

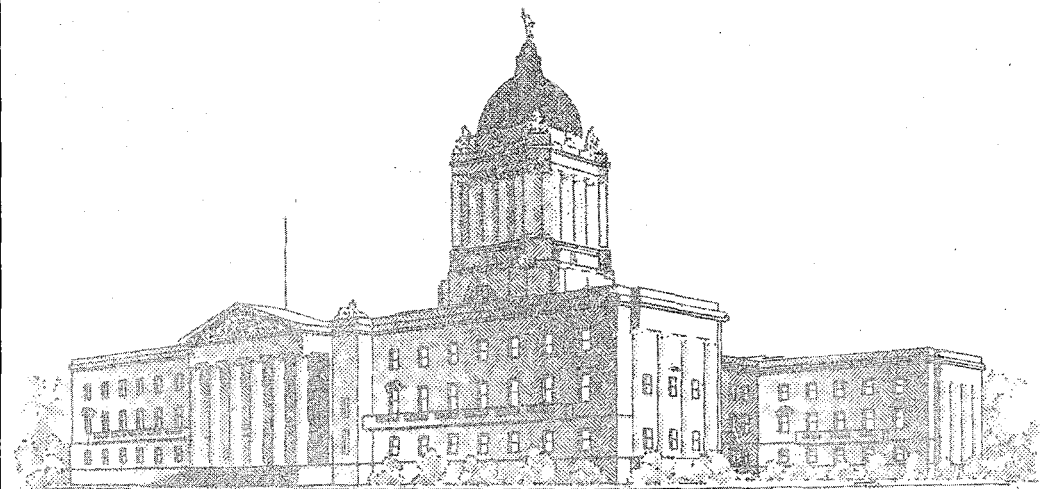


Legislative Assembly Of Manitoba

DEBATES and PROCEEDINGS

Speaker

The Honourable A. W. Harrison



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THE LEGISLATIVE ASSEMBLY OF MANITOBA

8:00 o'clock, Thursday, March 10th, 1960.

MR. CHAIRMAN: XI - 1. (a) (1)

MR. CAMPBELL: Mr. Chairman, I believe the Minister was going to answer some questions, was he not?

MR. THOMPSON: Yes. Mr. Chairman, I will commence to answer some of the questions which were asked before we adjourned. I think one of the last questions which was raised was that of the Honourable Member for Gladstone who was concerned with the question of the grants formula which applies on various types of roads. There are various formulas as he mentioned. Of course the Provincial Trunk Highways are 100% paid for and maintained by the province. We have 100% roads which are maintained and paid for by the province on a 100% basis. They are not provincial trunk highways. They are still under the jurisdiction of the municipality, but they are considered of sufficient importance as inter-municipal connecting roads and of some significance in the provincial picture and, therefore, they are built 100% by the province. In connection with market roads, the formula is to pay 60% of the cost of construction and maintenance; the municipality pays 40%. In connection with access roads, the formula is 100% to the province to a distance of five miles from any highway into a market centre. In connection with bridges, the formula is 60% to a cost of \$10,000 and 70% for the next 15,000 for the bridge, 75% for the next 15,000, and 80% for anything over the \$40,000 -- 80% for any bridge cost over 40,000. That is the contribution of the province towards bridge construction; a new formula which was introduced. Of course the access roads are a new formula. The market roads 60-40, 60 to the province, 40 to the municipality are not a new formula, but we did increase the hardtopping, I believe, the surfacing of market roads, and now pay 60% of that. The formula in towns or villages is 60% of the cost of construction of arterial streets and 40% to the town or village. That includes hardtopping arterial roads or streets, rebuilding and surfacing any that are approved as arterial.

