

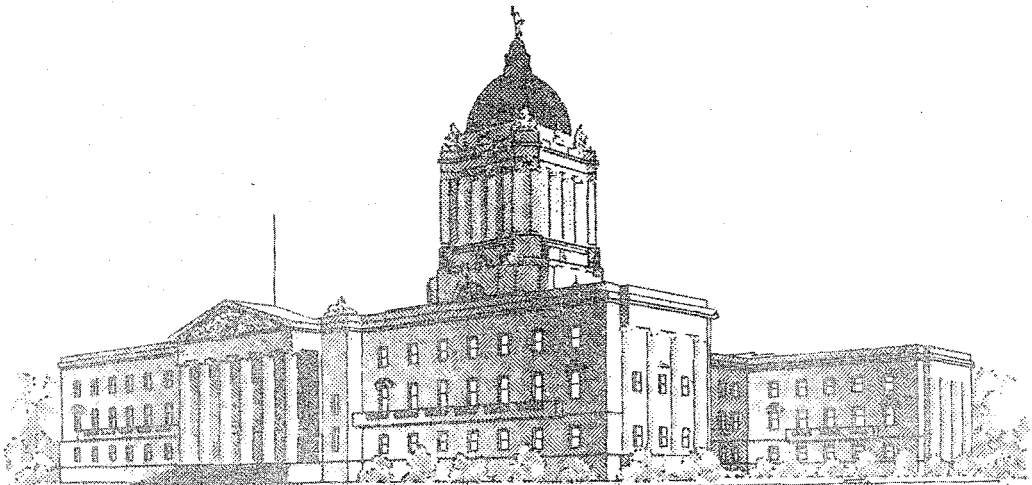


Legislative Assembly Of Manitoba

DEBATES and PROCEEDINGS

Speaker

The Honourable A. W. Harrison



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DAILY INDEX

Thursday, March 10, 1960, 2:30 P.M.

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THE LEGISLATIVE ASSEMBLY OF MANITOBA
2:30 o'clock, Thursday, March 10th, 1960.

Opening prayer by Mr. Speaker.

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

Hon. Mr. Ridley introduced Bill No. 117, an Act to amend The Municipal Act (2).

Hon. Mr. Lyon introduced Bill No. 114, an Act to amend The Dower Act; Bill No. 115, an Act to amend The Limitation of Actions Act.

Hon. Mr. Carroll introduced Bill No. 118, an Act to amend The Securities Act.

MR. SPEAKER: The Committee of the Whole House.

HON. STERLING R. LYON (Attorney-General)(Fort Garry): Mr. Speaker, I beg to move, seconded by the Honourable the Minister of Public Works that Mr. Speaker do now leave the Chair and the House resolve itself into a Committee of the Whole to consider the proposed resolutions standing in my name.

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

MR. SPEAKER: I declare the motion carried and the House do now resolve itself into a Committee of the Whole House and would the Honourable Member for St. Matthews please take the Chair.

MR. LYON: Mr. Chairman, His Honour the Lieutenant-Governor having been informed of the subject matter of the proposed resolutions recommends them to the House.

MR. CHAIRMAN: Resolution No. 1; resolved that it is expedient to bring in a measure to amend The Attorney-General's Act by providing for the appointment of committees to enquire into, report, and advise on matters referred to them, and for payment from the Consolidated Fund of remuneration to the members of any such committee together with their out-of-pocket expenses.

MR. LYON: Mr. Speaker, I don't think too much explanation is needed in connection with this resolution. I think I have already given the House notice of the fact that this amendment would be brought forward to the Attorney-General's Act which would permit the establishment of continuing or special committees, one of which we would hope to be the new Co-ordinating Committee on youth activities; another of which would be the Law Reform Committee to which reference was made during the course of the debate on the estimates of this Department.

MR. CHAIRMAN: Resolution be adopted? Passed. Resolution No. 2; resolved that it is expedient to bring in a measure to amend The Liquor Control Act by providing, among other matters, for the making of advances by the Government to the commission, from the revenue division of the Consolidated Fund, in order to provide adequate working capital and meet other expenditures for the purposes of the Act.

MR. LYON: Mr. Chairman, this is one of a number of amendments to the Liquor Control Act which is being brought in. It does not affect the principle of the present Act whatsoever but it does provide that in addition to the present sources from which the Liquor Commission may borrow money, namely the bank, the amendment will provide that the Liquor Commission can receive and advance from provincial funds which are not immediately required for expenditure. This will all be subject to the approval of the Lieutenant-Governor-in-Council. This is essentially a simplification of the procedure and is not a change in principle.

MR. CHAIRMAN: Resolution be adopted? Passed. Committee rise and report. Call in the Speaker.

MR. W. G. MARTIN (St. Matthews): Mr. Speaker, the Committee of the Whole House has adopted certain resolutions, directed me to report the same and ask leave to sit again. Mr. Speaker, I beg to move, seconded by the Honourable Member from Birtle-Russell that the report of the Committee be received.

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

MR. LYON: Mr. Speaker, I beg to move, seconded by the Honourable the Minister of Public Works that leave be given to introduce a Bill No. 47, an Act to amend the Attorney-General's

(Mr. Lyon, cont'd.) . . Act and the same be now received and read a first time.

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

MR. LYON: Mr. Speaker, I beg to move, seconded by the Honourable the Minister of Public Works that leave be given to introduce a Bill No. 116, an Act to amend the Liquor Control Act and that the same be now received and read a first time. Mr. Speaker presented the motion and following a voice vote declared the motion carried.

MR. SPEAKER: Orders of the Day.

MR. LYON: Mr. Speaker, before the Orders of the Day are called I should like to draw to your attention and to the attention of the members of the House the presence in the gallery on your left, Sir, of 55 pupils from Grades XI and XII of the high school in the lovely rural municipality of Charleswood and the even lovelier constituency of Fort Garry. And I'm sure that you would like to bid them welcome today, Sir, on this trip to the Legislature to see the members of this Legislature at work.

MR. SPEAKER: Orders of the Day.

HON. GURNEY EVANS (Minister of Industry & Commerce; Provincial Secretary)(Fort Rouge): Mr. Speaker, before you proceed with the Orders of the Day I'd like to call attention to a correction in Hansard on page 1308 near the top. It should be noted that in the second paragraph there's a quotation under my name which should continue for only about two and three-quarter lines. The quotation from my speech should end with the words "That's the aspect of it, to which I referred". And then, starting with the words "Well, again I apologize to the Committee", should have been recorded as being spoken by the Honourable the Leader of the CCF Party, Mr. Paulley. I would be delighted of course to be credited with many of the views that he has but not this particular one.

HON. JOHN THOMPSON (Minister of Public Works)(Virden): Mr. Speaker, before the Orders of the Day I would like to lay on the table a Return to an Order on the motion of the Honourable the Member from Ste. Rose, No. 17.

HON. MAURICE E. RIDLEY (Minister of Municipal Affairs)(Pembina): Mr. Speaker, before the Orders of the Day I would like to draw your attention and all the members in the House to the group in the gallery on your left. This is a group of 35 attending the Home Economic Convention at the University of Manitoba. I'm sure we all welcome them here and hope they enjoy the afternoon.

MR. SPEAKER: Orders of the Day.

HON. DUFF ROBLIN (Premier)(Wolseley): Mr. Speaker, I beg to move, seconded by the Honourable Minister of Public Works that Mr. Speaker do now leave the Chair and the House resolve itself into a Committee to consider of the supply to be granted to Her Majesty.

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

MR. SPEAKER: The House do now resolve itself into a Committee to consider of the supply to be granted to Her Majesty. Would the Honourable Member for St. Matthews please take the Chair?

MR. CHAIRMAN: Department 11, 1; Administration (a), Executive Division; (1), Salaries; passed.

MR. D. L. CAMPBELL (Leader of the Opposition)(Lakeside): Mr. Chairman, I'm very pleased at the Honourable the Minister in introducing his estimates gave a review which covered largely the work of the Department and particularly because he, at the very first statement, included the highway system for my opening remarks at this time will be directed mainly toward that item.

I think it will be unnecessary for me to speak at any length a second time with regard to highway matters when we come to that program, although I might have individual questions to ask. But I would at this time like to address a few remarks to the committee, Mr. Chairman, with regard particularly to highways. I'm sure the members of the committee will realize that though the Hansard of yesterday with commendable despatch has been laid upon our desks already, I simply have not had the opportunity of looking at it even casually, and so where I quote what the Honourable the Minister said in introducing his estimates, I am having to depend on my memory and the very brief notes that I was able to take at that time. If in any way I misquote him, I can assure the committee it's unintentional and I'd be glad to have him recall to me, because he will now have Hansard in front of him, exactly what was said, because I just have not

(Mr. Campbell, cont'd.) . . . had the time to look these quotations up.

In connection with the planning division, the Honourable the Minister said, as I understood him, that an overall plan which would deal both with the road system itself and with the requirements money-wise in order to meet the road requirements would be laid before us in a, I understood him to say, a couple of years' time. Now, Mr. Chairman, the point that I want to make to the committee is that the previous Minister of Public Works told us in the House a year and a half ago that that plan would be ready next year. Well now this is the second year after the time that my honourable friend's predecessor was speaking to this committee, and he said "next year". Well this--to have the report now that it's still a year or two or some distance away is I think, not the progress that the Honourable the Minister indicated was being made in the work of his department.

Then he said, again as I caught his words, that the planning division is engaged in a survey of structural strength of our highways. Well that's a rather remarkable statement in one way, Mr. Chairman, because it was at the session a year or probably the one a year and a half ago that the Honourable the Minister of that day told us of how the weight limit had been greatly increased on a great number of our highways without any survey that he was able to tell us of, although he said that a survey or tests had been made by the engineers. Well it seems to me that this is really a case of locking the door after the horse has been stolen, for the planning division to be now talking about the structural strength of our highways when the legislation has already been passed on the recommendation of the former Minister with regard to those, a vast majority of those main highways. You remember, Mr. Chairman, that several members of the House at that time including myself, took occasion to remark that after the members of the party who are now the government had been criticizing the highways for some years and saying how poor was the construction; the roads were not standing up and were not properly built; and all such things of that kind, that immediately--immediately that they came into office they greatly exceeded the weight limits on a large majority of the main highways of the province. And now the Minister comes along and tells us that they're making a survey of the structural strength of our highways. Our opinion is or my opinion is that they decided that question some little time ago, and decided that the highways that we had built in complete opposite direction to what they had been saying through the years, were good highways and were capable of carrying considerably heavier loads than we had been putting on them.

Then the Honourable the Minister went to considerable pains to explain to the committee that we had had a very unusual autumn season in the end of the 1959 construction year. Well we did. That's correct. No doubt about that. But I certainly thought that my honourable friend did protest too much because he seemed to be having a pretty guilty conscience, not for himself I'm sure, but from his predecessor, because he must have been very conscious of the fact that his predecessor, without any thought of the kind of weather that might obtain--and we do have unusual weather at times in the Province of Manitoba--had promised that we were going to do certain tremendously large programs of work. And no wonder that my honourable friend thought it necessary to explain at considerable length that the kind of a fall that we had had been responsible for cutting the program down considerably. He also put on the record the fact that the construction industry tell him that the time to make great progress with construction work in this province is in the fall, and he gave some interesting facts and figures in that regard. Well that's true. I'm sure that's true. But my honourable friend will not have forgotten I'm sure how the former Minister was going to do so much of the construction in the spring that I'm amazed to find that their policy was so badly handicapped by the weather. And in addition to that, when we were in charge of the road construction program of the Province of Manitoba, when we used to ever use the weather as an excuse for not having completed certain construction work or for the condition of the roads at any time, my honourable friends who now sit over there, particularly the Honourable the First Minister, used to wave his hands from this side of the House and from many public platforms throughout the length and breadth of the province to say, "Oh, they're just blaming it on the weather. If they had their program in proper shape; if they were building better roads, they wouldn't need to be always blaming it on the weather". And I was so pleased to hear my honourable friend the present Minister come down to earth for once and admit that the weather can have a great deal to do with it. Arguments of that kind seem to be very, very greatly changed by where my honourable friends sit and what the occasion.

