

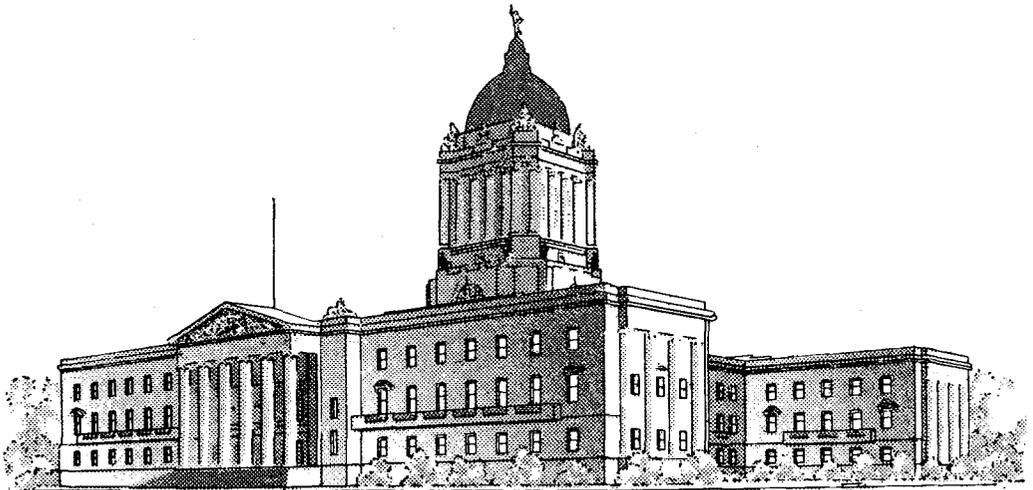


Legislative Assembly Of Manitoba

DEBATES and PROCEEDINGS

Speaker

The Honourable A. W. Harrison



INDEX

Monday, July 20, 1959

Introduction of Bills: No. 92 (Mr. Thompson), No. 74 (Mr. Carroll) 1095

Questions..... 1095

Second Readings

Bill 51, re Municipal Board (Mr. Thompson)..... 1096

Mr. Paulley, Mr. Campbell, Mr. Hawryluk, Mr. Thompson..... 1097

Bill 52, re Utilities Board (Mr. Carroll) 1098

Bill 53, re Statute Law (Mr. Carroll)..... 1098

Committee of Supply

Department of Public Works: Statement, Mr. Willis 1098

Discussion of Statement

Estimates Discussion

THE LEGISLATIVE ASSEMBLY OF MANITOBA

2:30 o'clock, Monday, July 20th, 1959

Opening Prayer by Mr. Speaker.

MR. SPEAKER: Presenting Petitions.
Reading and Receiving Petitions.
Presenting Reports of Standing and Select Committees.
Notice of Motion.
Introduction of Bills.

HON. JOHN THOMPSON (Minister of Labour and Acting Minister of Municipal Affairs) (Virden): Mr. Speaker, I move, seconded by the Honourable the Attorney-General, that leave be given to introduce Bill No. 92, an Act to amend The Department of Labour Act, and that the same be now received and read a first time.

Mr. Speaker presented the motion and after a voice vote declared the motion carried.

HON. J. B. CARROLL (Minister of Public Utilities) (The Pas): Mr. Speaker, I beg to move, seconded by the Honourable the Provincial Secretary, that leave be given to introduce a Bill No. 74, and Act to facilitate The Distribution of Gas in Greater Winnipeg, and that same be now received and read a first time.

Mr. Speaker presented the motion and after a voice vote declared the motion carried.

MR. SPEAKER: Orders of the Day.

HON. DUFF ROBLIN (Premier) (Wolseley): Mr. Speaker, before the Orders of the Day, I would like to draw the attention of the House to the fact that Bill 63, and Act to amend an Act to incorporate the "Manitoba Health Service," is listed as being referred to the Committee on Standing Select Committee on private bills. Now, if my memory is correct, I think that when we amended this Act last year, it was dealt with by the Law Amendments Committee rather than the Committee on Private Bills, and it seemed to me that it would be more suitable if it was transferred from Private Bills to Law Amendments. And if there's no objection to that course, I would suggest we consider doing this, and do our best to notify those interested that it's transferred to Law Amendments. I think that would be a better place to deal with it.

MR. SPEAKER: Orders of the Day. Adjourned debate

MR. R. PAULLEY (Leader of the CCF Party) (Radisson): Mr. Speaker, on Orders of the Day, a few days ago I directed certain questions to the Honourable the Minister of Labour respecting an accident or a death in an elevator shaft, and at that the Honourable Minister informed me that the matter was under consideration of a coroner's jury and asked deferral until after that time. Now I wonder if the Honourable Minister can answer further today. If he is not able to today, it would be perfectly agreeable with me to withhold, say, possibly until tomorrow.

MR. THOMPSON: Mr. Speaker, I believe I could make some reply to the Honourable Leader of the CCF on the questions which he asked a week or two ago. As he has stated, we did not wish to make any statement until the judicial inquiry by way of a coroner's inquest had been held. I think the first question was, "When was the particular elevator on which the accident occurred last inspected?" It was last inspected on the 14th day of April of this year. As I recall, the second question was, "What was the cause of the accident?" . . . (In terjection) . . . "What safety devices were used?" . . . (Interjection) . . . Yes. The normal required safety devices of a freight elevator were used. There are in the province at the present time about 350 freight elevators with similar devices. The frequency of accidents has been very limited in this respect, I might say; but as I say, there have been 350 with -- at the present time that operate similar devices. There was no breach to our knowledge in the mechanism -- no breach of the law in the devices which were on this particular elevator.

Now, I believe the question was asked "What steps have been taken to eliminate the possibility of similar accidents in the future?" We have under consideration at the present time by the Elevator and Hoist Board revisions in the law respecting these elevators. I understand that they will be prepared very shortly to present to our office a verdict on their findings. This Board have been investigating this situation. I am told that they will be recommending some changes in the mechanism of these elevators which would make it a definite necessity that the elevator stop at the floor level at which the doors are open, and remain stationary until these doors are

(Mr. Thompson, cont'd.) . . . closed. As I say, we expect that report. We haven't received it yet but this Board have been working on this very problem for some considerable time. As a rather strange coincidence, the particular company where the accident occurred, had ordered - not that they were compelled to do so - they had ordered the new type of automatic control in April. They had placed an order and the installation had not yet been made.

MR. PAULLEY: Mr. Speaker, I want to thank the Minister for the answers that he has given me. There was one other question. Had any of the devices been removed or tampered with? I presume that they weren't. I might say, Mr. Speaker, I read the coroner's report in respect of this. I might say, if I may, Mr. Speaker, it is rather unfortunate that the equipment which the company had on order had not been installed, otherwise this young lad would have still been with us. I appreciate the fact that the group concerned with this are taking steps to investigate the whole matter, because after all we have 350 elevators, as the Honourable the Minister has indicated, and we certainly don't want a repetition of this type if possible.

MR. SPEAKER: Orders of the Day.

MR. PETER WAGNER (Fisher): Mr. Speaker, I would like to direct a question before the Orders of the Day to the Agriculture Minister. Has the inspection been done in the interlake area as far as the flood is concerned or is it under inspection at the moment? What -- how far has it gone?

HON. ERRICK F. WILLIS, Q. C. (Minister of Agriculture and Immigration) (Turtle Mountain): I have received no report to date. I'd be glad to inform the honourable member when I do receive one. They told me they would be going up there soon. Whether they have or not, I don't know. But I will find out and inform the member.

MR. SPEAKER: Adjourned debate on proposed motion. The Honourable the First Minister, for second reading of Bill No. 35. The Honourable Member for St. Rose.

MR. W. C. MILLER (Rhineland): Mr. Speaker, due to the unavoidable absence of the Honourable Member for St. Rose, I would ask that this matter stand.

MR. SPEAKER: Stand.

MR. ROBLIN: Mr. Speaker, we don't usually object to having orders stand, but I would ask whether there was anyone else in the House who is prepared to speak on this Bill at the present time, because, after all, this is third reading. We have had extensive debate in the House and at the committee stages, and while I'm not going to object to the order standing, I would respectfully request any honourable member who feels able to speak this afternoon, if he would, and enable us to proceed with this Bill.

MR. SPEAKER: Any member wish to speak on the third reading of Bill No. 35? Order stand?

COMMITTEE OF THE WHOLE HOUSE

HON. GEORGE JOHNSON, M. D. (Minister of Health and Public Welfare)(Gimli): Mr. Speaker, in view of the decision the other day that the interested parties concerned with Bill No. 59 should be present at Law Amendments on Thursday, I would ask that this stand.

MR. SPEAKER: Bill No. 51. The Honourable Minister of Municipal Affairs.

MR. THOMPSON: Mr. Speaker, I move, seconded by the Honourable the Attorney-General, that Bill No. 51, an Act to establish a Municipal Board, be now read a second time.

Mr. Speaker presented the motion.

MR. THOMPSON: Mr. Speaker, I believe I outlined the purposes of this Board in Committee of the Whole. It is part of the plan to divide the work of the Municipal and Public Utility Board and establish respecting municipal matters, a Municipal Board. It calls for the discontinuance of the Equalization and Appeal Board. The appeals will now be heard by the Municipal Board from Courts of Revision in the province and from the Provincial Municipal Assessor who will do the equalizing of assessments in Manitoba -- after this plan is adopted. The duties of the Board will cover all matters relating to municipal affairs. It will deal entirely with municipal matters including the questions of the floating of debentures and so on for utilities.

One matter was raised by the Leader of the CCF when this matter came before us the other day, respecting the appeals from the Courts of Revision, I believe, on the question of assessment; and the matter was raised by him that the new Municipal Board, which had under its control certain municipalities which were under supervision, would probably not have a proper position in

(Mr. Thompson, cont'd.) . . . dealing independently with such appeals. I cannot support his view in this respect. At the present time appeals are made by the individual property owner, first to the council sitting as a Court of Revision. They are certainly an interested party and we have had 190 or 200 Courts of Revision in this province for years; and their integrity in this respect has never been questioned to my knowledge. They give an independent judicial decision on the assessment of every individual appellant before them. I do not feel that the new appeal tribunal in this respect, a Municipal Board who is much more remote from the activities of the Council, would have a prejudice position in respect to those municipalities which are under supervision. There are in fact at the present time, only seven municipalities under supervision in Manitoba, and I can't see that the Municipal Board will be concerned at all with the proportion of taxation which each individual taxpayer contributes to the municipal fund. Their concern is purely of course, as supervisors of the activities of those municipalities under supervision; is purely to pass on their budget; to consider their general problems, and there is outside of that, very little if any contact between the Municipal Board and the normal operations of those seven municipalities. So I feel that the complaint raised by the Honourable the Leader of the CCF is not justified, that the interests of the board as a Municipal Board having some concern over those municipalities under administration, and their duties as the appeal board from assessment, will not conflict, and that I cannot see how we could accept his recommendation to make a change in the Bill in this respect.

MR. PAULLEY: Mr. Speaker, I'd like to just make one further comment on that. I can appreciate as the Honourable the Minister of Municipal Affairs has said that we have Courts of Revision in all of our municipalities and they -- and I agree with him on this -- do a pretty fair job. But the point that I raised at the resolution stage was, that notwithstanding that, however, there was an appeal from them to the Municipal Equalization and Appeal Board which was divorced entirely from the municipality. In other words if any individual didn't feel he was treated right by his own Court of Revision in his own municipality, then he had the further appeal to the Equalization and Appeal Board. Under this setup however, a resident within any municipality or jurisdiction which comes under the Municipal Board, I presume that they will take over the functions generally of a municipal council, act as the Court of Revisions and there will be no appeal from them such as there was previously to the Equalization and Appeal Board of the individual in any municipality he was not subjected to supervision. And that was my main point. I appreciate fully the fact that the Minister has pointed out that all of the municipalities have their own Courts of Revision, but there was an appeal from that by any citizen who felt that he had been aggrieved against; but in this particular case there will be no appeal at all, because the Municipal Board setup under this legislation will be the Board who sits as a Court of Revision, technically at least, from which there will be no appeal, and that was the -- other than the stated case of law I presume, which could go to the Queens Bench.

MR. D. L. CAMPBELL (Leader of the Opposition) (Lakeside): Before the Honourable Minister replies, there is one point that I wanted to ask and that is simply: Is it correct to say in general terms that this Act simply takes over the municipal functions of the Municipal and Public Utilities Board, and are the procedures and jurisdiction authority, etc., practically the same in this case as before? And in particular the provisions with regard to debt adjustment for municipalities?

