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THE LEGISLATIVE ASSEMBLY OF MANITOBA  
8:00 o'clock, Monday, March 23rd, 1964

MR. CHAIRMAN: Department XI Administration passed . . . .

MR. SCHREYER: Mr. Chairman, at 5:30 I was trying to bring to the Minister's attention what I consider to be a very real need, namely, to widen and improve the traffic-carrying capacity of Highway 59 all the way from Bird's Hill to Marion Avenue. I don't think it makes very much sense to build a beautiful efficient 4-lane highway from No. 4 to Bird's Hill, just a little south of Bird's Hill, and then to have a bottleneck, and a dangerous monstrous one, and then to have a 4-lane stretch from Nairn to Marion, and then to have another bottleneck before you get to the Trans-Canada. So I certainly hope that within the next two years that it will be possible to make No. 59 the same throughout, and in that way to avoid a very real and very potential traffic hazard, which it is now. -- (Interjection) -- From Bird's Hill to Nairn Avenue particularly -- (Interjection) -- Oh yes, the Perimeter Road.

While I'm dealing with the general area around 59 I want to ask the Minister what happened in his department that things should have become so botched up that the individual who is building a house on the corner of 59 and one of the side roads of 59 -- he started building a house, about a \$30,000 house roughly, and Public Works knew over a year ago, almost two years ago now, that they were going to have to use the property right up to that house foundation for the service road alongside the new road that they are building there. The man continued to build that house; put on a stone front and stucco and fixed it up inside and everything else, and only after he neared completion was he informed by the Department of Public Works that they would be building the service road, alongside the 4-lane, within 20 feet of his front doorstep. Now, the man is prepared to sign an affidavit to the effect that the department -- someone in the department -- did acknowledge that they knew about this, what their requirements would be property-wise, before he actually had put on any of the outer trimmings, the stone front, the stucco, before the inside was fixed up, and nothing was said to him.

Well, there are two points here, Mr. Chairman. First of all: why, callously and needlessly let a man go through all this trouble of finishing his house and then tell him, when it was a known fact to the department in the summer of '62? And the second point is: does the Department of Public Works like wasting public funds, because now they're going to, presumably have to pay him a sum that will far exceed what they could have settled for two years ago. Most unnecessary waste of tax money. Granted it's only an individual instance, a particular case, but why be prepared to throw out several tens of thousands of dollars when a much cheaper settlement could have been made had they simply informed him in good time? Oh, I know that these sort of things can happen when you have a large department and a complex administrative setup, but I would think that this matter is entirely inexcusable. The area I'm referring to there is Highway 59 and Brecker Avenue. I think the Minister is aware of it now.

While I'm on my feet I also want to bring to the Minister's attention the fact that the work that was done on Henderson Highway last year was just simply not enough. I believe that, oh three-quarters to one mile of road Henderson Highway was widened from Hoddinot Avenue north. This is appreciated insofar as it goes but it struck me strange that the department should want to piddle around doing three-quarters of a mile when the whole stretch of Henderson Highway north of Hoddinot simply cries out for widening, because that road, too, has a rather tremendous volume of traffic and it is, as you know, one of the pioneer roads of the area. It's narrow; it's a hairpin-curved road, and it too is simply a tremendous safety hazard. I assume that since the department did see fit to extend the widening of the road from Hoddinot north for three-quarters of a mile or so, I would assume from that that they are thinking of continuing this work from year to year. But I would hope that it won't be done on a piecemeal basis because it's not the most economical way to do that sort of work anyway. Why not go about it in a business-like way? Why not square oneself to the job that has to be done there and simply get on with it? Because, as the Minister, I am sure, is aware there have been in the past few years some rather tragic accidents on that road and I can only foresee that it's going to get worse, because the density of traffic is increasing all the time. I wonder if the Minister took me up on the request that I put to him last year that he should make it a point to drive down Henderson Highway some Sunday evening in the summer. I don't know if

(Mr. Schreyer, Cont'd.) . . . he's done that or not, but if he had I'm sure it wouldn't take much persuasion on anyone's part to get him to see the necessity of simply doing something about that particular stretch of road. And if it's not possible from the viewpoint of the engineers or the experts to widen it all the way to Lockport, then for Pete's sake what about widening the shoulders of the road in the immediate area of the worst curves themselves? I don't know if that's a possibility or a practicable suggestion, but something should be done.

And in connection, -- while I'm still talking about Henderson Highway, that three-quarters of a mile of road that was built there last year -- I understand that was on an hourly-rate basis, and that brings me to this Order for Return which I received from the Minister today. The Order for Return is quite informative but it leaves out two particular work orders that I was interested in, and that is, the work done from Hoddinot north for that three-quarters of a mile stretch along Henderson Highway, and also the work done from the junction of the Selkirk Highway and PTH No. 8-A, sometimes referred to as the Beach Road. In both those instances I would like the Minister to tell me sometime during the course of his estimates, not necessarily now, the name of the contractor doing that -- that's pretty obvious -- and secondly, the total cost incurred and the total amount of construction completed or carried out on those two projects. I realize the Minister is not in a position to do so now but it seems to have been left out of the Order for Return. I would like him to supply me with this information before we get off his department.

I would also, while we're on that point, Mr. Chairman, like to ask the Minister what proportion of the total construction program, what proportion cost-wise was done by way of hourly rate or hourly work order type of assignment?

And still on that point, if he's in a position to tell me now, fine, otherwise I can wait, on what basis is the decision made by himself, or in his department, to award a particular bit of work on a tender basis, or on an hourly rate basis? There must be some criteria of differentiation. I would like to know how he as Minister comes to these decisions. I think, Mr. Chairman, that it would have been better to deal with this under the appropriate item but I seem to have got dragged into it.

MR. SAUL CHERNIACK, Q.C. (St. John's): Mr. Chairman, last year when we started dealing with these estimates there was a table set up in the back of this room and a very attractive-looking plan was portrayed for us dealing with the intersection of the North Perimeter with No. 4 Highway, I guess it's called. At that time I remember suggesting that the department was planning to spend money on that intersection improvement too early in the stage of development of the perimeter and of the north highway, and I suggested that it could wait so that other more urgent work could be done. I indicated that I knew nothing about highways or the relative urgency for developing one or another highway and I suggested, I remember, with deference that honourable members of this House did not know too much about the relative urgency of doing various highways, and that actually most members appeared to be very much aware of the needs in their own particular constituencies but couldn't relate one to the other, and I suggested that that was hardly the right way to decide on what road to improve based on the friendship that the elected member might have to the parties, whoever they are, who make the decisions. And I finally suggested that there must be some method whereby a Minister makes his decision as between one road and another, and I suggested that things like origin-destination studies are possibly made; that traffic counts are possibly held; that various other methods be used to arrive at the decision. And I requested the Minister, as I recall it, to give us the information on the basis of which the decision was made for the particular intersection with which I was dealing at the time. To the best of my recollection he didn't answer last year, and I let it go because I wouldn't have known just how to deal with his answer had he given it. But this year, Mr. Chairman, I was shocked, shocked enough to make a note of the date so I had no trouble today finding it in Hansard, to listen to a little discussion in this House between the Honourable Minister and certain members of the Opposition, mainly the member from Brandon, no I'm sorry, the member from Portage -- several of the other members from the Liberal Party, dealing with whether or not the Minister would give information as to traffic counts on a particular highway, and I was surprised when he suggested that this was "privileged information." I was amazed when he suggested that the information was "really is of no particular value by itself unless it is considered along with a bunch of other factors" and when he

(Mr. Cherniack, Cont'd.) . . . went on and was asked how members of this House could determine whether in their opinion work was warranted without having the information, I was shocked when the honourable minister used the expression: "I submit that I would hope that maybe the honourable members would take my word for it."

Mr. Chairman, I am already accustomed here to hear honourable members say that they expect that when they state a fact that one would take their word for it; but when they state an opinion, Mr. Chairman, I doubt very much whether you have to take your word that your opinion is sound. If that were the case we would save a lot of time in this House. I feel that if we are going to discuss matters such as are presented to us on this 8-page blue document which lists names of highways, mileages, locations and nature of work, that there is no real sense discussing this kind of information unless one has some indication as to the need for this work. It may be that the Honourable Minister gives us this information so that we could try to locate our constituency as it may be reflected in this work, but I hate to think that that is the way in which this was prepared, so that I would think that if the Honourable Minister wanted to give us information on the basis of which we could either approve or challenge the workload which he has prepared for himself that he would now give us the information on the basis of which he makes decisions.

Now I for one, do not know. It may be other members present are as ignorant as I of just how it is that the Honourable Minister or his Department makes decisions. I realize that traffic counts of themselves are no use to him, but it appears that he thinks there are "a bunch of other factors" which he uses in making these decisions. Well, it seems to me that we are entitled to know. On the other hand of course, less any of us ever acquire the responsibility that he now has, maybe we shouldn't learn the tricks of the trade too well, but I think if we are discussing his estimates we should know how he arrives at them and we should know how it is that he picks one piece of work in preference to another. I don't suppose that the Honourable Minister wants us to take his word for it, because I would hope that he is prepared to justify his decision.

So that Mr. Chairman, since I've probably said it two or three times already, since I got up, I will close by asking the Honourable Minister to now make good the statement he made earlier in this session referring to the factors which are involved in making the decision, so that possibly he can convince us that we shouldn't be concerned with traffic count reports at all but that we should know just what factors we should look for in attempting to evaluate the decisions which he makes.

MR. WEIR: Well, Mr. Chairman, maybe I could reply to a few of these remarks to the back. Earlier the Honourable Member for Gladstone enquired about the number of miles of access road. The information that I was able to find at supper time is that there are 288 miles of considered all weather access roads going into 230 communities in Manitoba.

The Honourable Member from Brokenhead has spoke this year, as he did last year, and in preceding years on Cooks Creek access road. He spoke about the arbitrary limit of five miles. He spoke of the diminishing access road program. I really think that he was a little more critical than need be considering the number of roads that are going into access roads still. There have been a lot of access roads built and it's just a matter of priority and getting around to them all. In due course when the five mile limits have been reached I would presume government policy would extend to the others. It's as good a criteria as any I think to do those first as the highways are going by and I really don't think that he was all that critical, I don't think he really feels that way quite frankly. He spoke of PTH 59 and the need for the old road being done, which is true. I don't get away from it for a minute. I don't try to. But I would submit to him that once the north perimeter complex is completed that there will be quite a different pattern of traffic on the east side of the river, a good deal of that traffic will go across the river and I think that it would be a disaster to go in and do any work in that area that would interrupt the traffic on 59 as it exists until there is another means of moving the traffic over the construction area.

Also the matter of intersections and what not in the area from Nairn Avenue north is very critical -- not just so far as 59 is concerned but as far as the interlocking streets are concerned. For the last number of months now a firm of consultants has been working jointly for the province and for the Metro Corporation trying to develop the best network of East-West, North-

(Mr. Weir, Cont'd.) . . . South connectors in that area and keeping in mind the construction that is required in the neighborhood of Nairn Avenue. I don't think that we probably have any worse traffic problem in Manitoba than we have at the corner of 59 -- 59B I guess it is, and 15, that extremely difficult intersection in that area. The completion of the Burns plant just east of there is going to complicate matters even more. I agree with what he says and I would hope that in the very near future the balance of '59 will be completed as well.

The one point which he made is a good point. It is a house that I have looked at myself on No. 59 highway and I have been extremely critical of people in the department for it. I'm not going to make excuses, somebody boobed -- somebody boobed, but I will say that I doubt that the boob is in the tens of thousands of dollars bracket. It's going to cost money, yes. I feel badly that it happened because on top of everything else there is a lot of inconvenience to the man that owns the house and it would have been much better had his house been built quite a number of feet further back on the lot to start with. I acknowledge it. He's made a point. I'll do my best and I think the department will do their best to attempt to keep this sort of thing from happening again. It's the first one that has come to my attention since I've been in office where we've had it happen and I certainly hope -- and I don't mind saying that -- I certainly hope it will be the last.

