's not a matter that somehow there is a quirk in the market system or anything else, it's just that seemingly we have eliminated the kind of work the people with that kind of training and those kind of skills are able to do. Now, one reason is that we have for a number of beneficial reasons instituted increasingly raises in the minimum wage and I gather all parties in this House have supported that. But one of the side effects of doing that, one of the side effects of bringing up a higher standard of compensation for those who are employed is that you eliminate many of low skill, underpaying jobs — you know, maybe it's sweeping the floor and that kind of thing — but you eliminate those jobs nonetheless. They're simply not there.

A second factor, Mr. Speaker, which is equally important is that the nature of our economic machine no longer requires the same kind of unskilled labour that perhaps was required 10, 15, 20 years ago. There was a time when it didn't take high school diplomas or university degrees to work on the CPR Railroad and there was a great demand for people who simply would use their own labour and, in many cases, acquire the skills on the job. One of the unfortunate things we have acquired in this society of ours, is we have over-credentialed ourselves. You need a piece of paper from some institute to get any kind of job whatsoever and, you know, we have developed a whole profession of personnel managers and tests and skills and so on, primarily based upon what that piece of paper says without taking into account whether the individual has the native innate capacity to acquire the skills on the job. Therefore' what you're finding out is that the job market that used to work in terms of bringing into employment people with low skills, poor education, giving them some training on the job and enabling them to become therefore skilled and then to move up a bracket are no longer available. Those doors are closed, in fact, you don't even get past that first desk. I can recite a number of examples, Mr. Speaker, where people with Grade 8, grade 9 education and sometimes less, will show up and say they want a job clerking, they want a job in an industrial plant and now you have to have a high school degree to do it. Well, that's not necessarily what the skill requires and yet we have established this kind of funny pattern of requiring a tremendous amount of artificial hurdles that people are expected to jump over to get into the employment market. As a result, they don't get in and I think, as the Canadian Council of Social Development points out in its report on Youth and Employment, that the unemployment rate, which is now around seven percent, is closer to thirteen, sometimes as high as 20 percent for those in the age bracket of 15 to 24.

Now, what is even more serious, Mr. Speaker, is that much of the employment that is available to young people is of a part-time transitory nature. It simply is seasonal in many cases and again doesn't allow the individual to get the kind of training on the job that would give them the kind of initial skill to be able to, from that point on, employ themselves more realistically in the market. Now in part that problem has been recognized by government and we have a number of what can only be called make work employment projects presently available. We have the Federal Government's Canada Works Program, the LIP programs, the Summer Employment programs and we have the province now just announcing its Inner City Employment Program and now a new program in the STEP Program and so on. The problem with those, Mr. Speaker, is that they are temporary, short term and really don't provide for the kind of long term continuing requirement to work. They come to an end, they're terminal and neither in many cases do they provide the necessary skills and the training for those skills that are necessary to bring about the kind of ability to maintain oneself in the employment market continually. And what is even more serious, Mr. Speaker, is that oftentimes those make work projects really don't go to the people who most need them and that is those who are least able to compete in the labour market on their own account and therefore there is a number of people who just simply get left behind. The columnists have coined a word called "structural unemployment" to deal with that problem and I think what it really means to say is that we have so organized the labour market that a number of people who no longer fit the criteria of the personnel manager, are simply opted out of it. Not only are they dropped out of the school system, they're also dropped out of the labour market. It is very clear, Mr. Speaker, clear and unequivocal, that those are the self-same people who then end up getting into trouble in the getting into trouble with the different departments of welfare and become, in many cases, scorned and neglected by everyone else. Much of the residue of the social problems that we face in our city are simply because we are not providing the kinds of avenue for employment that should be provided because of the kinds of hurdles that I have enunciated. I simply suggest that neither the approach taken by this government in terms of its public works projects are going to solve that problem . . .

