

THE LEGISLATIVE ASSEMBLY OF MANITOBA

2:30 o'clock, Monday, March 21, 1966.

Opening Prayer by Madam Speaker.

MADAM SPEAKER: Presenting Petitions
 Reading and Receiving Petitions
 Presenting Reports by Standing and Special Committees
 Notices of Motion
 Introduction of Bills
 Orders of the Day

MR. GILDAS MOLGAT (Leader of the Opposition) (Ste. Rose): Madam Speaker, before the Orders of the Day, I wanted to address a question regarding flood matters but I didn't see the Minister; but I notice the Minister of Agriculture coming in now. I wonder if I might just wait until he reaches his seat.

Madam Speaker, I have had a complaint regarding the snow that is being dumped on the river. Apparently this practice is continuing from the street clearing and I have had a complaint from some people who indicated this might have some problems of flooding. I wonder if the Minister could clarify whether it is being continued, and whether it can cause additional problems.

HON. GEORGE HUTTON (Minister of Agriculture) (Rockwood-Iberville): Madam Speaker, this is not the first inquiry I have had respecting this practice; many people who have watched this and see this happening are concerned about whether this practice would impede or restrict the flow of water. I have checked on a number of occasions with the engineers and they assure me that this practice in no way endangers the situation in respect to flood waters. Apparently this snow, the minute we have any current in the river at all, or movement of water, the snow will slough off and be gone from the channel.

MR. MOLGAT: I thank the Minister for his answer. I realize that this had been brought up earlier. The questions come back to me now because the river is still not breaking up, and with the water coming from the south there was some concern that it might, in fact, as we are getting closer to it, be a problem.

ORDERS OF THE DAY

MADAM SPEAKER: Address for Papers standing in the name of the Honourable the Member for La Verendrye.

MR. ALBERT VIELFAURE (La Verendrye): Madam Speaker, I beg to move, seconded by the Honourable Member for Carillon, that an humble address be voted to His Honour the Lieutenant-Governor praying for copies of: 1. All correspondence between the Government of Canada and the Government of Manitoba, since 1960, with regard to the proposed Spruce Woods Provincial Park. 2. All requests from the Government of Manitoba to the Government of Canada for permission to table the above documents.

MADAM SPEAKER presented the motion.

HON. STERLING LYON Q. C. (Minister of Mines and Natural Resources)(Fort Garry): Madam Speaker, we would be happy to accept this question subject to the usual reservation concerning approval from the other government.

MADAM SPEAKER put the question and after a voice vote declared the motion carried.

MADAM SPEAKER: Order for Return standing in the name of the Honourable the Member for St. George.

MR. ELMAN GUTTORMSON (St. George): Madam Speaker, I move, seconded by the Member for Gladstone, that an Order of the House do issue for a Return showing the amount of money committed to pre-season bidding over and above the current year's program, by the Department of Public Works for highway construction at September 30, December 31 and March 31 of each year since 1959.

MADAM SPEAKER presented the motion and after a voice vote declared the motion carried.

MADAM SPEAKER: Order for Return standing in the name of the Honourable the Member for Gladstone.

MR. NELSON SHOEMAKER (Gladstone): Madam Speaker, I beg to move, seconded by the Honourable Member for St. Boniface, that an Order of the House do issue for a Return showing details of all purchases of property in the Oak Lake Project area and Pipestone Creek area, showing in particular: 1. The legal description and location of property. 2. The name

(MR. SHOEMAKER, cont'd) . . . and address of persons or corporations from whom purchased. 3. The date of purchase. 4. The amount paid. 5. By whom legal fees were paid. 6. If paid by the government, the amount of the legal fees and the persons to whom paid. 7. Whether the purchase was by negotiation or expropriation.

MADAM SPEAKER presented the motion and after a voice vote declared the motion carried.

MADAM SPEAKER: Order for Return standing in the name of the Honourable the Leader of the Opposition.

MR. MOLGAT: Madam Speaker, I beg to move, seconded by the Honourable the Member for Ethelbert Plains, that an Order of the House do issue for a Return showing the amount paid for electricity purchased from the Hydro-Electric Power Commission of Ontario, and the Saskatchewan Power Corporation for each month in 1960, 1961, 1962, 1963 and 1964 and to the month of March, 1965 inclusive, as shown in Returns to Orders of the House No. 8, dated March 12, 1965 and No. 68, dated May 4, 1965.

MADAM SPEAKER presented the motion and after a voice vote declared the motion carried.

MADAM SPEAKER: Order for Return standing in the name of the Honourable the Leader of the Opposition.

MR. MOLGAT: Madam Speaker, I beg to move, seconded by the Honourable the Member for Lakeside, that an Order of the House do issue for a Return showing: 1. The number of Crown land hay and grazing permits that have been terminated or not renewed by the Department of Mines and Natural Resources, in the past 24-month period. 2. The number of non-renewals in the Interlake and Westlake areas and the legal description of each parcel. 3. The reasons for refusing to renew hay and grazing permit applications in each of the above cases.

MADAM SPEAKER presented the motion.

MR. LYON: Madam Speaker, we would be happy to accept this question if my honourable friend would give consideration to more generalized information, or if he could assist us by giving us specific acreages or legal descriptions that he is interested in. Members will recall, Madam Speaker, that the same question, or close to the same question, was put last Session, I believe, on the 29th day of April, approximately a week before the House adjourned, and there was some debate at that time on Page 1982 of Hansard wherein I made the same reservation with respect to the then Honourable Member for Brokenhead, with respect to this question.

We could accept the question in the form in which it presently appears but to do so would require the hiring, I'm told by the Director of Lands, the hiring of extra staff who would have to be put to work for several weeks to comb each file. Now if that is what is required that can be done. On the other hand, if my honourable friend could be more specific, or if he would be satisfied with more generalized information on the state of leasing, we would be only too happy to give him that information, and I'm not really saying we won't answer but I'm rather seeking his advice as to what kind of information we could give him without putting into turn all of this extra help and weeks of combing through each individual file. I should mention that there are something like 3,000 separate leases, and there are, I can't tell you the number of permits, so he gets some idea of the magnitude of what we're involved in.

MR. MOLGAT: Madam Speaker, I have no desire - no one else wishes to speak, I presume - I have no desire to involve a great deal of work in this, and I would be prepared if the Minister can supply me with whatever is available as far as they can go at this time, and if I find that I need further information, then I would be prepared to put in a further order giving more details as to what I would require. This is an order that was placed last year so I presume that the general information would be available very soon. If that is so then I can proceed and prepare further questions if need be.

MR. LYON: . . . the House, Madam Speaker, we would be quite happy to accept the order on that basis as outlined by the Leader of the Opposition.

MADAM SPEAKER put the question and after a voice vote declared the motion carried.

MADAM SPEAKER: The adjourned debate on the second reading of Bill No. 7. The Honourable the Attorney-General.

HON. STEWART E. McLEAN, Q.C. (Attorney-General) (Dauphin): Madam Speaker, may this item stand?

MADAM SPEAKER: The adjourned debate on the second reading of Bill No. 53. The Honourable Member for Rhineland.

MR. McLEAN: Madam Speaker, in the absence of the Honourable Member for Rhineland

(MR. McLEAN, cont'd) . . . perhaps the House would agree that this should stand unless there is some other member wishing to speak.

MADAM SPEAKER: Any other member wishing to speak? Agreed to stand? The second reading of Bill No. 34. The Honourable the Minister of Labour.

HON. OBIE BAIZLEY (Minister of Labour) (Osborne) presented Bill No. 34, An Act to Amend The Gas and Oil Burner Act, for second reading.

MADAM SPEAKER presented the motion.

MR. BAIZLEY: Madam Speaker, the object of the amendments to The Gas and Oil Burner Act are to include liquified petroleum in the definition, and permit us to establish regulations as laid down by the Canadian Standards Association governing the storage, distribution and dispensation of liquified petroleum. At the present time it is just under The Gas and Oil Burner Act and not as a separate gas.

MR. STEVE PATRICK (Assiniboia): Madam Speaker, I beg to move, seconded by the Honourable Member for Portage la Prairie, that the debate be adjourned.

MADAM SPEAKER presented the motion and after a voice vote declared the motion carried.

HON. GEORGE HUTTON presented Bill No. 56, An Act to amend The Noxious Weeds Act, for second reading.

MADAM SPEAKER presented the motion.

MR. HUTTON: Madam Speaker, these are in one sense minor amendments. It's a spelling out, or a closer definition of what is meant by expenses. It provides authority for the inclusion of part of a Local Government District in one of the weed control units and for the raising of money in that part of the district that is included in a weed control district. It also gives the local authority, either the joint committee of a weed control district or the municipality, authority to require any person who brings in a harvesting machine into the weed control district, requiring him to present the machine for inspection.

It also gives them the authority to charge that individual a fee for such inspection. This can be fairly important to some of the weed control districts where they have had a long history of trying to fight something like leafy spurge, and where they're expending substantial amounts of money to try and eliminate the existence of some of these very difficult weeds. They feel that they should have this authority to try and cut down the spread of these weeds through making sure that machines that are travelling back and forth between weed control areas are properly cleaned and not spreading such things as leafy spurge around the country.

MR. DOUGLAS L. CAMPBELL (Lakeside): Madam Speaker, I move, seconded by the Honourable Member for Ethelbert Plains, that the debate be adjourned.

MADAM SPEAKER presented the motion and after a voice vote declared the motion carried.

MR. McLEAN: Madam Speaker, I move, seconded by the Honourable the Minister of Highways, that Madam 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.

MADAM SPEAKER presented the motion and after a voice vote declared the motion carried and the House resolved itself into a Committee of Supply with the Honourable Member for Winnipeg Centre in the Chair.

COMMITTEE OF SUPPLY

MR. CHAIRMAN: Department of Highways.

MR. McLEAN: Mr. Chairman, before we begin with the Department of Highways, we have a problem that I would like to bring to the attention of the members. It had been agreed and announced the other day by the Honourable the First Minister that, following Highways, the committee would deal with Public Works, Executive Council, Treasury, Legislation, Municipal Affairs, Provincial Secretary, Labour, Welfare and so on. Unfortunately, the Honourable the First Minister is ill today and he is involved in the next three departments that would follow the Department of Public Works. The Minister of Municipal Affairs is required by reason of a commitment, and he didn't know of course of the illness of the First Minister - that is, that has arisen suddenly - the Minister of Municipal Affairs is committed to an engagement which requires him to leave the Chamber shortly, and I find also that the Provincial Secretary is absent from the city. Now, I am wondering if the committee would be agreeable - I have no way of knowing how long it will take on Highways and Public Works - if it would be agreeable if following that, assuming that that were completed before 10:00 o'clock this evening,

(MR. McLEAN, cont'd) . . . if the committee might then proceed to the Department of Labour and to the Department of Welfare, if that kind of progress were made. Now I recognize that this is not in accordance with the arrangements that were made and that everyone anticipated would be the sort of order of proceeding.

MR. GUTTORMSON: Mr. Chairman, due to the circumstances outlined by the House Leader, we would be prepared to accept the arrangement offered by him, to go into Labour and then followed by Welfare. Could the Minister indicate how long the First Minister is likely to be away or is that . . .

MR. McLEAN: No, as a matter of fact, he was in the building this morning and just came to me about 11:00 or 11:30 to tell me that he was ill and had to go home.

MR. S. PETERS (Elmwood): Mr. Chairman, my Leader was also in the building and we had to send him home and we don't know when he is going to be back. As a matter of fact, I talked to his wife a little while ago and she said he might have to be hospitalized at this time, so any arrangements that can be made to facilitate the business of the House, we are quite agreeable to because we haven't done any work up 'til now anyway.

MR. CAMPBELL: I notice, Mr. Chairman, that our Leader has just left the House. I presume he is making it unanimous.

HON. WALTER WEIR (Minister of Highways) (Minnedosa): Well, Mr. Chairman, it's a pleasure for me today to have the opportunity of introducing into the House the Highway Estimates, the first time in my capacity as Minister of Highways since the Department was split last year, and I am looking forward to the discussions that we will be having very much.

