

THE LEGISLATIVE ASSEMBLY OF MANITOBA
8:00 o'clock, Monday, April 15, 1963

MR. CHAIRMAN: Department X, Item 4 passed. The Honourable Leader of the New Democratic Party.

MR. PAULLEY: Mr. Chairman, just before we had the recess, the Minister was replying to me in answer to a question regarding the compulsory check-up on motor vehicles, and he replied it was a question of putting first things first, because I gathered from his remarks the priority for having compulsory automobile check-ups was pretty low. I wonder if the Honourable the Minister could tell us, because he mentioned the cost factor, has any estimate been made as to what the cost would be in setting up a system of compulsory vehicle checks. I'm wondering too, in view of a few accidents that have taken place as the result of defective motor vehicles, and I think we will agree, Mr. Chairman, that the age of the vehicle isn't always the guiding factor, that some of the more modern or more recent vintages of cars do mechanically become hazards on the road. I'm wondering too, Mr. Chairman, whether in estimating the cost factor as far as the vehicle check-up is concerned, whether or not the government has taken into consideration that even apart from the question of dollars and cents, is beginning in my opinion at least to get more and more serious -- the number of vehicles involved in accidents -- and I think there has been one or two accidents in recent years, this past year, because of mechanical failure -- and I would like to know from the Minister whether he's weighed the cost in dollars and cents factor against the more important factor, in my opinion, of doing what we can with reasonable assurance that the vehicles that are on the road are in sound mechanical condition.

MR. F. GROVES (St. Vital): I would like to also say a few words on this subject. I don't want to go into a great deal of detail, but I would like to serve notice that next year it's my intention to make a serious attempt to have the government of the province go into the matter of automobile condition checking, and I hope by then to have a pretty well documented case for compulsory checking of the condition of automobiles that are using our highways. I think that the matter of priorities is a matter of opinion in many instances, and I agree -- beg your pardon -- (Interjection) -- and I agree that the statistics that we have now would indicate that perhaps the greatest fault does lie in the drivers of the automobile vehicles, but I think that really we have no idea how serious the statistics are in connection with accidents that happen because of the mechanical condition of automobiles.

In many instances, particularly if there is serious damage to the vehicle concerned, there is no way of finding out after the accident has happened just what mechanical failures there might have been in that vehicle prior to the accident. The City of Vancouver, I think, have a real success story to tell in this connection. They have had a compulsory vehicle checking station in Vancouver for a number of years, and although I'm speaking from memory at the moment, it seems to me that including the building, that station cost the City of Vancouver in the neighborhood of \$400,000.00. There is a \$2.00 charge for vehicles going through the station, and it is on a completely self-sustaining basis, that is, the charges that are charged to the drivers whose vehicles go through the station pay in full the costs of operating the station, including the amortization of the fixed equipment.

Most important of all, Mr. Chairman, I think that this is a step towards keeping what we commonly call "heaps" off our highways, and there are many of these particularly being driven by teen-aged boys that really are not fit -- in the first place they shouldn't be sold from the used car lots, and they're really not fit to be on the highway. A man who is out driving on a weekend, or on his vacation with his family is entitled to know, in addition to the fact that the other drivers on the road are properly licensed and that they're financially responsible for any accidents which they cause, I think he's entitled to know that the cars which those drivers are driving are in fit condition to be on the road. There is, I'll admit, in the establishment of one of these stations, quite a considerable original investment, but we have done this in the Province of Manitoba in many other instances where we have invested money in utilities or boards of various kinds, that subsequent to their initial investment are on a paying or self-sustaining basis. And I think that where a project such as this is proven as it has been in Vancouver to be a self-sustaining utility, that after it has paid the original cost in addition to its service to

(Mr. Groves, cont'd.) . . . the motorists on the road, could be a worthwhile source of revenue. As the years go by, we have -- and this is the case in the City of Vancouver -- as the years go by, we're going to have more and more automobiles using our highways, and I think that we should be sure that as more and more cars start using our highways, that these cars are in fit condition to travel on them. The only way to do this, in my opinion, is to create facilities for either the province or the City of Winnipeg, or both, to create facilities so that our law enforcement officials can send cars in which there is some doubt as to their mechanical condition, to be checked, and to eliminate those automobiles which prove to be hazardous. In reality, this would be a self-sustaining investment in highway safety and not a recurring expense to the taxpayers of the province. I think on these grounds that perhaps a year from now the government might well consider instituting a program for Manitoba similar to what has been done in Vancouver. And I believe, although I shouldn't make a definite statement in this respect, that either the City of Toronto or the Province of Ontario, either have or are anticipating in the very near future a similar program.

MR. GRAY: Mr. Chairman, every safety device that could be suggested is all to the good, but in my humble opinion, and I'm a car driver for a long time, that to test the drivers so often is very costly and I don't think it'll do us much good just to check the car itself. I think perhaps that every driver that goes to a gasoline station to fill up the car with gas and oil should perhaps at the same time request a certificate of some kind that the brakes, particularly the brakes, are also checked, and carry it with him together with the license, insurance and so on. Once the brakes in my experience are in order and they're functioning well, this is one of the greatest safeties to any accident. But when you start checking the drivers unless you have some suspicion that he has made too many errors in his driving -- first of all as the Attorney-General said it will be too expensive, a lot of time wasted, and you'll have to have a very, very big staff -- and then I don't know if it will help you or not. I'm not going to oppose any device, but I do think that once he could show proof to the authorities that his brakes were checked on a certain date and they ought to be good for a month or two or three, this in itself in my opinion will show that he is taking care of his machine; he's taking care of his car and he's eliminating the most danger that there is in driving a car with poor brakes or which are not functioning or any other mechanical hole. So I think that if we're going to concentrate and take the less costly and the most safety way, I think perhaps when we are discussing the Highway Act, I think this should be recommended as one of the safety devices.

I also understand that the -- what do you call it the -- Baillie's Department -- is taking out names at random at the age of 65 or 70 when they have the time, and without any breach of the Highway Act committed by the driver -- they just pull the names for a general check-up. This in itself is a good thing, but not take every driver, pick him up on the street and check him without any cause -- a thing that will create a lot of, as I said, expense and disturbance --

MR. CHAIRMAN: Item 4 passed.

MR. PAULLEY: Mr. Chairman, I don't know if the Minister will reply to the question, but if he wants another question I can direct this to him now. I humbly confessed a year or so ago in this House, Mr. Chairman, that I had violated a signal light because of the fact that this particular signal was not in the normally accepted place, namely the far side of the intersection -- I'm referring to a stop sign or signal light at 18th Street in the City of Portage la Prairie. Now at that time, if I recall correctly, the Minister of Public Utilities -- I don't believe it was the present Minister, although it might have been -- said that he would look into the matter of uniformity of traffic signals. Now it appears to me, Mr. Chairman, that we still haven't got uniformity insofar as the positioning of signal lights in the province, I think there's one or two places even here in the City of Winnipeg, that they have a signal on the near side of the intersection, but also if memory serves me correctly, they have one on the other side as well. I think this is a most vital factor, it could conceivably be a factor to bring about more safety on the highway if we do have uniformity of signs and I ask the Minister also to give us any enlightenment as to whether any action has been taken by the Motor Vehicle Board or his department in attempting to bring about uniformity of signs and signals in the Province of Manitoba.

I also, Mr. Chairman -- I might as well as the Minister this now I'm on my feet -- I'm also concerned with one or two matters in connection with the Taxicab Board and taxicab industry here in the Greater Winnipeg area. In the City of Transcona an application has been made

(Mr. Pauley, cont'd.) . . . and rejected twice now for a taxi to be located in the City of Transcona. The applicant has been informed that there is a limitation on the number of taxis that are permissive in the Greater Winnipeg area and that until such time as a directive is given, no further licences will be granted insofar as taxicabs are concerned. I also understand from information given to me that one large motor car company in the City of Winnipeg at the present time has an application in ready to put a hundred taxicabs on the road if approval is granted.

I appreciate the fact, Mr. Chairman, that we had to change The Taxicab Act considerably following the Second World War, a lot of individuals were just in the business, there wasn't the control over them that there is apparently at the present time. Now, I'm concerned -- maybe the Minister has this information, maybe he hasn't -- but I am concerned, Mr. Chairman, with what appears to me to be more or less of a combine in the taxicab business in the Greater Winnipeg area. I've noted recently in the Manitoba Gazette in the registrations under the Company's Act a considerable number of name taxis are owned and controlled pretty well by the same board of directors in each case, a little change of a name here, and a change of a name there, and it appears to me Mr. Chairman, as though at the present time in the Greater Winnipeg area, it seems to me that the vast majority of taxicabs, even though they operate under different names in the City of Winnipeg and the Greater Winnipeg area, are under the direct control of a board of directors in these two companies.

Now I would like the Minister to give us some information on this. I also would ask him -- while I don't want to be preaching for a call -- particularly I do want him to take note of the fact that notwithstanding some statements that have been made, that in the City of Transcona -- while we appreciate the increased bus service to Metro and the likes of that -- that there is a need in the City of Transcona for a local taxicab to be set up in that area. And it seems to me, Mr. Chairman, if the information that I have been given is correct there's every likelihood of this being done due to the applications of the larger companies and what appears, as I say, Mr. Chairman, to be a combine, in effect, a combine in the taxicab industry in the Greater Winnipeg area.

MR. A. VIELFAURE (La Verendrye): Mr. Chairman, I understand that lately the Department have been issuing some restricted drivers' licences. I wonder if the Minister would give us some explanation on that new licencing.

MR. LYON: . . . last question first -- The question by the Honourable Member for La Verendrye. I wonder if he could elaborate and tell us what he means by restricted licence.

MR. VIELFAURE: The driver is restricted to a certain area -- to operate a vehicle only under a certain area.

MR. LYON: That, at first blush, Mr. Chairman, would sound to me like a reinstatement of a driver's licence by the Licence Suspension Appeal Board, because the Department itself issues the general drivers' licences with of course no restriction on it and it's only after this licence becomes suspended that the driver can then go to the Appeal Board to have all of his rights or part of his rights under the licence restored. This is not a new practice; ever since the Board has been operating it has issued licences of a partially restrictive nature where it felt the circumstances warranted it. I think I've used the example earlier in the -- either in this debate -- or in the debate under the estimates of the Attorney-General's Department, to indicate the case of a truck driver who might be found impaired while driving his own vehicle -- that is his own private vehicle -- with the result that his licence would be suspended for three or six months or longer depending on the peculiar circumstances of his apprehension and conviction under 115 of the Highway Traffic Act. It is in precisely those cases where the Board -- I use this as a hypothetical example -- where the Board might well say to truck driver A -- "Well now you're forbidden to drive any vehicle in Manitoba for six months. However on the basis of the information that you've given to the Board because you need this licence or need a lifting partially of this restriction of suspension in order to make your living, we will reinstate your licence for the restrictive purpose of driving your truck during regular business hours but under no circumstances may you drive a private motor vehicle." So the man is enabled thereby to carry on his regular occupation but he is under the penalty still of not being able to drive just any vehicle because the Board in its wisdom determined that this penalty should continue and that he should only be given the restricted licence to drive the truck in order that he could carry on with his living. Now if that is what the honourable member is referring to; that

(Mr. Lyon, cont'd.) . . . practice has been carried on by the Board for, well so long as the Board has been in existence I think it is a good practice myself, but if you run across -- Mr. Chairman, if the honourable member runs across incidents like that I think if he checks with the holders of those licences he'll find that they are probably lucky recipients of some remission from the Licence Suspension Appeal Board and they are probably quite happy with what has happened.

The Honourable Leader of the New Democratic Party raised the question of the cost of a testing program for Manitoba. I think there have been some rough estimates worked out in a capital way -- I don't have the figures in front of me. I think what the member for St. Vital said though is, generally speaking, true, that there is a relatively heavy capital investment initially based on the experience of other jurisdictions outside of Canada who have gone into this state-wide or province-wide type of a testing program; but I'm sorry I can't give him any precise figures on that, except to indicate that the capital outlay initially would be one feature of the cost, and of course the second feature would be the operating expense -- that is in terms of personnel and so on to operate the testing stations and to make them transportable to the different parts of the province because presumably we think of a testing program in terms of the whole province; although it might well, if we had such a program, start on the basis of say, Metro Winnipeg, Brandon, Flin Flon -- that type of idea, and gradually work into your non-urban areas as the facilities and the experience of the staff grew in accordance with their responsibilities. I'm sorry I have no precise figures other than what I have indicated in a general way.

He raised the question -- I believe it was last year -- about the peculiar intersection at Portage la Prairie and always being one with a close ear to anything that is said from across the way -- in particular from the Leader of the New Democratic Party -- I want him to know that I made a personal inspection -- I didn't leave it for any hearsay evidence -- I made a personal inspection of that intersection. I hope we've been talking about the same intersection all along. He calls it 18th Street, I don't know if it's 18th Street or not in Portage la Prairie; but there is an intersection in that city -- the Trans-Canada Highway or Saskatchewan Avenue as they call it there, passes through and two streets -- actually the one street intersects the highway but at a different angle. Now let's assume for the moment the microphone is the street; the south intersection of the north-south road is here, indicating -- I'm indicating about the centre -- and the north intersection is offset and is slightly north of the south intersection, so you have this peculiar situation -- instead of having a straight crossarm intersection as you usually have in most corners you have this offset intersection at that particular street, and what was done -- because I did enquire I think shortly after the House rose last year -- what was done was signs were erected indicating "stop here for red light" and that they tell me is the practice that is followed in all of these -- and there aren't too many of them -- but in all of the other rather odd intersections of this nature that we have in the province where they are brought to our attention as the honourable member brought this peculiar one to our attention. I'm going on information that's at least nine months stale. I saw these signs -- I passed through that particular intersection a few times this summer -- I saw the signs there and as soon as I saw the signs I thought of the Honourable Leader of the New Democratic Party and thought now, "somebody has been looking after his needs and this is what we want." So that is the only report that I can give him on that matter. If he has any other of these peculiar intersections that he gets tagged for going through, if he would be good enough to let us know we'll be quite happy to try to sign them properly. Either that or the Honourable Member for Selkirk or Ethelbert Plains or myself would be quite happy to act for him, should be get into any trouble.

MR. PAULLEY: . . . but that might be too costly. I think it's better for the Leader of the New Democratic Party to try and defend himself. -- (Interjection) --

MR. LYON: He raised the question, Mr. Chairman, of the Taxicab Board and that of course -- actually all of the relevant sections of the Act -- all of the relevant legislation dealing with this matter is found in the Taxicab Act which is Chapter 260 of the Revised Statutes of Manitoba. I won't attempt to improve upon the legislation or to go through it, but the operation of the Board is set there. I know the number of taxis in the Greater Winnipeg area is restricted to 400. I believe it's here in the Act if I can put my finger on it. No I can't seem to pick it out in a hurry but I believe it's in the Act. I might tell the honourable gentleman this, Mr. Chairman, that at special times of the year, such as Christmas, where the Board expect there

(Mr. Lyon, cont'd.) . . . will be an extra call upon taxi services in Winnipeg they give special permission for extra cabs to be put on the road to accommodate the extra traffic — and unless my memory fails me, the figure of 70 comes to mind as the number extra that have been required over the years to accommodate the legitimate needs of the public. Now beyond that there has been no public demand that we're aware of for this number to be increased. Quite naturally, my honourable friend would say you wouldn't expect any demand from the taxi companies because with restriction at 400 it would be probably not necessarily in their interest to demand a greater number; but I am told that this figure seems to work out very well -- and again it's one of these areas of judgment where the Board in its wisdom in trying to prevent this Metropolitan Winnipeg area from falling into that situation that my honourable friend described which obtained immediately after the war, the Board has to find that narrow area where they can tread with safety and meet the legitimate demands of the public without at the same time causing a form of excessive competition in this field, which would lead, of course, to bankruptcies and things of that nature where there just wasn't enough demand to suit the number of people in the field. So I can't tell him anything about his assessment of the monopoly situation; I do know that three of the taxicab companies are related in ownership but they represent — that is, their total fleet represents by no means a monopoly. There are many, many independents in the taxicab field in Greater Winnipeg.

The Board itself, I understand, has not made a practice of assigning cabs to any part of Greater Winnipeg — this vis-a-vis his suggestion re Transcona — The operators being business men tend to position their cabs where the demand is felt. This seems to be the experience of the Board with the result that they can say, "Well, now for this total area there should be 400" and within that general restriction the cab owners and the cab operators themselves are then able to go where the traffic is heaviest, and where the demand is greatest in order to get more business -- because, of course, that's why they're in the business in the first place. I don't think there's anything more of a useful nature that I could comment upon with respect to the taxicab situation at the present time.

