



Legislative Assembly Of Manitoba

DEBATES and PROCEEDINGS

Speaker

The Honourable A. W. Harrison



THE LEGISLATIVE ASSEMBLY OF MANITOBA
8:00 o'clock, Monday, April 23rd, 1962.

MR. CHAIRMAN: Department XI, Resolution 67, Item 3 (a) -- passed.

MR. M. N. HRYHORCZUK, Q. C. (Ethelbert Plains): Mr. Chairman, I thought that the Minister -- his statement to complete.

MR. WEIR: Mr. Chairman, I think that I possibly have a few more remarks that I could make.

I think, Mr. Chairman, when you called it 5:30 I was attempting to make a few comments on the remarks made by the Honourable Member for Emerson, and I was about to start speaking, I believe, about the remarks that he made in regard to early tendering. The specific example that he used was the construction of the road from Caliento. I wasn't aware at the time of the reasons for this, but I have since been informed that it was with regard to the weather that it was held off, that as the season grew dryer and dryer it became much easier to get material to build the Caliento Road and to get it closer to the location of the road, and that it was held off and re-designed later on. That's the only comment that I have there.

The other comment that the Honourable Member for Emerson made was with regard to a \$25 million slush fund that he indicated that we had on this side, and I would suggest that the Honourable Member from Emerson can call the \$25 million anything he wishes. I prefer to call the \$25 million that was on hand, at I believe the end of January, which I think for the end of March would be reduced to the neighbourhood of 21 million as advance authority to build more up-to-minute roads for the people of Manitoba, for which I would suggest that it will be used in the not too distant future.

Now, Mr. Chairman, two members have mentioned the north perimeter bridge. I find myself in relative sympathy with them. I agree with the comments that they have made with regard to not enough bridges in Winnipeg. The comment to a large degree as they read from the clippings was correct, that I did say that there could be no construction of the perimeter bridge this year, but what the newspaper story didn't say was that while I could give no commitment, that I could see no reason why the north perimeter bridge would not be considered at the same time and in the same manner as the remaining Metropolitan bridges are concerned. It could well be from the information that I have now, the limited information, that this could be a logical spot for the third bridge for Metropolitan Winnipeg. I'm not saying it will be, but the possibility is there, I think, and I certainly wouldn't close my mind to the thought that it is worthy of consideration.

When the honourable member talks about the traffic that it will take off of the streets of the municipalities on the other side of the river, I would only suggest to them that in looking at it in the same light, as they are getting rid of this undesirable traffic, I wouldn't want them to think that they were just unloading all of their undesirable traffic in another direction; that this is a two-way street and that a lot of the livestock and so on and so forth that is now coming down from the north and across to St. Boniface through the main part of Winnipeg, might find its way across the perimeter bridge and through the streets; and you could have some undesirable traffic there too. It's undesirable when you look at it in one way; it's very, very desirable when you look at it in another. Every time that an animal is produced; every time the people are in business that they are able to go on the roads, whether it be with the products from the petroleum plants or whether it be raw material from the farms -- it's neither here nor there -- it all helps the economy of Manitoba; and the government and the people on this side of the House are as interested in getting smooth and easy transportation for these individuals in Manitoba as anyone else is. It's a matter of scheduling; it's a matter of planning; and I think we've taken quite a step in the last three or four years in this regard.

Now the Honourable Member for Gladstone has brought up quite a number of points. One, they want to know if we have recognized the value of "Planning for Tomorrow", or whether we've accepted the book and the contents of the book. I would say largely, very very largely, Mr. Chairman, does the program of this year coincide with the recommendations that are contained within the "Planning for Tomorrow."

Now the Honourable Member for Selkirk did bring up what in his opinion was a very, very logical complaint, in that this little black line showing on No. 9 Highway indicated that it

(Mr. Weir, cont'd) was of utmost priority. Mr. Chairman, I submit that it is of priority -- but the map that the Honourable Member for Selkirk is looking at shows only pavement conditions. In our priorities that we have throughout the pages of the book, there are millions of dollars worth of roads that are in priority condition. I would suggest that probably it will take on to ten years getting on to it -- I may be extending it a little -- but getting on to ten years to complete the number of priority roads that we feel we have in the Province of Manitoba; and that, I think, should answer reasonably the question as to whether or not we agree in principle with the plan as presented in "Planning for Tomorrow."

With regard to No. 28 Highway, I think that No. 28 Highway, or a road certainly in the approximate location of the proposed No. 28 Highway -- call it what you may -- will be in the cards in the future. I make no commitment as to date. It's part of the plan. If you will notice in the book, it's one of those that has been suggested as coming within the 20-year period and I think probably that it will come to fruition.

He wondered if it was too late for municipalities to make requests for access roads. Mr. Chairman, it is never too late -- it is never too late to make requests of the government that we have here today. Each request will be considered and considered well. I might say this, that their chances of having the access roads completed this year might not be great -- it might not be great -- but certainly their requests will be considered again next year, and next year, and the year after for some of these municipalities. The people of Manitoba now are entitled to access roads, and the problem that we're faced with -- and I don't blame them, I don't blame them at all -- the problem that we're faced with is that they all want them at the same time, and it's just not possible for us to do that. We are making a good stab at it; another good chunk of capital is being placed as an investment into access roads in the Province of Manitoba this year; and all I do is ask the members of the Committee, and ask the people of the smaller towns of Manitoba to bear with us and we'll get to them, and that includes Franklin. If the Honourable Member for Gladstone thinks he's the only one that has put in a plug for the access road into Franklin he's got another think coming, because I've been working on it for three years -- I share it along with him -- it's a boundary road of our two constituencies and I, too, am interested in Franklin.

The ski resort road -- there are differences of opinion with regard to the ski resort road. I don't know whether the honourable member is aware of it or not but we did keep a marked road open to the boundary of the Park and the Park kept the trail open to McKinnon's Hill -- I believe it's called -- last winter. There is still a difference of opinion and I would say it's still too premature to say at what location there would be a road built. I think that if the development at McKinnon Hill progresses in the way that it's anticipated it will progress, the Province of Manitoba will see to it that their share of the road is constructed in good time; and the location will have to be settled when more pertinent facts are at hand. I notice that there are differences of opinion on it.

With regard to Work Order No. 2342 that he mentioned, I can only suggest -- I haven't all the material with me, but from what I've seen only a small part of it is for the work that he has indicated that he thought it might be for, but that the department will be quite prepared to establish all those points for him at Public Accounts.

The Honourable Member for Kildonan -- still the same roads -- it's still the same roads -- boy -- oh boy -- oh boy. Drive around the Province of Manitoba and ask the people of Manitoba if it's the same old roads. I'm not casting reflections at the former roads, but the investment that has been made -- the investment that has been made in the last few years in the Province of Manitoba -- and I'll include the last year or so that the honourable friends opposite were in power because they spent some money those years too -- they have made a difference. Granted their standars weren't quite as high and we do have some differences of opinion here, but I'm not here to fight about those things. With the amount of money that has been spent in the Province of Manitoba and the kind of roads that we are gradually getting across the Province of Manitoba, I don't think that anybody can stand up and say that they're the same old roads and make it stick with the people of Manitoba.

The figures that he quoted, with regard to the drainage on Highway 52 or on the creek diversion, I think might more properly have been asked under the Department of Agriculture and Conservation. That's who the return was made for; that's who the return was made by; and the figures were there that they did, as I understand it and I have never seen the road, but as I

(Mr. Weir, cont'd) understand it there was a winding road there before the drainage was put in -- and it was expensive drainage -- but the earth that they took out of the drainage ditch that they put in, they used it to build a road which served two good purposes. I'm not aware of all the facts but this is the information that I have been able to pick up at supper time.

Now, Mr. Chairman, those are the comments that I have picked out. I'm not sure that I've got them all, but I've tried to do the best I can and will be prepared to listen to any further comments.

Oh, Mr. Chairman, there's one more that I missed.

MR. CHAIRMAN: The owner of car 63-E-66 has left the lights on -- Car 63-E-66.

MR. WEIR: The Honourable Member for Turtle Mountain asked a question in regard to the Croll Dam Road. I wasn't dodging the issue -- I missed it. As far as I know -- I haven't been able to trace all of the background in this particular thing -- all I know is that when I came to office and was moved fairly immediately into the Department of Public Works, I was faced with a letter from municipalities with requests on this road. I looked into it and went back as far as I could and I examined all the correspondence and, as the Honourable Member knows, it requires an Order-in-Council and approval by Treasury Board for the expenditure -- but an Order-in-Council to proclaim it a secondary highway. As far as I'm concerned and as far as I know, the road was turned down by Treasury Board; it was turned down as a secondary highway by Cabinet. I had not sufficient background on the thing to place it before Cabinet again and I had no reason to ask them to change their minds. I wrote what I considered was a polite letter to the two municipalities involved and asked their co-operation, and that is where the matter stands at the moment. What treatment it would receive if I was to get all the facts and figures and go back to Cabinet again, I don't know. The cause for the delay and the cause for anything else that happened prior to my time, I'm not in a position to answer, but this was the thinking and the reasoning behind the letters that I wrote and I really can't give you any further answer.

MR. CHAIRMAN: Member for Turtle Mountain.

MR. DOW: Mr. Chairman, basing the same arguments that the Honourable Minister mentioned in regards to access roads, that applications would be accepted and considered from year to year, would the same argument not prevail? These municipalities have made the resolution, as I understand, according to the formula set out by the department. Is it necessary that they have to re-apply? Won't it be taken into consideration that they have applied and consideration be given on that basis?

MR. WEIR: Well, Mr. Chairman, that's quite possible but, on the other hand, the community is entitled to the access road by policy, and the policy of the government prior to my time rejected this particular road as an access road. Now unless I go and familiarize myself with the full situation and find out what the exact reasons are, I would expect that my fate when I went to Cabinet again would be the same as what there had been before, and I see no point in myself going back to Cabinet without getting the entire background on the situation to see what it is. As a matter of fact, convince myself that I can recommend to Cabinet that it be taken over as a secondary highway. I'm not saying that it should be; I'm not saying that it shouldn't; because all I have there is some former correspondence and there may be some other areas that we could have go together on, but there are two distinct things here in my opinion.

MR. DOW: At this time I would like to bring the Minister up-to-date on the reasons as to why that should be considered, inasmuch as this particular road is a road that is used by several school buses for transportation to schools. There are three villages and the only access they have for shipments of mail and produce is by using this road. Now if you will look at the map, the Dam Croll had a railway through there that is running just at the orders of the railway whenever they're sending grain to come out of there, and these stores, villages, post offices, schools have not a road that's suitable for transportation in the winter time. This is the background; this is the reason that the former Minister of Public Works requested that the municipality put these resolutions in. This is the reason that he suggested to them that it would be considered by this government. The thing is not an issue as far as I'm concerned personally. It's an issue that, in my opinion, it's a desirable, necessary road that this government asked the municipalities to submit resolutions and it would be built in '60, '61 or '62. Now the municipalities have no control -- can't say that Cabinet shall pass them; can't say that Treasury will

(Mr. Dow, cont'd) pass them; but in good faith they did submit these resolutions; and my contention is, Sir, that there's no reason to disregard these resolutions now. They should go ahead and accept them. If they can't build them in 1962 that's fine and dandy, but accept the resolutions and have Cabinet decide if they will or won't build them in '63.

MR. EDMOND PREFONTAINE (Carillon): Mr. Chairman, unlike my friends on this side I cannot say that my constituency has been ignored -- or at least completely ignored. We are going to get 5.8 miles of road built on No. 23 East. I am thankful for this, Mr. Chairman, but also I am disappointed for the fact that the whole stretch of road on the east side -- No. 23 is 16 or 17 miles -- is not going to be built this year. This road has quite a history. It was a road that was promised by the Conservative Party in the last election of '59. Not only was it promised at the time of the election, but it was promised by the then Minister of Public Works to a delegation of the Municipality of De Salaberry -- and the Member for Carillon was a member of that delegation -- and that delegation was told by the then Minister that it would be included in the estimates at the session. The session was held, if you remember, in the summer of 1959, and, rightly so, the former Minister of Public Works included the reconstruction of this highway, and the whole of it -- 17 miles -- in his road program that was tabled in this House -- 17 miles. When we saw the Minister at that time we did ask for this 5.8 miles but the Minister told us that he didn't like to give a contract for such a short road -- just 5.8 miles. He said, "why not do the whole road -- 17 miles? It costs us less money when it's a big contract." We were very very happy, and he presented this House with a statement of policy whereby he would, in that year and the next -- in the two years -- he told the House when I spoke to him afterwards that he would start in '59 and finish in '60, and I was very happy when he made this pronouncement in the House. I stood up and thanked the Minister for having included the reconstruction of the whole of 23 East, but nothing was done in that year although it had been announced here.

Now in the year 1960 I got up on my feet again in this House and I asked the new Minister of Public Works at that time whether the policy announced in 1959, on the 20th of July, whether this road would be built in 1960. The Minister told me that he wasn't sure. Nothing was done. Last year again I asked the Minister, who was at that time the present Minister of Municipal Affairs, whether the government had forgotten about 23 East or if it would be built. Well, he says, "we have many jobs to do and I can't promise to do it." Now this year we have 5.8 miles. This, Mr. Minister, is a very important road. It is the link between east and west in the southern part of Manitoba. It links 75 with 59 and 59 with 12. It allows the people from the southwest to go east; people from Altona to visit Steinbach; and there is a very heavy traffic. There is no other trunk highway except this one, No. 23, and at times it's impassable. It was impassable a short while ago and, even yesterday, people who wanted to come to St. Pierre and to St. Malo, when they reached Morris the road was blocked, because there's a low spot on that road where there was two feet of water over the road yesterday -- the Red River overflowing over that road. It was just simply blocked and I say that this is too bad that this particular stretch of road is not included. We call it in French -- my tongue is slipping -- Horseshoe Creek there, just about a half a mile east of the Morris bridge.

MR. HARRY P. SHEWMAN (Morris): Horseshoe Lake.

MR. PRETONATINE: Horseshoe Lake -- yes, Horseshoe Lake. The Member for Morris corrects me. That's the way they call it in Morris -- Horseshoe Lake. It was flooded yesterday and apparently this is not going to be done this year. The people yesterday who wanted to come to St. Pierre -- my own son-in-law wanted to come -- he left St. Jean thinking that he could use trunk highway 23; came to Morris and had to go back through Arnaud and further south; and there were lots of other people who had to turn back. It was impassable. I should think that the whole stretch should be done, because if it is not done this year it will delay the completion of the project, because if we do a stretch this year, 5.8 miles; another 19 miles next year; it will delay the paving of this highway, which is so important. People of Steinbach like to go to Altona -- they have a lot of big business there. The people of Altona want to go to Steinbach. It's a missing link in that part of the province. I would urge the Minister -- and that's not contrary to the policy of this government, because three years ago they told us in this House that they would construct it all. Now the Minister said today there's differences of opinion about roads which have the most importance. I submit that this is one of the most

(Mr. Prefontaine, cont'd) important roads in this province, and that a larger contract would cost less money. If the statement of the previous Minister was correct, it should be correct today, and I would like to see the Minister maybe consider it again on the basis possibly of doing it all.

