

THE LEGISLATIVE ASSEMBLY OF MANITOBA

8:00 o'clock, Thursday, March 16, 1967

MR. CHAIRMAN: Resolution 38 - 1 (a).

MR. CHAIRMAN: The Honourable Member for Portage la Prairie.

MR. GORDON E. JOHNSTON (Portage la Prairie): Mr. Chairman, I'd like to make a few remarks on the Minister's salary. I understand the Minister has a very difficult proposition when he has to divide so many dollars amongst all the constituencies and the highways in the province and I can appreciate his problem when it comes to making certain choices.

I would just like to remind the Minister of a night he spent in Portage just before the election and he stood on the platform with the nominee who was nominated to contest the Portage seat, and that person like myself both advocated, and have done so for some years, a north-south highway from Windygates through St. Claude, through Portage and on north, and I know that he would not have stood on that platform at that time and kept quiet if he had not been giving some serious consideration to this road that my opponent was advocating on that particular night. So I hope that he will be looking at this and giving it the serious consideration that it should have. He well knows that his colleague sitting behind him, the Honourable Member for Pembina, is a supporter of this road. I met her for the first time at a meeting in 1963 where there were about 400 people at this meeting at St. Claude, all very concerned that the government should do something in this regard. Also, I believe the Honourable Member for Dufferin is vitally concerned on this road and I'm sure he had representations from the municipal people and the voters of his constituency also. So while I don't see anything on the green sheet this year, Mr. Chairman, I hope the Minister of Highways will recall that night in Portage la Prairie when the person he was sponsoring that night was advocating this highway.

Now we know that it has been upgraded to the extent that it's been called a provincial road and there may have been a bit of grading going on, but the people in this area would like a north-south connection and have wanted it for many many years.. It is of vital interest to the trading area, not only of Portage but also to the folk who live in the southern part of Manitoba who would like to get up to the lake area at Lake Winnipeg and Lake Manitoba.

I would like also, Mr. Chairman, to refer to any remind my honourable friend the Minister that when he is concerning himself with a by-pass around Portage, to again take a second look at the need for an overpass where a connection goes to the South port. He spoke briefly to say that he was considering this but that he would like to know what the traffic count was on the by-pass after it is built. I would like to point out to him that the existing traffic to and from southern part of Manitoba at that area, and also to and from the airport, will be the same. There is no way of getting around the by-pass; they have to go across it. So I would ask him to give serious consideration here and not wait until there are some severe accidents before any action is taken.

Regarding the junction of Highways No. 1 and 4, I'm sure the Minister is aware that this has been a hazardous junction for some years now, and in the last two years we have had fatalities and many accidents at this corner. Now I know the department have taken some steps; they have put up sandbags and painted them and have tried to define the corner, but in my opinion, Mr. Chairman, this is not enough. The approaches to the intersection are high speed on one side of No. 1 and on the other side the vision, especially at night, is not good enough to warn strange drivers when they approach this corner. Perhaps an amber blinking light might be the answer there to slow down the traffic coming from No. 4.

Now, Mr. Chairman, I forget what the answer was to my honourable friend from Gladstone as to whether or not we are to talk about water conservation at this time or not.

MR. WEIR: Suit yourself.

MR. JOHNSTON: Perhaps I will make my few remarks in this regard. The Minister has announced that there's 8 1/2 miles of diversion channel that are going to be dug this year and I'm sure he's aware that there's some concern being shown - and if I may just quote from the Portage Graphic some of the concern expressed by the Portage Council - "Members of the Portage City Council Monday night expressed concern over the effect the New Assiniboine River diversion will have on the operation of the city water treatment plant and on the level at Crescent Lake. The dam for the diversion is being built about 2,000 feet west of the plant and Provincial Engineer Tom Weber told council Monday night the province is spending an extra \$20,000 to enable the city to link its plant to the water at the dam. Mayor Henderson, however,

(MR. JOHNSTON cont'd).... said that then Agriculture Minister Hutton in 1964 had promised council the province would provide a supply of water from the dam structure to the plant, and also the province had also promised to maintain the level of Crescent Lake at its stipulated level. Now it appears that the city itself would have to provide the 2,000-plus feet of piping to get the water from the dam to the plant, and also it appears that the province is no longer guaranteeing the facilities needed to maintain the lake level. Concern was also expressed that the dam would cause a build-up of sand and that this would plug the plant intake."

Now, Mr. Chairman, I hope the Minister can give a clear-cut answer to this problem. If a Minister made a commitment, whether it was verbal or in writing, I believe this commitment should be kept. The previous Minister of Water Conservation had made this commitment. I was on council at the time and the commitment was made verbally, and this in part did satisfy the council at that time. Now there's deep concern that the Minister may say, well there was no signed agreement or we really didn't say that, but the point is that council at that time accepted the Minister's word and believed that this problem would be looked after and I hope that the Minister will bear this in mind when he faces this vexing problem.

MR. PAULLEY: Mr. Chairman, if I may first of all make a suggestion to you in view of the long ringing of the bells this evening due to some event which apparently took place outside of the building - the bells did go until about 10 past 8:00 o'clock or 8 minutes past 8:00 - and I hope the Clerk of the Assembly does not charge us with being in committee from the hour of 8:00 o'clock when we should have commenced this evening's sitting.

Mr. Chairman, may I join with my other colleagues, and particularly my colleague from Ethelbert Plains, when appreciation was expressed on behalf of our group to the services rendered to the Province of Manitoba by Mr. George Collins and the late Jack Griffiths. I'm sure that these two people who are no longer in the department carried out their responsibilities and duties on a very high level and rendered valuable service to the province, and are well worth any praise that can be directed towards them for their services. I would also like to express my personal appreciation to the members of the staff in the department, and indeed too to the Minister, for their courtesies at any time that I have problems that I wish to discuss with them, and their courtesy at all times as well.

It's not my intention, Mr. Chairman, to speak long on the estimates, particularly dealing with highways at this time, but I do want to bring one or two matters to the attention of the Minister that have been indicated to me are matters that should be given consideration. One, Mr. Chairman, is a matter dealing with Highway 59 going north. The approaches to 101, I believe it is, to the north where you swing off to go over the overpass at 4 and Henderson Highway, we need more clearly marked approaches at this particular intersection. There is the channel coming from the west to the east to approach onto Highway 59 to go south. This road is quite frequently -- while there is a "Do Not Enter" sign where the entrance off of 59 is at this particular location, it's not very clearly marked unless it has been changed since this House began its session - I was out there just before the session. It is not very clearly indicated and on a number of occasions I know people have entered into this particular channel against of course the right to do so. Just north of this particular intersection of 59, and I'm pretty sure it's 101, Highway 59 just north of this area is well lit. There is a weigh scale there and one or two pass into the weigh scale and it's well marked and well lit, but when you come to the location of which I speak at the present time, it's very poorly lit and leads to confusion of the traffic on Highway 59 and I would appreciate the Minister taking a look into the situation there.

I want to express my regrets, and I'm sure in this I would be joined by the Honourable Member for Springfield, the regret that there isn't any indication of a further extension of Highway No. 15 going east. For along time the citizens of Transcona and Springfield, together with those down at Elma and adjacent areas, have requested the extension of Highway 15 so that it links up with No. 4 at Rennie. Some progress has been made over the last number of years but I want to express to the Minister the disappointment on the people who have been fighting for this Elma road, we used to call it, to Rennie, that there's been no further extension indicated in the estimates of my honourable friend the Minister of Highways.

I want to just too, Mr. Chairman, deal with the question I think is of growing concern in the Metro area, and it might apply to other areas as well, and that is the increasing number of highway signs and signs of one description and another that are cluttering up our highway at the present time. I think it's almost tantamount to be criminal the number of signs that are - direction signs particularly - that are posted on our Metro streets. We have civil defence

(MR. PAULLEY cont'd). evacuation signs, many of which may I suggest, Mr. Chairman, don't indicate where you're going after you've followed the arrows and are confusing; and then we have Metro signs, and in many cases the Metro signs add to the confusion, I'm sure, of any stranger to the area as they do to the residents as well as to what highway individuals are travelling on, and also conflict in many instances - and this has been mentioned in the City of Winnipeg itself on a number of occasions - conflict with speed signs. I suggest that while I'm sure that some consideration has been given to this matter, that the Minister should take more cognizance than apparently he has as to the growing number of signs. As I say, Mr. Chairman, we have the evacuation signs; we have metro signs designating the respective highways, which still I'm sure are not fully appreciated or understood there, any more than appreciated by the residents of this area, and I am sure that anybody that comes into the Metro area from outside could not be able to follow the so-called Metro route signs to arrive at any particular area to which they wished to go. And then as I say, we have our speed signs on top of that and now by jiminy christmas, with the increase in the radar provisions it seems to me now that every municipality is endeavouring to compete with each other in I presume the apprehension of traffic violators. They are all going into radar and now in addition to the signs that I have mentioned, there are new signs "Radar Control Here" and Watch out Buster, the eye is upon you and all this sort of balderdash.