Now I think that covers -- oh, the honourable member mentioned the J-3 and J-4 roads and the school roads. The J-3 and J-4 are, of course, those letters and figures refer to the estimates of former years where, I think, roads in unorganized territories were listed in one of those categories. Yes, J-3 or 4 in the estimates and aids to municipalities in another. Actually those figures do not apply to the current estimates. I notice that J-4 concerns the operation of ferries. The lettering has been changed. J-3 and J-4 are no other roads than those I have mentioned. And now in unorganized territory, I think I mentioned earlier, that the government assumes the role of the municipality and pays 100% of approved market roads. In local school districts it pays 50% with the local school district in unorganized territory, and the province pays 60% of the construction of any new school division road. These roads, of course, are first applied for by the municipality on the recommendation of the school division. They are examined by a representative -- the program for a particular school road is examined by a representative of the Department of Public Works and the Department of Education, and when it is brought before the departments, it's finally approved. If it is to be approved by the Department of Public Works then it's built on a 60-40 basis between the province and the municipality.

Now I think that covers the question of the grant formula program. Now some of the other questions on individual highways, I feel, should be discussed, or at least answered under the particular item of highways. I assume no one has any objection to that. Now I can't recall -- somebody can remind me -- I can't recall of any question that wouldn't come under the highway item. Any of the other -- that is there is no further general policy question that I can think of unless somebody wishes to remind me of it.

MR. PAULLEY: subway at Archibald . . .

MR. SHOEMAKER: Mr. Chairman, I thank the Honourable the Minister very kindly for supplying me with the information. There is, however, a couple of points that I'm still not clear on. Number one, as regards the grant formula for the towns, is there a limit in dollars? And then on school roads, the secretary-treasurers of the divisions and the secretary-treasurers of the municipalities involved can disregard this memorandum that went out to them on August 11th, that is the last two paragraphs of it, where it says that grants with respect to the year 1960

(Mr. Shoemaker, cont'd.) ... must be submitted to the municipal engineer not later than November 30th, '59. That is no longer so, I take it. And then, Mr. Chairman, I don't think the Honourable the Minister mentioned any new grant formula for the rural municipalities, or did he say that he would take that up when we get to Resolution 64?

MR. THOMPSON: No, I -- Do you mean new this year or new since we assumed office?

MR. SHOEMAKER: Well has it been changed? Has the grant formula to the municipalities been changed or is it still

MR. THOMPSON: The change in the grant formula as affecting municipalities which we introduced, any change would include the surfacing of market roads, 60%. The actual formula of 60-40 has applied for a few years, but the surfacing was included. The access roads, of course, affect various market centres in town and affects the rural municipality. And the bridges, the formula on bridges which I gave you is entirely new, an increased aid for construction of municipal bridges.

Oh, on the question of the school division memorandum, it's quite true that the memorandum was sent to the schools. The school divisions suggested that they should have their applications in by a certain date. That has not been a deadline. That was a request in order that the department might assemble the information and get it together and start rolling on it, but nobody has been cut off or refused and no application has been turned down because it didn't arrive on the date which you mentioned.

MR. SHOEMAKER: Well, Mr. Chairman, I am sorry that I missed two or three minutes here after 8 o'clock. I didn't get in. But did the Honourable the Minister answer the question as regards access roads where the town or village is beyond the five mile limit? When I asked the question -- the Village of Helston, for instance, is 6 1/2 miles from the highway. They want to know, is the government prepared to put in the five miles, the municipality will pay the mile and a half? Or if, as I pointed out before the supper, a case where it is 5 1/4 miles to make it more complicated.

MR. THOMPSON: Any situation like that I am sure probably could be taken under consideration, but the policy is definitely the five mile limit.

MR. EDMOND PREFONTAINE (Carillon): Mr. Chairman, I would just like to make a few remarks, and I will start by saying that it seemed to me that the Minister was somewhat apologetic for the fact that he realized, as many of us do, that the performance was not up to the promises that were made, not only in the election of '58 but in the session of '58 in October and November, when we were asked to approve an expenditure of \$33,000,000; the promises made in the election of '59 and again last July during the session when we approved of some other \$20,000,000. It seems to me that the Minister put the blame to quite an extent on the fact that we had very bad weather last fall. But it seems to me that we should not forget, Mr. Chairman, that we had the most beautiful construction weather from the middle of June to the first of September -- unusually good weather. The farmers were praying for rain during those 2 1/2 months. Everything went bone dry. They were the two best construction months that I think this province has ever seen, so that nature has a way to balance things and the overall situation for construction in the whole of 1959, to my mind, was not as bad as was made out to appear by the speech of the Minister the other day. And I say that instead of members of the opposition applauding when he made certain statements, that they should have asked themselves whether or not the performance was along the lines of the promises made. The Minister compared the number of miles that were constructed in the years 1957, '58 and '59. He came out with the nice result that there was 1/3% done in '59 than in previous years. But there was much more money and much better equipment to build roads in 1959, because the contractors have come out with new equipment. The manufacturers of road building machinery have turned out the famous