I think before I proceed into a short statement, Mr. Chairman, that I would like to acknowledge the work that has been done by the staff of the Highways Department over the past years, and in particular the last year, when they had their normal obligations as well as the administration of the new system of roads which was taken over at the first of last year, and as good fortune would have it, the weather wasn't the kindest to us or other people in the Province of Manitoba as far as roads and their construction and maintenance were concerned, and I do appreciate the work and the extra effort that they have made in that regard, as well as the extra work that I know they went to during the weather conditions that faced the people of Manitoba over the New Year holiday weekend and again during our big blow.

I would also like to pay special tribute, Mr. Chairman, to the Deputy Minister of Highways who I think, as we are all aware, has been hospitalized since last October. We all hope that as time goes on he will be able to make as full and complete a recovery as possible, but I do think that I would like to indicate that his presence is sorely missed in the Highways Department, and he is a person who, in his connections with all of those people that he has bumped into and done business with since - well I guess going back to about 1928 - leaves a chain of good friends and mutual respect that is something that could be envied by any of those that are now in the department and any of us that are in this House. And I want to indicate my appreciation of his past service and my hope for as full and speedy a recovery as can be accomplished.

Mr. Chairman, the provincial highway program for 1966 and '67 - which is being distributed, I believe, to the House immediately if it hasn't been distributed - anticipates an expenditure approaching \$25 million. There's a carry-over from last year's work of approximately \$5 million; recoveries from the Government of Canada and from the Board of Transport Commissioners is expected to be about \$2 million. It is estimated that there will be a further expenditure of \$3.8 million to upgrade the system of new provincial roads. The carry-over of work into the years 1967 and '68 is expected to be about \$7.5 million.

The highway program contemplated for the 1966 construction season is, I believe, an ambitious one. A major advancement toward improved highway travel will be the hard surfacing of all remaining gravel portions of the provincial trunk highway system south of the Trans-Canada Highway and also of the trunk highways east of the Red River, with the exception of about 20 miles of Highway 15. With the completion of the 1966 program, all gravel sections - 160 miles in total - will be completely eliminated on Highways 12, 13, 21, 22, 23 and 34, and most of the remaining gravel mileage of trunk highways will be chemically treated this summer to control dust.

The important job of four-laning the Trans-Canada Highway from Headingley to west of Portage la Prairie will continue in 1966. Contracts have now been awarded to complete both the new grade and concrete pavement up to the east end of Portage la Prairie by this fall. And the bypass itself - one contract has been let to date for constructing the embankment for the

(MR. WEIR cont'd) . . . various roadways and ramps of the east terminal interchange. The bypass proper and the west terminal interchange will also be graded this year and a good start will be made on all grade separation structures that are required. Grading of an additional two lanes from the west end of the bypass to the junction of Highway No. 4 has also been scheduled for the forthcoming season.

Development of the perimeter highway around Metropolitan Winnipeg is also proceeding at a rapid pace. In 1965 the remaining two lanes of concrete were laid between Highway 75 and Wilkes Avenue. This year, the last two lanes from No. 1 East to St. Mary's Road will receive concrete pavement. Thus, by fall, traffic will be able to move on a continuous four-lane divided highway between Trans-Canada East and Trans-Canada West.

Also scheduled for 1966 is a start on a cloverleaf interchange at the intersection of the perimeter highway and Portage Avenue. On the north side of the perimeter, in 1965 concrete pavement was placed on four lanes between the Red River and Highway 8, and on two lanes between Highways 8 and 7. This year, two lanes will be paved from Highway 7 all the way around to the existing concrete at Assiniboia Downs. Completions of this work will provide a paved connection between Highway 59 on the north to Portage Avenue on the west.

The reconstruction of Highway 59 between the Trans-Canada and the north perimeter highway had been scheduled to start in 1965 but was delayed until certain technical difficulties could be resolved. It is anticipated that these difficulties will be overcome shortly and that work will proceed rapidly. When this project is completed, Highway 59 will connect Highway No. 1 and Highway No. 4 East with a divided four-lane facility.

It has also been planned to commence the building of two interchanges on Highway 59 this year: one at the perimeter Highway and one at Highway No. 4.

The 1966 highway program anticipates commencing construction of a bridge and causeway across Lake Manitoba narrows. Interpretation of aerial photographs of several possible locations for a road to connect Lynn Lake with Manitoba's road network are presently being carried out. J. D. Mollard and Associates of Regina, specialists in this field, have been engaged for this work which is progressing quite well. We are continuing to press the Government of Canada to assist us in work of this nature by an extension of the "Roads to Resources" agreement with special assistance under similar terms and conditions. I cannot at this time report any degree of success but I am hopeful that the federal authorities will recognize the national contribution of projects of this kind and accept their fair share of responsibility.

In addition to these major projects which I have already mentioned, the 1966 program before you indicates continued progress in the improvement and expansion of our highway facilities throughout the province. During the past year Highways Department personnel experienced the full impact of their new responsibility: the 7,300 mile provincial road system. In spite of poor weather conditions, considerable work was initiated in 1965 to fill in the gaps and upgrade the system generally. More improvements of this type are scheduled for 1966.

Many miles of provincial roads were signed with route markers in 1965 and every effort will be made to sign the remainder of the system this year. Completion of this work will enable motorists to travel with greater confidence on provincial roads. The installation of regulatory signs for traffic control and warning signs for hazardous conditions is almost complete, and most of the places along provincial roads have already been signed.

St. Vital Bridge and expressway system, a joint project of the Province and the Metropolitan Corporation of Greater Winnipeg, was opened to traffic in December. The new facility provides a direct route to downtown Winnipeg from St. Vital and Highway No. 1 East.

The Province has approved participation in the Metropolitan Corporation's 1966-67 capital street program and has budgeted \$3 million for this purpose. Besides the capital grant, the Province will pay an additional \$680,000 to the corporation in 1966-67 for the maintenance of traffic lanes on the established metropolitan street system. A new highway map for 1966 is being prepared and should be ready for distribution at the beginning of the summer tourist season. All provincial trunk highways and provincial roads, over 11,000 miles in total, will be identified by route number on the new map, and the northern portion of the province will be extended to show Churchill.

Now Mr. Chairman, that winds up the few remarks that I wanted to make on the introduction of the Estimates. I will be happy to provide any additional information that I can to any of the members of the House as we proceed through the Estimates.

MR. M. N. HRYHORCZUK Q. C. (Ethelbert Plains): Mr. Chairman, I would have liked to have a little more time to compare the schedule given to us just a few moments ago with last year's work, but I could do this I believe at a later date. However, Mr. Chairman, it appears to me that the efforts of this Committee are somewhat wasted. The Committee sits for the purpose of approving a program that the government puts before it, and without this approval they couldn't go ahead with their work. They must have the approval of the Legislature. I have noticed for quite a number of years now that the schedule that is given to us yearly does not represent the work that will actually be done in the coming year, and we often find quite a number of repetitions and changes from year to year. Just glancing at this briefly I see one or two things here that I could point out as to what I mean. If we look back at our 1965 - 66 schedule that was given to us by the Minister at the last session, we will find that we had on that schedule a Dauphin bypass of three miles, acquisition of right-of-way. Looking at this year's schedule, that bypass, the completion of it, doesn't appear. Whether they had difficulty in acquiring the land or whether they didn't acquire it I don't know. You would think that they would do all this work progressively, but it doesn't seem they do.

Now following that we have number 5, PTH No. 10 to Gilbert Plains, 8 miles, 2nd lift construction gravel and calcium. To my knowledge this hasn't been done. If I am wrong I stand to be corrected. Now it appeared last year; it doesn't appear this year.

Now if you omit enough items out of a proposed schedule, and you ask for appropriations to do that work, then what do you end up with? You'll end up with a surplus at the end of the year because you haven't spent the money that you've appropriated for it. I just wonder whether that isn't one way of obtaining a surplus at the end of each year.

Again I see - and I just noticed these in the last few minutes; there may be many others here - again I see on No. 10, for example, all there was in last year's was the Ethelbert bypass, and I'm glad to say that that part of the work was completed and I see that further work on this bypass will be done, but what I'd like to stress, Mr. Chairman, without having the time to compare these two schedules (that's last year's and this year's) is the fact that when the government comes before this committee with a certain program, it should be carried out. I believe that we have -- for example, No. 20 in last year's program, from Dauphin Beach to Dauphin. I don't know whether it's in here again or not, I haven't gone that far into this schedule; but that was quite an expensive piece of work and it wasn't done. In fact, it was started but I don't think that more than just four or five days of work was done on it last year, and it's an expensive piece of work.

Now, insofar as the building of highways are concerned, you will recall, Mr. Chairman, that last year I mentioned the fact that we actually weren't building any more roads annually under this government than we were under the former government, and at about, of course, double the cost. There is a question on the Order Paper for certain information which we haven't got and it doesn't look as if we will get it by the time these estimates are over, but I would like to draw the attention of the committee to the fact that our revenue from motor vehicles and gasoline in the past eight years, in the motor vehicles it's been doubled - I guess the number of vehicles have been doubled, the types of vehicles; you take your big transports, your big semi-trailer gravel trucks are on our highways - the tax on gas has tripled. It's gone from 13.5 to about 36. And in spite of all that I don't think that we are getting any more roads built, and as far as the quality of roads are concerned, the roads I travel it's mostly No. 5, 10, 20 and No. 1, there's some new construction on it, some construction done by the government, but the vast majority of these roads was completed before this government took over.

On No. 10 for example, you could pretty well drive on blacktop from about 30 or 40 miles north of Swan River all the way down to the border. On No. 5 you could do the same thing with the exception of, oh I'd say about 30 miles; and you could go about 450 miles and you'd find about 30 miles of gravel. No. 1 was just about completed. No. 20 was just on the verge of completion between Winnipegosis and Dauphin, so in my area at least I don't see the road building that this government said they would have to do because of the backlog.

I note in almost every year's estimates we have Highways No. 2, 3 and 23 included. These were short highways and I just don't understand why eight years after they were started - because they were started in our time - they are still not completed; they are still on the schedule for this year, probably be completed this year, which means eight construction seasons.

But what strikes me in this year's budget, as something different of course, is back to the "pay as you go." I notice the total expenses are charged to the current revenues with, of

(MR. HRYHORCZUK, cont'd) . . . course, the possibility of transferring them back to capital division in the event they are not spent. Well I'd like to prophesy, Mr. Chairman, that not half of this money is going to be spent in 1966. We have got about double the money here that has been spent in the average for the past four years, but there is one other thing that stands out unless I'm unable to read, and coming into Winnipeg this morning I noticed that some of the portions of Highway No. 1 are partially paid by the Federal Government. At least I would think so, because I notice that the Federal Minister's name appears on some of those billboards or notices or whatever you want to call them, and I don't see it in these estimates, I don't see that in these estimates. You find it in the other departments when it's a joint undertaking. The other departments show it as recoverable from the Government of Canada. In this one, there's no item in here showing what the contribution by the Federal Government is going to be. I'd like the Minister to tell us what the contribution is going to be, and what percentage of the total cost, say of No. 1, is going to be borne by the Federal Government, because there were certain portions of No. 1 that I believe, if my memory serves me right, we received pretty close to 90% of the cost.

Now even at 50% -- I didn't add up all the millions that appear on these billboards, but I think it runs somewhere around \$15 - 16 million, and even if you were only to take half, 50% contribution on these, it would be a matter of 7 or 8 million. If you add this to what we already have in our estimates then you'll have pretty close to three times what has been spent on the average during the past four years in the construction of trunk highways.

Now, Mr. Chairman, I'm quite sure that no matter how hard the Minister tries, in spite of the fact that he has an excellent staff, that he'll have a hard time spending this money even though it is an election year. He no doubt will have, as he -- not he, but as the government has in the past, all kinds of engineers scattered throughout the province in working parties. There'll be movement of equipment going both north and south, and east and west, for four or five weeks before election. We saw that in 1962; I believe the same thing will happen now. I've seen survey parties on Number 10 for the past eight years, especially before elections, but so far no work has been done where these engineers have been spending their time. I hope the same thing doesn't occur this year.

Insofar as No. 10 is concerned, every year we have more and more traffic and that's to be expected, because with our roads into the resources of the north are concerned, this is the main artery for the travelling public, Number 10, and I'd like to remind the members of the committee that Number 10 was built at approximately one-fifth of the cost that it would take to build one today and it has stood up very well in spite of the fact that we didn't anticipate the kind of traffic we are having. I find that No. 5 is just as good where it was built back 12 and 13 years ago as parts of No. 5 that were built 3 and 4 years ago.