MR. J. M. HAWRYLUK (Burrows): Mr. Speaker, could the Honourable Minister tell us whether it is the intention of the Government to have the present Chairman of the Municipal and Public Utilities be the Chairman of this Board, Mr. McDonald, or any other of its members?

MR. SPEAKER: The Minister is closing the debate.

MR. THOMPSON: Mr. Speaker in reply to the Honourable the Leader of the CCF, I should point out that to my knowledge the Municipal Board does not deal with the administrative details or sit as a Court of Revision for any municipality. The seven municipalities under supervision have their own councils who act as the Court of Revision. There are two municipalities under total administration at the present time and the administrator is the Court of Revision and he is named by the Provincial Government, not by the Public Utility Board. So I believe the Honourable Leader of the CCF need have no fears in this respect -- there is no conflict of interest in the duties of the new Municipal Board with respect to appeals on assessment.

In answer to the Honourable the Leader of the Opposition, I would say, yes, I believe

(Mr. Thompson, cont'd.) ... everything that he has said is correct. The new board is taking over the municipal functions generally speaking in addition to these assessment appeal functions which I mentioned of the original Municipal and Public Utility Board.

Regarding the naming of a Chairman of the new Municipal Board, I can only answer the Honourable Member from Burrows this way, that that is a matter of government policy which will be decided after the board is established, after the Bill has been passed.

Mr. Speaker presented the motion and after a voice vote declared the motion carried.

MR. SPEAKER: Second reading of Bill No. 52. The Honourable Minister of Public Utilities.

MR. CARROLL: Mr. Speaker, I beg to move seconded by the Minister of Health and Public Welfare that Bill No. 52, an Act to establish a Public Utilities Board be now read a second time.

MR. SPEAKER: Are you ready for the question?

MR. CARROLL: Mr. Speaker, I think much of the explanation which has gone before applies also to this Bill. The Public Utilities Board will be taking over the Public Utilities function of the Municipal and Public Utility Board. The only major change which is being made in this Bill is that, where rate base is a factor in determining just and reasonable return, we establish that the rate base would be established by computing -- at least the rate base is computed on the historic cost of assets prudently acquired, less depreciation, plus a reasonable amount for working capital. And the reason for this change, of course, was that it was an important part of the report on the Greater Winnipeg Gas Distribution Commission and that was one reason why it was set up in this particular Bill. The Board as you know is burdened with so many investigations and must make decisions with respect to such a wide variety of activity that it is almost impossible for them to give the individual time and attention to each case which they really should. We feel in this way they will be able to specialize to the point where there will be a more efficient functioning of the Department.

MR. D. ORLIKOW (St. John's): Mr. Speaker, I move seconded by the Honourable Member for Seven Oaks the debate be adjourned.

Mr. Speaker presented the motion and after a voice vote declared the motion carried.

MR. SPEAKER: Second reading of Bill No. 53. The Honourable Minister of Public Utilities.

MR. CARROLL: Mr. Speaker, I beg to move seconded by the Minister of Labour that Bill No. 53 and Act to amend Certain Provisions of the Statute Law now be read a second time.

Mr. Speaker presented the motion and after a voice vote declared the motion carried.

COMMITTEE OF SUPPLY

MR. ROBLIN: Mr. Speaker, I beg to move seconded by the Honourable the Minister of Public Works that Mr. Speaker do now leave the Chair and the House resolve itself into a committee to consider of the supply to be granted Her Majesty.

Mr. Speaker presented the motion and after a voice voted declared the motion carried, and requested the Honourable Member for St. Matthews take the Chair.

MR. CHAIRMAN: Before we call the next item, perhaps it may be of benefit to the committee to draw your attention to the signs at the end -- it has no direct connection perhaps with the meeting of the committee, but one says "proceed with caution" and the other one says that "if you're going on a detour begin four hundred feet from here." Department of Public Works. Administration.

MR. WILLIS: Mr. Speaker, I desire to make a brief statement on the estimates before we get into the details, and I thought it appropriate that the new Conservative Government should bring in a very large sign such as the one that you see before you, which says "Proceed with Caution." I suggest to you that that is a good conservative principle; but I suggest to you that we have not proceeded with the same degree of caution-hesitation as the previous government.

We have adopted a new system of signs and I have brought a few of them into the Chamber just so that you could see the difference in, particularly the new signs and the old signs which we formerly had. If you direct your attention to the large yellow sign you will see the one that we now use and the size that we now use for directing people at new construction, and you will see that it is more than four times as large as the previous one. The previous one being the one

(Mr. Willis, cont'd.) "Begin Detour", and if it had said "Proceed with Caution" it would have been the same size as that one as well. You will see the one over on the side of the Opposition, the two fours, they are placed there merely to show the standard sign - the old size and the new size; and you will see that the new size is approximately twice as large as the old size. You will see, too, the new signs for the Trans-Canada, you will see the small sign which we used to have, on number 1. You will see the smaller of the green signs, which is the standard Trans-Canada sign now, reflectorized which is twice as large as the old one; and you will see the one for the Trans-Canada on the division, and for cities, which indicates the larger size again, which is approximately three times as large as the former sign. You will see behind me the difference in the signs which we used in the City; the old six there indicates the size which was formerly used; the new one indicated the size which is now used in the City, which is approximately three times as large as the previous signs. In general we have done two things. On the average we have made our signs three times as large as they were formerly, and we have arranged so that there will be three times as many signs as there were previously.

The second feature I want to mention as a preliminary today, and I only have five features that I desire to mention. The second one is in regard to planning -- and we have discussed this here previously -- whereby we have secured the services of the Automotive Safety Foundation who are now in the Province of Manitoba planning the future of our highways and it is the Association -- the organization which formerly planned the highways of some twenty-three states of the union, including the State of Minnesota. They also planned the highways for the Province of Ontario, which is the only province in effect that has an actual planning division other than the one that we are now creating in Manitoba.

It may interest you to know as to what a planning organization does, and the methods which it uses in order to bring about its plans; and I should like to read you some of the features in regard to this organization and to what they are doing in the Province of Manitoba at the present time. There are fifteen points on which they are trying to improve our present method (1) Traffic counts - to determine the total vehicle usage of all of our highways in the system. (2) Classification counts - to determine the ratio of trucks, all types of vehicles and axle spacings as well. (3) They are making a complete highway inventory to itemize the full detail of the physical properties, such as gradient, curvature, slopes, drainage structures, railway crossings, etc., (4) They are having a geographic economic study to determine highway usage and its effect on the economics of the Province. These include population densities, forecasts, shifts and their effect on future traffic. (5) Surface Maintenance Cost Study - to give information to correctly determine the proper scheduling of reconstruction in conjunction with all the other factors. (6) Pavement Condition Survey - to correctly log and tabulate each mile of pavement, determine present conditions and life expectancy. (7) Establishment of divisions or control sections - in order to pinpoint all data and give a common reference in that geographic section. (8) Vehicle registrations. (9) Gasoline and diesel fuel consumption. (10) Highway classification - to define and pinpoint a primary, a secondary and a tertiary system, establishing criteria for each system. (11) To establish standards for each system, determining both the safety features and the structural specifications. (12) Bridge inventory - to determine the size, class, structural condition and adequacy of our bridges. (13) Accident logs - to plot all recorded accidents by location, and when possible by cause, to permit all possible safety in highway design. (14) Price index analysis, to determine average costs over a long range program so that a factual estimate of total costs can be determined. (15) Finance history, revenue and expenditure. Those are the basic matters which this planning organization is seeking information on now within the Province of Manitoba, so that in the future we may have a properly planned highway system.

The third step that we have tried to take is to improve the quality of our highways. Quality in this sense means mostly a better foundation for the road, and we have in many cases increased the foundation and strengthened the foundation of our highways. When I last spoke to you I gave you some instances in this regard, and I now give you some more. The Highway No. 5 from Eden to Norgate, some 22 miles, in 1958-59 this was reconstructed, the base course then used was 3,025 tons per mile. In 1959 and '60 on the same highway, from Norgate to Ochre River, 18 miles, we increased that amount of base course to 6,430 tons per mile from the base which we had previously of only 3,025 tons per mile -- we more than doubled the strength of the highway. Then again on Highway No. 8, in 1958-59 on the north -- on Highway No. 8, north perimeter to

(Mr. Willis, cont'd.) . . . the Clandeboye corner, 18 miles, the base course there used in that year was 4,910 tons per mile; then in the following year when we came to power, on the same highway, Clandeboye corner to Whytefold corner, we did 14 miles, and there the base was 6,700 tons per mile base course as compared with the previous 4,910. On Highway No. 10, in 1958-59, Clear Lake to Rackham Road, there was built 8.6 miles, the base course there was 4,960 tons per mile; this year 1959-60 on Highway No. 10, same location, Rackham to Cameron School, 17 miles, base course we used was 6,540 compared with the previous 4,960. Then again on Highway No. 10, in 1958-59, Swan River to Birch River, 26 miles, base course, 2,600 tons; in 1959-60 same Highway No. 10, Birch River to Mafeking, 15 miles, we used 4,970 tons per mile as compared with the previous 2,600 tons per mile on the same road. And so, by and large, we have increased the quality, the strength, of our highways.

As a fourth point I want to bring to your memory the fact that for the first time in Manitoba we called for tenders in regard to highways in the fall. We had previously advised the contractors as to the roads which were to be rebuilt; they were cognizant with the situation, had inspected the ground and were ready to bid. They did so. The result was that contracts awarded from October to July 14th were 141; the previous year for the same time the contracts let were 101; and the year before that for the same period, October to July 14th, contracts let were only 77. In other words, we've just about doubled the number of contracts let, and as you were good enough to grant us some \$33,000,000. we have now contracted for more than \$23,000,000. of that amount. So that we think, by having earlier contracts, we have been able to increase greatly the amount of work which will be done during that period.

As a fifth point I want to point out now, that this year we are granting to municipalities some \$800,000. more than the previous year. We have in addition to that, because of this expenditure, granted to the various municipalities much larger grants in particular in the percentage-wise and otherwise. On secondary highways our grants are no longer two-thirds of the cost, but we now pay three-quarters of the cost, where formerly it was but two-thirds. We are now building into literally hundreds of towns and villages in Manitoba, access roads from the highways 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 they left. It's not always possible but that is the general rule. If it is gravel highway, then the access road is gravel. If it is an asphalt highway, then again the access road is asphalt.

In addition to these first two items, we have increased our bridge grants until now the government's share on bridges - large bridges - is up to 80% of the cost of these large bridges where ordinarily before that it was but 50, and in some cases 60% of the cost.

We have recognized too the necessity for more work in regard to snow-plowing, and we have increased our grants to the municipalities which formerly had a top of \$500. per municipality, they have now been changed to \$1,000. Then again formerly when we were building a highway, a trunk highway or a secondary highway -- ordinarily we made it the responsibility of the municipality to buy the right-of-way, but now it becomes a part of the cost. In result the province pays most of the cost of the highway and of the right-of-way; and in the case of secondary highways, of course, the province pays 75% of the cost; and in the case of trunk highways, of course, the province pays the full cost of the highway.

So I have desired in the preliminary statement to point out only what we've tried to do as to five features of our highways: 1. In regard to our signs -- three times as large and three times as many. In regard to our planning, for the first time we will have a planning system in Manitoba which will get you ultimately more highways for less money than ever before, and also have them more than every before, highways in the proper location, built in proper succession and built at the proper time. Thirdly, we have in our highways particularly increased the strength of our highways by putting in more base course so that they will last longer. We do this because we have highways in Manitoba where the cost of maintenance per mile per year is above \$1,200.; we also have in Manitoba highways, the cost of maintenance of which is under \$100. per year, because they were properly built. Then again through earlier contracts we have been able to build a larger quantity of roads in Manitoba than were previously built, as shown by the figures which I have given you. And it is this item that I have pointed out to you, that through municipal aid, we have not only increased the amount available to the municipalities by \$800,000. this year but we've also increased the amounts and the percentages of money available for secondary roads,

(Mr. Willis, cont'd.) . . . for snow plowing, for right-of-way, and we have taken the full cost of access roads into the towns and villages of the province.

MR. CAMPBELL: Mr. Chairman, I would like to ask the Minister if he would give us a list of the highways to which the weight increases that we have just agreed to in the Bill of the Honourable the Minister of Public Utilities, apply.

MR. WILLIS: Those were published in the newspaper, and I don't have them here with me but I can certainly get them for you.