**A MEMBER:** There's free enterprise.

**MR. AXWORTHY:** . . . well, because you know, they are going to take people who are already well within the union structure, who already have their papers, who are already part of it' those are not the people who live in the inner city, who really need that initial economic sort of uplift to get them into the labour market. Nor are we going to help the problem by a successive series of make work projects. I think in many cases the make work projects are designed more to deal with the statistical problem of reducing it somewhat as opposed to dealing with a real problem of saying, "Let's get

people into the labour market, enabling them to work."

And so, Mr. Speaker, the point of this resolution is to indicate — and I think it comes at an appropriate time, prior to the enunciation of a budget so there's still time to incorporate measures like this — to initiate the kind of incentive to enable those of low skill, low education, to get the kind of job opportunity that they need, to bring them out of the present state of limbo that they exist in and to utilize the resources oftentimes of private employers to do that. I would put as evidence the whole notion of the Work Study Program that has been employed successfully in other jurisdictions where in fact many of those who, rather than dropping out of the school system at Grade 8 or Grade 9 or at age 15, in fact work out partnerships between a variety of employers and government so that part of the compensation is paid for in order to provide the kind of employment opportunities and the training that then gives them the ability to get in the factory door, to get inside for the first time which they are now totally incapable of doing because they are prevented from getting that first launch off the pad. The whole point of this resolution is to say: Let's simply divert our priorities; let's take a look at the way we're now spending our money to try to encourage so-called renewal and so-called employment and say it would be much better to employ that same number of dollars in a more productive way and to work out a series of arrangements on the part of employers to do those kind of Work Study on job training programs, to take that unskilled, unemployed person who now ranges at 18 or 20 percent, who compose most of the unemployed who are not able to get jobs through the normal functioning of the market, to bring them into that market.

Therefore, Mr. Speaker, we contend this would be a much more effective approach to one of the really continuing harrowing problems and I simply say, I don't think any government is really facing into the necessity of dealing with that particular sector of our population who really are being discriminated against, not in a racial or social sense, but being discriminated against because they no longer fit our definition of what a worker should be, they don't have the credentials, they don't have the diplomas, they don't have the education and therefore they're deprived of the opportunity. Therefore, under this resolution, we feel that it would compensate for that, it would bring them into the work force, give them the training and also, I think, bring about the kind of employment that would be much longer term in its character.

Now in addition to that particular arrangement, I think, Mr. Speaker, that the nature of this resolution also incorporates the idea that there are a number of jobs in our society that aren't being done, oftentimes because wage rates don't allow doing it. I think of one area where I've done some examination, that there is a tremendous need in our city for repair and rehabilitation work, tremendous sort of lack of people able to provide the kind of small-scale upgrading of buildings — (Interjection)— yes, and older apartment blocks. In many cases, the big construction firms won't touch it because their overhead and their volume . . . . It's peanuts to them, it's small potatoes. So, there is a lot of work done by guys that are moonlighting and many of the smaller firms they get into are doing it in a temporary way. Now what would happen as we've seen in one of the work activity projects, the WHIP project which, as the Minister of Consumer Affairs know I had some involvement with this as he did will be devoid, of employment opportunities for those trainees coming out of WHIP and going in to a private firm doing repairs so he could be paid to make the transition. Now that would provide us, for the first time, with a growing new industry in the city, an industry to repair older buildings, houses, apartment blocks and whatever. We don't have that industry now other than the makeshift fashion. And one of reasons is because there isn't that initial kind of margin that allows the employer to use the kind of unskilled labour to pick some training on the job to acquire that skill. So by this kind of resolution, we could initiate the kind of program that not only will provide employment but would provide an incentive for a whole new industry in effect to go up in the city and then it would simply become self-fulfilling. It would take on its own momentum and it would no longer require the kind of support. And I think if we're talking about uses of government money, there is a much better use of it that way than the kind of make-work projects we are talking about.

So Mr. Speaker, we bring this resolution forward to the House, perhaps for consideration prior to budget night where there's still a chance to do something worthwhile, and particularly at a time where statistics on this report show that the employment problem is primarily an employment problem for younger unskilled people and those happen although it is to be concentrated in a great many cases within the city. That's the way to tackle the problem, is to give people an economic stake in society not by building public works.