I suggest to my friend the Minister, Mr. Chairman that he take a good look at the increasing number of signs of all descriptions that are being erected, particularly in the Metro area. Now it is my understanding that he has the control over the erection of signs. There may be some that are conflicting because they are partially Metro, partially Provincial, however, I think that there should be - if the Minister isn't responsible for the posting of the signs on some of these streets - and I am sure that he is aware of them in the Metro area - he at least should make representation to Metro if they have the jurisdiction, to eliminate many of them. And if there seems to be a conflict of jurisdiction may I respectfully suggest, Mr. Chairman, that it's time that somebody was given the sole jurisdiction over the erection of signs so that we knew exactly where we were going and that one agency or jurisdiction wasn't putting up signs to the detriment of the other one.

One other point dealing with signs, Mr. Chairman, I would like to draw to the attention of the Minister -- and I well recall our late good friend, the former Lieutenant-Governor, Mr. Willis, when he was over on this side of the House in opposition, he used to chastize the then-government because of the lack of mileage signs and highway signs out in the province. I think there is an area here -- first of all of course, Mr. Chairman, I said let's get some signs down, now I'm reversing that and this might be typical -- let's put some up, indicating more distances between points on the road maps, particularly the major centers of the province.

So as I say, Mr. Chairman, as I started out, I express my appreciation to the Department and its staff for what they have done and I suggest to the Minister that he might consider the points that I raise at this time respecting Highway 59 north and also the number of signs on our highways.

MR. CHAIRMAN: I think before we proceed I should say to the Honourable Leader of the NDP that the clerk has made an adjustment of 10 minutes from the time in committee. . .

MR. PAULLEY: Well that's fine, Mr. Chairman. Of course, my obvious reference to it was so that the records shows that the bell rang for 15 minutes, in total, or an additional 10 minutes this evening.

MR. CHAIRMAN: The Honourable Member for Emerson.

MR. JOHN P. TANCHAK (Emerson): Mr. Chairman, I'm not going to be very long. As usual I'll try to be brief. A few complaints I have, maybe a few compliments this time too, but a few complaints anyway seems to be the order of the day. I notice that the powers feel that the Minister has broad shoulders because they've piled another department - not another department but another responsibility on his shoulders and I don't envy him the job. And I'm referring to water conservation, drainage problems, which is quite a problem in the Province of Manitoba and I'm sure that when the Minister gets around the province, especially in my area, he will agree with me that this problem is one of the greatest problems that the farmers have to cope with in south-eastern and southern Manitoba. It's long overdue.

The Highways and Water Conservation and Drainage are under one department at this time. I think that's the way it should be because I've always felt that these two departments complement each other and I'm sure the Honourable Minister of Agriculture is happy that he hasn't got that branch in his grasp now because I realize that Agriculture is a full-time job

(MR. TANCHAK cont'd)... anyway for one Minister. As I said, the two branches complement each other. We know that there's certain problems that the engineers have to decide upon, field work and so on, and simultaneously probably the engineers going out into an area could settle the problems of drainage as well as the problems of highways. In the past I've had that experience in my own constituency where the highway engineers came out to survey some right-of-way and at the same time water problems cropped up and they would say they had nothing to do with that, that's another department, and maybe the very next day another group of engineers would come up to check on drainage where this highway goes through. Originally before this government took over, I know that these two branches were in one department, namely Public Works Department, and I'm happy that the government now at last has acknowledged the wisdom of the former practice.

Now in the last few years the government has been preaching and so has the news media, have been preaching -- the government about themselves and the news media that this government is great great road builders. Now if this were true that they're such great road builders, after 10 years of the Roblin Government, Manitoba should have had roads, highways, second to none. But I'm sorry to say that the people of Manitoba, except maybe for a few areas, people who vote say around Cypress and maybe around Gimli where they say they have wonderful roads, I'm sorry to say that many, many people, the majority of the people out in the country, the majority of the people are still eating and breathing dust -- and I'm using the words of the Minister of Education. He said in the past people had to eat and breathe dust. And I know the Minister agrees with me that there are a great number of people in the Province of Manitoba that have to eat and breathe dust because there are not proper roads in the Province of Manitoba. They're still bumping, as was formerly said, over 19th century roads, and after 10 years of this administration we should have come closer to the 20th century roads than we have at the present time. And I'm not blaming the present Minister. He hasn't had this job on his hands for very long. I know he is trying. Probably the finances will not permit him to make as good roads or as many roads in as many areas as he would like to and we all realize that, but still I would say that this is a misconception that this government is great road builders. And if we turn to some of the government graphs we'll see that it'll justify what I am accusing the government of, because if you look at those graphs we notice that the number of miles of roads that were built each year, above the year before, was about an increase of 15 percent progressively, all the way back from 1955 -- if you look at that graph you'll notice that it's up about 15 percent every year, with the exception of one or two years when it was almost at a standstill. I will admit that there are more roads being built but so are many more roads built throughout the whole of Canada. But the title of "great road builders" I completely reject because I think more could be done in many areas.

Now there's one question that's always being asked, especially in unorganized areas or disorganized municipalities. In my area, my division accepted this new single school division concept; in the past they had school districts who took care of district roads. Now they're coming out with: Who's going to think of our roads? There's no municipality; the municipality can't take care of those roads. Who is going to do that? In the past they suggested and they asked the tax collector to levy. Who is going to do it? And probably in some areas that's why this referendum was turned down because I hear from other places -- I had even a phone call from the constituency of the Honourable Member from Morris today -- and he told me one of the reasons why it was turned down. He said the government starts this program from the chimney and works down. He says we are not ready in most of those areas to accept these roads for the transportation that will be required. Why weren't the roads built first? Why didn't the government tell us what's going to happen to the roads before we accept this single-district school concept. So I would like the Minister to answer that: Who's going to take care of those roads and how they're going to be paid for -- whether it will be levied on the different districts or will it be provincial?

Now I wasn't going to touch on this at all. This has to do with conservation but the Minister signified before that he'd rather have it now, if I'm right. He touched on it so I think while I'm on my feet I might as well say a few words on drainage. I mentioned drainage already. It's practically the number one problem in many areas in the Province of Manitoba as it was in the Interlake. Now ARDA is more or less taking care of that in conjunction with the Province of Manitoba; but in many areas drainage is far, far behind. It's much worse than the highway situation. We know that the spring floods even in the Red River basin pose a very serious problem and the government I don't think has completely solved the problem yet.

(MR. TANCHAK cont'd). . . . There was reference made yesterday by the Minister what's going to be done for these towns and I'll come to this later. As far as Winnipeg is concerned I presume that once the floodway is completed, this problem may be to a certain extent solved.

Now, but as serious as these spring floods are, every spring, after the floods have receded, in my opinion I would say that the threat of the floods caused by heavy rains are more serious to the farmers, more serious to the production than the spring floods in the Red River Valley, because after the water has receded the farmers get out in their field, they seed their grain. What happens afterwards? It may rain very heavily and the present drainage system is not adequate to take care of the problems of these farmers and their losses are much greater because they lose whatever grain has come up, seeded acreage and so on, that is lost.

In Franklin municipality alone, about - I have it here - about half of the seeded acreage was lost and not on account of spring floods but on account of the floods from the rain and that was very serious. And I know the adjacent municipality of Montcalm, part of which is in my constituency, I asked them to tell me about how many acres they estimated were lost due to spring floods and they told me it was over 33,000 acres that they lost of seeded crop due to floods from the serious rains. So in their opinion the damage is far greater than the damage caused during the spring floods. Not that they don't want protection from that but this damage is more serious. And even farther east which the Red River has nothing to do with, but the drainage is very poor. Around the district of Piney and Sprague this year about half of the seeded acreage was lost on account of very very poor drainage. Stuartburn disorganized municipality practically sustained 100 percent loss, because drainage is very very poor in that area.