Now there's another project that I want to bring to the attention of the Minister, and here I would like to support the Member for Emerson. This is with respect to paving the remaining missing link on 59 Highway from the south, from the lakes down there -- New Orleans to Winnipeg. There's a missing link of twenty some odd miles -- five miles or six miles in Carillon and the rest in Emerson constituency. This road was reconstructed in 1957 and '58. It's a good solid foundation; it would be ready to be hard-surfaced; and it would take a lot of traffic away from No. 75 highway. It's a shorter road to Minneapolis and St. Paul, and it would attract a lot of traffic. The visitors from the States now come to Lancaster and north to the Custom Houses, but they see that this road is only gravel and they are not very happy, and some of them turn back or swear or go through it and say they will never go over that road again. Now this stretch of road should be hard-surfaced as soon as possible. If we should have a flood, and it's possible -- the waters are rising very rapidly; they were flooded around St. Jean yesterday -- this road would be completely flood-proof. It would be at St. Malo 150 feet higher than No. 75 highway some 40 or 50 miles to the west, and when we have the floodway around Winnipeg, that would be possibly the only access road into the city from St. Paul or Minneapolis if it was in shape for the people to travel on, and I say that this is another reason why it should be paved.

Now I'm coming to my third point, and this is something that I would like to bring to the attention of the members of this House -- a bridge at Aubigny. Now at the turn of the century we had seven ferries operating between Emerson and Winnipeg. There was a bridge at Emerson, but we had a ferry at Dominion City, one at St. Jean, one at Morris, one at Aubigny, one at St. Agathe, one at St. Adolphe and one at St. Norbert. A lot of changes have taken place since that time. There was a bridge built at Morris, one at St. Jean, one at Dominion City, and one at St. Agathe. The ferry at St. Norbert has been discontinued. There is a ferry now operating at Aubigny, and Aubigny is eight miles north of Morris and eight miles south of St. Agathe, just about half way between these places.

A little while ago the Member for Morris introduced a delegation from the Municipality of Morris to the Minister. The whole council, I believe, was there and they presented the Minister with something extraordinary in the Province of Manitoba. Whereas the four bridges that have been built since 1900 were built after this House passed bills relating to bridge districts; how these bridges would be financed, at least the municipal part; here was the Municipality of Morris who had foreseen the necessity of replacing the ferry -- the Municipality of Morris in the hands of good administrators and a good municipality -- come to the Minister and say to the Minister: "Mr. Minister, we have \$100,000 to pay for our share of the construction of a bridge at Aubigny, cash money. We would like the government to implement its policy with respect to construction of bridges of that type -- large bridges over large rivers. We're ready to contribute our share." This is something historical for a municipality to come here and to be able to say: "we want to get rid of this ferry."

They told the Minister how many drownings that had taken place on that ferry, which is a dangerous place to cross, and they estimated that their share on a 75-25 basis or 80-20 basis would certainly not cost more than \$100,000 because the bridge at St. Jean had cost \$250,000; the bridge at St. Agathe a little over \$400,000; and they estimated that their share would be approximately \$100,000.00. The present ferry will not last long -- it's practically worn out. The ferry cost the municipality lots of money to up-keep, to operate. They do not want to purchase another ferry. They cost in the neighbourhood of \$30,000 and they believe it would be money in the bank for them, to contribute \$100,000 and have a bridge. This is on a very important market road linking different towns and villages on both sides of the river, east and west, and I say that this should not be let pass without notice, the fact that one municipality in this Province of Manitoba was able to amass -- I should say that's not the right English word -- but you know what I mean at least -- \$100,000 in order to come to the Minister and say to the Minister: "we know you have a policy for construction of these type of bridges on the Red River; we know your policy to contribute so much; here is the \$100,000 and we would like to

(Mr. Prefontaine, cont'd) see the government go ahead."

Now this bridge does not seem to be included in this program that we have before us, but I'm hopeful that the Minister will be able to look at the situation; to take soundings of the river and be able to proceed with the understructure next winter. It was a reasonable request. I wish to congratulate the Municipality of Morris and the Member for Morris who introduced this delegation to the Minister, and express the hope that the Minister -- although this has not been definitely included, that it will be included and that the under-structure will be started. It's a very important bridge and the money, as far as the municipal share is concerned and for the first time in history, here is a bridge that will be built without a bill coming before this house to provide a bridge district. I might say that I hope still that the Minister will feel that he can do something about it.

MR. HILLHOUSE: Mr. Chairman, I'm glad to hear the Minister say that his program of road construction was based on priority. I think that's the way the program should be based. But what I would like to know is whether it's based on political priority or the priority factors that were enumerated by the engineering study of 1960, and these were structural conditions, geometric adequacy, traffic capacity or cost to improve. If the Minister will be frank and honest with me and tell me that his road program is based on political priority, I'll resign my seat in this Legislature and give the people of Selkirk an opportunity of choosing between me and some Conservative candidate; but if his program is not based on political priority, then I submit, Mr. Chairman, in fairness to the members of this House we should know the factors which determine priority and we should know what his plans are for the next two, three, four or five years; because anybody who has a program based on priority, that is taking into consideration the priority factors recommended by the engineering study, should have a plan several years in advance. And I ask the Minister if he has such a plan to give it to this House so that we can go back to our constituency and tell our constituents that in such and such a year you'll get this road, or you won't get that road until the next five-year plan starts, but I think that the Minister should be absolutely frank with the members of this committee and tell us the basis upon which his program is based on priority and what factors he's taking into consideration.

I can recall when his predecessor twice-removed was sitting in the Opposition, he used to charge this government of the day for not having a program -- a road construction program for the next five years; but, strange to say, when that man became Minister of Public Works, he did not carry out the ideas that he had advocated while he was in the Opposition. I think that in Manitoba, where roads are so important and so vital to the economy of every part of this province, I think the government should plan a program and should be able to announce that program for at least five years in advance.

Now I ask the Minister to tell me frankly whether this program is based on political priority or whether he has taken into consideration the priority factors mentioned in the Engineering Report. As I say, if it is political priority, I'll resign my seat and let the people of Selkirk have an opportunity of choosing between me and a Conservative candidate.

MR. FROESE: Mr. Speaker, I cannot leave this opportunity go by to speak once more on behalf of the people of my area regarding Highway No. 32. Highway No. 32 is a link between the US and the Manitoba cities, such as Portage; and further north the link of Highways 3, 13, and then No. 1 just close to Portage. Earlier in the session, the Member for Swan River mentioned the good road that we had in drawing tourists into Manitoba. I'm sure if he should come down Highway 13 he wouldn't want to go that way again, and if he was a tourist he'd turn back. So if you want to draw tourist trade, I think Highway 32 should definitely be on the program and get some attention.

Then, also, there is a road that has very heavy traffic serving between four and five thousand people which do their trading in the Town of Winkler. These people are farmers, are producers of milk, cream, eggs, and other produce; they deliver the grain to the Town of Winkler, they raise canning crops and other special crops, and they use this particular Highway 32 which is the main road leading to the southern areas south of Winkler. This highway is used for that purpose, and I'm sure that the Minister has records because traffic counts have been made, and these are available to him so that he can check for himself.

Then also the matter of the patching and maintenance costs must be very heavy because time and again crews have been on that road, last year and the year before patching and

(Mr. Froese, cont'd) re-patching, and still it's not a job. Come spring or when heavy traffic is on the road, it just breaks up and they have to re-do it again.

I'd also bring to the attention of the Minister that the bridge at which is about two and a half miles south of Winkler on Highway 32 is much too small. As a reason, whenever we have run-offs in spring the bridge cannot take the water and, as a result, the water is diverted to the Town of Winkler, bringing a problem on the town because of flooding. Last year I extended an invitation to the Minister to take a personal view -- to come down and take a personal look at the road itself in order to assess it and to give us some help. I would also like to extend that to the present Minister, the Honourable Mr. Walter Weir, to see for himself; to come down. I'd be happy to take him across the road so that he can assess it and give consideration to giving some attention to Highway 32.

Someone mentioned here the matter of gas tax previously. I think if the gas tax were applied and it was used in our area to improve Highway 32, I'm sure that we are deserving of a better road as we are one of the larger contributors as far as license sales agencies goes and also as far as gas tax collections are made. On behalf of the people in my constituency and especially the western part, I would request that the Minister come down, assess the matter and then give reconsideration to the matter of Highway 32.

MR. SCHREYER: Mr. Chairman, according to the report of the highway engineering study it shows the very disproportionate volume of traffic in the metropolitan area and north towards Selkirk and the beaches around Lake Winnipeg and, on the basis of that, it would seem that priority should demand some additional work be done on Henderson Highway. Of course, it wouldn't be news to the Minister to know that a considerable sum of money has been spent on widening Henderson Highway from the Metro area as far as Hodinott Road and this has solved a good part of the problem up to that point, but then from Hodinott Road north -- carrying on northward along Henderson Highway, it's still the same old road; very tortuous curves and a definite safety hazard. If not for a complete renovation or re-grading of the road and widening, I would suggest some urgency of priority being given to at least dealing with four curves on that nine mile stretch; possibly it's a little more than nine miles. There are four curves there that are really tortuous. The traffic is heavy during the summer; extremely heavy despite highway 59, and the Minister -- I would tell him that some Sunday evening in summer he should drive down that road, he will see the large number of market gardeners who are selling produce along the road and that, coupled with the narrowness and the curves, makes it a frightening safety problem, so I hope some priority of consideration will be given Henderson Highway from Hodinott Road north to No. 4.

Secondly, I would point out to the Minister that about a year ago the government has taken over as a 100% road -- I don't know whether it's called a secondary highway or what it's called, but it's 100% provincial road -- Henderson Highway from No. 4 north to East Selkirk. This is a continuation of the Henderson Highway. It is now a provincial road. It hasn't been formally taken over, but the province has been doing the work. I would like to point out to him that last year the province, twice, had to send out crews -- root the road up because it had deteriorated so badly. So what happened -- they, with their heavy equipment -- they rooted the surface, rooted it up and packed it again. It lasted for about a month. Heavy truck traffic on that road and unless some bituminous surface is applied, you're going to have that problem re-occur, and it is really angering the residents there because when it does break up it has a tendency to do so in very sharp potholes and two or three farmers along that road have damaged tires very badly. It's not just a case of washboard, it's a case of sharp potholes. So I hope that some consideration will be given -- if not this year, at least next year toward doing something about it and doing it right, instead of patching it two or three times a year.

The Minister is probably aware that the Municipality of Springfield has applied on two different occasions for an access road into Cooks Creek. It has been turned down -- I'm not going to argue with the Minister about that -- priorities must apply. I only would point out this that in Cooks Creek is one of the better, more widely known tourist attractions in this province -- namely the largest byzantine structured church in Canada. It is widely known, but access for tourists to this site is very poor. Some access road policy should be evolved with regard to Cooks Creek. I would point out to him that the access road policy applies for what, 5 miles maximum, and it qualified coming in from No. 4 from Garson, but that isn't really where

(Mr. Schreyer, cont'd) you would want the access road. You would prefer to have it from the metropolitan area and I think it's six miles from highway 15, or from the golf course, Pine Ridge Golf Course, so while it would qualify for an access road from No. 4, I don't think that is the best way to provide the access road, and so perhaps an exception would have to be made by Cabinet decision in this case.

And finally, and finally, I would like to just hark back once more to this matter of the East Selkirk access road. Now Mr. Minister, you've told me that the reason it wasn't provided for in this year's estimates is because of some problem there with regard to a connecting link with West Selkirk. May I respectfully suggest to you once more that this problem you're referring to has no direct or necessary connection with the East Selkirk access road, so I would suggest that you keep these two items, or matters, apart and answer me on this one point. Since it is a fact that No. 59 is going to be paved this year and right past the village, why not, this year, have the access road of one mile or so paved into the village and save those people there from eating dust all summer. It was a real shame last year. It was a dry year, admittedly, but the dust problem -- there's a lot of traffic through that village for some reason, I can't explain it, and all of the daylight hours, you might say, these people just have to suffer all this dust coming from the gravel on the road. It's true that some calcium chloride was applied -- I think it was applied twice but in one case a rain came right after, nullified the effect, the people had to eat dust for another five or six weeks. I would almost plead with you to take it up as a matter of some urgency because of the convenience involved. You're going to have paving done right by the village. Why not have it paved into the village?

I submit these remarks to the Minister. I hope that I can get some comment from him as to this matter of East Selkirk and Henderson Highway. About Cooks Creek, I realize he may not be in a position to answer at this time.

MR. R. G. SMELLIE (Birtle-Russell): Mr. Chairman, I can't let this opportunity pass without saying a word in connection with No. 83 provincial trunk highway. I would like to commend the Minister for advising us of his plans to complete the surface on No. 83 highway between Beulah and Birtle this year and to express the hope that he will proceed with this work as soon as possible because on the 29th and 30th days of June of 1962, a very important event will take place in western Manitoba. As members of this honourable House may or may not know, No. 83 highway is the longest, continuous numbered highway on the North American continent and during the regime of the Liberal government here, several roads in western Manitoba were renumbered to form No. 83 highway in Manitoba to join up with US No. 83 where it crossed the border at Westhope, North Dakota, and now you can travel continuously on highway No. 83 from Swan River, Manitoba to Brownsville, Texas. Some 25 years ago, an association was formed in the United States of those community-minded citizens along the route of No. 83 highway, called the US Great Plains Highway 83 Association. Some years later they aroused sufficient interest in Manitoba to have formed a Manitoba 83 Highway Association which is an affiliate of the American organization. I have been a member myself of that organization for some five or six years. I have been privileged to attend four conventions of this association in the United States of America and it is my privilege as one of the members of the Manitoba Association to play host to the annual International Convention in the Town of Russell in Manitoba in 1962. This is the first time on which the international convention has been held outside of the continental United States. It is expected that there will be over 100 delegates present at this convention coming from Texas, Oklahoma, Kansas, Nebraska and North and South Dakota.

I would, at this time, Sir, like to invite all of the honourable members of this House to come to Russell for the 29th and 30th of June, or for either of those days to take part in this most interesting convention and to assist the people of western Manitoba to give our American neighbours a real Manitoba welcome.

MR. A. H. CORBETT (Swan River): Mr. Chairman, I heard my name mentioned by the Honourable Member for Rhineland and I appreciate that straight compliment. And that is all the excuse I need is for someone to mention my name for me to get up on my feet and say a few words. But I was rather surprised to hear the Honourable Member for Selkirk give us a little speech on political priorities, because I have great admiration for him and I couldn't see that he was altogether fair in this. But there's an old saying that sometimes you cannot see the

(Mr. Corbett, cont'd)forest for the trees and it seems to me of all the items that have been presented to the Acting Minister of Public Works for his consideration, they all smacked to me terribly of political priorities needed. In the last four years we have made tremendous advances in our main highways, but I haven't heard our many hundreds of miles of No. 1 highways mentioned in this House today, but I've heard an awful lot about various side roads and minor secondary roads that require attention. I'll admit they probably do but, after all, you'd think that you would at least hear a word about the main highways.