He mentioned the Order for Return for 8A and Henderson Highway. He says that they were let by hourly work. I doubt if they've missed it. It may be that the Order for Return that his Leader has on other contract work that wasn't on a . . . . basis of some kind, it may be that we will find it in there. I have no other explanation for it because I'm not aware whether it was done hourly work or how it was done.

And I come to the Honourable Member for St. John's. He doesn't feel that traffic counts are privileged information and I must tell him that I still consider that they are. But from the standpoint of judging the necessity of the particular project that he is interested in, I think the matters that have been referred to by his colleague, the Member for Brokenhead in connection with No. 59 and with No. 9 will probably go a long way to help him understand the necessity for this particular project. It is a little more difficult doing origin and destination surveys on the highway system than it is in the metropolitan street system or a city street system for instance, where you have the same people using all of the roads day in and day out and you can go from their place of residence to the place where they work.

Traffic generators, for instance, the race track in Assiniboia and the Meat Packing plants, the gravel pits, all of those areas give us a good indication of the areas in which bulk movements and heavy movements of traffic have to go and these are all taken into consideration. It is definitely recommended by the department that in putting the bridge across that it was a must to build the cloverleaf that an open intersection would not handle the traffic and I'm inclined to agree with them. This, if it's not enough in itself, the design of the bridge structure to gain the height for navigable stream crossings in this area lends itself to a design like so which brought the underpass on the perimeter into line so that it was better constructed at that particular time, to say nothing of the detours and so on and so forth that are required a little later.

Now I appreciate his problem. I appreciate the difficulty that he may have because I have had those difficulties too, and this matter of traffic counts along with the type of road, the surface of the road, the kind of traffic that it's going to be carrying, and all of these details -- I don't know whether I've got them all, I haven't any notes here and I haven't sat down to figure it out -- but all of these things together sort out the recommendations that come from the department and in some cases the traffic count is not the major situation. I think if traffic counts were the only consideration, I think the points that the Honourable Member for Brokenhead made about 59 would probably have indicated that we would go in and do all of 59 right off the bat. But the balancing of the programs, arranging for a fairly even workload between the various districts of the department throughout the province, the total amount of money that can be spent on roads in any one given year, all of these things help us establish our priority. They are done conscientiously and, I feel, in the best interests of the Province of Manitoba.

MR. SCHREYER: Mr. Chairman, I want to thank the Minister for his words of explanation relating to Highway 59 and why it is that some things are being done and other things are not being done with regard to that highway. But it is because the Minister shows that he is

(Mr. Schreyer, Cont'd.) . . . capable of a clear explanation that I have a right to be unsatisfied with the kind of explanation that he gave about No. 9, the Henderson Highway. I think if you will think about it, the Minister will see that he really didn't have anything to say as to why it was that his department has not seen fit to include anything in the program here relative to widening of No. 9 or Henderson Highway beyond what was done last summer.

So it really becomes two questions, Mr. Chairman. Why isn't there anything in the program this year; and also, why did the Minister or the department decide to piddle, just piddle a bit with No. 9 last year? They let a contract for the widening of Henderson Highway or No. 9 from Hoddinot north into a 4-lane highway, but for only about three-quarters of a mile. It doesn't make much sense because it's a 4-lane now all the way from East Kildonan through North Kildonan and through East St. Paul up to Hoddinot, and it's a nice 4-lane highway. Last summer they saw fit to widen it up to 4-lane standards for another three-quarters of a mile, then they stopped. Meantime and meanwhile the road is as treacherous as ever further north. The point I'm making is that the Minister surely must have an order of priorities. I would like him to relate in some way how Henderson Highway corresponds to his priorities. I can see from his program that they have no intention of doing anything on No. 9 this coming year, and that is really a let-down.

MR. WEIR: I wonder if I might just say another word on that. I think that the Honourable Member from Brokenhead realizes that No. 9 has really become a residential street. There's houses on fairly narrow lots on both sides of that area. Any attempt to get right-of-way from these people lends itself to two things, high cost and the fact that most of these people just don't want to give up their properties. The trees along the area, all of these things, keep us from going ahead too far with it.

On the other hand, I'm of the opinion that when 59 is constructed, there is a possibility of channelling, with the right speed zone and the right kind of traffic, of making No. 9 into a little different kind of a street than we know it today. I think to acknowledge right now that No. 9 has to be made into a three-way street with all the numbers of residences that are on there, with it being very difficult to establish frontage roads so that these people would have access to the highway, and to say that we are "piddling" when the fact of the matter is that there were a couple of very drastic curves which the Honourable Member for Brokenhead spoke to me one time and said if you can't do anything else would you see what you can do about that particular spot. It was a very very dangerous situation and we did what we felt we economically could do within the boundaries of the road allowance at that particular point; and I think that it would be premature to make a judgment on the type of road that should go on No. 9 highway from Hoddinot Road north.

MR. HILLHOUSE: Mr. Chairman, I have a suggestion to make. It may relieve my friend from Brokenhead of some of these problems respecting No. 9 going down the Henderson Highway. My suggestion to the Minister is this, that if you would make an access road between No. 9 Highway in the Town of Selkirk and No. 59 Highway, using the Selkirk bridge as part of the -- it might perhaps help to solve some of the problem with which my friend is confronted along the Henderson Highway.

I have another suggestion, Mr. Chairman, and that is this, that a number of years ago McPhillips Street from No. 8 Highway North to No. 9 Highway was developed, and I think the intention at that time was to make a "truck" highway out of it. Now nothing further has been done on that, and I believe that there was a resolution sent in to the Minister from the Municipality of St. Andrews requesting that further work be done on that highway to make a truck highway out of it, that is a real truck highway, bring it up to standard. Well actually it's a continuation of McPhillips Street, but in St. Andrews Municipality it's known as the "2-mile road," and it runs from -- you know where No. 8 Highway goes down from Winnipeg, which actually is McPhillips Street, then it continues -- the No. 8 Highway takes a swing towards the west but the McPhillips Street continues straight north through St. Andrews Municipality.

Now there has been a resolution, I think, from St. Andrews council sent to the government requesting that McPhillips Street be brought up to standard and made into a first-class truck highway; and I think it would relieve a tremendous amount of traffic from the present No. 8 Highway and also from No. 9 and No. 4 Highways.

MR. SCHREYER: We're getting matters cleaned up here item by item, or project by

(Mr. Schreyer, Cont'd.) . . . project, so I don't want to belabour the Minister with the matters pertaining to 59 and 9. So I'll leave that, but I would like the Minister to undertake to get me the information as to the total amount involved with that three-quarters of a mile of construction from Hoddinot and No. 9 north, and also from the junction of the Selkirk Highway and No. 8A north-west, those two particular projects which I am led to believe work was done on an hourly basis. Now these are probably the only two requests that I am going to make of the Minister as far as getting information goes during the course of his estimates, so I would hope that he will undertake to do that.

MR. WEIR: Mr. Chairman, I have one price now. I've been given some other prices on others but the other two that I've been given are not on the right locations, but PTH No. 9, which is the one which you were particularly interested in, I believe, Hoddinot Road north, widening and gravel base course, was let by public tender and Mulder Bros. Sand and Gravel Ltd. got it on the contract price of \$43,705.70. When all of the work was completed, there was apparently more yardage than had been contemplated but stayed at the same price. At the same price, the prices to the end of February that have been paid on the contract were \$60,973.99.

MR. SCHREYER: . . . the mileage there?

MR. WEIR: Pardon?

MR. SCHREYER: Does the Minister have the mileage?

MR. WEIR: I don't have the mileage here. I can get it for you.

MR. MOLGAT: Mr. Chairman, the Minister has said that in his opinion the matter of traffic counts is privileged information. Well I want to repeat, Mr. Chairman, what I said last year. I hate to have to repeat myself year after year but I disagree completely with the position that the government has taken in this regard. Surely this is the type of information that the House has every reason to obtain. Surely it's the type of information that the municipalities have every reason to obtain. What's secret about the number of cars that travel down a piece of road? The only conceivable reason for the government wanting to hide this information is because the government isn't building roads according to traffic counts. What other conclusion can one possibly draw from a department and a Minister who refuses to give something just as simple as what the traffic counts are that the department is taking on the various roads.

And I say again, Mr. Chairman, this is a new policy set up by this government. Here is exactly what was done in the past. I think I showed this to the House last year. There are the traffic counts on the roads of Manitoba given by the previous government. This is dated 1956. Geigermatic Traffic Flow Map, Department of Public Works, Highways Branch, 1956, and it gives all the roads in Manitoba, Mr. Chairman. The key is: Scale - 1 inch, 4000 vehicles, and it is stated quite plainly that the daily averages used to form this map were compiled from 1956 traffic counts. There is the type of information, Mr. Chairman, which the previous administration was prepared to give in detail.

Now why does the Minister persist in telling us now that this is secret information and cannot be divulged to the House? I can see no conceivable reason except that he has some information regarding road construction that he thinks should be hidden from the members of this House, and I disagree totally with that procedure. This was given to members in the House previously. It was shown here when departmental estimates were discussed; the map was hung up here in this very Chamber; members could see exactly what was done and there was some means of following the flow of highway construction in this province and seeing to it that it was built according to need. Now if the Minister is departing from these principles, then I think he should explain to the House exactly what the situation is. I submit that that is public information, information that the members of this House should have, and I'm not satisfied with the reply that the Minister has given in this regard.

MR. WEIR: Mr. Chairman, I deny the fact that the Province of Manitoba is not building -- or is building roads that are not according to need. I deny the fact that they're not building them according to need, but I also say that the Province of Manitoba is not building roads strictly by traffic count. If they did, my honourable friend's road that he has been asking for for quite a number of years and which is again on the road program this year -- which I presume he's noticed, No. 19 Highway -- if that was to be built on traffic count and traffic count



(Mr. Weir, Cont'd.) . . . alone, it would be a long time being done.

There are other factors taken into consideration in arriving at these priorities. I still maintain that this is private information and you need to correlate many of these factors together to come up with the reasons why priorities are established. I have no intention of changing my mind. I know that the honourable members opposite are going to disagree with me; this is their privilege. There have been comparisons drawn on municipalities and traffic counts are taken for municipalities on municipal roads, and the traffic counts are given to the municipalities on the municipal roads. These are for their benefit. The roads are their responsibility and it helps them tie in with our overall road system, and we're happy to be able to co-operate in this manner.

MR. SCHREYER: Mr. Chairman, I would like to pursue this matter just a little further because I wasn't in the House when the Honourable Member for Portage had his Order for Return turned down, but I want to make the point that I was aghast when I heard that the Minister had taken as intransigent a stand as he had. It seems to me that there are only two situations in which a Minister of the Crown is entitled to refuse information to this side, and that is, in the federal context something involving the defence of the realm -- that's understandable; and the other is when the divulging of information would tend to undermine competition in enterprise of some kind. But to give out information relating to traffic density, to me it's absurd that it should even be thought necessary to refuse to divulge such information. It is said that everyone is entitled to make a mistake. I suppose the Minister has used up his quota for this year.

But on the same point about the Minister exercising discretion and his judgment in matters, I want to raise another question which, although different in a sense, nevertheless does relate to the Minister's power of discretion. I've always been in the practice from about 1958 to '62, and maybe it was the wrong one -- senior members here can tell me -- I was in the practice of whenever minor matters involving public works came up, I used to write directly to the level in the department that was immediately concerned with it. That is to say, if there was some sort of information to be received or some request to be made for a culvert, a small 24 or 36" culvert or something like that, I used to communicate directly with that particular echelon of the department that was in a position to deal with the matter.