**MR. SPEAKER:** The Honourable Minister for Public Works.

**HONOURABLE RUSSELL DOERN (Elmwood):** Well, Mr. Speaker, it's really a shame that the honourable member wasn't here last week because I thought that the members of the House fairly effectively shredded his Resolution 11 and tossed it to the winds. If you look at his two proposals in 11 and 12, there is a . . . I think they're fairly closely related and I read a number of general principles in both of them and then I intend to deal more closely with the number 12. But I think that it has been said in the member's absence, and I say it in his presence, that I think he displays a lack of appreciation or understanding for the British Parliamentary System. He does not trust the elected

representatives of the people. He has little confidence in the fact that the people can choose people to represent them and then for a number of years or months, those people then make decisions on behalf of the people. He wants a different system. He sort of pays lip service to our current system but he wants the people themselves to make decisions for themselves. Now, that's what he says here. That's what he says he wants. But I know what he really wants. He wants himself or certain social animators that he directs or people in his employ who are active in the community to tell the people. The people don't know what they want so they will tell the people what they want and then they will show them how to get what they want which is what these people themselves have imposed on them. —(Interjection)— Well exactly. This is Ternetism which is a deviation, one of those isms that are so current in our times. —(Interjection)— Well, he may be in our party but he is in your pocket. He seems to take direction more from the Member for Fort Rouge or his colleague, Mr. Arenson. Mr. Ternet seems to be shoulder-to-shoulder with those gentlemen and against the government. He has that much in common with them.

The member reminds me very much of his former leader, the Honourable I. H. Asper who, again, didn't really like some of these old traditions that we adhere to like the Member for Swan River who is a monarchist, a man from another era, but nevertheless a man — another century only in his thinking, only in his thinking. But he himself defends the old institutions but the Liberal Party wants to, of course, demolish all of them and they look for their example always to the United States, and nobody knows, Mr. Speaker, more about the United States current trends and fads in political science than the Member for Fort Rouge. Anything that's current in the literature, I am sure he has fed right into this Chamber, and such things as social animators and so on and all sorts of newer things that I'm not even aware of, I am sure, come out of the journals and into the Manitoba Legislature. I say that a lot of this is simply academic nonsense.

You know, Mr. Speaker, all of us got a copy of this publication. I hope that everyone saw it. I have to tell you that I never enjoyed reading anything so much as I did when I got my copy of The Province. I don't know if they're a member of the Weekly Newspaper Association of Manitoba, but I'm telling you that I really enjoyed this from cover to cover. I must admit I haven't read every article. I didn't get to the The Man with an Aptitude for Winning. I'm going to read that tonight. But I did read all the other ones, and let me tell you, I must say that I was rather shocked with the picture of the leader. I won't tell you what I think he looks like in that picture but he doesn't look to be in very good condition. I think he reflects the fortunes of his party. But you know, I want to give you an example of the kind of thinking that the Member for Fort Rouge has, how the party is trying their best to reflect his thinking. There is a young man here who is running in Point Douglas, some young fellow named Marks. . — (Interjections)—

**MR. SPEAKER:** Order please. Order please. **MR. DOERN:** Mr. Speaker, . I somewhere in between want to read you the kind of hard-headed economic thought and political direction of the Manitoba Liberal Party this fellow really I think exemplifies. Now it points out he is only 23 so he is young. I don't want to pick on him but I want to point out what he says and this is the Member for Fort Rouge's thinking perfectly expressed by one of his young disciples. He says he thinks there should be a place, a big store, a place where residents could borrow or obtain grants to fulfil their ideas. — (Interjections)— Well, of course it's their option; it's their option. And he let's say, for example, say a group of Ukrainian residents have an idea for a restaurant. Well they've got the energy and the ambition, the education and all the resources but they don't have the start-up capital. See, they're lacking one thing. Well, they should be able to borrow that money and start up that restaurant and it will employ people. It will give them a stake in their own community. And we could start anything, just whatever our little hearts desire. You name it. We'll go to the government and they'll fund the project. So he says, "For instance they could set up a furniture factory, a boutique, a hair dresser and call it the Scalp Shop." Now this guy has got ideas. Scalp Shop? "We don't need make-work projects that keep you busy as long as the bureaucrats' whims don't change" he says. So you know, there is good liberal thinking. —(Interjection)— Well' anything. Anything at all, anything you want.