I just completed a trip from here to Minneapolis and I came back to International Falls and into Kenora and on to Winnipeg. I must say that the Manitoba roads that I travelled on compared -- we went down 75, and compared to 75 on our side of the line and 75 on the other side of the line, we don't need to hang our heads at all because our road compares very favourably. Coming through Ontario on No. 1 Highway the same condition exists, and I could mention that I've been up as far as Flin Flon; I've been into Snow Lake this past summer; I've been down to the Peace Gardens; I've covered the province pretty well and I've covered a lot of Saskatchewan and quite a bit of North Dakota and Montana, and I still come back to Manitoba pretty proud of the work that's being done by this government and the Highways staff. It's nothing to be ashamed of or hang your heads at all. But the attitude of some of the members here is something like the old Indian that came out to the Ontario town years ago and he walked up and saw his first steam engine standing at the station puffing and blowing and he looked at it and said, "They'll never start her!" and pretty soon it started and moved away and he looked at it for a while and he said "They'll never stop her." Well that's about the attitude of some of our people about our road system. They want to see them go and they want to see them stop but they don't want to spend too much money but they want to carry on; but I'm very pleased that the Honourable Member for Carillon must have had the road from Grunthal to Sarto built because I heard that name -- it was a very familiar name to me for the last three or four years and he never mentioned it this year at all so I assume it must have been built so there's some progress being made in the constituency of Carillon. I'd like to put in a word for my Honourable Member for Fisher. He claims that I kind of knocked him -- I said: "Poor old Fisher, never has no roads, no nothing" but I'm hoping that the Minister of Public Works will see his way fit to spend a few hundred dollars up there and give him a little help this summer -- not leave them in the destitute state they've been in for the last four years, ever since this government took over.

MR. PETER WAGNER (Fisher): The last 40 years.

MR. CORBETT: But it seems to me that -- I don't want to be critical of the comments. I know every man in this House has the welfare of the province and possibly his own constituency, very much at heart, but at the same time it looks to me as if there were attempts to -- each one gets up attempting to grind his own little political axe rather than looking at the province as a whole and when you consider the many hundreds of miles of roads which have been improved, rebuilt in some cases, and I'm not taking any discredit from the Honourable Member for Lakeside, they done a lot of work too and they done a lot of good work but our traffic has become different and we've got to build better quality and we are building a better quality of roads.

A short time ago there was a question of political vision brought up and they said the word vision had been prostituted -- it has been, oh, it didn't mean a thing anymore, but we still have vision, thank God, we still have vision, and we'll keep on with that vision no matter what the knockers and the lagger-behinds say, and that vision is going ahead in our roads just as strongly as anything else. But we're trying to plan our road system in a reasonable and sensible manner and this program we have laid out for our road systems, as well as for our conservation and drainage system, are based on facts that are obtained by intensive investigation and we're going to carry on with our highway system and our other drainage and conservation systems, as long as we're in power, as strongly and as forwardly as we can do with the funds available. Our quality of roads, there's no doubt about it, you fellows that get up and say that there's nothing done in this province, why you're nuts, because we have improved the roads, you just have to drive 1,000 miles in Manitoba and know that we have but I'm not saying that you shouldn't grind your own little axes for the access road into Selkirk. I hope to God that you get a road into Selkirk because it would save a lot of hard feelings in the House here.

(Mr. Corbett, cont'd)

I haven't got much else to say and probably some of you will remark very kindly as you often do, that I haven't said anything as yet, but that is neither here nor there but if that is true it would be very much in line with an awful lot of the conversation that goes on in this House. But just think, fellows, instead of going into this province -- I don't think you do, I don't think for one minute -- I think you're all pretty loyal to Manitoba. You don't go out of here and start knocking your roads as soon as you get across the line. No, you say: "Come up to Manitoba, we'll show you what roads are like." I'm glad to know that you do that. But to come into this House here; sometimes there's a few little things that happen in this House that get into the papers -- not very much you know, but a little -- and I hope that you won't by knocking this, this may get into the papers and the papers may be read outside the province and anything you say about the deplorable conditions of roads in your own locality, or in the province as a whole, it's very poor advertising for the province and also it's not true advertising so I say -- they used to say every knock is a boost but that is not so. I think every boost is a boost and I hope that the Member for Carillon gets a little better treatment than his 5.8 miles of road, but multiply that by ten and in ten years time you'll have 58 miles of road and that will cover your whole darn constituency. Well, I thank you for listening to me.

MR. CAMPBELL: Mr. Chairman, the Honourable Member for Swan River has provided a very fitting introduction for what I was going to say because he issued a clarion call for statesmanship and, as usual, that's what I intend to show because I arise to talk about a road and a bridge, neither one of which is in my constituency, or even close to it, because, I'm sorry that I missed the remarks that the Honourable Member for Seven Oaks made this afternoon with regard to the need of the Red River Bridge connecting the two sides of the North Perimeter. I'm sure that he made a good case for that. I heard what the Honourable Member for Kildonan said in that regard and I would like to endorse what both of them have said.

MR. PAULLEY: Do you want to join my party?

MR. CAMPBELL: I might if it wasn't for you. I heard the reply that the Honourable the Minister gave and here again I would like to suggest that this matter be taken under further advisement because it seems to me that if this government has one particular place in which it can be criticized as not living up to the promise that it made about the roads program before the election -- and it made a great many and it's failed to live up to a lot of them -- but the one where I think it has the greatest area of failure of all is in the perimeter road system called, I believe, Highway 100. Now I'm not usually blamed for being partisan so far as Greater Winnipeg and the metropolitan area is concerned, but I think that something that is needed here is to get this circle road system -- this Highway 100 -- pushed ahead and the north perimeter is simply like Robinson Crusoe's longboat sitting in the shanty -- unable to get it out so long as the bridge isn't there. Surely, surely this bridge is one of the musts in our local highways system. Now I heard what the Minister said with regard to the fact that the easing of the traffic on Henderson Highway might not work out as well as suggested but I think that is a very short-sighted view because I would be quite certain that, as well as taking a great deal of the traffic from that one big manufacturing plant of the Imperial Oil up in East Kildonan -- no not East Kildonan, East St. Paul -- as well as taking a lot of the traffic and distributing it out to the west and northwest and southwest, that it would also take a lot of other traffic that originates from there or further north and east and as far as the livestock and other traffic coming into metropolitan area, I'm sure that the most of that, in order to avoid the congestion that undoubtedly exists on Henderson Highway, would move on out to 59 because they can come down to the packing plants there and even to the grain elevators and that sort of thing without any -- well, practically no additional mileage.

So I simply make the point, Mr. Chairman, that if there's one place where this pretty progressive road program that's been developing over the years is concerned, if there's one place where to my mind it has faltered badly it's in the Highway 100 generally, and particularly with regard to the north perimeter. Now all the work that's been done on the north perimeter, and goodness knows it isn't very much except the grading -- and some gravelling undoubtedly and perhaps some work on a base course, I'm not completely up to date on this, but all of that work is largely useless, certainly useless completely as a through highway, until the bridge

(Mr. Campbell, cont'd) is built, and I can well believe that the councils of East Kildonan and North Kildonan, as well as East St. Paul, would make the representations that I understand they made. Surely this is something -- it's a long way from my constituency -- but I think it's vital to the over-all plan in the metropolitan area and I would suggest to my honourable friend, the Minister, that he take another look at this because I think that it merits further consideration.

I don't know what the recent Civil Defence plan is with regard to evacuation. I understood from the discussion that we had here that evacuation is not being stressed as greatly as it used to be. I know though that Civil Defence plans and civil disaster plans in general, change from year to year. You have to keep them progressive too and, in the case of either one, flooding or civil disaster of any kind as well as civil defence, these bridges are pretty important. So on every count I think, Mr. Chairman, that this is something that the Minister ought to take into further account and, if it's not on the plan now, surely arrange to get it on just as soon as possible.

MR. HRYHORCZUK: Mr. Chairman, I'm going to follow the line suggested by the Honourable Member from Swan River and speak about highways instead of the lesser roads in my constituency. I know that the Honourable Member from Swan River has no local political axe to grind so far as roads are concerned because I don't think that there is any constituency in the Province of Manitoba that has been so well served within the last three years unless it's the constituency that the Honourable Minister of Education represents. They have been well looked after. They've got several highways running through and around town and wherever you look you see either one of them anyhow. Even in this here little list we got here today, there seems to be only one little job on No. 5 and that's right in the town of Dauphin, which isn't too bad when you consider what the rest of this contains.

When this list of the proposed program was handed to us, and I checked it quickly-- I didn't have the time to go into it as carefully as I would have liked to -- but it occurred to me, Mr. Chairman, that I've often heard the Speaker, before the Orders of the Day, introduce pupils from various schools that come to visit this Legislature, and he never, or very seldom fails to tell the children that they're going to see democracy at work. Well, Mr. Chairman, I didn't see very much democracy at work since we went into these estimates unless I failed to understand them. I think, Mr. Chairman, that if we ever saw an example as to how this democracy should not work, it's in dealing with these estimates.

This is a very good example -- an excellent example of how the Conservative Party uses public funds to further the party's interest, and it is that and nothing else -- (Interjection) -- Well, you probably hadn't looked at this list. You probably haven't checked it closely to see just exactly what is happening, and I'm thankful, Mr. Chairman, that throughout my adult life, I haven't lived under a provincial Conservative government. I heard a lot of stories about them though. Some of them I took with a grain of salt. I thought that they were probably underlied with some political prejudice, but after today's performance, and after what we see that this government has in mind for a highway program for the coming year, I'm inclined to believe all the stories I heard; because, to me, this is nothing but a pork-barrel program. I'm not altogether surprised that it is a pork-barrel program seeing who the Minister is, because before he was elected to this House there were fingers pointed at him and his pork-barrel tendencies when he was working for the federal government in the Riding Mountain -- (interjection) -- Yes, it was a shame, and as far -- (interjection) -- You just listen, instead of being satisfied with the little tidbits that are handed to you as a member of that party and you might learn something. Now that may sound like pretty strong language, Mr. Chairman. . . .

MR. KEITH ALEXANDER (Roblin): It's small potatoes.

MR. HRYHORCZUK: but let's take a look -- let's take a look at what's happened. We, in this group, represent approximately 20 percent of the members of this House. Now we're going to talk about political priorities here, and we'll see if this isn't being used as a pork barrel. The opposition represents about 35 percent of the population of rural Manitoba. What are we getting out of this program, Mr. Chairman? We are getting \$120,000 - odd of \$23 million appropriation, which comes to approximately one-half of one percent. Now if that isn't the worse kind of pork-barrel, what is? Nothink like this has occurred, Mr. Chairman, in my experience, and I've been interested in politics pretty close to half a century and

(Mr. Hryhorczuk, cont'd) I've never seen anything like it, and I hope that the Province of Manitoba never does see anything like it again.

Now I just briefly checked the programs for the past three years, which have been handed to us, and what have I found? That as far as highways are concerned and road work in the Province of Manitoba is concerned, they are used for political purposes and for no other reason whatsoever. All right, let's take a look at the record. In 1960-61, there were 30 highways that had some work done on them in the Province of Manitoba. In 1961-62, there were 28 highways that had something done on them in that year. For the current year, there are 17 highways that are going to have something done on them, one type of work or another; or the number of highways that are going to have something done on them, they have almost dropped by 50 percent.

Now let's look at it from the other side. In 1960-61, there were on seven highways in the Province of Manitoba that did not have some work done on them, or had nothing done on them -- had no work done on them whatever. In '61-62, there were nine that had nothing done on them; and in the proposed year there are going to be 20 highways in the Province of Manitoba that will have no work done on them. Now this adds up to a conclusion which I'm going to come to in a very short while. In 1960-61, there was approximately a thousand miles of road work done, of various kinds of construction and pavement and so forth and so on. In '61-62, this dropped to 600; now it's dropped to under 400. Now what has that added up to? It has added up to those carry-overs that we see every year. On March 31, 1959, we had a carry-over of 36 million; March 31, 1960, we had a carry-over of 27 million; March 31st, 1961, we still had a carry-over of 22 million; and as of January 31, 1962, we had a carry-over of 25 million.

Now the Honourable Minister told us this afternoon that this proposed program is going to cost somewhere around \$23 million. I made a quick calculation of what this road would cost -- from what road costs have been in the last two years -- and I come to the figure, Mr. Chairman, that the work shown here is not going to exceed \$14 million. That means that another \$9 million is going to go into that kitty. Every year we're getting closer to an election year, and what happens on an election year? Well let's take a look at the report that was handed to us, the report of the Department of Public Works for the fiscal year 1960-61. And what do we see? We had an election in 1959, if I recall, and if you look at the graph on Page 18, you will find out that that's the year in which things really were booming. I remember when driving home from the City of Winnipeg on various occasions just toward the end of the session, when you would meet lines of equipment going west and north, and when you were coming back they were going in the opposite direction. A lot of this equipment just moving up and down the road. At the same time, that year they did a lot of work.

But what happens immediately the year following the election year? Down goes construction. We haven't the figures for this year, but if you look at the carry-over, we can assume that it's dropped again; and if you take this year's figure, Mr. Chairman, we have dropped below the expenditures that were made in 1956-57. We are not going to spend as much money for road construction in the Province of Manitoba in the year 1962-63 that we spent in 1956-57. Now what does that indicate, Mr. Chairman, if our highway system is not being used for political purposes and nothing else. The Minister said just a few moments ago, it won't be long before we will be using that carry-over. With that statement I agree 100 percent. The next election is not too far away, and in the next election -- when you look at the graph -- after the next election is over, you will see the same thing as you see here in the '59-60.

But it is surprising that they have allowed that program to drop below the '56-57 level, because in this document that they call "Manitoba Highways Planning for Tomorrow", it's not planning highways for tomorrow, it's political planning for tomorrow. On page 43, they said that over the next 20 years an average annual expenditure of more than 27 million is required to fulfill provincial trunk highway system needs. Was that for the consumption of the voting public? This has been cut almost in half of last year's expenditures for this coming year -- for the current year. Now if things were as bad as this document would lead us and the people of Manitoba to believe, then where are those expenditures that they said that must be made. Where are they? They're certainly not here.

Now there's a lot of talk about reconstruction and back-log and blaming the former government for the amount of money that this government has now been forced to spend. I was

(Mr. Hryhorczuk, cont'd) . . . glad to hear the Honourable Member for Swan River say that he went over two highways that were equal to any he had seen anywheres and we can be proud of our highway system, and he mentioned No. 75 and Trans-Canada east. For his information, I can say that the former government constructed those highways, in spite of the fact that this government thinks that there were no roads in the Province of Manitoba until they came into power -- (interjection) -- They both ran into your constituency didn't they?