MR. PAULLEY: I appreciate the remarks of the Minister, Mr. Chairman. He's right when he mentions that the companies do attempt to have cabs available. As a matter of fact, I might inform him that a few years ago one of the major taxicab companies did, as the result of some pressure from the local authorities in Transcona, have a cab stationed in Transcona. But that is now not being -- as far as I'm aware -- being done, Mr. Chairman, and I've had quite a considerable number of phone calls in respect of this, particularly where it is a taxicab that has to come from the City of Winnipeg to look after local calls in the City of Transcona. While we are part of Metro Winnipeg and Greater Winnipeg area, we're still five or six miles away from, I think, any of the major company stands, and information has been given to me, Mr. Chairman, that sometimes there is hesitancy on supplying cab service within the confines of the town itself. And while I appreciate, and I've mentioned the fact that we don't want to go back to the law of the jungle which did prevail shortly after the Second World War, I'm hoping that what I am saying here this evening in respect of taxicab and local taxicab service in the City of Transcona, may have some influence on the Taxicab Board, because I think that it is desirable that in our City of Transcona that there be a local taxicab available at all times, and I would suggest that this particular service could well be rendered by applicants from the City of Transcona itself. So I hope, Mr. Chairman, that there will be some consideration given to applications of a local nature because, as I mentioned earlier, I believe that one of the large companies have an open application for 100 additional cabs, if and when, the number of 400 is increased, and I want to make a plea for the local operator or those who are desirous of giving particular local service in the City of Transcona.

Now before I sit down there's one other suggestion I would like to make to the Honourable the Minister of Public Utilities in respect of motor vehicles. He had before us here the other day a licence plate that we're going to be using next year; we've also had a discussion in the Committee respecting driver training schools -- and I think this is a step in the right direction -- and I'm wondering whether or not in addition to this the department might give consideration to issuing at the same time as they do a licence plate -- or maybe it would be better with a driver's permit -- if they would issue a concise pamphlet indicating the major rules of the road. Now this is done in some jurisdictions -- I know you can make application

(Mr. Paulley, cont'd.) . . . -- I believe you can make application for a general outline of the rules of the road -- I do know that in the handbook insofar as driver training, or application for licensing, that they do have them in the handbook that is given to potential drivers. But I do think, Mr. Chairman, because of the fact that this Legislature -- I guess it's similar to others all over the Dominion -- from time to time change the rules of the road -- I think it was two years ago we had quite a major revision -- and I would suggest to the Honourable the Minister of Public Utilities that it might be well when we're starting out next year with brand new license plates that at that time when the plates go out there might be accompanying the plates a pamphlet stating the rules of the road. I think this would be helpful in addition to the driver training suggested by the Honourable Member for Assiniboia and I ask this of the Minister.

MR. CHAIRMAN: Item 4 passed.

MR. SHOEMAKER: Mr. Chairman, the Honourable the Minister indicated, I think, earlier this afternoon there would be a bill forthcoming at this session of the Legislature dealing with several amendments to the Highway Traffic Act. I wonder if it would be fair to ask if one of the amendments has to do with the licensing of cabin trailers. I have before me a letter from the Commissioner of Motor Vehicles, or the former Commissioner of Motor Vehicles, dated May 8th, 1962, in which he states that: "By even date I'm sending a copy of the letter to the Honourable Sterling Lyon" and ends up by saying that there is a possibility that amendment might be forthcoming at the next session dealing with this particular case -- and I refer, Mr. Chairman, to the licensing of cabin trailers at Clear Lake. I know that I, and a thousand other people, I guess, have had a cabin trailer at Clear Lake for some ten years or more and in 1962 was the first year I was required to buy a licence for it once I had put it at the lake, because I'm sure safe in saying that 90 percent of the trailers that are in the camp grounds at Clear Lake are stored in one of the storage yards, principally in Carter's Storage at Clear Lake. The practice has been that Mr. Carter -- you pay him, of course, for your winter storage, a small fee -- and then you pay him too for moving the trailer from his storage yard to the camp grounds about May the 15th and then taking it back into storage about September 15th -- a distance of about 2,000 feet -- and it's true that he crosses No. 10 Highway, he crosses it, but I don't think he goes up or down it in order to get from the storage yard to the camp grounds. It's the first time we've had to licence them in ten years. I don't recall whether there was an amendment to the Highway Traffic Act last year that asked them to do this, or not. I'm wondering if there might be an amendment changing that this year.

And, then, too, Mr. Chairman, I think that the Highway Traffic Act as respects the licensing of trailers simply quotes the registration as being \$2.00 for not over half a ton; \$5.00 for not over one ton; and then \$5.00 for each additional half ton over one ton. Now surely they're referring here to a trailer that is used for carrying a load and they're not referring to a cabin trailer that has, in fact, no load capacity. It would seem to me that there should be a special section in there dealing purely and simply with cabin trailers as such.

MR. MOLGAT: Mr. Chairman, on that same subject of trailers, on the other type of trailers, the utility and boat trailers, without wanting to anticipate the proposed amendment in the Act, I wonder if the Minister has considered, or if he will give consideration to the possibility of dealer plates for these other type of utility trailers. I understand at the moment that all of them have to draw an immediate plate for the trailer itself, and with the increased activity here in the province in the matter of boat sales and utility trailers, I've had some requests for the possibility of dealer plates for this type of trailer the same way as we have for automobiles. I wonder if the Minister would give consideration to this.

MR. LYON: Mr. Chairman, I have some familiarity with the situation at Clear Lake because I think every politician from local, provincial and federal in that area had some concern with this matter over the last year and I'm sure that the Honourable Member from Gladstone, along with many others, was in receipt of some complaints that the RCMP were enforcing a section of the Act which previously, probably, they had allowed to remain rather dormant. But as I recall -- and I'm going now on my memory alone -- I think the answer that was arrived at was that there was provision made for a \$1.00 movement permit for these trailers in order to permit them to move from the storage point back to the campsite in Clear Lake, or vice versa; but we'll certainly look at the suggestion of my honourable friend. I think the problem is this, that the Act refers in a general way to a trailer upon a highway and it's pretty difficult for a

(Mr. Lyon, cont'd.) . . . draftsman, no matter how adept he may be, to contemplate and to put into legislation a specialized exception which will deal only with trailers in transit for a distance of say a half mile, or even two miles, once or twice a year, and that the answer perhaps lies in some other form of transit permit in order that the movers of these trailers may be free from prosecution -- provided, of course, that the movement is such as my honourable friend describes it from the campsite to a storage point and then back again. But we'll certainly keep in mind his suggestion and the suggestion of the Honourable Leader of the Opposition for the Highway Traffic Act when it is brought before the House.

MR. MOLGAT: Mr. Chairman, last year, I believe there was a slight increase in the commissions paid to sellers of licences, both drivers' licences and so on. I think it was increased 5¢ from 25¢ to 30¢ in the case of plates and from 15¢ to 20¢ in the case of drivers licences. Is the government contemplating any further increases on these commissions paid to licence sellers across the province?

MR. LYON: There's nothing under contemplation at the present time -- I'm just trying to recall myself the exact figures of the increase that was given and actually the timing of it and it escapes my memory at the present time -- but I can tell the Honourable Leader of the Opposition, there's nothing that I'm aware of that's under contemplation at the present time with respect to those.

MR. MOLGAT: Mr. Chairman, the Minister the other day, showed us the new plate which will be coming out this year and I suspect a lot of Manitoban's will say, it's about time. Now in conjunction with the new plates is the Minister contemplating an increase in the price of the plates or are we going to remain on the same basis insofar as the licence fee for all vehicles?

MR. LYON: I don't think my honourable friend would seriously want me to answer that question.

MR. BARKMAN: I would like to ask the Honourable Minister a question. We were discussing impoundment partly the other day, but I have another one that I possibly am more interested in than I should be as a dealer, but this has to do with a car or cars impounded where dealers are still very much interested in the amount owing on some of the cars that are impounded. In the case of a car impounded in the country, a country or a city dealer has the option or the privilege of changing the place of impoundment to his own dealership -- and of course we all know that the storage involved can run up to quite an amount. However, in the case of the city, a country dealer has not the same privilege or option of switching that impoundment to the country. I wonder if the Honourable Minister has an explanation on this?

MR. LYON: Mr. Chairman, quite frankly, I wasn't aware that there was any disability in that regard and I certainly accept the honourable member's word that he feels there is. We'll look into it at once and just see if there is any block within the department or whether it's some other outside obstacle that stands in the way of this. I don't know of the situation myself but I'll certainly look into it.

MR. MOLGAT: Mr. Chairman, I'd like to assure the Minister, that I certainly would be pleased to have an answer to my question if he wished to provide one at this time. I wonder if the Minister could tell me whether it's the intention of the government to extend the jurisdiction of the Motor Carrier Board to include some of the places not now under the jurisdiction of the board, such as the town and the town site in general of Churchill?

MR. LYON: That is within the discretion of the Board and so far as I am aware I believe an application was made by one of the parties at Churchill interested in having that area brought within the jurisdiction of the board. I'm not aware that the board has made any decision on it -- I don't know offhand -- but it is within the jurisdiction of the board to increase their jurisdiction in this way.

MR. MOLGAT: Mr. Chairman, last year we had a very interesting discussion on the matter of reciprocity of trucking arrangements with the Province of Ontario in particular and as well with Alberta and Saskatchewan. At that time I had some figures which would indicate that there was something in the order of a quarter of a million dollars involved for Manitoba truckers, insofar as reciprocity with Ontario. I did my very best then to get the Minister to take some action on this matter; it seemed that he was unable to take action until the Provincial election was called in the month of November, then he suddenly became interested in the subject

(Mr. Molgat, cont'd.) . . . and proceeded to sign the agreement. Subsequent to that, he signed agreements as well with Saskatchewan and Alberta, and he advised the House of these some time ago. I have no figures on the case of the Saskatchewan and Alberta, but I do have a news clipping which quotes a spokesman for my honourable friend's department as saying: "I can't give an exact figure, but the saving in licence fees to Manitoba truckers will be in the thousands of dollars." So on that basis then we are dealing with some very substantial amounts of money. I submit that the Minister should have signed those agreements last year and was delinquent for a full year in not doing so and that this actually cost, not just the truckers of Manitoba, but obviously those who use trucking services, because this must be reflected eventually in rates in that time. The Minister said last year that he couldn't sign them because there was negotiations under way and he couldn't reach agreement with these other provinces. Of course, at that time, the other provinces had been able to reach agreement between themselves, Saskatchewan and Alberta had reached agreement between the two of them, and both of them with Ontario. Only Manitoba lagged a full year behind and this was the penalty that was paid by the people of Manitoba because of the Minister's, apparent incapability of making a decision on the subject. I wonder if the Minister could indicate to the Committee now what great changes he was able to incorporate in the reciprocity agreement that it needed a full year for him to come to a decision?

MR. LYON: Mr. Chairman, I thank my honourable friend for his usual impartial dissertation on reciprocity. Far away as it may be from the fact I'm still happy to reply or attempt to reply, although I doubt if my honourable friend and I will ever see eye to eye completely on this situation, but being not an unusual situation because I happen to be in possession of the facts and he isn't, but the fact remains notwithstanding that during 1962, the department, through the office of the Chairman of the Motor Carrier Board did carry on extensive and repeated negotiations with the officials of the Province of Ontario, on the question of reciprocity.

If I may digress for a moment, I say this to him, and I think we're on common ground here, that one of the prime aims of the government in entering into these reciprocity agreements with Ontario, Saskatchewan and Alberta is hopefully to assure that there will be some passing on to the shippers of Manitoba, some of the savings that are occasioned as a result of these reciprocity agreements -- I say hopefully, because of course this is a matter for negotiation between the truckers and the shippers, but that is the motivation certainly behind these agreements. Well, in the case of Ontario, there was -- notwithstanding the allegations or remarks of my honourable friend -- there was no undue delay in the carrying out of these negotiations and I think he will appreciate this when I tell him that there were extremely complicated problems concerning tonnage, the province of residence which was one of the more knotty problems they had to deal with, and reciprocity with American states that entered into the full question of the negotiations with the Province of Ontario. In the final analysis however, we were able to come to full and unanimous agreement with that province and a full understanding was reached between the authorities of both jurisdictions with results that -- and the carriers themselves I might add and they're a very important part of this equation -- so that the arrangement that has now been put into effect has been done with a minimum of misunderstanding or dislocation, and was accomplished, I may say, with a great deal of smoothness. The negotiations with the Province of Saskatchewan and the Province of Alberta were of a slightly different nature, because of course we had always enjoyed a degree of reciprocity with those provinces, unlike the case of the Province of Ontario.

I can tell my honourable friend that the estimated reduction in revenue to the Motor Vehicle Branch of Manitoba, as a result of the Ontario reciprocity agreement is not \$250 thousand, but is more in the area of \$50 to \$60 thousands of dollars. This is an estimate that was made by the department at the time and of course we'll need a year's operation to determine how close that estimate is; but the departmental officials feel it is pretty well accurate.

One of the problems dealing with this question of residence -- and these problems are not necessarily susceptible to that type of articulation that is good in a debate of this nature, but I can tell my honourable friend that one of the great problems was this question of residence. Ontario would not recognize as Manitoba residents all truckers who had been enjoying American reciprocity as Manitoba operators and some of these had to choose between Ontario reciprocity and American reciprocity, and through negotiations with the Province of Ontario -- and the

(Mr. Lyon, cont'd.) . . . operators themselves were part of these negotiations -- we have been able to restrict this problem to about 25 percent of the fleet of those operators who considered it an important problem. I can also tell my honourable friend that this represented, on the part of those leading the negotiations for Manitoba and for Ontario, a considerable amount of work -- and may I say a considerable achievement when one considers the large flow of traffic of a trucking nature between our two provinces. So while my honourable friend may feel that these negotiations were too long protracted, I can only repeat to him as I did last year, that they were continued until agreement that was satisfactory to Manitoba, having regard to the prime consideration of our negotiators, the prime consideration of the government, I'm sure the prime consideration of my honourable friends opposite, that the public interest of Manitoba should not suffer unduly because of these arrangements. We can say now -- the agreement having been signed in early December of 1962 -- we can say that these negotiations were well worthwhile and the fact that the reciprocity arrangements have been entered into and have progressed in the field as smoothly as they have is sufficient testimony to that fact. I think if further testimony is required my honourable friend need only consult the Manitoba Trucking Association, who have expressed to me certainly, their great satisfaction with the reciprocity agreement -- certainly during the course of the negotiations I think probably some of them were of the same opinion, perhaps, as my honourable friend, that what was taking the time -- but once they saw the results of the negotiations I think by and large the trucking association of Manitoba was delighted that we were able to overcome these rather thorny problems in the arrangements and to effect the transition into reciprocity with the smoothness that was done. And in saying all of that, Mr. Chairman, I take no particular personal credit or blame -- I'll take the blame, but not the credit -- because, as I say, the chief negotiators were the departmental officials and I wish to tip my hat to them for the time that they spent, particularly the time of Mr. Tallin and Mr. MacDonald, on these questions of reciprocity arrangements with the three provinces.

I don't have immediately available in front of me the projected reductions in revenue that will occur from the Saskatchewan and Alberta arrangements, but I can tell my honourable friend that they are considerably less than Ontario, that is the two of them lumped together, because of course, the volume of trade between west of here is not the same as it is from Winnipeg, east. It is several thousands of dollars, but nothing approaching the \$50 thousand mark at all.

MR. MOLGAT: Mr. Chairman, when I quoted a quarter of a million dollars which was the same figure as I used last year in the discussion, the Minister didn't disagree with me then. I wasn't referring to the reduction in provincial revenues; I was referring to the saving that Manitoba truckers would have by not having to buy a full licence in Ontario and I believe that that figure is fairly correct, that that was the saving that they could have effected during the course of 1962, had the Minister been able to make a decision.

Now the Minister says that there were some great improvements in the contract or in the reciprocity agreement as a result of his year's delay. I wonder if the Minister could indicate in what way the reciprocity agreement that we have signed here in Manitoba, differs from those that Saskatchewan and Alberta signed a full year previously?

MR. LYON: I haven't seen -- at least I don't have in front of me, the actual agreement between Saskatchewan and Alberta, but of course my honourable friend will realize immediately as I say it, that signing a reciprocity agreement between Saskatchewan and Alberta and Ontario is equivalent of Manitoba signing one with an American state -- There is not all that much traffic and there is not the loss of revenue and so on and other matters that have to be ironed out. I can tell my honourable friend however, that in the agreement we signed with Ontario, this served as the main pattern for our agreements with Saskatchewan and Alberta and as a result of the prolonged negotiations and agreements that we had reached with Ontario we were then in a very favourable position to effect agreement immediately with Saskatchewan and Alberta on the same basis and I think to the mutual satisfaction of certainly the ministers of both of those provinces who were concerned with this matter -- at least that is the indication I've certainly had from those provinces. There is little more I can say except to say that we hammered out here a different form of agreement than that which was first tendered to us by the Province of Ontario; a better form of agreement as far as Manitobans are concerned; and we're proud of it; we're happy with it and so are the truckers of Manitoba and I think all of the

(Mr. Lyon, cont'd.) . . . people will be.

MR. MOLGAT: I wonder, Mr. Chairman, if the Minister will be prepared to table the agreement that was signed with Ontario and with Saskatchewan and Alberta, and if possible, the original agreement that Ontario proposed to us, and which I understand Saskatchewan and Alberta did accept?