Now this government claims that it has a drainage policy of some kind. Now if there is one the government is not putting it into practice because practically nothing has been done. Very little - a little patchwork here and there, especially in southeastern Manitoba. And now I could come right back to what the Honourable the present Provincial Treasurer had promised in that. Now he'll quote me before I do, I'm sure. This happened at Vita. He did promise those people better drainage - proper drainage, yes - he says we're not going to - he knows, the Minister will know what I am referring to - we're not going to drown Saul, save Saul and drown Paul, we'll give you good drainage. And that was ten years ago, ten years ago of broken promises.

MR. EVANS: When did I say that?

MR. TANCHAK: I mention that every year and the Minister has forgotten, he has objected to that.

MR. EVANS: I never said it.

MR. TANCHAK: Well, does the Minister want me to bring the tape recorder? We had one speech tape recorded.

MR. EVANS: You'd better back up your statements.

MR. TANCHAK: So this is a promise made to the people ten years ago and the promise has not been kept.

MR. EVANS: You prove it.

MR. TANCHAK: It has not been kept, it's been broken every year since then. So I would implore the Minister to look into that because this causes a lot of damage to the people of the Province of Manitoba.

Now, the existing drains are in poor shape. They are not being maintained properly and in many instances new drainages had to be made. Now at the same time I wouldn't say that we should just take that water and rush it into the river, and I'm sure that with the staff, its engineers and so on, and with the co-operation of the Water Control and Conservation Board, some kind of a plan could be developed whereby a system of wet or dry dams could be instituted to control the water at its peak flows and maybe in the spring the same dams could be used to hold back the water when there's spring floods, if that is feasible, but something definitely must be done. These people can not be expected, or should not be expected to pay or to sustain all these losses year after year. Some of them feel that they shouldn't even try to work their land any more, because instead of drainage being improved, the drainage is worse than ever.

Now I'll come back to the highways. I noticed this year that the Honourable Minister didn't completely neglect Emerson constituency and I wish to thank the Minister for considering that little bit. I notice that after long last, after I have been asking the Minister, this one and the former Minister, to do something about the Morden-Sprague, I notice that at long last there will be something close to 6 1/2 miles of black surfacing from Letellier going west to No. 200

March 16, 1967

(MR. TANCHAK cont'd)..... which is at Dominion City. I hope that this is just a start and next year will continue, because although the people of Dominion City will appreciate that, they always tell me that the traffic - maybe your traffic count tells you differently - but they tell me that they draw most of their business from the east and they only use the road going west when they go to the city and so on, but most of the traffic is from the east towards Dominion City. That's where they draw most of their business, and even as far as Vita, and they certainly would like to see the extension of this black surfacing - asphalt surfacing - farther east. I hope that this is just the start and next year we'll have more work done on this highway. I may have a few questions to ask later, but these are the two points I wanted to bring up at this time.

MR. CHAIRMAN: The Member for Rhineland.

MR. JACOB M. FROESE (Rhineland): Mr. Chairman, I too would like to make a few comments in connection with the Highways Department. First of all, I would like to thank the government for the work they did on Highway 32 last year and we certainly have a much improved road now. The people really appreciate Highway 32 which goes from the U.S. border to just past the Town of Winkler connecting Highway 14, and certainly I would like to have this on record that we are thanking the Minister for looking after this road the way he did.

But I think at the same time we would appreciate it if we got a little more service at the same time. I have repeatedly, in other years I have asked for some improvement to Highway 14A which is a connecting road between the U.S. border at Gretna and Highway 14 at Rosenfeld. This is one of those roads where you just have one bump after another, it's just bumpy all the way, especially so during the winter time. There is a lot of heavy traffic on this road because of the two centres -- as Gretna and Altona both are located on this highway. And then, too, it's a border crossing at Gretna where many people cross the border and come into Canada and use this particular Highway 14A. Then, too, there is a considerable amount of heavy hauling because the oil extraction plant at Altona imports the major share of all the beans that are crushed in that plant in Altona, so that you have a lot of heavy traffic on this particular road and I feel that this road is really deserving of some attention. I think it needs widening and given shoulders to the road, and then probably resurfacing it. I hope that the Minister finds some way to probably bring it in this year yet, or at least as at an early a date as possible, because these people have been holding out for a number of years for some improvement on this road and they would certainly appreciate something being done.

Naturally, we're also looking for other road improvements on the provincial roads. I think more gravel is needed because this Rhineland area, especially the eastern part of the constituency, has very heavy soil and therefore I think needs more gravel than other provincial roads do and needs more attention as a result. We haven't had a detailed program on that nature on the provincial roads, but certainly we look forward to getting assistance in that regard. I know we were in to see the Minister last summer, I think on two occasions, and we've had some dust-proofing on this road and I think it has worked very well. The people at least in these villages where you have these public roads running through certainly appreciate getting this dust-proofing. It has done wonders and I think more of this could be done and would certainly be of great benefit to the people concerned who live in these small villages and who have this dust problem.

I note that there will be considerable work done on other roads. I note here Highway No. 23 is getting a lot of hard surfacing and even concrete. I note that Highway 13 which is running north of No. 3 north of Carman - and this is a good connecting road that is used by many of our people in the south when they try to reach No. 1 - and certainly this will be a big asset to the province when this road is completed and hard surfaced. I think the mileage given here will complete that section of the road that needs hard surfacing, so that even if this is not in my constituency, in our particular part of the country, nevertheless I think this is a road that needed attention and is now getting this service, so I think it is worthwhile to see that we're getting these roads improved.

I also note that there is going to be some construction on the bridge at St. Jean. Are they going to re-route the highway there or are they going to - what is the situation there? Are they replacing the present bridge on the Plum Coulee river? I note that every spring part of this bridge is blocked off and that you can only have one lane of traffic. Is this the reason that it's being replaced or just what is the situation there. I think that I would appreciate getting some information in that regard.

Now, turning to the other matter of drainage and drains, I know the Minister outlined some of the work that would be taking place in connection with the Floodway, the Portage

(MR. FROESE cont'd)... Diversion and the Shellmouth Dam, but I would be interested in knowing a little more of the work that will be performed on the upper half of the channel from Plum Coulee west. I think this is most urgent because in this area we have so much erosion taking place year after year by water, and as a result we also have heavy losses. This last year in particular we saw very heavy crop loss in the Coulee-Horndean area, of which the Minister is well aware, and I also hope that some work will be done on the tributary channels leading into the Hespeler in this Horndean area because people suffered great losses and this can happen again. I think with very little cost we could certainly make large improvements here and I hope the Minister sees fit that something will be done in this particular area.

I do hope that we get a more detailed list in connection with the work that will be done on the various drains and channels so that we can report back to the various councils and people who are concerned with this matter.

Then one further item that I am interested in and would like to get a report on has to do with the Pembilier Dam. Very little has been said this last while on this particular project. This is one that involves the International Joint Commission. They call hearings at certain times and I would like to know just what is happening. Is everything at a standstill or are we making progress? What's needed? Whose action is needed, and also what plan has been adopted, because at that time when they met - this is I think two years ago - they had three or four courses that were open to them. There was Plan 1 that I think involved just one dam south of the border; Plan 2 I think involved two dams, one south and one north of the border; and so on. Which one of these plans, if one has been adopted, which one has been adopted? And also, have any plans been made as to having the work done in the near future, and so on.

I note that a meeting was held in my area back home not too long ago in connection with irrigation. Quite a number of the farmers attended this meeting and there was definitely interest shown in this matter. So certainly if he can give us any light as to what is happening it will be appreciated, and I would certainly be in a position then to inform the people back home. So if he can give us any further information on these items that I've mentioned, it would be very much appreciated.

MR. CHAIRMAN: The Honourable Member for Burrows.