MR. PAULLEY: Mr. Chairman, I am glad the Honourable the Leader of the Opposition raised that point, because, while not a defender of his regime by any way, shape or form, I think it was somewhat peculiar that these highways all of a sudden, unless I am mistaken, all of a sudden without any comprehensive amount of work being done on them in the brief period of time before the Leader of the Opposition -- or since the Leader of the Opposition was the head of the government and the present government taken over, that these highways are now designated as highways -- classified as Class A highways. I say it sounds rather peculiar because I well recall my honourable friend, the present Minister telling us that before we could reach standardization in many respects with other jurisdictions, it would be necessary to rebuild to a large degree our whole highway system. So I too am very interested in that, because it doesn't appear to me that on these highways which just simply by Order-in-Council or legislation have now been elevated in their class or category, has made any material improvement at all on the roads concerned. And if, as the present Minister formerly pointed out to us in the House, that the roads were not capable of carrying heavier loads due to their construction, it does seem peculiar to me that within the space of twelve months that these roads are that much better, and I certainly would like to know of these roads so that we may consider them even further.

Now the Minister in his general remarks mentioned to us the fact that the last legislature were kind enough to supply them with the huge amount of \$33,000,000. in order to -- by way of capital supply for road development. If I have the figure here correctly, he informs us that he has let out contracts to the degree of \$23,000,000. - or roughly two-thirds of the total amount. We are now . . . (Interruption) . . . I had nothing at all to do with that, Mr. Chairman. (Interjection, That will do, that will do.) . . . We are now reaching the latter part of July and still contracts to the degree of 23 millions out of 33 millions granted at the last special session, apparently have not been let. It does appear to me, unless there's reasons because of shortage of equipment or the program of our honourable friends opposite was a little bit more ambitious than realistic, that contracts more closely amounting to the 33 millions of dollars should have been let. Now the Minister also told us that 141 contracts had been let -- I presume since last October up until the present time -- and that by comparison with the previous year where there were only 101 contracts let and that was after the -- as I would understand it - the legislature actually in its regular session approved of the contracts. So it seems to me that the net gain has been 40 contracts. I think it would be interesting to the committee to hear from the Honourable the Minister of Public Works how much of the -- or how many of the contracts which have been let of these 141 contracts, or contracts valued at \$23,000,000., have actually been completed, and where they have been completed, because we appreciate with him the necessity of the greatest speed possible in building our highways.

I particularly would like to ask the Minister - it may be that I should discuss this under a particular item, but as it is we're dealing with the general question of administration - I would like to ask the Minister, and he will most likely have it later, but in case he hasn't it for later - I would like to ask the Honourable the Minister of Public Works what is the intention of the department in respect of Highway No. 4 East? I've been down there on several occasions recently, and if I'm not mistaken it's one of those highways that has now been designated as a Class A highway, and if that is the case, we certainly are going to be into trouble insofar as No. 4 East is concerned, because I think that the road is in deplorable condition and giving every evidence of falling away at the sides. It is true that there is some work being done on that particular road but it's only of a patch-up nature and if, as I say, Mr. Chairman, that is one of the roads that has been designated now as a Class A highway, the Minister is really in for trouble, I think.

I would also ask the Minister in reference to Highway No. 15. I think the honourable gentleman will recall that before the present route of the Trans-Canada Highway East, or No. 1 East, was decided upon, there was considerable pressure for the -- what we now call No. 15 to be used

(Mr. Paulley, cont'd.) . . . as the route east out of Winnipeg. And at that particular time, one of the reasons, so it was stated, that No. 1 East would be placed in its present location was due to the length of muskegs and swamps over which it would be necessary to travel if No. 15 route was chosen. I might say, Mr. Chairman, I went over that road a couple of times in recent weeks and where these swamp conditions or muskeg conditions were the barrier, it appears to me as though a very substantially good road has been built. And I'd like to ask of the Minister - the surfacing of the road I think has now been completed to Anola, and from Anola to Elma still has to be done -- and I would like to know of the Minister whether there is any intention of extending the road from Elma east to Rennie to link up with Highway No. 4, because it would appear to me that this would be a very, very convenient road straight east from the City of Winnipeg.

Another matter I draw to the attention of the Minister - he mentions uniform grants to municipalities for secondary road construction of 75%. Now I don't like rehashing the last election, but I did find on quite a number of occasions that spokesmen, presumably representing the Conservative cause, were telling us of different basis of grants in different municipalities for road construction purposes. I know in my own constituency of Radisson - we were new of course, but the proposal was 75% in respect of St. Mary's and St. Anne's Road. I understand that the candidates in the Municipality of La Verendrye and in particularly the Rural Municipality of Ritchot which adjoins the Rural Municipality of St. Vital, were telling the electors there that "If we are fortunate enough to form a government, with me as a representative," said the spokesman, "we can assure you of 100% contribution in respect of the highway just after it crosses the border of the constituency of Radisson." Whether they presumed at that time that I would be returned or not, I don't know; but I do suggest that that sort of thing doesn't help out the government, be it a Conservative or Liberal or any other type of government, but I do say that that was the case during the recent election.

Now I would like the Minister to get that information in respect of the Class "A" highways as conveniently as possible, because before the estimates are considered fully, before we can be in a position to consider the possible effects of the increasing of road limits on our present highways, that information should be before the committee.

MR. ORLIKOW: Mr. Chairman, I would like to direct a question to the Minister. I would have raised it under the estimates of the Utilities Committee except that it was after 11 o'clock. In the Social Allowances Act which we're passing we provide that assistance would be given to all the people of Indian and Metis origin in this province, and I certainly don't disagree with it, but I think that much better than assistance is "work for wages." Now this Department of Public Works - and I'm thinking particularly of the roads to resources program, the \$15,000,000, which we discussed the other day -- will be building roads as for example the Telephone System will be building lines and the Hydro-Electric System will be building transmission lines in those areas close to -- adjacent to, at least - to where a very large percentage of the Indian and Metis people of this province live. Now in the report which Mr. Legasse prepared on this problem great emphasis is made on the need for providing employment for the people of Indian and Metis origin. And I wonder, Mr. Chairman, in the ordinary course of events of course the department decides on building "X" number of miles of roads and calls for contracts, accepts the lowest tender, I presume, and there is no provisions made as to who will build the roads - the contractor hires the best people possible. I would think, Mr. Chairman, in the light of the problems which have been brought to the attention of the public and the government, that as much as possible be done to encourage the employment for wages of people of Indian and Metis origine. I wonder if -- maybe the Minister isn't prepared at this time to report -- but I am wondering if he could tell us whether his department is giving consideration to what might be done to encourage the employment of people of Indian and Metis origin by this department, or by any other department, because it comes under the jurisdiction of the Minister in his capacity as Minister of Agriculture, the whole problem of Indian and Metis comes under his jurisdiction in any case, Mr. Chairman.

MR. CHAIRMAN: 1 (a) Passed. (b)

MR. CAMPBELL: Mr. Chairman, aren't we going to have answers to these questions? Is the Honourable Minister refusing to answer? (Interjection) Why were you sitting there then?

MR. WILLIS: Because I thought that many of you would make speeches, and then as our custom in this House, that I could answer them all at the same time. And I am sure there are

(Mr. Willis, cont'd.) . . . many others.

The Leader of the CCF Party has spoken about the question of the new regulations and although it doesn't belong in my department . . . (Interjection - it ought to be!) I will be glad to bring in the details in regard to it. We had a very careful investigation in regard to those roads which we thought would be able to stand the increased weights having in mind that as far as they were concerned, that in many cases you not only have new weights you also have new trucks and a different division and distribution of the weight; consequently we were better able for two reasons to increase the weights - 1. They had changed the distribution of weight in most of the trucks; and secondly, we had built many better highways in the meantime, and we thought the time had come when they should be changed. They referred to us - The Department of Public Utilities referred the matter to us - to have us say what increases we thought they could make at this time without wrecking our highways, and we have been very careful in that regard -- and after due investigation our engineers reported that the basis on which they thought would be proper for us to increase those weights and on an engineering basis those weights were permitted to be increased. It's always difficult to get a Department of Highways to approve any increase in weights and we were hesitant in regard to it, and we did have full investigation and came out with the present weights which have been permitted.

The Leader of the CCF Party has indicated that we have but \$23,000,000. in contracts out of \$33,000,000., but I would point out to him that half of the season's still before us. If he'll read the newspapers he will see that on practically every occasion we're still calling for contracts and for tenders, and that will continue as well, and we'll be letting them for months still to come. In regard to how many contracts are completed, there would be a number completed but not a large number because in general, contracts when they're let, they usually have a deadline of around October the 1st in regard to construction and we give them a contract on that size so that they will complete about that time. We've had in some places a great deal of rain and in other places we've had a good run, and the amount completed is reasonably satisfactory. No. 15 East, as far as -- I remember the old controversy in regard to it. I was not the one who established the present location of No. 1 Highway - and I know the controversy there as well, and as far as we are concerned, we can only say to you that Elma East is now under investigation, and we don't know as to whether the highway will be built there or not, but that will depend upon the result of that investigation. It would be our hope however, that it would be built, although it might have to be built in a slightly different location to avoid that muskeg, but a highway in that location is necessary we believe, and we're working toward that end. I do not know what the candidates said in regard to secondary highways if they were going to be 100%, I know that some candidates in my area assured the people there that they would put me out of public life forever, and you know, those assurances come from different people at election time, they're not confined to any one party I don't think. I think our party will have to take a little blame for exuberance of spirit maybe in regard to those matters and just as the man that assured everyone that I was going to be wiped out, and that the province would be rid of me as far as public life was concerned. Of course his candidate lost his deposit, so nobody took him too seriously in that regard.

Speaking to the question of the member for St. John's in regard to giving work to Metis and others. We are employing quite a few at the present time. We will endeavour to employ more in future and in particular they are quite useful in cutting a line, scrubbing out a right-of-way in order to daylight for future construction. So that we have in mind the desirability of giving employment to these men rather than to have them on relief, and while they're not contractors, and while most work is done now by large machines rather than individual Metis, we recognize that we do have a responsibility which we're trying our best to fulfil.

MR. CAMPBELL: Mr. Chairman, the Minister said that we have built many better highways in the meantime. Does he mean in the meantime since this government has taken office?

MR. WILLIS: I would give credit to the previous government for having built some good highways.

MR. CAMPBELL: Yes, but he gave this as the reason for increasing the -- that the weight limits could be increased.

MR. WILLIS: They were gradually working up reconstruction of the highways -- gradually working up to -- until finally they arrive at a place where we could safely, we thought, give increased weights to trucks.

MR. CAMPBELL: What is the maximum now, Mr. Chairman?

MR. WILLIS: 7,200 pounds -- 72,000 pounds.

MR. CAMPBELL: 72,000, and has the Minister yet got the list of those highways?

MR. WILLIS: No, I can get them very easily. They did appear in the paper. They cover a whole section of the province. I'll be glad to get them for you.

MR. CAMPBELL: Well could we have those, Mr. Chairman, soon, because I know there are people listening in who can get them in a very short time

MR. WILLIS: Yes, well I'm hopeful that they will take the tip.

MR. CAMPBELL: Well, I thought they would have had them in by now.

MR. WILLIS: I have not received them.

MR. CAMPBELL: The, the remarks that I have to make, Mr. Chairman, have some relationship to the particular highways and I would like to have them before we proceed, although I don't necessarily have to have them for this item. I'd just as leave discuss them when we come to the highway item later on.

MR. PAULLEY: One thing that intrigued me, Mr. Chairman, the Honourable the Minister was talking about the distribution of the weight limit on the trucks. Is this a recent change insofar as the structure of trucks are concerned because it's my impression that it's been rather gradual, or have we just through being gradual, arrived at the point this particular year?

MR. WILLIS: Recently there have been increases which have been helpful, but it's gradual -- it has been a gradual process. And also the improvement of our highways has been a gradual process until finally the two meet and we decide that it's safe now to grant these increases in weight. Strictly on an engineering basis, I didn't have any set opinion in regard to them, but the engineering advice and the engineering recommendations were placed before me in regard to it. The ultimate decision of course is the Minister of Public Utilities.

MR. CAMPBELL: The ultimate decision, Mr. Chairman, of course is either the government who could increase them if they wanted to together by Order-in-Council before they -- no, I guess it would take a change in legislation. The ultimate authority is therefore the House, but the government takes responsibility for them because they bring in the Bill. And the point that is difficult for some of us to see is that if the highways were as bad as the honourable members who now form the government were telling us before the election, how could they be capable of standing an increase of that kind in the very short time after these elections; and that's one reason why we would like to get as well the figures as to what highways have been completed and what contracts have been completed, because my guess would be that there is not a single one of these highways where the weights have been so greatly increased, that has been completed since this government went into office; therefore the part that's now going to carry 72,000 pounds was built before the time that my honourable friends were criticizing them so bad. And I'll reserve further remarks on that until we get the information, Mr. Chairman, but I want to ask the Minister with regard to these -- the quality of these roads that the Minister has now built. Oh yes, and besides, Mr. Chairman, I'd like to put in a disclaimer too, about this change in the trucks, because my understanding is that tandem axles and even triple axles and all of those have been in effect for a long time, and it seems to me that the whole difference is just a case of how many axles and how much rubber; and those are exactly the same factors that we took into consideration when we decided a while back that 54,000 pounds was the maximum that these roads could stand, and I remember there was some opposition to going that high at that time. However, with regard to these heavier roads when the -- or stronger roads as I think my honourable friend likes to call them -- when he talks about the Eden to Norgate and the Norgate to Ochre River, and others where he's given us examples. Are these tonnages the base only, or do they include the black top? I think those are

MR. WILLIS: the base in each case.