Now maybe I was wrong right from the outset in doing this but no one said anything and I continued like this for about three or four years, and it seemed sensible to me because I know that a Minister or a Deputy Minister are busy men. You're not going to bother them asking about whether a culvert ought to be put in some little insignificant creek or ditch. But last year the Minister as I understand, and I hope he can show me to be wrong, I understand the Minister issued a directive throughout his department directing members in his department not to even so much as communicate back to an elected representative. To me this seemed a rather unnecessary thing to do because not only does it impinge on the scope of rights of a member of the Assembly, it also tends to take away from the assumption of good sense and judgment on the part of members of his department. I'm sure that if any member of his department upon receipt of a direct communique from an MLA, if he thought that there was some political overtone or some significant political side issue involved, that he would refuse obviously to act in that regard and would let his Minister know that such and such a request was received but he didn't comply because there was some sort of political overtone present. No one could complain about that. But I'd like the Minister to say why he found it necessary to issue this directive directing members of his department to abstain, to refuse to acknowledge enquiries, letters from members of the Opposition.

MR. WEIR: Mr. Chairman, I'll be happy to. In the first place, what prompted me to look into the matter was that I had some complaints that there wasn't enough attention being paid in the department to the problems that members were faced with, so to get around this situation I asked that all of the complaints or requests that came from the members be forwarded through me and I could see then that they were in fact being looked after. The other thing of course is that on thinking it over at the time I was under the impression that probably it could put members of the staff on the spot, whether it be members from that side of the House or members from this side of the House, and if the enquiries were channelled through me and back through me to the department that this was not likely to happen.

Now this is the first indication that I've had that it hasn't been working satisfactorily. As

(Mr. Weir, Cont'd.) . . . a matter of fact, in one instance that I know of it was my honourable friend and the culvert that he mentioned, that I'm looking into it myself after it had been recommended to be turned down for the department, and driving out and having a look at the problem, and seeing an existing situation just a little further north on the same road, I instructed the department to proceed on the same basis, and I think he got some pretty good results. I feel that there's a good reason -- all of them I don't attend to personally, but all of them come through my office and at least I am able to have a look at them and to make sure that the information is coming back and going out to the members the way it should be, because they are the people's representatives.

MR. SCHREYER: It's not that I was trying to make this as a point of criticism to the Minister, it's just that I asked this question out of a feeling of curiosity. I couldn't understand why the Minister would want to be burdened with receiving letters on all levels of importance down to the most technical or trivial. The only point that occurs to me is that because he has taken this course of action, he has no right to get annoyed if he's bothered with letters about the most trivial and insignificant or technical problems.

MR. PAULLEY: I think that's a very silly position for a Minister of the Crown to take. Heaven's to Betsy, surely to goodness it shouldn't be necessary for any of the members of the Legislature to write a letter to the Minister asking that weeds be cut in a ditch. Now this is in effect, Mr. Chairman, what the Minister is saying to the House now, that because it comes from an elected representative in this House, the letters should be directed to the Minister so that he may be able to eventually take or issue instructions down to the operator of the mower to clean the weeds out of a ditch. I suggest this is utter nonsense and ridiculous.

Surely to goodness, after we have approved of the appropriations in this House for maintenance, work on highways in our constituency, if we notice that something should be done and we draw it to the attention of the district engineer, it shouldn't have to go to the Minister to see whether or not such a job should be done. I'm sure, Mr. Chairman, that if any resident in an area phoned up the district engineer to say I think the weeds should be taken out of a ditch or I think there should be some snow ploughing done or the likes of this, the engineer would attend to the matter as quickly as it was possible for them to do.

Now surely to goodness, the Minister is not suggesting by his reply to my colleague from Brokenhead tonight that because it comes from a member of this House that it must be channelled through him. I think this is an intolerable situation that he is suggesting and I'm amazed even now to find that this is the situation as drawn to the attention of this committee by my colleague from Brokenhead. Has not the Minister any trust? Has not the Minister any confidence in the members of his staff that they may, on suggestions from a member of this House, proceed with certain works? Surely to goodness the members of your staff, Mr. Minister, have sufficient intelligence to know the difference between doing things on a political patronage basis, if this is the idea behind it, than otherwise? If it came down to a question of policy, the members of your department I'm sure have sufficient intelligence to say "no, I can't do this, unless the matter is referred to the Minister."

The same thing gets down to the question of this issue that's before us at the present time in respect of vehicle count. I think my colleague from Brokenhead hit the nail on the head when he suggested to the Minister that he had made a mistake in refusing the information that was requested by the member for Portage la Prairie. I think if the Minister would search his inner self, he would agree that he made a mistake. I would suggest that he should be man enough to say, now that the objections have been raised from this side of the House, that he made a mistake. Let him admit it! We admit that we make mistakes. I'm sure that there are many members on the other side of the House that feel that the Minister made a mistake in refusing the information of a mere traffic count. Mr. Chairman, I think the Minister himself is aware of it, but he can't bluff his way out of it as far as we are concerned on this side of the House.

I'm not satisfied with the answers that we've received from the Minister of Public Works in respect to the question that has been raised by the member from Brokenhead in the referral of all communications, simply because they are communications to the department from a member of this House that they must be channelled through him. This is what he told us just a few minutes ago. I suggest to the Honourable the Minister that he should put a little bit more

(Mr. Paulley, Cont'd.) . . . trust in the public and civil servants of his department. I suggest, Mr. Chairman, that maybe he should put the same amount of trust in his staff as we in opposition put in them, and allow them to proceed with these jobs providing they don't interfere with the general policy and overall activity of the Department of Public Works, simply on receiving of information from members of this House irrespective of what side they happen to sit on.

MR. WEIR: I have a good deal of faith in the staff of the Department of Public Works. It's a real good staff and I have faith in the matters that they will channel through me when the members write to them, and the members still do write to them. But if they write to them, many of these matters are sent to me for reply or acknowledgment, and in some cases I've known them to reply, but indicating to me that it had been looked after. I think that it's only right that I should be able to be on top of these things that are the concern of the members. I think it is only right that I should know of the things that bother the members and see that they are looked after.

I am responsible for the Department of Public Works and I accept that responsibility and I accept the responsibility for the actions of every member of my staff and have no hesitation at doing so. I have no hesitation in saying that I think that the type of replies that come back to me, certainly from the type that I see, I haven't had any requests for weeds to be cut in a ditch. The closest that came to that was when the Honourable Member for Lakeside phoned me one day about some scrub. I'm not so sure what happened with it, but it was referred to the department a year or so ago up in the neighbourhood of the Manitoba School. It was referred to the department at the time and I can't recall now what happened to it, but I'm more than happy to look after the problems that the members of the House have and I'm sure the members of the department are too.

MR. PAULLEY: Mr. Chairman, I would suggest that I'm sure that the Honourable the Minister is only happy, but I would suggest to the Honourable the Minister that he doesn't need to fear what comes from this side of the House. The only time that he needs to fear is if the department or if he does not fulfill their duties to the Province of Manitoba. And again I say, he shouldn't have to be informed of everything that is going on providing it is done in accordance with good business.

MR. SHOEMAKER: Mr. Chairman, the Minister surely hasn't told the House that in order to have all your wrongs looked after in the matter of Public Works is that all you have to do is refer to the Minister, and he has said that it will be looked after if it is referred to him. Mr. Chairman, that may be true, it may be looked after but I think he should qualify it by saying, "but not necessarily to the satisfaction of every member of the House." -- (Interjection) -- No, I don't! Mr. Chairman, the Honourable Member for Brokenhead has asked me if I have all my requests looked after. No, they're not always looked after in the fashion that I would like them looked after.

I believe that my honourable friend the Minister will have a letter on his desk of February 20th last, just a month ago, from the Rural Municipality of Glenella, represented by the Honourable Leader of the Opposition, making a certain request in regard to the Plumas-Glenella-Waldersee Road, and they have been requesting work on this road for some time. I know that I bring it up annually I think. I believe I told the House last year that this road from Plumas to Waldersee and Glenella is hard-surfaced for a distance of about two or three miles and then comes to an abrupt end. There was some fresh grading done beyond that but in the last two or three years there has been two or three road deaths on this particular highway and I don't know how many other accidents. I believe this is one of the so-called provincial roads or 100 per cent roads and I think that this particular area -- my honourable colleague the Leader of our party will probably have something to say on it -- but I believe that here is an area in this Waldersee-Plumas-Amaranth community that deserves a little better road than is presently available to them.

I believe too, that this area should be better marked. There is a sign about six miles west of Gladstone indicating where Plumas is, but there's nothing there to indicate that beyond that lies Waldersee and Glenella, that is by taking that road it will take you up to Waldersee and Glenella and so on. Now surely it wouldn't cost too much to have that sign enlarged and say, "Plumas, Waldersee, Glenella" and so forth. I believe that the village council of Glenella

(Mr. Shoemaker, Cont'd.) . . . has made requests to my honourable friend in this regard and I believe that, inasmuch as the government has seen fit to do a certain amount of grade work on this highway, that it should now proceed to do something to preserve the grade that has been put there.

I believe my honourable friend knows that the soil in this particular area is quite light and tends to deteriorate very rapidly unless there's something on top to hold the road there. It tends, particularly in a dry year, to blow away and become full of potholes and deteriorate in two or three years to a point you would not recognize that any work had been done at all.

Another road, Mr. Chairman, that is -- (Interjection) -- Pardon?

MR. CHAIRMAN: Just a moment. We're spending a lot of time on Administration and a lot of the argument now comes up again under Highways and so forth. Why can't we reserve our remarks and get the item of Administration out of the way and then proceed. I think we'll save a lot of time. We're not getting anywhere the way we're dealing with it now.

MR. SHOEMAKER: Well the Minister has raised certain points here that I thought should be cleared up. I think that our experience in the House shows that there's just a certain amount of time spent on talking anyway and if we say it all at the beginning, there isn't anything left much to say at the end, so I would just make a couple of comments on this other Highway 34 because I'm comparing it to . . . .

MR. CHAIRMAN: I think we should recognize the Chair a little bit in this . . . . I'm only trying to help things along. I'm not trying to stifle any contribution, but why not deal with it when we come to these items? For instance the first is Administration. I know it's the Minister's salary and we had a general talk, then Post Office and Telephones. Why can't we get that out of the way and then move along.

MR. SHOEMAKER: Well, Mr. Chairman, I trust that you will remind me -- make a note there somewhere to remind me to bring up No. 34 Highway later. Well on the matter of administration, I would like to ask this question then, Mr. Chairman, and this has to do with administration, I believe. Three years ago every member of this House was presented with what is known as: "Manitoba Highways Planning for Tomorrow -- An Engineering Study," and quite a speech was made by the Minister of Public Works of that day, the Lieutenant-Governor of this day. In addition to that there appears immediately on the inside cover three letters: by the Deputy Minister to the Minister -- he's still the Deputy Minister; by the Automotive Safety Foundation addressed to the Minister of Public Works; and a letter addressed to the Honourable the First Minister by the Minister of Public Works, all commending this document to the House. I'm wondering if we have departed from the principles outlined in here in planning our highway program?

I think that this is a good document, and a wonderful study was made here. It sets out the urgent needs, the immediate needs for consideration and so on and so forth. It even outlines -- on page 19 it gives you some indication of traffic counts by the thickness of lines for the entire province. We have been discussing traffic counts and the reluctance of the government to give us any figures in this regard. And, Mr. Chairman, on this page it does give us a foggy notion of the traffic count, and it would seem to me in some of the answers that are given by my honourable friend that we have departed somewhat from the recommendations outlined in this planning for tomorrow.