There were very few in '57, and in '56 none at all I don't think, but a lot of them in 1959. These machines turn out double the dirt in a day's work than the old machines that we had when we were constructing roads, so that with more money, better equipment and machinery at the disposal of the Minister, it's not surprising -- what surprises me is that his record of performance was not better than he told us that it was. That's the surprise as far as I am concerned. Certainly, Mr. Chairman, there's nothing to boast. It did not come close to matching the promises that were made.

Now the question of these access roads has me puzzled also to a certain extent. The

(Mr. Prefontaine, cont'd.) ... municipality where I live and have my land was told during the course of the summer that certain roads would be considered as access roads. One of them was an access road from highway 59 to the village of Otterburne; another one from the highway 59 to the village of Kerry. The municipality was told that the government would pay full maintenance on these roads. These are market roads, narrow roads, and I understood the Minister to say that an access road leading from a paved highway should be a paved highway also, the same type of road. I would like to ask the Minister whether he intends to rebuild these roads that we have, say from 59 to Otterburne, build them 34 feet wide as a trunk highway, present standard, or 30 feet wide as the standard was on 59 when it was built, and pave these roads; and whether that will be done this year.

The question of the mileage from the village to a trunk highway interests me very much because I have in my constituency the village of Grunthal which is approximately five miles as the crow flies. But there are obstacles there if the department would like to construct a road in a straight line -- natural obstacles -- and it would serve very few people. I wonder if the Minister would consider using the natural road which would add a mile and a half, and whether this mile and a half could be considered also as an access road and be paid for 100% by the government because of these hazards. I would be very much interested in learning from the Minister whether an access road has to be built on a full trunk highway standard if it meets a trunk highway; or if an access road could be built say 30 feet wide, or 26 if there's a road there, and if it's suitable to put the blacktop on that surface if it happens to be land that is suitable for this type of construction. We have certain roads in this province that have been treated with blacktop where the subsoil and the grade is good, on rocky and stony land, so that it has been able to withstand quite a load of traffic.

So this is about all that I want to discuss now. I know the question of locations of certain roads might come up, especially on the capital vote, because we haven't yet the road program. I would like to state that although \$88,000,000 has been voted for these two years, '58 and '59 -- my figure of \$88,000,000 -- 36 that we had voted in '58; \$33,000,000 in the fall of '58; and \$20,000,000 in July; so that I haven't seen many of those roads built in my part of the country. There were two roads that were approved of and in the program that was placed before us by the former Minister of Public Works, the 13 mile road from St. Pierre corner to Steinbach was to be a blacktop -- I don't know that anything has been done on it. I know that nothing has been done. I don't think the contract has been let and now we hear from the Minister that there might be changes. I hope that the changes will not affect this road. There was another promise made and a vote passed with respect to reconstructing from Morris to La Rochelle, highway 23 east. I don't know what the future of this road -- I hope that it will be done. I suggest that there might be some other roads that might be more important possibly than this one, but maybe this could be discussed later. For the present I would certainly like to ask the Minister whether he intends to reconstruct these access roads in my part of the country.

MR. THOMPSON: Mr. Chairman, we are not announcing here at the moment what access roads will be built, in fact I don't think it is the policy to list access roads. One of the roads which you mention in your area, I think in connection with that we should wait to see our program when it is laid before you. But access roads normally will not be tabled. No. They will not be tabled. But on the question of construction, you raised a point which I think is worthwhile in that connection because I believe I probably could have given the wrong impression if I did say that access roads are of the same standard as the trunk highway. They're not the same standard. They will be given the same surface as the adjoining trunk highway but not necessarily -- certainly not in most case, probably in every case -- the same standard. They may be narrower and they may have less base and so on, but they are not given the same standard. I don't like to further the weather issue, but the honourable member brought it up and said that we had some of the driest seasons on record. They keep a record in this department. I notice that he mentioned July. It says here that July was 21% above normal rainfall; August was 56% above normal rainfall; September was 76% above normal.