MR. CAMPBELL: And is the black top the same as before?

MR. WILLIS: In most cases it is.

MR. CAMPBELL: Well, is it in these cases where the honourable member

MR. WILLIS: I understand it is, but I was speaking only about the base course.

MR. CAMPBELL: But it would need to have the surface as well to have actual comparisons?

MR. WILLIS: As far as the actual comparison is concerned, the other things would be

(Mr, Willis, cont'd.) . . . equal but the main change was in regard to the increase in the base. I'll be glad to give you all of this which appeared in the newspapers in regard to the new highways in question, and also the increased weights which are now permitted and which were announced on July the 8th, covering "32 Provincial Trunk Highways have been designated as Class "A" highways under the Highway Traffic Act are now permitted for full use of five actual vehicles, the gross weight of 72,000 pounds. Change in designation was made because it has been found that certain areas of the province were becoming isolated economic units, because incoming and outgoing trucks could not move across our border without reloading due to Manitoba's previous maximum weight load of 44,000 gross -- 44,000 gross. The change, I'm merely reading, the change in designation of the highways will result in several benefits, notable: 1. The consumer or producer will not have to pay the cost of reloading at the boundary. 2. The consumer or producer will not have to pay the cost of reload -- pardon me. 3. A number of creameries and canning plants will now be able to compete more readily for eastern markets. 4. Operators will now be able to get 72,000 pounds gross licenses rather than the 44,000 gross licenses as issued previously. Certain roads have been used for test purposes with the 72,000 gross maximum, and it has been found that there was no undue damage to the highways because of the extra weight allowed -- spread over more axles, that's the point I was making -- spread over more axles. Because of this the province can now designate over roads for the heavier gross weights. This will permit the truck movement of certain oil bearing cereals into Manitoba and the export of livestock, Selkirk wheat and other such produce, into the United States without reloading.

Here is the weight schedule for the Class "A" highway as set out in Sub-section 3 of Section 47 of the Highway Traffic Act. (a) Truck, tractor or bus, (i) Truck or tractor two-axle assemblies maximum gross weight 26,000 pounds; (ii) Bus two-axle assemblies maximum gross weight 28,000 pounds; (iii) Truck, tractor or bus, three-axle assemblies, maximum gross weight 40,000 pounds; (iv) Semi-trailer, three-axle assemblies, maximum gross weight 44,000 pounds; (v) Semi-trailer truck, four-axle assemblies, maximum gross weight 58,000 pounds (b) Trailers, full trailer, minimum of two-axle assemblies, maximum gross weight 32,000 pounds; (d) Maximum gross weight any combination of vehicles 72,000 pounds; (e) Axle assemblies, maximum gross weight of any axle assembly 18,000 pounds (ii) Maximum gross weight of any group of axle assemblies where the distance between the centres of the leading and rear axle of any group of two or more axle assemblies is between 40 inches and 10 feet, 32,000 pounds; (iii) Maximum weight of any axle assembly for inch width of tires on the wheels of that axle assembly 500 pounds. These highways in their entirety have been designated as Class "A", 1, 1A, 2, 3, 4, 5, 8, 11, 12, 12G, 12V," . . . (Interjection) O.K. "1, 1A, 2, 3, 4, 5, 8, 11, 12, 12G, 12V, 14, 14A, 17, 18, 25, 28, 31, 32, 52, 59, 75, 89. These highways have been designated "in part" as Class A: No. 6 from Winnipeg to the Junction with PTH No. 7. No. 7 from junction PTH No. 6 to Komarno. No. 9 from Winnipeg to Selkirk. No. 10 from the U. S. Boundary to the southern limit of Riding Mountain National Park and the northern limit of Riding Mountain Park to Swan River. No. 13, Elm Creek to Carman. No. 15 from Winnipeg to the junction PTH No. 12. No. 21 PTH No. 1 to the southern boundary of the province. No. 34 from PTH No. 1 to PTH No. 3. No. 83 from the southern boundary of the province to the junction of No. 1 and from Foxwarren to Swan River." Those are the highways.

MR. CAMPBELL: Mr. Chairman, that statement means then that the ones in the first group 1, 1A, 8, 2, 3, 4, 8, etc. are the ones that where the whole highway is now eligible for these increased loads; and the second group are the ones that are in part, the parts mentioned by the Honourable the Minister. Mr. Chairman, I was wondering about the figure 44 that the -- 44,000 pounds that the Honourable the Minister used because, is it not the fact that the gross weight, and I'm thinking of maximum in all these cases, was not the maximum before 54,000 pounds?

MR. WILLIS: the memorandum says 44,000 gross; which I assume is correct. I'm not entirely certain about that though.

MR. CAMPBELL: I don't suppose the Minister's responsible for what happens in other provinces, but when he mentioned about parts of this province being isolated because of the trucks not being able to go in with their full load, is that not the fact so far as this province is concerned with trucks coming in from the west? Does Saskatchewan allow weights such as these?

MR. WILLIS: I'm not certain of the basis in regard to Saskatchewan, but I would think

(Mr. Willis, cont'd.) . . . they were -- they have been in the past probably slightly lower than ours because they haven't had as good roads as we have, in general. Consequently they have not had the standards as high as we have. In general, Ontario has had higher ones than we have and that's why when they meet them at the boundary, they've had to unload coming from Ontario, because under our law previously, we couldn't take their loads and we couldn't permit them to come into Manitoba with the loads which were permissible in general, in the Province of Ontario.

MR. CAMPBELL: Mr. Chairman, the Minister would not say that Saskatchewan's Trans-Canada Highway has not been as good as ours for some time, would he; and when he says that the -- we haven't had as good as Ontario in general, I'm sure he wouldn't say that our Trans-Canada hasn't been as good as the one it meets in Ontario, for some time.

MR. WILLIS: That is not of course the complete answer in regard to it but that is part of the answer. But it's a matter of the discretion of course, of the individual provinces to determine upon what they want. If you ask me as to whether Saskatchewan's Trans-Canada is as good as ours, I would say that in certain sections it's not nearly as good as ours is. In general we have been building highways in the Province of Manitoba to a standard higher than the Trans-Canada; but when they decided on the standards of the highways for No. 1, the Trans-Canada, it was necessary for the Province of Saskatchewan to come up to that standard; but as far as we were concerned in many cases we were already above that standard and therefore there was that difference as far as they are concerned. Credit must be given to Saskatchewan because they were the first people to finish the Trans-Canada in Canada, and great credit is due to them in that regard. Certainly they are building much better roads at the present time than they did in those days when the Trans-Canada was started.

MR. CAMPBELL: Mr. Chairman, I think that I will reserve my remarks because I have a good bit of detail with regard to these particular roads and this question that I've been asking about the ones that are covered by the new order allowing the weight increases. It would be better to take them up I think when we reach that item. But on the general plan, I -- the Minister's general statement when he tells about what is being done, -- I can't refrain from saying once again, how the Honourable the Minister has recently been telling us how much better roads they're going to build; how greatly this planning is going to help out the situation, -- it reminds me of something that happened a few years back. I turned back to a radio speech that my Honourable Friend the present Minister of Agriculture and Acting Minister of Public Works made back in September 1945. That's quite a while ago now, and I was thinking it was interesting to compare his comments of that time with his present ones, because I can say one thing for my honourable friend, he stays very consistent in his promises.

This is an excerpt from the radio address and I would be quite willing to read more of it, but I'm sure this is not taken out of context, the heading of the address is "What Coalition Means to Manitoba". He says, "We are not content with the inadequate roads which our people have had in the past and practical plans have been made so that they will be greatly improved in the future. We refuse to be judged by the slow progress of the past, ask you to believe that we have made practical plans that will bring vastly greater services to the rural life of this province. Greater progress will be made in the next five years along these lines than has been made in the last 25 years of our provincial history. The plans have been made, the money is available, we seek only your mandate to proceed." That was back in 1945, and I thought I'd look along and find out what had happened a little later, and away four years after that, four years after the honourable gentleman was very pleased with what had been taking place. We had good roads in the Province of Manitoba then. This again is a radio - copy of a radio speech that was delivered in October the 11th, 1949. Once again it's an excerpt, but it's not out of context I can assure you. "It would not seem proper or usual if I did not in the course of this short speech refer particularly to the building of roads. This present government within the past four years has increased the grants to municipalities for the purpose of building market roads by 400%." That's even more spectacular than what we had told us today -- "The consequence is that this province now has in that short period thousands of miles of municipal gravelled market roads. Our engineers have given the municipalities advice in regard to methods of building better and better roads; and our department has given them money grants for the building and gravelling of these roads up to 50% of the cost. It's consequently true that our system of municipal market roads, namely 24-foot top gravelled roads, has given to our people transportation facilities which far excell those of

(Mr. Campbell, cont'd.) . . . any other western provinces! -- And this is the important part. - "Highways which have been built by this government since the last election are of the quality standard above that of any other western province, giving riding comfort and safety to our taxpayers and tourists; and giving assurance that they can be kept clear of snow in the winter without great effort and that the cost of maintenance in the future will be largely eliminated. If you would view the standard of these new roads then you have but to drive south from the City of Winnipeg on Highway #75, south from the City of Brandon on Highway No. 10, or east from the towns of Minnedosa or Gladstone on Highway #4, you will see new roads built to a standard similar to that of the good United States roads." My honourable friend was pretty proud of the roads in those days, that's a long time ago and I'm sure that the standard has been maintained in every way since so far as new construction is concerned; but in the part that has had new construction, has not had new construction, and there are some in those areas, the part that has not had new construction, the same road is there still, it's got to carry this weight that the Minister is talking about. And I just ask the Minister if he really thinks -- because after all, no matter what the engineers tell him, he's got to take some responsibility in this matter -- does he really think that all the distance of Highway No. 2, and all the distance of Highway No. 4, to mention only two, are ready for that kind of road. If he does, why did he say so many unkind things about them just a short year and a half or less ago?

MR. WILLIS: Mr. Chairman, I see no useful purpose in threshing this "old straw" which the Leader of the Opposition is so anxious to do. If we were to probably repeat the speeches which were delivered in this House by the gentleman who sits on his left, it would be much more interesting; or if we could repeat the speeches of the gentleman who sits on his right in criticism of the Leader of the Opposition they might be interesting too. But I don't think it serves any useful purpose to thresh this old straw. In 1945 it's true I made that speech which was true, but these I would remind the honourable member are the "dear dead days beyond recall". What I said then was true, the only two good highways that Manitoba had were built at that time. No. 10 Highway, which is practically as good as the day it was built. It was built 12 years ago, during the time when those who sit opposite said "Oh, this year we've had trouble with frost boils" and I don't know whether they got grasshoppers into it or not but Highway No. 10 stood there during those years and is as good today practically as it was the day it was built, because it was properly built. That's what I was talking about. No. 75 Highway which was built at that time, is the strongest highway in all of Canada, on the statement of the chief engineer of Canada's Cement Company. It proved that it was the strongest highway in Manitoba during the flood of 1950, when the water came over it, flowed under it, took out 12 feet of dirt from underneath, the highway moved not at all. Properly built highways, which my speech indicates, that we would build better highways and we did, and we built during that period the only two good highways we had in Manitoba. All of that was true. It is true that I increased the grants to municipalities by 400%. It wasn't so difficult in those days because the grants were practically nothing. And so, taking over where the other men left off, I increased them by 400%. This time I increased them by \$800,000.00, indicating where Manitoba gets this lift in regard to highways; and why we do have, at least a few, respectable highways in Manitoba. I spoke only the truth when I said that our highways excelled those of western Canada at that time. I regret that during this interval that they have fallen away and have not kept up to that standard. But nevertheless, it is my hope, my desire, my wish, and my belief that we will catch them again, and not long from now. Because we will build them properly as I've indicated in detail this afternoon.