Another matter, Mr. Chairman, that concerns me a little bit in the light of what appears in the Hansard, the same Hansard that I mentioned before, July 20th, 1959, the then Minister of Public Works said in summarizing, because in those days the Minister made quite a lengthy statement at the beginning of his estimates and this is the final summing up of the whole statement that was made by the Minister and here is what he says -- and it touches on this very subject -- "So I have desired in the preliminary statement to point out only what we've tried to do as to give features of our highways. 1. In regard to our signs, three times as large and three times as many. In regard to our planning, for the first time we will have a planning system in Manitoba which will get you ultimately more highways for less money than ever before and also have them more than ever before, highways in the proper location, built in proper succession and built at the proper time. Thirdly, we have in our highways particularly increased the strength of our highways by putting in more base course so that they will last longer. We do this because we have highways in Manitoba where the cost of maintenance per

(Mr. Shoemaker, Cont'd.) . . . mile is about \$1,200; and we also have in Manitoba, highways where the cost of maintenance is under \$100.00 per year because they were properly built" -- and so on.

Now they point up -- (Interjection) -- No, he says more than that, but these are statements that were made five years ago and it looks like we have departed somewhat from the priority system that they said they were going to have in those days, and then they said they were going to build more highways for less money, which is rather odd. I'm sure that that hasn't turned out so. But in looking on Page 108 and 109 of the annual report that is before us reporting the movements -- provincial trunk highway expenditures, 1962-63, summer maintenance, winter maintenance and then the total, and the average for the entire province appears to me to be \$750.74 per mile. The former Minister maintained, or the inference is that by building better roads that we would be able to reduce this huge annual maintenance cost to somewhere in the neighbourhood of \$100.00 per mile.

I wonder, Mr. Chairman, just what has gone wrong with the program, that is in regards to -- the only thing that really was carried out, I think, was we have three times as many signs and they're three times as large as they were in the days of the former administration. I'm not arguing that one, but in regard to a lot of the other items, I fail to see that they have been carried out in the fashion that was described in those days.

MR. CHAIRMAN: (a) -- passed.

MR. G. E. JOHNSTON (Portage La Prairie): Mr. Chairman, I rise at this time to add my emphatic protest to the Minister's new policy of denying information on the grounds that he is the only one that's able to interpret it properly. I feel that this almost adds up as an insult to the members of this committee's intelligence, that they can't have explained to them in a manner that they can comprehend as to whether a traffic count is information that will be misleading if it's not taken up properly, and I refer now to my Order for Return that I had in a few weeks ago where I asked for this information and the answer was given that it was privileged. I'd like to know, I'd like to ask the Minister, who is this privileged to? Is it a privilege to deny it to members of the opposition and give it to someone else, because I have all the information. I have it all. One of the sources I got it from was -- and this is now to do with accidents, not a traffic count.

MR. ROBLIN: Mr. Chairman, is not my friend reviving a debate that's already been settled once in this House?

MR. JOHNSTON: Mr. Chairman, I'm raising this question on a new policy that appears to be being put forward by the Minister of Public Works. Am I correct to discuss that policy now, the policy of denial of information that at one time was quite freely given? This is what I'm raising.

MR. ROBLIN: I'd like the Chair to consider. I don't wish to stop my honourable friend in full flight here, but I'd like the Chair to consider whether or not the fact that we had a debate on the question of releasing this information and a vote on it, and the matter was settled, if this does not really constitute re-opening the debate on a matter which is already settled.

MR. JOHNSTON: Mr. Chairman, I'd like to give this information to the members of the committee. I'm sure there's a large majority here who are interested to have the information. May I do so? I'm speaking now of the -- (Interjection) -- Pardon?

MR. CHAIRMAN: The matter has been thoroughly dealt with. The Minister has made a statement. I think we should consider the matter closed.

MR. JOHNSTON: Mr. Chairman, are you making a ruling?

MR. CHAIRMAN: That's a ruling of the Chair. (b) passed; (d) -- passed; (e) -- passed; Resolution 70 -- passed. Item 2, Operation and Maintenance of Government Buildings. (a) --

MR. A. E. WRIGHT (Seven Oaks): Mr. Chairman, I would like to take a few moments to discuss the operation and maintenance of government buildings. This is usually an annual affair with me; in fact I think the members realize that I'm a sort of a grievance man or something now, but I wish to assure you that I'm not.

I think I should start out, Mr. Chairman, with a word of appreciation because I'll have some thing other to say a little later. However, I do want to express my appreciation for the good co-operation one can get in the Library. And after going down this stormy evening to the cafeteria and to see the way they put themselves out for the members there, I think certainly

(Mr. Wright, Cont'd.) . . . deserves a word of appreciation. Not only do I find them co-operative in the Library, but if you're looking for a newspaper about a year old you can always go in the press room and the boys there are certainly good too, so I think I should hand them a little bouquet.

I think the members here, Mr. Chairman, certainly appreciate what has been done as a result of some of the annual suggestions. For instance, this beautiful carpet here certainly enhances the look of this Chamber. The decorating that was done in the high vaulted domes here certainly meets with my praise because I have a little knowledge of this type of work, and when I read, Mr. Chairman, in the report that all the work was done by the maintenance tradesmen, who are certainly not hired as steeple-jacks, I think that this is remarkable.

The other morning at the committee meeting on public utilities I noticed one of our high executives of our Hydro System had one of those old-fashioned collapsible chairs collapse, and I was a little amused -- he wasn't hurt -- but I thought that having come through all the hazards of last year's tussle over the Grand Rapids unscathed, it would seem humorous to me if we suddenly had to report in the papers that this man had become maimed on one of our old-fashioned chairs here.

On the matter of light, Mr. Chairman, I'd like to say something. When we stagger out of here at night at 11 p.m. a little the worse for wear, out of this beautiful building and we hit the front stairs, the stone stairs, there is no light, especially on a night like tonight. We seem to have placed a lot of emphasis on flood-lighting on our building but we have neglected the very very important part of making sure that our stairs are lit at night, and I wish to draw this to the attention of the Minister.

I also noticed last year I believe it was that we had that beautiful mural up there with a light on it. I was told that the light was a hazard because it wasn't installed in the proper manner. It was placed, I believe, above Madam Speaker's Chair and I believe it also shone in the eyes of the boys in the press gallery, but I do think that it could be done in a more professional manner. I think a little bit of subtle lighting on that beautiful mural would certainly show it to better effect.

I know, Mr. Chairman, it's the tendency for Cabinet Ministers to have to get information in a hurry and I can appreciate this, and one of the suggestions made before was that we should have the deputies seated down in this Chamber to provide the information with which they're familiar. I again realize that that can't be done, so if we have to accept this I think we should have -- let's improve on the channels of communication. One goes to a department store and you can see where they send the money through a chute and away it goes up to some other place and back comes your change and so on. I would suggest that to facilitate business in this House that we do provide some -- if we even have to install some sort of very subtle or hidden pipeline. I can't imagine anybody running up and down the stairs to get information from the sources upstairs. It must be rather onerous.

One of the things that was brought to my attention was the startling effect of the divisions calls in the halls. It took me a full session before I knew what was being called, and I understand that this wasn't done many many years ago. It seems to me that with bells installed all over from the basement cafeteria to all the other rooms in this place, that perhaps it isn't really necessary to do that, but I have one of my colleagues who assures me that it is. The other night he felt rather frustrated and inhibited and when the division bells were being called he was out in the coffee room and he said that he went down the hall and he hollered as loud as he could and he certainly felt a lot better.

I thought at one time that we might put glass up in the balconies and the press gallery, sort of a one-way glass, so we could be watched here without being able to see who it was that was looking at us. This might speed up the business of the House because I notice some members are -- the first thing they do is glance up at the press gallery or the other benches to see how many people are here. But then again I remembered that they have this in child psychology where you can observe children playing through a glass window and they can't see you, so perhaps I should not suggest that.

Someone mentioned to me that the Hansard girls coming in here to get the records from the machine were so attractive that some of the members actually stumbled over their speeches. I don't know whether we should suggest that or not.

(Mr. Wright, Cont'd.)

I would suggest though, getting more serious, Mr. Chairman, that if we are to be faced with a summer session, I would like the Minister to look into the ventilating system. It seems as though perhaps with age, or it may need cleaning out, we notice this session -- formerly we used to have a bit of fresh air coming in here under the seats. This year we haven't noticed it and some evenings here it has been rather stuffy. If we have to face a summer session, I certainly would suggest that you look into it.

I notice, Mr. Chairman, that Madam Speaker has a table now and I think that that would certainly help her in laying out the various correspondence she has there, but I would suggest that after the session that the colour be changed, that it be re-finished to more or less match Madam Speaker's Chair.

I just wanted to say a word about Government House. I noticed that some considerable work has been done in Government House. -- (Interjection) -- Well it's under the -- I only want to make one statement, Mr. Chairman, then I'm through -- the same resolution. I would say, and I think I can speak for most of the members here, that any work that was done at Government House certainly meets with our approval. When one considers the work of His Honour in going across the length and breadth of this province and the goodwill that he generates, I certainly think that we should go along with anything that has been done for His Honour's residence there.

Someone mentioned that we do enjoy the benefits now of plastic cups, but out in the member's room there we have the refrigerated water fountain. Someone suggested we ask for a Kalex cup holder where we could just simply have paper cups and it would be quite sufficient at much less cost. I told him I wouldn't forget this item, Mr. Chairman.

I do again appreciate -- some of the suggestions that I made, some not always in jest have been looked into, but I think the one I want to close with is the front doors. This is truly a beautiful building and we're proud of it, but I have watched from time to time people trying to open those front doors and I discovered that when the inner door is open on a night like this a person of small stature cannot open the outside door because of the air pressure. Tonight was a good night to watch this and it seems to me, Mr. Chairman, that if the supermarkets can have these automatic doors where you simply step on the treadle and they open, I think that we could do much better here than that old-fashioned porch with those heavy heavy bronze doors. I've watched children trying to open them and I've watched -- I think that the Minister should look into this. Even if we have to have a revolving door it would certainly be better than those present doors because I would suggest they're much much too heavy for the average person to open.

I don't think I want to say any more this session, Mr. Chairman, because some of my suggestions have been looked at and we already are enjoying the benefits, so that will be all for this year.

MR. WEIR: Mr. Chairman, I think that I'd like to acknowledge the remarks of the Honourable Member for Seven Oaks. We wait each year for them. He always has some good observations. Actually, I expected this year that the Honourable Member from Seven Oaks would have something to say about the gallery. I presume that he didn't have anything to suggest. I happened to look up there one night and saw the honourable member sitting in the gallery and I thought maybe he would see some improvements that could be made. We always listen closely to the suggestions from the Honourable Member from Seven Oaks and, as he says, we have implemented a good many of them. Some of the suggestions that he has made tonight, including the one about the front door, is already being examined to see what we can do about it. There is someone within my hearing and within his hearing that has taken close notes of his suggestions and they'll be looked into each and every one.