MR. PREFONTAINE: Mr. Chairman, this record was not taken on my farm because at that time everything was bone dry and kept dry. I don't know where the records were taken, but I'm a farmer and I know very well that we've never experienced such a dry spell of weather from the end of June to the end of August -- in our part of the country anyway. And I think this is pretty general too.

MR. HRYHORCZUK: Mr. Chairman, I happen to be 200 miles away from my honourable friend and the same conditions applied up there. We had very, very little rain during the summer months, but that isn't why I got up. Did I understand the Minister right when he said that he is not going to give us particulars of where the locations of these access roads are going to be? Well that surprises me very much, Mr. Chairman. Why would the Honourable Minister tell us that he's spending a million dollars for 62.6 miles, and 62.6 miles looks to me as if somebody took pretty accurate measurements. It's not 62 or 63 miles, it's 62.6, so I don't see why he can't tell us where he's going to spend that million dollars, in fact I think he should tell us.

MR. THOMPSON: I'm sorry. I can give you those. I was speaking about the ones we are planning for the coming year. I can give you that list of those that have been approved. I mentioned that work orders had been issued for them. I can certainly give you those. I don't know whether I have the list here at the moment. I'll get that for you. Let's see if I have it. Oh yes, here it is. Do you wish a copy of the list or would you like it presented?

MR. HRYHORCZUK: Give it to us verbally right now if you happen to have it. That's good enough.

MR. THOMPSON: Yes, I have it here. Yes. It's headed: highway No., town or village, municipality, nature of work, mileage and amount of work order. Those are the headings. We have Alexander in Whitehead municipality -- widening, gravelling and prime .6 miles for \$4200. By the way, in answer to the question which the honourable member raised earlier about trying to figure out the cost of the road, and he thought it was around I think \$15,000 per mile for an access road, and it didn't appear to be enough. These figures which I am giving you cover the amount of work for which an order has been issued. The access road may not be completed in these figures. It might be the grading or gravelling; or it might be some prime treatment or something; it might be part of the construction; they may have to have some other addition at another time. Now I read the first one. The next is Treherne, municipality of South Norfolk -- gravelling, base course, bituminous mat, 7/10 of a mile, \$17,000; Haywood in Gray municipality -- grading, gravelling and bituminous mat, 1.5 miles, \$22,500; Wawanesa, municipality of Oakland -- grading and gravelling, 3.2 miles, \$37,000; Nesbitt, Oakland municipality -- gravelling and prime, 3/4 of a mile, \$2600; Pipestone, Pipestone municipality -- seal coat, 1/2 mile, \$600; Darlingford in Pembina municipality -- base course, bituminous mat, 9/10 of a mile, \$18,000; Manitou in Pembina municipality -- base course and seal coat, 3/10 of a mile, \$4300; Cartwright in Roblin municipality -- seal coat, 6/10 of a mile, \$600; Holmfield, Roblin in Turtle Mountain municipality -- grading, gravelling and prime, 3.7 miles, \$58,000; Killarney in Turtle Mountain -- base course, bituminous mat and seal coat, 1 1/2 miles, \$21,200; Ninga in Turtle Mountain municipality -- base course, bituminous mat, 4.15 miles, \$67,000; Deloraine in Winchester municipality -- grading and prime, 1 mile, \$2500; Napinka in Brenda municipality -- grading, gravelling and prime, 4.3 miles, \$44,400; Arden in Lansdowne municipality -- bituminous mat, 3/10 of a mile, \$3000; Neepawa in Langford municipality -- seal coat, 7/10, \$1300; Newdale, Harrison municipality -- grading, gravelling, 1.1 mile, \$13,000; Strathclair in Strathclair municipality -- grading, gravelling and prime, bituminous mat, 1 mile, \$26,500; Shoal Lake in Shoal Lake municipality -- base course, bituminous mat, 1 mile, \$18,700; Kelloe in Shoal Lake municipality -- grading and gravelling, 4/10 of a mile, \$5500; Solsgirth in Birtle municipality -- grading and gravelling, 1.1, \$13,500; Foxwarren in Birtle municipality -- base course, bituminous mat, 1/2 mile, \$9300; Binscarth in Russell municipality -- base course, bituminous mat, 6/10, \$10,000; Russell in Russell municipality -- base course, bituminous mat, 1/2 mile, \$22,000; Kelwood in Rosedale municipality -- bituminous mat, 9/10, \$14,447; McCreary in McCreary municipality -- bituminous mat, 8/10 of a mile, \$6232; Ste. Rose in Ste. Rose municipality -- base course, bituminous mat, 1/2 mile, \$9900; Oak River in Oak River municipality -- base course, bituminous mat, 7/10 of a mile, \$10,200; Gilbert Plains in Gilbert Plains municipality -- grading, base course, bituminous mat, 1/10 of a mile, \$11,672; Grandview in Grandview municipality -- grading and base course, bituminous mat, 3/10, \$18,200; Warren in Woodlands municipality -- grading and gravelling, 2.1 mile, \$16,000; Highways 8 and 9, Arnes, Camp Morton, Ponemah, Whytefold and Matlock, in the Gimli, St. Andrews and Village of municipalities -- grading and gravelling, 5.8 miles, \$130,000; Netley, St. Andrews municipality -- reconstruction, half a mile,