(Mr. Campbell, cont'd.) .. Then the Honourable the Minister had to mention to us that as the result of the weather conditions numbers of roads have not been completed. "Numbers of roads that were on the '60-'61 program have not been completed," he said. And I can understand that.

Mr. Chairman, in the remarks that I want to make, I'm not going to deal very much with the roads in the '60-'61 program. I'm dealing--that have to be re-scheduled--I'm dealing with the ones that were supposed to have been done by now and that were promised not only a year ago in the summer session of '59, but that were promised months before that in the October session of '58. And that's the program that I think we have a right to check on at this time with the Honourable the Minister. He had something to say about the perimeter route; that they had been very active with regard to roads in the perimeter route, the Greater Winnipeg area. I can say, Mr. Chairman, that I've been trying to keep in reasonably close touch with what's been going on with regard to the perimeter route and while there's been some activity--of course I can't deny that--this program lags lamentably behind what we were told back at the '58 session; lamentably behind what we were told at the '59 session. It's not even close to being up to schedule, and I'll have a few more words to say about that a little later on.

I would like to say, so far as my honourable friend the present Minister is concerned, that I of course do not hold him responsible for the lack of progress that has been made in comparison with the promises that were made to this House and to the people of this province. Since he has been in I think there has been a much more considered statement than they were before, but I certainly hold the government responsible for the fact that that program that was outlined to us in the fall of '58 is so far behind after all the great promises that were made and the great new innovations that were going to take place. So I'm not blaming the present Minister, but I simply must call it to his attention that the performance has been very, very far from meeting the program that was laid out to us at that time.

And that is why, Mr. Chairman, when speaking on the Speech from the Throne debate that I said that whereas the Speech from the Throne had said "that this was the biggest program in the history of the province", I had said, "it was the biggest bungle in the history of the province's road program". And I had said that the taxpayers got the least for their money of any time in the history that I have been acquainted with. And that's the point I would like to debate with my honourable friends now, because this is the time to put up the argument on either or both sides, and I propose to put up the argument to the extent that I am able to do so, and some of my colleagues, and no doubt some of the other people on this side of the House, will have the opportunity of doing the same thing, because I think it's only right and proper that we should examine in the light of the performance the statements that were made at that time.

I want to give a few instances because instances are what really count--actual examples, and I commend these to the attention of my honourable friend so that he can get the information regarding them from his department officials and see what they say about these particular instances. And I am speaking in every case not of ones in the '60-'61 program, but of ones in the program that was supposed to have been completed in this year that has now closed. We tried to tell the people of--we tried to tell the government and through them, the people of the Province of Manitoba, that that \$33 million that was voted in the fall of 1958 was not necessary. We tried to tell them that it was largely for propaganda and political purposes; that such a big program was being outlined at that time. We tried to tell them that it would not be spent because it was a physical impossibility to do all the work that was outlined at that time, and the Minister of that day insisted that it was, and on one occasion he was ably supported by the honourable the member for Swan River who took occasion to get into the debate and say that one of these projects could be completed. He got into the debate but he didn't get into the bet. And so I suppose we will be deprived of the pleasure of seeing the honourable member for Swan River auto-skiing along with the former member for Flin Flon and the present Lieutenant-Governor of the province. When they go up there to water ski over their respective sections of that road--and I can guarantee you that the one that the Honourable the Lieutenant-Governor will have to water ski over will be much longer than that that the former member for Flin Flon will have to water ski over--when they do, I would like to see them include the Honourable Member for Swan River because he led the--certainly you may ask a question. I'd be delighted to hear it. Or do you want to make a statement on it?--(interjection)--Are you going to say now that you will join in the auto-skiing? Because if you are, I would be delighted to see you take some part.

MR. A. H. CORBETT (Swan River): Mr. Speaker, I'd just wish to give you a little information. I was just talking to a gentleman who just arrived from Flin Flon about four hours ago and he told me the road was in the most wonderful shape he had ever saw it.

MEMBERS: Hear! Hear!

MR. CAMPBELL: Yes, and I have been in touch also with some people from the same area and they tell me that where my honourable friend, the Member for Swan River had said back in the fall of '58 that that 100 miles could be completed as per program; that the fact is that less than 60% or about 60% of it is completed.--(interjection)--No--no, it is not 90%, and it's not even close to 90% because I would say that at least 40 miles of it is not yet gravelled and some of it is not yet graded, and my honourable friend will remember because the words are down in black and white, that it was 100 miles--102 I guess to be exact--to be graded and gravelled. And we tried to tell the government of that day, even in spite of the advice of acknowledged experts like the Honourable Member for Swan River, we tried to tell them that they couldn't do this program; that they didn't need all that money. But, oh, yes, they said they could. And, Mr. Chairman, I must remind the honourable members that it is a fact that we were not the only ones that said that this was a political program. The then-Minister himself admitted it was a political program. He admitted it right on the floor of this House. But because it was a political program, admitted by the Minister, the fact is that these various projects that they left out, they tried--encouraged by my honourable friend from Swan River and no doubt encouraged by other members in their particular areas--they tried to go out and perform the impossible with the result that they got huge sections of the province opened up--of the roads opened up, found it impossible to complete them, and as a result will both cost the taxpayers a lot of extra money and has already cost them tremendous amounts in inconvenience because of these attempts to perform the impossible.

Well, Mr. Chairman, I promised that I would bring to the attention, some of the actual cases and one of them is the one that the Honourable Member for Swan River River and I had been discussing. Another one is down in the--and I have purposely tried to make these cover some large sections of the province because I didn't want to localize them in any particular case, but I'm sure that they can be multiplied several times and as other members speak of their experience likely others will come out.

In the Pipestone district--I haven't the program in front of me, but I believe that all the way from Melita to Virden was to have been blacktopped. And I ask the Minister to tell the House what is the condition of that road now. Some part of it, getting close to Pipestone--I believe that's either in or near his own constituency; he'll likely be very familiar with it--has been blacktopped. But the next section north of that, 15 or 20 miles has been scarified, and it's been in such shape that my honourable friend, the present Premier of the province would have had terrible things to say about, for the fall and winter, and I think that the Minister likely shudders to think of what it will be like in the spring. It was scarified no doubt in preparation for blacktopping last fall, and of course the weather had something to do with it. But that's just another example of attempting too much, getting large mileages opened up and some work done on them and then being unable to complete them. I'd like to hear what the Honourable Minister has to say about that one when he gets time to check it up. It was to be completed!--(interjection)--It's not even close to being completed. If my honourable friend wants to ask me a question I'd be glad to try and answer it, but as far as making a speech, I think it would be better for my honourable friend to make it and--

MR. J. D. WATT (Arthur): I don't want to make a speech, Mr. Speaker. I will ask a question. Has the Honourable Leader of the Opposition been over this road?

MR. CAMPBELL: Yes--yes, I've been over it twice. Twice since the fall, or in the fall. And then of course, there's a famous one from Mafeking to The Pas, and the Honourable Member for Swan River and I will not likely disagree, or will not likely agree on the situation there, but I am told that at least 40 miles out of the 100 miles is still to be gravelled; that they're working in the bog now, as the pictures presented by the Honourable Minister showed yesterday, and that the contract that was the subject of so much debate in this House, and one bet, was for 100 miles to be graded and gravelled. And then, of course, there's the great case of the Gladstone to Neepawa road. Now I'm not trying to pretend that there was a bituminous mat promised for the '59 construction year. What I am speaking about is the grading and finishing of that road, not the bituminous mat. And there again, while it's only 22 or 23 miles, there again, is a case

(Mr. Campbell, cont'd.) . . of the public having been put to tremendous inconvenience and expense and trouble by the fact that so much of it was attempted at one time. It just wasn't well done and has been left in a very bad state throughout the winter and again I'm sure that the Minister simply shudders to think of what will happen in the spring if we have a normal spring. And certainly I would think that the public will again have to be travelling detour roads that are most inconvenient to them, for a long time in the spring if not for the most of the summer.

And then, my honourable friend the Minister had something to say about the perimeter roads around Winnipeg. There is not one single road that the Minister told us about a way back in October of 1958, not one single road that is completed of that perimeter road according to the program that he laid out at that time, --not one! One or two that the Minister mentioned yesterday are reasonably close to completion--not one, as I understand it, is complete. And why not? Simply because too much was undertaken in an attempt to redeem the promises that had been so unwisely made. The situation with regard to the perimeter roads around Winnipeg is something that I think is most unbecoming to the department after the program that was laid out back some time ago and then restated by the Minister in both the fall session of '58 and the summer one of '59.

And then I want to speak about a road where the promise was fulfilled. The Piney Corner to South Junction. It was promised that that road would be blacktopped and it was blacktopped, and thank goodness, Mr. Chairman, it was. That's one I'm delighted to see was completed, because that's the one that really showed us whether the government was sincere in the stories that it told about the better roads that it was going to build. Much has been said here, time and time again, about the poor construction that we folks had foisted upon the people of the province simply because we weren't willing to spend the amount of money that was necessary. The former Minister said that we were going to build better and heavier and stronger roads, and he said, "never again, never again", said he, "will we build roads like No. 6 and several others". He seems to think that No. 6 wasn't a good road, but I'm telling you, Mr. Chairman, if the Minister checks up, he'll find No. 6 is a fine road in comparison with this piece of work that was done between Piney and South Junction. I'm going to ask the Honourable Minister when the time comes to get us some figures with regard to that road, because I would like to know just what cost did go into that one for, Mr. Chairman, it is a terrible example of road-building. I think it is no exaggeration to say that the department was patching it before the blacktopping was finished. If that is an exaggeration, then it certainly is completely true to say that they were patching it the same fall that it was completed. Again I can say to the House that I go over that one--not often, but once in a while. I have seen it on two or three occasions because members of my family have a cottage at Moose Lake and I travel that way occasionally. And that was a terrible job after all the brave words that we had about better construction of roads. Thank goodness that one was done. It showed how much there was in that program, in that particular promise.

And then, Mr. Chairman, what about No. 4 East? This again goes back to the program outlined in 1958, not the '60-'61 program, the one that the Minister told us about in 1958. And this one was to have 22 miles to be blacktopped and there are eight, approximately, done. I haven't been over it recently but I was once in the fall. I'd guess about eight miles--I might be a mile or two out--have been finished, and there are "bump" signs up on the new construction in several places and it's a terrible job and the road wasn't raised. The honourable member will know the situation with regard to this. The road was not raised. I think it was about prairie level or in some cases below it. It wasn't raised and it's a disgrace to the kind of a program that this government told the people of the Province of Manitoba they were going to put into effect.

Then the famous little road from Beausejour straight west. I think it used to be called Highway 22. Now it's called 12. Is that right? But there was quite a discussion in this House about that little stem of a road that was going to be built. And after a lot of disagreement as to what the Honourable the First Minister had said when he was out there officiating at some town function, the turning on of the waterworks I believe, after a lot of discussion about that, it was established that a promise had been made to build that road and said the Minister of that day, "It will be built". And he said something else. He said, "It's on the program". And that was the program for 1959 that we're talking about. My information is, although I've not been out to

(Mr. Campbell, cont'd.) . . . that particular area lately, my information is that absolutely nothing has been done in that regard. And I am told that so far as the No. 15 highway, Anola East, is concerned, that though considerable work was done there, that there's not one mile that anybody could call a finished job. And I am also told by people from that area who should be in a position to know, that a very poor job was done in connection with the base; that it was actually piled in on top of the muskeg without removing the muskeg at all; and that it's a very poor job.