Now I would like to go into the schedule a little closer before I make any further statements, but I might end up by just saying, Mr. Chairman, it appears to me that our people are being over-taxed especially insofar as this department is concerned. We haven't heard the budget. We don't know what the budget is going to bring us; whether we are going to have an increase in taxation or not; but in any event when your appropriations are set away above what you know in advance will be actual expense, you are over-taxing the people.

I would also like the Minister to tell us how much we have in the kitty now. A year or two ago he told us that they had pretty close to \$25 million in the capital account for the construction of highways, which money of course was never raised. You can't say that we were over-taxed in that respect because the authority to raise it is there, and probably if this is transferred to capital -- and I predict that half of it will be at the end of the year -- we'll have around \$40 million in the kitty.

There is another thing; it doesn't directly come from this department, but this department is going to provide most of it; we have a lot of items in almost all of the departments which are transferable to capital division, and if you add up all these items that are transferable to capital division, you'll find they are just about equal to the increase in this year's estimates. Now as all the members of the House know, any of this money that is not spent is charged to capital, and I wonder whether that's just a coincidence or whether that was done in such a way that if the \$40 million are not spent, that when they are transferred to capital division our expenditures for 1966 will be away below what our estimates here anticipate.

I think, Mr. Chairman, that I would leave it at that until I have had a chance to look into this schedule and just see what we have promised for us in 1966.

MR. CHAIRMAN: Resolution No. 41 -- passed.

MR. SAUL CHERNIACK Q. C. (St. John's): Mr. Chairman, I had hoped that the Honourable Minister would answer, but I'll just add something to what has been said by the Honourable Member from Ethelbert Plains. In the first place, my understanding is that when the item shows "transferable to capital" the money itself is not transferred to capital but the authority is transferred to capital, so that if the province is over-taxed by an under-expenditure, any monies that are left at the end of the year from the current budget are surplus monies and therefore become available for other purposes, but then it would be a surplus; not that the money would be transferred but just the authority. So I assume that what the Minister is asking for now under Resolution 44 is the right to spend close to \$25 million this year or in following years, and yet the taxation is to be done this year for this sum of \$25 million and any monies not spent will then form surplus monies to be transferred to next year's budget, so that I, too, am concerned with the ability of the province to spend the money which it claims it wishes to spend this year.

I am surprised to note that the cost of operations, planning, etc., is going up very little compared with the undertaking, and unfortunately I do not have before me the capital estimates for last year and I don't know how much was set aside in capital for road construction, so that I find it difficult to compare the plans for the last fiscal year with the plans for the coming fiscal year. But I do notice that the Operations section is an increase from some 2,700,000 some odd thousand dollars to 2,800,000 odd thousand dollars, an increase of, I calculate roughly about four percent increase; and in the Planning and Design Division, which I imagine is what is needed in the construction for provincial highways, the increase is from \$305,000 to \$343,000, again an increase of about 10 percent. Now this compares with an increase of about 500 percent in Resolution 44 dealing with the construction of provincial trunk highways. I would like to know how the Minister is planning to do all the work involved in Item 4 without an appreciable increase in his planning and design section. Is he planning to farm out work? Can his department cope with this additional cost which is six times what was set aside last year?

Now the other question that occurs to me is, in view of the government's enthusiastic report on the developments in the Nelson River and the pulp mill, I would assume that quite a bit of the resources or the available machinery and equipment and labour that would be needed for road construction will be reduced, actually, because of the fact that there will be other large projects involved, and I would like the Minister to indicate to us what available resources there are in the Province of Manitoba that can handle this large construction program. Has a survey been made to justify the province's plans to do all this extra work? Do we know that Manitoba road builders can handle it all or is it planned to go outside the province to invite bids and work from outside of the province to do this? These are the questions which I would hope that the Honourable Minister will deal with when replying to what we have to ask on this side.

MR. GUTTORMSON: Mr. Chairman, I'm very pleased at the announcement the Minister has made today that he is going to build a bridge or a causeway at Lake Manitoba Narrows. This is a very welcome announcement for both the residents of the Interlake and those on the other side, as well as the people of Manitoba in general, because there was no reliable means of communication across the lake under the present circumstances. We do have a ferry there which is most unsatisfactory. As the Minister knows we have problems with breakdowns. Even when the ferry is working in good condition, the operation is faulty because of winds which dry the water levels to such a degree that this ferry cannot function.

As the Minister knows, both the Leader of the Opposition and I have recommended that this causeway be constructed for a number of years, and we're both happy that the Minister has seen fit to go ahead with this project because it will mean a great deal to the Interlake and the northern parts of the province.

However, I am disappointed that we couldn't make more progress on Number 6. I see we do have some paving plans for this year which will be appreciated, but the people of the Interlake feel they have been neglected over the years and they do wish there was more pavement planned. We heard a great deal, particularly on the estimates of the Minister of Agriculture, about the Interlake. People in my section of the Interlake feel that a proper highway would mean a great deal to the economy and the development of the constituency. The present highway north of the pavement is most unsatisfactory, and people who once travel the road refuse to come back because of the dust and the rough condition of the road which causes severe damage to their cars. It's not an exaggeration to say that every vehicle in the

(MR. GUTTORMSON, cont'd) . . . Interlake who travels Number 6 is subjected to broken windshields, broken headlights, broken shocks, and many people have written that they will not return to the area if they have to travel over the highway again.

The present Minister, however, in all fairness to him, has done more for Number 6 Highway since this government took office than any other Minister that he has succeeded, and for this we are grateful; but I do wish he could see fit to improve the paving situation on No. 6 because it's the only highway the people of that area have. There is great tourist potential in the north going right up to Grand Rapids but this is discouraged by the road conditions. The Minister has seen numerous Letters to the Editors, as I have seen, by people not just in my area but from all parts of the province and even outside the province, who are very unhappy at having to travel over this road. The Minister and the government have seen fit to implement crash programs in other areas. I would like to suggest to the Minister that a crash program on No. 6 would be quite in order.

I do notice here where the government plans to do some work north on No. 6 from the junction of 6 and 7. I can't disagree that this work is required but the people in northern parts, who have to travel the northern part of No. 6, feel that they're quite happy to travel over that portion of No. 6 between St. Laurent and Winnipeg in relation to the bad road they have up north, and I would like to see the northern portions completed before they start to rebuild the No. 6 which is paved from St. Laurent south.

So perhaps if the Minister can see his way clear he might consider these suggestions and try to give us more pavement on No. 6. It's been a neglected highway for many years. We have other programs such as ARDA, and educational programs; they all rate high. But No. 6 is right there with them so I would like to see the Minister reconsider any program so that the people in the northern part of No. 6 can have the hope that they'll be able to travel without losing their shocks or their windshields.

MR. PETERS: Mr. Chairman, I have one question I'd like the Minister to straighten out for me. I looked through his program and I don't see anything for an underpass on Nairn Avenue in the Elmwood area, and as you know, Mr. Chairman, I've raised this issue on numerous occasions in this House. I was reading last Thursday's East Kildonan-Elmwood Herald and it has right on the front page, under a pretty big heading: "Nairn Underpass Gets Green Light." I was very happy to read about it and started checking, and I found out that although Metro has put in a request to the Board of Transport Governors to give consideration to the Nairn underpass, I haven't been able to find out if there's any money forthcoming from the Provincial Government or whether the Provincial Government has been approached; if there's any money in this year's budget, money that he's going to spend for the program that he's announced. I want to know if he's got any money for the Nairn underpass.

MR. CAMPBELL: Mr. Chairman, the estimates of the Honourable the Minister of Highways go through so quickly that if a fellow doesn't get in right at the start he might never get the opportunity to do so. I think one of the reasons that they go through so quickly is that, like my honourable friend the Minister of Education, the Minister of this Department is so courteous and so diplomatic that he encourages all of the members of the House to agree with him. But he certainly, unlike the Minister of Education when it comes to answering questions, he compresses his answers into much shorter space than the Honourable the Minister of Education does.

I would like to join with the Minister most sincerely in the tribute that he paid to the Deputy Minister of Highways, and certainly in the hope that he expressed that Mr. Collins would be restored to just as good health and just as speedily as is possible under the circumstances.

When the Minister was speaking about Mr. Collins I was making a rough calculation of the number of Deputy Ministers of Highways - or Public Works as it was known as most of the time - that I have been associated with, and I'm sure at least six of them I have been personally with, and I would guess, although I haven't had the opportunity to check the figures on this, I would guess that Mr. Collins has held the portfolio the longest of any of those six incumbents; and certainly I join with the Minister in paying tribute to the capacity that Mr. Collins possessed. He wasn't the typical civil servant in some regards; he wasn't perhaps always the most diplomatic and the smoothest in his approach; but I think that he set a standard around this administration where from the standpoint of practicality and good common sense and getting the job done, that he didn't take second place to any Deputy Minister that I have ever been associated with in that department or any other. George is essentially a

(MR. CAMPBELL, cont'd) practical man, and I would put his judgment on a construction problem or a general engineering problem, I would give it as much consideration as any man that I ever met. He probably wouldn't go into as long an explanation about it, but as far as getting the job done I think he was one of the best.

Speaking of that leads me to the one question that I would like the Minister to discuss - and when I started to speak I was happy over the fact that the Minister of Agriculture and Conservation was here because I thought it would be well for him to be here at the time; and I hope it isn't just because I was speaking, but I see that he has escaped and so -- oh no, he's still here. He's still here. He's in a more favourable position than he was a short time ago. So he is still available. Because speaking of Mr. Collins, I think it was due to Mr. Collins as much as to any other person that when the west and south perimeter roads were constructed, that they were built with the possibility of flood protection in mind, and I wanted to ask either or both of the Ministers if they would develop, while they're in the committee stage, the situation with regard to the use of those two perimeter highways, especially the south one, in connection with the present flood arrangements. My recollection is - and I have not had the opportunity to check this from the records - but it is that both of those highways, the west perimeter from the Assiniboine south and the south perimeter throughout its length, were constructed with the end in view that they would be the first line of defence against a flood as far as Metropolitan Winnipeg was concerned. And I believe it is a fact that the minimum elevation of those two highways is one foot above the 1950 flood level. I believe it's a fact that even the bridges were built in such a way that they would be capable of being sand-bagged to restrict the flow if that became necessary.

I had a great deal to do with Mr. Collins when that south perimeter was being located. I think I have mentioned in the House before that this is one of the occasions - and there are others that I could mention - where I changed my opinion as the years proceeded, because I had been one who in the early days was inclined to see the perimeter route be fairly close in to the city, and particularly as far as this south perimeter was concerned I thought at the time that we could find a location between the downtown area and the University of Manitoba, and I think the decision to locate south of the University of Manitoba was as much due to Mr. Collins as to any other single person, and maybe as much as to any other persons in total. And one of the compelling reasons in that regard was not only the availability of right-of-way in that area more easily than closer in, but it was in order to have this added protection for the substantial investment that there was in the University of Manitoba at that time, and which investment has of course been considerably increased in the interval. So, as a timely matter in connection with the flood, which is very much in the minds of people at the moment, I would like to hear a discussion as to just what use is being made of the perimeter route to the west and the south as far as flood protection is concerned.

MR. LEONARD A. BARKMAN (Carillon): Mr. Chairman, I'd just like to add a few words. I certainly agree with my colleague who just mentioned the absence of Mr. Collins, the Deputy Minister. I certainly wish to join and hope that he has a speedy recovery. Also, I think it would be quite in order for me to mention the fact that some of the members that are stationed in various rural points of the Public Works Department, or Highways Department, it's been a pleasure to work with a lot of these fellows, and while quite a few are still relatively new at their positions, I think there has been good progress made by all of these and it has been a real pleasure to work with them.