MR. BEN HANUSCHAK (Burrows): Mr. Chairman, in examining the schedules or the list of highways scheduled on which work is to commence this year, I notice that there are about 200 miles of highway that is to be either reconstructed or widened. Some of the construction jobs listed here appear to be within areas wherein I can recall the existing highway having been constructed five, six or seven years ago. Now I'm wondering, Mr. Chairman, whether it is not possible to predict with a greater degree of accuracy the type of highway that should be built and thus eliminate the expense, which undoubtedly leads to duplication of expense in having to widen the highway before the highway has outlived its usefulness.

And speaking of the lifetime of the highway, here again, Mr. Chairman, could the Honourable Minister inform us whether he is quite convinced that the best road construction methods and techniques are being used in the Province of Manitoba. Is it not possible in some way or another to extend the lifetime of a highway? This is a major item in our budget. I notice that the road and bridge construction items account for well over 10 percent of the total budget of the Province of Manitoba.

Another point, Mr. Chairman, is the marking, the numbering of the provincial roads. If you would examine a road map of the Province of Manitoba, the numbers of the provincial roads are up in the hundreds - two hundreds and so forth - and for the life of me I can not see any pattern of any system to the numbering. You'll have road 356 and the one running parallel to it may be in the five hundreds and that sort of thing. Is it not possible to devise some numbering system that would enable a person, simply by the number of the road, to get an approximate idea of the general location of the road. For example - well, these roads by and large follow section lines, be it from east to west or from north to south. Is it not possible to start numbering these roads from the American boundary and going north, one, two, three up as far as they go, and they certainly would not go any higher than the present numbers that are used. The same could be true of the north-south provincial roads, and there the principal meridian could be used as your base line and they could be shown as being east or west of the principal meridian.

Two other points, Mr. Chairman: one is, would it be possible to arrange with the police stations in the various towns of Manitoba - and I'm thinking of the police for this reason that they have someone on call 24 hours a day to answer the telephone - use the police stations to

(MR. HANUSCHAK cont'd)... receive reports on road and weather conditions within their locality, perhaps for a 50 or 100 mile radius, and any traveller coming through the province runs into a storm, all he need do is stop at the nearest phone, phone the nearest police station and someone there would be able to advise him on the road conditions farther down the highway. I remember last spring I had occasion to make this type of call and I phoned the police station some 40 or 50 miles away and all that the police officer there was able to tell me was that it was snowing. He didn't know how widespread the nowstorm was, but he knew upon looking out his office window, he saw snowflakes falling and that was all that he knew as to how widespread the storm was.

And lastly, Mr. Chairman, could the Honourable Minister explain to the House some of the figures shown in his report, particularly on Page 36. There are two items there totalling about a quarter million dollars for the purchase of right-of-way. A \$117,000 item, Gonor at Provincial Trunk highway No. 4; and the other, \$141,000 - again apparently along Highway 59 between Lyle Avenue and Provincial Trunk Highway No. 101. Do these figures represent the net cost to the province? What I mean here, I appreciate that frequently more land has to be bought than what eventually is used for highway construction purposes and the excess may be re-sold. In other words, do these figures represent the net cost to the province of the land used for the construction of those portions of Manitoba highways or are they the total cost with the likelihood of recovering some of these amounts by way of resale of the property?

MR. WALLY MCKENZIE (Roblin): Mr. Chairman, in going through the estimates of this department, I think it's only fair that somebody on the government side congratulate the Minister whose salary was at stake in the Legislature here today. I dare say he's worth every cent of it and more for the work he's done in my constituency, and I congratulate him and I congratulate the staff in his department. I congratulate the engineering services that this department is providing to the municipalities in my constituency.

I would also apologize at this time to my good friend the Leader of the New Democratic Party for our delay this evening but I think the Honourable Member from Lakeside will reiterate my sentiments when I say that the lamb chops were out of this world and we just couldn't leave them. I'm sorry, Sir. --(Interjection)-- I can't vouch for that.

In reviewing the estimates that are before us tonight, Mr. Chairman, I'm not going to pull out the crying towel because I see that the money isn't going to be spent this year in my constituency, outside of one bridge on the Assiniboine River west of Roblin. However, this is one of the things today that we're tightening up our belts a little bit for some of the money problems that the province is encountering and we are for it one hundred percent.

I would also, before going ahead, like to bring to the Minister's attention a few little things that I don't think are going to be too costly, and if you'll refer to the map, the highway map of the province, may I suggest that Highway 83 be marked dually with No. 10 from Swan River to Lynn Lake and on to Thompson, or if the department won't buy that, let's mark it dually from Swan River to Simonhouse and then call it 83 from Simonhouse to Thompson. I've been quite active in the Highway 83 Association. This came up at our convention last year and I think the department should take a close look at this, and then we'll be able to bring our American friends from the Gulf of Mexico to Thompson. Wouldn't that be fabulous?

I do sympathize with the sentiments that were expressed this evening by the Honourable Member from Emerson, but I can't go along with him when he says that the single division system was defeated due to the fact of roads. I dare say if any constituency needs an analysis of the road program as far as the single division system is concerned, it's needed in my constituency. The school division passed there and you can't charge it to a road program. But I dare say the time is here, Mr. Chairman, when the Department of Education and the Department of Highways should sit down and analyze the problems that are going to be encountered with travel in our school divisions. Our municipalities, I dare say, are comparable to most in the province, in my constituency, but we do need a look at the costs that are going to be involved where the single division is involved.

I thank the Minister and his department for the construction of the Silver Creek Dam in my constituency which became a reality last year, and the constituents are most grateful for the manner in which this work was done. I hope that the Minister and his staff will assist me to promote and construct the Pleasant Valley Dam which is of great importance to the constituents south of Grandview in my area. This is where some of the finer herds of show cattle in our province are involved and a water shortage is encountered in the winter months, but if they will take care of the construction of the Pleasant Valley Dam, assisted by PFRA, I think

(MR. McKENZIE cont'd). . . . we can handle this matter to the satisfaction of those cattlemen.

There is another matter which I brought to the attention of the Legislature on the Tourism and Recreational estimates, and that is the one, if you'll refer to the map, of arranging for the construction of a road from No. 366 from Grandview south to Rossburn through the Riding Mountain National Park. I hope the Minister and his staff will assist the Chambers of Commerce of Grandview and Rossburn and the people who are directly affected with the planning and the construction of this road. This I think is very vital to the area for many reasons which I don't need to relate to you here tonight.

The other matter, in closing, Mr. Chairman, is the one from Grandview north to the Duck Mountain National Park which has become a heavily travelled road in the summer months and the dust problem is one that has created many small accidents - nothing of a grave nature - but I wish the department would take a look at this road and assist the local municipality with controlling the dust problem there. Thank you, Mr. Chairman.

MR. CLEMENT: This question is for the record. I'm sure when the Honourable Member for Roblin mentioned the Silver Creek Dam, he meant in fact the Shellmouth Dam.

MR. McKENZIE: No, the Silver Creek Dam is north of Grandview. This is a project that was completed last fall.

MR. DOERN: Mr. Chairman, I just wanted to add a comment on one point which was raised by my Leader and has been raised previously by the Honourable Member for Inkster, and this is a question of highway signs. I hope that the Minister considers either consulting with the Metropolitan government, or government of Metro Winnipeg, or perhaps going so far as to order a change in this question of route signs, because I think this numbering system they have is absolutely ridiculous. They are using route signs like No. 40 and No. 50 and No. 60, and I think if a driver is not alert --(Interjection)-- yes, if a driver is not alert - or maybe just in the Metro area - if a driver is not alert as he's going down the street, he can easily mistake this for a traffic -- pardon me, a miles per hour sign.

Now we're always thinking about tourists and we're thinking about the Pan-American Games, and I think American tourists who are coming into this area are going to be going the wrong speed in addition to our own people, so I just would like to re-emphasize this point. I think there should possibly be a provincial policy or at least some consultation with the Metro planners because they are doing some tremendous long-range planning that is very impressive, but I think they really "goofed" on this item.

MR. CHAIRMAN: The Member for Turtle Mountain.

MR. DOW: Mr. Chairman, I would first like to associate myself with the Minister's remarks with regards to his praise of two civil servants who have left the service in the past year, one in particular, Mr. Collins, who has extended his work beyond the line of duty in his department and assisting various other Public Works throughout Manitoba. He is deserving of all the praise of the Minister and I would like to be associated with his remarks in these comments.