Then, of course, there's the--going away up on No. 4, there was a Shoal Lake to Fox Warren road, 27.5 miles I believe. This again is a 1958 promise. The Minister at that time said, not speaking of this particular road especially, but speaking of the program in general, that a good bit of the work would be done in the time remaining in 1958, and that the balance would be done in 1959. And that's why he wanted the \$33 million at that time, to implement this great road program. Well I'm told that none of that has had the bituminous mat put on it.

Then we had some pieces on the No. 5; 40 miles I believe were to be there. But it's far from finished, Mr. Chairman, and the part that's done I am informed is not in good shape. Well, Mr. Chairman, there are many more cases that I'm sure will be given as the discussion proceeds, and I would be delighted to hear the answers that the Minister has to make to these. Once again I want to say I'm not blaming the present Minister. This was a program too ambitious; too much founded on publicity and propaganda; too much bluff as I said at that time, but the implementation of it has fallen so far short of the promises that were made that I think we are entitled to bring it to the attention of the committee.

Then I want to say a few words at this time as well, Mr. Chairman, with regard to the necessity of that \$33 million that we were talking about when we met in the fall of 1958. Now the Minister can check me on those figures and, of course, they will be on Hansard when it is published, but as I understand the figures, and I hold in my hand the annual report of the Department of Public Works, including Drainage Maintenance Boards for the fiscal year ending March 31st, 1959, and I see that the total expenditure, the Department of Highways Branch including provincial trunk highways, Trans Canada highways, drainage construction, net construction improvement of roads and drains on Crown lands, Seine River flood protection, Disraeli and Souris Bridges, roadside development, maintenance provincial trunk highways, maintenance other roads, maintenance secondary highways, grants to municipalities and several other items; total expenditure reported in this annual report, thirty-four million, six hundred twenty-two thousand dollars odd. And I want to remind the House and anybody can take the appropriate estimates and supply bills and check these figures, as I have them. We voted in the regular session of 1958, appropriation 51, for exactly comparable items to these \$11,068,330 in round figures. In the same session we had some appropriations and I picked these out carefully to try and get the comparable ones from appropriation 52 and four, no, of appropriation 53 I think--appropriation 52 and four items of appropriation 53, \$1,303,000 in round figures. And then we had a capital supply for comparable purposes of \$23,967,000. That, Mr. Chairman, if my arithmetic is correct, my addition, totals thirty-six million, three hundred thirty-eight thousand dollars odd. And this program--this program for the year that ended on March 31st last, totalled thirty-four million, six hundred twenty-two thousand dollars odd. In other words, there was one million, seven hundred fifteen thousand dollars odd appropriated by the previous government for work of this kind before we left office. And yet when we met in October, the then-Minister was so sure of the program that was still going to be done in 1959--in 1958 plus the big program that would be done through the fall and winter and early spring of '59 that he said he needed \$33 million more than that, which was voted. The fact is as I understand it from these reports, that there was a surplus of one million, seven hundred fifteen thousand dollars odd that was not used of what had been voted before. And I think, Mr. Chairman, that that gives the whole answer to the questions that we asked at that time of: "Is this money needed? Are you going to be able to use it?" Now it's true that somebody can say, "Well, we needed it for the work in the early spring", but that session could have been held much earlier than it was and extra money voted.

So, Mr. Chairman, I would like to have the Minister when he has time to check these various projects that I have mentioned plus the figures that I have given him now; tell us if in his opinion that extra money was actually needed at that time; and why more of it was not spent. And then I would like to have him tell us, Mr. Chairman, what road contracts have been let

(Mr. Campbell, cont'd.) .. during this present winter--or fall and winter since the 1959 construction season finished. That's one of the questions that was given a good bit of attention when these subjects were discussed before, and I know that it was the intention of the department to see that a lot of these contracts were awarded during the fall and winter. In fact, the Minister told us that they were going to be done, and I have kept watch to some extent on the information bulletins that have been issued from the Department of Industry and Commerce. I've seen a good bit with regard to some bridges and some small projects. I would like to know what major contracts have been awarded in addition to the one that he mentioned to us yesterday that is in progress up on No. 10 highway.

Then I would like to know, Mr. Chairman, once again if the Minister would tell us if any contracts have been awarded--any major contracts, without the calling of public tenders. Because at the time that these estimates were under discussion in the 1958 fall session, the Honourable Member for Flin Flon tried to get an answer from the then-Minister of Public Works as to whether they were going to continue with the practice of awarding contracts only on public tenders. And the Minister, as I recall it, never did answer that question. So I would like to submit it to the present Minister.

Mr. Chairman, as I mentioned, I hope I will not have to go over all of these same matters when we come to the Highways Branch but it's something that I have been wanting to bring to the attention of the House and to the public, because I believe that the position that we took back in the fall of 1958 has been abundantly justified by the experience since then and we'll be looking forward to debating the individual items. In the meantime, I may have some questions on the other smaller items before we reach the Highways Branch but those can be taken up when the individual items are dealt with.

MR. PETER WAGNER (Fisher): Mr. Chairman, as far as I'm concerned the very first thing of all I would like to congratulate the Honourable Minister of Public Works that he's such an able man that he has been switched from one department to the other. I hope he's not switched to a third department next year because I find, in my opinion, I find it pretty hard once I get to know one Minister and I present all the grief that I have, and then I have to start with a new one. So I shall be presenting as long as the Ministers keep shifting from one department to the other--I shall try to do my best and follow it up.

I was not going to bring it in detail and I still don't intend to bring in the details of the dilemma in our areas, but since the new Minister has been appointed I would like to bring to his attention what is exactly going on. Possibly he's very aware of it but he may not. I was listening with keen interest when he was so ably quoting the mileage of highways and secondary roads and provincial roads, and how many millions of dollars was spent, and I am very happy and I appreciate that such road construction has been going on in Manitoba. But if I may say so, I'll be, just like the Honourable Leader of the Opposition, just wondering where that money comes from. Well naturally it's a very common answer. It comes from the Provincial Treasury and it comes from Manitoba people. And I have no objection whatsoever, but it brings up to my mind one group of people, particularly the rural people, the municipalities, and as we generally refer ourselves to the local government districts, whether these people have their equal share of the roads in the rural area as those people that are using the highways. And I must submit that as far as I'm concerned and the people in the rural area, I can say that 95%--to the people in the rural area the side road or the municipal road or a school district road, is just as equally as important as to the travellers that travel on the highway, because as far as the rural people are concerned, they travel more on the district roads than they do travel on the highways, because they travel on the highway only when they are going to the city and that is very seldom when they go to the city.

Now, Mr. Chairman, I do not want to be too long because I believe that this House is sitting long enough and I for one, I think that I'm not the guilty one that I took too much time. When I get up I don't speak too long. I try to be as brief as possible, but yet I would like to bring across to the House what the people think in my area. So I would like just to quote a letter or two from the rural area and then, if I may elaborate on it, just to bring the attention to the Minister what actually is going on. And I have a letter here dated May 7th, 1959 and it's written: "Dear Sir: We took up a petition last fall to get a graded road put in seven miles straight north of Clarkleigh highway on the range line between range one and two, and we got

(Mr. Wagner, cont'd.) .. over 60 names on the petition, and this road is very bad. The water all comes from the north and floods all our land and makes the road impassible. There is no ditches to take the water. We would like you to please look into the matter for us as we have to have our road to get out to town and the water cannot flood out our hay and grain land. So would you kindly look into the matter for us as we are in bad shape. Signed, Mr. C. Thornborne, Narcisse, Manitoba".

I took this letter and I went to the Public Works Department right after I received this letter. What was the answer? The answer was if these people are prepared to pay half of that construction, possibly we will build that road. And half of the construction--I'm just going to use a very small figure--\$2,000 a mile--which actually the Department of Public Works informed me that to build a decent road, it costs \$3,000 a mile. So they were going to ask these people \$1,500 per mile, which in my opinion, they cannot afford. And I have here another letter that a man has to take his child to school 4 1/2 miles. And he was after the school district that they would go 50-50 basis with the Public Works Department. And the school district says that they just simply cannot afford to go 50-50 basis. So what did he do? He got in touch with the engineers in the Public Works Department to come and estimate his road--two miles only--and here are the facts and figures. The estimation is \$7,700 in total, and naturally they are asking the farmer half of the amount which brings \$3,800 in round figures. Well, no farmer in that area can pay \$3,800 to have a road built two miles.

Now, Mr. Chairman, I just read you these two little items, two letters, and I have a stack of them and the Minister is very aware of them. I was going to ask him for an appointment, but then I thought since he is so short in his office, he may be catching up on the details. I'm not going to be the one to bother him in his early stage of portfolio. So I went and I made a memo and I presented him one, and also the other one to the Agriculture Minister on the Water Control Department. But I would appreciate after this session finishes, or at least his estimates, I would appreciate to have an appointment and discuss these letters with him.

I believe that such municipalities as rural municipalities, and I don't have to go very far--I can go to Rockwood here neighbouring of Rockwood-Iberville; these municipalities, they are struggling very hard as far as the road building are concerned and they have their local areas that the land is not too productive. These people are suffering because they cannot get the road. For example Erinview; it's a market road. Most of the time it's under water in the spring, or if it's a heavy rain, and yet these municipalities are short of funds. They cannot go ahead and build these roads and the people in the area, they can't bring up sufficient finances to have that road constructed.

Now as I said, Mr. Chairman, from the beginning, I'm not going to be too long. I presented quite a few petitions on the market roads and I must say that I'm a little bit surprised that not one market road by this government was proclaimed. I must be honest. I must say that the department is building some of those market roads that had been proclaimed by the former government, but at a very slow pace. One road in my mind just at the moment was going to be built that same week when the snow fell. Well possibly as the Honourable Leader of the Opposition said, the blame is on the snow. I well recognize that nobody can build the road in the snow, and particularly in such a snow as we had on October 7th. But as far as another item is concerned that the boom was going to come and the roads in Fisher constituency and a matter of fact in the Interlake area. For some reason or the other, I don't see that big boom; that road program; that 20th century road program, but I'll skip that and let it go by. But I would appreciate very much that the Minister do give his attention to some of the market roads that are very essential in the area, and I can name just a few as I recall it in the petition--Barton, Poplar Lake, Meridian road which would connect the forestry road in the north and so on.

Now just another item--as I said before, that for some reason the former Minister didn't seem to feel or see fit, or didn't have the time to answer letters. And I have here a letter; I had an appointment with him in July, and I left him a questionnaire on access roads, and those access roads were supposed to have been built in 1959 early in the spring. As a matter of fact, let me say in the summer. And when I had an appointment with the Minister, I had the letter with me where he wrote to me which access roads are going to be built. And for some reason or the other, those roads were not built, and neither was my questionnaire returned. So I decided I'm going to write to the Minister and ask for some of those documents. I have a

(Mr. Wagner, cont'd.) . . whole list, but I'll just refer to one document, and I wrote on October 14th, 1959 to the Honourable Minister of Public Works, Mr. Errick Willis, Legislative Buildings, and I'm not going to read the heading, but I'll just read that questionnaire. "Furthermore I left you a questionnaire regarding the completing of access roads to the following villages; Komarno, Malonton, Fraserwood, Meleb, Rembrandt and Silver, which are situated on provincial trunk highway No. 7. And you were going to give consideration to these roads in 1959 and inform me. However, you marked for construction the Komarno access road for bituminous mat and Malonton for reconstruction; Fraserwood you stated was double primed already, but now is very badly broken up. You also stated that Meleb, Rembrandt and Silver were not situated along provincial trunk highway No. 7 and at your request, I left this questionnaire for your reference. It was to be returned at a later date with your decision. Furthermore, Mr. Willis, I would appreciate if you would give me the complete cost of completing the highway from Broad Valley Corner to Fisher Branch. Thanking you in advance, I remain".