You know, Mr. Speaker, are we really going to give the Liberals serious consideration? I mean they have candidates who want big stores, big banks or something set up by the government to fund every frivolous idea that a group of residents can think of. I mean, where is the accountability? You know, monorails. Where is the accountability? Who's going to bail these people out when they blow it? Who's going to see whether they know anything about what they want to take up? Just whatever their little hearts desire. "We're going to go to the government. We don't believe in socialism. Oh boy, we don't want socialism. We just want government money' that's all. We'll take the government money, we'll pay ourselves big salaries, we'll hire a bunch of people, and we'll start a little free enterprise group." Well, Mr. Speaker, I think that's incredible. What about auditing procedures and so on? —(Interjection)— Well, you know, these are the kind of ideas that come out of the Member for Fort Rouge.

You know I have to say that I view with a jaundiced eye, some of the proposals of the members for

the Liberal Party. They have become the party of the people. They're the only ones who care. And that reminds me of the old days when Lester Pearson was Prime Minister and remember the Liberal poster something about "He cares" or "Lester Cares for You". —(Interjection)—

Mr. Speaker, I really find that hard to believe, you know, the Member for Fort Rouge, a political theorist if I ever saw one but a man who's worked for some pretty hard-headed, pretty tough and cynical politicians in his day. He must have learned something from Paul Hellyer and some things from John Turner. Now I don't know what he learned from Hellyer and there is the problem because Hellyer was a Liberal then he set up his own party, then he went for the Tory leadership. I don't know where he is today. But he has bounced around. Then there is John Turner. If ever I saw a guy that I didn't like, that I wouldn't buy a used car from is John Turner. —(Interjection)— You know, Turner, the man, the ultra right wing Conservative who had all those poor little Liberals believing that he was a Progressive, boy if that isn't cynicism, if that isn't an ability to portray an image totally opposite to the fact, I don't know who else could have done as well. And now Big John is flying out to court the Tories, and I think the Tories better be careful because, boy, the Liberals are pretty slippery. —(Interjection)— The Federal Liberals.

So No, not these guys. you know Mr. Speaker, we're confronted with a party, I think, that is in pretty desperate straits. I listened to their leader talk and he says he is going to go out on streets and find candidates. I can just see he is going to walk around. He is going to say, "Hi there. How would you like to be a candidate in the next provincial election?" That's the kind of approach that we're taking. When it comes to designing a program, these ideas that flow endlessly, ceaselessly from the Member for Fort Rouge, that come through this Chamber and so on I think that anything, anything at all that they think will sell, they'll put in. When somebody resigns from the Arts Council, immediately they got a plank for the Arts Council. Anything that they can find, it's in the platform. I think they are going to hand out hand out blanks the next election. "Write your own platform." Because you don't need any principles. You don't have to be a Tory and have some kind of principles, some sort of a philosophy. Anything you want, anything will go. —(Interjection)— I'm certainly, certainly not.

So what really disturbs me, Mr. Speaker, is the fact that the people who are representing the Liberals are giving us one viewpoint one day, and another viewpoint the next day. The Member for Fort Rouge, he says one year that condominiums are really good, they're great, supports his friend and seatmate. Now all of a sudden I remember last year, condominiums were a bad thing. —(Interjection)— Well, if you didn't say it, your friend and seatmate said that condominiums were a great thing and last year you were opposing condominiums because you were worried about conversions. —(Interjection)— Yes. And then I think last year, you were against rent controls. You were against rent controls, supporting the landlords. Now this year, you are supporting the tenants. Mr. Speaker, if I am in error, I would ask the member to correct his position, to explain his two positions on rent controls briefly.