Now, Mr. Chairman, I looked at this Annual Report here and I find that they're running true to form. If you look at Page 7 of this Annual Report, fiscal year 1960-61, you will find this statement: "The department has grown rapidly in the past few years due to an accelerated road program and increased activity in public works." The facts are that there is no accelerated road program -- (interjection) -- Where did you get your carry-over of \$25 million if you've been spending it? That's what I'd like to know. It's not there. Look at your graphs. These graphs weren't printed by me; they were printed by your government. And what does it say? What does those graphs show -- an accelerated or a decelerated road program? There is no accelerated program. "This growth brought about a difficult and complex administrative work, overloading senior executives." Then they go on to say that certain appointments were . . . I'm not opposed to that. I think the appointments were good and I think that these gentlemen will fill their positions.

But all you've got to do is turn to the next page and see what the true picture is. "Statistical. The present number of civil servant employees on strength has changed very little for the past two years. For the fiscal year ending March 31st, 1960, there were 703 employees; for the fiscal year ending March 31st, 1961, there were 708" -- only five added. But that isn't the whole story, Mr. Chairman. "With regard to casual employees, figures available are based on the calendar year only and are as follows:" -- now a great deal of our work is done with casual employment. Now what happened here? I quote: "Number of casual employees as of December 31st, 1959, 4,247." Now let's see what's happened a year later. "Number of casual employees of December 31st, 1960," -- a year later -- "3,110" -- dropped by 1,100. So we've got an accelerated road program. Now let's go on a little further and here is the explanation -- here is the explanation for that reduction. "The reduction of 1,137 employees in the 1960 year was due to a levelling-off in the highway program, such as projects nearing completion and general construction needs changing in nature." A levelling-off -- no more acceleration due to the levelling off.

Now if we turn to Page 48 of this report, we see something that you'd never be able to recognize by comparing the graph with what the government has been saying to us for the past four years. If you look at that graph -- and if you members have the graph you'll see what I'm going to say is pretty difficult to explain without seeing the graph before you, but you will notice -- this is on Page 48 -- if you take a line and draw it from the peak shown in 1955-56 to the peak of 1960-61, that line runs right through the peaks of every year in between those two years. Again I ask, where is their accelerated road program? If you look at paving -- that's for grading -- if you look at paving and draw a line from the 1956-57 development to 1960-61, the same thing occurs. So, Mr. Chairman, I along with many others are getting pretty tired of listening to this self back-patting the government has been doing for the past three or four years. I am discouraged and very disappointed that the government has proven beyond any shadow of a doubt, to me anyhow, that the road program is being used strictly for political purposes. What I have said backs that up, and what I said is based on fact.

MR. PREFONTAINE: Mr. Chairman, while we are on political roads, I think I should say a word -- and I'm sorry that the Honourable Member for Swan River is not present at this moment because he told me a few minutes ago that I should be happy because I had gotten my political road to St. Pierre, Grunthal-Sarto road. Now here's the Honourable Member and I'm very happy that he mentioned those roads because I'm going to discuss with you now, Mr. Chairman, and the members of this House, a political highway that was constructed between St. Pierre, Grunthal and Sarto. The members will remember that in 1958 the previous government announced a road program, and it included the reconstruction of the Old Piney Highway which became No. 52 -- that is from a point six miles north of St. Pierre towards Steinbach -- and at the same time, work on the Morden-Sprague Road. That was at the time when the Eastern Manitoba Development Board was advocating not only these two east-west

(Mr. Prefontaine, cont'd) roads to be trunk highways on the east side of the river, but also the extension in an easterly direction of No. 23 east highway.

So that was the situation when the election was announced in the spring of 1958, and of course the then Leader of the Conservative Party was very much interested in electing Conservatives all over Manitoba and his eyes were, of course, on the Constituency of Carillon as on every constituency in this province. He had to consult with some advisors in order to find a good candidate in order to beat the old gentleman from St. Pierre, I suppose, and from Carillon, and he was told that if he could promise that he would build a road from St. Pierre to Grunthal and Sarto as soon as they were elected, if they were, they would have a good chance to beat Prefontaine. There was a convention in Grunthal, quite an important locality of some 500 voters -- that's where the nominating convention for the Conservative Party was -- and at that convention a certain gentleman was chosen as a candidate, Dr. Gauthier from St. Pierre, and the then Leader of the Conservative Party was at that meeting and the candidate stated at that meeting that he had -- (interjection) -- Yes, you were reported by the -- (interjection) -- Certainly you were there. If you remember, the first meeting -- definitely reported by the Carillon News and reported to me by dozens of St. Pierre people who were there.

MR. ROBLIN: At Grunthal?

MR. PREFONTAINE: At Grunthal in 1958, when Dr. Gauthier was chosen as a standard bearer for the Conservative Party. And I repeat that the Leader of the then Conservative Party -- Leader now -- was at that convention, and Dr. Gauthier mentioned at that convention that he had the definite promise of the Leader of the Conservative Party that, if the Conservative Party was elected, this road would be the first road constructed by the Conservatives.

Now gentlemen, this road had been considered by the previous administration. The previous administration had agreed to build a secondary highway at Grunthal but that the locations for a trunk highway were, first, the 52 Highway and the Morden-Sprague, and the other decision would be made later. There was some inclination to agree that 23 should be extended straight west from Larochelle. But at that meeting, the candidate made a definite statement on behalf of this Leader that, when the election was held and the Conservative Party were returned, this road would be built immediately and hardtopped within a year; and there was the assurance given to the whole people around Grunthal that this would take place. The election was held but I came second best in the Village of Grunthal which I had carried previously all the time. If there was ever a political road built in this province it was this one, but it wasn't built immediately after the '58 election.

There was another election in '59 and at that time the previous candidate for the Conservative Party, who had been defeated in spite of the promise of a road and who had won quite a majority in Grunthal -- there was another convention in the same village and at that time it was the Minister of Public Works, Mr. Willis, who was there. At that nominating convention, the Minister of Public Works repeated the same statement that if the Conservatives were elected this road would be built immediately. This was one way to get rid of Prefontaine. If that was done, there was no doubt that Prefontaine could be beaten in that constituency. At that time they were the government already for some months, and they started putting sticks on that road before the election to show that they meant business. The election was held and then I lost the poll at Grunthal by quite a majority and at Sarto by some majority, but I say, Mr. Chairman, if there was ever a political road built, at least the first time the Conservatives made the promise to build that road they were not yet in touch with the engineers. I'm sure that if certain gentlemen who I see sitting in the gallery could speak their minds fully, and if we asked them what they knew of certain political roads, they would say that this Grunthal-Sarto Road is one political road because certainly -- and I think I got my road not directly, there's no credit coming to me -- but in order to beat me the people got the road anyway, so this is quite a lot of satisfaction as far as I'm concerned.

I say to the government now that they might be better to pave this highway as soon as possible because it's in bad shape now -- it's pretty rough. I was travelling over it Saturday. It is pretty rough and there'll be some requests -- if requests have not yet come in -- from these people. Oh, they are all supporters of the Conservative Government at the present time. They've got this highway and they're very happy about it, and if I were living there I would be

(Mr. Prefontaine, cont'd)very happy. But I say, Mr. Chairman, that at that time it was promised at the time of an election, first in '58 when the Conservative candidate was chosen, and I could not compete because I was a Cabinet Minister and I could not promise to build a 100 percent government highway. Mr. Chairman, this was a road in a strong municipality -- two municipalities -- De Salaberry and Hanover. It was done 100 percent by the government. I don't know if it's the policy of the government to build roads like that -- this government -- but it was a 100 percent government road. It's not yet called a trunk highway but it was constructed on the trunk highway basis. It's a good road. The government has good engineers. They have built a good road. I'm happy that they have built this road, but I repeat that it was a political road if ever there was one in this Province of Manitoba. And I say that the government better hurry up to pave it, because at the next election I hope I'll be in a position to promise to pave it right away.

MR. McLEAN: Mr. Chairman,

MR. ROBLIN: I see the old fox hasn't forgotten a single trick.

MR. McLEAN: Mr. Chairman, the last speaker has advanced a rather interesting idea that if the road to which he has referred is promised by his administration, of course that's high statesmanship; but if it's undertaken by Conservative administration, it becomes political. That's a rather interesting if somewhat involved idea. However, I didn't rise to reply to what the Honourable Member for Carillon had to say. I wanted to bring some measure of encouragement to the Honourable the Member for Ethelbert Plains because he has said that he's greatly discouraged, and I only want to do what I can to lift that veil of discouragement from his brow. I would like to -- because he referred to what has been happening in the constituencies represented by members of his group -- I would like to just recite a few of the things that have happened in the immediate area of the constituency of Dauphin and in the constituencies represented by members of his group in this House, all since of course this government has been in office.

May I remind him that the No. 5 Provincial Trunk Highway from Gladstone to Neepawa was completely rebuilt and surfaced, one of the finest, if not the finest road in the Province of Manitoba, lying in the constituency of the Honourable the Member for Gladstone-Neepawa who sits with the Liberal group in this House. May I remind him that an access road was built by this government into the townsite of Laurier -- asphalt, good heavy highway standard asphalt -- into the townsite of Laurier in a constituency represented by the Honourable the Leader of the Opposition in this House; and incidentally, while they were doing it, asphalt on a number of the streets in the townsite of Laurier. May I also remind the members opposite that during the term of this government, No. 5 Provincial Trunk Highway was surfaced with good asphalt throughout the constituency of the Honourable Member for Ste. Rose, starting at Norgate and proceeding on throughout that constituency, and of course further on on that highway through the constituency of Dauphin.

Coming to the constituency of the Honourable Member for Ethelbert Plains, may I remind him of the work that has been done by this government in the Duck Mountains -- in the development and the construction of roads in the Duck Mountains -- a continuation of the work which was carried out of course by the previous administration; of the work done on provincial trunk highway No. 20, north of Winnipegosis -- rebuilt -- all in the constituency of the Honourable the Member for Ethelbert Plains. The No. 5 Provincial Trunk Highway from Ashville Junction west re-surfaced -- also in the constituency of the Honourable Member for Ethelbert Plains. May I also remind him that a new bridge was built on No. 10 Highway at Cowan and the highway rerouted, again in the constituency of the Honourable Member for Ethelbert Plains; and that No. 20 Highway north from the constituency of Dauphin to Winnipegosis received a new double prime coat, I think either last year or the year previous, but certainly during the administration of this government. Incidentally, that's one of the roads that has an excellent surface on it and is equal for travelling purposes to any highway in the Province of Manitoba.

I recite these matters, Mr. Chairman, only, as I say, if I can to perhaps indicate -- and I haven't had time to go over the whole list of work that has been done by this administration in the constituencies to which I have made reference --namely, the constituency of Gladstone-Neepawa, the constituency of Ste. Rose, the constituency of Ethelbert Plains, all

(Mr. McLean, cont'd.) . . . represented in this House by members of the Liberal Party.

MR. HRYHORCZUK: Mr. Chairman, I'm not going to get into a debate as to whether the Honourable Minister of Education had more work done in his constituency than there was done in my constituency. I was talking about what we could expect out of today's appropriations, but if you take those appropriations, Mr. Chairman, or the work that the Honourable Minister of Education has mentioned, you will find out that the cost of that work per mile is negligible to the cost of the work that has been done elsewhere. I'd also like to remind him that as far as the Ethelbert constituency is concerned, this government had no choice but to complete the work that was already started in every instance that he has mentioned. But let us get back to this document. This is the document that I'm talking about, and see what happens here. I promised to stay with highways but, since the matter has been raised, I've got no other choice but to get up and speak my piece.

Now, Mr. Chairman, in my constituency there are two villages. One is the village of Winnipegosis and the other one the village of Pine River. Pine River is located alongside of No. 10 and there is a secondary highway that runs from No. 10 through this village into one of the finest fishing areas in Canada -- the best pickerel fishing area on the continent, which is Duck Bay and Camperville. There is heavy traffic going through this town all summer long. There's been nothing to lay this dust, and as far as I know there's going to be nothing done this year. The village of Winnipegosis is located also on No. 20 right alongside Lake Winnipegosis -- right on the shores of Lake Winnipegosis. There are thousands of tourists that use No. 20 and go through the streets of the village of Winnipegosis -- (Interjection) -- Oh yes -- oh yes it is right. Well they either go through one town or the other, but there are thousands that go up there. Take whichever one you want.

MR. McLEAN: I might go through neither.

MR. HRYHORCZUK: No, you wouldn't. You don't even know the way home. Now, Mr. Chairman, what do we see in this little list? We look at the constituency of Dauphin and we see 5.5 miles from PTH No. 20 to Sifton, gravelling, double prime; and that's just exactly what I was talking about tonight. Here are two towns which I would say with 20 times the traffic that goes on this road, yet no consideration at all; and here is a little town about -- I'd say less than half the size of Winnipegosis -- getting 5.5 miles of double prime; and the village of Winnipegosis, which is asking for probably a half a mile and willing to make contributions of part of it, is getting nothing. That's what I'm talking about, Mr. Chairman.

MR. McLEAN: the record straight, it's not Sifton that's getting 5.5 miles. The 5.5 miles are highway miles. You're talking about the village of Winnipegosis. There's nothing in the program for the village of Sifton.

MR. HRYHORCZUK: Mr. Chairman, if you want to play with words, yes, but that's what that is built for -- to lead in from No. 20 to the Village of Sifton. Isn't that correct? Doesn't that road lead from No. 20 to the village of Sifton, 5.5 miles?

MR. McLEAN: Yes, but it doesn't put any oil on the streets of Sifton and you're talking that sort of thing for Winnipegosis.

MR. HRYHORCZUK: No, I'm talking about access roads to Winnipegosis and Pine River.

MR. J. M. HAWRYLUK (Burrows): I don't intend to ask for any political priority for a road in my constituency, I just want to ask questions and give some constructive suggestions. I'm particularly -- let's put it this way -- I think the purpose of roads in this Province of Manitoba first and foremost is to attract tourist trade, but I think it's more important that the taxpayers of this province get the best benefits of the best roads that can possibly be built in this province. They're entitled to it because they're footing the bill. It doesn't matter where you build them, we have our people using it for business, for pleasure, to get in and out of various towns, villages and cities.

Now I have a few questions to ask regarding certain hazards that have occurred on good roads that have been built in this province. I think of the road that was built to Selkirk a few years ago back, and it was one that was needed -- that is, it's going up to Lockport right now, the four-lane highway -- but the point that has been brought to my attention on travelling myself is the fact that travelling on that road at times is actually a hazard because it gets so slippery. Now is anything being done to alleviate that condition on those roads that appear to be very good and yet, when it's raining, they become a hazard of the worst type. I think something has been

(Mr. Hawryluk, cont'd.) . . . done across the line and I think it's a matter that should be considered because it is a very serious situation, especially for travellers at night -- at dusk.

I would like to know whether the government is considering a particular kind of asphalt that has been invented across the line which evidently has proved very feasible and very easy to manage in repairing frost boils during the spring and fall. It appears also that this patching mixture has proved very valuable in repairing some of the roads that do break out in frost boils from time to time due to our weather conditions.