So I didn't receive my questionnaire with other documents that I left. I didn't receive the answer, and these access roads were not built. Now, Mr. Chairman, I believe the House, the committee very well is aware what problem the Interlake area as a whole is concerned with the roads, and these are just a few things I wanted to say, to bring to the attention of the Minister. And I feel that possibly it is difficult to come to a solution, but I must call upon the Minister, and I'd be very happy if he wants me to come to his office to discuss this matter. If there is anything I can do, I would just be too happy to help him. But as far as the 50-50 basis roads are concerned, it's just impossible for the individual farmer, if he lives two miles away from a market road, or three miles or even one mile, to pay \$1,500, or I would say a little smaller road, \$1,000 per mile. It's just impossible for one individual to build. So possibly since we have the highways built, market roads, secondary roads--we are building them from the Provincial Treasury--I believe the farmer as any traveller or any citizen of Manitoba pays the bill, there should be some re-consideration of building the roads in the rural area.

MR. T. P. HILLHOUSE, Q. C. (Selkirk): Mr. Chairman, I'm not going to hold the present Minister responsible for promises that were made in the past, but in respect of promises that were made in the past by a Minister of the Crown, or made by someone else with the knowledge, privity and consent of the Minister of the Crown, I do feel that the government should implement these promises.

Now let me preface my remarks by saying this, that I'm very pleased to note that the present Minister has stated that the road program in Manitoba in the future will be planned on the basis of need and on the basis of traffic. That's a principle to which I adhere. And that was a principle to which his predecessor adhered when he was in the opposition--but only when he was in the opposition--because his predecessor, in my opinion, was the most politically-minded Minister of Public Works that we ever had in this province. In November 6th, 1958 in the Hansard of that date on page 35, his predecessor in office said: "In contrast to the timing, we have timed it because we thought that you honourable members opposite would have the courage to throw us out and if you did"--and then there's a space--"of the great necessity of roads and we were conscious of the feeling of the people of Manitoba and consequently we put on this program in case you threw us into the ash heap".

Now in the last election, and pardon me for bringing up last elections, but in the last election the candidate who ran under the Conservative ticket had letters from the Honourable Minister of Public Works stating that if the government was returned, certain works would be done. I never saw those letters. Other people did see them. But I assume that the candidate who was running under the Conservative ticket was an honourable gentleman and that he was not lying. And I would suggest this, that the present Minister of Public Works look through the files of his predecessor for the purpose of ascertaining what letters he did write when he was the Minister and file copies of them in this House and let us know whether or no he intends to implement the promises therein made. Now there were several promises made in the constituency of Selkirk. One promise was in respect to the River road through the Parish of St. Andrews. Now I don't know what has been done in connection with that promise yet. I do know this though, that that road has been staked for about six months. Another promise which was made was the widening and blacktopping of PTH No. 9, from Selkirk north to Gimli constituency. Nothing has been done on that yet and that work was promised for the year 1959. Other promises that were

(Mr. Hillhouse, cont'd.) . . made were access roads from No. 9 highway east through Petersfield to Chesley Camp and from No. 9 highway from Clandeboye to No. 8 highway. Now, none of these promises has been fulfilled.

Now, I suggest to the Honourable Minister that he look through the files of his predecessor, dig out all these promises that are there and let the House know whether he intends to implement them. Now as to No. 9 highway from Selkirk north, I suggest to the Minister that that is a highway which should be widened and which should be brought up to the standard. That is an exceedingly busy highway. North of my constituency that highway has been widened and it has been black-topped. Now I would hate to think that that work north of me was simply done because that constituency is represented by a Minister. But that's the way it looks to me. And furthermore, the access roads in the Minister's constituency have all been built, but none of the access roads have been built in my constituency. Now as far as I'm concerned, I think all constituencies in Manitoba are the same, regardless of the political colour of the person who represents that constituency. And I think it's an affront to the people of Manitoba to give them roads simply because they have someone friendly to the government representing them. Roads, in my opinion, in Manitoba should be built strictly according to the needs and the traffic and no other consideration. That was the principle which I advocated when I was on the government side of the House; that was the principle which was advocated by your predecessor when he was on the Opposition side of the House. And I do hope in the opening statement made by the Honourable Minister that that is to be the future intention of the government. I do hope that that will be carried out.

MR. CORBETT: Mr. Chairman, I'm not wishing to interfere with the Minister of Public Works who is quite a capable man and capable of looking after his own interests and the interests of the department. But I wish to take issue with some statements made by the Honourable Leader of the Opposition regarding the progress on a particular section of road work which was carried on, the road from Mafeking to The Pas. As Mr. Willis said, it can be found in Hansard—I can't quote him; I haven't got a Hansard with me—but he mentioned distinctly at the time that in undertaking this 100 miles of road, it would be a gamble depending on weather conditions, but he was prepared to take the gamble. And the Leader of the Opposition said not over 40% was it, or 50% of that road work was completed. As far as the actual completion of the road is concerned, that is a moot point as what constitutes the actual completion of a road. But the question is that when a road is—it doesn't altogether go in miles that you are not able to travel on. On the highway, on Section No. 1, approximately—I haven't these figures; I'm not going to say—they're within a half a mile or so—approximately 15 miles—there is six miles that is not completed at the present time; Section No. 2, there is two miles that are not completed, not able to travel on; Section No. 3—they're all approximately between 14 and 15 miles—two miles; Section No. 2—that's above—which is under work now and I understand there only remains about two miles of that to be completed; and Section No. 5, that is complete; Section No. 6, approximately 15 miles is complete; on Section No. 7, there's two miles out of the 14.

Well, now the honourable gentleman will rise up immediately and tell me that there's a lot more that is incomplete, but when you're dealing with roads the amount of mileage that you can travel on that is gravelled and completed, doesn't necessarily constitute the percentage mileage of the road completed. Because every contractor knows that starting from the clearing and the removal of waste material and installing culverts and that sort of thing, is a large part of the road work done before you start putting the earth back in to build the grade. And I still maintain that on a mileage basis, there is approximately 15% of that 100 miles is incomplete. But on a percentage basis, I'm quite sure that my figures of 90% are not very far wrong when you take into consideration all the waste excavation—there has been a tremendous amount of that—waste material, unsuitable material has been removed; and the clearing is done; the culverts are in; and quite a bit of the road has been gravelled; sixteen miles of it has been stabilized and double prime oil put on it; that I'm quite sure that I'm not very far wrong when I say that in actual value of the work that remains to be done, there is very little over ten percent of the actual work represented in costs alone. Thank you.

MR. CAMPBELL: Mr. Chairman, may I ask the honourable gentleman who has just spoken as to how much of that road has not yet been gravelled?

MR. CORBETT: I couldn't say. I'd say probably 40% of it not gravelled, maybe 50.

(Mr. Corbett, cont'd.) . . I'm not sure. But are you aware, Sir, that the initial contracts called for 1,500 yards of traffic gravel to the mile? And 1,500 yards of traffic gravel at an outside cost of crushing it and hauling it down the road doesn't amount to over \$2.00 a yard. That represents \$3,000 a mile, and the lack of the gravelling on the road constitutes--if there was none of the gravelling done on the 100 miles, it would only represent \$30,000 which is a very small percentage of the total cost of the contracts for the whole road. But figuring mileage and percentage-wise and the finishing touches is--those are figures that you can't base round figures on of saying so much of the road isn't right, because there happens to be some of it that isn't gravelled and some of it is gravelled.

MR. CAMPBELL: Mr. Chairman, I'm quite aware of the qualifications that the honourable gentleman makes and I agree with him, but this discussion that we had a year ago last fall was on the question of whether the 102 miles of road would be graded and gravelled by December of 1959. It was to be graded and gravelled! And it's true that the Honourable the Minister of that day said that this was a calculated risk. That's quite true. But after, or during the discussion, the Honourable Member for Swan River got into it and said that it could be done and this was grading and gravelling. Now I'm not trying to misrepresent the situation. I know that the gravelling that remains to be done is a comparatively small amount of the total expenditure on the road. I realize that. But this was a question of whether the grading and gravelling could and would be done by December, '59. And it's not done!

MR. CORBETT: I admit that but I would also--I could get sworn statements from two or three contractors up there that in the last 70 days of construction weather, in the last season--you must be aware that there was a little bit of the crop left out last winter which was a little unusual too--but in the last 70 days of construction days of the season up until freeze-up, the two contractors south of Benito there on highway No. 83 lost 57 days out of the 70 due to wet weather and that is a rather unusual occurrence for the months of September, October and part of November. And that same condition prevailed on quite a bit of the work north, and I'm quite sure with the equipment they had up in that job there capable of moving many thousands and thousands of cubic yards of material per day, because you just had to go up that road to see the seven villages there with more equipment than I ever knew was in the country, to know that every working day they performed meant at least another mile or two of road, but they were all handicapped by the bad weather which the former Minister of Public Works said at the time was a gamble that we would take as to whether we could do that. But if the weather had been anywhere 60% normal in that month, I'm quite sure there wouldn't have been over two percent of that road left. And I'm quite sure it could have been done in any ordinary season.

MR. CAMPBELL: Mr. Chairman, as far as the bet that I'm referring to is concerned, it wouldn't have mattered whether it was two percent or one percent. If it wasn't done, it wasn't done. And I think that the people of that area, the people who are interested in that road, and there are a good many of them, and I'm not blaming them, they're interested in that road. They have a right to be. They have the best reason in the world to be thankful to my honourable friend for having gotten into this argument, and to the then-Member for Flin Flon and to the Minister of Public Works of that day, because it became such an issue with this bet and all the rest of it, that a special effort was made. I submit to you, Mr. Chairman, that there wouldn't have been anything like this amount done if it hadn't been that my honourable friend placed his great reputation on the line and said it would be done. --(interjection)--There was no hedge put in with regard to the weather. That was the point. The weather can make But here's what my honourable friend said on November 6th, XI of Volume one--'58 session. "I'm quite confident that I would like to have the job of supervising that 100 miles of road. With all the hungry contractors in the country sitting twiddling their thumbs half the summer, a lot of the summer, I'm quite sure I would like to have the job of supervising the road. And I would assure the honourable member, I would make a small bet with him right now, that it can be done, and will be done". And that was grading and gravelling, and that was by December of 1959.

MR. E. R. SCHREYER (Brokenhead): If I might get in here. I hate to spoil this exchange here. However, I would think that the member for Swan River has a very powerful argument or reason why it wasn't done and perhaps the Honourable Leader of the Opposition is acting just a little bit too much like Shylock--he must have his pound of flesh. Or perhaps that is unkind. I don't really mean that. However, I think that we should appreciate that the last

(Mr. Schreyer, cont'd.) . . construction season was not a very good one. --(interjection)--Mr. Chairman, the first thing that I wish to say at this point is that I would congratulate the Minister of Public Works. Although I realize that he has not been a long time in office in the present department, I feel it's a matter of personal feeling with me that the Department of Public Works now has a Minister who is capable and possesses in fact, such a degree of integrity that I believe the people of Manitoba can rest assured that work of that department shall be done when guided by such a person of high integrity. Now I do not intend at this time to debase the policy of road building in this province. I believe, of course, that it is very necessary that critical analysis be made of this and I would congratulate--so far I would congratulate the members of the Liberal Party for having done just that, so that it would seem unnecessary for me to go further into the matter of analysis and criticism of the government's road building program.

I would, however, like to ask the Minister several questions in the hope that when we get to the specific items he will have the answers available. The first question I would ask him is: Just what is the department's work intentions on provincial trunk highway No. 59 in the vicinity of the Libau district? Just what does the department wish to do there? Because the Minister is perhaps aware there was a considerable amount of delay in connection with PTH 59 in the Libau district due to the fact that no agreement could be reached as to the route that the road should follow. I would also ask the Minister what the department intends to do with respect to PTH No. 4 East. The Honourable the Leader of the Opposition mentioned the fact that this road, although it's been worked on last year, is in a very unsatisfactory condition. I realize it isn't finished yet, Mr. Chairman, but even those portions which are considered to be finished, where the work is considered to be finished, the road has become a "wavy sea". Travel down it some-time and one has to fight back nausea and seasickness.