And so, while the speech which I made in 1945 was better than I thought it was, I don't mind if the Leader of the Opposition will repeat some more, I don't think anyone else will be interested in them except though, himself and myself; and I think they proved to quite a large degree what we said at that time, that we should build in Manitoba quality roads. No. 10 and No. 75 were such. They stand as a monument to the building of quality roads in Manitoba. They've stood more wear, more time, more abuse than any two highways in Canada - or in Manitoba; and they're still excellent highways and will be long after we are not here.

MR. CAMPBELL: Mr. Chairman, even if I could agree with all that the Honourable the Minister says, it still wouldn't answer the question. Because he was ten years in the position of Minister of Public Works here in charge of highways, practically ten years, and he was

(Mr. Campbell, cont'd.) . . . building these other roads as well. No. 10 and No. 75 were not the only roads that were built during that time, Mr. Chairman, and the honourable gentleman was a party to building these others and he was proud of them as well. Now, he said that No. 75 is the strongest road in Canada, he has promised on a couple of occasions formerly to bring me the statement of that. He quotes some gentleman, but quite frankly I don't doubt what the honourable member is saying is his belief of the situation, but I doubt the authority of the gentleman who told him that. I doubt that that is right. I would think that someone else - some other province has built as strong a road as that one. And admitting that it's a good road, 75 and No. 10, but they weren't the only ones; nor the section east of Minnedosa; nor the section this way from Gladstone; they were not the only ones that were built in the honourable member's time. He was building other roads. And I say to him that it was a considered policy of those days, as it is of governments in every province, that you don't build all of the roads of the standard of No. 75 and No. 50, and my honourable friend is not doing it now. He has given us examples right today in the tonnages that were used when these roads that he has quoted as examples of this new policy. And there's a variation in them. That will continue, I'm not blaming him for that. But the honourable member has to take some responsibility for the roads that were built at that time. And he can't escape it by attempting to tell us what he's going to do now in dealing with these generalities.

However, that gets me back to the point under discussion, and that is, how can the Honourable Minister, Mr. Chairman, I'd like him to answer my question; does the honourable member really believe that the highways that I mentioned, all of No. 2, all of No. 3 and all of No. 4, does he really believe that they are capable of carrying, without damage, these maximum weights that have now been allowed?

MR. WILLIS: Mr. Chairman, the question of whether they will stand it or not, is an engineering decision which was made by our engineers and they informed us that they were, and consequently the weights were allowed. Here is part of their report which I think should be put on the record as well. "The new weight limit is very much in line with other provinces. British Columbia being 72,000; Alberta 62,000; Ontario 70,000 for five-axle and 80,000 for six-axle". (Interjection) Saskatchewan, that's the next item. Saskatchewan has a maximum weight of 56,000 on Trans-Canada and 45,000 on other highways. It says here in the report, "Saskatchewan is like a small-gauged railway. It impedes the flow of traffic across Canada from east to west." It felt that this increase to 72,000, which was made two years ago, is desirable, and will enable consumers in Manitoba to receive merchandise from factories in the east and elsewhere at lower cost. It will also enable manufacturers to distribute their goods more advantageously to markets elsewhere. It again comes back to the engineering advice which we got and which I repeated to you in the long memorandum, namely, that they had made a proper investigation to it with regard to what they would carry and it says again, "it was found there was no undue damage to the highways because of the extra weight allowed spread over more axles".

MR. CAMPBELL: Which means, Mr. Chairman, that some tests were conducted on all of these highways? For instance for that statement to mean anything there'd have to have been some tests. I presume there were tests on Highways No. 2, and 3 and 4?

MR. WILLIS: Those -- I don't know whether every highway was covered. I would doubt it. I think the statements which I've read covers the situation. The tests were made. It was found that there's no undue damage to the highways because of the extra weight. I suppose they would not make them on all, but they would make them on comparable ones, so that they had the general picture. But it was an engineering test, made by engineers who advised us.

MR. CAMPBELL: Well, I'm very glad to have the information of the engineers in that regard because it certainly contradicts what the Honourable Minister and his colleagues have been saying for some years.

MR. WAGNER: Mr. Chairman, I listened with great interest when the Honourable the Minister of Public Works was speaking on the highways, but I always fall back on the side roads, and roads in disorganized territory, unorganized territory, and those people are requiring roads too. But as the other day the Honourable Minister said that possibly in some of my area there are trial building roads or ditches, but I hoped that he would give consent to those roads and ditches where he intends or where he thinks it would be worthwhile. Now as far as grading is concerned, we people in disorganized territory, we have to pay 50-50 basis for grading the side

(Mr. Wagner, cont'd.) . . . roads, and I understand from the local engineering department, that it doesn't amount to much to grade a side road. Roughly they gave me an estimation that \$1.00 would cost per mile to grade the road with 50-50 basis with the government. And it causes so much friction amongst the neighbourhood because somebody has to go and collect this money, chase around the country; 'hey, would you give a dollar or two on grading of the road', and most of the people would not give in some areas; in some areas they would give 100%, 50-50 basis, and in some areas they wouldn't give at all. So the whole road program which they built that road in particular on 50-50 basis goes to waste because they wouldn't pay the grading expenses dollar per mile. So thought if the Minister did give any consideration to grade the side roads at least twice or three times a season, to uphold the roads that are now built.

And it brings me down to local towns. Generally the streets and towns are gravelled and particularly I am very aware of where the hospital is situated on the street alongside the highway and the school. And at times we do get a dry spell and it's so dusty that I believe even the Honourable Minister of Health would agree with me that silt, that dust from the gravel is very unhealthy; and I seen in my own home town standing on the hospital porch, you have no business opening the door or the doctor is going to come right in to the hospital and in the hospital there's sick people. The school is situated right alongside the access of the highway, dusty as could be. You could see the windows on the schoolhouse how dusty they are; and in the cafe, the stores alongside. And it's not only in Fisher Branch. In practically in every town which the highway leads into town. It's very dangerous. I've come in evenings into town when there is no wind and damp, moisty outside and a car would be travelling only 30 miles an hour, it's a 30 mile zone, and yet it will bring enough dust up in the air that that dust wouldn't settle down for hours, because once it starts to settle down from one car, another car passes, a truck, and you couldn't pass a vehicle; it was dangerous to walk across the street. And I would suggest we have foremen on these highways and when it does come to such a dusty occasion, that's all he'd require to have kind of a large drum filled with water, an ordinary blacksmith, or ordinary welder can weld a bar, a pipe and spray. Recently -- I don't know who is spraying, I didn't find out - but recently they're spraying by Fisher Branch Hospital because it was unbearable to absorb that dust.

Now as far as the side roads are concerned, again I have to return 50-50 basis. Now everybody I believe that took it for granted when the election was on when the government officials were out in the hustings, they were stating that they were going to build good roads and better roads and lots of roads, and they're going to change the policy; and I'm just wondering whether the policy has been changed from 50-50 basis in disorganized territory or still is carried on. And I hate to repeat myself, I think this is the third or fourth time I'm on my feet always saying that the farmers cannot afford to pay 50-50 basis for a road or at times for a drainage; because I know people that they were asked as high as \$2,000.00, \$1,600.00 and \$1,500.00. And I know people that have children, the children should attend school; the children cannot go to school due to the road conditions. I know a man that has to drive his child 13 miles before he can reach the school and the school is just from him a mile and a half. I know a man that put in \$500.00 to make a road himself. He thought he made a road himself, and yet he has to travel, at times when little heavier rain than usual come, he has to travel 9 miles cross to another side of his farm. I thought that possibly the Public Works Department would give consideration, since he put in \$500.00 of his own money, I believe the Public Works could help him and build that road that he wouldn't have to travel 9 miles to get across which it's only 100 yards across.

Now last fall when the Honourable Minister of Public Works was announcing the highway from Broad Valley to Fisher Branch, it's under construction today, and I must say that I don't know whether that construction can't be helped but it's pretty rough. At times, I got stuck this morning, and it didn't rain too heavy there this morning, but I don't know, possibly the contractor cannot manage to keep it under travelling condition. I understand the bus had to be pulled by a big cat. Possibly they could level it a little bit better to make it riding more suitable. But I was also concerned if the Public Works Minister is giving any consideration to extend the road from Fisher Branch to Hodgson in the same year, this is this summer. And I was interested whether the extension will be further 4 miles east - done 4 miles east from Fisher Branch to

(Mr. Wagner, cont'd.) . . . Vidir and then from Hodgson towards Ashern.

The Honourable Minister told me that in the spring session he is going to announce the extension of these projects; but the spring session did not bring any announcement and I didn't hear him announcing further extensions here today. Also I would like to remind the Honourable Minister, possibly he has in mind, possibly he's going to build the access roads this year to Komarno and Malonton, Fraserwood, Meleb, Rembrandt and Silver. I put up these questions on March 20th and the answer I received that Komarno has a south access built but will prime it this year. And the people got ahold of me the other week and they told me that it's unbearable to live alongside that access road due to the dusty conditions. And I believe the Minister has in mind to oiling that access road, but what the people would hope him to do, they're encouraging the Minister through me, that he act a little bit faster and oil that access road that they wouldn't have to swallow so much dust. Also the building of Malonton access road. I have here, the Minister reassured me that he's going to grade in 1959. And to Fraserwood, he wrote me back that it's doubly primed; but that double time has been broken up to practically nothing and this morning I was passing by and that priming is broken and it's gravelled already on top of it. So actually I put it in, there is no oiling done to Fraserwood either. So possibly the Minister would be kind enough and give consideration to these towns, Mallard, Rembrandt, Silver, and Komarno and Malonton and Fraserwood.

Now, I presented not too many petitions on market roads for proclaiming these market roads or announcements, but so far I didn't hear any announcement of a market road in our area. Due to this school division that has been passed, larger area, I believe these market roads should be built, more proclaimed and built a little bit faster. And if there has been any consideration in the Minister's Department to these market roads or recently proclaimed, I would like the Minister to tell me which roads are proclaimed. Because I have, and I believe the Minister is aware of it, I have some of my own opinion that the market roads sometimes are proclaimed where they shouldn't be proclaimed. Also I want to stress this Komarno road to Fraserwood. It's a black top, that's what we call it a black top, it's chloride I believe, if you want to use it, and it has broken. It has breaks that it's impossible practically to drive. Now, I'm just wondering often how these tires can stand those breaks, those and it's very rough. And I understand that the Minister has in mind to lay a bituminous top on from Komarno down towards Fraserwood. I would encourage the speedy action; it would save the public a lot of inconvenience. And I'm just wondering about these black top roads, as I call them, we have generally a truck there, a crew of about eight, sometimes six men, sometimes ten men, patching always these holes. And by the time they reach to one end, they have to return and patch again -- and back and forth, back and forth, and yet the road is not good. I was wondering if it wouldn't be a better idea to build a suitable road, as the Minister has in mind, from the very first beginning and avoid these breaks.

Now once again, Mr. Chairman, I would call upon the Minister to give his utmost consideration in the disorganized territory - unorganized territory, possibly make some kind of a solution or coming to some solution about 50-50 basis, because the people out there, they just simply cannot afford to pay; and they have very tough time taking the children to school and their produce to market. And one thing, the people there they were happy and possibly no doubt the government did get such a majority as they have due to the fact that the farm people are really hard up on the roads. And naturally our Conservative candidates when they were out in hustings they were saying that they are going to build the roads -- that 20th century roads would be established. Now I have here even a program, and it says "Now let's get on with the business of Manitoba, re-elect the Roblin Government May 14th". And I'll read the article only about the roads, and it says: "We are building good roads, quality roads, roads with increased standards and specifications, and we are building lots of them." Now, Mr. Chairman, I appreciate very much reading it in the paper but I would like to see on the land.

..... Continued on next page.

MR. CHAIRMAN: 1 (b) - Resolution 62. Administration -- passed.

MR. G. MOLGAT (Ste. Rose): Mr. Chairman, on the matter of Administration -- could the Minister indicate whether the Deputy Minister in this Department has any other function and does he receive any income for other functions for the Provincial Government?

MR. WILLIS: No.

MR. CHAIRMAN: Passed. Item 2.

MR. HAWRYLUK: Mr. Chairman, I just briefly want to comment on the Minister's report about these large signs and think it's something that

MR. CHAIRMAN: Is this under "Administration"?

MR. HAWRYLUK: Yes.

MR. CHAIRMAN: We passed it. It was passed sometime. Does it come up under some other item?

MR. HAWRYLUK: Well, that was the Minister's report when he made his opening speech, and I just want to comment on it and congratulate him because it's something that we, the people of Manitoba and the tourists particularly, should have had for some time ago. I think these signs are a great need and an asset to this province if we are to encourage the tourist trade. But I was just wondering, Sir, whether the same thing is being done about the signs, these phosphorescent signs around the railroad crossings which we discussed about a year ago, and I think you made some comment or assurance that something would be done about the railroad crossings where we've had many, many fatal accidents. I don't know whether you made a comment about that, Sir, this afternoon or not, but if it's being done and if you are intending to do, I think it's a step in the right direction, but I'm definitely interested about those signs warning people before they come toward a railroad of any kind, particularly at night.