**MR. SPEAKER:** Order please. That's not the procedure. The Honourable Minister. —(interjection)— Order please.

**MR. DOERN:** Well, Mr. Speaker, all I am saying is this, that I have a large department behind me, 1,200 people and only one executive assistant but my honourable friend is more fortunate than I. He has 20 to 30 members of the Urban Institute who are doing all sorts of things, all sorts of interesting research and they're running around in the community also doing interesting things. I don't mind the political research, but the political activity I think is one area that has to be watched. There I think they are skating on thin ice.

**MR. SPEAKER:** The Honourable Member for Fort Rouge have a point of order?

**MR. AXWORTHY:** I have a point of privilege, Mr. Speaker. I would like the member to cite one example of that kind of political activity that can be proven. Or otherwise retract this statement totally.

**MR. DOERN:** I certainly will, Mr. Speaker. You know, here the first example I have, in fact, is this type of a thing. We have an old lady living on Edmonton Street, 82 years old, and so the U. of W. Urban Studies Institute goes out and they are going to challenge MHRC's plans to demolish her home. —(Interjection)— Well, what's political about that? Here's a government agency undertaking a program, and here's a group of students, directed presumably or maybe on their own — maybe inspired is a better word — who are going to engage in political activity, they are going out of the classroom into the community to fight the government. And I say that, Mr. Speaker, that is okay, that is okay on one hand, but I think on the other hand that is a dangerous precedent, and I think that the honourable member would be well advised to reconsider that type of an activity. I think that it is skating on thin ice.

**MR. SPEAKER:** The Honourable Minister has five minutes. The Honourable Member for Fort Rouge.

**MR. AXWORTHY:** Yes, I have a point of privilege again. I would ask the Minister to retract his statement and not simply construe what was an exercise that has nothing to do with politics, and not in . . .

**MR. SPEAKER:** Order please. Order please. There is a difference of opinion that does not constitute privilege. The Honourable Minister.

**MR. DOERN:** Mr. Speaker, all I am saying is that I think that that type of activity is something that I would caution the honourable member about.

Now he comes up with this great proposal, and what really is this great proposal? It is a classic solution put forward by himself in the guise, the guise of new jargon, as if this is something demonstrably new. All it is really is he is suggesting a program whereby tax incentives are given to private employers for the hiring and training of workers from the Inner City. Well this is not a new proposal, this is not something that we haven't heard before. He talks so much about people having an opportunity, of having this great pride in their own system, and the fact that they can establish a business and then sort of be their own employer. What does he propose? He proposes that we give money to all the employers to hire on extra staff. Well, you know, that certainly is beneficial to the economy, it certainly is beneficial to business, and it is beneficial to those people who, in fact, are going to take those jobs, but that is not a new program. The Liberal Party of Canada, in government, and maybe the Conservative Party in government, have been doing that, I think, for decades. So what is all this stuff about new dynamic programs and so on. All that he is suggesting is that you give tax incentives to businessmen and then those businessmen hire other people, and I would defend, Mr. Speaker, easily, the fact that it is a good program to engage in public works activity when you are looking for programs to solve unemployment. What programs does my honourable friend have for solving unemployment in Manitoba? None. He has this little program, and he says that he is not concerned about the fact that there are thousands of people in the construction industry who are unemployed. He is not concerned about that, that there are qualified plumbers and electricians and carpenters and so on, he doesn't want that, he thinks it is rotten for the government to spend money. But what does the government do? What does the government do? The government is building a building, they call a tender and for several million dollars they hire a private firm, and that private firm has its personnel and its workers and so on, and .. those workers go to work. What is wrong with that? You don't think that that is free enterprise. You don't think that that is good for business. You don't think that that is good for people who are skilled tradesmen or good for the general economy. I say it is. It is government money spent on projects and requirements that are seen to be needed, and the money goes to private firms who then direct their flow of forces. Now they say that that is no good. Well I would like to know why? I would like to know whether they oppose things, like the building of the Winnipeg Auditorium in the 1930s when there was a severe problem in the economy, and when a decision was made to put up facilities like that from coast to coast. I think that was an excellent decision.