MR. LYON: I'll certainly be prepared to table the agreement that Manitoba has signed with Ontario, Saskatchewan and Alberta.

MR. CHAIRMAN: Item 4 passed.

MR. GUTTORMSON: Before the Minister leaves his Department I want to bring to his attention that there is some missing documents still from my Order for Return. When I brought it to the attention of the Committee I mentioned I wanted these documents and the Minister at that time said I would get it and I still haven't got it. It's the Capital and Operating Statement sent by Drake-Pearson to the Hydro based on the settlement of \$17.00 a ton which was made for material not hauled. Now when I asked for this specifically in the Committee the Minister told me I would get it. I'd like to have it very badly. I should have it -- I need it for tomorrow morning.

MR. LYON: Mr. Chairman, I don't know if repetition helps; it usually doesn't enhance the case -- but I repeat again, that the honourable member has received everything that is callable according to the best information and advice that I have been given by Manitoba Hydro under this order. He raised another question on the Orders of the Day today, with respect to a document which he alleged to be missing from the material that had been filed. I told him at the time I had no precise information as to it; I checked with the Hydro officials subsequently -- produced two extra copies of that agreement for him -- and found that that agreement had already been filed and it was filed in the supplementary material which he has, even though he was unable to locate it. It was filed in the House material and I think if my honourable friend will search his documents again he'll find that he now has two copies of one document that he thought he had no copies of.

MR. GUTTORMSON: Mr. Chairman, before I raised this point this afternoon I went to the office of the NDP and we checked their file to see if we had overlooked it, but that particular document was also missing from their Order. This one has not been tabled -- the one -- the Capital and Operating Statement -- we have not got it. The Minister -- if he reads the transcript he will see where I asked for it specifically and he undertook to provide it to me and it hasn't been.

MR. LYON: I undertook to provide for the honourable member everything that was callable; that has been done.

MR. GUTTORMSON: What does he mean by callable? Is the Minister suggesting that this particular statement isn't callable? Well, Mr. Chairman, this is very important to this hearing that's going to resume tomorrow morning and I'd like to have it. Now the government undertook to provide all the information that I requested and I'm still not getting it. Now I don't know why I should have to repeatedly ask for this information.

MR. CHAIRMAN: Item 4 passed. Department XI (1) - Administration.

MR. MOLGAT: No, Mr. Chairman, I'm afraid that the Member for St. George here has brought up a very important point. The Minister says "what is callable". Well the agreement was that all the agreements between the government and Drake-Pearson and any of their associates would have been tabled. Now here the Member for St. George is referring specifically to a portion of the agreement and he did the other day in Committee refer specifically to the letters indicating that this information had been requested by the Hydro from Drake-Pearson as part of their negotiations in order to settle the underrun contract. Now surely the Minister can't now say that this isn't callable information; it's part of the agreement. -- (Interjection) -- Will the Minister supply it?

MR. LYON: Mr. Chairman, for about the sixth time I think I've said, Manitoba Hydro have produced everything that is callable under the Order.

MR. MOLGAT: Well, Mr. Chairman, -- Mr. Chairman is the Minister saying -- no, no, no, no, no, no. -- (Interjection) -- Are you chairman of the committee here? I know you'd like to be, but you're not. Let the chairman handle it. Mr. Chairman, this is extremely important. The government has agreed and has said on two or three occasions that they will

(Mr. Molgat, cont'd.) . . . supply the information. Here is a specific part of the whole agreements. It's referred to in correspondence; the member has asked for it. Now he says to the Minister, "you haven't supplied it." The Minister says "everything has been supplied." Now surely we can't accept a decision -- a statement of that sort in the House. The Minister should undertake to see if he has supplied that particular part. I think he'll see that he hasn't, and therefore all the material that's been requested has not been supplied.

MR. D. L. CAMPBELL (Lakeside): Mr. Chairman, I gather that the difference of opinion here arises from the definition of the term "callable". What is uncalled in this investigation? If we could determine what is uncalled then we would assume, I suppose, that everything else is callable. Surely the agreement is callable.

MR. LYON: Mr. Chairman, as I have mentioned before, all of the correspondence, agreements, documents that were requested according to the terms of the Address for Papers have been supplied. That's the information that is given to me by Manitoba Hydro. If there is anything further that my honourable friend or any of his colleagues wish to enquire about, that can be done at the committee.

MR. GUTTORMSON: Mr. Chairman, we need this information to go into committee. Now I asked for it specifically in the Committee and you undertook to provide it to me, and I'm still waiting for it. Now we're on the eve of the committee and I still haven't got this information. It pertains to the \$17.00 for the material which was not hauled. It's all part and parcel of the whole deal and I still haven't got it. Now how the Minister can stand there and say "you've got everything that was callable", when I didn't get this information, I don't know. We still need this information. Now to sit there and say -- infer that it's not callable just isn't true. We asked for it. You said we could have it, and I want it.

. Continued on next page.

MR. CHAIRMAN:passed. Department XI, Administration 1, the Minister of Public Works.

HON. WALTER WEIR (Minister of Public Works) (Minnedosa): Well Mr. Chairman, in making the presentation of the estimates of the Department of Public Works, and as the evening draws on and as the session draws on, I think it might be a good opportunity for us to maybe cut down a little on some of the wanderings that we have been doing and have some clear, concise questions, suggestions, and maybe some constructive criticisms, followed with the same kind of replies. I will attempt to do this as I put the estimates -- as you put the estimates before the committee, Mr. Chairman, I would suggest that as in the past we have two opportunities for general discussion; one being now in the administration of government buildings, and the other one following with Item 3 on Highways. I have no general statement to make. I would invite any comments from anyone who has something that they would like some information on.

MR. HRYHORCZUK: Mr. Chairman, I was hoping that the Honourable Minister would give us a detailed statement as he has in the past and I'm somewhat disappointed that he hasn't done so. There was also the practice of letting us have a program of the proposed highway construction for the coming year. Probably he has in mind to give this to us when we come to Item 3 in his estimates; but I would suggest -- and this is a clear and concise suggestion that we should have the information at least a half a day ahead of the item coming before us, because it's pretty hard for the members of the Opposition to intelligently discuss something that they have to study at the moment that they're on that particular item.

It would appear, Mr. Chairman, that this Department in particular very seldom does what they lead the public to believe they plan to do, and I think a fairly good example appears in this year's annual report of the Department. We turn to Page 53, and I'm speaking about the Highways Branch now, Mr. Chairman, and I'm going to quote from this particular page, and it would appear to me that this is what they want the committee to believe is what they plan to do, and therefore I intend to read this to some extent, and I quote, Mr. Chairman: "During the past year the major emphasis in highway expenditures was on reconstruction to provide all-weather roads. The trend is now developing whereby considerably more emphasis is being placed on up-grading existing highways to meet modern traffic densities and loadings. This results in greater expenditures and more permanent bases which should provide better facilities for the travelling public." And then, Mr. Chairman, we see this sentence: "This is placing a steadily increasing load on the Materials and Research Section and the district staff." Immediately following that we see this statement: "The Materials and Research Section is also responsible for the study and analysis of new materials and techniques which may be applicable with or without modification." And then again: "Whereas a very few years ago the main problem in the highway system was structural, the ability to carry heavier volumes is now of equal concern. This necessitates new techniques and more engineering work in the planning and design section to ensure that the highways now under construction will adequately and economically provide for the foreseeable traffic requirements during the designed life of the facility."

On reading this page, Mr. Chairman, I gather that the government finds that it has to spend more time in designing its highways, in planning its highways; it has more work for the Materials and Research Section, and that it has to -- it's placing a bigger load on the district staffs and so forth. Now let's take a look at the estimates and just see how this is treated insofar as spending money on these particular aspects of the Department are concerned. This is one of the three departments out of 15, Mr. Chairman, that has a reduction in its estimates. The other two departments that show a reduction in the estimates is Treasury, where there is a reduction of \$483,000 in unconditional grants to the municipalities, and under Department of Labour where there is a reduction of \$70,000 in the Winter Works Program for the coming year.

The Public Works Department is down to the tune of \$650,000. But that isn't all; that isn't all. If we look on Page 24 of the estimates, Mr. Chairman, and we look under the item Laboratory and Materials, which, according to the Annual Report, is something that they have to put more stress on -- something that is becoming more and more important all the time if they want to build the quality of highways that today's traffic requires -- what do we find? We find that there is no change in the amount allotted here outside of the implements and the

(Mr. Hryhorczuk, cont'd)...

salaries. Then we come down to the District Offices, and you'll recall, Mr. Chairman, that I read here that there's a steadily increasing load on the district offices. And what do we find in this item? Under District Offices we have a reduction of \$40,000 for this coming year. And the last one of these, that is all-important, according to this statement, Planning and Design, which, of course, is all-important to the building of your roads; and what do we find here? You'd expect from that particular statement that I read into the record here a few moments ago, Mr. Chairman, that at least this item would be up, but on the contrary, this particular item of Planning and Design is down by \$60,000. On the one hand they tell us that it's all-important that they design and plan their highways because of the increased load; that they have to do more for the district offices; and we check the estimates and what do we find, Mr. Chairman? We find that the exact opposite is true. But that is nothing unusual as far as this department is concerned. This has been going on since 1960.

And I do want to refer now, Mr. Chairman, to a document which was provided this House in the Session of 1961, of which this government was very proud at the time and made great use of it insofar as publicity was concerned -- in fact it was such a good document not only the public took it for granted but even the press took the bait -- hook, line and sinker. And I'm referring to the report on the Manitoba Highways Planning for Tomorrow. Now this is one of a series of this government's "Plans for Tomorrow." It was the first one of a series. We don't know how far they're going to get with the other plans that they have been introducing here from year to year. We don't know what they're going to do with the studies that they've been making from year to year. But here's one that has been with us for awhile, and let us see how this particular "Plan for Tomorrow" has been working out. And in order to appreciate the significance of this particular document, I am going to read parts of it to refresh the memories of those who have forgotten it, and also to draw to the attention of some of the members who are new in this House. We look at page 43 and what do we read? "Over the next 20 years an average annual expenditure of more than \$27 million is required to fulfill provincial trunk highway system needs. This exceeds the average annual amount spent from 1954 to 1959 by \$8 million, and from 1949 to 1959 by \$12 million. All figures exclude municipal branch and work on secondary roads, 100 percent roads and highway routes in the City of Winnipeg." Then I read again, Mr. Chairman: "The study shows a heavy backlog of work that should have been done prior to 1960. Such work involves nearly \$190 million, about 40 percent of the total 20-year capital improvements. A higher level of yearly expenditure during the next few years above that now prevailing would be warranted in order to catch up with current needs following which costs could be reduced."

Now, Mr. Chairman, it was the intention of the writer of this document to leave the impression that insofar as road construction before the coming of this government was concerned, it lacked in quantity as well as quality. And I would like Mr. Chairman, to deal with both these aspects. Let us first look at quantity. Let us see what this government has done to implement this "plan for tomorrow." This plan is coming pretty near three years old, and during the past three years tomorrow hasn't come yet -- and by the looks of our present estimates for the following year, it won't come in the next year either. This government is great in its "plans for tomorrow." It makes a lot of do about its "plans" but when you get to study its actual performance, it certainly is lacking by a very very long way from the plans that they feed us from day to day.

Now what about quantity? I think there's nothing better to refer to than this Annual Report, the 1961-62 report which was tabled here with us just a few days ago, and if we look at page 55 we will note from the graph on this page, Mr. Chairman, that the constructions of the highways in the Province of Manitoba were on a continuous annual increase starting with the year 1952. And I might point out that that is approximately the year when there was a demand placed on the government for the construction of roads due to the increase in number of vehicles and the type of vehicle that was placed on the road. And if we look at that graph we see a continuous increase until 1959-60, and from there we see a continuous drop every year in the amount expended on the construction of highways in the Province of Manitoba. Not only that do we see from the graph, but if you look at the graph, Mr. Chairman, you will find that in the 1961-62 program, the amount spent on highway construction is just about equivalent to what the former government spent in 1956 and 1957. It's below what was spent in 1957 and '8,

(Mr. Hryhorczuk, cont'd)... and the years thereafter. In other words, instead of keeping up to this very important document of the plans for our highways for tomorrow, this government is going backwards. And in last year's construction, of which we have no indication as to how much roads were built -- but I'll venture a guess that from the estimates that have been placed before us, that what was built last year and what is going to be built this year, is below the 1956 level. And I'd like to ask the Honourable Minister how he reconciles the statements made in this "Bible" of the present government insofar as highways are concerned, with what is actually happening with our road construction. Because, Mr. Chairman, at this rate we're fast approaching the stage where the only money that is provided here will go to reconstruction -- there'll be no new construction at all. And I'd like to point out, Mr. Chairman, that when this particular "Plan for Tomorrow" for our highways was brought before this House and widely publicized in the press -- it got headlines on the first page -- that at that time the public were led to believe that we were years and years behind in the building of our roads.

So I say, Mr. Chairman, that when the government comes out with what is a government document, that it should give the facts, and the facts only, and not use documents such as this for political expediency only, because that is all that it has proven to be. That is for the time being all I have to say about the number of miles, except to point out that in 1961-62 when the government spent the same amount of money on construction of highways as it did in 1956-57, they did not build as many miles of highways, because the cost of construction was considerably higher per mile. We'll never know the difference because there's no way of finding out, but we do know that if the same amount was spent in '61-62 as was spent in '56-57, the number of miles built that year was considerably less than in the former year.

What about the quality of our highways? For the past five years we've had to listen to the Ministers of Public Works talk about the quality of the highways that were built previously, and the upgrading and the building that they were going to do. We used to sit here for night after night listening to the high standards of these highways, and today the government admits in its Annual Report that I've been quoting from, that the trend is now developing where considerably more emphasis is being placed on upgrading existing highways. They are admitting that what they have been doing up till now was not upgrading. They admit it right here. "The trend is now developing." Not that it has developed -- "is now developing;" but they've been telling this to us for five years now. Is this going to continue in the same vein into the future for another five years? What about the quality of their highways?

Well, Mr. Chairman, all you have to do is just drive down those highways and you will see what the quality is. I drive down No. 5 twice a week, and I want to say, Mr. Chairman, that insofar as No. 5 is concerned, you take the piece of road that was built from the junction of No. 1 and 4 to Gladstone, is standing up every bit as good as anything built by this government since 1958. In fact, in some places it's standing up a great deal better than what has been built since 1958.

In the Free Press the other day there appeared a picture of No. 10 up around Erickson, and here is what that particular picture has this to say about No. 10 constructed by this government: "A breakup in one of Manitoba's newest highways, No. 10 near Erickson, has produced a new sign for the province, "Series of Bumps;" the highway less than five years old is afflicted with a series of cross-breaks, similar to those occurring on two other new highways, one east of Winnipeg and the other south. Highways Branch officials say they cannot determine what is causing the breaks or how to stop them." Well, I say to you, Mr. Chairman, that that just goes to show that that planning and design and everything else that this government is famous for is only good in talk and in print, but in actual fact it's just not there.

If the Honourable Minister would add to these three highways two others; one is No. 10 North which was built one year and big chunks of it reconstructed the following year; or would refer to the series of bumps that appeared on No. 5 just east of No. 5 and 10, he'd have a more complete story of what his department has been doing with roads in Manitoba since 1958. And I'd like to point out to him that his government estimates the lifetime of a highway in the Province of Manitoba between 15 and 20 years. The highway that I was referring to, running from the junction of No. 1 and No. 4 to Gladstone, is ten years old. Half its lifetime is gone, and yet today it's every bit as good as anything this government ever built, and if they carry on at

(Mr. Hryhorczuk, cont'd)...the same pace and with the same quality of roads that they are building, it'll be as good as anything this government will ever build.

Now, Mr. Chairman, there are a few other things that we should look into while we're on this particular subject. I went to the trouble, Mr. Chairman, of seeing what our revenue has been from Motor Vehicle licences and gasoline throughout the years. In 1950, the total revenue from both these sources was 6,900,000; in 1956 it was \$8,865,000. If we look at our budget for last year we'll find that it is now \$28 million. Now the reason I'm pointing that out Mr. Chairman, is this; that for years the people of the Province of Manitoba have been demanding that the government spend at least as much money on our provincial trunk highway as we collect from the two sources. In 1950, we spent more than we collected from both sources. In 1956, we spent considerably more than we collected from both sources and what has happened since this government has taken over? They are not even spending what they get from both these sources -- not by a long way. And I think it is important. As for the figures, \$7 million was spent in '50 on highways; \$14 million, '56; \$16 million in '61-62. So I say, Mr. Chairman, if the rest of the plans for tomorrow that this government has been feeding the public with are as reliable as their plans for the highway system of tomorrow, then there's nothing that we can rely upon insofar as this government is concerned. And I do hope that when the Minister gets up to speak that he will be able to point out where they are following this particular first of a series of "plans for tomorrow." I would like to know how closely they follow it, and I certainly would like to have an explanation from the Minister how he reconciles the fact that the amount that is being spent on our highways in Manitoba is being reduced every year since 1959-1960 when this particular document was published. Every year, and from present indications, we can add two more years to this particular graph; 1962-63 and 1963-64, both of which will be below the level of the 1961-62 year.