I said I wouldn't debate policy here. I'd just like to bring in one thought, however, and that is that I feel a mistake was made when the bituminous mat and seal coat was put on No. 4 the way it has been without building it up, because even though we're building 59 north, No. 4 will continue to remain for a long time a major traffic artery, and especially now that we are going to have an atomic site in the vicinity of the northern Whiteshell. And then consider the potentialities of the northern Whiteshell itself. Now this is going to be a main artery of traffic, and to pour thousands of dollars into surfacing PTH 4 as it exists now with the kind of sub-structure that it has now, I feel is a waste of public money. I would appreciate some comments from the Minister on that particular point.

Also, I would like some clarification from the Minister as to what the department's policy is with regard to access roads. I know that this was mentioned earlier, but I would like to know for example, if an access road into a village or town would be merely a one-prong road or whether it would be a means of ingress and egress as the member for Selkirk would say. In other words, will it be two-prong or merely one road into a village, serving as both entrance and exit road? Then, too, I would like some specific clarification with regard to that six miles, I believe it's six miles of connecting road, that was supposed to connect the Town of Beausejour due west to provincial trunk highway No. 12--(interjection)--five miles, is it? Well, I have no strong views about this, Mr. Chairman, quite frankly, except that a promise was made to build this road and it would seem that if it's not going to be built a very good explanation should be given why it will not be built.

Then, too, a matter of some concern to several people whom I've talked to is the matter of department thinking as regards the prohibition of left hand turns on certain highways. Now I know that for purposes of experiment you've put up a divider strip on the highway to Selkirk, a strip which the member for Selkirk refers to as being built by the "wavy navy", and I'm wondering if it's the department's intention to apply this policy with respect to other roads in the province. Some people whom I've talked to are very much opposed to the idea; and some clarification here would be appreciated.

I would also ask the Minister if traffic count data, which I know the Department of Public Works has, whether such traffic count information is available to the public. And if not, is it available at least to any member of this Assembly if he care to make a study of traffic counts?

There are two other points here--oh, yes, I don't believe the Minister would be aware of this, but before the last election, I had attempted to secure for the people of the village of Ladywood, a speed zone in their hamlet, provincial trunk highway No. 12, and things had

(Mr. Schreyer, cont'd.) . . progressed to the point where I was promised that a speed zone would be installed at Ladywood. And this was all well and good. I realize that sometimes action on points like this take time, and I waited—waited several months, and then the request of these people was granted and I was informed that a speed zone of 40 miles per hour would be installed. And then just before—as a matter of fact, just at the time when the work order was to be written up by the department, there was a change of government policy in the sense that from then on the matter of speed zones would be put in the hands of a new traffic or highway authority. This is all well and good too. The point I'm making is that I was promised that it would be put in at that time. I told the people out there it would be put in, and now for all practical purposes, it would appear to these people that I have been a liar—that I was guilty of lying because I told them that it would just be a matter of a few weeks and the speed zone would be put in. Now months have elapsed. I don't really care about being called a liar as long as I'm satisfied in my own mind that I am not a liar, and I am so satisfied. But I feel that it's not exactly justifiable for the department to tell me that it's going to be put in—a speed zone will be installed, and then because of a change of policy, to put any member of this Assembly for that matter in the rather precarious position of having said something would be done and then seeing that it hasn't been done. If the Minister can justify this to me, fine. And if he does, he'll in a sense be helping to restore my reputation on this particular point.

Well, these are the questions, Mr. Chairman, and I would appreciate the Minister answering them before we leave this department.

MR. M. N. HRYHORCZUK, Q. C. (Ethelbert): Mr. Chairman, there's some information I'd like to obtain from the Minister. Yesterday he gave us the mileage of grading, gravelling and so forth. I'd like to have a breakdown of these mileages as to the degree of completion in each case. I'd also like information as to the number of contracts that were let in 1959, or say for the work to be done in 1959. And I think it would be of interest to the committee to know how many of the contractors were Manitobans and how many of them came from outside the province.

Now I note, Mr. Chairman, that when the Minister referred to access roads, he said he had a million dollars to spend approximately and 62 miles of road to build. That comes to about \$16,000 a mile. Well if my memory serves me right, we were told that these roads would be built up to the standards of the highways that bypass the towns, and surely the Minister doesn't expect to build roads up to that standard at \$16,000 a mile. He also gave us some assurance that the roads that were not completed in the 1959 program would be completed in the coming program. I would like to know whether these roads will receive priority to other works in the province as everything else is equal.

Now as to the matter of the weather curtailing the operations in 1959, Mr. Chairman, those of us who have lived in Manitoba for any number of years know that we very, very seldom have a year in which the summer construction period is not interrupted by weather of one kind or another. I think that not so very long ago, we had one summer in which only about 60 days were suitable and used for the construction of roads. Sometimes we have late springs and you can't get started early; sometimes we have heavy rainfalls during the end of June that holds up works for as long as a month; and sometimes we have early fall rains and snow like last year. And anybody who is planning on constructing roads in Manitoba knows that you can't, or you shouldn't if you're wise, figure on five or more months of construction weather because that isn't the rule; it's the exception.

Now as to the bog, in 1958 we approved a capital expenditure on roads here for \$33 million, and surely at that time the government must have known that the work which is being done right now in that bog had to be done sooner or later. And I'd like to know why it wasn't done in '58-'59. I would also like to know why some roads were discontinued when the working conditions were favourable. And I'm referring to the road that runs through the Duck Mountains from No. 5 at Grandview to Minitonas. The work there was discontinued when all the equipment was in there. The weather was good and hadn't turned bad for some time after the work was discontinued. This certainly wasn't due to weather conditions. Why was it discontinued? In reference to this piece of road running between Gladstone and Neepawa on No. 4, I've said this before, Mr. Chairman, and I want to repeat it, that I've travelled most of these roads in Manitoba for quite a number of years, but I've never seen a road left in that condition at any time, immaterial of what the weather was in any given year. Anybody that has been over that

(Mr. Hrhorczuk, cont'd.) .. road would wonder what the government had in mind when they left it in the condition it was in. And the peculiar part about it, Mr. Chairman, is that some of these bumps and ruts and ditches running down the middle of the road and so forth, have had oil put on them, and I'm quite sure the oil wasn't put on there after the snow fell. That oil must have been put in there prior to the snowfall. And why was that additional expense made when the condition of the road didn't warrant it? I would like answers to those questions, Mr. Chairman, because answers to those questions will give me the information I require to add a few more words before the estimates in this department are completed.

MR. A. J. REID (Kildonan): into road that they started last year, and due to adverse weather conditions and other excuses, that weren't finished. I was just wondering now what attitude or what stand the government's going to take. Are they going to wait? With the Metro Council coming in, I'm thinking the city or municipalities were going to have highways and secondary roads going through, and the Metro Council's going to be taking it over this year. Are the government going to go ahead this summer or wait until next fall until the Metro Council takes over? Because the election for the Metro Council won't take place until the end of October; that will be all summer will be wasted on waiting for the election, and especially in my constituency where I represent a city and a municipality having a highway and a secondary road going through there, which I understand some work is supposed to be started on this year. And I was just wondering now what stand the government is going to take. Are they going to wait until the Metro takes over, or are they going to go ahead with it?

MR. RUSSELL PAULLEY (Radisson): Mr. Chairman, I don't intend to take a great deal of the time of the committee on this very important section. I'd like to, first of all, wish my old friend the Minister of Public Works a good health and luck in his new venture. I'm sure that he will find it most interesting albeit at times it carries its headaches.

I would like to ask the Minister one or two questions insofar as overall policy is concerned of the government, because as is well known to all Members of the House, the Conservative Party of Manitoba really stuck its neck out in the past two elections, and in that, they were just carrying on much of the criticism of the policies of the Government of Manitoba when they were in opposition themselves. One of the things that the government told us, in their appeal for support to the people of Manitoba, was that when they took over the reins of office that the type of road which was going to be built would be vastly superior to any that had been constructed by the former Liberal administration. I think this afternoon, in just the remarks of the comparatively few members of the Assembly who have spoken, that the aims of the government are falling far short of their promises. I'd like to know from the Minister what changes have been made in the specifications for road construction between their government and the former government. I know that the previous Minister did on one occasion give us quite a long explanation of some changes that were taking place or had taken place. I think, Mr. Chairman, that when they were thoroughly analyzed they didn't mean an awful lot insofar as a better road is concerned.

I'd like to ask the Minister, also, this question. Periodically from the Minister of propaganda for Manitoba, through the informational bulletins of the Department of Industry and Commerce, we receive figures in connection with tenders that have been called for road construction and also for the construction of bridges. It appears to me, Mr. Chairman, on reading these reports and the figures which the construction companies tender, that the difference between the highest tender and the lowest tender are so far apart that there must be some misunderstanding as to the specifications or that some who make tender have not the least idea of the cost, because I find in some instances at least, that the difference between the lowest tender and the highest tender, the highest tenderer is almost twice the amount tendered by the lowest firm, in some cases amounting to some 80 or 90 thousands of dollars. Now one might ask me do I think that they should all tender the same figure, and the answer of course, Mr. Chairman, to that is "no". I don't think that there should be any collusion between tenderers insofar as their price is concerned, but from general observation as I see from these bulletins, there is such a wide variance between the prices that it must lead one to wonder why.

And also this point too, Mr. Chairman, I have yet to see and I may be wrong, the Minister I hope, and I know, will correct me if I am wrong in this, but I have yet to see where any tender has been awarded to other than the lowest tenderer. Now then, does it necessarily follow that, even though I appreciate the fact that one of the functions of government is to protect

(Mr. Paulley, cont'd) . . . the public treasury and to get the greatest value possible for the least expenditure, it does appear to me, due to the great variance in the tenders, that some of them, particularly those that are so much lower than the general scale even in respect of any particular job, is so low, that in the construction itself albeit that the department have inspectors on the job, that there should be an explanation to this committee as to why it is that on each occasion -- subject to correction as I've noted -- on tenders, that the lowest tenderer is the man who gets the job. And I say that, Sir, because of the fact that the government has told us, both in opposition and in government, that one of their prime functions as a government will be the building of roads to such a high specification and qualification. I would appreciate very much if the Minister would give us a comment on that.

Now I know, Mr. Chairman, that it's only repetitious on my part if I say that to me the only super-duper highways that have been constructed by the Conservative Government of Manitoba are those that were constructed by Order-in-Council of last year where they increased the weight limit on vehicles. I haven't had the opportunity of going north to see how highway #10 is coming along, and so of course will not make any comment on that. But in the southern part of Manitoba I've had the opportunity of getting around fairly well, and the evidence to me is still lacking of any highways that are being constructed to any degree better, and I'm not trying to defend the Liberal administration at all, but better than those that were constructed under the regime of my friend the Leader of the Opposition.

Now then, I would like to ask the Minister one or two specific questions dealing with, and I think, Mr. Chairman, this is the only time or the first time that I've mentioned my own constituency since I had the honour of leading our group here, I'd like to ask the Minister when the Seine River diversion is going to be completed. I believe it could be established, by referring to Hansard of last year, that his predecessor in his office told me that it would be completed last fall. I'd like to know when now is it going to be completed. Also if I recall, Mr. Chairman, last year, either it was in the broad outline of the program of the department or in answer to a question, that the former Minister of Public Works informed me that the channelization at the junction of Highway 59 and Nairn Avenue would be completed. I might point out to the Minister that the congestion at this particular spot is growing daily and the matter, I trust, will soon be completed.