What is the alternative? The alternative is the sort of Herbert Hoover stuff that we heard years ago. Leave the economy alone, hands off, or only pump money into the business community. Well, Mr. Speaker, I say that the solution put forward by the Liberal Party are couched in the new rhetoric — I'm beginning to sound like the Member for Fort Garry here — they are couched in the new rhetoric, but in fact, they are old solutions and solutions that I think no longer work. Thank you.

**MR. SPEAKER:** The Honourable Member for Fort Garry.

**MR. SHERMAN:** Mr. Speaker, I think that the objective of trying to provide employment opportunities for persons, particularly young persons from the Inner Core, as articulated in this resolution, is an admirable one, but I think that the resolution tends to be abstract and idealistic in its approach to the problem, and I also would suggest that with its emphasis on particular incentives for employers who would be hiring workers from the Inner City, and from the Inner Core of the City, in those respects it tends to be somewhat discriminatory and preferential in its approach.

The critical reality facing us in Manitoba, and indeed in much of Canada today, is the reality of job scarcity for all our people, and certainly for a great many of our young people. Admittedly, those who come from the Inner Core of the City oftentimes suffer from a competitive disadvantage in terms of education and training, but nonetheless the reality of job scarcity, of high unemployment faces our young people generally right across the spectrum. I would not be in favour of a program that essentially provided particular support or particular incentive to employers who were looking in one preferential area of the potential work force for employees at this particular time.

I recognize that in part, the Member for Fort Rouge is getting at a very important requirement in the Inner Core when he stresses the desirability of establishing some kind of program that will lead to the training of new skills among young people in that area. I recognize also that in his allusion to the need for funding and capital that he zeros in on a problem that I think deserves the attention of all of us but it is a specific problem that is only a part of the whole general area that he's addressed in the resolution and I think it's too much to try to approach the whole general area in the way the resolution does.

I think the specific problem on which we could agree is the need for some particular incentive in the help for native people in the inner core who do not have the economic opportunity that a great



many, perhaps most of the rest of us do have. There's no question that there is an extreme shortage, an extreme lack of availability of capital to fund economic enterprises in which employment opportunities could be made available in the core area of this city to persons of native extraction, particularly young people. I think that there is a strong case can be made for a mutual program to be put together by the Minister of Health and Social Development, the Minister of Finance and their colleague, the Minister of Industry and Commerce to develop a program that would make some capital and some funding available to that community so that some of the ideas that people in the native community and the core area of Winnipeg have for enterprises could be given the financial impetus needed to get them started, to get them off the ground and to provide job opportunities for native people in Winnipeg, particularly young native people in the core area of Winnipeg, now so sadly lacking.

But to go beyond that and talk about instituting tax incentives to private employers for the hiring and training of workers from the inner city generally I think tends to get into an area that is abstract, that is idealistic and as I suggested a minute or two ago, could be construed as discriminatory in its emphasis on special preference, because right across the spectrum young people are coming out of our community colleges and trade schools and our universities and desperately looking for job opportunities today and I would like to add my voice to whatever pressures can be mounted for employment, and job opportunity programs generally, not geared simply to one specific sector of the city or of the social community.

**A MEMBER:** Hear, Hear.

**MR. SHERMAN:** What is really needed, Mr. Speaker, to try attack the problem defined in the resolution of the Honourable Member for Fort Rouge, is a healthier economy. That's what we really need is a healthier economy. The key person in this exercise in my view is the Minister of Finance of this province and the Finance Minister of this country. They are the people, with their colleagues, who have in my view the primary responsibility for solving the kinds of problems or at least getting at the kinds of problems articulated in resolutions such as this. Unless our Minister of Finance and unless the Federal Minister of Finance are prepared with their colleagues to provide some incentive for the private sector, to provide some initiative for individual *entrepreneurs* to develop and expand their businesses and their industries, there is not going to be the job creation necessary or the skilled training necessary to provide the opportunities mentioned by the Member for Fort Rouge in his resolution or to provide the general opportunities that we need for our work force and particularly our young work force right across this province and right across this country today.