MR. CAMPBELL: Mr. Chairman, I'd like to express my appreciation too, to the Honourable Member for Seven Oaks. He has developed into the acknowledged housekeeper of our Chamber here I think, in that he keeps making suggestions that are calculated to improve the surroundings both here and in the neighboring parts of the building, and he extends his interest even to the grounds and other parts. I'm exactly the reverse from my honourable friend. I'm very unobservant about that sort of thing. I'm very old-fashioned I admit and I wouldn't notice a lot of those things that come to his attention. But I am one that has discussed at times this question of certain things within the Chamber and in the conduct of our business here, and I have taken advantage of the well-known success of the Honourable Member from Seven Oaks at making suggestions to the government with regard to matters of interest around the Chamber and the building in general; and I would like to see -- I'm sure this is not within the purview of my honourable friend the Minister of Public Works directly -- but I would like to see some attention given to this suggestion about the supplementing of the division bell. I don't like this sound of the roaring out in the halls. I don't think it's necessary. I am unable to say how far it goes back. -- (interjection) -- I do. Very well. I can't affix the date and I would like to be able, I would like to be able to blame the change on my honourable friend in the government, but I don't think that I am able to do that because I'm afraid that I'm compelled to admit that it started in what I refer to as "our time." I'm rather inclined to think that the First Minister agrees with that, because I gather that he is saying that it's obtained all the time that he has been in the House. I would think that is correct. But it certainly has not obtained all the time that I have been in the House, and I would hazard a guess that the Honourable Member for Inkster recalls the time when we did not have this extra calling in the halls for a division within the House. I don't suppose there's any record of when it started but certainly it was not the procedure when I first came here, or for quite a few years thereafter. I would guess that it was something that was instituted by one of our Speakers, but what one I just don't know. However, regardless of when it came in -- and I'm not attempting to blame the government, because I do not think that it started in their time -- but it seems to me we should take a look at whether we want it continued or not. Personally, I think the bell is enough; it rather jars my sensibility to hear the roaring out in the halls.

I also have the feeling about the ladies coming in here unannounced to pick up the messages and commands from the honourable the operator of the machine at the back. I hold very firm views about the dignity that should attach to this Chamber. Now, perhaps we don't all uphold that dignity ourselves in the way that we should but this Chamber is entitled to the dignity. I would be the last person in the world to suggest that some ladies coming in here in any way detract from the dignity -- I welcome the lady members of the House and I think they're an adornment to the House -- but I think that all of the members of the House, the officers and officials of the House all ought to be here only on a regular basis; and once again, it just jars my sense of the fitness of things to see someone who is not of the regular staff coming in unannounced. I would think that it would be an improvement if we could have the red light go on and one of the pages or Sergeant-at-Arms or someone else take that over; or else give the person who comes in some title, some position, so far as the conduct of the House is concerned.

Now, this may appear pretty trivial. This is the first time that I've ever spoken on this matter in the House. I usually have left it to the Honourable Member for Seven Oaks to make all the suggestions about improvements around here, and I think he has done it very well indeed; but I would suggest that in all of these things that all of us should be pretty active in seeing that we don't countenance anything that in any way detracts from the dignity and the traditional procedures of the House itself. So for the first time in my career, Mr. Chairman, I rise to support the Honourable the Member for Seven Oaks in his general attempt to keep us conscious of the fine building that we have here and the beautiful Chamber that we sit in and the different improvements that could be made. The most of them would never have occurred to me, but these two have and I would like to suggest that the government give consideration to them. Now I don't think that either of those comes within the purview of the Honourable Minister of Public Works perhaps, it may be a matter for the First Minister directly or for Madam Speaker, but inasmuch as it came up at this time I thought that I would add my word to what was said at that time.



(Mr. Campbell cont'd) . . . .

Regarding the press, and the fact that maybe the light up there shone in their eyes, I wouldn't pay too much attention to them. They have so much punishment to endure here anyway in listening to us for so long that a little minor inconvenience like that would be of very small moment to them compared with what they have to put up with regularly. If something can be done to make the adornment of our Chamber which is really quite wonderful better appreciated by the members who sit here, then I'd be all in favour of that as well.

MR. ROBLIN: I just rise, Mr. Chairman, to tell my honourable friend that his two points of procedure have been noted, and we'll see that they're dealt with by the proper authorities. It may be that they can be adopted.

MR. SHOEMAKER: Mr. Chairman, I have a very minor complaint I suppose, or a trivial one, but it does irk me a little bit, and I know that I'll be irked again tonight likely -- to go out, after we rise here at 11 o'clock and find about four cars parked parallel at the bottom of the stairs, and I defy myself to even get my car out of its present parking space until those people who own those cars get their's out first. You can't do it! And gee whiz, after somebody gets up in the House and bawls me out, I've got a good notion to bash him to the side some night and see what the consequences would be. In fact, I'd like to know what the crimes are for improper parking and a few things like that down there and see that they're enforced, because most of the members park along where they should, where it says: "Reserved for members' parking", and I'm certain that one place that is not reserved for members' parking is immediately at the bottom of the stairs. I think that something should be done in this regard. I don't know who the offenders are. I don't know whether they're regular ones or not, but I believe that someone should look into this matter.

MR. CHAIRMAN: Resolution No. 71 passed. Item 3.(a) passed.

MR. PAULLEY: Mr. Chairman, I've been waiting for Item No. 72. I didn't take too much part in the question of the administration. The Minister hasn't convinced me that the administration of the Department of Public Works was in good hands as yet. Maybe before we've completed his estimates he may have convinced me. As is usual, we have been given by the Minister an indication of what is going to happen this year to some of our highways, and I just want to make a brief comment or two on the diminishing amount of work that it appears the department is going to be doing in the year '64-65.

I have one or two questions that I want to ask my honourable friend, the Minister. I note on Highway 1, Trans Canada West, there's 11.7 miles between Elkhorn and the Saskatchewan boundary that's going to have a considerable amount of work done on it -- bituminous base and paving. I want to find out from my friend if I can under whose jurisdiction was this road first of all brought up to the standard that was laid down by the federal administration, the standards to make it a part of the Trans Canada Highway system. I've travelled this particular section of road for a good number of times, and I always felt happy -- not because I'm a New Democratic or a CCFer -- I've always felt happy when I hit the Saskatchewan boundary, because there was such a difference between the surface of the Trans Canada Highway west, pretty well from Virden, going west. When you got into Saskatchewan on the same Trans Canada Highway it was like the advertisement for Sealy mattresses, it was like "sleeping on a cloud" by comparison with the road inside the boundaries of Manitoba. So I would like to hear from my honourable friend, the Minister of Public Works, if he can give me any explanation as to why this road is of the nature that it has been for a number of years. Who built the road, and is there any peculiar soil condition which seems to affect the road between Elkhorn and the Saskatchewan boundary.

Then I want to ask the Honourable Minister why is he discriminating against my home town the City of Transcona in respect of the Trans Canada Highway east, and west as far as that is concerned, because I don't know if my friend is aware of the fact or not, there are no signs at the cloverleaf just west of Symington Yards that indicate that Plessis Road is the road leading to the City of Transcona. Now anyone coming in from the east, when it's indicated the next exit off the road is Plessis Road it doesn't mean a thing to them. So I'm asking my honourable friend if he would please instruct his department -- I'm afraid now to write to the department incidentally Mr. Chairman, I want now to register this officially on Hansard and also to register it with my honourable friend, the Minister; will you please have one of your boys get

(Mr. Paulley, cont'd)... hold of a couple of signs, the one coming in from the east at Plessis Road, put another sign there "To the City of Transcona;" and then on the other road leading out toward the east where the turn off to Plessis Road is, in addition to "Turn Off to Plessis Road," "Turn Off to that great industrial centre, the City of Transcona." Now as I say to my honourable friend, I'm not writing to any of his staff; I'm asking him right here in this House if he would please do that so that the travellers will just know how to get to Transcona quite readily.

Now then I want to draw to the attention of the Minister a grave omission in his program as laid before us for the next ensuing year. On a number of occasions, Mr. Chairman, I've made a request of the Minister to carry on the work that has been started in respect of Highway 15 east. I know that the Honourable Member for Springfield can't talk because he's a member of the government opposite, but I think that he would agree with me at least in private conversation that it is desirable to continue the work on Highway 15 east to connect with Highway 4 with a good all-weather road eventually. A lot of work has been done to the east of Vivian and Anola; there's a lot yet remains. I regret very much that in the program for this year no mention is made at all of Highway 15. I do trust however that because there is the omission that this does not mean that the maintenance crews will be on Highway 15, because despite the high grade roads that my honourable friend is presumably building the potholes are -- well they're not building, they're becoming deeper and deeper on occasions on Highway 15. So with these high standard roads that my honourable friend is building I trust and hope that he will endeavour at least to some degree to keep some of the potholes that are developing on Highway 15 to the east of Transcona.

I do note that my friend is going to do a little work on Highway 59, 1.3 miles on Marion Street to Nairn Avenue. This is in my constituency and unlike the previous Member for Rhineland, the late Wally Miller, I can't say that there's nothing in the estimates for Radisson. There is. I note that my friend is going to start working on the drainage, concrete pavements and curbs, four lanes and an underpass on the CNR Redditt subdivision. I presume he means by this what we normally call the CNR mainline to the east. I'm sure that this will be appreciated Mr. Chairman, but I want to point out also that in connection with the link between Marion Street and Nairn Avenue there is the need for at least two more underpasses. I travel them every day that I come here to the sessions. I'm referring to the CPR Soo Line, where the switching is done for the Canada Packers and the Purity Flour and the likes of that. This particular crossing is quite frequently blocked with the switching of the cars at Canada Packers and an underpass is needed very greatly at this particular location. And then just east on Marion Street at the CNR line now leading into Symington Yards there has been a considerable increase in the traffic crossing Marion Street at this location. I'm sure Mr. Chairman, as my honourable friend must be aware, that Symington Yards is getting busier than ever due to the increased amount of traffic with the Canadian National Railways so far as that area is concerned, and that an underpass is also necessary at that location as well. So while I say I appreciate that everything can't be done all at once, Mr. Chairman, I want the Minister to give consideration, at least for next year, that underpasses may be built at the CPR Soo Line crossing and also at the CNR line to Symington.

I also noticed, Mr. Chairman, that the Minister is giving consideration, as a start, for the extension of the east perimeter from PTH No. 1 east to PTH 15, a distance of 3.5 miles, and this will help us from the general area of Transcona, East Kildonan and Elmwood, in a cut-off to get onto the Trans Canada, but I wonder whether the Minister can tell us when further work will be proceeded with to complete the east perimeter road to the location just a mile east of Transcona in the general proximity of the floodway.

I leave these with the Minister, Mr. Chairman, for his consideration. I might say that I'm sure that I can join with the Honourable Member for Springfield that at long last that famous four miles of road between Oakbank and Highway No. 15 appears to be on the books to have base and asphalt surface. You may recall Mr. Chairman that this little bit of road was the subject of quite a lot of scrutiny in the House with the previous Minister of Public Works in connection with letters and promises that were allegedly written by the Honourable the Member for Springfield, the former Minister and others, to the somewhat chagrin of the Liberal Party of Manitoba and the fact that it may have influenced an election and the election of a certain member in Springfield. So I say, Mr. Chairman, I'm sure the people of Oakbank are glad that

(Mr. Paulley, cont'd). . . at long long last, about five or six years, that this four miles of highway is going to at least be taken out of the mud and mire.

Again I say to my honourable friend that as much as I appreciate the fact that they are going to build the underpass under the CNR on Highway 59, that there is still the need -- in order to fully make serviceable the access road onto 59 it will be necessary for underpasses at the two points that I mention.

MR. JOHN P. TANCHAK (Emerson): Mr. Chairman I refrain from making any comments on the Minister's salary. I don't know because maybe I believe he earns his salary, but we'll not discuss that -- (Interjection) -- No, I don't think I'm a good boy either. Maybe when I sleep.