Over the years, the Minister will agree with me that he and I didn't see too closely in regards to some particular highways, and while we didn't get to the point of being vehement in our comments, we did have some altercations. But I am pleased, and would like to express my appreciation to the Minister and the government on the fact that in this particular constituency that all the PTH highways, when the completion of the work is done on the order sheet, will be completed in Turtle Mountain constituency. This will give approximately - if my figures are right - something like 150 to 175 miles of blacktop highway looking after the various traffic in that part of the country, and I can express my appreciation on behalf of the constituents for this work.

But there are one or two problems, Mr. Chairman, and in both instances I can't blame the Minister or his department. Number one, I would like to bring out - he mentioned last night in his opening remarks in regards to highway signals, electrified signals, that we have one on No. 10 Highway, and here again I would like to point out that No. 10 Highway is the second highway in Manitoba bringing tourists into Manitoba. There's more traffic coming from the southern States, southern portions of the States into Manitoba than any other highway outside of 75, but 16 miles north - and this is no fault of the highways, this is no fault of the community in which it's in - it was an arbitrary decision made by the Transport Board to set up signals within a town limit and the signals they put up there are the fast train signals or the type of electrified signals that a train must be moving and they're activated.

Now in this particular instance it's impossible - the trains don't move that fast; they

(MR. DOW cont'd)..... come into the community and they stop. When they come in they activate the signals, and to my knowledge, in the extreme case they will blink their lights and ring their bells for as much as an hour to an hour and a quarter, necessitating the police to go out and put these people through the red lights which is contrary to the law. Now this has gone on for the last several years. It has been taken up and the police have overlooked it because it's a condition that's there, but we do have the fact of the transient tourist, or particularly the American tourist, who is trying to obey the law and he is held up there unnecessarily unless the police are there to put him through. I would like the Minister to take this into consideration and see if he can't do something with it, because I feel myself I would like to take a bulldozer some day and put a chain on it and pull them down. That would be more service to the traveling public than anything else I know.

The other one I would like to bring up, Mr. Chairman - and here again I can't blame the Minister but I can blame the Department of Public Works - it goes back some years. The problem has become more acute in the last few years because the engineers looking through transits decided they could run water uphill and this doesn't work out. So it has created a flooding condition in a certain area and it wouldn't be a big problem to rectify and bring the water back to where it should go. It has created a concern and I am under the impression now that certain moves have been made and I would like the Minister, if he would, to continue this and see if it couldn't be rectified.

The only other point I have, Mr. Chairman, is some concern was expressed on the finishing of Highway 18. There were certain delays in the hard-topping and base material in this highway from No. 3 to 23. There's some concern and I would like the Minister to assure the House, or me particularly, that this highway will stand up. There's been some concern that material that was - let's say not standard - was finally put into this highway and I think this would be -- well, if he doesn't know, he might check into it and assure us that this will stand up under the conditions of travel in Manitoba.

Again, I would like to say to the Minister, thanks very much for what you have put into Turtle Mountain. The people appreciate it very much.

MR. EARL DAWSON (Hamiota): Mr. Chairman, I'm not going to delay the debate any longer, I just want to ask two questions.

MR. CHAIRMAN: The Member for Hamiota.

MR. DAWSON: Sorry, Mr. Chairman. The two questions were: No. 1, Highway 250 leading out of Rivers, you probably recall last year was - not highway, it's -- what do you call them? --(Interjection)-- Provincial road.

MR. WEIR: What number?

MR. DAWSON: 250, I think it's numbered. Municipal road - I am told - that leads out of Rivers was torn up for about three miles last year; couldn't be repaired, I notice, or I did not notice in the estimates where this is covered to be re-done in the coming year. And then Highway 24 - as you know, you had a large delegation come to see you early in this year about Highway 24. I have had a number of letters from them too and they wish to see something done to this highway in the way of black-topping and I certainly sympathize with them. It's a wonderful road but it certainly needs the black-topping, and I wondered if you would, when you are answering questions, if you would answer those two for me, please.

..... continued on next page

MR. WEIR: Mr. Chairman, if that is the comments for the moment, maybe I could attempt to reply to some of them at least. Before I start on that, I think that I would like to go on record as extending the appreciation of the departmental officials for the quite kind things I believe that have been said about them in the House since we started discussing the estimates, from all sides of the House. I think that there's probably no better means to seek continued good work from public people than to acknowledge the appreciation that can be shown when good work is done, and I think that this has been achieved by members of the House tonight. There's been fault to find and I think probably it's my responsibility to accept that and to allow the credit to go where it rightfully belongs to the people that do the work.

Probably in going through the list of things that are here, I could deal individually, if that were desirable, with each and every request that has been made by number of road as far as priority and scheduling is concerned.

My experience in the House has shown me that really there is no difference in opinion between myself and any other elected representative as far as the roads are concerned in the province. The only difficulty we run into every once in a while is that of scheduling. The Honourable Member for Turtle Mountain and I, I think basically the difficulties that we've had in the past have been those of scheduling and I think this is probably true for the most part with the members of the House. I can assure you that schedules and priorities are not the easiest thing in the world to establish with all of the needs, and even beyond needs I guess to desires, because I think we as Manitobans our tastes are getting better. I can remember a few years ago when I was on a local council when one of the things that used to be said was, "Walter, what's chances of a little gravel?", and it's so seldom now that Walter hears of a request for a little gravel. We've heard it tonight from the Honourable Member for Rhineland and a very good reason for it, a very good reason for it, because he comes from a part of Manitoba, and he's not alone, the Honourable Member from Morris and others in that area are in the same boat, where gravel has always been short and getting shorter, because pits are wearing out and the hauls are becoming longer and the cost is going up and it becomes all the more necessary for us to attempt to find some means of holding the gravel on the roads. Experiments are being carried out on some stretches again this year to see if we can't make some more headway in that regard.

The Honourable Member for Birtle-Russell mentioned No. 45 Highway, I'll mention that one in particular. He mentioned the check at his end of No. 45 Highway. I can assure him that it's almost in the same boat as the check at the other end of No. 45 Highway which is in a constituency that I'm quite fond of, and really ended up with about the same treatment. They were both in the road program and neither one of them got that black treatment that we were contemplating last year, but hopefully when this fall comes they'll both have received that same treatment.

No. 4 from Russell west to complete that link is as desirable - I can't argue with any of the points he made, it's very desirable, and I hope that priority can be established for it in the very near future.

I can't really agree with the statement he makes about the terrible difference that there is between Manitoba roads and Saskatchewan roads. I really believe that it all depends on which road you're on. It may well be true about No. 4 that he talks about, but my guess is that if you go to some of the other roads as they meet that we have roads that are superior to theirs. I think the same thing applies where roads at the south meet roads of our neighbouring States. It boils down to the fact that our scheduling can't always coincide with building a brand new road in the same location at the same time; one that's built earlier does depreciate and start to wear out and so on. The impression that has been made on No. 4 Highway as a gravel road in the last few years is I think something worthwhile within the area; it has hopefully beat the slippage problem that we have experienced on the banks of the Assiniboine River over a period of years and we certainly hope that that sort of thing has gone.

The Honourable Member for Birtle-Russell talks about the estimates and the monies in the estimates. He talked about the reduction in Item No. 4, from 2,508 to 2,304. I would ask him to look up to No. 3 just above it which shows the increases in the area from 13 to 15 which represents items that have been put in the other appropriation that in the year before were found in the one at the bottom, so that by and large you've got a saw-off in the expenditures in those two items.

We talk about the games that are being played with the expenditures and the estimates and the 11.1 million that shows up opposite the Red River Valley and the Assiniboine River and the

(MR. WEIR, cont'd) Seine River projects. The answer to that is quite simple in that the matching funds to the column on the left-hand side will be found this year in the Capital Estimates because the monies that are intended for those works are to be borrowed monies this year instead of monies out of current account and the honourable member will probably recall that this was referred to in the Budget Address by the Honourable the Provincial Treasurer at that time.

He indicates that he's been away for a while and that things have changed. I suggest probably things maybe haven't changed all that much. Maybe the honourable member has the odd lapse of memory about how things used to be and it'll take him a little while to catch up, that when departments change and budgeting changes that usually these things catch up with themselves as they go along.