The situation is worsening and it's those Ministers of the Crown with their colleagues who have that responsibility. So I agree with the Member for Fort Rouge in part. I certainly agree with one or two phrases in his resolution. He talks about the desirability of renewing the downtown core. I go beyond that and say the thing that we desire and requires so urgently in this province today is renewal of the entire provincial economy. And he talks about instituting tax incentives. I say, let's not stop with the kinds of tax incentives for the kinds of reasons that he specifies, admirable as they are. We need tax incentives to private employers all right. We need tax incentives to the private sector right across the board. That's what we need so that businesses will grow and jobs will be created and job skills programs can be launched.

Now to get at the problem in the inner core is a complicated and a subtle one that is not going to be solved by any one approach. One of the things that can be done, as I've suggested, is an approach can be taken by the Ministers of Health and Social Development, of Finance, and of Industry and Commerce, on those front benches opposite, toward developing a funding operation that would make some capital available.

If those honourable Ministers and their colleagues can afford to spend millions on a lake resort at Hecla Island, and if they can give the Minister of Public Works millions to spend on downtown garages and other similar projects, and if we can spend a third of a billion dollars in the field of Health and Social Development, I suggest, Sir, that we can find some few millions to underwrite a funding program to provide capital to help get some economic enterprises started for natives in the core area of Winnipeg and help boost that sector of our economy. Out of that would come' at least, a start on a renewal and a revitalization of the community in our core area.

Along with that is the primary charge that I've mentioned of providing tax incentives, growth incentives, investment opportunities, initiative opportunities generally, throughout the economy by taking the socialist shackles off business and off industry, and that goes for all industry, from the Mining and Resource industries through the agricultural industry, through the insurance industries, through the credit and finance industries and the service industries; right across the economy of this province. Until that's done, the problem is not going to be solved.

So I say that the Member from Fort Rouge, while he has an admirable idea, I think tends to take a somewhat abstract and idealistic approach to a problem which could be solved by some hard business sense and a hard common sense business approach by this government to the health and condition of the economy in our province. If that were done then I think the Member for Fort Rouge

would find some of the potentials for answers to his problem at any rate. At least there would be an opportunity to get started in renewing the downtown core and that means renewing the social community in downtown Winnipeg without embarking on a program as envisioned in his resolution which I think is idealistic to the point where it misses the urgent priority of the day. Let us get our economy revitalized. Let us make it healthy and prosperous and exciting, to build and develop and expand enterprises, business, industries in this province today.

The Minister of Finance can do that tonight. He can do that in the next few days so that when he brings his budget in here, it becomes worthwhile once again for people to come into Manitoba and go into business, to stay in business in Manitoba and to build and expand those businesses. That's where the jobs and that's where the answers to these problems will come from. And in that respect, Sir, I suggest that the resolution before us tends to be idealistic rather than realistic and I would hope the Member for Fort Rouge would accept the suggestion that we have got to build the economic base first, before we can solve these kinds of deep-rooted social problems which are going to require more than just a particular kind of incentive in one particular area of the type specified in this resolution.

So, Mr. Speaker, I would encourage the Minister of Finance and his colleagues to take the suggestion contained in the resolution before us as a take-off point, as a starting point, to think through the economic problems afflicting us and that are hampering this province at the present time. And if they will start by allowing business, and allowing enterprise, and allowing energy to operate and to expand and to contribute, I think we'll move a long way along the path of providing the opportunities for social progress that the Member for Fort Rouge proposes here.

**MR. SPEAKER:** The Honourable Member for Point Douglas.

**MR. DONALD MALINOWSKI:** Thank you, Mr. Speaker. I would like to put a few remarks with respect specifically to the member's resolution relating employment programming for the inner city. I must first comment that I find it very interesting to hear my honourable friend, the Member for Fort Rouge' and also his colleagues in the provincial Liberal Party, talk about the need for special measures to create jobs.