Now I'm going to refer to a clipping. Probably I should have left that for the Honourable Member for Gladstone -- (Interjection) -- Read it all, he says. This happens to be neither the Free Press nor the Tribune. This comes from Minnesota, from one of the daily papers in Minnesota, but two years old. I have no quarrel with the statement here. I'll just read you some of them. It's advertising our recreational facilities here in Manitoba and we're trying to encourage tourists to come and visit our beautiful province, the Province of Manitoba. I'll just read some of the -- not all of it but some of the different encouragements in this clipping, and it says: "Can't you feel the spray as the sleek white launch whizzes past? Smell the woody aroma of an open fire." I suppose you know where that comes from now, by the wording. "Hear the laughter of happy Manitoba people. Manitoba is the province for fun with its wide open spaces, beautiful natural playground." Now here's Riding Mountain National Park, Whiteshell and Duck Mountain Provincial Park's zestful climate, and so on. And I agree with all that, with all this description. It's wonderful. We've got that in here and it should attract tourists. Now I'll go to another paragraph: "In Manitoba you'll discover that wonderful free-as-air feeling. There are spacious well-equipped camps. Manitoba has Winnipeg too, it's bustling booming capital, offering fine restaurants." That's advertising restaurants. People have to eat when they come here. Then night clubs. I wonder if this isn't contrary to our rules. Night clubs sell liquor so I would say we're probably advertising liquor here -- indirectly. We might be breaking the laws of Manitoba -- night clubs. Now another one: "Racing at Assiniboine Downs." In the long last, even the government, who opposed the extension of racing are now boasting about that in here. And there's more. "You'll be surprised by the limitless space of Manitoba. You'll be impressed by its hospitality. Come and see for yourself this summer." So it's all wonderful wording. But when we look at a little map here that is drawn showing how the tourists from United States can come into Manitoba, I think it is pitiful, in fact almost criminal to show that to enter these recreational areas there are only two roads into the Province of Manitoba and that's where I think that this advertisement fails. It shows the No. 10 and No. 75 as entry to all these beautiful recreational areas and I think that it was a mistake made. I think that it's downgrading the Province of Manitoba. I don't think that they're doing justice to what facilities we have or what approach to the facilities we have in the Province of Manitoba.

Now I took the trouble to ask one of my friends -- I'm Scotch, I do not wish to spend too much money -- but one of my friends did reproduce this map, the map of Manitoba. I'll send one to the Minister so that he can see that for himself. Here you are -- (Interjection) -- I just got one more left, you give them back to me. You can plainly see the reproduction, only two roads, two highways to attract the people to these beautiful playgrounds. I think that was poor advertising in here. But that is not all. I suppose that this year -- it say the Bureau of Travel and Publicity, 334-3 Legislative Building, Winnipeg, Manitoba, Canada. I presume that this is the department under our Minister of Industry and Commerce. I don't know if he formulated this or whether he saw it before it went into the paper, but I think it is poor advertising to show only two roads. But that is not all. I know that we have more roads, more highways, fairly good highways, and I can mention some -- could have mentioned the 89 and you could -- No. 6 and several others that could have been inserted. This is poor advertising. I do not think that we're doing justice to the Province of Manitoba by showing only two roads. But that is not all. If this government with this great foresight could have spent a little bit more money and connected some of the highways which were under construction and completed, say even as far back as 1958, if they would have constructed a few more miles to

(Mr. Tanchak, cont'd)... extend these highways to the boundary, they could have shown at least three more on this. I am referring to No. 12 -- presently it's black-surfaced -- hard-surfaced as far as South Junction. If this government is as progressive as they would like us to think they are, I think that they should have completed by now the No. 12 and hard-surfaced to Middleboro. Our American friends have their road completed right to the port of entry, but here in Manitoba, I don't think that our progress was as great. We are failing now. We could have showed this road; we could have -- even at that time of course -- I'm not going to complain now because I see in the program that 59 will be hard-surfaced, not hard-surfaced but hardtopped to the port of entry at Tolstoi; so we'll be able to show another one. But it is regretful that 89 isn't shown here. It is also regretful that even in 1964, we will not be able to show another highway right close to the corner of Ontario and Manitoba, showing that the people from the eastern part of Canada and eastern United States could travel through to these summer resorts. I would like the Honourable Minister to check into that and I hope that in the future, the very near future, he'll be able to show several roads here, connecting our fair province with the roads -- good roads -- across the line.

Now, southeastern Manitoba in the past has been considered as an area not worthwhile -- many years in the past they have been saying, not too worthwhile if improving. I think that the main problem still is the same, that the government refuses to accept the fact that the people have settled in this area and they'll remain -- the settlement will remain there indefinitely. It seems to me that they still fail to appreciate the fact that this part of Manitoba has very very much to offer to the rest of Manitoba and to the tourists coming from across the line. We've got beautiful agricultural land in southeastern Manitoba. We've got industry, recreational areas throughout, and at this time I would like to pay tribute to the Eastern Manitoba Development Board, because this group was greatly responsible for opening the eyes of some of the people who thought that southeastern Manitoba is an undesirable place to live in and not worthwhile developing. Also at the same time I would like to pay tribute to the former Premier who was the first to appreciate the potential of southeastern Manitoba and he initiated the construction of No. 12 highway, also the Morden-Sprague, starting from the 75 stretching eastward and also the 59 from St. Malo through my constituency this was initiated by the Premier.

Now I'll come to this program and I wish to thank the Honourable Minister for considering my constituency. I notice that we have one major construction and that is the completion of the 59 from the Morden-Sprague to the international boundary and I'm thankful to the Minister for that. Also there's another 20 miles or so of ..... and fresh gravel from the Red River -- 20 miles east from the Red River. I appreciate that and thank the Minister for considering it and I hope that next year we'll have more. But I'm sorry to say that I'm not too happy with some omissions here. I was hoping that after the delegation that visited the Minister last fall, that he would have considered completing the construction of Morden-Sprague. There is only a short piece there, half way between Menisino and Sundown and on to the Piney corner. If this section of the road was completed we'd have had a through road from 75 connecting right down to 12. I'm sure that the people in that area would be very disappointed because they had expected to see that. I would like now to place this on record that in the future I will hold the government responsible for any further accidents occurring due to the poorness of that road, because in the last two years we've had several accidents on that road, especially between Menisino and Piney. There was one car which flipped right over, dug into the sand -- turned over -- and some of the passengers in the car were hurt. I don't think there is anymore excuse for not completing this road. I'm very much disappointed.

Now the Minister tells us that it is a matter of priority. I cannot fight with him on that. I do not know what the traffic count is, but to me it seems that it is the wrong attitude to take, and he did mention that -- he did mention before that sometimes the traffic count does not mean that just because there is a traffic count that the road will be built before another road with less traffic count. Maybe there isn't sufficient traffic volume on this Morden-Sprague from Piney down to the 75, but I'm sure that the Minister is aware that the good people of Ontario are presently building a highway from Port Arthur through Atikokan, through Fort Frances and on through Beaudet connecting -- I think that highway is highway No. 11 -- connecting with the No. 11 in the United States, going through Beaudet and then branching off to

(Mr. Tanchak, cont'd)...Middleboro. I believe that from Atikokan to Rainy River the road will be completed in Ontario. I'm not too sure of this, but I was told that they expect to have it completed this coming year if it isn't completed by now. Now if you look at that map, the most direct route from Fort Frances right -- partially in Canada -- and then crossing back at Rainy River into United States, down 11 to Middleboro, is the shortest route east. At Piney it switches north to Winnipeg, but from Piney to 75 we have the Morden-Sprague. If this piece was completed and accepted as a highway and eventually black-surfaced you would have a road extending from Fort Frances along -- not too far from the American border -- all the way to the Rocky Mountains. It would be a short cut to the western recreation for tourists, also for business and so on and we know that most of our tourist travel comes from the east because that's very densely populated. I am disappointed that the Minister did not at least -- I'm not pressing him this year -- because I know we've got some blacktopping or hard-surfacing in that area. I'm not so much disappointed that there's no black or hard-surfacing of the Morden-Sprague right through, but I am disappointed that this construction was not complete.

Now while I am on my feet I would like also to draw the attention of the Honourable Minister to the completion of No. 12. We've got at presently hardtop to South Junction. I cannot see any reason, unless it's a lack of funds, why there is no further black-surfacing so that we can connect this -- it's just a short distance -- not too much -- connect it with the hard surfacing across the border in Minnesota, at Middlebro. There's certain other omissions here that I would have liked to see. I know that people of St. Joseph -- the municipalities -- have been asking for an access road from the 75 to St. Joseph. It's only four miles and to date, although the 75 has been there for many many years, to date the government has not taken action on this part. That's about all I have to say at the present time. I hope that the Minister will heed my plea in the near future and in the next program, a year from now, I hope to see a little more construction in my area.

MR. SMELLIE: Mr. Chairman, I would like to chide my honourable friend from Emerson who, when mentioning the great tourist highways of Manitoba, neglected to mention perhaps one of the most important of them all, namely No. 83. No. 83 highway, for the benefit of my honourable friend from Emerson and others who may be listening, is the longest continuous numbered international highway in the world, running all the way from Brownsville, Texas, some 2,200 miles to Swan River in Manitoba, and on the way it passes through the scenic Manitoba highlands, and it doesn't forget such towns as beautiful Birtle, that town situated in the beautiful Birdtail Valley with its parks and swimming facilities in the summertime and beautiful autumn colours in the fall; and Russell of course where there are many attractions for anyone who wishes to visit that beautiful locality, including, but not the least of its attractions are the skiing resort in Manitoba, where recently through the efforts of local citizens there was opened the longest tow rope in this province -- (Interjection) -- Yes, we've got a ladder type too -- and a new ski lodge on the Assiniboine Valley. This lodge and ski resort are now attracting people from many parts of eastern Saskatchewan and from all over Manitoba. I would charge my honourable friend because he missed 83, the gateway to Manitoba's fabulous northland and the real tourist highway of western Manitoba.

MR. TANCHAK: The honourable member should get after the Minister of Publicity to put them on there next time.

MR. EVANS: I wish my honourable friend would either let me have the original advertisement or tell me just which edition of the Minneapolis paper it was. I'm quite unfamiliar with this and I'd like to trace it down.

MR. TANCHAK: If I give him the clippings the Honourable Minister may be able to recognize. I'm sorry I haven't got the heading of the paper. I had it with me last year, only I didn't bring it up.

MR. SHOEMAKER: Mr. Chairman, you will recall that I intended to make a few comments on Highway No. 34 and you advised me to leave it until we reached this resolution No. 72, and after some persuasion decided that I should do that.

Now I was comparing No. 34, or the subsoil in No. 34 to that of the Plumas-Waldersee-Glenella Road in that the soil condition in both areas is very light, and having established a grade, unless some precaution was taken to preserve it, it deteriorated very very rapidly. My honourable friend must be in possession of a letter addressed to him on February 21st last,

(Mr. Shoemaker, cont'd)... a copy of which went to the Minister of Agriculture, a copy to my honourable friend the Minister of Industry and Commerce, and a copy to myself, and headed "Highway No. 34." The writer of the letter was E. W. Goodrich, Secretary-Treasurer of the Gladstone Chamber of Commerce. This letter suggests that Highway No. 34 -- and the grade is only what -- about four or five years old, but it has deteriorated to the point that the farmers in the area will no longer transport their livestock over it. That's what the article says. Surely my honourable friend knows the content of the letter and no doubt has replied to it. But the secretary-treasurer of the Gladstone Chamber of Commerce points up their new industry, if you want to call it that, in Gladstone, namely, the Livestock Auction Mart. It goes on to say that it has met with a reasonable amount of success but could be used a great deal more if Highway No. 34 was put in better shape.