I also wondered, when looking over this list, while I was very happy to see the No. 12 getting about 12.9 miles up towards Anola with a base and asphalt surface treatment - I think this is high time and I'm glad that the Minister or the government sees fit to work at this stretch - the other thing that I thought needed some complement mending, possibly, is the fact that No. 23 is going to be worked at and pretty well from the eastern side and the western side, and I think that this is something that southern Manitoba has well deserved for some time. I notice, however, that -- I was looking for a stretch of road, hoping that possibly something would be done this year from a point of No. 59 to the Village of St. Pierre or from St. Pierre to Grunthal, and also further from Grunthal to the Sarto area right up to No. 12. I hope that possibly there are some more sheets coming out later; that this is just part of the plan. I am sure there are a lot of other members feel the same. I think this was of highest discussion at the last Eastern Development Board meeting at Grunthal, I believe it was, this winter, and I think that this was stressed of highest priority, although I would have to admit that the one toward Anola was also of high priority the year before. So I hope as we go along that we can see some of this dust lifted between No. 59 and No. 12.

MR. ARTHUR E. WRIGHT (Seven Oaks): Mr. Chairman, I was going to ask some questions under the items but, heeding the Honourable Member for Lakeside's advice, I think perhaps I should ask them here. Mr. Chairman, what concerns me is the lack of the word "safety" in the Highways Department Estimates, or the format. Now I know that highway safety is primarily the responsibility of the Department of Public Utilities, but in view of some happenings over the last few years in regard to safety, I think - and I am offering this rather than complain in a constructive way - for instance, Mr. Chairman, the matter of lighting. I think that the Department is to be commended for the type of lighting that they are now using over the north perimeter bridge, the lighting in the area of Lockport at the intersection where you can actually read a newspaper, and yet we see the Bergen cut-off in complete darkness. Now sometimes because we have jurisdictional disputes - I remember once a fire in Winnipeg involving the Alsip Brick Company where two fire departments quarreled over whose district the fire was in and nothing was done - now I am told that this is a Metro responsibility at one time; I am also told that the No. 4 through West Kildonan is a provincial responsibility; but I think that the senior government, the Province, should accept some responsibility. Driving north on a rainy night, with no sidewalks, in that east lane on Main Street, it's impossible to see a pedestrian. We have a cemetery there in Old Kildonan; we have no sidewalk for the people, and they have to walk facing the traffic. Surely it's a poor excuse to be told that because the boys break the lights that we can't have lighting there. In this age of armour-plated glass this is nonsensical, Mr. Chairman, and I would like to see the Province, regardless of under whose jurisdiction this Bergen cut-off subway comes, that something is done there in the interests of safety.

I have another suggestion too. Wonderful lighting has been established on Highway 59 by the new weigh scale and the new area of the park at Birds Hill; it's wonderful. But I would like someone to tell me why the lighting peters out two or three hundred yards before the perimeter junction. You're driving there, you come in out of the dark, your eyes adjust to this beautiful lighting, then suddenly, just as you funnel into a little funnel with actually 1 -1/2 lanes, you run into blackness again, just at the critical junction of the perimeter. I think this has been overlooked, I think in designing. This is why I bring up this subject of safety, Mr. Chairman. In industry we are taught that familiarity does breed contempt. I don't know whether this is the right thing to say here, but I think that someone in the Department should be given the job of keeping track of safety.

Now I know in building, perhaps you are so interested in getting these projects set up that this is ignored. When the overpass was being built, we had a situation there. While we had the Legion of Frontiersmen, or whatever group it was there, stationed with their cars, trying to give advice, it was of very little use. I think that someone entrusted with paying attention to these matters of safety could have done a far better job. Now as I said, I throw these out for the interest of the Minister who has always been most courteous in accepting any idea that I have suggested to him, and I would again ask that something be done to look into this question of lighting.

Not only that, Mr. Chairman - while I'm on my feet - some of these things grew up like Topsy. For instance, when you go on some of these highways you will come across a lone light - you see this on No. 4. Your eyes are adjusted to driving in the dark and suddenly you'll see one street light. There are two or three on No. 4. Your eyes make adjustment again and just immediately beyond this light is complete darkness. This happens at Rivercrest, for instance. You go north at night and you have one big light there, and just where people are crossing adjacent to that you have complete darkness. Now it seems common sense to me that you would have a series of lights to pass the intersection or else do away with that light. People have mentioned this to me and I think that perhaps no one has really thought about this, and I would like the Minister to look into this.

MR. JOHN P. TANCHAK (Emerson): Mr. Chairman, I'll be very brief on this, I think, taking the example that the Minister has set - just spoke a few minutes, I'll be very very brief.

There is one point that I would like to bring up. We all know that No. 75 or the Lord Selkirk Highway connecting Emerson and Winnipeg is one of the most important gateways or important highways leading to our largest city, the City of Winnipeg. But we also are aware that in times of flooding, serious flooding, that this No. 75 becomes impassable. We had that experience in 1950, that nobody could use the No. 75 because it was inundated between Emerson and Morris. Several delegations have asked Ministers in the past that the Morden-Sprague

(MR. TANCHAK, cont'd) . . . be paved and a connection from Emerson to Morden-Sprague be paved, because this is the alternate route to Winnipeg. Once No. 75 is cut off, we'd have to go to No. 59 to reach Winnipeg from Emerson. True, we have the No. 59 crossing into United States, entering it at Tolstoi and going south, but this would be a very important connection from Emerson to join with 59, which is never flooded; No. 59. And I had hoped that the Minister would consider linking this from Emerson by way of a paved road, so that we'd have a permanent connection to the City of Winnipeg in times of flooding which seems -- at least the scare of it seems to be an annual occurrence. We had it last year and we have it again this year, although we are hoping it will not materialize the same as last year, but the scare is there, and I think that this would be a very important connection in case we really have a flood.

I haven't had too much time to look through the program for this year, but I again notice that southern Manitoba, especially southeastern Manitoba, there is nothing new for south-eastern Manitoba as far as construction is concerned. I would think that the people as a whole of southern Manitoba deserve better treatment. They were the pioneers of this province; they settled here first, moved into southern Manitoba and southeastern Manitoba. They've had to put up with poor roads for many, many years. I think that they do deserve some east and west roads, dust free and paved roads so that they can utilize them. When they came first, they had no road at all. They had to either travel by boat or by oxen and so on, and many of these people are very little better than what they were before, and I had hoped that the Minister would include in his plan some of these east-west roads, black-surfacing of the east-west roads. One of them again I'll mention, the Morden-Sprague from No. 75 to Piney. From there on there is a black-surfaced road. This road should be considered. I have asked the Minister every year, or the former Ministers, about these and I'd like the Minister to consider this.

The Minister mentioned something about chemical treatment of other provincial roads. I wonder, and I'd like to ask the Minister whether he includes these other provincial roads, such roads as these east-west roads, the Morden-Sprague, will there be chemical treatment applied on these roads to protect the people from this dust hazard that I have mentioned? I also threaten the government that - especially 59 is a very bad one for dust since the traffic is very heavy. Most of the travel - trucks travelling west from this area, from the east, have to travel on the Morden-Sprague and it causes severe dust hazard. I told the Minister last year that we'll hold the government responsible in case of death. I don't know how far that responsibility will go and I would still implore the Minister to consider black-surfacing the east-west road and more of these roads in Southern Manitoba.

Another question - what kind of chemical treatment? He mentions chemical treatment. What kind of chemical treatment will this be?

One more question: what is the policy of the government in regards to the connecting provincial roads in disorganized regions? As we know, last year there was a new policy. The government assumed complete control of certain roads within an organized municipality, certain roads, but in disorganized municipalities this policy was not followed through. Of course, the Minister may tell me that most of these roads are government's responsibility as far as construction is concerned. I know that, except the school roads are 50-50, but I'm referring to the maintenance part of it, especially in winter when they are plugged with snow and they are still on the 50-50. Is the government considering taking over more of these connecting roads especially between towns and villages as the government did in the organized municipalities?

As far as these new roads, or the roads taken over by the Provincial Government in organized municipalities, there was very little done on these roads last year. I'm referring to my area, and I can recall the Minister telling us last year that the first year it will be mostly straightening out some of the roads, elbows and clearing, and I'll have to admit that some of this has been done; I'm not going back to that. Clearing of the right-of-way, clearing out brush, it helped quite a bit to protect the roads from snow drifting, and there were some roads which were straightened out. In my area we had a piece of construction to the golf course at Emerson and I wish to thank the Minister for that part of it, but I would like to see more work done on these provincial roads that have been taken over from the municipalities this coming year. In fact, I'm looking forward to seeing more construction and more improvement and dust-proofing on that.

Last year there was an appropriation for black-surfacing on the No. 12 east between South Junction and Middlebro, something in the neighborhood of 19 miles, but I'm sorry to say that very, very little - hardly anything - has been done last year. It may be due to adverse

(MR. TANCHAK, cont'd) . . . weather - I'm not going to make apologies for the Government; the Minister can do it himself - but there was very, very little done on that road last year, just barely started. I don't think there's more than half a mile that's been completed. I hope that that is completed this year. Also, there is construction on the Morden-Sprague between Sundown and Piney; only about 4-1/2 miles was completed last year. I hope that this year the government will complete the balance. In last year's appropriation it stated, there was one word in there "commence" construction. Well it was commenced - 4-1/2 miles. I would say that at least half of it should have been done, but it was started. I may have some more questions later. This is all I have at the present time.

MR. WEIR: Mr. Chairman, probably this would be a good time for me to attempt to reply to some of the queries that have been made. I'll try and catch them all. If I miss any, why I invite honourable members to remind me of some that I may miss in my notes as I go through, but I just really, to start out with, can't really accept a lot of the things that the Honourable Member for Ethelbert talks about, about the fact that we don't carry on with the work that is started, that the program really doesn't mean anything, and so on and so forth. By and large there is always room for difficulties, and if you are in a program of this size there is always going to be areas of difficulty in completing programs and it's going to be that much worse in years of wet weather, but by and large the program follows the program that is laid down in the House. There are some notable exceptions. If he had mentioned the road of the Honourable the Member for Lakeside, I'd have thought he'd have had something to talk about because No. 13 was one that was in last year's program which wasn't done, and it was a deliberate choice of not doing it when it became known that lime wasn't available and that the difference in cost between using a different type of construction than had been originally planned was too great, it was decided to postpone the project for one year and therefore the project has been postponed for one year.

The Honourable Member for LaVerendrye might have complained until a little while ago about a similar road in his constituency which has only just recently been let because of right-of-way difficulties that we had on the road, so that there are areas of this kind and I think that as far as I can see they are likely to continue although the staff of the department attempt to keep them as much under control as they can.

Now we talk about not spending the kind of money that we are voting and so on and so forth, well this of course just doesn't follow if you follow the monies that have been voted and the monies that have been spent, with the exception of the carryover, and I've said every year since I've been Minister that there needs to be a carryover of authority to allow us to carry out the advance tendering which we have been extending year by year, until this year we have had an exceptionally good year, I think, of pre-advertising, and a very heavy percentage of the amount of work expected to be done in 1966 has already been tendered and let out to contract. The road that the Honourable Member for Emerson talks about was let to contract early last year, and for circumstances beyond his control the contractor got stuck on another job with all of his equipment which he wasn't able to complete because of the weather and was late moving in. This happened in several locations throughout the province and is likely to carry on.

We talk about the movement of engineers and so on and so forth just prior to an election. I'll have the honourable member know that the engineers are moving around the province all the time. I've heard it said at one time or another, the stakes that were put up prior to the election, I've heard them referred to as kindling, and so on and so forth. As far as I'm concerned I don't know of any kindling that is being placed around the province of Manitoba at the present time or at any time since I've been Minister, but I will say publicly right now that the indication of stakes on the road doesn't necessarily mean the immediate reconstruction of the road in question, because the staff of the department is forever attempting to get ahead of this work and when they are in an area and able to one location to another and spread out so that we can have this work catalogued and be able to go ahead with it judiciously, that they go ahead and they do this and it's going to continue. It's going to continue. There's going to continue to be advance engineering done in areas that may not have immediate work on them, and I may say that in certain areas, particularly in the urban areas and around urban areas, we are going to continue to attempt to buy right-of-way on locations where it can be determined, sometimes maybe well in advance of the actual construction, because the longer we leave it the higher goes the cost of acquiring the right-of-way, the more difficult it becomes for the people who are attempting to establish in the area where possibly future roads are

(MR. WEIR cont'd)... planned. I don't suppose we'll ever get that far ahead that we'll be able to stay entirely ahead of this sort of thing and keep it from happening, but the people in the department are forever attempting to keep abreast of it where they can.