MR. CHAIRMAN: 1, Administration (a) passed.

MR. SHOEMAKER: I would like to know what the actual amount of money is allocated for roads this year. I have before me the Winnipeg Tribune, February 19, 1963, ten days or so before we met here, headed, "27 million allocated for roads," and it says, "Down slightly from last year. Standing estimates to be tabled in the Legislature early in April will show Manitoba intends to speed along on this long-term highway program. The money allocated for roads will total about \$27 million, down from last year." And then the next paragraph says, "Last year, Manitoba spent \$19 million on its road program." So it must be slightly confusing to say the least. I wonder if the Honourable Minister could tell us the exact amount that will be spent on the road program for the incoming year? I wonder if he could tell us, too, the number of miles of access road built last year?

MR. WEIR: Mr. Chairman, owing to the fact that it's still early in April, I don't think that the Tribune were too far out, and I would suggest that according to my original request, if we were to stick to it, that we would deal first of all with the administration of public buildings and confine ourselves to highways after we get through this administration of buildings. For myself, it would be easier in that regard, and I wouldn't be bouncing from one book to the other, where I have the answers which I hope to be able to supply to the committee. I would prefer, Mr. Chairman, if we could go through Items 1 and 2 first and I will endeavour to get all of the information that I can for the members of the committee.

MR. CHAIRMAN: 1, Administration (a) passed; (b) passed; (c) passed; (d) passed; (e) passed.

MR. SHOEMAKER: Mr. Chairman, on Item (c) Taxes; I see they're up \$245,000 up to \$245,000 -- and in 1959 I think they were slightly over \$100,000. Now, I wonder of the Honourable Minister could explain why there is this huge increase in taxes and what does it cover?

MR. WEIR: Yes, Mr. Chairman, the increase in taxes goes on in the same way as the government buildings in Manitoba because I think most of the members of the committee know the taxes are paid to municipalities within the province on government owned by the province and in which it has been improved with buildings. I have a list of several pages, indicating the taxes paid in every individual municipality in the Province of Manitoba. I would doubt that the members of the committee would want me to go through the details. The increased taxes primarily are due to the acquisition of the Grand Beach property and the Institute of Technology in Brooklands.

MR. CHAIRMAN: (c) passed. Item 1 passed. Item 2, (a) passed.

MR. MOLGAT: a general statement here, I wonder if the Minister could give us an indication of what departments we still have scattered around the city in other buildings and what are his plans, if any, for a further government building to locate these people in a central space?

MR. WEIR: Mr. Chairman, I would be happy to do that. I think if I explain our plans for two buildings that we will have very shortly, it will probably provide the members of the committee with the information that they wish. First of all, the government is taking over the old Hydro building on Portage Avenue, and on the main floor of the Hydro building will be housed the Motor Vehicle Branch. They'll be moving sometime later this month. Also, with the Motor Vehicle Branch will be the Motor Carrier Board and the Taxicab Board. On the second floor of the Hydro building will be located the various sections of the Highways Branch that are presently scattered all over the city from the school out on Pembina Highway to the Picardy Building, and these buildings that we have located around this area, also those members of the staff that are on the third floor in the Legislative Building here. Then, when the Technical Institute is opened in full, there will be quite a movement of government offices that we have around the city there, which will include the Text Book Bureau, the School Library, and the Teachers Library which are now currently all housed in the building down on Pioneer Avenue; and the School Broadcast which is in the basement of the Legislative Building here will be going to the old MTI building. The Highways Testing Lab will be there; the Administration of the Estates for the Mentally Incompetent; the Cancer Treatment Radiation Lab -- this is the technical or the repair shop which is presently housed in the Sherbrook and William site in the basement. The John Howard and Elizabeth Fry Society, whom we have been providing accommodation at William Avenue will be there; the Gasoline and Amusement Tax Branch; The Men's Musical Club; The Milk Control Board; The Winter Drafting Office for Water Control and Conservation. The Crop Insurance Corporation and the Agricultural Credit Corporation will be moving in there as their leases expire in the rented accommodation that they're in at the present time. Also a portion of the building will be used for storage for the Department of Mines and Natural Resources, and some of the other departments would have some storage.

Now, I think that probably if any of the members have any questions on any of the individual buildings, I think that this points out the fact that most, if not all, of our rented accommodation as soon as the leases expire in government buildings -- this is outside of the Hospital Services Plan who are still in the Great West Life building -- will be in either the MTI Building or the Hydro Building on Portage Avenue.

MR. HILLHOUSE: Mr. Chairman, I wonder if the Minister could tell me what plans, if any, the government has for providing parking facilities for the employees and the public at the Norquay Building; the employees and the public and the members of the legal fraternity using the Law Courts and the Land Titles Office; and for the employees and the general public using the Legislative grounds.

MR. WEIR: Mr. Chairman, all I can say at the moment is that we are aware of the problem and we are currently studying it. At the moment we haven't come up with a solution but we hope to in the not too distant future.

MR. HILLHOUSE:give consideration to providing an underground parking lot on this park over here?

MR. WEIR: Mr. Chairman, there is consideration being given to quite a wide variety of varying parking spaces. Some of the information that I have at the moment is that underground parking is quite expensive for the space that you get, but there's no decision on it at this point. I haven't enough information that I could really give an honest opinion.

MR. HILLHOUSE: Has the government made any decision as to when it's going to demolish the old Revenue Building?

MR. WEIR: No, Mr. Chairman, we haven't. As a matter of fact we're going to look at the old Revenue Building from the standpoint of its historical significance, and look at it a long time before we decide to demolish it.

MR. PAULLEY: Mr. Chairman, the Minister mentioned the fact that a lot of the government services are going in to the Manitoba Hydro Building when it's vacated. Now, under what conditions will the government services be going into the Hydro Building? Will it be on a

(Mr. Pauley, cont'd)... rental basis or is the government technically buying it, or do they own it at the present time? And the same insofar as the MTI Building is concerned.

MR. WEIR: Mr. Chairman, with regard to the Hydro Building; we are buying the building; negotiations are under way now; the building is vacant. At the present time Hydro are in their new quarters and the MTI Building is ours to all intents and purposes. Ottawa has been paying a large portion of the upkeep from the standpoint of technical training being held within it, but there has to be considerable renovation done to a large part of the MTI Building before it can be made habitable for the government departments.

MR. PAULLEY: Can the Minister indicate to us, Mr. Chairman, what the net saving will be in annual rentals when the rented premises are vacated at the expiration of their leases?

MR. WEIR: Mr. Chairman, I can't off-hand. It's some information I might be able to get for the honourable member. I don't have it handy in a lump sum.

MR. HILLHOUSE:providing more parking space for the members of the Law Society? At the present time I think we have room for about eight cars and the only other place where you can park is on Broadway, and at 4:00 o'clock you get a ticket. Now sometimes when you are engaged in Court you can't come out at 4:00 o'clock to move your car, and even if you could come out to move your car there'd be no place to put it. I think that the government should at least provide parking space for at least 30 cars over there for members of the Law Society.

MR. WEIR: Mr. Chairman, I can only repeat that this is a problem that we recognize, and I must acknowledge that it isn't just members of the Law Society that face this problem. There are -- many people face the problem and we are trying to come to grips with it now and hope before too much time elapses that we can come up with a solution to the problem.

MR. HILLHOUSE: The problem, Mr. Chairman, is the tickets. I wonder if the Honourable Minister could make some arrangement regarding them.

MR. WEIR: Mr. Chairman, speaking of tickets and parking for the Law Society; any experience that I have had with the legal profession is that they usually have an ample cushion in their fee to look after it.

MR. PAULLEY: Mr. Chairman, talking of parking -- if I recall correctly, in one of the Manitoba Gazettes some time back, under the Regulations I believe it was, dealing with the Public Works Department -- I believe that there was provision made in the regulations for charging parking fees on this area in which this building is situated. Now I wonder if my memory is correct in this that the regulations have been changed, and if so, does the government intend to install parking meters on this ground?

MR. WEIR: Mr. Chairman, my recollection on this, whether the regulation calls for this particular set of grounds or not, I'm not sure off-hand. There is no present intention of installing parking meters on it but the regulation that went through was one empowering us to put parking meters over in the area of the park and the parking meters are installed and they're in operation. This is on the west side of the powerhouse there, and they are in operation. The purpose of them being there is that it does provide an opportunity for people who want to do business either in the Legislative Building or the Norquay Building, to find a place to park for an hour or so, and not filled up with people that are parking there all day. It has looked after one demand but I must admit that it has compounded some of the other demands that we've had. But you have to measure the evils and we realize the problem we have, and we're attempting to do something about it.

MR. PAULLEY:the same spot as the Minister, Mr. Chairman, I don't recall specifically, but I do recall something was mentioned -- was made in the regulations as to the Legislative Building grounds, and I would appeal to the Minister and to the government not to put in parking meters on this ground. I appreciate the fact that they may be running short of money here and there, but I'd hate to know that any of our tourists -- and this is a tourist attraction -- would have to start paying for parking around the building while they are going through it. I really think the tourists are being rooked enough now with the new regulations pertaining to our provincial parks, and while it only may amount to a dime an hour, I suggest that the government not put in any parking meters on this ground.

While we're dealing with the question of the Legislative Buildings, Mr. Chairman, I want to commend the Minister and his department for the admirable job that has been done in the new decor in the approaches to this Chamber. I don't know who the artist was, but whoever it was

(Mr. Paulley, cont'd)... I think his colour taste was very, very good, and I want to commend the Minister and his department for that.

On the other side of the picture, I note in the Annual Report mention is made of some improvements down in the cafeteria insofar as ventilation is concerned. I don't know what those improvements were, Mr. Chairman, of a mechanical nature. I don't think that I have to say to the Minister so far as any improvement in the comfort in the cafeteria, there isn't any in evidence, and I think that something should be done. If some of the other departments are going to vacate downstairs -- I believe you mentioned one or two that were going to go out downstairs into the Hydro Building; the School Broadcasting, I think was one that you mentioned that is at the present time downstairs. I don't know what connection it might have with the possibility of expanding the facilities in the cafeteria and make ample provision down there for a real air-conditioning unit. Because if any appreciable amount was spent -- and referring to the Annual Report, note is made of it -- in my opinion it was a waste of money because there hasn't been any improvement down in there.

MR. WEIR: I might say, as far as the cafeteria is concerned, the money that was spent, was spent primarily on ventilation out of the kitchen. It wasn't a cooling process. It was a matter of having the odors and grease and whatnot taken outside rather than be around there. It is not air-conditioned. It's something that we'll be happy to look at and see if there's something that can be done, but I can give no commitments on it at the present time.

The honourable member was good enough to mention the painting that has been going on in the building itself here. I think that probably I might point out that the work has been carried out -- or most of the work, I believe, has been carried out by the departmental staff themselves. The designing has been done by Professor Dunklee of the university who is working on a three or four year plan to have the interior of the building looking at its best, we hope, for the year 1967, and he's giving consideration to various improvements, including some within the Chamber here, and as he reports and as he brings these things up-to-date we hope that there will be some annual improvements on his specific recommendations.

MR. MOLGAT: Mr. Chairman, did I understand the Minister correctly to say that the Motor Vehicle Branch would be moved into the MTI Building -- into the Hydro Building, from their present location on Portage Avenue? What will happen to that building then, because I understand that was purchased by the province and is a building that we own?

MR. WEIR: Yes, Mr. Chairman, there's no decision been made as to its future. There's two possibilities: one that it will be sold; the other that there might be one of the other departments make use of it. Right at the moment I haven't anything concrete that I can give you.

MR. WRIGHT: Mr. Chairman, I'd like to make a few remarks on the building here. It seems that since I started this little speech annually since 1958, I think I'm known now as the grievance man of the place. But I, too, was going to mention the beautiful job that was done on this building. I think, too, Mr. Chairman, that since we have our gracious lady Speaker here that discipline has been a little better in the House. I notice with the ash trays, it's certainly a lot more tidy. The only difficulty with me as a non-smoker, instead of having the butts on the floor now, I have my colleagues on each side of me with their butts.

The Honourable Member for St. John's who came to this House this year complained when he got here that he had no room between the desk and his chair. He complained about it bitterly, and someone referred him to me -- I guess thinking that I was the shop steward of the place -- so he left it with me and I, too, suffer from this complaint. I don't rise very often in this House, Mr. Chairman, but when I do I find it most uncomfortable. You don't know whether to turn the chair sideways; whether to crawl out from the side of it, and then you're away from the mike; and I was trying to diagnose this ailment that we suffer from and I consulted with our livestock expert here in the front, and it's something akin to bog spavin. However, I would like to know why in this august Assembly we couldn't do something with these chairs. If you buy a car you simply push a lever down and your seat will go back two or three inches -- this would be sufficient. The cost wouldn't be great. I think it would certainly add to the comfort of those who are on their feet. It would keep them close to the microphone and it would certainly put them more at ease.

I notice, Mr. Chairman, that we had a light on our mural here when we came, and it was beautiful. I understand that it wasn't properly planned and it overheated, thereby causing a

(Mr. Wright, cont'd)... fire hazard; and it's been turned off. I wonder if someone couldn't look at this and have indirect lighting applied to it. I think it would certainly enhance the look of this Chamber. I think that that could very easily be done. Speaking of light, Mr. Chairman, too, I notice that we have our building lit up and I think we're all proud of it. Going down Broadway or Osborne, it's a fine looking building, but being with the railway, we're taught that familiarity breeds contempt and you should never become too familiar with anything unless you have a contempt for it, and I notice that while we do shine this beautiful light on our building, when we stumble out of here tired out at 11:00 o'clock and later, there is no light on the front steps. It doesn't matter if you fall down and break your neck so long as this building looks nice from the long range view. Then when I go shopping with my wife, I come to any of the supermarkets -- it's common now -- you have the electric-eye door or the mechanical door. You just step on the treadle and the door opens for you. But when we come up these stairs to this beautiful building you have a sign there that says "Use the side doors." I watched a lady the other day who weighed about 120 pounds trying to tug open one of those big doors, and I don't see that it would involve much expense to consider this, because after all we are proud of this building and a few extra dollars spent on the latest type of door would certainly be a wonderful thing.

My last suggestion, Mr. Chairman, and I make this most sincerely -- I have been doing it every year -- I deplore the acoustics in our committee rooms. Every year it's the same thing. People come here to make a presentation to this body and all we hear is "Speak up; we can't hear you at this end of the table. Speak up." This is most embarrassing for people who come here, and after all communications is the very essence of the reason we're here. If we can't understand people then there's no point in being here, and I submit that even if we went to a basement room that was properly acousticed it would be certainly better -- it would be a better workshop than to keep struggling every year as we do in Law Amendments Committee in this most inadequate but beautiful -- this room. And I want to leave this with the committee and I don't think the cost is going to be great; but I think we should call in some acoustic experts and let them go to work on it. Considerable work was done in this Chamber. The drapes were hung here for that very purpose, and the workshop of this whole government is in committee and I think that something should be done and done soon in regard to the matter of acoustics in our committee rooms.

MR. WEIR:might just take a moment and express my appreciation to the Member for Seven Oaks. Every year since I've been in the House he has brought to the attention of this committee at this particular time quite a number of improvements that could be made around the building. As has been evidenced in quite a number of quarters, many of them have been put into effect, and I want to advise the Honourable Member for Seven Oaks that there are people within hearing who are taking down everything that you are saying, as they have done in the past, and every one of your suggestions will be checked to see if there isn't some way that we can improve these things. Granted they're not all going to be done at once but all I can say is, Mr. Chairman, if the people of Seven Oaks leave the honourable member here long enough we'll certainly have a good building.

MR. CHAIRMAN:passed. (b) passed.

MR. MOLGAT: Mr. Chairman, I wonder if -- there are many buildings under this particular appropriation. Could the Minister indicate to us if there are any major plans for additions or construction on these, or does he prefer that we stop him on each single one and ask the same question?

MR. WEIR: No, Mr. Chairman, I don't think that there are any major plans. Are you meaning now the auxiliary buildings in the Winnipeg district or

MR. MOLGAT:all the buildings under Item (2) from (a) to

MR. WEIR: Well actually as far as projects are concerned, Mr. Chairman, any of the projects -- major projects -- that there are from the standpoint of Public Works -- any capital projects -- are found in Item 5 at the tail end of the estimates. These are pretty well main operating items, like caretakers and firemen and so on and so forth, and their supplies and expenses. I think if there are any questions, if you'd ask me about the individual items here it would probably be best.

MR. CHAIRMAN: (c) passed; (d) passed; (e) passed; (f) passed.

MR. VIELFAURE: Mr. Chairman, I'm not sure if I'm on the right item, but could I ask the Minister if a new weigh scale is contemplated on No. 1 highway east at West Hawk Lake?