Now it seems to me, Mr. Chairman, that it's only good sense to preserve a road once you have established it, and I note that Highway No. 34 south of PTH No. 1 is hard-surfaced I believe, and I think there's something in the program is there not this year to do some paving on that section. I have made suggestions in this House on more than one occasion -- I was not able to prove it, but my guess is that the traffic count between Gladstone and Austin, the traffic count is equal to that between Austin and No. 3, and I was hoping that my honourable friend might give some consideration to doing something to preserve this highway from further deterioration.

MR. VIELFAURE: Mr. Chairman, I wonder if the Minister would give us some information on a certain part of Highway No. 52 which is known in the southeast as the "Dip." This particular point is located about four miles from 59 Highway and at that place a creek joins a main ditch and it has been a problem, according to our local newspaper, with the Department of Public Works since 1958, and I have no doubt that it is a problem. It seems that at that particular point the highway is continually sinking. They have tried to remedy this trouble and different approaches have been used. I know that a few years ago there was a drag-line there pretty well all summer trying to excavate; and then after that some drilling was done and some sand was pushed down these holes, if I'm right, to try and find a solid bottom; and then last fall an enormous amount of dirt was hauled into this particular spot. The newspaper at that time reported that every night the dirt that was being hauled there sunk by 18 inches. So my question to the Minister would be, has the department solved the problem so far as they're concerned, and can we expect to have this piece of road paved in the near future? I'm sure the Minister is aware that the rest of the road has been paved since 1962 and there's only a spot there about 100 yards long which is quite an inconvenience to the traffic.

Now while I'm on my feet, and I see that both Ministers are side by side and I don't want to start trouble between the two of them -- I mean the Minister of Agriculture and the Minister of Public Works -- this would be quite a fight -- but it seems to me that there is a lack of co-operation between the Department of Water Control and the Highways Department when it comes to water alongside the highways. Now I can understand that a few years ago the water has been put under the Department of Water Control and Conservation. However, the water itself does not always obey the orders from the department and still keeps on flowing alongside the highways where ditches have been built many years ago, and in my particular part of the country this has caused fairly serious problems.

Now I have had very good co-operation from the water control and conservation people, but in many districts they haven't yet provided an alternative for the water flowing alongside the ditches, and as far as I am concerned the ditch alongside the highway is still the proper and the channel that the water does flow along. Now I can understand the Department of Public Works not wanting this water alongside the highway because it is definitely not its place. However, like I said before, if there is no alternative for it I would think that the Department of Public Works should consider in many instances of making culverts bigger in order to accommodate this water until the water control and conservation has established a proper channel. This is causing many a farmer in the district heavy damage in the spring because of the water being retained alongside the highways.

MR. WEIR: Mr. Chairman, if I could reply to a few of these comments that have been made. I'm sorry that the Member for Radisson isn't in his seat. He enquired about the standards of PTH No. 1 in the area immediately this side of the Saskatchewan border, and I

(Mr. Weir, cont'd)...think that I am probably correct -- the member for Lakeside will be able to correct me if I'm wrong -- that this is probably the first section of highway that was built under the Trans Canada Highway agreement and it met the standards of that day that were established by the Government of Canada. With the experience that was gained from building roads throughout Canada on the Trans Canada Highway, the Government of Canada saw the errors of their ways and the standards were changed. The construction that's going on now, and there was resurfacing of one section of the road last year from Alexander to Griswold, and this will bring it up to the same standard roughly as the rest of the Trans Canada Highway.

He asked about soil conditions in the area. I think the difference probably is that in that day and age when they built a grade there wasn't too much known I suppose, certainly not too much done about what we would consider now as waste excavation that would not be put in the grade. In the period of years that has gone by between then and now, as the difficult section arose the waste material has been dug out and I think that it has all been corrected, or as far as anyone can tell, and when the surfacing is re-done there should be a first-class highway.

He mentioned the signs on No. 1 highway and I will certainly check into it and see what the circumstances are. He mentioned PTH 15 and I might say in the same breath that from the junction of PTH No. 15 west there is also a matter of concern of No. 12 from Anola south the same way as No. 15 is east. These are both areas that need work done on them and in due course we hope that this will come to pass.

He mentioned underpasses. I'll check with the department on the areas that he is talking about. I just can't place them. I'm not aware offhand whether they are on a street that is Metro's or a street that is the City of St. Boniface, but I'll certainly look into it.

He enquired about the section of the Perimeter Highway from No. 15 to 59. If everything goes according to Hoyle, the grading on the Perimeter Highway, I would hope, would be completed -- not this coming construction season but the following, the grade should be completed all the way around. The tenders that have been let now would be the piece between 59 and 15. The only area that is left is the area along No. 6 highway, which is actually two lanes of the perimeter highway, and the other two will go there to the west border of the perimeter.

Now the Honourable Member for Emerson I don't think expects too much comment from me. The remarks that he made were the ones that I would have anticipated. His people were in. I think he knows the circumstances; he knows the decisions that have been come to; and he knows, as he said a little earlier in the session, that progress is being made.

The Honourable Member for Gladstone has talked about No. 34 highway. I do recall the letter from the Chamber of Commerce and I do recognize the difficulties that there are with 34 highway. He left the impression with me that he felt 34 had a surface of a sort on it all the way south from No. 1. If that was the impression it's not correct. The double prime surface goes just below Highway No. 2, and the piece that is in the program this year is from No. 3 up to No. 23, an area that hasn't got surface now. He also I think will recall a delegation which attended my office some years ago with representatives of each community up and down the line in which the communities all felt that the thing to do with No. 34 Highway was to start at No. 3 and come north. This met the recommendations that we have and that is what is taking place on No. 34 Highway.

The Honourable Member for La Verendrye mentioned the -- I guess maybe the most difficult problem that we have on our highway system. He spoke of the vertical sand drains; he spoke of the movement and the experiment that was carried on there. The sand drains, while they were operative I'm led to believe worked fairly well, but with the shifting of the soil these sand drains became cut off. They can't be kept there. The work that has been carried on this year has been re-located a little further, I think it's south if I've got my directions correct, of the .....Drain to take it a little further away from this area in the road, hoping against hope that this will relieve to a degree the water situation. Do we think we've got it cured? In my opinion I don't know. What has happened is the earth has been piled on and it's been allowed to settle, hopefully settling to the point where it will form a base. As it goes down I think the natural tendency is for it to cone, and as it cones we hope that pressures will develop down there that will hold this base there, but I'm afraid that the answer that I've got to give him at the moment is, well we hope this is the answer but I honestly can't say.

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

He spoke about what he considered was lack of co-operation between the Water Control Branch and the Highways Branch. I don't believe this is the case, certainly not intentionally so. There are bound to be times I presume when it's difficult to get these people all together, but it is the practice of the Highways Branch to have the levels checked of all of our construction projects and approved by Water Control Branch so that the drainage of the highways, any way in which it can help or any way in which it would hurt the existing drainage pattern, or the proposed drainage pattern, are taken into consideration. Now I'm under the impression that it's being fairly effective. There may be areas where it hasn't been effective, I don't know, but certainly this is the effort that is attempted and as far as I know there is every co-operation between the two branches.

The Honourable Member for Brokenhead wanted the distance of the contract on Hoddinott Road, and .53 miles is what's been given to me, just slightly over the half mile. The information he wanted on provincial trunk highway No. 8A -- what contract were you talking about, the grading or the paving? I can give you both, probably that's what you want. The grading, 1.8 miles, the contractor was Mike Lurbanski and the price paid to the contractor was \$26,433.86 and it was by public tender. The paving was 1.8 miles; the contractor was Tallman Construction; it was by public tender and the total cost paid to the contractor was \$130,536.39.

MR. VIELFAURE: Mr. Chairman, I would just like to point out to the Minister that I wasn't mentioning new construction. What I had in mind was the highway between Steinbach and La Broquerie which has been existing for many years, and because of new ditches being built in the municipality and bringing additional water to the highways, although I recognize that it's not the D. P. W. responsibility to handle the water, the water is there and is being hampered alongside the highway because of small culverts and remains on the farmers' fields for quite a while in the spring. I wasn't referring to new construction because further down the line I would agree with the Minister that the culverts there are big enough to take care of the water.

MR. WEIR: Mr. Chairman, I'm happy to have this matter checked and see if there's anything that we can do to alleviate the problem.

MR. ELMAN GUTTORMSON (St. George): Mr. Chairman, I'd like to take this opportunity to express my gratitude that at long last No. 6 Highway is on the road program. I can assure him that the people of St. George and for that matter the people of Manitoba will be pleased to see that a substantial amount of work is going to be done this year on No. 6. As he knows, it's been a sore point with a lot of people, the fact that No. 6 has deteriorated to the extent that it has the past few years. I know that when the First Minister last summer at the meeting in Lundar in my presence and that of councillors and reeves, when he gave us assurance that a multi-million dollar program was underway for No. 6 it was well received, by myself for that matter and the reeves and the councillors who were in attendance at that meeting.

There's one thing I'd like to mention to the Minister though while I'm on my feet and that is there is some concern about a small stretch of No. 6 Highway north off Fairford which extends to the junction of Gypsumville and the Grand Rapids road. This is the road, a stretch of about four miles, running past the Gypsumville Radar Station which is in very bad condition, and if it turns soft, particularly in the spring of the year, we expect to have a great amount of difficulty. I know last year heavy equipment from the Radar Station was required to tow a lot of the traffic on the highway because they got stuck right on the highway. So if the Minister can see his way clear to doing something with this particular piece of highway it will certainly be appreciated by the residents in the area who will be most affected.

When the Minister speaks, I notice that he has one item here on No. 6. It says: 33.5, St. Laurent to PTH No. 6, commence grade, widening and gravel. I presume this is a program, which is going to start and perhaps he can explain what that really means.

Also, I'd like to ask the Minister when he's considering his program -- I suppose it's too late for this year but I've asked this in previous years -- to give consideration, to give top priority to the possibility of constructing a bridge or a causeway across the Narrows. As he knows, at the present time the only means of transportation is a ferry and this isn't too satisfactory. It only operates at certain times of the years and frequently the ferry breaks down and traffic which is dependent on this ferry is forced to travel a great distance around the lake in order to get to their destination.



(Mr. Guttormson, Cont'd.) . . .

The Minister could possibly bring figures to show that the traffic count on this ferry isn't as great as it should be, but I'd like to point out to him that a lot of people are just afraid to travel by ferry because it hasn't been as dependable due to engine failure or wind conditions to make it reliable, and then it's only good during the summer months when it is working, because in the wintertime when we have the ice of course only those persons who are very familiar with the ice dare cross the lake during the winter months. So I'd like to suggest that the Minister give consideration of a causeway or a bridge top consideration or top priority when he's planning his estimates for the following year.

I've been told that some work has been done and I don't know what department is doing it, whether it's the provincial government or the federal government. Some soundings were taken on the channel, I believe it was last year. Now perhaps the Minister has some plans for this; I don't know. He could perhaps elaborate when he replies.

MR. WRIGHT: I'd like to ask the Minister a question about the shortest -- I believe it's the shortest provincially-owned highway in Manitoba, but one which gives more people pleasure than possibly any other six mile stretch of road in the province. I refer to the river road from Parkdale to Lockport which was taken over I believe about three years ago. I believe it was the intention of the government to hard surface this road but I know that you've had considerable difficulty, not only with bank slippage but with the acquisition of property, but many people are watching to see what's going to happen because after all this is one of the real scenic routes in Manitoba. I'd like to know what is the immediate future of this road.

MR. WEIR: Mr. Chairman, if I could reply to both comments. The Member for St. George, as I have indicated to him before, there's no plans for any construction of the four-mile stretch around Gypsumville. If a problem does develop there this year we'll certainly have a look at it and see what we can do. I would be in the hopes that some of the areas that we've had difficulty with on Highway No. 6, with the reduction in the heavy traffic that we expect to experience this year, some of those same difficulties may not exist.