Two or three years ago, Mr. Chairman, there was a great amount of publicity given to the construction of a subway on Archibald Street at the junction of the C. P. R. main line, and if I recall correctly, at that particular time it was to be a joint effort between the City of St. Boniface, and I believe the City of Winnipeg entered into the picture, the Province of Manitoba, and the Board of Railway Commissioners, in respect of building this subway. I would like to ask the Minister whether his department is actively engaged in any furtherance of this particular piece of construction because Archibald Street is a very vital link between many parts of the Greater Winnipeg area. I would also like to ask the Minister, when he's finished his private conversation --(Interjection) oh, is it a consultation? Well maybe if I want an answer to my questions I'd better wait until the consultation is finished, lest the Minister doesn't take note of the questions being directed to him.

MR. ROBLIN: He's pretty versatile.

MR. PAULLEY: He is? Oh, that's fine.

MR. ROBLIN: He'll take care of the both of us.

MR. PAULLEY: That's fine. --(Interjection)-- You are? Good. The "Minister of Propaganda" is right with me. If I could only do that with about 12 more things it would be all right.

Last year in the House I drew to the attention of the committee and the government a situation at Victoria Beach wherein the provincial highway ends and people can go no further and are in the position of having to pay toll fees for parking, due to a bylaw passed of the Town of Victoria Beach back in 1931. I might say at that time we had a bit of a debate on the question in the committee, Mr. Chairman, and there was a hesitancy on the part of the government to interfere with town autonomy in respect of the jurisdiction of roads or streets within that particular municipality, and I think in general that the members of the committee can appreciate that hesitancy. But I do ask the present Minister of Public Works to take another look at this overall situation because I don't think that it is good for the taxpayers of the Province of Manitoba

(Mr. Paulley, cont'd)...to construct a highway of a nature that they have, that ends in a blank end the way this one does at Victoria Beach. And I might say too, Mr. Chairman, to the Minister, that throughout the winter months every so often representations are made to me and have been made to me by people, not only of my own constituency but outside of it, asking me to pursue this matter and see if the government will do something in connection with it either by way of co-operation with the Town of Victoria Beach in having an amendment made to their municipal law or, if necessary, to the construction of a public parking place at the end of the highway at Victoria Beach.

I would also like to ask the Minister, and I believe this comes in his jurisdiction and it may not, but there was some talk some time ago of the Canadian National Railway disposing of their properties at Grand Beach. I believe that there were consultations between a group of summer residents of Grand Beach with the Provincial Government as to the possibility of either it being taken over by the provincial authority, or some satisfactory arrangement made between all parties concerned so that the facilities of this lovely beach would be continued and that the residents in the area would have some semblance of control for the operation of the beach. Now, Mr. Chairman, I don't want to belabour the committee any longer, but I thought that I should draw these matters to the attention of the committee. But I do say that I would like to hear from the Minister, assurance from him if he can give it, that there has been a great change in specifications on road construction, because as far as I am aware, and I think as far as those who have so far taken part in this debate, that there is no real evidence that there has been any change whatsoever.

.....Continued on next page.

MR. THOMPSON: Mr. Chairman, I would like to make a few comments at this time on some of the remarks which have been presented to the committee. In connection with the -- and I probably should begin with the last spokesman, the Honourable Member for Transcona, the Leader of the CCF Party. The question of Grand Beach has not come directly to the attention of our department at the moment. I think the Minister of Industry and Commerce may have a statement to make on that, he tells me, when his estimates are reached. The Seine River diversion question, as the Honourable Leader of the CCF may know, is a matter of water conservation and control and is not now under our department of Public Works. It will be looked after by the Department of Agriculture, and you'll have to talk to the Minister of Agriculture on that score.

Now on the question of tenders and the fact that the lowest tenders are always accepted, that would appear to me as a good thing. I think if the lowest tender were not accepted, honourable members might be raising eyebrows and raising questions on why. But the policy has been to accept the lowest tender. I certainly agree with the honourable member when he says that he's surprised at the wide spread in many tenders. Certainly they seem to bid over a wide field, but that does not mean that when the department accepts the lowest tender that it is taking an inferior bid. All the bids are in the same category. The lowest tender is not necessarily accepted. If the department feels that the person tendering is unequipped to provide the necessary material, the staff, the machinery to do the job, the lowest tender would not be accepted. But if he equals in every way in character of work, in equipment, those other bidders, then the lowest tender is definitely accepted. It doesn't mean that all the bidding has been on an equal basis and some have decided that they can do the job cheaper than others from the money standpoint.

Now the question was raised by the CCF Leader, and certainly by the Honourable the Leader of the Opposition, and I think on this score I should answer them perhaps both at the same time. What have we done to change the standard of road construction in Manitoba? What have we done to change the standards? And I must maintain that we are taking steps; we are making progress in the change of standard of construction in building highways in this province. We have not found it necessary to make any material change in either the process or standards used in laying bituminous mat or the surfacing in laying concrete or bituminous pavements. But we have made changes in subgrade and base course in the construction of highways. It is felt that the maintenance of the surface of the highway in good travelling condition depends entirely on the foundation under the surface; and by strengthening the foundation, not only is the public provided with a good pavement but the future maintenance costs are greatly reduced, as will be readily understood, and so we have placed emphasis on the structural stability. The Honourable Leader of the Opposition quoted me as using the phrase "constructural stability." I think the Hansard says "structural" -- I don't know the other word -- the structural stability we have recognized as of the greatest importance because that is the foundation of the structure, and that is the test of its length of life and its serviceability to the driving public. So having done this, we find that the most important factors contributing to this structural strength, as I've mentioned, are the selection of subgrade materials and an increased base course -- an increased base course. I think the honourable members may know, of course, that the subgrade is at the bottom and the base course is the course immediately below the surfacing or the paving or whatever surface material is used. And so the selection of subgrade materials and increase of base course are the two measures which are being adopted and put into practice by this department now to effect a better road.

Now during the past construction season, I wish to point out, a number of contracts awarded covered -- worded, I should say, with clauses to cover the disposal of undesirable material and the replacement with material of higher quality, increased to 40% from 19% in '58-9. In other words, it has become a condition of 40% of the contracts in the past year, that undesirable material be removed from the course and that a new and proper and tested material be brought in to replace it to build the road bed or the subgrade. That increase was from 19% '58-9 to 40%. In the past construction year, 22 of 54 contracts provided for selection of subgrade material, in other words, not only the replacement of material but the selection of subgrade material, and the amount of poor material replaced with good. In each case it has been, as a matter of experience, greatly increased. Under the present policy, I'm told, that no top soil is being used in the subgrade below the pavement. All fibrous material, including peat or any

(Mr. Thompson, cont'd.)....other fibrous material, is being disposed of outside the fill areas. In addition to this, some experimental work was done in the vicinity of Selkirk to test the practicability of chemical treatment of gumbo soil with lime to increase its stability under traffic loading. This policy of improved subgrade materials will be continued in the future since it is obvious that it is less expensive to select the material during the process of grading rather than having to dig it out after the paving project has been started. Now I have here an example of that. An example is that paving project under construction during the past construction year. The subgrade was built during the years '49 and '50, and very little, if any, selection of material made in the construction of the subgrade. It was necessary to spend approximately \$48,000 this past season to dig out these pockets of poor material before base course and pavement could be laid. Had the present, the new policy been in effect when this subgrade was built, at least, it is estimated, \$30,000 would have been saved in the total cost of that road. -- (Interjection) -- I can get it for you. I haven't the highway number here. I'll give it to you.

Now then the second that I mentioned, increased base course, the second point in the structural stability of the highway is the amount and type of base course. The engineers of this department have drawn up a new chart of base course dirt for use on any soil type which might be found in Manitoba, which will ensure the stability of the pavement during its normal life and greatly reduce failures and maintenance cost. This chart is being developed by our Materials and Research Division from the best information obtainable from the experience of people, or roadbuilders in the United States, and the major road-testing programs such as the Western Association of State Highways Officials Road Test at Malad, Idaho; and the American Association of State Highway Officials Road Test at Ottawa, Illinois; and information obtained from the United States Bureau of Public Roads. So we are working on the construction of better and more permanent and more serviceable and stronger highways, by a better subgrade; by an increased base course. I think it's of interest to point out that these higher standards are being obtained with only a moderate increase in first cost. It is felt that ultimately the total cost of these roads to the citizens of Manitoba will be much lower than the total cost was when the highways were being built to a lower standard.

Now in addition to this, as a result of this, we maintain that excellent value is being received for every construction dollar. The Leader of the Opposition has suggested that the people are not obtaining value for their money in highway construction. I don't feel that I have heard any positive proof of his statement in that respect up to now. We feel that we are obtaining excellent value and will do more so for every construction dollar. The unit prices tendered on highway contracts in Manitoba are as low or lower than may be obtained in this part of North America. This applies to all phases of highway work, and in each case, these prices are tendered under specifications at least as rigid as those in force in other states or provinces of this continent.

As you know, we have a Materials and Research Division in this department. You may have observed in the estimates of last summer that the personnel was increased in that department. It will be increased, if you will note the estimates, again this year there is a certain further increase and we propose to maintain that department, that Division of Materials and Research at a high level of efficiency and with a sufficient number of staff and personnel. They are the ones that test, as you know, tests the gravel when roads are built out on the site and so on, and through the winter they do research work. They are constantly endeavouring to improve the standard of roads and improve the possibility of obtaining more value for money spent. So we have increased the personnel of this department and it is our intention to make certain further increases so that adequate investigation can be made prior to commencing any construction project, and to ensure adequate design standards at all time to attain the greatest possible economy.

Now my honourable friend mentioned -- I think I've answered the questions raised by the Honourable Member for Transcona. -- (Interjection) -- Oh, yes. Victoria Beach, I feel, is not within our jurisdiction. Now I believe the honourable member raised that question last year on Municipal Affairs estimates. As I recall, the opinion which we gave you at that time was that it was incorporated; they had control over their own streets and roads; and I'm afraid at the moment, I would have to give the same answer.

MR. PAULLEY:also Mr. Chairman. This was during your little tete a tete that I made a suggestion of the possibility of your department constructing a public parkway there at the end of the road -- making a public parking lot at the end of the highway, irrespective of the municipal by-laws.

MR. THOMPSON: You mean outside the limits of the

MR. PAULLEY: Yes, at the end of the Provincial Trunk Highway.

MR. THOMPSON: Well at the moment I haven't any information on that. Was there another question of the Leader of the CCF or is that all?

MR. PAULLEY: The channelization, Mr. Chairman, at Nairn and 59.

MR. THOMPSON: Oh, yes,

MR. PAULLEY: Although if he like to handle that at one of the specific sections, it will be OK with me. I also raised the question as to whether or not anything further is being done in connection with the possibility of having a subway constructed on the junction of Archibald Street and the CPR main line. There was some consideration of this two or three years ago and it may be that the Minister is not aware of it offhand. If he'd like to possibly check with the department on that item I'd be more than pleased to await a later answer.

MR. THOMPSON: In connection with the Nairn Avenue intersection with Highway 59, the City of Winnipeg was authorized last year to proceed with the necessary work in that area on an agreed distribution of costs. These costs will be shared by Transcona, the City of Winnipeg and the Province of Manitoba. I understand that due to unfavourable construction weather last fall that they were unable to proceed, but the matter is in hand.

MR. PAULLEY: If the Minister, Mr. Chairman, is looking into this question of the subway, I'm sure he hasn't got it with him.

MR. THOMPSON: No, I haven't, no. Now on the question of the Honourable Member for Kildonan -- I guess he's not in his seat at the moment. I could deal with that later on; in fact I'll be glad to deal with it later on.