(Mr. Thompson, cont'd.) ... \$2,475; No. 9, Petersfield, St. Andrews -- base course plan, 1/2 mile, \$5,000; in Gimli, Gimli municipality -- base course, bituminous mat, 7/10's, \$57,000; Minto in Whitewater Municipality -- base course, bituminous mat, 45/100 of a mile, \$15,000; No. 10, Erickson, Clanwilliam -- base course, bituminous mat, 4/10 of a mile, \$17,005; No. 11 Highway, Lac du Bonnet in Lac du Bonnet municipality -- base course, bituminous mat, one mile, \$26,006; Belair, Local Government District of Alexander in connection with Highway 12 -- grading and gravelling, 1 1/2 miles, \$35,000; No. 14 Highway, Rosenfeld in Rhineland municipality -- base course, bituminous mat, 3/4 of a mile, \$15,000; No. 14, Plum Coulee in Rhineland municipality -- base course, bituminous mat, 1.1, \$19,700; No. 15, Transcona in Springfield municipality -- base course, bituminous mat, 3/4 of a mile, \$15,000; Hamiota in Hamiota municipality -- grading and gravelling, 1/4 of a mile, \$12,000; St. Leon in Lorne municipality -- grading and gravelling, 1.6 miles, \$23,500; Fairfax, No. 23 Highway, in Whitewater municipality -- gravelling and prime, 8/10, \$2,200; on No. 41, Manson in Archie municipality -- grading and gravelling, 4/10, \$8,000; No. 41, McAuley, Archie municipality -- grading and gravelling, 3/10 of a mile, \$5,500; Niverville on Highway 59, in Hanover municipality -- gravelling, 3 miles, \$7,000; No. 83, Melita in Arthur municipality -- base course, bituminous mat, 7/10, \$16,500; Pipestone, No. 83 -- I thought I read that before, this may be another step -- yes, it is, the other was seal coat -- base course, bituminous mat, 8/10 of a mile, \$16,000; Miniota in Miniota municipality on Highway 83 -- grading and gravelling, 1/10 of a mile, \$2,000; San Clara on Highway 83, the Local Government District of Park -- grading, gravelling, one mile, \$15,000. That's the list of access roads for which work orders have been approved but the work is not necessarily done.