MR. WEIR: Mr. Chairman, I'm not just too sure as to location. We're currently, I believe, looking at the entire area -- highway area -- in the province, to attempt to lay out a plan of weigh scales so that we may intercept truck traffic with the least possible number of scales and the least capital cost to the Province of Manitoba. Now one of the locations that is being looked at is the junction of No. 1 highway and No. 12 which would catch traffic from two or three directions. It's not something that's definite at the moment, but we are looking at this over-all problem, hoping to be able to come up with a few very concentrated spots where we can get weigh scales that will control most, if not all our highways.

MR. CHAIRMAN: (g) passed; (h) passed; (i) passed; (j) passed; (k) passed; (l) passed; (m) passed.

MR. MOLGAT: Mr. Chairman, there is some increase in this particular item. I wonder if the Minister could indicate if its particular plans with regard to the grounds. I know that there must be some additions to staff and also some additions to the general item.

MR. WEIR: Mr. Chairman, this is on (n) is it?

MR. MOLGAT: (m)

MR. WEIR: Oh yes. The main increase is owing to the park that we have across the street. There are no established positions -- increases. There is an increase in the casual labour that is going to be hired in several of these places. This is the work that is under the control of Mr. Churcher, and as well as doing this, he looks after quite a number of the areas that we have around our highways like - I'm thinking now of the Trans-Canada in the east, and to a degree, the Trans-Canada at No. 1 -- at the other area. There's the buildings here, and he's also attempting to do something at the Home for Girls and he's doing it with the same staff and picking up more casual labour for the actual manual work. (Interjection) That's right.

MR. CHAIRMAN: passed.

MR. PAULLEY: I ask your permission to ask a question under (h). I realize you did say it passed, but I wonder if the Minister would reply to a question -- it just slipped me at the time. I note in the annual report of the Department, Mr. Chairman, on page 41 dealing with the Hospital at Selkirk. I find that there is a sentence that states "that valuable assistance was provided by some patients working with tradesmen under the supervision of the hospital attendants, and that janitorial cleaning is done by the patients under the supervision of the hospital staff." My question, Mr. Chairman, to the Minister would be: are they paid compensation for the work that they do -- that is the patients do -- with the staff at the mental hospital?

MR. WEIR: I don't have the answer available. I'll get it for the honourable member.

MR. MOLGAT: Mr. Chairman (n) yet, I believe, have we? We've passed (m) but not (n).--(Interjection) -- Yes, I wonder if the Minister could indicate what this covers because it seems that all the other buildings are covered by themselves, that Government Grounds covers those other areas that he mentioned, and what does this item cover?

MR. WEIR: Mr. Chairman, this item covers the Provincial Architect's Branch and it pays the repairs of the -- maintenance repairs -- of pretty well all of our government buildings in the province, and the casual wages and things of that nature are in this vote. There is a slight decrease here, I believe it is this year, in the supplies. Yes, I have a note, there is a decrease of \$10,000 in wages -- casual help -- and \$9,380 in work that -- less work that needs to be done.

MR. SMERCHANSKI: I wonder if the Minister could tell us about the type of heat we use in most of our buildings. Is it oil or gas heat, and has any survey been made as to the comparison of cost between these two types of heating?

MR. WEIR: Mr. Chairman, this is quite a question. I wouldn't care to attempt to answer it offhand. I'm not aware of any over-all survey that has been made from a standpoint of all buildings. Periodically each of the buildings are examined from the standpoint of the condition of the heating systems within them, with the exception of the central powerhouse which heats all of the buildings in the complex that we have here, which is on oil, but as far as an over-all survey of all of the buildings, I'm not aware of one having been done but there is constant work done in the Department as repairs are necessary to the equipment to see if alternate systems of fuel should be considered.

MR. SMERCHANSKI: mean that there has been a survey made as to the comparative

(Mr. Smerchanski, cont'd)... cost of oil versus gas in the central powerhouse then?

MR. WEIR: Mr. Chairman, I can't say right offhand.

MR. SMERCHANSKI: Mr. Chairman, previously in this committee, we were talking about the possibility of using electricity as a source of heat, and it is my understanding from some of the remarks that were made that we have rather an excess of electrical power, and I'm wondering if any consideration has been given to using electrical heat as a source in some of these buildings and then again make a comparison of the three methods of heat, oil versus gas versus electric heat, which can be supplied, I understand, at a fairly good competitive rate. I was wondering if anything has been done on that?

MR. WEIR: Mr. Chairman, I don't think that there has been any comparisons as far as electricity is concerned in old buildings. I think that probably electricity in any new buildings that we build, that probably electricity is examined along with the other sources of heat, but I don't believe that it has been examined with regard to any of our existing buildings. Now this is something that possibly can be done; I don't know.

MR. JOHNSTON: Mr. Chairman, I wonder if I might have permission to go back to (1) from the Minister -- the Manitoba Home for Boys at Portage la Prairie. This is more in the nature of a request -- that on the north side of the Manitoba Home for Boys at Portage la Prairie there is a sort of a delivery road and it is lighted a little, but it isn't very well lighted, and I'm speaking from experience that I had on the city council as Chairman of the Police and By-Laws Committee, and we found that when there were escapes from the Home by the boys, invariably they came to this dark road during the night and they crossed over the road into the hospital grounds, and they either -- in many cases -- took a car right from the hospital, or they took one in the area just to the north or northwest of this road, and I was wondering if the Honourable Minister would consider having this particular stretch of road along there well lit up to act as somewhat of a deterrent.

MR. WEIR: Mr. Chairman, I would certainly consider having it looked at and as a matter of fact I'll undertake to have the matter considered. This is a private road is it? This isn't -- you're not chairman of police, light and fire? You're not trying to get me to light up one of your streets?

MR. JOHNSTON: No, I believe this is on the property of the school itself.

MR. CHAIRMAN: Item 3, Highways -- Planning, Design and Administration.

MR. MOLGAT: Mr. Chairman, is it the intention of the Minister to supply us as has been the custom in the past with a detailed breakdown at this stage?

MR. WEIR: Mr. Chairman, it is.

MR. MOLGAT: Mr. Chairman, it seems to me, then, that the Committee should be given some time to go over those figures. We've had these every year and they're fairly large. This is last year's statement; it runs into six pages with all the breakdowns. I wonder if the Minister -- is he going to give us that now, each individual?

MR. WEIR: Mr. Chairman, I believe that it's ready to be passed around immediately, and I would expect the Pages to have it, and I also have some other material that I wanted brought in at the same time, if they would not mind doing that for me.

MR. PAULLEY: Mr. Chairman, is the Minister going to give a statement on this section before we get this, Mr. Chairman?

MR. WEIR: Yes, Mr. Chairman, I thought that I would say a few words which would help fill in the blank space till it arrives. I have no intention of going into a long-winded oration, but I thought for a start that they might like me, as I did last year, to read the access roads that I plan for this year, and I have them on a little different basis so that they should be easier this year to follow the construction fairly well, and I have them from the standpoint of grading and gravelling. The first ones I mention will all be for grading and gravelling, and it's from Kaleida to No. 3; Sperling to No. 3; Gypsumville -6; Rosser -6; Woodlands -6; Arrow River -24; Elphinstone -45. And for second look construction gravel only Rossburn No. 45 Highway; and second look construction gravel and calcium -- Sandy Lake on No. 45 Highway and Argyle on No. 67 Highway. Base Separation Asphalt Surface Treatment -- Deloraine No. 3 Highway; Bellsite No. 10 Highway; Elma No. 11 Highway; Winnipegosis No. 20; Altamont No. 23; Miami No. 23; Rosebank No. 23; St. Leon No. 23; Somerset No. 23; Swan Lake No. 23; and St. Malo on No. 59. The Base Separation and Bituminous Pavement are Griswold

(Mr. Weir, cont'd)...on No. 1; Nesbitt on No. 2; Wawanesa on No. 2; Whitemouth No. 4; Fraserwood No. 7; Gretna 14 A; Rapid City 24; Libau 59 .

Now, Mr. Chairman, we have a capital Road program this year, the estimated total of which will amount to \$23,523,000, made up of \$10,035,000 on provincial trunk highways; \$2,349,000 on roads to resources; \$1,056,500 on provincial roads; \$3,500,000 in the Winnipeg area, Perimeter Highway, etcetera; access roads, \$941,500; Natural Resources and Development Roads, \$556,000; General Engineering and Miscellaneous, \$450,000; and seal coating of new pavements, \$360,000.00. Then we have a work carry-over from last year of \$4,275,000. And out of this there are anticipated recoveries of \$1,635,000 leaving a net provincial expenditure of \$21,800,000 in round figures.

Now, Mr. Chairman, before I sit down, I think that I would take a minute or two to reply to just a few, just a few of the accusations that were made by the Honourable Member for Ethelbert Plains. Most of them -- most of them, Mr. Chairman, I don't feel require to the average, thinking, driving person in the Province of Manitoba require too much answering, but for the sake of the record I think that I would like to reply to a few of them. He mentioned this green book, this "Manitoba Highways Planning for Tomorrow," this very important document reconcile the statements in the "Bible". Now, Mr. Chairman, anybody that has the capacity to read, has the capacity I'm sure, to understand this book. This book was made up of estimates estimates of what it was thought at 1960 prices it would take to build these roads in the Province of Manitoba. Over a twenty-year period, the figure that I have -- and I think I'm looking at the same book -- is \$20,896,000, with Maintenance and Administration at \$6,300,000.00. He pointed to the figures that were spent two years ago. He pointed to the \$19 million that shows up in the Annual Report, and all I can say is, Mr. Chairman, it doesn't pay -- I gather it's a sin -- to have savings in your highway program, because I know of no other reason why the figure should be there, because the estimates that are made up and are tabled at this particular time each year are based on the same type of an estimate, the same type of an estimate that went to make up this book, and on the basis of the estimated figures we are well in line, well in line with the recommendations as contained within the book "Manitoba Planning and Design" -- or "Manitoba Highways Planning for Tomorrow."

The Capital estimated last year was in the neighborhood of \$23 million -- somewhat in excess of 23 million. The total estimated expenditures for highways last year was in excess of the 35 million. The total estimated this year is in excess of 34 million. I hope, Mr. Chairman, I hope that we're blessed with as favourable prices as we've had in the last few years. I'm told by those people in the construction industry that they're not making any money doing it at this price. I have those in the department that are inclined to agree with the contractors that they're not making much money. However, Mr. Chairman, they are continuing to bid. They are continuing to bid these jobs and they are continuing to do the work; and if we happen to get the break on a favourable price, on a competitive system, then I say, "Thank Goodness; Thank Goodness," and as far as the spirit of this book is concerned and as far as the capital program is concerned, this money is being spent.

Quite a lot was said about my sign, "Series of Bumps" -- in my own constituency, by the way. I remind you that it's in the constituency of the Minister of Public Works. I would also like to remind you that transverse cracks have been a problem in the Province of Manitoba for as many years as we have had flexible flat top pavements. For a good many years there was not really too much concern displayed over transverse cracks -- not too much concern displayed over transverse cracks. They were a nuisance, and they were costly to a degree because they had to be filled every spring, but it wasn't until about two years ago that bumps started to develop, and they are a matter of real concern, and the indications seemed to be that it was only happening on the new highways.

Well, Mr. Chairman, I would like to inform you, I would like to inform you that transverse cracks have occurred for years on all of the blacktops in Manitoba, but it wasn't until two years ago that they started to show up on any highway, and besides some of the ones that the Honourable Member for Ethelbert Plains noticed, they showed up on PTH No. 11 that was built in 1957; they showed up on 59 which was built in 1958; on No. 12 the section that was built in 1955-56, and on No. 12 another section that was built in '58. They showed up on a section of No. 8 built in 1958; a section of No. 2 that was built in 1954; a section of No. 14 that was built in 1956; a section of No. 14A that was built in 1955; a section of No. 5 that was built between

(Mr. Weir, cont'd)... 1954 and 1958, and another section of No. 5 that was built in 1958; and some of the other highways that have been built since. And it hasn't just happened in Manitoba; this same thing has happened in Saskatchewan; it's happened in some of the northern states that we know of, and we haven't -- at the last word I had -- we haven't had a reply from Ontario, whether they have experienced the same difficulties.

The men in the department are frank to admit that they're not sure -- they're not sure of exactly what is causing it. It's not grade failure. One of the variables that might be considered is the fact that in 1961 we had such an extremely dry year, creating cracks in the soil; 1962 came along with the extremely wet year and, Mr. Chairman, I would suggest that your guess is as good as mine what will happen this year after we've had the year of fairly extreme cold and little snow cover, which will probably have a tendency of having frost nine feet in the ground or so, and we've had these extreme variables in weather conditions and temperatures. This may not be the thing that is causing these bumps. There has been a considerable amount of work done and it is continuing, taking core samples to determine if there are any variables that are consistent in the various areas, and it's hard to feature -- you might think it was something that might apply only in the Red River gumbos but the section that the Honourable Member from Ethelbert Plains mentioned is one that's in the shale areas of my own constituency, so this particular part of it doesn't hold good.

The Honourable Member from Ethelbert Plains mentioned that there was considerable difference in cost in the roads that were built in '56-'57 as opposed to 1961-'62. I would suggest this is true. He mentioned the road on No. 4 Highway from 4 to 1 to Gladstone which I'm frank to admit stood up well. It has stood up quite well. I think it might have been fair if the honourable member pointed out maybe some sections on the Trans-Canada. He'll find one section of it that's being renewed this year -- I'm not being extremely critical; I don't want to be extremely critical, because hindsight is always better than foresight -- he might have pointed to the stretch from Neepawa to Eden which was done, I think, probably around 1954, in that area, that is in bad shape, and I sure that before the estimates are all passed I will be being advised by the Member from Gladstone that he notes that it's not contained within the list that was passed out. But these things are there.

And they talk about planning and design. There has been some talk, and was some talk a few months ago, about the areas in which roads had been built. I went to the trouble to have a map made up by the men in the department to indicate the construction that has taken place on the highways since July 1958. I think that even from a distance you can tell that there is a pretty even distribution of work throughout the Province of Manitoba. I think that you will agree that this is one of the things -- I don't see how they can say some of the things that have been said, Mr. Chairman. I think that at this time, while I kept silent while many other people were running around the Province of Manitoba in December, about some figures that were being quoted. Well there was an election on, and there were figures quoted of \$13 million I believe it was; it was the work that was done in 1961 by the Conservative Government. Well of course, the thing that the member that used them -- and they used the right figures; I'm not criticising the figures they used -- but they were careful in asking for the Order for Return that they asked for the contract work let by tender which they, I presume, were fully cognizant of the fact that this wouldn't include any of the asphalt; it wouldn't include any of the surveying; it wouldn't include a good deal of the other things that are supplied by the government in these contracts -- and they compared the figures. Mr. Chairman, at that time -- at that time, I told the people that approached me, and the people that I had an opportunity to approach -- and I did approach a few; I did every time I got an opportunity to -- I told them that the only answer to that criticism that I could think of was to have a look at the highways. Have a look at the highways in Manitoba. And you can start right out at the beginning and you can go all the way up.

The Honourable Member from St. George isn't here but he'll be mentioning to me No. 6 Highway, I'm sure. Well, it's true some sections of No. 6 Highway haven't had too much work but there is another big orange line goes up there that will one of these days have a number 6 on it, that represents an awful lot of money. It went into the Grand Rapids area and it is all -- in my book -- an expenditure for No. 6 highway.

But there's pretty even distribution, I would say, Mr. Chairman, through the Province of Manitoba, looking at that map of the planning and of the shots that the members might be

(Mr. Weir, cont'd) . . . interested in -- and I have a scale model over here than when they have an opportunity I would be happy if they'd have a look at the north perimeter bridge and complex that is being started this year -- it's a three-year project -- and there is a scale model of it here that I thought that some of the Members of the Committee might agree that there was some little bit of planning being done by the Highways Branch in the Province of Manitoba.

The Honourable Member for Ethelbert Plains said that we admitted that we had not been upgrading. I deny it. I deny it flatly, and if he wants to put that interpretation on what is said in the Annual Report, by all means hop to it.

He spoke of the graphs. I have no hesitation at standing up here and accepting the fact that the road programs were high during the years he mentioned, and that they have come down, and when they show the actual expenditures I hope that they will stay in the same area that they're at because we are continuing, we are continuing with our estimated expenditures of around the \$23 million in capital works. If our guess is wrong, if our estimates are wrong, so much the better for the people of Manitoba.

Now, Mr. Chairman, I could reply to some of those other things but I don't think I would accomplish much by doing so. When we get looking at this program I might as well start off as I did last year by saying that as these priorities are established, they're established on an economic basis taking into consideration the surface of the road and the type of road as it exists; taking into consideration the contribution that it can make to the area that the road is located in and to the province as a whole

I'm the first also to acknowledge that everybody in this Chamber is not going to agree with the priorities that have been established by this government. But I can tell you, and conscientiously tell you, that in my opinion -- and I accept the responsibility for the choices that are there -- that the roads that needed doing, that needed doing the most and that are going to make the greatest contribution to Manitoba's economy, are in this year's program the way it stands.