Now the amount of unexpended authorization, I haven't the exact figure. If an approximation is all right - I can look up the exact figure, but the approximation of the unexpended capital would be in the neighborhood of \$17 1/2 million, give or take a little bit in that area; after the close - this is the estimate - after the close of the books at the end of this month, next week. And quite frankly, Mr. Chairman, in my opinion \$17 1/2 million is approximately the right amount to be carrying forward for the advance planning. It used to be higher and year by year we have reduced it a little, and in my books the \$17 1/2 million or \$18 million, some place in that area, is approximately the amount of money that should be there which allows us to proceed and advertise and let tenders in advance of construction.

Now the Honourable -- oh I can't pass up the fact that the Honourable Member for Ethelbert Plains talks about 5 and 10 being equally as good and not much difference and so on and so forth, because in some areas I think this is possibly correct; I have no argument at all; particularly in the area north of Dauphin where you follow a gravel ridge, where for many kinds of traffic because of the wonderful drainage and because of the wonderful topsoil, if you would level the gravel and spill some asphalt, spill a reasonable quantity of asphalt for a considerable period of time, you would be fortunate and have a relatively good road, but I must say that this isn't altogether the case, because part of the road that the honourable member is talking about has already been reconstructed. The area from Neepawa to Eden which was reconstructed last year was not all that old, but it was causing a very heavy maintenance problem, and as a matter of fact the Honourable Member for Gladstone on two or three occasions commented on it in the House prior to its reconstruction.

The Honourable Member for St. John's discusses the transfer of authority and all the additional amount of work that is contemplated here over what has been contemplated in the past. Well really, I must say there isn't any really great significant difference in the amount of work that is contemplated for this year over the amount of work that has been contemplated in the past. The extra money that is found in this year's estimates is a little higher but very comparable to the amount of money that was quoted last year in the capital vote. The capital vote, while just being \$18 million, it was estimated that the reduction of the carry-over authorization would be about \$2 million, and an anticipated capital expenditure of about \$20 million which we came relatively close to last year, but it wasn't achieved by sticking entirely within last year's program because of the weather conditions with which we were faced and contractors being stuck on jobs and not moving to others, but we managed to keep the level of expenditure up in an effort to make the best use of the equipment that we have in Manitoba so that it wasn't sitting idle where it could be productively engaged because of the backlog that it creates the following year. And we proceeded with quite a number of the projects that are in this year's estimates and they were able to get some preliminary work done last fall in gravel crushing and things of that nature done this winter, which has alleviated, or reduced the carry-over that we have into this year from the position that it would have been without that.

Now, I think he inquired about the plans for the last fiscal year as opposed to this one. I've attempted to give him the answer to this, is that they are relatively speaking the same. As far as the equipment that is required in the area, I might say that with the road construction that is taking place, to say nothing of the work in the far north that we ourselves are involved in and that other provinces are involved in, that the demand on equipment is very very heavy but the influence that Manitoba has on it is -- it's not by itself. We have contractors from time to time move into Saskatchewan to take projects. Some of them, one or two, went last year. Saskatchewan works on a competitive bid system the same way that we work on a competitive bid system in the Province of Manitoba, and the only way you can make the competitive bid system work is to attempt to let your contracts at a time when you're relatively sure that the industry is in a position to have one or more, or more than one I mean, more than one in a position to bid realistically on the jobs that you have. And the Department worked quite diligently in attempting to keep the notices of tender and the bids that are out within the limits of the trade to go ahead and produce.

Now as far as we can see, weather permitting and all of those other factors that there are with a \$7 1/2 million carry-over into next year, a planned carry-over into the following year, because of the type of project that we are starting this year and knowing before we start that we will never be able to complete the project in a given year, the resources that we have

(MR. WEIR cont'd)... we'll be pretty well able to look after.

The Honourable Member for St. George discussed No. 6 Highway and it's relatively the same discussion that we've had over the past few years. I sympathize with him as I sympathize with the Honourable Member for Emerson, and as I sympathize with the Honourable Member for Minnedosa and places like that that have gravel roads. Dust is dust wherever it may be found and I think that we all have to live with similar problems. I don't know that I have any permanent solution to really make the Honourable Member for St. George stand up and cheer, except for the fact that the miles of gravel in the province now have been reduced to a point where I think it's now practical to pick the trunk highways and some of the provincial roads that are carrying fairly heavy volumes of traffic, heavy enough volumes of traffic that the dust is (a) a problem as far as visibility is concerned, and (b) a very expensive thing for the Province of Manitoba, because all that dust, while we complain about not being able to see with it, I must remind you that that dust that you see blowing away is all good road. It's the finds out of the gravel and at some stage of the game that stuff that's blowing away is going to have to be hauled back with a truck, and we now feel that we have the gravel areas reduced to a point where a calcium chloride program can be used, not just to make it safer but certainly this is one of the big features, to attempt to make it safer driving and reduce the number of flying stones, etc., that there are, but also to retain the investment that we have in the gravel road so that we won't have to be replacing good crushed gravel too early in the life of the job, and calcium is planned on the stretch of No. 6 Highway from the end of the pavement that is contemplated all the way up to Gypsumville, and we hope that we will be able to relieve the situation somewhat this way but certainly it doesn't, I'm sure, meet with the dreams of the Honourable Member for St. George and I don't deny him those dreams. I know the things that he would like would be much greater than that.

Now the Honourable Member for Elmwood discussed the Nairn Avenue underpass and the fact that it isn't seen here. Well really this program doesn't show the Metropolitan Winnipeg program which involves about a \$3 million contribution from the province and \$3 million from Metro, but I may say that I have discussed with Metro councillors and the department have been discussing the situation on Nairn with the officials of the Metropolitan Corporation, and certainly there have been studies done, but as far as I am aware there has been no request from the Metropolitan Corporation to the Province of Manitoba for a contribution this year. Nor do I expect one. Nor do I expect one. Because if the approval is gained from the Board of Transport Commissioners, the project as I see it is big enough that it would probably be a year in design so that it would be a year from now before any money could be expended under the best possible set of circumstances. So it may well be that at this time next year, if we're the same group of us sitting around here discussing the same sort of estimates, that I may be in a position to know more about the Nairn Avenue situation.

The Honourable Member for Lakeside was wondering about the use of the perimeter as a protection measure, and certainly this was one of the features that was built into it as far as the level of the road was concerned, and I think at that time and certainly all the way along the final design has been very very difficult to nail down as to what exactly would happen, but contrary to what he says, the information I have is that the low point on the road is at the 1950 level, not a foot above it. The information that I have is that, well there are quite a number of areas above it, but the low point is actually at the 1950 flood level at the perimeter highway, not the 30 foot above datum at St. James, but at the height of the level at the perimeter highway. There has been experimentation done and plans are being developed, and depending on the levels as they come. There is a professor at the University who's been doing some specialized work on this for us. The whole problem - it's not difficult to use the perimeter if you can control the two streams, the Seine and the Red, under the bridge, but under certain circumstances and with the level at the right area we believe that it's quite practicable, and there has been experimentation and things of that nature done so that if we happen to be in that position at the right time, that they will be able to proceed to take the steps that would be necessary to take advantage of the factors that are there and would of course involve closing the drainage that is through the perimeter highway for ordinary local drainage as we experience it each year.

The Honourable Member for Carillon inquired about the St. Pierre-Grunthal-Sarto road and the possibility of another list coming out later. I think that I would have to say that I don't really contemplate that other list coming out later. I haven't been advised of it if there is one coming out, but the problem that he's talking about is one of an area for concern and it's one of quite a number that we have in the Province of Manitoba that are coming up in the not too

(MR. WEIR cont'd)... distant future and fighting for priority one with the other for their use and development, and the staff of the department are taking a particularly close look at that area this year.

Now the Honourable Member for Seven Oaks made some constructive suggestions, like he does most times when he gets to his feet, and I may say that I really haven't got the answers to the things that he brought up; I'm not fully aware of the detail of each case; but I will undertake to have them checked out by our traffic engineer to see what the circumstances are. As far as Metro jurisdiction and our jurisdiction is concerned, my experience with Metro is, any time that we have been satisfied that there was something of priority that needed being done, that all was required to do was to convince Metro and they were the first to go along with it, and we've really experienced no difficulty in that regard, so as far as the Bergen cutoff is concerned if we can establish the principle for them, if it is a Metropolitan responsibility I am sure there will be no difficulty in getting their co-operation.

As far as safety in general, I may say that the traffic engineer for the last few months has been conducting a survey of the highways with particular interest towards intersections throughout the Province of Manitoba, attempting to find out what kind of a floodlighting policy would be required and how could it help in areas of this kind, and he's right in the midst of his study at the present time and we may well be in a position where we can look forward to a policy on a priority basis of up-grading places of -- points of decision, you might say, where drivers have to come to an instantaneous decision as to what they do and attempt to cut down on the confusion. So I have notes of the points that the honourable member brought out and I will ask the traffic engineer to check them out.

Now the Honourable Member for Emerson discussed again the Morden-Sprague Highway. I really am in the same position there as I am with the Honourable Member for St. George and other honourable members. It's true that there's a difficult situation as far as dust is concerned in that area. One of the roads, and I don't like to be too definite on this because I'm not sure of the amount of it, but I know it is at least from No. 75 to Dominion City that is contemplated this year for calcium chloride, and whether it goes beyond that point or not I am not sure at this immediate moment, but I know that calcium chloride is contemplated for at least that stretch of the road for this year.

He talks about the tying together of the provincial roads through unorganized territories, and really as far as unorganized territories are concerned the staff of the department have attempted to extend the provincial road system through the unorganized with numbers in areas that they could see. Now this is a continuing process; it's not at a dead stop. If the honourable member has any locations that he would like to have checked by the planning division I would be happy to have them, if there is something that he thinks that they may have missed without good reason. I'll be happy to have any ideas he has checked by the department, but by and large the provincial road program, as it was developed, was developed with a view in mind to serving all of Manitoba as well as it could, but the policy in unorganized didn't change as far as main market roads and school division bus roads and ordinary school roads were concerned. Our main market roads receive 100 percent construction by the Province of Manitoba, 100 percent of summer maintenance by the province, and 50 percent of winter maintenance by the department on the main market road system, and the school division bus roads of course are 100 percent province all the way through in the unorganized territories.

He talks about very little being done in southeast Manitoba and there of course I just can't possibly agree, so it's just another occasion I guess where we agree to disagree, but really there are other parts of Manitoba that probably feel they'd like to catch up with some of the areas of south and southeast Manitoba. I am sure the area that the Honourable Member for St. George talks about feel that anything that's done on No. 6 would be catching up to what has already been done on No. 12 and No. 59, so it's just another one of those points, Mr. Chairman, I think where we have to agree to disagree. It's unfortunate that the chunk of No. 12 wasn't able to be completed last year; it's in the cards; it's in the books; it's on the way, and as fast as the contractor can physically do it, it will be completed.

We talk about east-west routes: well, No. 23 from Morris east to 59 is certainly an east-west route and my description of the geography of that particular piece of road would be the southeastern part of the Province of Manitoba, so I really feel that there has been some consideration to this part of the province as to the other parts of the province and that it really isn't all as bad as the honourable member paints it, but still admitting that it's not as bright as he'd like to see it. So, Mr. Chairman, I have tried to catch the majority of the

(MR. WEIR cont'd)... questions that the members asked, and if I missed any, why I'll be happy to try and answer them.

MR. CHERNIACK: Mr. Chairman, if I could just ask one direct question. How much money was spent on construction of provincial trunk highways, etc., in this last fiscal year, 1965-66?

MR. WEIR: The latest estimate for the expenditure at March 31, which is the end of next week, is just slightly over the \$20 million. It's a little over it but still under the \$20,100,000, so I think that's close enough for the Honourable Member.

MR. CHERNIACK: Well yes, Mr. Chairman. Then just to recap, I understand that \$20 million was spent last year, together with those items that were transferred to capital - some 37 or 38 million would have been authorized for last year, and there being a carry-over of 17 million and 20 spent, the plans for this current year authorized would be - 24 and 17 is about 41 or 42 million, if I'm adding correctly - of which the Minister would expect 17 to be carried over.