MR. HRYHORCZUK: Mr. Chairman, from that list it's quite evident that the southwest part of this province is pretty well blanketed. -- (Interjection) -- Well there may be a good reason for that, maybe there are no such creatures in Hamiota. But I notice that when you get down into the northern half of this province, or the heart of this province, there's very little work on that program. In my own constituency there is on No. 5, there's some work there in Gilbert Plains. I never noticed anything in the northern part of it or in the eastern part of it; nor have I noted any in my very good friend the Honourable Member from Swan River, had any access roads in his constituency, and I am very much concerned with that part of the province too. And I was just wondering whether the Minister intends to extend that program? Is he going to bring in some further appropriations in that regard or is that the end of them for 1960?

MR. THOMPSON: That's just the beginning. We'll be carrying on with this program.

MR. HRYHORCZUK: Will the Minister be in a position to give us details of his future plans before we're through with these estimates?

MR. THOMPSON: No. No I won't have those.

MR. HRYHORCZUK: That means we poor fellows up north will have to wait until 1961 before we know whether there is going to be anything done or not. Is that it?

MR. SHOEMAKER: It was interesting to listen to the Honourable Minister give us the list of the 62 some odd miles of access roads that were built or are to be built under this program. But I think it does just point up what I said earlier, that it appears that the "squeaking wheel gets the grease". Now supposing that -- (Interjection) -- and my honourable friend from Ethelbert-Plains apparently hasn't been squeaking loud enough. But supposing, Mr. Chairman, that the Honourable the Minister receives requests from various municipalities this year for two or three hundred miles of access roads. In what order does he intend to deal with them or to put the road in? In what order?

MR. GILDAS MOLGAT (Ste. Rose): Mr. Chairman, in the list that the Minister read to us, could he give me the figures in mileage again for Killarney and Warren? Could I have the figures in mileage that you gave us for Killarney and for Warren? Killarney was amongst the first and Warren was about halfway past the list.

MR. THOMPSON: Killarney was 1 1/2 miles, and Warren, 2.1 miles.

MR. MOLGAT: I just wanted to verify those, Mr. Chairman, because that's the note I had made. Now from what I recall of both locations, neither are that distance from the highway, and I just wonder what the policy is in this regard because it seems to me that the Minister in speaking this afternoon in reply to the Member from Brokenhead said that all accesses were single access. Now take the case of Warren, for example, as I recall the location there, the

(Mr. Molgat, cont'd.) ... highway just skirts around the edge of the village, and I don't remember being at any point beyond a mile from the village. Now how do we get 2.1 miles of access road if we are only building one road in, and similarly with Killarney.

MR. THOMPSON: On Warren, it seems to me that it's longer than a mile into Warren from the highway. I have been there on occasions at hockey games in fact -- (Interjection) -- Yes I guess so. The general policy is certainly one way now; but there may have been some special circumstances, I am not sure. But I would say that --

MR. PREFONTAINE: paving the main street?

MR. THOMPSON: Yes it includes paving the main street, to the end of the business section.

MR. MOLGAT: Mr. Chairman, the Minister can't be expected to know every detail, I realize, because he is fairly new in the department. I wonder if he could check for us and see which ones of those locations have double accesses and which ones have single accesses. I don't need the information now; later will be all right.

MR. RIDLEY: the road into Killarney. If they didn't want that, I think the committee would agree to take it off. I don't know if the member from Turtle-Mountain would agree to that or not.

MR. CORBETT: Mr. Chairman, to get away from these access roads for one minute, the Honourable Member for Carillon and the Honourable Member for Ethelbert told us about how dry it was in their constituencies. I wonder would the Honourable Member for LaVerendrye tell us how dry it was out around Ste. Anne and Niverville this summer?

MR. STAN ROBERTS (La Verendrye): Mr. Chairman, I concur entirely in what has been said by the Honourable Member for Carillon, I believe, and the Honourable Member for Ethelbert-Plains, because we had the driest two months from the 15th of June until the 15th of August that we had ever experienced in the area; and the easiest two months for road construction and the easiest two months for farming that we have ever experienced in the area because of the dry weather.