Now the most important thing, Mr. Chairman, is the fact that we do have wonderful roads in this province. We have roads that appear to be safe and straight and yet we have a lot of accidents. The road that goes to Portage la Prairie, for example, I think is one of the worst roads that you could possibly find for accidents during the summer season, and particularly I'm reminded of the area around Elie. It appears that there have been many tragic accidents in that area and yet, if anyone were to travel or fly over that area, one could not understand the reason for it. Now possibly it might have something to do with the kind of road that was built, because a Public Works official was asked on a TV program about this particular road and he said that this road was well constructed, well built and well planned; but when he was asked to give his opinion as to why the frequent accidents do occur in certain areas, he was either unable to answer or give a satisfactory answer.

Now the same thing applies with the Highway No. 59 and the Trans-Canada Highway east coming from Falcon Lake. We've had frequent accidents there and I think that either -- I'm not an engineer -- but either the road was too well planned and not taking into consideration the fact that if the road is straight, without any curves, there is a tendency for people to speed on the highway at excessive speeds; or else my only other suggestion is that we will have to safeguard those areas with suitable markers -- phosphorescent markers that could be seen at long distances -- bigger signs on the side. They do that across the line. I've seen it done and I've done a lot of travelling. It might cost a few thousand dollars -- tens of thousands of dollars -- but if it's a matter of saving lives I think it's worth investing. But I think something has got to be done because we're getting more and more people travelling on the highways because we have more and more cars available. It's not the tourists that are getting killed and maimed, it's our local citizens of the Province of Manitoba. Now those are some of the suggestions and some of the things I would like to know.

There's just one other thing, and that is since the Grand Rapids has been built, it's become a mecca for the fishermen. I'm not a fisherman, but I've heard a lot of complaints about the kind of roads you have to travel going there and back, but particularly the comments I have heard are the fact that due to the building up there they've allowed excessive trucking of loads beyond what was given permission on that No. 6 highway. Now take the load on No. 6 highway at one time was 44,000 and it has been increased to 72,000, at the expense of the roads that have been built and, as a result, the general public feels that it wasn't necessary, especially since any of the loads for the building of the Grand Rapids could have been transported by the CNR line with excellent unloading facilities at Gypsumville. I think that's something that should be considered and I would appreciate some answers in that regard.

My last comment, and this is something that I feel -- to reiterate what the Honourable Member from Brokenhead said -- the government went to a lot of expense in completing that perimeter road. Every time one passes by, I've had strangers in the car and the first thing they say is: "what is this road? Where does it go to?" When you get up to that part of the road that's more or less completed or planned -- it still has to be finished off -- and yet I think the government is falling down on its duties in the fact that we've had a delegation from six very important areas asking for a bridge to connect with the Henderson Highway. I don't know why there is this delay unless it is something that the government has in mind to suggest or offer next year because of an election year, but I think that once you've gone to the expense, as you did, in building the perimeter road and planned it, I think that bridge should have been built to connect it with the Henderson Highway and alleviate the traffic that is becoming unbearable in the months of July and August on Henderson Highway when you're coming from the various beaches. I think if you ever had a chance to stand on Redwood and Main, Saturday or Sunday, you'd get a picture of the congestion that has come about due to the fact that people have no choice but to use the one highway that they have to come down. I think that this bridge is a vital necessity for the province and to alleviate a situation that is becoming more unbearable as time goes by.

MR. WAGNER: Mr. Chairman, may I close this debate -- (Interjection) -- Maybe the members already exhausted their road building program so I believe I should add to their exhaustion, but I hope I'm the last one anyhow outside of the Minister -- that's definitely. I was listening keenly to my colleague here from Swan River, and he always gives me support and commends me and compliments me -- poor old Fisher. It seems to me that he travels a lot -- unfortunately he's not in his seat -- but however he missed Fisher, and I would extend the courtesy here to invite him to come to Fisher and see what kind of roads we have.

However, we have heard in this House many a time that Fisher, as far as agricultural -- it's not very economical and grain growing is practically out, and we are a small unit -- but it surprises me when the election comes around, we are very important people there. I've seen the former Premier from the Liberal Party being to Fisher constituency -- and particularly to Fisher Branch -- they like the Ukrainian and French settlement no doubt. I've seen the present leader of the Liberal Party being there; and others, they were there. I've seen the former Attorney-General from Ethelbert-Plains being there. And I wonder why we haven't got good roads, for these politicians they surely would want to drive on good roads -- No? And yet I disagree. However, Mr. Chairman,

MR. ROBLIN: Would my honourable friend invite me the next time?

MR. WAGNER: I was just going to extend the invitation. Mr. Chairman, I don't doubt our Premier must

MR. ROBLIN: those political roads that they are talking about over there.

MR. WAGNER: Our Premier must be a mind-reader because he read it through my head right now, because that's exactly, Mr. Chairman, what I was going to do, and invite the Premier. However, he was in Fisher Branch before, but I heard him say in this Legislature that he is going to travel through the whole Manitoba area from constituency to constituency. Now the Premier of Manitoba --

MR. ROBLIN: Me?

MR. WAGNER: Yes. However, he was down to see Gimli constituency and gave a good speech at Arborg, and that's where I got that rumour that the Premier was going to visit all the constituencies, and I was to take this opportunity to extend the invitation to the Premier to come out to Fisher and see for himself. However, Mr. Chairman, I saw the Health Minister in Fisher Branch -- now Health Minister; and I also seen other members -- Agricultural Minister. However, my colleague in front here from Morris, somehow he is often in Fisher Branch. I just wonder how he likes to travel with his car on those pitted roads that are in my constituency.

However, what I want to bring to the attention of this House, when there is an election or is bound to be an election, nobody seems to care on what roads they drive or what the weather is or what kind of bridges -- we got to win the seat. And when they get into the area, what do they tell us -- the former, the present -- if we get back to the office you people shall see that you're going to get back the roads --

MR. HAWRYLUK: Get it in writing next time Peter.

MR. WAGNER: Yes. But you know I want to commend the Minister, how unfortunately we have three Ministers already -- Public Works Ministers -- and it's so hard for me, because whenever I get kind of on the good side with the Public Works Minister, he's shifted already. So then I have to go to the new Minister and explain and tell him what is this disorganized territory and what are we based of and what are we faced with. Unfortunately, gentlemen, here comes a new one so now I haven't got an opportunity to criticize the Minister. Oh no. As a matter of fact, I commend him because I see Fisher Branch-Hodgson road is on the program. The people of Fisher --

MR. ROBLIN: Another political road Peter -- Another political road.

MR. WAGNER: The people from Fisher, they will really welcome this road, however it's a pity, Mr. Chairman, 11 miles in round figures, for a highway -- and it was promised in 1959 and in '60 too, and help is coming up -- but that's not only the road, Mr. Chairman, we need in Fisher. We need all kinds of roads. I presented a thorough -- not all just emergency highways and bridges and roads to the Minister, of March 1st, and I was hoping that I'm going to see more roads in this program here in Fisher. It's a sad story, and naturally when I go to the access roads, the policy was -- the former Minister, the first former Minister -- stated

(Mr. Wagner, cont'd.) . . . when the highway is being built, the access road is being built the following year or the same year to towns, just of the same standards as the highway. It's not so. I'm happy -- the road to Komarno it was built last year. I'm happy. But as far as Malonton, as far as Fraserwood, as far as Silver, Maleb, Rembrandt -- no access roads at all. The highway is in good shape up to Fraserwood Junction and Arborg. I don't know if my honourable friend the Health Minister if he hasn't got his clan some place there, because we cannot make a move either north, either --

HON. GEO. JOHNSON (Minister of Health)(Gimli): We got to stick together Pete.

MR. WAGNER: and, Mr. Chairman, I had to travel this morning at 30 miles an hour and I thought that the motor was going to fly out of my car, and I have a good car -- it's a Chrysler product.

MR. JOHNSON (Gimli): Cut over to No. 8 Pete.

MR. WAGNER: The highway that was supposed to be a bituminous mat some years ago, today is just a skeleton. Nothing but potholes. It breaks; you just can't travel on that old road, and I stood in this place as I am standing today when I suggested to the First Minister, the amount of money we spend patching these roads we could easily lay year by year a bituminous mat and be done with it. He shook his head and he agreed with me -- it's so true -- but we haven't got that bituminous mat from Fraserwood junction to Narcisse or Chatfield. We even stopped putting calcium chloride to Fisher Branch. We were doing that in 1960. In '61, we stopped doing even that. We blow the dust. We travel on gravel.

Well what are we going to do, Mr. Chairman? We are going to build in Fisher 11 miles of the highway. We're going to forget about highway 68 -- Fisher Branch to Silver. We'll forget about it. Well we're going to forget about highway 68 that the Minister mentioned from Arborg to Eriksdale. I see that it's going to be only gravelled and continued gravelled from Hnau-sa to Arborg, but past Arborg going west, 68 is at a standstill. In 1960 the former Minister promised the people -- the Bifrost people, Riverton people, and Fisher people -- once the road is going to be completed from No. 7 highway to Riverton, to town, it shall be taken over by the government and proclaimed as a highway. A delegation was here and I was with them. I presented a petition from the different groups in one petition and it's not even proclaimed. The petition was here 28th, 1961 -- the delegation was prior to that.

Now as far as access roads, I think I stated bridges -- oh, not one bridge, Mr. Minister -- but I want to read this document because I presented it to you. You have it on file and you've answered very, very courteously, but I hope that you don't forget about it. Maybe I should put it on record because it is a good letter, and the Minister answered March 9th to me and he says: "Dear Peter: Thank you for your letter of March 1, 1962, drawing to my attention some improvements to the road network in your constituency. Consideration will be given to your request as the year progresses." So I hope the Minister shall carry on further than the road program reads.

However, Mr. Chairman, sometimes it's hard for me to understand -- maybe I don't understand. We oil in town, or we put calcium on the roads. Naturally we put them from speed zone to speed zone, but for some reason or the other -- I don't know what other reason -- but in Inwood, the east side of Inwood, the calcium is not started from the speed zone sign and it leaves the church in the dust, but on the west side it goes quite a long distance past the zone. And I don't see, in approximately 100 feet and the church would be covered. Yet, every Sunday the church gets all the dust when they have their services. However what happens, I have to come to Public Works, tell the Engineering Department, and it's tough, but year after year I have to come back and remind them that it's not being done. Now as far as signs are concerned, the government went as far as building market roads, if you get any chance to get a market road built, but if they built, yet they are going to provide not one sign on that market road. And there are some market roads that they have bid on a dead end, they are so bad that they are going straight down the steep bank into the river. And at night you don't see. How much would it cost to have a checkerboard, a sign on a market road? No, it can't be provided. So, Mr. Chairman, with these few remarks I'm going to sit down and I hope that we build roads not only before the election but through the whole years while we're as a government.

One more item I want to say before I sit down, when we received these road programs in 1959, July session, it was seven pages -- that was a summer session. And then in 1959-60, it

(Mr. Wagner, cont'd.) was nine pages; and in '60-61, it was a 12-page road program; and in '61-62 it's only seven, and in '62-63 only five and yet sparsely printed. We are slowing down. And at one time I'll never forget, and I still have that paper clipping -- and it's a good picture of our Premier -- headline, "Vote for the Progressive Conservative Government. You shall have the 20th Century roads in Manitoba."

MR. MOLGAT: Mr. Chairman, I appreciate that the Minister cannot and should not give us the detailed costs in advance of each of these projects because if they are going to be let by tender they would obviously be giving the details. I wonder, however, if he could give us the total mileage and approximate costs in the various divisions, that is, gravelling to begin with which I think is the bottom of the schedule, then grading, then base, bituminous mat, and the various groups in which this falls.

MR. SHOEMAKER: Mr. Chairman, I would like to thank the Honourable the Minister for answering some of my questions for me. I think there's one that is still unanswered and that's in regard to Highway No. 34 from Gladstone to No. 1. The figure that we have before us suggests that something like \$300,000 was spent on that section of 34 in 1960-61, and I understood at the time that upon completion of the grading and gravelling that that would be followed with bituminous mat to save the road. I don't see it listed on the program for this year and the Honourable Minister knows as everyone else that a grade and gravel base does deteriorate quite rapidly unless bituminous mat is laid. I wonder if there is anything in the cards for that particular section of the road?

Now, Mr. Chairman, the Honourable Member for Fisher brought up another point that has not been touched on yet and that's in regard to road signs. I wrote a letter to the Department of Public Works back in November and brought to their attention the fact that in a 12-month period there had been three nearly fatal accidents just immediately north of the Village of Eden on PTH No. 5. I think the Honourable Minister is aware of the fact that No. 5 by-passes the Village of Eden and then proceeds due north. The main street of the Village of Eden and PTH No. 5 north are directly in line so that a car coming from the north and proceeding south on PTH No. 5, particularly at night, you would think that the highway was going right through the town. And as a result of the turn in the highway, around, three cars in 12-months have ploughed into the hydro or telephone pole that's right at the corner of the highway there. The last one, I think, resulted in property damage of something like \$1,900, and hospitalized a couple of people. Now all I'm suggesting is that probably this could be improved if we had a checkerboard sign there or something better in the way of a warning sign. I note, Mr. Chairman, that a bulletin put out by the Information Services Branch, the Department of Industry and Commerce, dated December 8th, 1961, it was brought to our attention that in 1961, the traffic deaths were up considerably in Manitoba. Possibly the Member for Fisher has something when he says that some of these accidents could be avoided if we had better signs in some of the dangerous spots on our highways.

Now one more point, Mr. Chairman. When I referred to the McKinnon Hill project, I know that there is a road in there now due west of McCreary. Now the point is that visitors at Clear Lake presently in order to get to the McKinnon Hill have to drive approximately 50 miles to get there because they have to go down to Norgate, up to McCreary, back in nine or ten miles to McKinnon Hill. What I'm suggesting is -- nothing wrong with that road, Mr. Chairman -- but what I'm suggesting is that it is only about 15 or 16 miles, I think, as the crow flies from Clear Lake to the McKinnon Hill and that what the people are asking for, and it's not in my constituency, but what the people are asking for is that a road be connected from No. 19 into McKinnon Hill so that you could go from Clear Lake to the McKinnon Hill ski development by 20 miles rather than by 50, and possibly they could go out by McCreary, make the circle if they wanted to. That's the point that I was raising, Mr. Chairman.

.....Continued on next page.

MR. CHAIRMAN: 3 (a), passed?

MR. MOLGAT: I think there are some answers to come from the Minister.

MR. WEIR: Mr. Chairman, it might be wise if I made a comment or two. I think where I left off before after I sat down the last time, the Honourable Member for Carillon mentioned three things; two of which, I think, had previously fallen into other categories that I had spoken about; the third was Aubigny Bridge. I think the member realizes the state that it was left in with the municipality that it would be considered and that there would be advice on it in due course. That is where it stands at the moment; I'm still no further advanced than I was at that time.