With regard to the item that shows up, commencing construction on the 33-1/2 miles, the intention is that the grading program will take two years. In connection with the Narrows, there has been a look taken at it and some material has been taken in the files which will be checked again very closely. The last time it was looked at it was felt that it wasn't economically feasible to construct a causeway in that area at that time, but owing to the fact that in the not too distant future we're going to have to either replace the ferry or do something with that area, reconsideration is being given to just exactly what is the right thing to do.

The Honourable Member for Seven Oaks mentions the river road. I think that he's probably fairly personally aware of the difficulties that we had when we had some plans for improving the road, and the price of the property was just entirely out of reach at that particular time. We've done quite a bit of repair work. We think that quite a bit of the difficulty on the shore of the river there, where the slips occurred, was possibly drainage. This has been repaired and hopes to have been fixed up, and there has been quite a bit of material put in there. For the present time, the only thing that I can promise him is that we hope to be able to keep the dust down with calcium. This is the only immediate answer that I can give him.

MR. TANCHAK: Mr. Chairman, this question is in order right here. I think the honourable member stated that the shortest highway in Manitoba is in his area. I would like the Minister to make the correction, because although we haven't got too many in my area, I can boast that we have the shortest highway in Manitoba in the Emerson constituency. I would like the Minister to make a correction.

MR. WEIR: Mr. Chairman, I think I probably brought it to the member's attention last year in the House. I've forgotten the exact distance, but I think the highway is No. 29. It's so small that it doesn't show up on the highway map. It's a little leg down in Emerson along No. 75 highway through the town of Emerson and -- (Interjection) -- A quarter of a mile, is it? It's not very long anyway, but it's No. 29 Highway.

MR. WRIGHT: Mr. Chairman, the road that I spoke about is not in my constituency. I didn't boast about it as being the shortest. I said that this six-mile stretch of road possibly affords more pleasure than any other six-mile stretch of road in the province.

MR. MOLGAT: Mr. Chairman, since we're discussing short roads and short programs,

(Mr. Molgat, Cont'd.) . . . in all fairness I have to arise and thank the Minister this year for one particularly short piece of road. He has included this year No. 19 Highway which is a total of 3.1 miles, and I note that he's going to proceed with the grading and gravelling structures of this highway. Although it's very short it is a fairly important highway in that it connects No. 5, which is now in good shape, with the east entrance to Riding Mountain National Park and does carry a substantial amount of tourist traffic during the summertime in particular, so I'm happy to see it in. I must say, Mr. Chairman, that this puts my constituency in the bracket now where I'm getting some roadwork because as I look back over the past two years there's absolutely nothing in, so this year I have to be thankful for the Minister for 3.1 miles. So by comparison with the last two years I am going ahead by leaps and bounds in my area.

I'd like to add my comments, Mr. Chairman, to those of the members for St. George regarding the bridge at the Narrows. I realize that this may be a costly item and that it would have to be carefully considered by the Minister. I do know that there were I believe crews there looking at it. The situation certainly is that during the -- well, from late fall until well into the spring the roads on either side are un-usable because it's impossible to cross on the ice at that particular location. The movement of water at the Narrows is such that the ice is not at any time safe to cross at that point and as a result no one can make use of that road. If it was possible to have a combination causeway and bridge it would make that whole section of road usable once again.

Also, the comments of the Member for Gladstone regarding the Plumas-Waldersee Road, there is a particular problem there because the present road which I think was built by the provincial government on 100% Other Road project -- this was some years ago -- does stop for no apparent reason and switches from a hard surface road into a straight gravel, and there has been several fatal accidents at that very point. The councils of Glenella Municipality have written the Minister on a number of occasions and I have written as well, and I would like his consideration of that one.

There's one other item, Mr. Chairman, which is important to the Province of Manitoba, not solely to my own area, important as well to the Minister of Industry and Commerce, and this is the access road to the Agassiz ski development near McCreary. Now this ski development, and I'm sure we'll be talking about it and I intend to say some things about it when we come along to the Department of Industry and Commerce, is extremely popular. It is carrying a very substantial traffic. The road inside the park, as I wrote to the Minister last summer, that portion which is under the federal department of parks has been completely rebuilt and hard surfaced, and it seems to me the Minister should give consideration in conjunction with the Department of Industry and Commerce in promoting tourist traffic to improving that section outside of the park.

There's an excellent hard surfaced highway No. 5 to within some four or five miles from the park entrance and there's just that one gap missing. So there's a good provincial trunk highway to McCreary; and inside the park there's a good 6-mile piece, from the park boundary to the ski development itself. There's just that gap in between which I think is reasonably the responsibility of the province and not of the local municipality. It should be brought up to those standards. I know that the Minister has had a resolution on this from the Chamber of Commerce of Manitoba. I wrote to the Minister last summer indicating what the federal people were doing. I don't notice in the items for this year, Mr. Chairman, that this has been included, and I would appeal to the Minister that, as I say not from my constituency because it's not of that importance from a constituency standpoint, but from the standpoint of the tourist traffic in Manitoba, that this should be looked into.

MR. WEIR: If I can just reply to that. We are watching the Agassiz road very closely this winter as the Leader of the Opposition will realize. Last winter's efforts of watching it didn't accomplish too much. The operations weren't there, and this is actually the first year which we've had to take a reasonable sampling of the use that is being made of it. My understanding is that it's being made considerable use of this year and in all fairness I think that he will acknowledge that there was a road to the boundary of the park and there was no road inside the park. It was only common sense for the federal government when they were doing their construction to build a good road, and certainly when this is done I would presume that the same consideration will be given to it. The road isn't very long and we'll certainly be having

(Mr. Weir, Cont'd.) . . . a very close look at it. This is really the first year that we've had to see what it was going to do.

On top of that I might say that we have taken the road over 100 percent. There's no cost to the municipality on the road. We look after the snow ploughing and we've done that since it started. Since that we've taken the road over as a provincial road by Order-in-Council and it is a Province of Manitoba responsibility, and no doubt if anybody's going to be doing any skiing this weekend, by the look of the weather outside I hope that the snow plough goes over it.

MR. MOLGAT: Mr. Chairman, I'd just like to appeal to the Minister to give consideration to rebuild this the coming summer if it is at all possible, because we are asking there that private enterprise do invest a substantial amount of money at the ski slope itself. This is to be at this stage strictly a winter operation and if it is going to be successful, it's important that there be a good access to it. I think this is of importance to all of Manitoba. The attendance figures are surprising this winter at Agassiz and I think we can look forward to bringing in traffic from the United States. These are the best slopes between the Lakehead and the Rockies and I would be very disappointed if the Minister didn't take what is actually not a big step, it's a question of 4 or 5 miles, and complete this and encourage the private development that is going on in there, encourage the area to really do a bang-up job of fine ski development.

MR. GUTTORMSON: Mr. Chairman, the Minister mentioned the cost of the causeway as considerable. Because of the great interest in this causeway or bridge, is the Minister in any position at this time to indicate just in general round figures what the cost of such a bridge or causeway would be? If he can't answer, he can't; but I was wondering -- I know the people up there are very interested in knowing.

MR. WEIR: No, Mr. Chairman, I'm not.

MR. JOHNSTON: I'd like to direct the Minister's eyes to No. 2 on the blue sheet here, the proposed by-pass around Portage la Prairie. It says under the "mileage", 7.7 miles. I'm sure the Minister has on his desk or will soon receive a request from about 95 percent of the business community in Portage that some consideration be given to shortening the broad sweep of the by-pass to go around Portage. I'd like to point out to the Minister that in particular on the east side of Portage la Prairie there will not be a great deal of growth in the foreseeable future, mainly because our waterworks system has not enough rise left in land to build any more streets on the east side of Portage, so if he could give some consideration to bringing the proposed by-pass closer to Portage on the east side because we believe there that there will not be a built-up area on the east side of the city. I think it's obvious that construction of this nature will affect a large number of businesses who have built up over the years and derived quite a bit of their income from highway trade. Now I'm not conversant with the west side, how close in you could bring the proposed by-pass, but in noting the length, 7.7 miles to go around a small city that is at the most 2 miles in length, I'm wondering if you're prepared to comment on this at this time.

MR. WEIR: Mr. Chairman, the only comment I've got is that an alternative plan has been submitted by the people of Portage. It's being studied at the present time by the department. What the outcome of their consideration will be, I don't know, but certainly they have come in with the other proposal and, as I indicated when I was at Portage la Prairie, the location wasn't definitely tied down. We were having a look at it, had looked at many of the angles, and the one that we have gone out with was the one that had looked most practical at that time. Now there's a lot of detail has to go into it yet before we're ready to go. I have indicated to the Mayor of the city that I would be prepared to go to Portage and discuss the situation when we get through here and after the department have had an opportunity to go over the plans that have been submitted.

MR. TANCHAK: Mr. Chairman, I just have two more questions and I'll be through. I'll not belabour the Minister any more. The first question: I would like to know the approximate cost per mile -- I know that the Minister -- it depends on the area the highway is built -- wouldn't have the exact figures, but approximate cost of gravel base and asphalt surface treatment as applied to 59, the approximate cost per mile. That's one question. Then another one. I've had letters expressing appreciation that after many years the Morden-Sprague has been accepted by the government as a provincial trunk highway. They mistook these letters or notices that went to the different municipalities stating that the Morden-Sprague is now the

(Mr. Tanchak, Cont'd.) . . . responsibility of the provincial government -- they took full responsibility for maintaining and so on -- and I don't think I deserve those letters of commendation because I know it's not a provincial trunk highway. But I would like the Minister to tell me when we can expect the Morden-Sprague to be designated as a provincial trunk highway. Those two questions.

MR. WEIR: Mr. Chairman, to answer the last question first, I don't know. With regard to the cost of base course and asphalt surface treatment, it could range any place I would think probably from ten to twenty thousand dollars a mile depending on where you are. The depth of base is different in various areas depending on the subsoil and the cost of gravel is different depending on the length of haul, and the best you can do is a very general statement of I think, probably in that neighbourhood.

MR. VIELFAURE: Mr. Chairman, is any new consideration being given to the relocation of the scale at West Hawk Lake?

MR. WEIR: Well, Mr. Chairman, this is a sore point with me. I've been holding off doing anything with the scale there pending a full study of the scales all over the province, because I feel that we don't inspect in enough places and we haven't got the proper distribution yet. I stood here last year and said the same thing but pressure of the other things in the department has prevented us getting down to doing it. I have a personal preference for the scale but I don't know whether it will ever come or not. I see no reason why the scale couldn't be located at the junction of 12 and No. 1A. As long as they have to go through a scale it tends to keep the trucks low enough in weight that you can check them. There is little other chance and we could catch both 12 and 1 with one scale, but I haven't got all the material yet to base it on so I've been holding off making any recommendations until I could get a look at the whole picture. I'm sorry I can't give a better answer.

MR. CHAIRMAN: (a) -- passed; (b) -- passed; (c) -- passed; (d) -- passed; (e) -- passed; (f) -- passed; (g) -- passed; (h) -- passed; Resolution 72 -- passed. Item 4, Resolution 73 -- passed. Item 5, Resolution 74 -- passed. Item 6, Resolution 75 -- passed.

MR. ROBLIN: We have come to the end of this Department. I am therefore prepared to move that the Committee rise. We'll proceed next time in this Committee with the order as shown in the book, Municipal Affairs next, followed by Labour.

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

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

MR. MARTIN: Madam Speaker, I beg to move, seconded by the Honourable Member for Brandon, that the report of the committee be received.

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

MR. ROBLIN: Madam Speaker, I beg to move, seconded by the Honourable 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 Tuesday afternoon.