Now I think that I'll sit down, and while I may refer to some of these locations from time to time if somebody excites me to that standpoint, I think that I might as well admit now that every time I stand up to reply, I can't do any more than say over what I've already said, but I'm going to give somebody else a chance, Mr. Chairman.

..... Continued on next page.

MR. E. R. SCHREYER (Brokenhead) Mr. Chairman, I missed the introductory remarks of the Minister and the reply of the Member for Ethelbert. I promise to get over what I have to say with dispatch and then let the Member for Ethelbert have it out with the Minister.

I want to say, Mr. Chairman, that looking at the map there just cursorily, briefly, and looking at the green paper here which outlines the program for the year, that in my opinion there seems to be a good semblance of balance to the road program in the Province of Manitoba. I do, however, want to have a good close look at Hansard tomorrow to see the access roads program to see whether it, too, has as much balance as the general road program seems to have. I think that if our road program in this province is well-balanced, the Minister, of course, may very well insist on taking some of the credit -- and I suppose it's due. Although I don't know the Deputy Minister and his assistants personally too well, I have been told by more than one or two people that Manitoba is fortunate in that in a department that is expending so much money, we are lucky to have people who have such tremendous experience, professional competence, and such longevity at their work, so to say. I think that this is generally accepted.

I do want to put just a few questions to the Minister -- no; no general statement at this time. I notice in the green paper that the north perimeter bridge is slated for work this year and I would like the Minister to give me, if he has it, the target dates for commencing and for completion of the bridge. I suppose there must be some tentative target dates and I would like to have them if they're available.

Secondly, I also notice that there is slated for work in this year the grading, the building of Highway 59 east of the floodway -- the rerouting of 59. Now, there again if it's possible at all I would like to have the target date for commencement, and also to ask the Minister if it's intended to have this road completely paved before the existing 59 is severed by the floodway construction. I presume that this will be integrated so that before existing 59 is severed by actual floodway construction, it will be perhaps three years or so and by that time the new grade of the new 59 might lend itself for the laying down of bituminous surface.

Thirdly, I would like to ask the Minister, and here I'm referring back to that Order for Return I put some time ago, namely, whether or not the department can give me any information as to the comparative costs of the rerouting of 59 in the proximity of Bird's Hill. Now it seems that the department has settled pretty firmly on a proposed route in proximity to Bird's Hill. It's a route which does not find favour with the residents, particularly the business establishment proprietors in Bird's Hill and the only justification to my mind for settling on the proposed route is because it must be cheaper. Now I would like to know, if at all possible, the comparison of costs -- comparing the proposed route and the one which residents of Bird's Hill asked the Minister about when a delegation was in to see him. I think he knows what I'm referring to.

Also I would like to ask the Minister if -- oh yes, I should thank the Minister for his reply to my question the other day. I asked him whether any tenders had been called for road construction in the area of Gypsumville or Cedar Lake. He said, "yes" but that doesn't give me too much edification. I would like to know what month -- (Interjection) -- yes -- well I would like to know what month tenders were called or when actually what month they were bid; and secondly in that connection to ask him whether or not in the last six month period any successful bidder has had his tender recalled on his own request. And lastly I want to ask the Minister if there has been any progress -- any engineering progress regarding the surveying of the interconnection between Selkirk and East Selkirk and Highway 59 in that area known as the "flats." I don't know if the Minister is familiar with that particular engineering problem in connection with the flats but this is a thing which has been stretching out now for nigh on to four years and I would presume that with the calibre of engineering we have in the department that the problem must be solved by now and I would like to have an indication from the Minister as to what his intention is in that particular regard -- to go ahead with the interconnection and lay down bituminous surfacing or not. Well I realize that this is a pretty extended list of questions, but I hope the Minister will not put himself out; what he feels he can't answer at the moment it would be fine if he would bring it in tomorrow.

MR. HILLHOUSE: with the Honourable Member for Brokenhead in adding my name to that enquiry regarding the connecting link from Selkirk to East Selkirk across the Selkirk

(Mr. Hillhouse cont'd) bridge which is a matter the Minister is quite aware of. It's been under discussion for some considerable time. The people of both sides of the river are quite interested in that project being completed at the earliest possible date because it really is a highway of which a great use is made.

Regarding the work contemplated on Highway No. 9 from Manitoba Ave. Selkirk north to Netley, I certainly am glad that it's included in this year's capital expenditures. There's one question though in connection with that that I'd like to ask and that is this: has there been any change in government policy regarding the costs of culverts under a railroad right-of-way? The reason why I ask that question is I understand from the Secretary-Treasurer of the Municipality of St. Andrews that they have been told that they are required to pay one-half of the costs of the culverts under the CPR right-of-way in connection with the rebuilding of No. 9 highway. Now I was always under the impression that that is part of the general capital costs in connection with drainage for your highway, and if the municipality is going to be required to pay one-half of the cost of putting the culverts under the right-of-way it's going to be quite a capital outlay for them; and I certainly ask the Minister if that is their present policy to reconsider it and absorb the whole cost of these culverts in the capital costs of the reconstruction.

MR. JOHN P. TANCHAK (Emerson): Mr. Chairman, I would like to thank the Honourable Minister for some little consideration in the constituency of Emerson. I notice in two -- I haven't had time to study this green paper carefully, the projects -- but I notice there is one major project and one small one -- 2.2 miles under No. 12 and the black surfacing from St. Malo to the Morden-Sprague -- I wish to thank him for the consideration on that part, but I would like to say also that there is other work there that's very very long overdue. I listened carefully to the answers that the Honourable Minister gave to my colleague, the member for Ethelbert Plains -- I haven't had time to read the Hansard, because it won't be published for a day or two, but if I look on the map -- at the map on page 55, all I can say that anybody who looks at that map will have to admit that these statistics or these lines shown on here -- the graphs -- do not lie, and if we look at it we notice that dollar-wise construction seemed to be on the rise consistently -- from 1955 we can draw a line right up to 1959; then after 1959 in 1960, dollar-wise the construction was down quite a bit -- I'd say around \$3 1/2 million; then in 1961 it jumped once more to about \$6 1/2 million, so I don't think that the statistics lie. Then if you turn to page 90 -- if you turn to page 90 -- the same thing, not quite as bad appears on that one -- and then the drop started in 1961, you notice that the peak was 1960, both in grading and paving. In 1961 there was not quite as large a drop -- that is mileage-wise -- but there was a drop anyway, so there must be some truth to what my colleague has said, and if that is a fact, then when we look at this, it says "Highways for Tomorrow", maybe the government is taking it literally, "Highways for Tomorrow". Tomorrow never comes.

Now as far as southeastern Manitoba is concerned, from 1955 to 1959 we did enjoy some useful road construction, but I'm sorry to say that in the last few years there was very very little construction in southeastern Manitoba, extreme southeastern, especially in Emerson constituency, and I wonder why; I wonder whether it's a shortage of money or it might be even that politics enters into it. I'm not going to say -- accuse the government of that. Now if you look at the highway map -- the maps that we've been given for 1963 -- we notice that in southeastern Manitoba we've got highways going east and west. The same thing applies to west of the river, we have three major highways going east and west, that is south of No. 1. I would like the Minister to consider the same thing for southeastern Manitoba -- the extreme southeastern. We've got 52 running from Steinbach on to 59 and I would say that this should be extended to the bridge at Ste. Agathe, it isn't a very large gap. That would make one highway across similar to the ones in the west. Then there is another one, Highway No. 23 -- I think that the people have asked for Highway No. 23 to connect it with 23 at Morris and through La Rochelle right down to No. 12. Then we come to another road which isn't even a highway -- not considered a highway at the present time -- it's the Morden-Sprague. The construction hasn't even been completed. There is some 20-odd miles east of Sundown that has not been completed; it has been completed to Sundown but not east, and I think -- I really believe -- and I think it's a necessity to have this Morden-Sprague declared a highway, so that we'll likewise have three highways running east and west, south of Winnipeg.

(Mr. Tanchak cont'd)

Now again if you look at that map, you'll notice that there are three major highways converging on the City of Winnipeg -- the City of Winnipeg acts as a big hub or an axle -- there are three highways, namely the 75 which is a paved highway, concrete highway. Years back it had been constructed and it's a good highway. Then the next one is the 59, all the way to Tolstoi, from Winnipeg to Tolstoi. The United States, our friends across the border, have this highway paved all the way from the Gulf of Mexico to the Canadian border. Then there is a gap of some 30 miles between the border and St. Pierre. This last gap will be closing a bit, since the proposal is to black surface it to Morden-Sprague. I think it's a shame and it's a disgrace for the Province of Manitoba as far as the Americans are concerned, they come to Tolstoi and say "what kind of people live here across the border?" It's paved right up to the border and then immediately when you cross the border there's nothing but gravel and dust and bumps. The Americans are presently considering rebuilding the paved highway to the border to make it strong enough or heavy enough to carry nine ton weight per axle, and here in Canada we've got nothing but gravel road. Now the same thing applies to No. 12. No. 12 is paved to south junction. Again the Americans have paved it right to the border, but we in Canada, out of these three roads -- the three major highways leading to the City of Winnipeg which bring tourists, business transports and so on -- we've got gaps there that are simply -- that the road is a disgrace as I say to the Province of Manitoba. I think the government should have considered it more, included in the program a little more paving. I'm sure that the last nine miles could have been included from the Morden-Sprague -- at least have two highways now which would be complete.

There are other projects that are sorely needed in southeastern Manitoba, but I think I could mention them later; but these three major ones, including the Morden-Sprague the people of that area were promised to have Morden-Sprague numbered way back in 1957. In 1958 it was supposed to be a designated highway but when the government changed hands that has all been forgotten. I think it is time that this highway was recognized.

MR. PAULLEY: Mr. Chairman, I want to say I'm somewhat disappointed in the report that the Minister has given to us, as to what is going to be done in the year '63-64 in connection with road building in the province. I'm somewhat amused to hear my honourable friend from Emerson talking about the road from Tolstoi to Winnipeg. I recall that when they were the government I appreciate the fact that the United States authorities had built the road, as he indicates, right to the Canadian border to Tolstoi 59 -- I appreciate very much the fact that the United States authorities or the state authorities had built this road and I can appreciate my honourable friend's concern for the fact that once you hit Tolstoi the road just sort of falls apart. The situation was true in the former government; it's still true today. I'll never forget the fact that my family and myself were down across the line, in around about 1955-56, there was a lot of road construction going on in North Dakota and Minnesota. We took a number of detours and landed up at Tolstoi and low and behold we finished at the "end of the road," so as to speak, and apparently the present government is no more effective than the government was prior to the present government taking over. So I can imagine the apprehension of my friend from Emerson insofar as this road is concerned.

But I would like to hear from the Minister now that we're dealing with the question of highways -- about fifteen or twenty years ago, there was an organization in the then Town of Transcona, which called themselves the Transconato Elma Highway Association. This was before the route of Trans-Canada East was decided upon. We had formed a lobby with the former government to have the highway built as an extension to the old Dugald Road, which is now Highway 15, and without avail. Somebody has mentioned something about political consideration insofar as road building is concerned. Far be it for me, Mr. Chairman, as the Leader of my party to say that such a thing ever happened in the Province of Manitoba. However, I am disappointed in that the government with their road building program have not seen fit to continue the extension of Highway 15. I'm speaking, I think, Mr. Chairman, at the present time in support really of the Honourable Member for Springfield, who happens to be on the government side of this House and I appreciate the fact, Mr. Chairman, that maybe he can't talk in respect of this to the same degree that I can. However, I want to say to the Minister that I regret very much that I do not see that there is any provision at all for the extension of Highway

(Mr. Paulley cont'd) 15 further east. I think the ideal situation would be for further extensions from Vivian and Anola east to Elma and then subsequently into Rennie, so that there will be another route out to the east of the Greater Winnipeg area to the Trans-Canada Highway.

In the maps that the Honourable Minister of Industry and Commerce -- or rather I should say I guess, Provincial Secretary now, the roads of egress out of the City of Winnipeg in the event of a national catastrophe -- civil defence roads -- in the maps that they're showing in the Winnipeg Directory -- now corrected I think as the result of my presentations to the committee on the Provincial Secretary -- that Highway 15 is going to be used as an egress road from the Greater Winnipeg area, and I regret very, very much that the Honourable the Minister of Public Works, in presenting his program to us this evening has not indicated that there will be further extensions of Highway 15 to the east of us. I think this is only a natural; I appreciate very much at the present time or over the last two or three years or so that there has been some improvement on Highway 15 to the east, but we still end up in a bottleneck at the eastern extremities of Highway 15. I would suggest to the Honourable Minister of Public Works that reconsideration be given, because it seems to me, and I'm sure that any reasonable, sensible individual who takes a look at the highway system of the Province of Manitoba and the highway map, even as we have before us this evening, will be convinced that the extension of Highway 15 to connect with the Highway 4 in around about the area of Rennie is a natural and I respectfully suggest to the Minister that there may be some other -- if he's only got X number of dollars to spend in the current year '63-64-- that maybe there might be some reconsideration so that the extension of 15 will go forward.

I also regret very much, Mr. Chairman, that looking at the estimates or the proposed plan of the department for Highway 101, which is our perimeter road, that there appears to be no further expenditures to be made insofar as the area just east of the great City of Transcona in respect of the perimeter highway. You know, Mr. Chairman, we're faced with two dead-ends in the City of Transcona, Highway 101 ends just about at the Trans-Canada Highway insofar as the southern part is concerned; as far as the northern part concerned it ends on the Henderson Highway. But I note that the Minister in his proposals before the committee tonight gives no indication at all as to further extensions of the perimeter road around the Greater Winnipeg area. I think it is most essential that the area to the east of us, and in particular the City of Transcona, and areas around there should be linked up definitely with the perimeter road. At the present time we do have some access down Plessis Road to Highway No. 1 to the south, but I think that the perimeter road and the extension of the perimeter road is useless the way it is, and I suggest that some of the propositions that are before us at the present time will not aid in the achieving of the original proposition of the perimeter road.

I note that there is provision for a Red River Bridge on the north perimeter, but insofar as the area that I represent in the general area there will be no access to that other than going back down through Henderson Highway -- I believe it's Highway No. 9. I think I've got the right number; if not, the Minister, I'm sure knows what I'm talking about. So I suggest to the Minister, that maybe he better reconsider at least some aspects of the program that he's laying before us, and I'm particularly interested -- and as I say I'm sure that the Honourable Member for Springfield can't talk on this, possibly because he's under a whip and I'm not -- of the extension of Highway 15 to the east. This is a natural. As a matter of fact, Mr. Chairman, there were those of us in the Town of Transcona at that time, the villages of Anola, Vivian, Elma and indeed even of Rennie who thought that the Trans-Canada Highway should have been built where Highway 15 is at the present time. I do not forget, and I think this was political at the time, some of the arguments against the extension of the Highway 15 was because of the excessive cost of going through bogs and muskegs to the east of us, but I think that it has been revealed in a practical sense that the arguments that we presented at that time from the association of the Transcona to Elma road have been dissipated because roads have been built, the foundations have been laid, and I think at less cost than actually the cost of the highway through some of the bogs on the present Trans-Canada highway. But I would ask the Minister to reconsider the fact that as I see it here at the present time, that there is no provision for further extensions of Highway 15, the upgrading of it past the area that now has been upgraded. Highway 15, and every time I come down the highway I note that there is these

(Mr. Paulley cont'd)airlines across the road taking motor vehicle counts. I'm sure that if it was revealed what these counts indicated that there's almost as much traffic now going down Highway 15 through the City of Transcona to the east as there is on many of our other highways in the Province of Manitoba, which to me is an indication of the necessity of linking up Highway 15 with Elma and Rennie and I respectfully ask the Minister to reconsider the fact that he hasn't any estimate for expenditures on Highway 15 for this year.

Now, I know, Mr. Chairman, that sometimes in this House, that individual members stand up and say "Well you're going to build a road here, you're going to build a road here but there's nothing for my constituency". I want to say, Mr. Chairman, I'm not pleading for my constituency, I'm pleading for the constituency of the Honourable Member for Springfield and I sincerely trust and hope that the Minister of Public Works will give consideration to this.

MR. TANCHAK: Mr. Chairman, may I say a few words. For the information of the Honourable the Leader of the NDP when he mentioned two respective governments, -- I don't want to thrash straw that's five or six years old, thrash it over -- but the Americans did not complete the road, paving to the Canadian border till 1959 and -- (interjection) -- it was in 1959 that the road was completed and it was in 1962, that's this year, that the road was paved to the border at Middlebro on the No. 12; that's why I brought this up.

There's one more item that I didn't mention and that is in the event of a flood this big ditch around the City of Winnipeg is not going to help the southern people much -- I mentioned that before -- and the only approach to the City of Winnipeg, from the United States was on the 59, because the 75, although it's a good road was completely inundated and 59 was the only road -- also the 12 from Buffalo and all through there -- but directly south of here, 59 was the only usable road, so there's some urgency to have this road completed, because the ditch will not help in 1963 or '64 I don't imagine, and we might be again for it -- we don't know when the flood will hit us again -- to use the 59. I think the urgency is there and it should be -- tourist-wise, business-wise and so on, 59 is very, very important.