He and the Honourable Member for Gladstone both spoke about the revenues as opposed to the expenditures, and the only answer to that is that it's true, absolutely true that the revenues and the expenditures on roads don't necessarily meet. Revenues from user taxes are not dedicated funds; they're funds to the consolidated revenue and in any one year may be up or may be down. In the last few years there's been assistance from the road users compensating the general revenues of the government. There have been years when it's been the other way around when the general revenues have assisted in the construction and the maintenance of roads. So I don't propose to get into any long-winded argument on that; the facts are there; the estimates of revenue are on the one side, and the estimates of expenditure are in the other; they're not dedicated funds and are hopefully all going for the betterment of the people in Manitoba.

The distribution of funds between departments and as far as fighting for highways, I think that I can admit to attempting to put forth a favorable picture as far as highways are concerned in the Province of Manitoba, but I must admit to having an open mind in getting with my colleagues and attempting to distribute the revenues that we have along with the expenditures where they will do the most good. From time to time I am sure we're going to disagree as to what the distribution should be. As long as nobody takes the opinion that we're not attempting to do what is right even though they may not agree that we are correct, it boils down to the fact that we may have differences of opinion in the priorities that we have there.

He talks about the good highways for tourism and there isn't a doubt in the world that this is a very necessary thing. I don't believe in really going back and talking dollars and holding post mortems over dollars and roads unless somebody wants to tangle about it.

It has been mentioned by one honourable member - I've forgotten which one - about the funds that were spent in 1961, '62 and '63. I disagree with the figures that were being used and if I was to attempt to argue it I think that I could do so. I don't know where he got his figures but they're not the same set of figures that I use. Along that line the only thing I can say about the development of the road program - where to establish a network - a trunk highway network first of all and then a provincial road network that is complementary to the trunk highway network. We have set out to attempt to connect all of our traffic generators in the Province of Manitoba on a north-south and an east-west basis so that the economic and the social and all of those benefits that there are to people can best be looked after. We've attempted to take within the provincial network of one kind or another the roads that we feel can attract to it the growth of traffic. We hope that by attempting to influence traffic onto the provincial roads and the provincial trunk highways that we will be able to concentrate the dollars that we do spend on highways on to as few miles as possible so that we will be able to develop the best standards of roads that we can over a period of years, handling the greatest number of traffic taking the "sheep" flow - if you don't mind me using that term - that used to exist over the main market roads system in taking several various routes from one small community to another in the normal economic means of moving about the province.

It was the member for Ethelbert Plains I believe, that was using the figures that I was quoting, the 11, 12, 13, \$14 million for '61, '62 and '63. I say I'm not going to argue that point. I think I'll just pass it by for the time being. He spoke about No. 20 from Winnipegosis to Cowan and the calcium that was planned for last year, and it's true - it's true that calcium was planned for that road last year and the reason it was called off was at the request of the people of Winnipegosis who did not care to have the calcium application.

In the not too distant past, I've met with a delegation of people from that area and it hasn't arrived yet, but I wouldn't be surprised if since having an opportunity to sit down and discuss the benefits of calcium in the area, the people in that community will not change their

(MR. WEIR, cont'd) mind and think this is probably the next logical step that might be taken in that field.

He spoke about the project information signs and what they were actually advertising whether it was me, or whether it was the project information as far as dollars and cents are concerned. Mr. Chairman, all I can say is that if you have a staff like I have that are able to bring forth arguments, bring forth sentiments that have been represented here this evening, I don't need my name particularly on bill boards; I'm quite prepared to represent the image that the Department of Highways has in the Province of Manitoba and develop that as my image. But I do think from some of the other requests that have been made that the education of letting people and members themselves know what the cost of some of these projects are, is serving a very good purpose. I think that maybe from some of the requests that we hear that it mightn't hurt to have some of the honourable members add some of the bills that are being suggested for development over the Province of Manitoba and that they do serve their own purpose in that field.

He mentioned the cost differential between two stretches of road, both west of Dauphin and No. 5 Highway. I think probably there's two reasons for it; one is the difference in quantity. It makes quite a difference if you are laying a new surface on top of an old surface you have the stability of the bottom surface to act as a base which tends to change the quantities as opposed to the placing of a pavement on an ordinary brand new grade. And the other thing of course was that one was done one year, another one was done the following year and increases in costs were certainly evident between the two years' work, not just on that job but on others throughout the province.

He talked about the delay and I think it's also true that there will be a delay in the completion of it. It's beyond the control of the Department. The contract has been let. There is a liquidated damages clause within the contract and if the contractor goes over - which I really don't believe he has yet, but before he's completed he likely will - he will be assessed liquidated damages for the period of time that he is over the contract and really this boils down to being about the only control, the only control that we can exercise in the department for the completion of jobs as they come up.

He talked about 'yield' signs on provincial roads and this is something that interests me. I'm watching with interest the use of yield signs in various areas because strange as it may seem, the experience that I've been able to sort out, and it seems to be the opinion within the departments, is the people that really require the stop sign and not the yield sign, are the local people; the local people that go around the corner each and every day. They have a tendency, even with the stop sign, to sneak around the corner. They get in the habit of doing it day after day and it's the local people that we want to keep from being in accidents and being killed the same way. We, yet, from the experience that there is in the Province of Manitoba are not prepared to have a "wholesale" - and I mean wholesale policy of yield signs on provincial roads and provincial trunk highways. We feel that at the moment that the best policy is to define a right-of-way so that all-comers know where the right-of-way is without any question of doubt and make it stick. Now there are experiments going on; there are yield lanes being put in on trunk highways; there is every effort being made to attempt to gradually move to where it becomes easier to manoeuvre changes in directions, at intersections, but a wholesale change in this policy we don't feel would be in the interests of the motoring public at the present time.

Two or three - well the Honourable Member for Ethelbert and the Honourable Member for Burrows both mentioned numbering. Several have mentioned signs in general but the numbering of the provincial road system has proved to be a bit of a problem. By and large there's only one pattern that I can tell you that has tried to be developed and that is the odd numbers tend to go east and west, but some of them jog and there's the odd stretch of it that they go north and south too because all of these roads don't run in the same direction all the way across the province. The even numbers tend to go north and south. It's very difficult when you get roads that are running most of the way across the province either up or down, to know when you're talking about any particular road what part of the province it's associated it. Efforts were made to try and tie it down to our district boundaries and down to this that and the other thing with regard to one or two or three numbers. We haven't been altogether successful.

MR. PETURSSON: Would the Honourable Minister permit a question?

MR. WEIR: Certainly

MR. PETURSSON: It has to do with what the Member for Elmwood was talking about,

(MR. PETURSSON, cont'd the numbering of routes in the Metropolitan area. They are supposed to do even numbers and odd numbers either east or west -- east and west and north and south, but do they fit in with the provincial highway numbering in any way at all or are they simply inside the Metropolitan area? I've travelled up and down the streets and I've seen these numbers, Metro route, and they mean absolutely nothing to me. I don't know where they start or where they lead to and if I were to try to follow them I'd be lost.

MR. WEIR: Well, I'll come to that in a minute. I was going to talk about that when I was talking on the remarks where I've notes where some of the other members spoke.

The other thing that we do in our numbering system is our two-lane on highways are numbered from 1 to 99 in the sequences that there are there. Four-lane divided highways are being reserved - we now have number 100 and number 101 around the area. We have two other sections of divided highway which is still down in the other category and they're both on No. 1 highway east and west which are still being used on No. 1 highway because it's part of the Trans Canada highway. I would like to see Ontario change their number and anybody else that hasn't got a No. 1 and let No. 1 highway run all the way across Canada. So far this hasn't been possible but I would hopefully like to see that come and I'm prepared to vary our principle in Manitoba from the four-lane standard for numbers above 100 to attempt to keep No. 1 Trans Canada all the way across Canada.

So we do have problems left in this numbering field and I want you to appreciate the fact that when the provincial road network was picked out it was chosen on the locations of the existing main market roads and that as these roads are upgraded - as they will be over a period of the next number of years - they may not be upgraded on the same location. When the locations are changed and there becomes a better means of establishing them some different series of numbering may well be able to be worked, but at the present time I must admit that I haven't any easy answer for it.