MR. WEIR: Let me make sure of my figures now because mental arithmetic isn't just too good with me. I don't think it breaks down altogether that easy because we've got a carry-over into next year. Really the money that we expect to spend is the figure that is in the estimates, \$24 million, and then that is broken down and I can break it down part of the way - it would be easier for me to do under the item than it is now flipping through the book - but really this is what we are expecting to spend and we expect to have a carry-over of \$7.5 million into the following year, of work. Do you see what I mean?

MR. CHERNIACK: Well then it would be 7.5 million of work that has been committed, I presume, and then I assume it would be about another 10 million of work that is authorized and not committed, because it still has to add up to 17 million. How much of the current 17 million carry-over has been committed?

MR. WEIR: Mr. Chairman, I don't have that figure, but my guess is most of it - within 2 or 3 million dollars.

MR. TANCHAK: I would like the Minister to further explain some of these answers. The Minister says that he sympathizes with the Honourable Member for St. George and the Honourable Member for Emerson, but sympathy doesn't help build roads or keep the dust down and I am sure he will agree with that. I must have misunderstood the Minister because I took it for granted that all of the provincial roads which are presently gravelled would be dust-proof, and now the Minister tells me that even on Morden-Sprague he is only sure of a certain portion, from 75 to Dominion City. I would like the Minister to talk with his engineers and at least extend this part to the 59. You have a connection there between 75 and 59 and that's where most of the trucks are travelling, and there are other roads that are very important, say the road from 75 through St. Joseph to Altona, I think that one is a very important road. There is a hospital at Altona. And many many roads. But if it's just the little pieces of road that are going to be dust-proof, I don't think that is very satisfactory.

..... continued on next page

MR. J. M. FROESE (Rhineland): Mr. Chairman, I too would like to enter the debate on the Minister's salary. I note from the estimates that there is supposed to be quite a heavy program for the ensuing year and certainly we are happy about it and we do hope that the work will be completed too. I just hope that the work authorized last year that wasn't completed will have priority over any new jobs started in 1966. I hope the Minister will assure us of this, because after all this is important, because last year there was work authorized on Highway 32 from Highway 14 to the U. S. border, a distance of 14 miles. The work was commenced in November so you can see that very little was done in that year. I think there was only - was it a mile or less than a mile that received bituminous mat.

I would also like to touch on Highway 14A. This is a road from Rosenfeld to the U. S. border just bypassing the town of Altona and Gretna. This is a road that has a heavy amount of traffic, heavy traffic too because industries such as vegetable oils do all their trucking to the city and they have the beans coming in from the United States on large semi-trailers. These are heavy loads, and since that highway has no shoulders as we would like to have it, this is why they place quite severe restrictions on it early in the new year.

This presents a problem because the restrictions in the United States are not as heavy as those in Canada, on the Canadian side, and trucks coming in will then find themselves with heavier loads than they can carry on this side of the border. So that I had hoped that the Minister would have seen fit to widen the Highway 14A to give it the necessary support - the necessary shoulders. I do hope he will consider it so that it won't be left out indefinitely, because this definitely needs looking after. There was also a certain unevenness to this road in previous construction - when it was first constructed, although some work has been done on it in that respect to take off the continuous humps which seem to protrude more during the winter months when you have heavy frost in the ground, and it got worse during the winter months.

Then I would also like to draw attention to the roads that have been taken over by the Provincial Government in the Constituency of Rhineland, which is also the Municipality of Rhineland to a large extent. The Municipality of Rhineland took pride in their roads. They serviced them well and they had brought them to high standards in my opinion. They won prizes in the Good Roads Contest on their municipal roads. These roads have now been taken over by the Provincial Government and it seems to me there is very little money being spent on keeping them at the same standard. The servicing, I take it, is being done by the municipality, because they are working under contract to service these roads, to maintain them, but I think there should be more gravel put on these roads, and also like some other members have indicated, that we should try and do something about it so that they wouldn't be as dusty. I think this is something that should be checked and most likely the engineers of the department are working on this in order to keep the dust down as much as possible.

There are several of these roads in the constituency. There are two going east and west. One starts, I think, around Halbstadt and goes right to Haskett; another one is the Altona to the road going west to a point of Highway 32 south of Winkler. These roads are used very heavily. Then there is also the other road going north and south from Plum Coulee to the U. S. border. These were all roads that have gravel on them. They were serviced well and I do hope that the Minister really looks after these and gives the municipalities a chance to keep them up to standard.

I think I have brought this to the attention of the House and also to the Minister on previous years. Just at the time when the legislation was changed whereby the province took over these provincial roads, the villages in southern Manitoba, about ten of them, were qualified under the access road program, and because of the rescinding or the repealing of the legislation, these villages were left out in the cold and they are now unable to get that kind of a road into their villages. As the legislation at that time existed, the access roads were to be of the same standard and quality as the highway from which the road lapped off. All these ten village roads would have been of less than five miles in length and these villages have quite large populations. There is a number of them that have from two to three hundred and even some quite larger, and these roads running into these villages now are not being taken over by the government except for the few where the provincial roads run through. I know the village of Rhineland is one of these, but most of the others are now not qualifying for this improvement that was available to them under the old legislation.

I would like to know from the Minister how many firms do we have in Manitoba that do road construction work and that are putting in bids for the work that is available in Manitoba. Is it a shortage of contractors that we do not get the work done in the province or what is the

(MR. FROESE cont'd).....real reason back of it, because every year we have a backlog of projects that are not finished or some that have barely started. Early in the year it looks as though everything will be done, but by the year-end we find that so much of the work hasn't been finished. This also applies to Highway 32. Also, what is the total cost going to be for finishing Highway 32. This is the 14-mile stretch from Highway 14 to the U. S. border.

I notice from going through the schedule of this year's projects that Highway 13 is one that is supposed to receive a base and bituminous mat. I am happy of this because this is the connecting link between the U. S. border, Highway 32 and Highway No. 1. A considerable amount of tourist traffic is coming that way as well as the people in the southern area use that road when they go north and also west, so I hope they do get that one completed too. I think they did half of that last year and there is still a 10-mile stretch or so left, so that I certainly approve of that section also being finished this year.

These were a few of the matters that I thought I should comment on at this time. As I pointed out, I do hope that the authorization that was made last year in connection with Highway 32 stands and that it will receive priority in the 1966 road program. Also, I would like to stress that we do give consideration to giving shoulders to Highway 14A because this is a heavy travelled road, heavy traffic, and it serves the centers of Altona and Gretna which have a fairly large population and also the rural farm population that. . . .

MR. CHERNIACK: What's the traffic count?

MR. FROESE: I don't know the traffic count. I'd certainly like to know the traffic count if it's available and if the Minister would care to divulge that information.

So with these few remarks at this time, I would like to hear from the Minister on this matter. I am glad that they have increased the total allotted to the Highway Department and that we will see more road work in this province. I think as a whole we do need good roads, because how can we attract people to come into Manitoba as tourists and travel in our province if the roads are in such poor shape. We know from experience that if we go elsewhere that we like to travel on good roads, so I think we should as a province should try to improve our roads as best possible.

MR. HRYHORCZUK: Mr. Chairman, did I understand the Minister correctly when he was answering to one of the questions asked by the Honourable Member for St. John's that the intention is to spend the \$24 million that we have in the estimates this year plus the \$17 million that we have in the capital account, making a total of \$41 million? Well, will the Minister tell us whether it is the intention to spend any of the \$17 million that we now have in the kitty in this year's program? That's one of the questions.

Could he tell us what the cost of the work on No. 1 west between Headingley and Portage was in 1965 and what he expects it to be in 1966, and also the estimated cost of the Portage bypass. I think I could have got these figures on those billboards but I have never bothered to stop and look at them properly. I would also like to know what the contribution will be by the Federal Government to both of these projects, that's the bypass and the road.

Now I have a question for him that I know isn't a question that can easily be answered, but I hope he can give me an average cost per mile - I know in some instances it will vary considerably - but the average cost of grading, gravelling, base, asphalt surface, bituminous pavement, concrete and calcium, the average cost per mile for all of those based say on 1965 or whatever year you want to base it on.

I also notice that in this year's schedule Minnedosa bypass is in here. There's no mileage given but it states that you are going to commence building a bridge and start grading. Could the Honourable Minister tell us where this bypass is going to be located? Is it going to straighten out that kink that we have in Minnedosa now? Is it going to go straight through the valley there and up the other side - the approximate location?

MR. FROESE: Mr. Chairman, I had skipped one or two things, and before the Minister replies I will also question him on it. I notice there is an allotment here for a bridge on Highway 14 west of 75. Is that the one that's being constructed now or is it -- I was just wondering whether it was the one that will have to come in -- if the Hespeler Floodway work is going to go ahead, there will have to be another bridge at Plum Coulee I think. The Minister however has nodded, so I know on this point.

The other point was whether he has given any consideration to making any of the present provincial roads down in the southern area, raising them to the provincial trunk highways. Have you any of this done?

MR. VIELFAURE: Mr. Chairman, I wonder if the Minister would tell us who has the responsibility for railroad crossings on our main highways. Is it the provincial responsibility or is it the railways themselves? I don't know if it's because of my many years being bounced on the highways, but I find that many of our railway crossings on our main highways in the winter become terribly rough. I'm sure if we could evaluate the amount of damage done to cars and trucks crossing these railways, it would amount to enormous sums of money. I imagine of course that it is mostly due to the frost conditions because the same crossings usually will be fairly level during the summer, but one for example that I use very often of course is the one on No. 12 highway between Steinbach and Ste. Anne which is a highly travelled highway, and although it's pretty good in summer, in winter it gets to the point that really over 15 miles an hour is injurious to a car for front-end and shocks. I don't know if it's a matter that is very expensive to correct, but it seems to me that something could certainly be done to make these crossings more level. When you travel on a highway that's fairly even and if you hit one of those at 50 or 60 miles an hour, well I shouldn't say - right there at St. Anne I think the speed limit is 30 or 40 - but some of them even at 30 or 40 is really too rough for a car to take. So I wonder if the Minister would give us his opinion on this particular situation. I notice this is not the only one, I certainly know that there are many more at railway crossings but I mentioned this one specifically because I'm well aware of the condition there.

MR. SHOEMAKER: The subject of highway signs has been raised and perhaps I should pursue it a little further in light of the fact that it was myself who put the Order for Return in requesting the number and the size and the cost of them. I wonder if my honourable friend the Minister could tell the committee the policy in respect to building roads, that is we were told that in this 49-mile stretch of road between the perimeter road and Portage that the government had spent \$3,000 for renting two signs, that is they paid \$125 a month rent each on two signs; they built 16 other signs that cost about \$500 each, for a total of \$7,414 for 16 signs; and I noticed an article in the Free Press that had it figured out at a cost of \$212.44 per mile for promoting my honourable friend.

Now in future, is it the intent of the government to advertise the program based on the over-all project? Is it to be \$212 a mile or is it to be so many signs every 10 miles, or just how does the government arrive at what it considers to be an adequate advertising campaign?

MR. LYON: Do you really care?

MR. SHOEMAKER: I don't care as long as it's the Conservatives' money that's spending it. If they want to use Party funds, they can put up a sign every 10 feet if they like.

MR. LYON: You have better tell that to Ross Thatcher.

MR. SHOEMAKER: Well I'm not living in Saskatchewan and what Ross Thatcher does and what they do in Ottawa is no concern of mine. We have said lots of times that two wrongs does not make a right in my book. It may do in yours, and if Ross Thatcher wants to put up a sign every 10 feet that's his business, but I'm not paying taxes in Saskatchewan. All I'm asking is a simple question - what is the policy? Is it going to be \$212 a mile on every project that my honourable friend proceeds to do this summer, because it seems to me that there should be a policy. I asked a fellow the other day who did not know what I was coming at, and who did not - does my honourable friend want to make a statement - the member for Roblin?

MR. KEITH ALEXANDER (Roblin): I said you can join the club!

MR. SHOEMAKER: Mr. Chairman, I suggest in future that if anyone wants to interject for the benefit of Hansard, they get up and make a statement so that it will be on Hansard, because I'm trying to find out what the government's policy is in respect to road signs and construction signs.