MR. PAULLEY: Mr. Chairman, I don't want to argue with my honourable friend from Emerson, and I'm not going to sit down, but I do want to say to him that maybe he is correct in saying that the road to Tolstoi in the United States was not completed, but judging by the standards of road construction at the time I'm speaking of, and it was 1956, by comparison with most of the roads that we have in the Province of Manitoba, it appeared to me at least as a motorist, that it was completed.

MR. WEIR: Mr. Chairman, I might reply to a few of these comments that have been made starting, I think, probably in reverse order, the Honourable Leader of the NDP and his partner in crime, the Member for Springfield, I think it would be only fair to say that this isn't the first time that I've had No. 15 Highway mentioned to me -- and I dare say it won't be the last. It won't be the last. All I can say is that this location -- in consideration of the highway program as a whole for the Province of Manitoba, this part of No. 15 still does not qualify for the priorities that we can establish.

The Leader of the NDP also mentioned the section of the east perimeter that he is particularly interested in, that he mentioned last year. I think that what I might add at the moment is that it would appear that the economics of the situation would appear at the moment to dictate that the correct time to build this section of the east perimeter will be in conjunction with the floodway so that earth will not have to be moved twice. This is the way that the situation looks at the moment.

The Honourable Member for Emerson -- I think the only comment that I would like to make there is that he covered the waterfront; he didn't leave out much that could be left to be done in his constituency. I congratulate him on the fact that he knows his constituency so well. I think from looking at the map that in the last four years Emerson constituency hasn't fared much less badly, if any, than most of the rest of the constituencies in the Province of Manitoba.

If the rumours that we see in the press are true, and there is a change of government at Ottawa, you never can tell, there might be a better deal forthcoming than we've had in the past, there might be more federal moneys come into roads in the Province of Manitoba which I, as your Minister of Public Works, will be happy to encourage and accept. If, and when we could get the federal participation that some of the states have in the United States, I think that we could make quite a drastic change in our highway program. --(Interjection) -- Pardon. I'm

(Mr. Weir cont'd) hoping, I've hoped before and I've made passes at the government that was there, and regardless of who that government is I anticipate making more passes. I hope that I come up with some success. But be that as it may, we get back talking priorities again -- you can talk priorities as long as people can still talk because it's one of those things where we're not likely to all see eye-to-eye.

The Honourable Member for Selkirk mentioned the costs of culverts under the railway on No. 9. This is news to me. I'll check into it and see what I can find out and if I don't have an opportunity to do so during the estimates, I will try and convey information to you privately to let you know what the situation is.

Then the Honourable Member for Brokenhead -- he indicated that it might be true that the Minister may take some credit. May I be the first to say that I don't want any credit. I don't think I said, if you were referring to my previous statement, I think what I said was that I was prepared to take the responsibility, not the credit. I'm quite prepared to see the credit go where it's due to the members of the staff of the Department of Public Works. --(Interjection) -- Yeh. Well that's fine, I won't take anymore than you're prepared to offer.

You mention target dates for the north perimeter. I indicated, I believe, possibly before you came in the House that the entire complex that you see there is a three year plan. Our project is to have traffic over the bridge by the summer of 1964 -- a year from this summer -- and the ensuing two years will complete the project as you see it there.

With regard to the rerouting of Bird's Hill, No. 59 at Bird's Hill, I'm not in a position to give the honourable member exact estimates. All I can tell you is that there is a cost difference in the two roads. There's one small cost difference because of the two types of soil. In the one area we can provide a shorter bridge than we can in the other area, but this isn't the major reason. The major reason is that No. 59 Highway, this section of No. 59 Highway is, I believe, at the moment probably our most heavily travelled road in the Province of Manitoba. By this token I think that everybody would agree that this is one road then that we should have the best standard of curves, approaches, turns, sight distance that can possibly be had. To continue the road on its existing location through Bird's Hill and to still achieve the factors that we feel we would have to have for a road carrying this much traffic, would require moving the diversion north, the entire floodway north a mile, to achieve the things that we would want to achieve, and this cost factor is a big cost factor. At the time it was considered there were three locations considered: one to bypass Bird's Hill to the west which would give them closer access, and we had the same problem there. And these are the reasons for the establishment of the road in that location.

The honourable member mentioned the question that he asked in the House, and I think that if he reads the question over in Hansard, and he reads the answer, he will find that he got the answer to the question that he asked. I'm attempting to do the same thing tonight if I can to cut down on the time of 57 members of a committee. I'll give him the further information that there was considerable construction called in the period from 1962 to '63 if you count clearing. There was clearing on PTH No. 6 Grahamdale north of Fairford River -- tenders were called on October the 30th. There was clearing and grading of PTH No. 6 Hilbre North, tenders called January 31st. There was clearing Cedar Lake Road for seven miles -- tenders were called on December the 6th. And there was clearing Cedar Lake road for 12 miles -- tenders called on December 6th. I think what the honourable member is looking for is a previous tender that was called for clearing the entire area, that was called later in two tenders on the Cedar Lake road. And he asked if any contractor had asked for it to be recalled. It was not the case; we rejected all tenders because of the time element that was involved. On the low tender the acceptance date for hand clearing was 30 days after the completion date that was allotted in the terms of the contract. We got looking over it again and we began to wonder if we weren't being unrealistic in the completion date but we still wanted to have the completion date early because of the location of the work. The amount of forest that there is up there we have to have our burning done by a certain time of the year or we can't burn for another year, so we rejected all of the tenders on the first call and recalled for the same project in two tenders and changed the specifications so that we could be completed within the time that was required.

Then the other question, I think, that the honourable member asked was with the surveying in the flats. There has been nothing concrete done in that area as yet. An awful lot depends on

(Mr. Weir cont'd) exactly what effect the floodway is going to have on the levels of the Red River at this area. I'm aware of the fact that it's north of the point where the floodway comes back into the Assiniboine River but -- the Red River -- but there may be considerable difference in the flows in the Red River from what we've experienced at this location. If there isn't, it means an awful lot of structures to give all-weather movement across this area. If there is an improvement in the flows of the Red River, we can get by with a much more economical construction in that particular area. So until we have some of these things, recommendations from the department are being withheld until we feel we know what's going to happen.

MR. PAULLEY: Mr. Chairman, I would like to ask the Minister a question dealing with the question of planning roads and the cost of roads. I've noted from time to time tenders that have been called for by the department, and I also well remember that a former Minister of Public Works in the Conservative Government of Manitoba had told us that there would be an upgrading of all of the roads that were going to be built in the Province of Manitoba now that a new government had taken over here in the Province of Manitoba. As I recall reading on a number of occasions in the Manitoba Gazette and also in the Winnipeg newspapers, many of the roads that were condemned by the present administration when they were over on this side of the House have been by order-in-council designated as Class A highways, and I would like to hear from the Minister in order that I might have the number available in the estimates of this year, how many roads that he as the Minister of Public Works at the present time has designated as Class A highway since we last met without having done anything to them.

But I am concerned, however, Mr. Chairman, also with another point. As I mentioned I have noted the figures for tenders for various road constructions in the Province of Manitoba and I still note that there is considerable variance between the lowest tenderer and the highest tenderer. In some cases it amounts to, on a road construction job, from a third to a half a million dollars. Now it does appear to me, Mr. Chairman, and I've mentioned this before, it does appear to me that there must be something radically wrong when for a tender of a certain road construction project in the Province of Manitoba that the construction industry itself has a difference of a third or a half a million dollars in respect of any project. I don't want the Minister to stand up this evening and say to me, "Well you're one of the individuals, or your party is one of the group that continuously cry "combine" and so I don't want the Minister to say to me, "well what do you want, them all to come within the same price." I anticipate the possibility of that answer, Mr. Chairman, and so I want to say to the Honourable Minister of Public Works, don't attempt this, if he had it in his mind.

The point that I'm raising, Mr. Chairman, is simply this: that if the specifications for road construction are of a certain calibre or certain level, then it would seem to me that in the tenders for road construction that there should be closer proximity of price and it does seem to me -- as I have noted in the press, the variance of the tenders in respect of road construction, the terrific difference between the submissions of some contractors and others -- and I would like to hear the comment on this from the Minister, particularly in view of the fact that the present administration has always stated that the road construction will be of a much higher calibre than we've ever had in the Province of Manitoba. And I suggest in all seriousness to him, Mr. Chairman, that if this is so, there must be -- there must be -- reasons for the differences in these tenders, and it appears to me, Mr. Chairman, that in each and every instance that the Department of Public Works or the Cabinet, whoever decides on who shall be awarded these tenders, have chosen the lowest tenderer. Now if this is so and because of the wide variance that there is in tenders, we can't be getting -- we can't be getting the type of road construction that we should be getting in the Province of Manitoba, because I can't conceive -- I can't conceive of contractors tendering on similar projects or the same project of having such a wide differentiation in the prices that they submit if they are going to give us the same job or the same type of job between the low tenderer and the high tenderer, and I'd like to hear some comments from the Minister in respect of this.

MR. SCHREYER: Mr. Chairman, the Minister answered all my questions, except one and that has to do with the target date for completion of the rerouted 59, that is, when it will be open for traffic. While I'm on my feet, a matter of detail occurs to me which the Minister would I think be well advised to consider -- and that has to do with the integration of work of his department with winter works. For example the brushing that has to be done from Seddons

(Mr. Schreyer cont'd) Corner east to Corner on PTH 4 could very easily, I would take it, could very easily have been put out as part of a winter works program, but instead for some reason it's been delayed and now, as I understand it, it's more than likely going to be put out as part and parcel of the over-all road construction of that stretch. Well it's going to be done in any case, but why it shouldn't be integrated as part of a winter works, when unemployment is seasonally high, is really hard to understand and I just hope that this is not a general practice in the department.

And Mr. Chairman I want to revert back to the question I asked earlier as to whether or not any tenders, successfully bid tenders have been recalled. Now the Minister filed me an Order for Return, which was semantically correct -- that is to say in view of his explanation -- no successfully bid tenders have been recalled -- semantically correct but intrinsically false, because to cancel a successfully bid tender is tantamount to washing it out, and so is a recall tantamount to washing it out. I want to pursue this point because to me it seems very strange that a contractor who takes his chances by way of -- open by way of bid -- that he should have the opportunity to have his bid -- after he successfully bid perhaps too low -- to have the opportunity to have it cancelled. Surely this isn't a common practice, and lest I read too much into it -- lest I attach too much significance to it, I want to ask the Minister how often does this sort of thing occur. If it's a common practice I suppose I should desist, but if it happens once in five years or once in ten years I think that discrimination seems to be implied there somewhere. So I ask the Minister whether this is a common practice, and if it isn't does he feel that they did the right thing inasmuch as the contractor won the bid -- he had the lowest bid -- and then perhaps it being too low, by coincidence it was washed out. I think this is a matter of significance.

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MR. CAMPBELL: Mr. Chairman, while the Minister is preparing his answer, I would like to take the opportunity to comment on one point that the Honourable the Leader of the New Democratic Party made, if he made a point at all. I have become so accustomed through the years to hearing my honourable friend, the Leader of the New Democratic Party, treat us to extended travelogues that he and his family take, and the roads that they encounter, and he just misses the fact that that one wasn't paved until a couple of years after he had mentioned it being paved, and things like that, but that only makes the travelogue all the more interesting and I have always — I've found, of course, through the years that I can always count on it, that the representations that my honourable friend made while he was Mayor of Transcona regarding roads or municipal problems or anything else, have always turned out in the event, to have been the correct representations. I've never known him to fail, and so I was not even impressed by hearing those travelogues over again and hearing about the fact that my honourable friend and some of his almost-as-wise citizens out in the Transcona area had made representations about where the Highway 15 should go and how quickly it should be completed, and of course that has turned out to be right, according to him; but what really brought me up with a start was when just in the midst of all this interesting part he suggested that there was some political skulduggery in connection with the decision to not send the original No. 1 on an extension of Highway No. 15. I happen to have been connected with that particular decision in an administrative capacity. I remember very well the discussions that went on. It's just interesting to recall that the young man who was a, not one of the senior engineers of the Department at that time, has since come ahead to be one of the most valued and trusted civil servants of this Province, and one of the most capable, in my opinion, that we have. He was the engineer who was specially assigned, with assistants of course, to make that check with regard to that road, because as my honourable friend can mention, anyone who looked at the map, as he and his friends did from out at Transcona -- just looked at the map -- of course it was the logical thing to go straight through east of Winnipeg, but the difficulty was that the engineers when they checked that route, found that in their judgment — and there was no political skulduggery connected with it that I ever heard of, and I'd be delighted if my honourable friend could turn up any evidence leading to that conclusion -- the engineers who checked on that route decided in their best judgment that it would be more costly to build, and it doesn't look logical, I admit, because the shortest distance between two points, of course, was to go straight east of Winnipeg but the young man who was in charge of that work did it very carefully; it was a good group of people working with him. They came up with the decision that it was a more costly job and would not be as satisfactory even with extra cost, and the Deputy Minister of Public Works, who has been rightly complimented during a discussion of these estimates tonight, the Deputy Minister of Public Works and the then-Minister of Public Works and other members of the Cabinet besides myself, sat in very, very definitely on the decisions that were made at that time, because that is such a logical thing when you look at the map, and there had to be pretty good reasons for changing, and there were good reasons, but to suggest -- for my honourable friend to suggest, without one jot or tittle of evidence at all, that there was some kind of political consideration in that, mainly I gather because it went contrary to what he and his associates from Transcona decided, that that was a straight line out there east.

Well, that brought me out of my reverie while he was doing his travelogue and reminiscing about how his conclusions on these matters had been 100 percent right, invariably, and I thought I would just ask my honourable friend if he wouldn't elaborate on this question of what the political considerations were, because I'm sure that the government of that day would have been very glad indeed to have gone that route if it seemed to be the more logical and better route. That young man, who was the engineer in charge out there, as I mentioned, has come along to where he's one of the very senior men and one of the most trusted men. He was trusted then even as a young fellow, but his word wasn't taken alone, even though he'd had excellent people working with him. It was subjected to the most careful scrutiny of his seniors in the Department and that in turn to the most careful scrutiny by a committee of Cabinet that I at least had a good deal of confidence in. So don't think that my honourable friend contributes very much to the discussion by raising such points as these. However, when he gets to the question of the difference in tenders and admonishes the Minister to not hold it against him that he's inveighing on the one hand against combines and then suggesting that the free enterprise

(Mr. Campbell, cont'd.) . . . system should work more like a combine. I would like to say to him that when he finds it so remarkable that these people with the same specifications to deal on, could be as much as a half a million dollars out -- variance of a half a million dollars -- I would suggest to him that that would depend a great deal on the size of the contract. Half a million dollars would be a tremendous amount, I would think, on a half a million dollar contract. But I've seen them pretty nearly that far out, and I'll bet you that the present Minister has too, and this is one of the great things about the tender system, that you do find under the free enterprise system, that you have these people with exactly the same specifications and they all get an equal opportunity to go and make investigations of the road if they wish to, of the terrain, in addition to what information they are furnished by the engineers, and in spite of that, they come up with great variations. I wouldn't like to speak from memory to give figures, but I'm sure that I could say, and if the tenders are kept for a long period, I'm quite sure that the Public Works, the Highways Branch, will disclose tenders where on sizeable amounts, getting up to the neighbourhood of the half million dollars, that they will find one tender that is practically double as much as the other. If my honourable friend finds that unbelievable, I believe he can find confirmation of that.

Then he thinks it's so easy to decide on these tenders, and certainly if the people have the equipment, then the lowest tender should get the job, and I would think does get the job, generally speaking, because that's the essence of the tender system and the free enterprise system, but even with this kind of a thing you can run into some questions that make you wonder about tenders. I remember a case, and it was on that road that's been talked about tonight, the part between the junction of No. 1 and 4 in Gladstone, and tenders were called and tenders were accepted in good faith, but it turned out that the tender had been called on the basis of gravel being supplied from a certain pit, which was known in that area, but one of these free enterprising contractors had gone out and had scurried the area himself and had found an alternative source of supply that was closer. It hadn't been known to the department, but he found a closer one, and he tendered, as I think he had the right to do, on the basis of being able to get that gravel closer, and I recall that there was quite a discussion. I'm sure that some of the people sitting in the Gallery now will remember the case. There was quite a discussion among the senior engineers of the department and at Cabinet level, as to whether this man who had found an alternative source of supply was in fact tendering on exactly the same contract as the others, because the specifications had gone out assuming that the gravel would come from this particular pit. And you get a lot of variations that it's not just all as easy as my honourable friend thinks it is.

Of course if we had somebody with the prescience of my honourable friend and the Transcona people, that always know what is the right thing to do, we wouldn't have any trouble, but we other more common mortals, we sometimes find these complications that even matters of that kind are a bit disturbing, but I can assure my honourable friend that he can find in almost every kind of the tendering business, whether it be grading, or gravelling, or blacktopping, or concrete; that he can find some real variations, and that's one of the good things about the tender system -- the open tender system -- that you usually under the free enterprise system get somebody in there who has an idea that he's going to be able to do a more efficient job than the other fellow, and you get a good tender, and provided you've got the inspection service to see that it's done well, in my opinion that's the right way to do it.