One last comment as far as the Honourable Member for Ethelbert Plains remarks are concerned and that's in relation to his suggestion that we should go out and buy a bunch more equipment and start building our own roads. I appreciate his sentiments and he's welcome to them because as long as I'm Minister of Highways it's not going to happen. --(Interjection) -- I am sure that there will be people in this House that will do their best to make sure I don't stay here too long to see that that happens. I'm satisfied that the tender system, the private enterprise system is doing a good job for the people of Manitoba in building roads. The initiative that is theirs and the initiative that is displayed by the contracting firms in Manitoba, the integrity of the contracting firms in Manitoba is something that I am proud of - and we'll be talking about that when I have my comments with the Leader of the Opposition because there's really no difference of opinion between he and I; we're both interested in getting to the same place as far as bonds and work of contractors are concerned. But I just want to serve notice that as far as purchasing a bunch more highway equipment and doing our own work in the construction business, the only way I know it can be done is for somebody to take over this Chair as Minister and move me out of it.

The Honourable Member for Gladstone made quite a number of remarks. This isn't really new for the Honourable Member for Gladstone. He is really the only member yet that I know of that has gone out of his way to attempt to indicate that the Minister of Highways is not spending enough money in his own constituency. I haven't taken him at debate but I read the Neepawa Press during the election campaign and I noticed where he added things up to where there was more money spent in Gladstone constituency than in Minnedosa constituency, and again today he tries to tell me if we talk about the referendum that it was all because of the roads, and I presume that's because I didn't spend enough money on them in my own constituency.

MR. SHOEMAKER: Yours and mine both.

MR. WEIR: Well my friend, I disagree with you. You know, when you come to a disagreement like this, I really don't see much point in arguing. It's nothing like having a gentlemen's disagreement and agreeing to disagree because there's many areas in my constituency I'd like to spend money; there's many areas I'd like to spend money, but you know there's nothing like ministerial position and broadening the horizon to change your ideas of priorities, even at home, even at home, my friend. I must admit that I wasn't very long finding out that changes in priorities had to come and if there's any indication that we may well have spent money in the right areas, it's been some of the statements that the Honourable Member for Gladstone has made, because I haven't been attempting to distribute money on the

(MR. WEIR, cont'd) basis that he appears to be telling his stories on. I've attempted to make a conscientious distribution of the works and the funds of the department in order to get the best use out of the money that we have to spend. This is sometimes distributed on the basis of roads but at other times to get the best use out of departmental staff, work has to be spread out across the province because you have staff spread out amongst the province and there has to be a reasonable distribution of work around the province and all of these things make priorities very difficult to establish.

We talk about guidelines till 1980; we talk about the amount of money that is in the planning book, well if the honourable member is going to use it that way I wish he'd break the figures down in the way they are because he lumps all the construction and the maintenance and everything over the 20-year period and refers to it as opposed to a capital construction program and things of that nature. I think that really we're following fairly closely the guidelines -- which is what they were, "guidelines"; it wasn't anything concrete, as he used a little term later on, he wants something done 'concrete'. It wasn't all that concrete that it couldn't be buried, but it does present the general trend and the general picture for roads in the 1960-1980 period, and we haven't forgotten.

Talk about the Plumas-Waldersee road. I've got to put that one in the same category as the others. I too would like to see the Plumas-Waldersee road improved along with many other roads in Manitoba and hopefully one of these days its priority will come up.

I am pleased that the Honourable Member for Gladstone has acknowledged the fact that there has been quite a bit of work done on No. 34 highway and more coming; quite a bit done on 258 and more coming and things of that nature.

We get into the Whitemud Watershed which is really I guess the first vent that I've got to take off on water, and probably the best thing for me to do is to start right off by saying there's more things about water that I don't know than there are that I do know. I hope I'm learning; I hope I'm learning. But in the Whitemud Watershed that we talk about, and we talk about the work and the studies, the paragraph that the honourable member read in Hansard last night was the paragraph which referred to the planning and it indicated that the planning was fairly well done. --(Interjection)-- Well then, you can take that either way; I don't care which way you take it, well completed or done first class, it'll fit both ways I think -- and probably we're now in a position where we can consider some works in that area in the near future, but I must warn that they're not all that significant in this year's program which the honourable member seemed to take out of the remarks that were made.

He indicates that there's been a file and a letter come from my colleague the Minister of Agriculture. On that I'll be happy to attempt to look into it and see if I can provide the answers that the honourable member and his constituent are looking for and do what I can in that regard.

He asked questions about the watershed authorities and whether they still can be formed and the answer is that the legislation is still on the books. The Whitemud Watershed made a stab at it a few years ago and it was unsuccessful, at least they weren't able to get the municipalities to go along with it. My guess is that it's not likely to be used with the existing legislation that's on the book as provincial waterways because the third, fourth, fifth order drains being the responsibility of the province, are the drains that would normally fall and would be the interest of the people that would be forming the watershed. For the most part the first and second order drains, which are the small drains in the province, are those that would - for the most part, not altogether - but for the most part be confined to a single municipality or to a degree maybe to where they could co-operate more easily than they can over the larger areas.

He asked questions about the 113 watersheds. When he talks about the Riding Mountain watershed he's referring to one term, but there's another term that's watershed and which would break that one down into several smaller watersheds - the Whitemud and, I can't think of the names of them. But it's been confusing enough to me I may say that when the department presented a map to me which had taken quite a good deal of work which showed the watersheds on it, I have asked them to prepare 57 of those maps for me so that when they're available I will be able to provide one to each member of the Legislature so that they too will understand the definition of 'watershed' and the boundaries of watersheds as they're being understood in the department. The amount of work that's involved in them, and if anybody wants to see it I can show them the one that I have in my office, but it's a considerable amount of work and it's not likely to be ready for this session of the Legislature but they are going to be working on it and

(MR. WEIR, cont'd) when they are available I'll try and make them available to the members so that we'll all be talking the same language.

The Honourable Member for Brokenhead spoke about construction and maintenance and transient traffic versus through traffic and so on and so forth, Henderson Highway. I think that probably he would acknowledge that Henderson Highway while being a problem is not as big a problem as it was prior to 59 being completed, that 59 being completed from the north perimeter north has made considerable difference and will improve even more when the interchange is finished at the junction of No. 4 Highway and 59. This isn't to say that I don't agree with him that Henderson Highway could stand some improvements, but the fact of the matter is that it's really more of a street than it is a highway. It is destined I think forever and a day because the amount of access that is there that the people of Manitoba couldn't afford to purchase away from the people that are there, it's more valuable to those people, that it's designed to be developed to be a local street rather than as a throughway and is likely to have a considerable amount of work done on it in the future. There have been improvements made in the last - I don't know whether it was last year or the year before - from Hoddinot Road north a little bit a couple of miles and possibly this can be assisted as we go north. But I must say that if you try and get any right-of-way to try and get outside of the right-of-way in that area -- and I can't say as I blame the people that own the land, I don't really blame them -- they're really not all that anxious for the road that they really want to give that land up under any circumstances. This is something that we have to rationalize over a period of time and let trends develop and hopefully we'll come up with the right answer in that area.

I'm going to pass over the Leader of the Opposition's comments for the moment and come to them just before I finish the rest, because I think that probably in the discussion of the North Star gravel contract and bonding it would be helpful if we could have an exchange debate back and forth without interrupting a bunch of things in between.

The Honourable Member for Portage spoke about me being on a platform in Portage, and it's true I was, it's true I was. I'd like the Honourable Member from Portage to refer to any place where I made a promise about a road south from Portage or east from Portage or west from Portage or any place else from Portage or any place else. I know you didn't, you were careful not to. --(Interjection)--. Well he's entitled to stand for things just exactly the same way as you're entitled to stand for things and at that stage of the game I don't think I'm called on to either agree or disagree. I'm not going to talk about that particular location any more than it is a desirable route, it is a desirable route, and one of those that deserves consideration as soon as priority can be established.

He talked about the over-pass to Portage and there again I've got to agree that traffic will warrant an interchange there probably in the maybe not too distant future, but I also say that this has to be looked at in the light of interchanges that are required on the Perimeter Highway, No. 4 Highway west of Portage la Prairie, 1 and 10 at Brandon which is a very difficult junction that is now being stopped with lights that has had just as many very difficult accidents on it as many of the other locations. It's one of the things that, well our position is such that at the present time we feel that it should be constructed with a level crossing, possibly under lights, I don't know. This may well change. You can't be definite on any of these things because the minute you become absolutely definite somebody comes in and pulls a sandy and a priority is changed or something has developed to change the pattern which makes these things necessary.