Now I asked this friend of mine the other day if he had made a trip out to Portage and back since the signs went up and he said no, he had not. "Well," I said, "How many signs do you think would be necessary in this small stretch of road to adequately advertise my honourable friend the Minister of Highways?" "Oh," he said, "I don't know." I said, "Would one every mile be enough do you think?" He looked at me with that far-away look in his eyes as if I might have been off my rocker, and I said, "Well, there's an average of one every three miles out there," because there's 18 in 49 miles and at one point, I think it is a mile west of Elie - I believe that's where it is - I'm pretty certain - you can stand in one place and throw a stone and hit three of them. There's one as you go west - you see one and it says, "This bridge cost \$68,500." You turn right around and you see the other one, probably when you're coming in from the west, "This bridge cost \$68,500." It's the same bridge. It's the same bridge and they've got two signs there telling us that it cost \$68,500. --(Interjection)--

(MR. SHOEMAKER cont'd) . . . Mr. Chairman, would my honourable friend the Minister of Mines and Natural Resources like to get on Hansard or wouldn't he?

So all I'm asking is a question -- (Interjection)--pardon? He's uncomfortable - he doesn't like me to pursue this. Well, as long as we get an intelligent answer that will satisfy the taxpayers and we people opposite, why it will be all that I'm after.

Mr. Chairman, I notice by two Neepawa Presses that I have in front of me, one dated March 4, that the Minister of Municipal Affairs was out to meet with town council and paid a surprise visit, according to this article, to advise them that the \$10,000 for paving was not forthcoming. It seems that the Town of Neepawa have not been talking to the mayor or councillors about it, but it seems that they, having got nowhere with the Minister of Municipal Affairs in respect to what must have been a misunderstanding in regard to certain grants on their hard-surfacing, have now met with my honourable friend the Minister of Public Works, because the most recent issue of the Press, dated March 18 last, is headed: "1965 Paving Program Saved Money, says the Minister", but he does not say that he is going to give them the \$10,000 that they feel should be forthcoming. There's a further article in respect to the consulting engineers, whether or not they were to blame for this misunderstanding or whether it was the Minister of Municipal Affairs or whether it was the Minister of Public Works or all three, I don't know, but perhaps my honourable friend could put some light on that subject.

In this same article I would like to know whether this is a fact or not. "The Minister told the delegation that was in to see him one day last week that the cost for asphalt"-- it says "the costs for asphalt are up between 40 and 50 percent this year" the Minister said. Now the inference is that it's over last year. That is, is it a fact that the cost of doing asphalt is 50 percent -- or he expects it will be 50 percent higher in 1966 than it was in 1965, because if it's a fact, then we're going to get a lot less work done for the money that's in the estimates.

I was one of the few members of the House that got a kind of a sneak preview of the schedule of work to be done this year because I attended that opening of the bridge on the Assiniboine River south of Carberry one day late last fall and went over to Glenboro, and it was at that meeting that my honourable friend announced some of the work that is outlined on the schedule, and so I must say that I am happy to have a second confirmation that Highway No. 34 is going to be black-topped this year. He did assure me that in a letter, because following our banquet at Glenboro I wrote him to ask him whether or not my ears had let me down, did I hear him say that they were going to do this? He wrote me back and said I was quite correct.

Now, Mr. Chairman, this schedule that we have before us outlines the work to be done on the provincial trunk highways but there is nothing in here to say what will be done on all of the provincial roads in the province. One year ago we received - I think during the estimates - a map showing all of the new provincial roads. A huge thing it was and it was an excellent map. I wonder are we going to have a new one this year and an estimate of the work that is to be done on the provincial roads.

I notice in the Annual Report that work done on provincial roads last year varied from \$22 a mile, I think in some cases, to about \$2,200 a mile in other instances, and I wonder what the policy is in respect to priority of work to be done on provincial roads; and then not only priority, but the amount that will be spent per mile on these roads. There are a lot of troublesome roads - that is troublesome not only to the municipalities in which they are situated but troublesome to the people who live in those municipalities - that have now become connector roads, and I know that my honourable friend no doubt will have received, I suppose, hundreds of requests from municipal bodies asking him to do work on these connector roads or provincial trunk roads, call them what you like, and I was just wondering what is the priority - how does he determine what will be done and when.

Incidentally, Mr. Chairman, when the Minister of Municipal Affairs paid this surprise visit to Neepawa and met with the town council, it was suggested to him by the Chairman of Finance in Neepawa that if Neepawa was represented by a Conservative that there would likely be no doubt about it, that this \$10,000 would be forthcoming. I was glad to see that my honourable friend denied that that would be so because I can have a lot of fun with that one. But I wonder if my honourable friend the Minister of Public Works -- (Interjection)--yes and my honourable friend the Minister of Mines - he likes to get into this - whether or not he would endorse what the Minister of Municipal Affairs had to say in this respect. Is it a fact that when my honourable friend is designing a program for the province, does he consider at any point in his estimates who represents that particular area, in light of the statement that was

(MR. SHOEMAKER cont'd).....made to the Minister of Municipal Affairs at town council meeting the other evening, because I think this is rather an important one - and I hope that it's only a rumour - but is this considered at all?

Then, Mr. Chairman, I noticed that my honourable friend the Member for Ethelbert Plains has inquired as to the Minnedosa bypass and the path that it will take. I notice that - I think it's on Page 1 - yes, Page 1, Highway No. 10 - Minnedosa bypass - commence bridge and grading. I suppose that that will go straight north on No. 10 and cut off eight miles there. I suppose that's what it is intended to do, because I hear a lot of Brandon people complaining - not my honourable friend I don't suppose - that go north up to -- well all northern parts of the province. They have to go into Minnedosa - four mile in, four mile back - eight miles and then they're slowed down for a considerable time going through Minnedosa, particularly if there's a train going through and all this kind of business. So, Mr. Chairman, perhaps with that my honourable friend can enlighten the committee on some of the points raised.

MR. WEIR: Mr. Chairman, if that's the list of questions for the moment, I think if I start with the Honourable Member for Rhineland and say that as far as the work that was out last year and the work's that under contract, which No. 32 Highway is, the contractor is committed to doing the work and will be proceeding with it as quickly as he can, because our contractors aren't any different than anybody else's contractors in that they're out to make a buck and the only way that they can do that is if they get on with the job and look for another one.

He made several comments about other highways and provincial roads which I think fall into the category of others that I've spoken about, so I don't think there's much point in repeating them.

He inquired about the cost of Highway 32. I don't know what the cost is. It would be a suitable subject for an Order for Return, I would think, on that basis.

How many contractors there are in Manitoba - I don't know. There's quite a sufficient - I wouldn't say sufficient number because we've always got room for more contractors, but we have quite a good number of good contractors in the Province of Manitoba and I don't know how you would ever -- if you only scheduled your work so that you could complete all your work in any one year, you wouldn't be able to accomplish near as much work with the contractor because there are phases of these operations which can be carried out in the winter months and efforts are made to attempt to get production out of the equipment that we have in Manitoba on as full a basis as we can.

He enquires about the provincial roads to provincial trunk highways. They are considered the same in that area as they are in other areas as far as whether or not they should be provincial roads or provincial trunk highways.

He discussed the pride of the municipality in their roads and I have no doubt that they had pride in their roads. He seemed, Mr. Chairman, to leave the inference that the members of my department didn't have any pride in their roads, which of course I take strong exception to because the fellows in the department have a pride in the system of roads too, and by and large the maintenance that these roads have received for the most part has been more -- there's been more maintenance on the provincial roads than what the municipalities had previously given.

The Honourable Member for Ethelbert Plains again enquired about the cost. I'm sorry I neglected to answer it before and he had to ask that question twice. As far as the federal contribution is concerned, we are still working under the Trans-Canada Highway agreement on No. 1 Highway. The agreement calls for two lanes only, and 50 percent cost with the exception of 90 percent of 10 percent of the mileage, and the 10 percent that Manitoba chose some years ago is the 10 percent on the Winnipeg bypass because of the structures and so on and so forth that were involved. So the contribution that the Government of Canada makes to the road around Portage, which is the only contribution they make because the contribution has already been paid on the existing two lanes from Headingley west, the contribution that they make is 50 percent of the cost of two lanes of the bypass, and from memory, I think it was estimated that their share of this cost would be something over \$600,000 - between six and seven hundred thousand dollars - of which the money that the Government of Canada had contributed towards the road through Portage when it was Trans-Canada Highway, taken away from the money which they were paying on the bypass because the bypass is the greater amount of money, that amount was around \$300,000. So the anticipated contribution by the Government of Canada in the project at Portage, which is the only one that they share in, is approximately three to four hundred thousand dollars.

(MR. WEIR cont'd).....

Now the only other area of federal participation here is on the structure at the perimeter highway and No. 1 Portage Avenue. There will be a federal contribution towards that - and I'd have to be assured from some places that can hear me, I think - but I think it's in the area of the 90 percent, which would be 90 percent of the two lane cost in the area of the bridge.

He wanted to know the costs in 1965 and so on and so forth. I don't have those at the tips of my fingers, but I'll see if we can get them for him. He wanted to know the average cost on concrete, calcium - I would hate to pick a figure out of my head and quote it to him - again I'll see if I can come up with those kind of figures.

He and the Honourable Member for Gladstone are interested in the bypass around Minnedosa. I may say I have kind of a little interest in that one myself and I just wish I could tell him where the location is going to be, because I don't know myself and I'd kind of like to know. There have been about seven locations examined by the air and I think they've got them down to about two locations which are presently being charted on the ground and estimates being taken, and I'm not in a position to know exactly where the road is going to go.

The Honourable Member for LaVerendrye enquired about the railway crossings and that's a good question. My guess is that the road up to the railway crossing is our responsibility and the planking in the middle is railway responsibility, but again I'll probably have to enquire to make certain about it and I'll see what I can do there.

The Honourable Member from Neepawa talks about signs and the policy and so on and so forth. Well the only thing I can say there, the policy would be to erect a sign where it was felt it was needed and I think that will continue to be the policy, and the rental ones, when they have served their purpose and the project is over, will be discontinued.

MR. LAURENT DESJARDINS (St. Boniface): What's the purpose?

MR. WEIR: The purpose is to educate the people of Manitoba into what this kind of a road costs and also, we hope - it's hard to say - there may be a bit of a safety factor involved in making them aware of the size of the project and the amount of equipment that is working right in the vicinity of the highway and so on and so forth. Nevertheless, those signs are there and of course I've got news for him. When the project is finished, the signs will come down and they'll be repainted again and they'll have other projects on them and be erected in other places, so I think it probably isn't fair to attribute the entire cost of the signs to the single project that they're there.

As far as the paving costs and the difference in Neepawa, there was I gather a misunderstanding as to how the policy operated. Neepawa did over-expend what they had intended to, but if they had stayed with their original set of streets that they had started out with, they'd have been within, or pretty well within their estimate, but the policies that had been laid down by the department were the same policies - possibly some of the councillors that are there now may not be aware of it - but they were the same policies as to engineering and so on and so forth that had been in vogue and had been used for the other streets that had been done at the time they were done when the road from Gladstone to Neepawa was paved. There was no difference in policy, while there may well have been a misunderstanding. So I'm not sure that they got that and I don't think that the manner in which Neepawa has been treated indicates that they have been too badly treated. The reaction that I get from members of the council is that they are fairly well pleased with the treatment that they received from the Department of Highways and I would think that they would really not want the feeling to get around that they didn't consider that they got fair treatment.

The provincial road program that the honourable member talks about - in the estimates there is a figure of \$3.8 million which will be spent in the same manner as the approximate same amount of money was spent last year on the system of roads. There'll be a multitude for the most part of smaller projects done as they show up, because it's been a difficult job to try and keep pace with these things. It will continue to be another big year of bridge building on the provincial roads because we found that there were an awful lot of bridges - awful lot isn't a very good term but never mind, that's what it is - an awful lot of bridges that didn't meet highway loadings and a great deal of work was done to try and bring them up to highway loadings and improving standards and sight distance and areas where there is a couple of miles - a mile or two miles missing on what would otherwise be a completed stretch of road. I don't say this critically, but in many cases these roads were built under the main market road system and were developed under a municipal policy, and for the most part the roads were built from the centre of the municipality or from the community within the municipality

(MR. WEIR cont'd).....out, and when you ran out of ratepayers in one municipality, the municipality for a very good reason ran out of money and the other municipality may have done the same thing going the other way, and oftentimes, with the construction of a couple of miles of road in certain locations, it is possible to make a continuity of roads. This is the type of project that will be carried out throughout the province. The money will be allocated to districts so that the district people will have an opportunity to work on it and we'll get, hopefully, the best use out of the staff that we have in our various offices throughout the province.