Now the Member for Ethelbert-Plains raised certain points regarding the breakdown of contracts. I don't think I have the total contracts in the last season. I'm afraid I'll have to get those, the contracts which were let the past year. I think I have the -- I thought I had certain contracts which were let the past winter, but I'll have to provide that answer shortly. Now the Member for Ethelbert-Plains raised a question on access roads. I have a note here, Access Roads, but I just forget the nature of the question.

MR. HRYHORCZUK: Mr. Chairman, the Minister stated yesterday that they've appropriated approximately a million dollars for 62 miles of these roads, and that comes to approximately \$16,000 a mile. I was under the impression that the government had intended to build these roads to the same standards or approximately the same standards as the by-passing highways. Well I don't see how he could do it for \$16,000. And while I'm on my feet, Mr. Chairman, I might remind the Minister that I would also like a breakdown of the mileages he gave us as to the various levels of construction such as grading, gravelling and so forth, as to the degree of completion in each of the contracts. What I have in mind, Mr. Chairman, is this: For example, on No. 5, between McCreary and Ste. Rose, we see a variety of lifts on these roads. Some places there's only a single layer put down of blacktop and others there are more and so forth and so on. Well when he gives us the figure of 325 miles of blacktop, does he include mileage where there's only been one lift given or is that a completed road with nothing further to be done so far as blacktop is concerned? I'd like a breakdown of that.

MR. THOMPSON: Do you want a breakdown by individual contract on that?

MR. HRYHORCZUK: Well, say on No. 5, that so many miles of blacktop have been completed; and No. 10, so many miles of blacktop have been completed; and so forth. If you could do that.

MR. THOMPSON: I haven't the individual details on these roads, and I might say at this moment that several of the honourable members have raised questions on various particular specific roads. I'll have to get that information which we may have available under this item, or perhaps later under the highway item.

MR. SCHREYER: I wonder if I could just ask the Minister -- I asked these specific questions and actually I think that I'd be quite willing to hear the answers under the item itself. I just gave you fore-notice on this.

MR. THOMPSON: The general figures on completions divided into types of work such as grading, gravelling, etcetera, I can give you those for the entire season, that is the percentage of work completed for the '59-60, which is grading, 60%; gravelling, 71%; gravel stabilization 61; prime 70; calcium chloride, 83; seal coat, 99; bituminous mat, 61; and concrete 74. Those represent the percentage of work which the department was able to accomplish this last season, so that when I mentioned yesterday that there's a carry forward of the '59-60 program, the balance of those percentages are required to be carried into the new year, such as 40% of the grading; 29% of the gravelling; and so on; but I will endeavour to get you the breakdown into highways as well. Now the honourable member for Ethelbert Plains referred to the weather. I hardly need to deal any further with that question, although I think it is right to say that when that debate took place in the autumn of '58, and the weather was mentioned as I recall by the Honourable the Leader of the Opposition, that the then Minister acknowledged that weather could certainly interfere with his program. As I recall his words, glancing back at the Hansard of that time, he said, "yes, weather can interfere with any construction program, but the idea is not to wait and see what the weather might do; the idea is to be ready for construction if the weather is suitable." And that I think was the intimation which was given.

Now, as I say, on these individual roads, No. 4 was mentioned by the Honourable Member for Ethelbert Plains and that it was left in bad shape. I will be obliged to get comment on these various specific parts of various highways. And similarly for the Honourable Member for Brokenhead, and he already has explained his position in that respect, but he did ask about access roads and whether is our policy one prong and two prong. No, it's not at the moment our intention to build a road in one way and out the other. You have to come back on the same road you go in. That is the present policy. One access to each market centre to a distance of five miles from the highway, which of course is 100% government road, and it's built.

Now dealing with the Honourable Member for Ethelbert Plains in this same connection, the figure which I mentioned of about a million dollars is the figure of work orders which have been approved now. Within our capital estimates for this coming year, the coming fiscal year, there will be a further sum which you will be asked to vote for access roads. The total that I gave you, that million covers the total of work orders -- \$1,069,066 covers the total of work orders which have been approved by the department. Now it seems to me the total was 64 miles, I think it was. Is that the understanding of the honourable member? 62.6 -- quite right -- in 64 locations. Now it definitely is the policy to build the access road of the same standard and quality as the highway which it leads from. I'll have to get an explanation of how the estimate works out to that state. In many access roads, I understand that the base course is very solid. It's been a well pounded and a well packed road for a longtime. It's carried all the traffic in and out of the market centre for years and there may be some logic to that, or some reason in that, for what my honourable friend refers to as a comparatively low mileage cost. But I will check further to see if there's any other explanation.

Now there's certain other questions raised by the honourable member for Brokenhead on the prohibition of left hand turns on highways and on the question of whether the traffic count is available to the public. I'll have to get definite information on that. I feel that the traffic count is not available to the public. I think it's purely for departmental use in planning construction of roads and it might be, of course, widely used for commercial purposes if it were made public. I don't think it is available at the present time.

MR. SCHREYER: Mr. Chairman, what about to the Members of the Assembly, if they should want to look at it?

MR. THOMPSON: I think the policy has been for some time, that if the member drops into the office he can have a look at that road density map. I think that has been the policy. I don't think a member has been refused the right to take a look. And on the other point concerning the Ladywood speed zone in that area, as I say, these detailed matters will require further examination.

Now as I recall, there was no other major policy criticism raised, other than that of the Leader of the Opposition, in the speeches of the Honourable Member for Fisher, and the Honourable Member for Selkirk, although -- yes, I think the Honourable Member for Selkirk made reference to certain specific roads which we'll have to look at. And the Honourable Member for Fisher stressed the importance of local roads. I think the policy of this government has

(Mr. Thompson, cont'd.)....been to endeavour to assist the municipalities to the greatest extent possible. He'll be familiar with the present formula, but other than that, I am unable to make any statement. Normally, the market road is approved by the local authority and applied for to the department -- to the government and then the government give their approval or disapproval on whether they're ready to pay their 60% share of the cost of that road. Now of course in unorganized territory the government assumes the role of the municipality and pays 100% of the cost, except of course in school roads where the school district and the government share 50/50.

Now I do not feel qualified to get into the argument on the bet of a year and a half or so ago. I was here and heard it. I don't think that I would do justice to the subject by attempting to deal with it, but other than to say this, that certainly it has not been completed. I do not feel that there was a commitment; that the inclement weather was referred to by the then Minister; and that it was considered a measured risk -- I think that's the term he used -- a measured risk as to whether it could be accomplished, that north route, in that length of time. And I think as I recall, the Honourable Member, the Minister, and I think we agree with him in that respect, at least we on this side probably agree with him or do agree with his statement, that it is better to proceed quickly with this road, complete the northern link and not -- I think the phrase he used, the honourable gentleman had adopted earlier -- he said the policy of "inching his way north." We were against that policy; we have striven to get that connection completed; and I think in view of the small building season which we have had since we have assumed office, the short building season which it has fallen to the lot of this government, that we have made a worthwhile contribution in road construction, not only in the north but throughout the province. For example, the last year in which my honourable friend led the government, '57-8, there was 1,427 miles of grading, gravelling and other processes completed. In the year '59-60, the year which is closing, there's 2,245 miles completed, in spite of the weather handicap. In spite of that handicap, we completed a third more miles of highway; a third more grading, gravelling and prime and structure than was accomplished in the last full year of the former administration. And so our accomplishment, I do not think, has been too bad. It has been, we feel, a worthwhile effort and we have achieved something which is more expansive than ever before in the history of this province.

MR. HRYHORCZUK: Mr. Chairman, there are a couple of questions that were not answered, or I didn't hear the answers to them. One of them was -- the weather had nothing to do with the contract let on the bog, which I understand was let just about two months ago. Why was that delay there? The other question, Mr. Chairman, was, why was the work in the Duck Mountain discontinued probably a month before the snow fell and under favourable working conditions? And in reference to these comparisons the Minister is making, he is comparing the 1959 program with the 1957 program. Well I would like to point out to him that insofar as the 1958 program is concerned, it was based on the estimates of the former government, and that most of the contracts had been let before this government took over in that year.

MR. THOMPSON:when we assumed office. Quite a number that we had to begin letting these contracts for work in the summer of '58.

MR. HRYHORCZUK: In regard to these questions, can I have the answers now?

MR. THOMPSON: No. As I told you, detail on specific roads, the Duck Mountain area, I'll have to get that information.

MR. CAMPBELL: Mr. Chairman, perhaps it's because the Honourable Minister wants to get some information during the dinner hour that he didn't deal with any of the roads that I mentioned except the famous "bet" road. My guess is that when he is giving the mileages of completed work compared to the last year of the former government, that in those mileages that he likely includes that section between Gladstone and Neepawa as one of the completed grades. I would expect it's included. And that's one of my points, that all over this Province of Manitoba -- all over -- because of the tremendous amount of work that was attempted, that they are not completed. They're far from completed, and to show them as completed is just not correct. And, Mr. Chairman, I want to make it plain that in this I'm certainly not trying to blame the present Minister, I think he's done his level best since he got there; nor am I trying to blame the staff of the department; because the ones I am blaming, the former Minister and the government who presented that program that, in my opinion, it was stated then and

(Mr. Campbell, cont'd.)....confirmed since, couldn't be completed. And these mileages to just reel off what's completed, if you call that kind of work completed, then they're misleading to say the least.

Now then, if the facts are as stated by the Minister, that they are building a different standard of road; they are paying this attention to the base and the sub-base; and they're throwing to one side a lot of the material that was formerly put in and this sort of thing; how does he explain the breakdown of this road from Piney to South Junction? Perhaps he wants to confer at the dinner hour with his officials in that regard. I would be interested in knowing the explanations because I accept his word that arrangements have been made to build good roads. What went wrong with that one down there? What's wrong with the one on No. 4? Because those roads have been done, or partially done, and, Mr. Chairman, they just are not good jobs. The one from Piney to South Junction was actually being repaired the same fall that it was built; I think perhaps while construction was still on. If the new program was being put into effect, what happened to that road? I don't expect the Minister to be able to answer all of these offhand, but will he confer over the dinner hour with the proper officials and tell us what happened? He says that our policy, that the former Minister, referred to, was "inching our way North." Well Mr. Chairman, I think it has been the policy, generally speaking, to try and open up only the section of the road that you can complete and not have a large unfinished part. I repeat what I said earlier, that if it hadn't been for the discussion on that famous 102 miles between Mafeking and The Pas, nothing like as much would have been done on it as had under the circumstances. It has been done at the expense of some other areas because the road program is away behind schedule, of what was told to us, in many other places.

Mr. Chairman, perhaps the Minister is not in a position to deal with the perimeter roads around Winnipeg; perhaps he wants to get some information. That's one of the reasons that I wanted to ask these questions right at the start, so that he can get the information because I would like to hear it. You don't have to take my word that they're not done. The former Minister himself, according to one of the information bulletins that we have received when opening the Perimeter Bridge on the Assiniboine River on the West Perimeter Road, mentioned himself that the road was in progress but would have to be closed the next spring because of the further work to be done. I think perhaps I have that statement here somewhere. And that was the Minister's statement; not mine.

And here's one -- I like the term that the Honourable the Leader of the CCF Party uses-- what does he call my honourable friend the Minister of Industry and Commerce? "The Minister of Propaganda", is it? Well I've never used that term but I call it the Information Bulletin, and here's one dated December 11th, 1959: "Red River bridge on Perimeter Route opened. The Red River bridge on the South Perimeter Route has been opened for traffic, making the whole route usable from Portage Avenue west to PTH 59, Honourable Errick Willis, Minister of Public Works said Friday." Yes, it's usable in December when he was speaking and it's usable in January and usable in February, but he had to say a little while after himself that it wouldn't be usable in the spring. Motorists can now enter the Perimeter Route at Portage Avenue and travel over it via Oak Bluff, across Pembina Highway, Ste. Mary's and Ste. Annes' s Roads to PTH 59 at the eastern end. You bet they can -- on December 11th. They still can on March 10th, but what will it be a little later on, because no part -- there has been work done -- but no part of that road is finished. No part! Yes, there are some sections. The part from the Oak Bluff connection to Waverley Street, that part is finished as far as the concrete is concerned, but not from there on to the Red River bridge. And then there's something further west again. Then the next paragraph, "The road is not completely paved and travel will be restricted to winter months." Well isn't that a find kind of a statement for a Minister that was going to revolutionize the highway building. And this was the program that was to have been completed in '59, and travel is going to be restricted to winter months.