MR. WILLIS: We have applied for 12 safety crossings, the largest number ever applied for.

MR. CHAIRMAN: Item 5. Post Office. (a) Salaries. (b) Supplies. Resolution 63 - Post Office -- passed. Item 6, Maintenance Legislative Buildings. (a) Salaries.

MR. MOLGAT: Mr. Chairman, where can we ask questions regarding the new building that is going up? There's no appropriation for it. Can we do it under this item?

MR. WILLIS: It's a Capital item. Do it under Capital.

MR. CHAIRMAN: (d) -- passed. Resolution --

MR. CAMPBELL: I wonder, Mr. Chairman, if the Minister is in a position to give us the cost now of lighting the building, ornamental lighting?

MR. WILLIS: I don't have that with me, I'm sorry, and I'll be very happy to bring it down; and knowing the background of the Leader of the Opposition I'm sure that he will be pleased at the smallness of the cost.

MR. CAMPBELL: That's what the honourable member said when we discussed the institution of it, Mr. Chairman, and I have been watching the installation around here. What he considers small and what I do might be different amounts.

MR. WILLIS: Quite.

MR. CHAIRMAN: Resolution 65 -- Passed. Item 7. Maintenance Government House. (a) -- passed.

MR. W. C. MILLER (Rhineland): Mr. Chairman, this is Resolution 64. You called 65. We're only on 65 now.

MR. CHAIRMAN: On (b), yes.

MR. CAMPBELL: We have an increase here, Mr. Chairman. Mr. Chairman, could the Minister give us the nature of the increase in this vote?

MR. WILLIS: It really just cuts down the loss which the Lieutenant-Governor has. As you know, the appropriation previous -- appropriation 7 (1) gives him a secretary and a gardener. And he does have many other servants, and this merely cuts down his loss to that extent, but will not nearly pay for what he has.

MR. E. GUTTORMSON (St. George): Mr. Chairman, did the Government buy the Lieutenant-Governor a new car during the past year?

MR. WILLIS: They did.

MR. GUTTORMSON: What was the cost of that car?

MR. WILLIS: I think it's about \$2,400.00. --(Interjection)-- No.

MR. GUTTORMSON: Is this a new policy or did the previous government purchase cars for the Lieutenant-Governor?

MR. WILLIS: No, this is a new policy -- and it's part of the government fleet.

MR. MILLER: Mr. Chairman, it isn't covered by Capital item, the only increase I see is a total of \$2,500.00 in the total resolution. Where would that appear?

MR. WILLIS: It appears under "Cars" -- "Government Cars", just where the rest does. This becomes a government car and is in the usual appropriation for that.

MR. CHAIRMAN: (b) 7.

MR. CAMPBELL: Mr. Chairman, in the item of (2) here, I just wanted to get the reason for the increase. The Minister says that it cuts down the loss, but what did it pay for actually?

MR. WILLIS: It's paid for the general servants which the Lieutenant-Governor has -- of which he has to have several -- but the other item merely pays for the two which I mentioned. In addition to that of course he must have -- he has a chauffeur, he has several maids, he has cooks. At times I've seen a dozen maids there at one time. This merely cuts down his loss, that's all.

MR. GUTTORMSON: Can the Minister tell me where you can purchase a Chrysler for \$2,400.00?

MR. WILLIS: You'd be surprised. But that is the case. It can be purchased and easily. And they break their necks to sell it on that basis. No tax is involved.

MR. GUTTORMSON: This was a new car, wasn't it?

MR. WILLIS: Yes, completely new car.

MR. CHAIRMAN: (a) -- passed. (b) -- passed. Resolution 65. Maintenance - Government House -- passed. Item 8. Maintenance - Law Courts, Winnipeg (a) -- passed. (b) -- passed. Resolution 66 -- passed. Item 10. Maintenance and Rentals - Auxiliary Buildings, Winnipeg. (a) -- passed.

MR. HAWRYLUK: Mr. Chairman, in regard to the rentals there, is that the intention that eventually when the new building, office building is completed the most of these offices will be moved into the new building?

MR. WILLIS: That's right.

MR. CHAIRMAN: (b) -- passed. Item 67 - Maintenance and Rentals -- passed.

MR. MILLER: There was an item - Maintenance Manitoba Technical Institute and I can't find that broken down anywhere. Is that under number

MR. WILLIS: That's under number 10.

MR. MILLER: Number 10 - 67?

MR. PAULLEY: Mr. Chairman, under the Maintenance and Rentals Auxiliary Buildings - under that does it come the old University of Manitoba Building at the corner of Osborne and Broadway? Pardon?

MR. WILLIS: Yes, that's right.

MR. PAULLEY: I'm sure the Minister is aware of the fact that the City of Winnipeg Council have suggested that they should proceed with the building of the City Hall, I believe that is the site or in general the site of the building of the new City Hall. I'm wonder whether the Minister or possibly the First Minister could make any comment on that, particularly as to when the property may be available for the plans of the City of Winnipeg if they are going to go ahead with it.

MR. ROBLIN: I think the only statement that I would like to make on this point, Mr. Chairman, is the one I have already given the City Hall and that is that we will honour the undertakings entered into by the former administration in respect to that property. It's the decision of the City Council as to where they are going to build their City Hall, not ours. I would also say that it's a little bit hard to tell exactly when that property will be vacated by us, it will presumably have to wait the completion of the building that's under construction now which will be quite a little while as my honourable friend will understand I am sure -- it will be a few months -- quite a few months I would say.

MR. PAULLEY: When the new building, Mr. Chairman, is completed there will be room there for, will there, for pretty well all the department that are in the old building at the present time?

MR. ROBLIN: There will be a general re-arrangement of departments. Whether the ones

(Mr. Roblin, cont'd.) . . . there will go into the new building or over here I'm at a loss to say; but we certainly will have no spare accommodation, I'm pretty sure of that.

MR. CAMPBELL: Mr. Chairman, on the question of the new City Hall for the City of Winnipeg, I think it's important to remember that the City Council, even though it's their decision, that it seems to me it's their decision to build over here or else go to the ratepayers again. Isn't that a fact, with regard to the City Hall, if they build here they can proceed; if they go any place else I think they have to go back to the ratepayers? And it's not for me to attempt to advise the City Council of Winnipeg what they should do in a situation of that kind, but I still hold to the opinion that for two reasons this is an excellent place for the City Hall. The most important one of the reasons being that the people have expressed themselves, when they were asked to decide the question, they recommended in no uncertain terms that site. I think there's a great deal to be said for going ahead with it when they've made that decision.

Then the other reason is, that I think there's a lot to be said for making this area one of the real show areas of the City of Winnipeg with this Legislative Building here, the new Great-West Life head office having recently been opened across the way, then that corner, if occupied by the City Hall, would make this a very fine centre of the City so far as architecture is concerned. And of course, Broadway is having quite a revival of building as well.

In connection with the site over here I think that it's never been sufficiently emphasized in the discussion that has taken place, that the City of Winnipeg already owns what could be called the "key" site of that whole property. They already own more than three-quarters of an acre in that triangular shape in the corner immediately facing All Saints Church, and I have always felt that that is the "key" site to that whole area. Then they own another part of an acre, I think about a third of an acre down a little further along Osborne, in between Osborne and the Mall, and when you take those two pieces of land together, add them together, then with the restriction that was put on the City Hall in connection with not interfering with the visibility of this Building, you find that of the part that is left there that the City already owned quite a proportion. Now as far as I was concerned when we discussed the matter, it seemed to me that it was only fair and reasonable that we, the Province of Manitoba, already had our "show building" as far as a show building is concerned, this one would be it I would think for a great time to come. Any other buildings as with the one that is in the course of construction over there now, will be utilitarian rather than a striking architecture; and inasmuch as we had already our show building; inasmuch as we, the Province, would never use our part of that property for our purposes anything other than parks or site of that, playground or recreation site of that kind, it seemed only reasonable to me that we should make it available to the City of Winnipeg if they thought it suited their purpose, and particularly because they already owned such important parts of it. And it always seems to me that if the City carries through with their proposal to keep their building pretty well to the west and north, that they could leave, because they will want ground around it any way, they can leave a completely unobstructed view of this building as far as the Mall is concerned; and quite frankly I think a lot of the discussion that has taken place has served to complicate this problem rather than to clear it, and I hope that the City has now make up their minds firmly to go ahead with the proposal that the citizens of Winnipeg endorsed, and then if they have, it shouldn't be too long before we have another very fine public building in this same location.

MR. CHAIRMAN: (a), (b) -- passed. Resolution 68 - Operation Central Power House -- passed. Item 12 - Operation Kennedy Street Automobile Garage. (a), (b) -- passed. (c)

MR. CAMPBELL: Mr. Chairman, in connection with this one it might be the proper place to ask the Minister if he has, because no specific vote appears on the item, if he is prepared to report on the progress that has been made in instituting a new plan with regard to the use of government-owned automobiles.

MR. WILLIS: While the matter is under consideration by a committee, there is nothing that can be reported as yet -- there has been no decision.

MR. CAMPBELL: I suppose, Mr. Chairman, that the increase -- not a large one -- but the increase that is shown here, and I realize that it is all recoverable charged against the different departments. The increase, I suppose, just reflects the increase in the number of cars, is it?

MR. WILLIS: That's right, just a small increase in cars.

MR. CHAIRMAN: Item 16 (a), (b). Resolution 69 -- passed. Item 21 (a), (b). Resolution 70 -- passed.

MR. PAULLEY: Mr. Chairman, have there been no facilities have been built at Selkirk for recreational purposes in the last year or so?

MR. WILLIS: If you would ask that question under Capital Estimates - Health, I think you would get the answer.

MR. PAULLEY: It's in there?

MR. WILLIS: Right.

MR. CHAIRMAN: Item 22 (a) -- passed. Resolution 71 -- passed. Item 23 (a) - Salaries -- Passed. (b) -- passed.

MR. E.R. SCHREYER (Brokenhead): Mr. Chairman, could the Minister tell us whether this increase of less than a thousand, is it due to salary increases, or I don't suppose -- or would it be to hiring of part-time personnel or what?

MR. WILLIS: Nearly all the increase is in the cost of power.

MR. SCHREYER: these are salaries though, Mr. Chairman.

MR. WILLIS: Oh, salaries. Yes, sorry.

MR. CHAIRMAN: Resolution 72 -- passed.

MR. WILLIS: Just a minute -- hold it.

MR. CHAIRMAN: Item --

A MEMBER: We just want to get some more information here.

MR. WILLIS: No change in personnel -- slight increase in salaries.

MR. CHAIRMAN: Item 25 (a) -- passed. (b) -- passed. Resolution 73 -- passed. Item 26 (a) -- passed. (b) -- passed. Resolution 74 -- passed. Item 27 (a) --

MR. GUTTORMSON: Mr. Chairman, what is the cost of construction for this building that is going on in front of the building in conjunction with the Royal Tour?

MR. WILLIS: Oh, out front you mean?

MR. GUTTORMSON: Yes.

MR. WILLIS: I don't know.

MR. GUTTORMSON: You don't know? It's done on an hourly basis

MR. WILLIS: Yes.

MR. MILLER: \$300,000.00 item, Mr. Chairman.

MR. ROBLIN: I believe that comes under the item that was previously voted, Mr. Chairman, which is a blanket amount, and really is not, I trust, realistic. I think it's a lot more than we'll need.

MR. PAULLEY: Mr. Chairman, at the last session I was pleased to compliment the Minister on brightening up the Legislature on the outside. At that time the question arose as to the cost of the lights and the operation, and the Minister at that time properly said that he hadn't the full information before him at that time. I wonder if he has it now - the cost of the installation and operation?

MR. WILLIS: Mr. Chairman, I have agreed to get that for the

MR. PAULLEY: Oh, I'm sorry

MR. WILLIS: ... for the Leader of the Opposition as well, I'll get that.

MR. PAULLEY: Oh, that's fine -- I was out of the House.

MR. SCHREYER: Mr. Chairman, I understand that some time soon there will be constructed on these grounds a monument to be dedicated to the great Ukrainian poet, Taris Shevchenko, and I would like to know if there is any governmental money involved at all, or whether it's just merely the giving of the space on this ground?

MR. ROBLIN: Mr. Chairman, perhaps I could answer that question. The Government of Manitoba is not contributing any money, as such, to the erection of this monument; but we have been very glad to arrange for its erection on the north-east section facing on Broadway in a suitable location there.