MR. SHOEMAKER: I want to thank my honourable friend for the answers he gave me up to date, but there is still one very important one that was not answered and that is the cost. Is it a fact that the cost for asphalt - according to this article here, "The costs for asphalt are up between 40 and 50 percent this year the Minister stated." Is that a fact?

MR. WEIR: Mr. Chairman, I don't think that that's an exact fact the way it is stated. Prices do appear to be climbing this year although the price isn't consistently up by that price. It varies by the job, but there is certainly an increase in price this year.

MR. FROESE: Mr. Chairman, I think I should comment on what the Minister has just said, that he took exception to an apparent inference that I had made on the people in the department in connection with servicing highways or provincial roads. This is simply not what I inferred at all. I didn't infer anything of that kind because these people can only do so much as we authorize, or the amount that we allocate to such projects, and certainly we know that some municipalities spent more on their provincial roads than other municipalities did. Well this just points out the matter, because if Rhineland municipality took prizes for better roads, this means that they definitely spent more money than some other municipality did on their roads and took pride in them, so that if we are just going to allot an amount that will be sufficient for an average of maintenance of other municipalities, this means that some municipalities won't get the maximum amount that they spent on these roads before. Unless the Minister can assure us that the amount that we are allocating for this will meet the maximum that was spent before by municipalities on these roads, then it's a different matter, and if he does so, I'll be quite satisfied.

When I asked the question about the number of companies or contracting firms operating here in Manitoba, I did so because a lot of the people are also working on the floodway, I take it, and are we paying them as well? Are there more bids for the work on the floodway than there are on the provincial roads that we are asking to be built up and so on? Are they catering more to the contracts on the floodway than to our road program and as a result we are not getting the work done, or has this no bearing on the work that is presently being done in Manitoba.

MR. CHAIRMAN: (a)--

MR. MOLGAT: Mr. Chairman, I think we still have some questions on the Minister's salary. Before going into my specific questions, I would like to thank the Minister for his statement with regard to the Causeway and bridge at the Narrows. Certainly the ferry had become such a problematical operation that it was discouraging a lot of people from making use of the road. A number of people would head off with the intention of using the ferry and reach it and find it was closed, so I think the solution that the Minister is following is the right one and I thank him for announcing it now.

I'd like to know from the Minister the costs of the program if I may. Last year I had asked him if he could give me the exact cost of what the then orange sheets which were handed out for the program was, and I got from him at that time the figure of \$24 million and there was to be a recovery from a third party, presumably the Federal Government, of \$2-1/2 million leaving \$21-1/2. Then there was a carry-over from 1964-65 of some \$4 million but there was intended to be a carry-over into 1966-67 of \$5 million, which left us with a \$20.5 million program. I wonder if he could give me the same figures this year for the white sheets.

MR. WEIR: Well, Mr. Chairman, the program is estimated at \$25 million with a carry forward of \$5 million from last year making a total of \$30 million less recoveries estimated to be around \$2 million, leaving a provincial cost of that program at about \$28 million. Then an up-grading of the provincial road system which isn't on this sheet, the new provincial road program of \$3.8 million - and really what I'm doing now is giving you the breakdown of - I've forgotten what the item is, but it's the large \$24 million item in the book - which gives an expenditure of \$31.8 million. Then there is Metro grants of half a million in this item and an item for yards and building improvement throughout the province of \$56,000, with an anticipated carry forward into next year of \$7-1/2 million. So the answer to your question really

(MR. WEIR cont'd)..... is that it boils down to about the same program as last year on highways, about \$20-1/2 million.

MR. MOLGAT: That was the question that I particularly wanted, Mr. Chairman. So these sheets then represent some \$20-1/2 million.

MR. WEIR: No, some \$25 million.

MR. MOLGAT: Pardon me, some 25 million, that's right. Now how much of this is represented by the No. 1 Highway construction between here and Portage and the actual Portage bypass. Out of that \$25 million, how much is that? --(Interjection)-- Oh, all right, fine I missed the question in that case.

MR. SHOEMAKER: Mr. Chairman, my honourable friend will have had over the last six or seven months I guess, three or four letters from myself in respect to the access road from PTH No. 5 into Birnie, and I'm certain that I have a letter on file from him assuring me that it will be done in 1966. My honourable friend knows that the contractors were out all last summer doing about 11 miles of PTH No. 5 from the Junction of No. 4 north for a distance of a mile north of Eden, and this is the time as I have always said, and will repeat it again, the time to do these access roads is when the machinery, the contractor, and the material is in the area, and I hope that it is his intention to proceed to finish this access road into Birnie.

Now what is the policy now in respect to access roads, because in 1959, at that special summer Session, the then Minister, Mr. Willis, in outlining - this is Page 1100 of that Hansard, July 20, 1959, seven years ago - he was outlining the whole program of access roads and he said, even at that date - that's seven years ago - "We are now building into literally hundreds of towns and villages in Manitoba access roads from the highway up to a total mileage of four miles free of cost, so that they may have proper access to their towns and villages, in general, on the same basis as the highway which it left."

Now that seemed to be the policy seven years ago. Is it still the policy? Is four miles the cut-off? What does the size of the town have to be, or village, in order to qualify under this access road program? How many villages or towns are left to do? In light of the statement made here that by July 20, 1959 there had been access roads built into hundreds at that time, there can't be too many left if this program was pursued as vigorously as the then Minister of Highways said that it was.

MR. WEIR: As far as the Birnie access road is concerned, I think that the honourable member appreciates that that contractor - I am not aware of the circumstances and as far as I know there is no reason to know that they've changed - but as far as the contractor was concerned, he had a pretty difficult job to try and get No. 5 Highway completed by the time winter rolled around, and my guess is that the material, if it hasn't been laid, has been stockpiled for the Birnie access road because what's called for I think on the Birnie access road, if my memory serves me right, is an asphalt surface treatment, and the policy now is that by and large we don't have access roads as such. Those that were access roads have been incorporated into the provincial road program and will come up for priority as time goes along and development. But we are still attempting to put our provincial roads in the areas of construction projects serving communities that go by these projects as we go by - at the same time that we go by. I may say that with the different standards that there are in building now, the provincial road is designed at what is considered a satisfactory surface for the provincial road. The standard isn't established by the type of the road that goes by it, because oftentimes the traffic requirements are much less on the access road than they are on the highway itself.

But by and large as the program goes ahead, it is fair to say that the communities that haven't yet been served with a surface similar to that which goes by - in other words, what I am saying is the good dust-free surface, that these people will not receive it the same as those that were in under the access road policy at the time that it was in effect. Now the access road policy is being connected in, and I believe by and large most communities as being the generating point in establishing them, actually become access roads.

MR. SHOEMAKER: Mr. Chairman, then what my honourable friend has said is that the connector roads or the provincial trunk roads were so laid out and designed that they in fact touch every village practically in the province - every village or town in the province - and that with the establishing of them, that is the provincial roads, the old access road program has gone by the board so to speak.

MR. FROESE: Mr. Chairman, on this matter of access and provincial roads, what is the government policy in connection with accepting new roads under the provincial road programs? What are the conditions that they have to meet, and is it up to the municipality to

(MR. FROESE cont'd). make these applications or just how are you proceeding in taking over more roads as provincial roads? I would like to know more about this because certainly the municipalities made application at the time that the Provincial Government did take over the roads that they have presently under this program, and most likely not all of them were accepted. What means are there open to municipalities to having further roads accepted as provincial roads?

MR. WEIR: Well, Mr. Chairman, by and large, municipal resolutions are the things that bring most of them to our attention, but the department have a record of all of the requests that were made at the time that provincial roads were under negotiation and these are checked annually in the fall of each year to see what changes there have been. There were a few inequities changed last year, not very many, and they are looking at other policies, other things that might be generators and attempting to keep up to the times with this provincial road policy, and certainly any suggestions that the municipality have will be considered once a year.

MR. FROESE: Further on that, now that we know how the provincial roads are going to come about, how do you raise the level from a provincial road to a provincial trunk highway? Is this completely in the jurisdiction of the department of the government? There is nothing, I take it, that the municipality can do about it unless they make an appeal to the government to take certain roads over as provincial trunk highways. I think there has been some discussion with some of the municipalities along this line, that they would like to see certain provincial roads taken over as provincial trunk highways. What is the procedure here?

MR. WEIR: This is something that is established by Order-in-Council on the recommendation of the department through myself, and trunk highways are established by what their considered use is to be. The function of the trunk highway is to provide trunks which service the Province of Manitoba and off of which these other connectors or provincial roads can form a complementary system. The advantage to the municipality, with the exception of showing a different number on the map, really doesn't make any difference. The responsibility is the same for a provincial road as it is for a provincial trunk highway, and the numbering of trunk highways as opposed to provincial roads is purely one of simplification, so that drivers can follow them without too much difficulty and certainly not to get them so thick and close together that there isn't a difference, by and large, to the ordinary stranger that is travelling across our province, that he knows the difference between the standards of the provincial roads and the provincial trunk highways. One is a trunk system and the other one is complementary thereto.

MR. FROESE: Does this mean that there are traffic counts required, and is there a certain amount of traffic required on a government road before it will be accepted as a provincial trunk highway? Does this have any bearing?

MR. WEIR: Not necessarily. There will be provincial roads that will carry much more traffic than some trunk highways because of the natural make-up and geography of our province, and there will be other provincial roads that will carry -- more provincial roads will carry more traffic than some trunk highways and the other way around.

MR. HRYHORCZUK: Mr. Chairman, while we are on this subject of connector roads, I understand the policy of the government to be that they take 100 percent responsibility for trunk highways and connector roads. There are no more grants to municipalities. Now in view of the fact that the Honourable Minister of Education is starting on his drive for consolidation of the elementary schools, which will virtually involve thousands of miles of municipal roads which will have to be brought up to a standard of an all-weather road or the standard of what now are our connector roads, is the government anticipating any change in policy? Are they going to assist the municipalities in constructing the necessary bus routes throughout the province or are they going to leave it entirely to the municipalities? Within a year or so, the brunt of this large construction program by the municipality is going to run into the millions of dollars and I doubt very much whether the municipalities will be in a position to carry it. We hear so much about the taxes that we now have on real estate, and with this added load, I have serious doubt that some of the municipalities will be able to build the kind of roads that will be all-weather roads, usable in the winter as well as the summer, and so forth.

And while I am on that subject of grants to municipalities, I would like to ask the Honourable Minister, under what appropriation or under what policy were the curbs built in the town of Dauphin on No. 5? The Dauphin Herald carried quite a large front page article on this, that according to this article - I believe it was the first time in the history of the province

(MR. HRYHORCZUK cont'd).....that the curbs adjacent to a highway were built at the 100 percent expense, or covered 100 percent by the Province of Manitoba, that there was no frontage tax nor did the town of Dauphin in any way contribute to that construction. I would like to know just what the cost of these curbs were to the Province of Manitoba.

MR. WEIR: Mr. Chairman, as far as grants are concerned, as far as they have a bearing on consolidation, this hasn't gone unnoticed but I have no change in policy to discuss at the present time.

As far as curbs are concerned, the curbs I presume probably were put in at 100 per cent provincial cost but Dauphin isn't the only place that this has happened, but last year is the first year that this has happened. The policy is that where storm drainage is looked after by the municipality and curbs are required to run the water, that the province, at the time that they are paving the highway, will install the curbs, but we don't make contribution towards storm drainage. This policy came about when, through the towns and villages, the province accepted the responsibility for the full width of road as far as traffic purposes is concerned and the drainage of the road itself is considered to be a part of that cost, but not drainage of the area, if you get the distinction I am trying to draw.

MR. HRYHORCZUK: That is a standard policy now that has been adopted by the government.

MR. CHAIRMAN: It is now 5:30. I leave the Chair until 8:00 o'clock.