MR. PAULLEY: Mr. Chairman, I'm most interested in the discourse of my honourable friend from Lakeside, and I'm most happy, and I'm sure that the committee is most happy, that I have lured him out of his reverie, as he calls it, and I appreciate it very, very much. Now, my honourable friend -- he mentions the fact that he took some exception to the question that I arose as to political expediency, or something to that effect, insofar as the location of the Trans-Canada Highway is concerned. Now, I regret, Mr. Chairman, that I haven't got before me at the present time at least the press reports which dealt with the question as to where the Trans-Canada Highway east was to go. I regret, I say, Mr. Chairman, very, very much. I think a little research on my part would disclose that even within the cabinet ranks of the former administration here in the Province of Manitoba that there was a considerable amount of difference between cabinet ministers and other representatives within the government at that time, as to whether or not the road should go where it is at the present time or whether it

(Mr. Paulley, cont'd.) . . . should go on the other side of the Red River. I don't know whether -- and I want a neutral help in this -- I don't know whether the Honourable Member for Morris will recall some of these differences or not.

However, he mentions to me -- the Honourable Member for Lakeside -- about the people of the Town of Transcona and the fact as he states at that particular time that we thought we were the only ones that were right. I want to say to him, that the Committee -- I believe they called themselves the Winnipeg to Elma Highway Association or Winnipeg to Rennie Association -- was not comprised entirely of very learned people of the Town of Transcona -- and I'm glad that he recognizes the fact that we in Transcona are forward looking people and forward thinking people -- and my honourable friend says that the reason was why the present course was chosen, because that was the logical thing to do. I recall in our negotiations with the former government insofar as the location of the Trans-Canada east that they did draw to our attention that there was a considerable number of bogs that had to be gone through and muskogs, if they had've followed the Trans-Canada east along the present route of Highway 15. But, I want to point out to my honourable friend a fact as I see it with the progress that is now being made in the Department of Public Works, that the very route, the very route that we suggested at that particular time is now being completed -- in the process of being completed -- and I would suggest, I would suggest, and I believe this to be a fact, that this substantiates the case that was made by the Transcona to Elma and Rennie Association at that time, that it was economically feasible to build the road as an extension of what we used to call "the old Dugald Road". So I say to my honourable friend that he hasn't substantiated any case at all. I agree with him that the people of the Town of Transcona were correct then and the present government is proving by the extension of Highway 15 that we were right then, that we couldn't convince the former administration which he headed and I dispute with him very, very much that there was not any differences of opinion even within his own ranks at that time. There's one thing however I do join with him, Mr. Chairman, in his tribute to the present Deputy Minister of Public Works, but I must say -- maybe I shouldn't say that I must say -- that I wonder sometimes whether that particular individual wasn't over a barrel with the former administration in the Province of Manitoba.

MR. H. P. SHEWMAN (Morris): Mr. Chairman, the Honourable Member from Radisson has brought me into this debate -- (Interjection) -- and I wouldn't want to pass an opinion until we can hear some more evidence as far as this debate is concerned.

MR. DESJARDINS: Mr. Chairman, on a point of information. Would you please tell me if we're considering the 1963 estimates or the 1950 estimates?

MR. K. ALEXANDER (Roblin): Ask the Honourable Member for Lakeside. -- (Interjection)

MR. WEIR: Mr. Chairman, if I might make a comment or two about some of these points that have been brought up -- starting I guess with the Leader of the NDP and his Class A highways. I sat in the House here for several, or some sessions before I was in my present position and I think that even I, could if I took the notion to do it, attempt to point out once again to the Honourable Leader of the NDP that when the weight limits were raised to 72,000 pounds, they weren't in effect a weight increase at all, because you had to increase the axle loadings before you were allowed to carry the 72,000 pounds and it was a matter of whether you let one motor pull an extra set of axles or whether you made an extra set of front wheels to go along to pull the back pair of wheels to get the same weight down the road. But I'm not going to go back and get into this argument again. The question that he asked was "have we designated any more in the last year?" I would reply to him that I don't know of them; I can't recall it, but if there's any change from that answer, I'll try and provide it at a later date.

He speaks of the difference in tender prices. I would like to thank the Honourable Member for Lakeside for replying so well to that question. The only other things that I could add would be that if you look at it from the direction that the Leader of the NDP does, how can you reconcile the fact that the man that is so high on one project will be the lowest on the next one? It boils down to the fact that I don't think I, or any member of the Department of Public Works can be a mind reader of the estimator of any contractor in the Province of Manitoba. They have varying reasons for judging varying contracts in different means at different times. One might be that they have an ample supply of work and that if they happen to get the next contract they're sure they're going to make some money on it; but ten chances to one there's some other

(Mr. Weir, cont'd.) . . . contractor in Manitoba that has a reasonable price in that makes sure that this sort of thing doesn't happen. But far be it from me to explain the reasoning behind this; we know it does happen; we know there are large differences. We also know that the fellow that is high one time can be low the next time. As far as I can see the only way that the tender system works and works effectively -- and for it to work effectively as the Member from Lakeside says, "the inspection of the work in progress must be good at all times".

The member from Brokenhead wanted to know about the target date for the construction on Highway 59. I don't know, off-hand I don't know whether we're in a position to know the exact timing of it as yet or not. If I'm able to get anything on it, I'll advise him either in the House or privately, but I haven't the information now.

He mentioned winter works projects and it is our custom to do all the winter works projects of clearing that we possibly can. The project that he mentioned -- I'm not aware of what the conditions are -- if the conditions are as he says, or what the circumstances are, but I'm sure that there will likely in the department be very good reasoning for doing what has been done.

Then he also mentioned again the matter of the rejection of the tender on the Cedar Lake Road. He tells me that I really gave him the information that he asked for but really it wasn't just all cricket. The fact of the matter is that I asked him before getting the information, when he came over to see me, if it was recalls of the individual or rejections by the department that the member was wanting in the Return because the department asked me in particular before they prepared it because they couldn't understand from the wording of it exactly what the honourable member wanted. I made a point of asking him if it was a contractor asking to have his cut tender recalled or a rejection by the department and it's certainly within the right of the contractor if he won't live up to the terms and conditions of the contract to change those terms in his tender when he submits it. If we had wanted to let this man off the hook, the normal procedure would have been -- and it's not done under normal circumstances -- would have been to have accepted the tender of the second lowest bidder and not recall. It just so happened with the labour that there was in the area and the timing that was necessary, it appeared to be in the best interests of the government, the people in the area, and everybody concerned to reject all tenders and recall new tenders with different specifications and different dates so it could all be done the way it could properly be done and I think that this has proved -- I haven't had a report lately but this has proved to have been the wise thing to do with the kind of a spring that we've had.

MR. SCHREYER: Mr. Chairman, I am embarrassed, I owe the Minister an apology. I recall now him asking me that question as to whether I wanted in addition to recalls, the rejections specified, I tender apologies on that score. But I still want to probe further this idea of a tender, a successfully bid tender being cancelled. I take it that it was successfully bid. That is to say, the lowest bidder was given the contract and then subsequently pending a certain computation, calculations, it was cancelled. And I'm surprised, if that is the case I'm very surprised, because I would take it from the words of the Minister, and the Member for Lakeside seems to have the same opinion, that the tendering is sort of sacrosanct, it's a very convenient and very workable way -- I tend to agree with that, agree with it myself -- but if you're going to abide by the ethics of tendering it seems to me that you do so consistently. So therefore I come back to this one point, and it's only one point, and that is, whether or not the tender was actually cancelled after the bidder had been successful in bidding on it. The propriety of it really is questionable.

MR. WEIR: Well, Mr. Chairman, in answer to that I might say that the bid was rejected after the tenders were open but before the acceptance. It was not accepted. The tenders were opened and subsequently rejected. No tender was accepted; all tenders were rejected. On occasions when specifications are found to be in error, or something of this nature happens, this is found to be the best way of working it for everyone concerned. The only application that we had from an individual who wanted to recall his own tender was the one that was replied to in the Order for Return and it was rejected. This is our policy, there is no change; and I don't know of any other way that we could have handled it effectively.

MR. SCHREYER: One last question, Mr. Chairman, and I doubt that the Minister is in a position to answer tonight, and that is, during his term as Minister could he specify the

(Mr. Schreyer, cont'd.) . . . number, if any, of recalls and washouts or cancellations, if any.

MR. WEIR: Mr. Chairman, we have discussed them all within the last two minutes.

MR. PATRICK: Mr. Chairman, I'd like to ask the Honourable Minister if an overpass or cloverleaf is planned at the Trans-Canada and Perimeter Highway out west; and if it is I'd like to know when it is going to be started. I understand that he said out east they have to wait until the floodway's finished. Well, there's no floodway out west and I just would like to know if it is going to be started in the near future.

I would also like to know if he has in his estimates or in the projects scheduled, given any consideration to widening of the trunk highway going through the townsite of Kirkfield Park. I understand its a trunk highway and a provincial matter, and not a local Assiniboia matter. I would like to know if he is going to widen the highway in Kirkfield.

MR. WEIR: Mr. Chairman, the answer to that is yes, there is going to be an overpass. We have been attempting, and have been successfully attempting to buy some property as it becomes available for the site. The answer as to when is, I don't know. It depends on the development of traffic in the area. There still isn't enough traffic at that particular area to warrant the overpass.

MR. PATRICK: Mr. Chairman, I don't know if I remember correctly -- I think the Honourable Minister said completion date of the perimeter highway is going to be within three years. I wonder if that is correct or

MR. WEIR: Mr. Chairman, I don't believe I said that. I said that the completion of this project that the model is over here, is scheduled for within three years.

MR. CAMPBELL: Mr. Chairman, I hesitate to take the time from my honourable friend the Minister of Public Works but if my honourable friend the Leader of the New Democratic Party insists on continuing to make remarks about me, or the former administration, I simply have to try and clarify the issue. I understood him to say that he thought the present Deputy Minister of Public Works was "over a barrel" with the former administration. I'd like to know what he means by that.

MR. PAULLEY: Well, Mr. Chairman, I've always figured that my honourable friend the Member for Lakeside is blessed with a reasonable amount of intelligence. If he can't interpret my remarks, it's not for me to give him an interpretation. But I would like to ask of the Honourable the Minister of Public Works in reply to the Member for Brokenhead on the recalls and rejection of tenders, if I recall the remarks of the Honourable Minister correctly, in the instance that they were talking about, the Honourable Minister said that there was new specifications called for. I wonder if he'd mind enlarging on that. Was it a governmental error insofar as the specifications are concerned; or was it because of the tender prices and the differences in the tender prices and the likes of that, they realized that there must be something wrong with the specifications in the original tender that was called for that got the department to change the specifications in respect of this, or any other contractor?

MR. CAMPBELL: Mr. Chairman, I want to thank the Honourable the Leader of the New Democratic Party for that vote of confidence in my intelligence but I'd like to say to him that a fellow that has any intelligence should know better than to make a remark like that and not be prepared to back it up.

MR. PAULLEY: Mr. Chairman, I would assure my honourable friend that I can back up pretty well every statement that I make in this Legislature, and I recall -- talking about backing up statements that have been made in this Assembly -- I can recall some statements that the Honourable Member for Lakeside stated just about a year ago, that called for an inquiry by a Committee of the Legislature which certainly he couldn't back up. So if I am in error at the present time in the opinion of my honourable friend the Member for Lakeside, I am not alone in erring from time to time -- although I'm not suggesting that I do err -- but I want to recall to my honourable friend the Member for Lakeside that because of his judgment in respect of road contracts and the business of public works in the Province of Manitoba, we had an official inquiry into some of the statements that my honourable friend made in this Legislature and as a result of the inquiry into those charges that he made, we found that they didn't have enough wind in them even to blow a straw.

MR. CAMPBELL: My honourable friend takes a long time to try and sidestep the issue, doesn't he, Mr. Chairman? But the issue isn't a matter of two years ago, which I'd be very

(Mr. Campbell, cont'd.) . . . glad to debate with my honourable friend -- I recall that he threw in his lot with the government majority when he might have had an opportunity to have stood up and showed a little bit of independence. But that's not the matter that we're discussing now. The matter that we're discussing is this charge that my honourable friend has made, not two years ago but tonight. Now is he going to back it up, or is he not?

MR. PAULLEY: I want to assure my honourable friend, Mr. Chairman, that I think that I can back up the statements that I made, and I want to say this in addition to my honourable friend -- he's referring back to two years ago, and he suggests because of the fact that I supported the government of the day at that particular time -- it was the same government we have at the present time, with a little bit different personnel -- I backed the government at that time because of the fact that the government and the committee came to the, I would suggest, the only decision that he could, that the Honourable Member for Lakeside was talking out the side of his ears in respect of the charges that he made at that time, and I would suggest this that my honourable friend the Member for Lakeside has accused me because of on that occasion I supported the government of the day, I would suggest, Mr. Chairman, and through you to the members of this committee, that the Honourable Member for Lakeside this evening in reply to my questions, or both questions in respect of tenders, came to the best support of the Honourable Minister of Public Works. As a matter of fact, even the Minister of Public Works himself paid a tribute to the Honourable Member for Lakeside by saying, "Well I couldn't have answered the questions regarding tenders anymore thoroughly than my honourable friend for Lakeside."

So if one is being accused of supporting the government -- I did support the government two years ago; the Honourable Member for Lakeside certainly is buttering up the government of the day in his reply to my questions on tenders tonight.

MR. CAMPBELL: And about the matter tonight, Mr. Chairman, what's my honourable friend's explanation of tonight?

MR. PAULLEY: I still repeat, Mr. Chairman, and I'm not going to carry this on any further, I do say Mr. Chairman that in the allocation of the Trans-Canada Highway to the east, at the time it was before this Assembly and the Province of Manitoba, there was differences of opinion within the Liberal ranks and there was a considerable amount of debate and I say to this committee that the proposition of the committee that originated in the Town of Transcona at that time as to where the Trans-Canada Highway should have been located there, has been substantiated in the light of the progress in the development of Highway 15 today.

MR. CAMPBELL: Mr. Chairman, my honourable friend has shifted his ground again. It's a bit hard to keep up with him, but I'm just staying with the one matter. What did he say with regard to the Deputy Minister of Public Works being on the spot with the former administration and what evidence has he of that?

MR. CHAIRMAN: Item 3 passed.

MR. PATRICK: Mr. Chairman

MR. CHAIRMAN: The Honourable Member for Assiniboia.

MR. PATRICK: . . . I didn't hear the Honourable Minister answer my question. When will a project be started through Kirkfield Park -- the widening of the highway? At the same time, I wonder if he could give me an approximate date -- the completion date of the perimeter route. It seems to me my own personal observation is that the progress has been somewhat slow and I wonder if the Honourable Minister can give me approximate year that the perimeter route will be fully completed.

MR. WEIR: Mr. Chairman, I'm not prepared to do that at the moment. The Honourable Member for Assiniboia and myself have varying opinions on progress I see, but again I don't think this is anything unusual. I'm not in a position to give a date for the completion of the perimeter highway.

With regard to the trunk highway No. 1 through Kirkfield Park. The four lanes that are available now are adequate for the highway traffic that is being carried. If there is a bottleneck there at the moment it is probably with local traffic and so on and so forth and a separate problem to the highway problem.

In replying to the Honourable Member for the NDP and his further question with regard to this project -- if I could draw him a picture -- the reasons for the rejection was a matter of

(Mr. Weir, cont'd.) . . . the timing of the work. It was split into two contracts; a 12 mile contract and a seven mile contract instead of one 19 mile contract to allow two contractors to go in and complete two smaller projects earlier, and it also made use of the welfare labour that was available at that particular time in that area and it wasn't necessarily a matter of price at the particular time that the rejection was made.

MR. HRYHORCZUK: Mr. Chairman, the Minister was good enough to give his program for the coming year which is pretty lengthy. He has given us a map here which should be studied. There's a model down there that should be studied and I'd suggest Mr. Chairman that the members of the House in all fairness be given an opportunity to digest all this material, so we can discuss it at least half intelligently and give us at least the small hours of the morning, if you can't give us the night, to study it in and I'd suggest the committee rise.

MR. EVANS: Well I see no particular reason in stretching it out unduly. We have accomplished a certain amount of business and had two parties on the other side vying as to which was really the greater friend of the government over here. I think that's quite an accomplishment for one evening and so I move that the committee rise.

MR. CHAIRMAN: Committee rise and report. Call in the speaker. Madam Speaker the Committee of Supply had adopted certain resolutions, directed me to report the same and ask leave to sit again.

MR. W. G. MARTIN: Madam Speaker, I beg to move, seconded by the Honourable Member from Morris that the report of the committee be received.

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

MR. EVANS: Madam Speaker, I move, seconded by the Honourable the Minister of Public Works that the House do now adjourn.

Madam Speaker presented the motion and after a voice vote declared the motion carried and the House adjourned until 2:30 o'clock, Tuesday afternoon.