MR. CHAIRMAN: Resolution 75 -- passed. Item 28 - General Maintenance. (a) -- passed. (b) -- passed. (c) -- passed. Resolution 76 -- passed. Item 30. Resolution 77 -- passed.

MR. GUTTORMSON: This item of taxes - what does that involve?

MR. WILLIS: There are 90 locations in Manitoba on which we pay taxes to towns and

(Mr. Willis, cont'd.) . . . cities for government buildings that are there. It's an item which appears every time. I have them before me but I don't think you want me to read you 90 items.

MR. GUTTORMSON: I see there's an increase of \$75,000.00, and I wondered why there was such up. . . .

MR. WILLIS: School taxes.

MR. MILLER: Huh!

A MEMBER: You better be careful there!

MR. WILLIS: I was just going to say school taxes, of course, wouldn't be included there.

MR. ROBLIN: We don't pay school taxes.

MR. WILLIS: Yes, but I was just going to say that they were not included in it, but it covers every place where there is a government building.

MR. GUTTORMSON: But why is there such a big increase this year? \$75,000.00?

MR. WILLIS: No change in policy as far as taxes are concerned.

MR. MILLER: Have municipal taxes gone up to such an extent?

MR. WILLIS: Well, I think they have in some cases. I think we have more items which come under it this time than previously. That's been a gradual process by which we've done that. We have several new items there that I know of. Century Motors for instance was one, which we took over up here, and that alone -- we paid the City \$1,536.00 taxes there.

MR. CHAIRMAN: Resolution 77 -- passed. The Honourable Leader of the Opposition.

MR. CAMPBELL: Did the Minister say, Mr. Chairman, that school taxes would not be included in this grant?

MR. WILLIS: It's a general grant in lieu of that . . . approximately - general tax.

MR. CAMPBELL: Well, Mr. Chairman, I don't think it's limited to the general tax. It would be -- the grant is in lieu of taxes, that's true, but it's on a level equivalent with the whole municipal tax, including school tax.

MR. A. E. WRIGHT (Seven Oaks): Mr. Chairman, on the grants in lieu of taxes, has the policy changed in regard to the amounts paid?

MR. WILLIS: No change.

MR. MOLGAT: Mr. Chairman, I can't understand, like the Honourable Member from St. George, how there could be an increase of \$75,000.00 in there in the one year unless there's been a change in policy of some kind.

MR. WILLIS: Well there's been an enlargement as far as the number of buildings is concerned that are included, but not a change in policy.

MR. MOLGAT: Yes, but surely we haven't had it. Last year we were paying \$150,000.00; this year we are taking 50¢ addition on top of that. Now we haven't added that much to our building in the one year.

MR. WILLIS: I'll have to take that under advisement, of course. I have all the buildings here and all the details in regard to it. -- (Interjection) -- Not a chance . . .

MR. MOLGAT: I have no objection whatever to the payment to the municipalities, I think it's absolutely right that it be done, but I simply can't understand how we can have that much of an increase in the one year.

MR. WILLIS: The policy, this is another one in regard to it. Hitherto as a general rule this vote has been confined to payments to cities or towns for local improvements on government properties. Such payments have been made as a matter of grace and favour, and chiefly for the practical as well as moral consideration. Under an entirely new policy initiated by the government in 1953, arrangements were made whereby payments would be made to cities, towns and municipalities for municipal taxes on land only, but insofar as land occupied by the government buildings - generally municipal taxes are paid only on lands which the Crown has approved for government purpose, or as purchased from private individuals for the use of the government. Municipal taxes are not paid on lands which are held by Her Majesty in the right of Manitoba for highways, or grades or transmission lines. Municipal taxes are also not paid on Crown lands which have not improved in any way and are being held for resale.

MR. MOLGAT: Would the Minister undertake to explain at a later date then . . .

MR. WILLIS: Yes, I'll be glad to.

MR. MOLGAT: . . . what the reason for the increase is.

MR. WILLIS: I'll be glad to.

MR. CHAIRMAN: Item 34 (a) -- passed. (b) -- passed. Resolution ...

MR. L. DESJARDINS (St. Boniface): Item 34 (a) is that the salary, the wages of the switchboard operator?

MR. WILLIS: Yes.

MR. DESJARDINS: And there is only one operator?

MR. WILLIS: Only one operator. You will be glad to know her salary is being materially increased.

MR. DESJARDINS: It should be.

MR. WILLIS: I entirely agree.

MR. CHAIRMAN: Resolution 78 -- passed. Item 41 --

MR. SCHREYER: Mr. Chairman, under sub-item (b), I realize that there is no increase from last year, but nevertheless I confess ignorance on this. It seems almost inconceivable that this should be for telephones only or is there some other, or is there something else in connection with the actual telephone costs. It just seems inconceivable to me, that's all.

MR. WILLIS: All the equipment, wiring telephones, etc., connected to the switchboard WH 67, and all locals, located on the main floor of the Legislative Building, is nominally the property of the Manitoba Telephone Commission. We rent the strip from them exactly the same as a private subscriber. Thus this vote takes care of monthly rental payments, plus the labour, material costs, perpetual changes in phones connected to the main switchboard. All long distance calls put through on phones connected to the Legislative switchboard are paid by the department incurring the expense. Rental equipment here is \$36,000.00; installation and moving charges is \$1,500.00; the other is merely the salary of the operator with holiday and sick relief.

MR. PAULLEY: Is the rental on the equipment payable to the Manitoba Telephone System, Mr. Minister?

MR. WILLIS: I think so.

MR. PAULLEY: We haven't any private exchange of our own as such with our own equipment?

MR. WILLIS: No.

MR. PAULLEY: I am wondering whether or not it might be cheaper -- although it's possibly just bookkeeping -- to operate it.

MR. WILLIS: I think that's all it is.

MR. CHAIRMAN: Item 41 -- passed. Resolution 79 - Item 50 - Purchasing Bureau. (a) -- passed. (b) -- passed. Resolution 80 -- passed.

MR. PAULLEY: What is the general policy of the purchasing bureau on -- I understand that there was a re-organization two or three years ago in all purchases. Does purchasing of the road equipment and the likes of that -- it comes under here -- but does all other departmental purchases, is it also channelled through the Purchasing Department on this item?

MR. WILLIS: No. While the Purchasing Bureau serves most departments, there are exceptions in regard to it. These following items it does not serve. It does not serve the Queen's Printer; the Provincial Library; the Text Book Bureau; the Manitoba Telephone System; the Manitoba Power Commission; and the Liquor Commission. Those are not served by the Purchasing Bureau. The Bureau has 16 employees and last year they purchased goods in the amount of \$9,217,000.00.

MR. CHAIRMAN: Passed. Item 51 (a), (b). Item 51 (b) 1.

MR. CAMPBELL: Mr. Chairman, with regard to the over-all items here, is it correct to say that so far as the trunk highways are concerned, the Provincial Highways, that all of the money will come from capital? Not maintenance, of course, but all the construction?

MR. WILLIS: Yes, as far as the construction work being brought down now, it will come from capital. Approximately nineteen million dollars.

MR. CAMPBELL: That's the question that I was going to ask, was -- I don't want the details, but I would appreciate the breakdown of the 24 million dollars odd as between highways, buildings and other projects -- approximately 19 on highways?

MR. WILLIS: Approximately 19 on highways. The details will be brought down on capital estimates, but at the end of these estimates I'll be glad to bring in the detail as to the highways. Those highways - the new and complete program will be laid on the table of the House and will be available to members as well, on the correct item.

MR. CAMPBELL: As a further breakdown, can the Minister tell us now, roughly, how much is buildings and what is other projects? I don't want the detail, just a rough breakdown.

MR. WILLIS: I think it would be more appropriate to deal with it in capital, there's quite a lot of detail.

MR. CAMPBELL: That's O.K.

MR. MOLGAT: Mr. Chairman, now that we're back on highways, when we were discussing load limits a while ago, the Minister indicated the need for this because of the other neighbouring provinces. Could he give us what the limits are in the neighbouring American states, in North Dakota, Minnesota, and Wisconsin in particular, because a great deal of our long distance trucking today is coming through those states, and I wonder if he could give us the figures on them.

MR. WILLIS: In general they are higher. I don't have the figures.

MR. MOLGAT: On the matter of loads again, the Minister indicated that our previous load was 54 - or 44. Now that was brought up a while ago and I think surely that that is not correct because I notice that we are prepared to license trucks up to 54 tons. Now surely we wouldn't be licensing the 54 if we had a load limit of 44. Now, is there a correction to be made on that statement?

MR. WILLIS: I have in mind the same thing that you have just said. I'll double check. The memo which I have before me, I read as was.

MR. CHAIRMAN: (b) 2 --

MR. MOLGAT: Mr. Chairman, on the subject of highways, some time ago before the Orders of the Day, I asked the Minister a number of questions in regard to the Trans-Canada Highway and Symington Yards. I wonder if he has replied to those questions?

MR. WILLIS: Trans-Canada Highway in regard to which?

MR. MOLGAT: And the Symington Yards. I asked four questions before the Orders of the Day approximately a week and a half ago.

MR. WILLIS: I remember requesting that. I don't know whether it is easily available, but I will double check again.

MR. CHAIRMAN: (b) 2.

MR. WRIGHT: Mr. Chairman, in regard to highways, I would like to draw to the attention of the Committee, a road which I consider to be one of Manitoba's forgotten roads. Originally it was the main tourist attraction to Manitoba. I refer to the road between Seven Sisters and the Junction to the Whiteshell. And as you know, last year we had a resolution on the Order Paper which died in regard to its improvement. I would like to ask the Minister if anything is being contemplated for its improvement this year?

MR. WILLIS: Yes, we have definite plans in regard to that improvement. I suggest to the member, if he would come in and see me, I could discuss it with him in a better way.

MR. MILLER: Mr. Chairman, I think that the other members of the Committee would be equally anxious to get that information.

MR. WILLIS: I'll bring it down.

MR. CAMPBELL: Mr. Chairman, I don't know that this is the place where the Minister would prefer to do it, but could we get the details as to where the safety crossings that have been requested this year would be installed?

MR. WILLIS: I'll get them for you.

MR. ORLIKOW: Mr. Chairman, I wonder if we could get some details on that river road between Parkdale and Lockport?

MR. WILLIS: As we have agreed to take that road over as a 100% provincial responsibility we've had a preliminary survey in regard to it. I think it's the most scenic road that runs out of Winnipeg myself, and we intend to take it over. It has some problems in regard to it, particularly as to river slippage which is there. But we're going to tackle the problem and we have advised the municipality we'll take full responsibility for it and it will be a 100% road and responsibility of the province.

MR. CAMPBELL: When will that be done, Mr. Chairman?

MR. WILLIS: We're working on it now.

MR. CHAIRMAN: (c) 1, 2; (d) 1, 2; (e) 1, 2; (f) 1, 2; (g) 1 --

MR. PAULLEY: Mr. Chairman, I wonder if the Minister could give us an outline on the

(Mr. Pauley, cont'd.) Planning and Design Office. I imagine this deals with all of our highways including those under Capital Supply. The Minister mentioned --getting back to his original statement -- that these roads which have now been designated as Class A roads had been under tests, and I presume that this is the section under which the tests may have been taken. And I'd like to know - I'm sure others in the Committee would like to know - how long these roads were under test and the degree of the tests. Now as I understood the Minister when he was talking on this particular item, mentioning that some testing had been done. He didn't indicate to me, unless I didn't hear him, that each of these roads were tested before the limit - the gross limit - was increased to the 72,000 pounds. Now I did mention when I was speaking of Highway No. 4 East, and I appreciate work being done on that highway, I would like to know the degree of testing that was done on that highway and on the other highways before the weights were increased. I am also interested in Highway 15, particularly from Winnipeg to No. 12, because that highway is of relatively new construction, and only recently has been worked on the last year or two, particularly from Transcona to Anola.

And also No. 12 - I was down No. 12 the other day - it didn't appear to me to be a very substantial highway, but I would like to know from the Minister if he could go more into detail on this question of planning and design, because I presume that that would be the section of his department that would be having these matters under their consideration. I would like to know how long the roads were under test and how many of these roads actually did receive a test, because the Minister indicated in his opening statement that there was just one or two or some - but not all of them.

MR. WILLIS: As I understand it there were representative tests made in regard to a number of these roads so they could get a proper cross-section and make an engineering decision as to whether they could allow 72,000 pounds; and that having been done they made the recommendation which I read to you here today in regard to the increase in weight. May I say to the Leader of the CCF Party that this is the opening up, this particular item of Planning and Design Office, is the opening up of our whole planning division, which I read him 15 different items which are now in process of being worked out, so that it has that as well. As far as the individual road is concerned, and the individual tests which are made in regard to that, I don't think he would expect me to have that, but I'll get any additional information for him that we have.