The Honourable Member for Selkirk made the charge about political roads again --

MR. HILLHOUSE: I beg your pardon, Mr. Speaker, I made no such charge. I asked the Honourable Minister whether the roads were based on political priority or on a planned priority.

MR. WEIR: My mistake, Mr. Chairman. My note here led me astray I guess. As far as I'm concerned, they're on planned priority; planned economic priority taking into consideration the economics of the Province of Manitoba, the areas concerned and the condition that the roads are in at present. When you talk about the condition the roads are in at present, you can't only take into consideration the surface, I might say. There is the sub-grade and there are many, many considerations to be taken into consideration.

The Honourable Member for Brokenhead mentioned three new comments. I have nothing to add to them on Cook's Creek, Henderson Highway and the Hodinott Road. I will have it checked; I really am not familiar with the circumstances and the same applies to Henderson Highway although we will look into it. I can promise you nothing for this year but we will certainly check it specifically prior to any further programs. And as far as East Selkirk is concerned, there again it's one of those that is in a position where my mind is not made up and the minds of some of those in the department, that there are other considerations in here and we may have a little more idea a little later on in the season. I ask him to recognize the fact that I've only been here a short time; that Manitoba is a fairly large place, and that once we're allowed out of here, if we ever are, I intend to get around and see Manitoba and maybe I'll be in a better position to give what might be considered a more favourable program next year.

The Honourable Member for Lakeside commented on the perimeter road and in particular, the bridge. I hope that I didn't leave the impression when I was commenting on the remarks of the Honourable Member for Seven Oaks and the Honourable Member for Kildonan of the traffic going both ways that I was using this as an excuse for not building the bridge, because nothing could have been further from my mind. I, too, think that the north perimeter bridge is one of the things that we have to look at and look very, very closely at in the very near future. It has many, many things in its favour. We're all aware, I think, that it's costly and it shall receive my earnest consideration of the department. We're interested particularly in the Winnipeg area, I think, in moving as much traffic as quickly and as conveniently as we can, and the north perimeter bridge and the perimeter road are two of the things that, I think, probably before too long will help us along that line.

Now, Mr. Chairman, I come to the Honourable Member for Ethelbert Plains. I almost hesitate to comment on the remarks of the Member for Ethelbert Plains, because really I feel they deserve little comment. The remarks that he made about me personally, I'll do what I was brought up to do -- turn the other cheek and consider from whence they came. With the other items that he mentioned I think I'd like to make a comment or two. It even seems that the Honourable Member for Ethelbert Plains and I can't look at the same picture and have it tell the same story. The Honourable Member for Ethelbert Plains didn't draw enough lines on these two graphs. Draw your line for the ten year period. Draw it for the eight year period if you want the peaks, to see how it goes. It's a drastic jump. If you want me to be political and say what I think I can say and mean no malice to the former government, which is more than I can say for the Honourable Member for Ethelbert Plains in his remarks to me. If some of the monies that had been spent in '58 and '59 and '59 and '60 and '61-62 had been put on in '53-54, '54-55, '55-56, we'd have had a more colourful picture.

MR. HRYHORCZUK: far enough while you're at it.

MR. WEIR: Well the automobile traffic in the last few years and in 1920 were two different things.

MR. HRYHORCZUK: Yeah, that's right -- that's the answer.

MR. WEIR: It's not altogether the answer. It's not altogether the answer. The automobile traffic growth has been a direct result of the roads that have been built in Manitoba in the last three or four years, and the same in other parts of Canada. If that was done I ask you to reflect on what the graph would have looked like on page 48. It would have been altogether different. I don't have to deal with that. The people in Manitoba know about the roads. Look at the figures. Oh I should say another word here. You mixed figures up all over the place. You took our expenditures for this year, of \$23 million and cut them down to your own fourteen. Then you compared them with twenty-seven million. Well in the twenty-seven million you quoted you also included maintenance, and if you add maintenance on -- (Interjection) -- yes you did -- yes you did -- yes you did -- future capital needs \$11,411,000; backlog capital needs \$9,485,000; maintenance engineering and administration, \$6,300,000. -- (Interjection) -- All mixed up like a dog's breakfast so it doesn't really mean anything. Now, Mr. Chairman, let's figure out some of these figures and have a look at dollars instead of looking at pictures. What did they --

MR. HRYHORCZUK: You drew them. Your interpretation --

MR. WEIR: It's your interpretation. Let's look what's happened in the two comparative fields -- in the two comparative fields -- in administration and in capital. In 1951-52 there was \$7 million in capital; administration, there was \$674,000. I'll leave out the maintenance and aids because they correspond favourably most of the way up. If you look at your graph closely the only, the only one of the graphs that you can follow in a direct line and come out almost exactly right is the administration one -- all the way up the line. It's in there; it's in the book. From seven million in capital to nine million in '52-53. From nine million and seventy-two thousand all the way up to nine million and seven hundred and eighty-nine thousand in '53-54. In '54-55 they climbed from nine million seven all the way up to ten two--ten million two hundred thousand. In 1955 they took a big jump -- they went all the way up to ten million three hundred thousand. Then we were coming to election time. There could have been an election in '56 -- there could have been. A lot of people thought there would be. -- (Interjection) -- and people changed their minds. What happened then? We went from ten million three to eighteen million three. Then we went from eighteen million three to 20 million in 1957-58. In '58-59 up to 24 million -- (Interjection) -- '59-60, up to 31 million; '60-61, 28 million; '61-62, 21 million -- '62-63, 23 million. Down, yes, from the peak -- down, yes; but certainly up, not down, from the '56-57 that you are quoting.

MR. HRYHORCZUK: Why don't you go back to 1920?

MR. WEIR: Goodness gracious; goodness gracious. The same thing didn't happen to administration. Municipal aids climbed fairly gradually all the way along the line, that's there; but the total picture of the dollars is not a gradual climb. The little things -- back in the two times table one of the first things I learned when I was a kid -- and I was never too darned bright -- I'm the first one to admit it. I have some political motives or I wouldn't be here, and so have you. But one of the first things I learned is 10% of 10 is 1 and 10% of 100 is 10, and a 10% increase over the program that we had in '58-59 was a great deal more than a 10% increase of your '55-56 program, if you want to deal in percentages. In dollars and cents it's a different picture. Then we start in to our 25 million, 30 million -- our slush fund, as you term it on the other side -- our slush fund. You say I said we'll spend it -- and we will spend it. We will spend it, when it's there. When things come along there will still be a cushion there. We'll put forward a plan. If an emergency arises we have enough money over and above the program that we have had past years that we can go out and build a few more roads -- especially in Fisher. I'll have a word or two maybe to say about Fisher later on. Then, the honourable member he adds it all up and he comes to the fact that all those fellows over there all they get this year is \$120,000. Poppycock! Poppycock!

MR. HRYHORCZUK: All right you show me where it's poppycock. You go ahead and show me where it's poppycock.

MR. WEIR: I know one road project that runs over \$500,000.

MR. HRYHORCZUK: Where?

MR. WEIR: I know another one runs over \$400,000. I know an access road that comes to as much money.

MR. HRYHORCZUK: If you're so sure, name them. What are they? Where are they?

MR. WEIR: I'm not going to name them.

MR. HRYHORCZUK: No, of course he won't name them because they're not there.

MR. WEIR: They are there.

MR. HRYHORCZUK: They are not.

MR. WEIR: They are there.

MR. HRYHORCZUK: Name them.

MR. WEIR: They're on the list. You pick them out. And you ask why the page is getting shorter. Well anybody that hasn't -- after having sat in this House and having sat as a member of the government, that doesn't know that it costs a little more money for base and bituminous mat, for concrete, than it does for grading -- well, it just doesn't add up in my book. Look at the program. What is the majority of it? The majority of it is blacktop, concrete, so on and so forth. The roads were graded. They were graded back in former years and we're catching up.

MR. HRYHORCZUK: Where?

MR. WEIR: We're cutting down in our program of grading this year. There isn't as much of it because the money is being spent on base and bituminous mat and improving grades that have previously been built. You can't hang that stuff up on a hook, boy.

Yes sir, he says accelerated program. It's the same old thing; it's the same ten million dollar stuff we had back in '55-56. The road program is being used for purely political purposes. Was it being used back when you fellows were getting the roads and I was sitting with none? I didn't hear the cry then.

MR. HRYHORCZUK: You weren't here then.

MR. WEIR: I certainly was here then. I sat here for a couple of years and I didn't get anything and I didn't stand up like the former Minister of Education and say "and not a thin dime for Minnedosa." I wasn't in the House when he said that but I was sitting in the gallery and I heard him say it. -- (Interjection) -- I beg your pardon? -- (Interjection) -- Now, Mr. Chairman, a fellow could talk about these things and we could start a regular little war but really we get no place. The only people we are amusing is ourselves. I'm not worried about the people in Manitoba because the people in Manitoba know better. They know better. They drive over these roads. Nobody knows any better than myself that we have roads that need improving. The Honourable Member for Selkirk has one -- No. 9. I'm the first to admit that it's not in good shape. It's in poor shape.

MR. HILLHOUSE: I want to thank you for the two miles of grading and gravel.

MR. WEIR: That's fine. That's fine. You're entirely welcome and I hope we're in a position to do something better for you next year. I'll be honest. That's more than I can say for some people that have spoken.

MR. HILLHOUSE: I can't use that for political purposes I can assure you of that.

MR. WEIR: I'll acknowledge to the Honourable Member for Gladstone that the road that he mentioned north of Neepawa is not in good condition. It's not very old but it's not in very good shape. I'm not going to get in on the battle that the Honourable Member for Carillon had with regard to promises that were made in his constituency. All I can say is that if they had all used as good judgment as the people in that area -- Grunthal was it -- we might have had some different things to say about the representation in the House.

Signs for main market roads -- I must be getting down to Fisher. Well, Sir, we get to Fisher and what did I mark down for my notes? I marked down miscellaneous because he touched on everything in the book and he looked after it well. I'm the first one to give him full marks. He does a good job for his people in Fisher. There's only one thing that I regret and that is when he had the kindness to invite the Premier to his constituency the least he could have done was included me.

MR. WAGNER: Mr. Chairman, I extend the courtesy of an invitation, that they both come to my house and we'll discuss --

MR. WEIR: Mr. Chairman, might I suggest it might be better if we came separately because I might like to stay longer than the Premier. It depends on the kind of service we get there.

A MEMBER: It'll be good.

MR. WEIR: Now, Mr. Chairman, I'm not going to deal with what I've heard termed by some members of the House "Bachynsky Crescent" that some people have to drive over periodically -- I think that was the 30-mile an hour road that was talked about here a little while ago. But I think that I should say a word or two when it comes to roads in unorganized and disorganized areas. For the first time since he's had a Minister I guess I'm the first one you haven't had to break in about unorganized areas, because I've got some, and they're pretty good areas and I feel that we're giving them pretty good roads. We do have some difficulties with them; we do have some people that they're living in a school district; they have a pretty good market road themselves that is paid for by the provincial government 100% and when it comes to a vote at a school district meeting as to whether they will contribute for a road for somebody else that hasn't got a road, then they say no dice. I've got a road, I don't want to help Joe. This is a matter of organization but I know of no way we can avoid this in our grant system. This is a matter of organization and possibly something can be done through the Minister of Municipal Affairs -- if I ever get back to that spot. Soon, I hope. Let somebody else have this grief. I think it might pay to the remark that in Manitoba we have 15 unorganized areas and nine disorganized areas -- they were formerly municipalities. The policy of grants is that the Province of Manitoba builds 100% all main market roads and they pay 50% of the school district roads. In the Honourable Member for Fisher's area, he's got four disorganized areas and one unorganized. In the '58-59 season -- '58-59, '59-60, '60-61, '61-62, the Province of Manitoba spent in this constituency \$626,413.46 -- (Interjection) -- On school district roads \$139,732.80.

MR. WAGNER: That's the total for all the years?

MR. WEIR: That's the total for those years. Yes. Now, you notice how many of the areas -- and granted they're fair sized ones -- I'm not trying to take advantage of the Member for Fisher, but I just want to point out that out of the 24 unorganized and disorganized -- the Honourable Member for Fisher has five. The \$626,413 spent on main market roads represented 21.7% of all of the money that was spent on main market roads in the Province of Manitoba in those four years. I think you got your share, Honourable Member for Fisher. I give you full marks for it. I'm not saying it in a derogatory manner. I give you full marks. You worked hard for it and you got your share.

MR. WAGNER: May I remind the Minister that we're 40 years behind.

MR. WEIR: You're catching up. You're catching up. Now I thought it might be interesting, and I have some figures prepared, as to what the difference in cost to the area or to the local people would have been if they had been organized. Now I realize fully that there are good reasons why they are not, but if they had been organized, the amount that the rest of Manitoba is subsidizing these people -- the constituents would have been contributing \$390,298.18 in place of the \$139,732.80 that they did contribute -- if they had been organized areas and treated in the manner in which organized areas are treated. Again, I'm not trying to say that these people don't have it coming to them -- they do, but I don't think that they're being really hard done by. This doesn't help your other roads; it doesn't help Bachynsky Crescent; it doesn't help your -- I got to get out the map -- Fraserwood-Arborg road, and the other roads that you mentioned; but they're coming. Give us time. I might say to the other members of the committee that if they would show the same degree of patience that the Honourable Member for Fisher has shown, their success, I am sure, would be rewarded. The Honourable Member for Gladstone talks about \$300,000 for highway 34 -- I presume if the figure was in the book it would be like most of the other things that I know of that are in the book -- that is, that it would be correct.

I realize as does the department, that grade and gravel deteriorates. I would say that probably your double prime and base will be in the offing in the future. I can give you no indication that it can be effected this year. You mention a sign on the highway at No. 5. As far as I can recall, it's the first time I have heard of it. I'll have it checked. If there's something that we can do, we, too, are interested in avoiding accidents. The sign on the highway -- McKinnon Hill. I understood the honourable member's remarks earlier on McKinnon Hill, but I would suggest to you that we have to be further advised as to what the development is going to be up there as to what approach would be best suited for the area. I think it's altogether premature to look at it, although as I've said before, I think that the visitors to Clear Lake; the visitors to the Riding Mountain National Park and the ski resort can count on, as all other

(Mr. Weir, cont'd.) . . . areas have had, the full co-operation of the Department of Public Works. I'm slipping over these other ones I missed. I'm sorry the Honourable Member for Burrows -- he's slipped out on me --

A MEMBER: I'll take over for him.

A MEMBER: Tell him when he comes back.