The honourable gentlemen from that side used to have great fun when they stood over here when we talked about the weather, as we did sometimes in the same terms that my honourable friend has been doing today and last night. When we talked about the weather, the honourable gentlemen over there used to say, yes, but you have to count on some different kinds of weather in the Province of Manitoba. But now we have a policy, under this revolution-- are new program, where travel will be restricted to winter months. That's very encouraging.

(Mr. Campbell, cont'd.)....Paving operations will get -- (Interjection) -- Yes, but we didn't say we were doing it at that particular year and then not do it. That's the difference -- (Interjection) -- Pardon?

MR. LYON: You're reading from the release where we said it was open for the winter.

MR. CAMPBELL: Yes, but this was after you had said that it would be open in '59; that it would be completed in '59; and now, now it's going to be open in the winter; and in the spring it won't be open. "Paving operations will get underway first thing in the spring." Paving operations can't get underway on a good bit of that because of the shape it will be in in the spring. "Paving operations will get underway first thing in the spring." But this is the road that was to have been done in '59; this was why we voted the \$33 million that we told them then that they couldn't spend.

MR. THOMPSON: Which part of the perimeter is that that you're referring to?

MR. CAMPBELL: Well, this is when the Honourable the former Minister of Public Works was opening the bridge out here, which is on the West Perimeter Road, the one going north and south. Then he was following along to the south and by the time of this paragraph that I'm reading now, I think he was dealing with the South Perimeter road between Oak Bluff and the Red River and beyond there. "Paving operations will get underway first thing in the spring. The paving may require that parts of the South Perimeter be closed for a short time, Mr. Willis said. "Paving conditions may require it, but our old friend the weatherman will require it before that. They won't need to wait for the paving operations. The weatherman will require that it be closed. A number of miles of the South Perimeter route has already been paved." That's right! That's right! A number of miles have already been paved, but these were supposed to be all paved in this year. Mr. Chairman, I'm not criticizing my honourable friend the Minister. He says that he thinks that under all the circumstances, and taking the weather into account, that a great deal has been done. I admit that. I'm not criticizing; I'm only pointing out that the program that had been enunciated before, the program, that in the fall of 1958 they said would be finished in 1959, has not been finished; has not been even close to being finished; and I'd like to get the information on it.

Now I know why it hasn't, because the Minister said that they were going to do an amount of work that was just impossible. He had to make it look as though there was a program to need this \$33 million, and so he put his officials up against an impossible situation. I'm not blaming them for not doing it; they couldn't do it. We told them in the fall of '58 they couldn't do it. All I want them to admit now is that they didn't do it. I think my honourable friend from Swan River admitted it - gracefully. Gracefully! I think he admitted it gracefully, and that's the thing, and I think perhaps he's even going to admit that he should take his share of the responsibility and auto-ski up there along with the Lieutenant-Governor and the former member from Flon Flon. I think it would be the only fair thing for him to do under the circumstances. But the Honourable the Minister hasn't admitted it yet, and I don't even ask him to because he wasn't a party to this thing. He didn't talk them into it the way the Honourable the Member for Swan River did. He sat silent while this was going on. I'll bet he knew that they were overplaying their hand. But he was gentleman enough to not say so. We folks weren't; we said so. And so now the chickens again come home to roost -- (Interjection) -- Sure. Yes, oh yes, they built some. They've done some good work. I'm not trying to detract from what has been done. All I'm saying is that in the completions that my honourable friend talks about, when the completions are roads like some of these that I have mentioned that broke up before they were finished; like some out in the Beausejour country that are supposed to be finished and just are not a good highway; how does that fit in with the revolutionary program that we heard about a year and a half ago?

MR. NELSON SHOEMAKER (Gladstone): Mr. Chairman, the Honourable the Minister has graciously agreed to supply us with a number of answers to previous questions, and I have two or three here that I would like to have the answer to before we proceed too far with the estimates. I think it would be well if he could define in more or less detail, what constitutes the following: ordinary roads, market roads, secondary highways, school division roads, access roads, 100% roads, J3 roads, J4 roads, and the grant formula that's available for each and every one of them. Now I know it's confusing to me, and there are other members here that haven't had any more experience in this Legislature than I've had, and I imagine that they are just about as confused as I am on that.

(Mr. Shoemaker, cont'd.)..... I would also like to know, Mr. Chairman what new grant formula is available to the various municipalities, because the Honourable the First Minister in speaking at that famous Dauphin -- I will make a compromise and I will read what the Honourable the First Minister said as to roads: "Roads", he said, "Inefficiency in the Public Works Department is part of the short-sighted road program. New roads fail to stand up to ordinary traffic," Mr. Roblin charged, "and other roads start up and never seem to get anywhere at least for 10 or 20 years."

A MEMBER: Was this before or after the election?

MR. SHOEMAKER: This was before the election. Now he promised a province-wide survey of highways and secondary roads to encourage long term planning, and assured municipalities of a sensible program of assistance for roads instead of the present system of political bargains. Now I would like to know, Mr. Chairman, what the new formula is. I guess that he's got away from the political bargains, but surely there is a new grant formula and I would like to know what it is. I wasn't too happy with the one under the former administration, and I don't mind admitting it, because I did say two or three times in the past that it seemed to me that as regards the municipal grant, and I think everyone here knows that it presently is \$10,500, that's the sum that's available to all municipalities; but inasmuch as the municipalities vary in size from six townships to about 26 and the balanced assessment varies from about 1 million to 26 million and the population from five or 600 to 10,000; surely, Mr. Chairman, using those considerations, they should be able to come up with some kind of a grant formula that is a lot more equitable to the various municipalities. The Honourable the First Minister has suggested that there would be a new formula. I would like to know what it is.

I would also like to know what the present formula is that he has made available to the towns, because the \$10,500 only applies, I understand, to the rural municipalities. What is the grant formula to the towns for street and road work? I don't know what it is. It seems to me that in the past the department has adopted the principle that the "squeaking wheel gets the grease" and some have gone short. Just to point out to that fact, if you turn to page 63 I think it is in the report, it lists the towns and the various amounts they have received, and they certainly vary a great deal and I don't think it's right. We should know what the formula is.

Another thing, Mr. Chairman, that concerns the people, not only the residents but the municipal men, is the great amount of damage that the detour traffic is presently causing to the municipal roads adjacent to highways that are under construction. I know that we had an unusual year weatherwise in 1959; we could have again in 1960; but many of the roads adjacent to the No. 4 highway, Neepawa to Gladstone, suffered a great deal as a result of detour traffic. A great deal, I know that; I travelled them myself. To support my statement on that, I would like to read you what the RM of Westbourne have to say, and this letter is dated, February 17th; "I was asked at the last meeting of council to bring to your attention that it is expected that considerable damage will be done to municipal roads in the municipality in the course of construction of No. 4 Highway, Gladstone to Neepawa. Oil will be hauled over the Keyes road west of 31, 14, 12, one mile from the railroad track to No. 4 highway, in order to do the oiling on the highway. It is expected that the weight of these heavy trucks will do substantial damage to the roads." And that's an understatement; they will. And then he says also in the last paragraph -- they do go on and tell damage that is likely to result on other roads -- "Also we are given to understand that you have a policy of access roads" -- now this is -- he doesn't say that I have a policy because this is addressed to the government -- I may have one but he wants to know what the government's one is -- "access roads which provides to towns up to 4 1/2 miles." Now I think the Minister said five miles a few minutes ago. They say it's 4 1/2 miles from the highway, a blacktop road. "We have had a number of enquiries from the village of Helston, which is 6 1/2 miles from No. 4 highway, as to whether your policy would cover the first 4 1/2 miles if the municipality of Westbourne and Lansdowne were prepared to participate in the last two miles." Now there's a point there, and I would like an answer to it, Mr. Chairman. If a town is 5 1/2 miles from the highway, is the government prepared to put in the first five miles or 4 1/2 or whatever the case may be, and then the municipality put in the other mile? I think it should be considered because you could be 5 1/4 miles say and you'd be completely out of luck if that were not so. I would like an answer to that one, Mr. Chairman.

(Mr. Shoemaker, cont'd.).... Then on school division roads, I would like to know whether the government is presently considering requests for school division roads, in view of a letter that went out on August 11, 1959 to the secretaries of all school divisions and the secretaries of all municipalities. The letter, the first paragraph says: "Requests have been received for government assistance for improving school bus roads from school divisions, municipal councils and local school boards. In order to have some uniformity in the presentation of these requests, the following statement of policy is submitted for your guidance", and then it goes on to list it. But the last paragraph says

MR. CHAIRMAN: May I inform the honourable member, the questions that are being raised come up under the Highways of Item 3, and I was wondering if it was possible for us to deal with the first part, the Minister's salary, and get that passed before 5:30.

MR. SHOEMAKER: I'll be through in one minute -- just in order to clear this up. The last paragraph of this letter says, "All resolutions for grants under these provisions with respect to the year 1959 to be submitted in triplicate to the Municipal Engineer not later than August 24th, 1959, and all resolutions for grants under these provisions with respect to the year 1960 to be submitted to the Municipal Engineer not later than November 30th, 1959." Now if that's a fact, then I guess that they're not going to consider any more requests for school division roads in 1960. Thank you, Mr. Chairman.

MR. HRYHORCZUK: Mr. Chairman, if the Minister doesn't mind, the more I read these figures, the more confused I get. Looking at these mileages and harkening back to the amount of money that is provided for roads for the 1958 program and the amount of money that is provided for roads for the '59 program, I just can't seem to get the figures to come together at all. In 1958, when we laid down the estimates for the 1958-59 current year, our appropriation for roads were approximately 36 million. The present government in the fall of 1958, in the fall session plus the session of early spring, 1959, appropriated approximately 52 million or 16 million more than we did. Now I take the mileages as they are given here, Mr. Chairman, and there's a difference -- I'm taking the difference between 1958 and 1959, the amount of work that was done, and I find that there were 20 miles more of grading done in '59 than in '58. Well let's figure that at approximately 15,000 a mile. It may be a little more, it may be a little less, depending on where this was. That comes to 300,000. In gravelling, there's a difference of 27 miles. Well I don't know what to figure this in, but we can get the right figures; the Minister can provide them; but I figured these at \$2,000 a mile. That comes to \$54,000. Stabilizing, there's a difference of 59 miles at 5,000 a mile -- I'm not sure that these figures -- these are just taken at random, is 295,000; seal coating, there's a difference of seven miles say at \$1,000 a mile, is \$7,000; there's seven miles of concrete more in '59 than '58. I figured this at 50,000 which is 350,000. Now if you add all those up you have a difference of a million dollars. But to offset this million dollars, Mr. Speaker, there were certain works in '58 that exceeded the works in '59. Now there was 43 miles more of prime and calcium chloride put on the roads in '58 than '59, which I figure say at 2,000 is 86,000. Then the blacktop, there were 24 miles more laid in '58 than there were in '59, say at 15,000, is 360,000. So actually the work that was done in '59 dollar-wise, was approximately a half a million dollars more than in 1958. Well if I'm correct, I would like to know from the Honourable Minister, what happened with the difference of the 16 million over now into this particular year or where do they disappear to?

MR. CHAIRMAN: I call it 5:30 and I leave the Chair until 8:00 o'clock.

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