He mentions the water problem and the commitments that have been said to have been made verbally. I'm not disputing that at the moment, I haven't had an opportunity to look into it personally. I have had correspondence on it. I do know that since the discussion in question that the location and some of the difficulties that were anticipated have changed because of the change in location of the structure on the Assiniboine River. At the time of the original meeting it was anticipated that harm would be done to the city water supply and there has been changes take place since that time which I don't know just how they said, but I will be having a look into it as soon as a little more time becomes available than has been in recent days and weeks, to see what we can find out in that regard.

The Honourable Leader of the NDP, and I'm sorry he's not here, because he of all the members tonight went full circle. He started out by talking about not enough signs and went to the point where there's too darned many and then came back before he wound up and asked for a few more --(Interjection)-- That's right. --(Interjection)-- So he went full circle. Well, I guess that's probably right. In some things I really have to agree with him, some of the things

(MR. WEIR, cont'd) he said, because probably there is no more complex problem within the Department of Highways than attempting to provide adequate signs, because you run into just the exhibition that we saw out of the Leader of the NDP tonight, where in all your haste to tear some down you end up by fixing things so that somebody can't find where he's going, and you have this difficulty all the time.

I think I would like to say for the Honourable Member for Inkster's benefit, if he's around, that Manitoba was the first province in Canada to adopt a uniform signs manual for application in the Province of Manitoba, and has moved on it I think faster than any other province in Canada. We are working extremely hard to develop a sign network that the people of Quebec will recognize in the Province of Manitoba - you know, all the way across Canada. His Worship the Mayor has an idea that he'd like a yellow line down the centre of the roads. Do you know what? I would like a yellow line down the centre of the road, but I don't want a yellow line down the centre of the road bad enough to be different from the other provinces in Canada. Some of our people are there -- when you're talking about the yellow line, the other thing that I think we must recognize is that the yellow line has another meaning. The yellow line in other provinces in Canada means a shoulder marker, and if you put a yellow line down the centre of a highway in Manitoba and somebody comes to Manitoba that is in the habit of using a yellow line for a shoulder marker, you have an indication of what could happen on our roads in Manitoba. So while I'm interested in some of these things and have some of the same ideas in mind that other people have, I think that it helps to wait and go along with uniformity in this one area, and all of our signs are being erected with a view to providing - what would you call it, the habit? - people getting used to the same type of a sign so that we can proceed on that basis.-- (Interjection)-- Well, I'm coming to that.

The Honourable Member for Inkster when he was speaking on Tourism and Recreation estimates - not tonight - mentioned this and I'm sure that some of the fellows have been looking at some of the points that he mentioned. I know since that time I've been through the province and looked at our provincial roads. I don't know where he has come up to the point he has found the number of roads that he was talking about where the road indicator at a junction is beyond the intersection, because as I drove around the Province of Manitoba the intersection markers are prior to the intersections. There's not just one but there's two. There is a sign that gives the number of the road you're on with a sign "junction" on top of it. You go a little farther, and before you hit the road you hit the double sign with arrows showing which way it goes. This is before you reach the intersection. There may be some specific intersections, and I would be happy to have any direction in any particular case that may well have been missed or things of that nature.

Now, it was a little later on that the Leader of the NDP mentioned -- and I'll talk a little bit about Metro signs, because I must say that I have some reservations and I have had some discussions with Metro. We don't see eye to eye on everything and I don't like their choice of numbers any better than some of the members in the House, or I'd even swallow the numbers if they'd change the colours of the signs so that they wouldn't be as readily confused with road markers. We've had some discussions on this point with Metro and myself and I dare say before I'm too much older we'll likely have more discussions and I am hopeful we'll be able to get together on it.

The thing that I do want to point out is the fact that I support Metro on the numbering of their street system. The reason I support them is that to give directions in Winnipeg on the municipal street system is to give a bunch of names of streets, and like the provincial road and the provincial trunk highway network, one of the things that you want to do with the Metro street system is to attempt to concentrate this through traffic. Your signals are being set up for the quickest movement of traffic, movement of this traffic as quickly as you can, and the means of concentrating it is to attempt to get people to use it. I do agree with a route system of Metro streets but a route system of Metro streets is useless, absolutely useless, until such time as there is a map. I have spoken to Metro and Metro is in the process of drawing up a map. I felt strongly enough about it that I offered to share the cost of the production of the map on the same basis as we share the cost of production on streets, to provide a Metropolitan street map that can be distributed to everybody and they'll get to know the Metropolitan street system and be able to use it --(Interjection)-- Well, that might be a good idea. I ask my colleague the Minister of Public Utilities to take note of that suggestion. I'm getting so I talk pretty near as much as the Honourable Member for Gladstone. I shouldn't be spending as much time on each point.

(MR. WEIR, cont'd)

The Honourable Member for Emerson made quite a number of remarks about roads in Emerson constituency, and it was only after he had gone full tilt that he came around to 201, which he told me at one time if I'd do that he'd keep quiet, that really the one big thing he wanted in his constituency was 201. I really think that it is an important road and I really don't think that the definition that he put on the road network of Manitoba is an appropriate one. I think if I was writing the definition I would have used slightly different words, and I think we can leave it at that point.

He talked about roads in unorganized territories where the unitary divisions have come in, and this was foreseen as a problem. Legislation will be forthcoming by my colleague the Minister of Municipal Affairs to allow for a levy to be made by the local government district administrators over these areas so that sharing can continue with the Highways Department to carry on as before working through the local areas.

He talked about drainage and it's worse than highways, and that may be. I think it all depends on the year. I think if you get the right kind of a year the drainage isn't all that bad, but certainly some of the years, last year in particular, it was one of the years that drainage was worse than roads. I don't think there's a doubt in anybody's mind that that's true. We are making steps -- unless somebody wants to go into the detailed argument on that, I'm not anxious to get into it this year until I have a little better knowledge of the system of drains that we have in the Province of Manitoba.

The Honourable Member for Rhineland spoke about 14A and that's in the same category, desirable and all, but it is a paved road. We get the odd member that's been talking about roads that are not quite in that shape as yet, and we come into our differences in priorities there. He spoke about the gravel and you could talk about that for some considerable period of time.

St. Jean Bridge is a replacement. There's structural difficulties there and there will, I believe, be a detour required during the construction of the bridge, but I believe the bridge will be constructed on the same location.

Work on the drains: I would ask the honourable member if he would be good enough to bring that up when we come to the items where I'll be closer associated and I'll tell him about drains and the construction projects that are in that field.

I think there's one point that I would like to make before my colleague the Attorney-General asks me to sit down, and that is the one thing that I think has struck home to me the most since I have been looking after water control - and really it's happened in the last year or two in roads as well - that the increase in construction costs is such that we must look, we must look closer at the maintenance of the facilities that we already have so that we ensure the best use of them. When we get to discussing the items, the members will recognize that this has been the philosophy that has guided us in the establishment of our programs, that there's going to be more money that is reserved for the better use of the existing facilities so that we can get it into better shape while still continuing a program of the development of new drains.

I think this is also true of our road system and you'll notice some of the roads that are being re-constructed are those that are on pavements in areas where we feel that the investment that is there can be best preserved by putting some more money on it now before you're in a position that you have to put a much greater investment into it. Some of the roads that are there may be visibly not in all that bad shape, but an expenditure now can save us a much greater expenditure in a very short time. I think the only one that the honourable Member from Burrows might have been talking about in this regard was possibly No. 1 Highway which isn't all that old - there's that one section that isn't all that old - and I would ask you to remember the traffic that that road gets. That is the only asphalt road I believe, subject to correction, that is subject to the 72,000 lb. weights all the year round. We allow no road restrictions during the spring on No. 1 Highway and therefore it takes a heavier beating than some of the other roads and warrants spending this additional investment at this time. I'll have to continue when we meet again, Mr. Chairman.

MR. LYON: I move the committee rise, Mr. Chairman.

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

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

IN SESSION

MR. DOUGLAS J. WATT (Arthur): Mr. Speaker, I beg to move, seconded by the Honourable Member for Springfield, that the report of the committee be received.

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

MR. LYON: Mr. Speaker, I beg to move, seconded by the Honourable the Provincial Treasurer, 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 10:00 o'clock Friday morning.