MR. WEIR: He mentioned slipperiness. I am not aware of the one that he is talking about. It's in an area with which I'm not too well accustomed. I found out in our area that following the seal coat the slipperiness sometimes eases and it helps somewhat. I have made a note of it; I'll have the department check it and see if there's anything we can do. He mentioned No. 1 Highway at Elie and the accidents that there have been there. Following the last accident there was a report and it was investigated as all highways after all bad accidents to see if there is some way in which the grade can be improved, the surface of the road can be improved to avoid more things of that nature occurring later, and if I recall correctly, and I haven't the figures before me, it was amazing that while the fatalities in this particular area are greater than other areas in Manitoba, the accident ratio for this particular stretch of road is considerably lower than the average per mile, but when they have one, they really have one and a lot of people are fatally injured. Now what the reasons are -- whether speed is involved; on some occasions alcohol; on some other occasions I don't know. On one occasion I'm inclined to think it was visibility, because it happened on a night that I was coming to Winnipeg about an hour after I came through and I had been driving at 15 or 20 miles an hour through this particular stretch of road and had difficulty seeing in spots. I'm not saying that that was the cause but it could have been the cause with visibility from blowing snow.

Now other than that, I can give really no indication. The department follows up every clue that we can to avoid repetition of serious accidents. We are doing everything that we know how. If somebody can give me any possible way that we can improve the situation we will be glad to look into it. He mentioned centre strips and glowing things. We have some samples which -- I am not aware if they have arrived in Canada yet, and again I am going from memory -- it seems to me they call them cats eyes -- that have been sent to us as a sample from a firm in England, I believe, through the auspices of Murray Armstrong, the province's Agent-General over there, and these are going to be placed in the road. I think that the planned location is someplace north on No. 4 here towards Selkirk when they are available. It's an experiment -- we are going to try them and see if they will be an improvement for some of these areas. Mr. Chairman, I have no other comments written down here. I have no particular desire to start the discussion all over again, although I am ready and willing if anybody has the desire.

MR. MOLGAT: Mr. Chairman, I had asked the Minister for the mileage and the total estimated cost in the various subdivisions.

MR. WEIR: Well, Mr. Chairman, I had it here, the question I mean. If somebody within my hearing is in a position to give it to me, I have no objection to presenting it to you, but I don't have the figures here. I'm not in a position to give it at this particular time.

MR. MOLGAT: I appreciate the Minister might not have it, Mr. Chairman. Every year I think it is the custom of the department to issue at the end of the year, a survey of their operations during the course of the year when they do give those figures, and I presume that they have them available now. If he'll submit them to Committee later on, that's fine by me.

MR. WEIR: Mr. Chairman, was it last year's figures you were talking about?

MR. MOLGAT: No. For this year.

MR. WEIR: This year -- that's what I'm talking about. I haven't got this year's. What the plan is.

MR. MOLGAT: I presume the department knows how much gravelling is going to be involved; how many miles of grading; how many miles of base, bituminous mat, double prime, concrete and any other particular subdivisions that they may have. If the Minister will get that for us that will be fine. With regards to Minnedosa corner, Mr. Chairman, did I understand the Minister correctly to say that the road will go directly north from the Rapid City corner? Was that the statement that he made this afternoon?

MR. WEIR: Mr. Chairman, I said it would go directly north from the Rapid City corner approximately seven miles, east to the present junction of 10 and 4, which will facilitate

(Mr. Weir, cont'd.) another crossing across the Minnedosa Valley at some time in the future when an investment of this size can be contemplated.

MR. MOLGAT: The reason I asked, Mr. Chairman, is that I know this was a matter of controversy sometime ago and obviously the honourable member himself is rather involved. But the statement that he gave to us this afternoon on page 2 says that the highway will go east and north to PTH No. 4 south of Minnedosa.

MR. WEIR: misprint, it should be north and east.

MR. MOLGAT: North and east. So it's definite then it will go straight north. Then can the Minister indicate when the next step will likely be undertaken -- that is the proposed crossing north, then the connection with No. 10 at the north end?

MR. WEIR: No, Mr. Chairman, I can't. I would suggest that it would be sometime after the Honourable Member for Selkirk, the Honourable Member for Ethelbert Plains, the Honourable Member for Fisher and some of the other honourable members have their very important roads looked after.

MR. MOLGAT: Just conveniently after the election, I presume, Mr. Chairman. Mr. Chairman, if I may ask another question. Regarding the perimeter route around Winnipeg. I see that we only have one item here: 1.8 miles Sprague CNR and Trans-Canada overpass. Could the Minister indicate what the program is for the eastern perimeter route? That is from the Cloverleaf at the present Trans-Canada Highway No. 1, north past Transcona and connecting then with the northern stretch. Could he tell us when this will be built?

MR. WEIR: No I can't, Mr. Chairman, right offhand.

MR. PAULLEY: Mr. Chairman, I was going to raise this particular section of the perimeter road because I'm primarily interested because it's just east of my own constituency and, indeed, part of it is in my constituency. The perimeter has been completed from Ste. Anne's Road or just about completed from Ste. Anne's Road through to the Cloverleaf over the Red, but there is the necessity of completing it from Ste. Anne's Road going north. Now I have been told by one of the Ministers that the completion of the perimeter road hinged to some degree on the floodway of the Honourable the Minister of Agriculture. I think that it was at one time and I'm not sure -- I don't know at the present time whether this is still the case, that the completion of the perimeter road hinged to some degree on the completion of the floodway. Now I sincerely trust and hope because of the fact that the Minister of Agriculture has indicated to us that the floodway will be some ten years under construction that we're not going to have to wait for --

MR. HUTTON: Mr. Chairman, that statement of ten years is incorrect.

MR. PAULLEY: Well what period of time then did our Honourable --

MR. HUTTON: Five years until it's in operation.

MR. PAULLEY: Let's take the period of five years. It's still a long time and certainly, Mr. Chairman, it will be a lot longer than the present administration is in power. But apart from that it seems to me that the two Ministers should get together because I think it would be unfair that if the completion of the perimeter road, the eastern area there, should have to await even five years, because after all the original plan was to process this gradually. I appreciate the fact that the completion of the perimeter road around Winnipeg eventually is going to involve a very considerable expense for the province. Now then we have a cut-off on Highway 59 north; there is the piece of the perimeter road that my colleague from Seven Oaks and others here have mentioned that have been built from 59 back to the Red River. Then, of course, the other portion going east from 59, east and southerly around the City of Transcona to connect up with the present portion of the perimeter road that is been built as I say, to Ste. Anne's Road.

Now I ask the Minister of Public Works -- I notice that there is nothing on the sheet here for that -- there had been, I understand if memory serves me right, some consideration for the continuation of at least part of the perimeter road to the north of 59 possibly to connect up with 15. I know the people in my particular area are quite anxious that this be completed in order to give them quicker access to the Trans-Canada Highway going east. So I ask the Minister of Public Works either to jack up his colleague the Minister of Agriculture now that he's made up his mind that the floodway is going to be built, to proceed in all haste; or, in the alternative -- and I think that this possibly should be the alternative -- that the completion of the

(Mr. Pauley, cont'd.) perimeter road east be not contingent on the building of the floodway, and get ahead with the job of linking up 15, 59 and through the Cloverleaf.

MR. WEIR: Mr. Chairman, I wouldn't be prepared to say at the moment that the building of this portion of the perimeter is contingent on the completion of the floodway. This is a possibility I must admit, but I'm not well acquainted with this particular area and I haven't spent as much time possibly as I should have in preparation for this because I was attempting to prepare for some of the more demonstrative members of the House in the estimates and I knew that the Member for Transcona would be extremely reasonable and that we could get along quite nicely over the whole thing. But I will have it looked into and will do the very best that we can.

MR. PAULLEY: Mr. Chairman, I appreciate very much the remarks of the Honourable the Acting Minister of Public Works and suggest that he inform some of his other colleagues of my nature. Particularly the Attorney-General.

MR. CHAIRMAN: (a) - passed.

MR. MOLGAT: Mr. Chairman, could the Honourable Minister indicate what the plans are for this construction? Surely the department has some idea when they are going to proceed with this. It's a very important piece of highway. The remainder of the perimeter really can only be of use fully until the whole thing is constructed and I think the Committee should know at this stage when the department intends to proceed with this particular section.

MR. WEIR: I would suggest, Mr. Chairman, that the best answer I could give to this particular question at this particular time would be in due course, or in I would hope the not too distant future -- something rather on the vague side at the moment.

MR. MOLGAT: How long is in due course or the not too distant future, Mr. Chairman?

MR. CAMPBELL: Mr. Chairman, I wanted to say a few words in regard to the statement that the Honourable Minister made a short time ago where he said that without being at all unfair to the former administration he wanted to point out what it would have meant if the road program had been bigger in those years that he mentioned. I realize that nearly all of us can profit by hindsight and the programs that we think at the time are adequate have frequently shown in the experience of later years to not be as good as we thought they were. But I wanted to ask my honourable friend was he aware that his present Leader was counselling that we go even slower than we were at that time? Because that is the point that when this question comes up by my honourable friends time after time that they tried to excuse all of their inefficiencies of today by saying that we were left a backlog of work that should have been done, that I'd like to give my honourable friends credit for the advice that they were giving in those days. The fact is that when we had a road program of \$16 million -- that seemed to be quite a program back in those days -- the honourable gentleman who now leads the House was telling us we should cut a million dollars off of it and give it to something else -- \$16 million program. And that was in not the first of those years that he mentioned, because as I understood the Minister he said that if we had been doing this in 1951, 1952, he went on from there. Actually this was in 1953 and the present First Minister said: "Take a million dollars off of that sixteen and give it somebody else." That was the time -- that year and the year before that, when he was campaigning for the leadership of the Conservative Party and he was being a Conservative in those days. He was urging us in '52 and '53 to be economical and careful. He was warning us about debt; he was warning us that debt was a dangerous thing; he was propounding that famous dictum that the odd thing about debt was that it had to be repaid.

MR. ROBLIN: He only makes a speech once a session now remember that. Got to make it--

MR. CAMPBELL: My honourable friend made it only once and he's regretted it ever since.

MR. ROBLIN: That's right.

MR. CAMPBELL: And he certainly regrets it in the face of what he's doing now because you'd think that he had forgotten now that debt has to be repaid. He thinks that we have forgotten that in those days when we were putting into the road program what appeared to be appropriate under the situation of those times -- against the advice of my honourable friend -- \$16 million. I don't have to stand here and defend the former government, but when my honourable friends try to show that we were lacking in foresight, let him at least remember and let the rest of the government members remember, that at least we were more up-to-date than

(Mr. Campbell, cont'd.)...the present First Minister who was suggesting that a \$16 million program should be cut down to fifteen.

Now I'd like to ask my honourable friend to tell us--I'm sure he gave the figures earlier but I'd like to get them once again--to tell us just how the program of this year squares-- that he's now laying before us -- squares with the program that his predecessor outlined a year ago. Because I'm reading now from the March 28th, 1961 Hansard, where the former Minister told us about the study that had been made, this particular study that we have before us. He gave us the story with regard to it and having given a good bit of the detail he mentioned, as this study mentions, the same thing that my honourable friends have to continually put on the record about the backlog. But he also went on to make it very plain that they intended to deal with the backlog and to pretty well carry out the recommendations of this report. And here's what he said having given some of those statements from the report, and I'm quoting now from Page 1415: "To accomplish this tremendous task, to catch up with the work that has been overdue on our highway system and to provide new and additional improvements if the report is adopted, an average annual expenditure would be required of \$27.2 million at 1960 highway prices." Well if you'll turn to the report that we have before us for the fiscal year 1960-61, you will notice on Page 19 that that is exactly the figure that is given as being the construction program on highways. Maintenance comes right after; then on the next page, aid to municipalities etcetera, and then administration and then subsidiary expenditures. But the first section --the construction happens to coincide exactly with that figure that was given. I suppose that the details had already been made up at that time. In any way it's 27 million two. I'd like to ask the Minister just what is the total program comparable to this section of his department. What does it add up to this year? Does it keep up to the 27 million two?

MR. WEIR: No Mr. Chairman, it doesn't, it's not at the 27 million 2. It is at 23 million 7, and on the 20-year program in the book that you quoted--the 27 one that is quoted there includes maintenance. It is actually a little above what is called for in the 20-year program considering the two types of capital that they list here. It's something like 20 million 8--21 million almost, that they list outside of maintenance in this program for the 20-year period and the corresponding figure to that this year in the capital division would be 23 million 7.

MR. CAMPBELL: Mr. Chairman, as the Minister would note. I was not quoting from this program, I was quoting from the speech of the Honourable the Minister a year ago, and if he will re-read or read that section of it, I think he will find that the Minister didn't indicate that maintenance was included in there. I think though, that he was intending to quote pretty carefully from the report of my honourable friend. Anyway we have it that the comparable figure this year would be 23 million 7.

MR. MOLGAT: In the course of the past year I have had a number of complaints from various contractors across the province regarding the treatment they've had from the Department of Public Works. I really can't take the Minister to task for this because it wasn't his own department through a good deal of this time. However, the problem has to be brought up, in my opinion, to the committee because the contractors involved I don't think have had satisfaction. There apparently has been a great deal of difficulty with the matter of hold-backs, getting hold-backs cleared from the department and getting work done. There's been some particular difficulty on the perimeter route--the section from the Red River crossing to the cloverleaf on Trans-Canada East. One contractor has been in to see me and his complaint is that he has done work there on a sub-contract admittedly; has attempted to get money from the sub-contractor and been unable to do so; has approached the department--and this refers, Mr. Chairman, back to work that was done in the fall of 1959 and in 1960--and he tells me that he received on account some \$17,000. He still has owing to him some \$30,000 and is unable to get this from the contract. Now this ties in somewhat to a complaint that I made to the Attorney-General on the consideration of his estimates on a problem of my own constituency where, once again, there was a smaller amount, but some individuals had done some sub-contracting for a contractor working for the Department of Public Works going back over several years, and are still unable to get their money or clarification on where they're going. I'm told on this particular contract, that it's been pushed on and pushed on and now this contractor has lost some of his equipment because it's been repossessed, because he's unable to make the payments, because he's unable to get his money. I wonder if the Minister can tell us exactly what is the situation, and in

(Mr. Molgat, cont'd.)...particular in that contract in the south perimeter, why is it that the hold-back isn't covering the individuals concerned? Why are the bond companies not being made to pay up, and what is the policy of the department on these matters?

MR. WEIR: Mr. Chairman, I think I can deal with some of those questions. The case that the Leader of the Opposition mentions now is presently before the Court, and I think I'd have to be a little cautious on what was said in regard to it. Some of the things that he's said--if my information is correct, or not quite correct, in that the sub-contractor you mention as I understand it, the people that were carrying the money for him have agreed to see him through pending this situation and the bond company have agreed to settle immediately following settlement in the Court. As far as the policy of the government is concerned, there were some extenuating circumstances, I understand, in this particular contract through bad weather and having to change the borrow pits in the middle of a contract which changed the distance of haul that had been quoted in the original contract to complete the job. The job was completed over a rather extended period of time. There was some differences of opinion with regard to what the department said had been done and what the contractor said had been done. We can't come to a compromise on it and it is before the Courts now for settlement and settlement would be made immediately after the Court has made its decision. This is the only, should I say, complaints or difficulty, that I have run across since I have been in here. If there are other complaints I am unaware of them. It's been a very difficult situation. There's been difficulties whether there's been some oversights along the way, I'm not in a position to say, because it all took place prior to my being here. I think that it is in the process of being straightened out reasonably satisfactory to everybody concerned, I believe.