We, on our side of the House, only wish they would make the same agreements to their Party colleagues in the Federal Government. Our government, Mr. Speaker, has been calling on Ottawa to take steps to deal with unemployment for a long time but our concerns have fallen on deaf ears. I would be interested to know if the Honourable Member for Fort Rouge has made a similar presentation to his colleagues in Ottawa and how they answered him.

What is the answer then? Possibly he can explain why the Federal Government has refused to increase job creation measures significantly in the recent years. Why it has refused to reintroduce special capital works assistance for provincial and local governments which might be used in urban development and employment projects' and why it has even cut back on unemployment insurance benefits, something which will surely only contribute to an increase in provincial social allowance costs. At the same time perhaps the member could also explain why the Federal Government has decided not to proceed with its promised program of assistance for urban transit, and why, as well, a planned defence research establishment for Manitoba is now apparently not going to proceed as scheduled either.

Turning specifically to the employment resolution itself, I would first like to know what the Member for Fort Rouge means by economic upgrading in the first clause of the resolution. If home repairs is meant, there is already a Critical Home Repair Program which subsidizes home repair for families now qualified. The government endorses the view that renewal of the urban core requires the vicious circle of poverty be broken through and that people on low income be able to gain a measure of self-sufficiency and respect through employment. This is a very basic of Manitoba government policy in the urban core and it is indefensible for the member to suggest that this policy has not long-term benefit.

Manitoba's unemployment rate has been consistently lower than the national average. It is currently 2.4 percent below the Canadian rate. Much of this difference is attributable to the continued use by this government to direct employment programs to provide employment in specific areas such as the inner city where it is most needed. The Urban Capital Projects Program, the new Inner City Employment Program, the Critical Home Repair Program, and the Neighbourhood Improvement Program, all present part of the overall package which also includes such things as training programs in conjunction with community colleges.

The free provision of health and social services and income redistribution effected through the Property Tax Credit and Cost of Living Tax Credit Programs represent a comprehensive approach to breaking the poverty cycle in the inner city.

Mr. Speaker, with respect to the suggestion of special tax measures to encourage job creation in the inner city, I think, in general, that this position has merit but I would make the following general comments.

The income tax structure is largely defined by the Federal Government. The Federal Government would have to concur in the implementation of such a program. It is far from clear that the tax

measures proposed by the Member for Fort Rouge would result in a significant degree of job creation. It has been our experience that training and direct employment programs can be more sensitive to the needs of individuals.

In a general way, there seems to be something offensive about a proposal to brand inner city residents as people set apart for corporate tax purposes. It is our view that the private sector has a responsibility to the community in which they operate. Surely, tax incentives should not be required to induce them to exercise that responsibility.

Mr. Speaker, for all the above reasons it is our view that the resolution as put forward by the Member for Fort Rouge is not acceptable and therefore, Mr. Speaker, I beg to move, seconded by the Honourable Member for St. Vital, that the resolution be amended by deleting all the words after the first "Whereas" in the first line and by substituting thereof,

WHEREAS unemployment is a serious national problem affecting both urban and rural areas in all regions of the country; and

WHEREAS national forecasts indicate that this problem will worsen in the months to come without action by the Liberal Federal Government; and

WHEREAS the Liberal Federal Government has not acted in an adequate and effective way to establish new programs to create jobs;

THEREFORE BE IT RESOLVED that all parties represented in the Legislative Assembly of Manitoba join in calling on the Liberal Government of Canada to announce new measures as soon as possible to deal with the unemployment problem now facing all regions of the country.

Thank you, Mr. Speaker.

**MOTION presented.**

**MR. SPEAKER:** The hour being 5:30 I am now leaving the Chair. The honourable members will be able to discuss this motion at our next sitting of Private Members' Hour. The House will reconvene at 8 p.m. in Committee of Supply.