MR. PAULLEY: Mr. Chairman, I can appreciate the desirability or necessity of proper planning for roads, and I think it's good and has been done because we've always passed an appropriation for it -- albeit the appropriation we have before us this afternoon is about \$50,000.00 greater than it was last year. But to me there seems to be more than just simply planning in this road use as well. Now I would suggest - I may be sticking my neck out to some extent on this - that these roads that are now Class A roads were under some sort of planning before, and the point that still concerns me is the planning that was undertaken in respect of increasing the load limit on these roads that the Minister announced.

MR. WILLIS: Mr. Chairman, I think I've fully covered the question that what we did, we did on the advice of our engineers; we have their statement that they did make proper tests in regard to it and I think that covers the information.

MR. CAMPBELL: Mr. Chairman, when the Minister spoke of the Planning Division - or his second point - I guess he called it just planning - did he indicate that this is an outside organization that is doing this work?

MR. WILLIS: Yes, it's the Automotive Safety Foundation. It has its headquarters in Washington. It is the largest planning organization on the continent. It is supported by public subscription and the automobile companies, the gasoline companies and other organizations support it in Washington where its headquarters is; and they have carried out their investigations in many states of the Union, and they have also carried out in Ontario, and now they have come to us. I said before, and I repeat now, that I have discussed the matter with the Chief Engineer in Minnesota - I should make a correction and say he is known there as the Commissioner of Highways - but I had discussed it with him, Mr. Zimmerman, and he very highly recommended this organization, doing an excellent job and doing it relatively cheaply. I got the same opinion from the Minister of Highways in the Province of Ontario, where they had been doing a job there as well; and it is an outside organization in that extent, largely that people pay

(Mr. Willis, cont'd.) to it to keep it in business also are the same people we have in this country as well, the same oil companies -- all of those contribute to it in both countries, and therefore, because they have subsidiaries in Canada they are very happy to give us this service, which -- to which they pay a major part of the cost.

MR. CAMPBELL: Mr. Chairman, when the Minister uses the term "give the service", I don't suppose it's free, is it?

MR. WILLIS: No, no. No, no. We pay merely their certified out-of-pocket expenses. That's all we pay.

MR. CAMPBELL: I ask the Minister, Mr. Chairman, how many people will they have working here? I suppose the numbers will vary at different times, but approximately what sort of a team do they send in?

MR. WILLIS: They do some of this work for us in Washington. They've had several here. At one time they have not had more than three -- to the best of my knowledge they had three engineers here at one time. Largely they instruct our engineers and then come back again in two or three weeks and give them new instructions and new work to do, and they have covered the whole of the Province of Manitoba already by car, checking up on various features to see that they have the proper perspective in regard to this, as they have done in, I think, 23 states of the Union. It's their regular business and they come most highly recommended and they're doing a work, and for what we're going to pay them will be very small indeed compared with the cost if we had an outside organization doing this work.

MR. MILLER: Mr. Chairman, what is the estimated portion of the Manitoba contribution, under this item?

MR. WILLIS: The Manitoba contribution is - we have entered into a contract with them - not to exceed \$15,000.00. In Ontario they had a similar contract with them under which, if I remember the figure correctly, they paid them \$8,500.00. So that it is just a matter of their actual certified out-of-pocket expenses that we pay. It's a wonderful opportunity in my opinion and one which is quite unusual, but because they are subsidized by these various large companies interested in safety -- and perhaps as a secondary, interested in selling oil and cars -- that they are able to do these things.

MR. CAMPBELL: The item that we are dealing with here - Planning and Design Office - I presume that that's the one that they work most directly with, Mr. Chairman, wouldn't it be?

MR. WILLIS: I beg your pardon?

MR. CAMPBELL: Would the Planning and Design office be the one that they work most closely with?

MR. WILLIS: Yes, that's right.

MR. CAMPBELL: Who is in charge of that work now?

MR. WILLIS: The chief man as far as the work is concerned within the province is Mr. Blackman, who is our Assistant Deputy Minister, and that's been assigned to him. Then they have the regular men who previously did this work, took the traffic counts, and also all the men who did soil analysis as well. They are all under that office and will do that type of work on instruction. In addition to that, during the summer we did have two men from the University of Manitoba - a professor and assistant professor there - who supervised to a degree the carrying out of this work during their vacation.

MR. CAMPBELL: Mr. Chairman, the other evening - I don't know if the Minister was in here at that time - but the other evening we were paying a lot of compliments to a lot of civil servants here, and I certainly could say a very good word for Mr. Blackman. He's an excellent man I think to have on that type of work, and I would expect that if he works closely with them that he will pretty well incorporate their methods into his own work where he thinks it advisable.

The point that I really wanted to make though in this discussion, Mr. Chairman, was with regard to the research - if it might be called that - on this question of vehicle weights. I remember years ago - not so many years ago - some information being brought to the Law Amendments Committee when we were having a very intensive discussion about whether we should raise the weight limits at that time, the results of tests in some one of the New England states - I think they have a standard test down there that corresponds somewhat to the Lincoln test on tractors and that sort of thing. Can the Minister tell us the name of that state that has been conducting some very intensive road tests with regard to weights of vehicles?

MR. WILLIS: I think the Leader of the Opposition has in mind the Idaho tests, probably.

MR. CAMPBELL: I am sure it was not - I am sure it was a New England state.

MR. WILLIS: Well, it might be. Yes, they have in mind a series of tests, and we've had men down there on two particular occasions from our own department watching and getting the results of those tests. -- (Interjection by Mr. Pauley) -- It may have been. The one I have in mind was Idaho.

MR. DESJARDINS: Yes, there is one there too.

MR. WILLIS: Could be.

MR. CHAIRMAN: (g) 1, 2 -- passed. (h) -- passed. (i) --

MR. SCHREYER: Mr. Chairman, on highway maintenance - a short while ago this afternoon, the Honourable Minister in answering the Honourable Leader of the Opposition, stated that the highways weren't in very good shape but he thought if they keep on working at it that he thought he'd have things under control and he'd have very good highways fairly soon; and I see here a reduction of \$800,000.00. I wonder if there is another item in there that will cover that, because I am sure that there must be more money spent than that if the roads are in such a bad shape.

MR. WILLIS: The item which I had in mind when I mentioned it was - you'll see it there under (j) - formerly eight municipalities - three million five -- now four million three.

MR. SCHREYER: Mr. Chairman, what does this (i) 1 cover then - highway maintenance, provincial trunk highway. Would I then surmise that those roads are in very good shape?

MR. WILLIS: Yes, those are the trunk highways - provincial maintenance of trunk highways in Manitoba. We have 3,701 miles.

MR. SCHREYER: Do these two sub-items, Mr. Chairman, encompass wages paid to men who work maintaining the roads - patching them?

MR. WILLIS: They do.

MR. SCHREYER: Does that include resident engineers and the like?

MR. WILLIS: Yes, one group of them is included.

MR. SCHREYER: Could the Minister tell this Committee how many resident engineers there are at present in this province; and also if any have left the employ of the province in the last few months - the last six months?

MR. WILLIS: Sorry, what's the last part of your question?

MR. SCHREYER: The last part was as to whether or not any of the resident engineers have left the employ of the government in the last six months.

MR. WILLIS: I can't tell you the exact number of resident engineers because we have several in each district, and therefore they vary. In regard to your second question, have any left - the answer is Yes.

MR. HAWRYLUK: Mr. Chairman, the figure that you gave just recently about the number of miles of provincial trunk highways, does that include the paved surface, oil surface and gravel surface of 3,701 miles, Sir? And the second supplementary question: Actually how many miles of roads have we got in this province, that are considered serviceable outside of your improved areas? That's a question I think that was asked of me in comparison with other provinces. How many miles of roads have you got in this province altogether, that is in category trunk highways as well as other roads?

MR. WILLIS: We have within the province in highways -- in provincial trunk highways - 3,701; we have in secondary highways - 261; we have in so-called other roads mentioned here - 1,002 miles -- they are maintained entirely by the Provincial Government. That is your total aside from the municipal roads and various roads in unorganized territories.

MR. PAULLEY: Mr. Chairman, I would like to say a word or two in connection with Highway 12 E., going into Victoria Beach. I don't know whether the Minister is aware of the situation which has prevailed for a number of years at Victoria Beach. I think it was in the year 1933 that a By-law was passed by the Municipality of Victoria Beach prohibiting any motor vehicle from operating within the built-up area of the Town of Victoria Beach. Now we appreciate that at time that there wasn't a great deal of motor vehicle traffic going into that particular area, but under the terms of this By-law, from the beginning of June, I believe, until after Labour Day, no person who, other than a permanent resident of Victoria Beach, were enabled to go into the townsite -- and that has prevailed ever since that time. Now we have made - I

(Mr. Paulley, cont'd.) . . . should go a little further explaining this - that the only area in which anyone could park their car at that time was on the outskirts of the town.

Now since that time our highway system has vastly improved. We now have a reasonably good road all the way to Victoria Beach, but the situation still prevails there that the only place in which any of the campers, be they campers for the full summer season or individuals who wish to go down for a day or a weekend, the only provision that is made at Victoria Beach for parking facilities is on a private lot operated by an individual. I understand that the general rate is around about 75¢ per day, \$1.50 a weekend, and I think it is \$3.00 a month and \$6.00 for the season. Now I've had numerous complaints drawn to my attention of this particular situation, and it seems to me to be very, very unfair - that now that our highway system is developing, and now that a good highway has been built into this particular area, that the users of motor vehicles are still compelled, some 20 or 30 years after the passing of a By-law of this nature, are prohibited from full use. Now I can appreciate quite fully that the town itself may not be desirous of having indiscriminate use of its roads by motor vehicles, causing confusion or possibly accidents in the particular area; but it does appear to me that the law or the By-law which was approved by this Legislature back in 1933 is altogether too restrictive. I might say, incidental to the fact that this parking lot is owned by an individual, he is the only one - so I am informed - who operates a taxi service to the townsite itself, and even if the likes of Timothy Eaton or Hudson Bay or any other firm -- (Interjection) - I haven't mentioned any individuals, Mr. Chairman. It seems to me though that he is the only one, and if there is a delivery, say from Eatons, into the area of Victoria Beach, that the article being delivered must be left at the parking lot and then they are transported to the various areas within the campsite. Also if we happen to get down there or if anyone happens to get down there on a rainy day, they can't go in with their cars, but there is a taxi service provided by the operator of the parking lot.

Now it seems to me, Mr. Chairman, - I might say incidental to this I have made enquiries of one or two of the departments including the department of the law, in respect of this, and the law still stands in respect to this By-law which was passed back in the days when people who had camps at Victoria Beach didn't want the motor cars in there. At that time they were getting deluxe service from the Canadian National Railways, and due to the change in mode of transportation and the greater use of the highways, they are using the highway instead of our railroad. So to me this poses a problem. There is the problem of the attempt of having the council of the municipality amend their By-law, or wipe out their By-law; but it has been indicated to me that this may be rather a hard piece of business to achieve, in the particular area. Now I'm wondering, at least as a partial step, whether or not the Minister in his capacity of the Minister of Public Works, may review the situation. As I understand it, the provincial trunk highway 12E stops at the borderline of Victoria Beach. Now then the government may not feel like saying to the municipality concerned - "Now look boys, we're living in 1959 now, let's kick that By-law out." But what they might take under consideration, and I think would help in getting the By-law amended or abolished a lot quicker, if the Department of Highways would undertake either to purchase or to provide some other way - an area in there - which would have more reasonable parking for the people we have on our highways. And I sincerely ask the Minister to review this situation and take it under advisement because it appears to me ethically wrong that we build highways and then we come to a deadend like this and the people who have camps, who haven't the opportunity to become members of council due to the fact that they are not there long enough in order to establish residency to allow them to participate in municipal affairs, have this situation. And I request the Minister if he would take this under his consideration. I might say, Mr. Chairman, I mentioned that I did see members of the various departments prior to saying what I am now saying in the House. But I think it is a situation that should be looked at.

MR. CHAIRMAN: It's 5:30. I leave the Chair.

MR. WILLIS: Just one word if I may in regard to that. I am well acquainted with the situation at Victoria Beach. I have camped there two or three times myself and I have been faced with similar difficulties. I think you should renew your plea to the Minister of Municipal Affairs.

MR. PAULLEY: Well I did have his Deputy somewhat in the picture, Mr. Willis.
(Laughter)