MR. MOLGAT: Mr. Chairman, I'm not aware that the matter is before the Courts. All I am concerned about is that this seems to be a constant problem. As I mentioned, I brought one up to the Attorney-General some time ago going back to 1957 or 1958. This one now goes back to 1959. What is the policy of the department with regard to the hold-backs? Does it have a hold-back on all contracts? Does it keep that hold-back until it ascertains that all sub-contractors have been paid?

MR. WEIR: Yes, Mr. Chairman, that is the case, but as I say, in this particular case, there was a dispute in figures and the amount of money that had been paid out. The hold-back wasn't as big as had been anticipated, through an error in judgment, and the bonding company is going to be called on to pay for the completion of the project and I think that those concerned will get their money, but as far as I know, the hold-back is there; there is no change in policy to my knowledge, over the last number of years; the same policy exists. If there have been further complaints, they haven't reached my desk.

MR. MOLGAT: Mr. Chairman, if there has been an error in judgment, presumably it's been on the part of the department. In that case should not the department make good to the sub-contractor instead of having him take the blow in this case for something for which he is not responsible? Should not the department stand behind him and protect the individual concerned who is an innocent party in the case?

MR. WEIR: Mr. Chairman, I wouldn't be prepared to give a yes or a no to that right at the moment. There is some argument on both sides; I think each case has to stand on its merits. The individual concerned had a letter from the bonding company prior to him going into this saying that they would stand good, and as far as I know that as soon as this dispute between the prime contractor and the government is settled, the man will be paid.

MR. MOLGAT: I can't really feel that that's satisfactory though. I don't blame the Minister as I say, he was not involved. I think in this, he inherited it. But here is a sub-contractor who has now been waiting for--well if part of the work was done in '59 and part in '60--he's been waiting on the average, say two years for some of his money. This can ruin the man in the meantime through no fault of his own. Now surely the department should stand behind him in a case like that, or should insist that the bonding companies do so immediately. If the bonding companies are allowed to stretch their time over one or two or three years or in the case of the Attorney-General four and five years, then quite obviously, some perfectly innocent parties can be very badly hurt, in fact put right out of business. Now it seems to me that the Minister should insist that the bonding companies either settle, or if they don't settle, then the department should step right in and take its responsibility.

MR. WEIR: Mr. Chairman, I'm still not prepared to agree to all of those circumstances, and while the work that this particular individual was involved in was done a little earlier, the contract was not completed until, I believe, it was October of 1961, last fall, when the contract was actually completed and they could get down to brass tacks on the thing. While there were delays apparently in between times, whether through act of God or on whose behalf I'm not in a position to say. I don't know. The fact is that once the contract was finished. I think that it has moved ahead as expeditiously as possible.

MR. MOLGAT: Well in that case, Mr. Chairman, if the contract was not finished on time, I believe that the contract was let to be completed on a fairly short schedule. Now shouldn't the department have stepped in when it was found that the contract was not completed as it should have? Why was it allowed to go on? Why did it go on until 1961 when it should have been completed, to my understanding, some two years before?

MR. WEIR: Mr. Chairman, I've already said that my investigations have proven that it was bad weather and availability of fill that worked out the timing of the contract.

MR. MOLGAT: All right, but then, should the sub-contractor be the one to suffer the loss for this? It's no fault of his. Surely he should be getting his money should he not?

MR. WEIR: It's no fault of ours.

MR. MOLGAT: Well, whose fault is it then if it isn't in the final analysis that of the department? It can be weather, it could be all these things, but this should not be tagged back on to a sub-contractor who took a job on the basis of certain facts set up by the department in the first place.

MR. WEIR: Mr. Chairman, he made his contract with the contractor, he didn't make it with us.

MR. MOLGAT: Yes, but then you didn't insist the contract be carried through in the way it was originally written up, did you? Mr. Chairman, I think this is a very important point. Did the department insist that the contract be carried through as originally called?

MR. WEIR: I think that there were some extensions.

MR. MOLGAT: In which?

MR. WEIR: I said I think that there were some extensions in time granted.

MR. MOLGAT: Then why should the sub-contractor be allowed to suffer because of that. No fault of his.

MR. FROESE: Mr. Chairman, I would like to know from the Minister just what portion of this road program, that is the project scheduled for 1962-63 will be provided for out of capital account and how much of it is being taken out of the estimates; and secondly, if it is provided out of capital account, is it being paid for by the bond issue that was sold recently or will new money have to be borrowed for this purpose?

MR. WEIR: Mr. Chairman, all of it is provided out of capital, and what money is actually available at the moment I'm not aware. It won't be borrowed unless it's required.

MR. MOLGAT: Mr. Chairman, on the program that is before us insofar as the far northern routes, that is exclusive of No. 10 Highway, on the other one in particular--the one from Simonhouse eastward, is it correct that the only construction planned this year is the section from Section 6G, Wekusko north, eighteen miles, or is there other construction planned between whatever portions are still to be done between Simonhouse and Thompson?

MR. WEIR: That is the only construction this year, Mr. Chairman.

MR. MOLGAT: This will still leave then a substantial gap, Mr. Chairman, if I am correct. What there is still to be done, judging from the map, is some 60 miles as the crow flies, between Wekusko and Wabowden, and then another gap of some 25 miles roughly between Wabowden and Thompson. Is that correct?

MR. WEIR: Mr. Chairman, I haven't those figures and I'm not too well acquainted with the area, but I would think that it's fairly close.

MR. MOLGAT: In any case, there is no other construction planned in that northern section?

MR. GUTTORMSON: Mr. Chairman, No. 6 Highway has been branded by the First Minister and the Attorney-General as one of the worst highways in Manitoba. This was made four years ago. The highway certainly wasn't one of the better highways by any means, but today it is a cow path -- a cobblestone cow path. It's been pounded down with heavy transport

(Mr. Guttormson, cont'd.).... trucks. Motorists and trucks are constantly breaking shocks and ruining tires. Stones are protruding through much of the highway north of St. Laurent, and yet when the maintainer attempts to do something there is no gravel left on it, there is nothing but stone. People are complaining constantly about it and I shan't hardly blame them as the state of the road is certainly disastrous. Had last summer not been so terrifically dry, and if we had had a wet summer last year the road would have become rapidly impassable. This year if we happen to have good fortune from an agricultural standpoint -- if we get a good rain this year and lots of moisture, that road will be just impassable. There's nothing that the Department of Public Works will be able to do with it. They'll have to put on caterpillars to get the traffic through in many areas unless something is done, yet I noticed in the estimates this year there is no allocation at all for No. 6. There is allocation for gravelling of the highway north of Gypsumville to Grand Rapids, but I wonder what good is this road north of Gyp going to be to the people of Manitoba. They can't get to Gypsumville because of the highway between Winnipeg -- or more specifically between St. Laurent and Gypsumville. Could the Minister indicate at this time his reasoning on this?

MR. WEIR: Mr. Chairman, all of the reasoning I'm not in a position to indicate. As he's possibly aware, I've never been over the piece of road that he's talking about, but it is anticipated that I think the worst stretch of this road, the part that hasn't been re-built, will be re-built probably next year I would think, although I'm in no position to commit it. The right-of-way is being purchased from Moosehorn north to Fairford and I think that clearing is planned on the new stretch of road during the winter, but there is, as you say, some very very heavy traffic in weights. This brings me into another argument which I forgot. If we should go into this declaration of roads by Order-in-Council, I could start into that, but with these heavy trucks and what not, the majority of the thinking is in leaving the construction until next year. A lot of it will be over by then and the rough usage will be there, and No. 6 Highway, along with these other highways that we have mentioned, will be done; although outside of the purchase of right-of-way and clearing this year, I can give you nothing concrete.

MR. GUTTORMSON: Does the Minister not feel though that the truckers who are spending up to \$1,500 a year on licenses in those areas are entitled to better service than that? These men are ruining their tires constantly; they're ruining their shocks; and cars -- if the Minister reads the letters to the Editor -- there are complaints constantly in the paper in letters to the Editor because of the condition of the highway. Surely something should be done before next year. Wouldn't the Minister agree?

MR. CHAIRMAN: Resolution 67 -- passed. Item 4 (a).

MR. SHOEMAKER: Mr. Chairman, on this 68, Item 4 -- that's the one we're on at the moment is it? At the special Cabinet meeting that was held in Neepawa last June -- I did not attend any of the business meetings that were held, but I understand that the Town of Neepawa presented a petition or a brief, or certainly held a discussion with the Cabinet at that time relative to a hard-surfacing program for the Town of Neepawa, and I think they suggested that the present formula should be changed. I understand that presently each and every municipality in the province and/or incorporated town, receives a grant of \$10,500 to carry out a road program that is recommended by council and passed and approved by the Department of Public Works. I believe that the delegation that met with the Cabinet at that time suggested that it was out-dated and that the time was at hand when there should be a new formula devised for a program of this nature. I wonder if the Honourable Minister has considered a new formula and, if so, what is it?

On two or three occasions in the past I have suggested that it was unfair, by reason of the fact that the rural municipalities vary in size from four townships to 24 -- I think that's the minimum and the maximum; and they vary in size from a balanced assessment of something like one million to 20 million; and they vary in population from two or three hundred to 20 thousand I believe; that using those factors as a basis for a new formula, that probably something could be devised. I wonder if the Minister could inform us if there has been a new formula devised or does the old one that has been in effect for a good number of years still remain in effect.

MR. WEIR: Mr. Chairman, I think all that I can say for the member for Gladstone is that the old formula that has been in effect for many years is still in effect. There is certainly

(Mr. Weir, cont'd.).... nothing magic in the \$10,500 formula. I think that there is probably much to be said for devising a new one. I must admit that in the time that I've had, I have had little if any time to consider it, although it is not the furthest thing from my mind.

MR. FROESE: On item 4 (a), could the Minister give us an answer as to what accounts for the difference between this year's allocation and last years for the increase of \$479,000 for maintenance of provincial trunk highways?

MR. WEIR: Mr. Chairman, the increase here is actually that last year and I believe the year before it was under-estimated and again a little under last year, and this is bringing it up. It averages out to about the same because the opposite effect was taking place in grants to municipalities where there had been an over-estimate, and it is being brought down to the 3.7 million this year. The 3.2 million is not allowing a great deal, if any, over and above what there was last year.

MR. MOLGAT: Mr. Chairman, last year I believe the Minister gave us a separate listing of the roads to resources. Now I see this year that there's maintenance of roads to resources here, but on the sheet that we got today there is no listing of construction. Are they included simply in the general statement. Which ones are they?

MR. WEIR: They're at the tail end of the agenda. It would start at the eighteen miles for section G at the Wekusko north, and from there to the bottom would be the roads to resources.

MR. MOLGAT: All of those are roads to resources and all of them are subject to the Federal Government grant?

MR. WEIR: Yes, I believe that is correct.

MR. CHAIRMAN: (b) -- passed; (c) -- passed; (d) --

MR. HRYHORCZUK: Mr. Chairman, on (d), unless the Minister has some explanation for this particular item, there is a reduction of aids to municipalities, including special projects and School Division bus routes, by approximately \$550,000. What I'm concerned with more than the reduction from last year to this year is that, prior to the school divisions being established, this item amounted to \$4,366,000 back in the estimates of 1959-60. Now since then we've added the bus routes for the divisions and you would think that that would necessitate an increase in that particular appropriation, and yet that is away below what it was prior to the divisions being established. Could the Minister give us a breakdown of that and tell us where the reduction has taken place?

MR. WEIR: Mr. Chairman, I think I have indicated twice today that there is, in effect, no decrease in expenditure -- that the 3.7 million is the anticipated road work for the municipalities of Manitoba; that in the last two years they have over-estimated in anticipation of extra work which they felt would be coming along. It didn't materialize and they don't expect it to materialize this year.

MR. HRYHORCZUK: \$10,500 maximum?

MR. WEIR: Pardon?

MR. HRYHORCZUK: Is that what you're estimating on -- the \$10,500 of a grant to each municipality?

MR. WEIR: \$10,500 to each municipality plus special grants on the same basis as they have been awarded in former years.

MR. CHAIRMAN: (f) -- passed; (g) -- passed; (h) -- passed; (i) -- passed.

Resolution 69 -- passed. Item 5 -

MR. CAMPBELL: Resolution 68 --

MR. CHAIRMAN: Pardon me, 68 -- passed.

MR. WEIR: Mr. Chairman, the Honourable Member for Lakeside the other day inquired about the park, and I told him that the details that I had were in this portion of my book, although I find that I haven't been able to go through it in a methodical manner. In any event -- I might as well have started there I guess. The work that is anticipated being done, is that what you had in mind? Straight preparation and construction of the park site. There'll be levelling, bringing into grade, the removing of the old foundations, landscaping, topsoil, shrubs, seed, etc. water supply and drainage, irrigation system, electrical supply and ornamental lighting, street lighting, full construction excluding the stonework and sidewalks. The estimated total cost of the project is \$139,925. The funds that were provided last year were \$65,000 and the

(Mr. Weir, cont'd.)..... money being asked for this year is \$75,000.

MR. CAMPBELL: Mr. Chairman, what is the balance of this amount to be used for?

MR. WEIR: The balance of the amount is to finish off on -- the part that was voted last year looked after the demolition and moving and sorting furniture and equipment, and the balance is being used for the other items that I mentioned.

MR. CAMPBELL: Mr. Chairman, the Honourable the Minister has given us the expenditure as regard to the park. I was asking the balance of this appropriation that we have here.

MR. WEIR: Oh, the balance for the vote of this item?

MR. CAMPBELL: Yes.

MR. WEIR: Well, it includes repairs, etcetera, for Brandon Mental Hospital of \$117,500. There's a whole page of them here if you'd care to have them read. Portage School for mentally defective persons, \$38,400; Selkirk Hospital, \$73,600; Manitoba Home for Boys, \$13,300.

MR. CAMPBELL: I take it.

MR. WEIR: That's right.

MR. CHAIRMAN: Resolution 69 -- passed.

MR. ROBLIN: That concludes the department. We'll be on Welfare tomorrow. Before the Committee rises, I think I may report that it is generally agreed that we will proceed with government business tomorrow rather than private members, and we'll continue with the estimates. I move the Committee rise.

MR. CHAIRMAN: Committee rise and report. Call in the Speaker.

Mr. Speaker, the Committee of Supply has adopted certain resolutions, directed to me report the same and asks leave to sit again.

MR. W. G. MARTIN (St. Matthews): Mr. Speaker, I beg to move, seconded by the Honourable Member for Swan River, that the report of the Committee be received.

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

MR. ROBLIN: Mr. Speaker, I beg to move, seconded by the Honourable Minister of Public Works, that the House do now adjourn.

Mr. Speaker presented the motion and after a voice vote declared the motion carried and the House adjourned until 2:30 Tuesday afternoon.