MR. J. M. FROESE (Rhineland): Mr. Chairman, what is the government's policy in regard to re-building the roads? Highway No. 14A from Rosenfeld to the U. S. border is in a shape where it's a wavy surface, and it's all right if you proceed at a slow speed, but if you hit a little higher speed it's almost impossible to drive on it. Secondly, the highway needs shoulders very badly. And also in connection with highway 32, a newly constructed road, which I think is a very good road and the people in the constituency really appreciate having a road like that, but it has a lot of heavy traffic on it. However, there are two sections about probably a mile each where you have these holes, pot-holes and holes breaking through. I think something should be done on that road before it gets into too poor a state. It would be much cheaper to do something on it at as early as possible a time before it gets into too poor condition.

MR. A. J. REID (Kildonan): Mr. Chairman, I don't know if the Honourable Member from Rhineland or Carillon have mentioned this road that I am going to speak about. I am going out of my constituency. That's highway 52 between 59 and Steinbach. Now the Honourable Member from Carillon he can remember, it was built when his party was in power and there's been all kinds of money spent on it. There is a section, just about oh, I'd say half a mile from 59 where a creek runs right through the roadbed. Every fall -- time and springtime there is no road, and I am sure that this spring the same thing will happen whether we have any rain or snowfall or dry or wet. There is no road because it's in a swamp there. And I believe myself, and I have to travel that road, which unfortunately I can say the "out-laws" live out there, so I drive out that way, and I have been travelling that road quite a number of years and it sure is -- every spring and fall-time you go through there either you have to get dragged through there or you have to detour. And there has been thousands of dollars spent on that road, on that 52 there, so I don't know what the engineers, when they go on construction, why they spend all that money. Actually what they need there -- there should be a bridge built there and I don't know if the engineer, I mean the Minister of Public Works has that under advisement or whether he knows about that stretch of road but, well I can estimate it's been how many years now, about 6 years, maybe more, has been thousands of dollars poured in that road and if they don't put a bridge abutment there or something there'll be thousands more dollars spent there. I think it's a useless waste of money, in fact the dragline is sitting there right now that was left there last fall, and this

(Mr. Reid, cont'd.) ... spring they will be on the job again. So it's just waste of money, Mr. Chairman.

MR. LYON: Mr. Chairman, as Attorney-General I would like to ask a question of the honourable member. If he could let me know where these "out-laws" are that he is referring to, I'd be quite happy to have the RCMP look into the situation for him.

MR. PREFONTAINE: Mr. Chairman, I'd like to add a word about this 52 highway and this Tourond Creek that comes from the southeast and follows number 52 highway for six miles in a straight westerly direction. This road was started by the former government in the spring of '58. I believe the contract was let but the construction was only started when there was a change of government. It is a very bad spot and the government, the new government has had difficulty since it started to administer the department; the difficulty is still with us. They constructed that road in the fall of '58; they reconstructed it last year in '59. It's not completed and there's great danger for the water to run across the road and flood part of the constituency of LaVerendrye and the Municipality of Hanover and Ritchot next spring if the department does not watch what's going to happen. Fortunately the Tourond Creek has been reconstructed and we hope that we will be saved the damages that have occurred in the past. But there is one flaw in the construction, and that is, that the bank on the south side along the creek is not quite high enough to protect the land on the south side of that bank.

MR. ELMAN GUTTORMSON (St. George): Mr. Chairman, it's customary for the Minister each year when he starts his estimates to give us the miles of proposed road work each year. Does he intend to do that this year? When will we be getting it?

MR. THOMPSON: When the list is tabled and circulated.

MR. GUTTORMSON: Pardon? When do you intend to table the brochure indicating the amount of road work planned for the year. The number of each highway.

MR. THOMPSON: Under the highway item of the estimates.

MR. CHAIRMAN: 1 (b) passed.

MR. JOHN P. TANCHAK (Emerson): Mr. Chairman, I would like to put in a few words. I also wish to concur in what the Honourable Member for Carillon and the Honourable Member for Gilbert Plains have said about the weather. I didn't hear the Minister mention June -- July and August, and I think September precipitation was read to us but not June, and I would say that June, July and August and part of September were very dry months in my area but -- (Interjection) -- That's quite true. They were quite dry. In fact the farmers were worried in July that they just had enough rain to keep the crop surviving, but what I wanted to know -- I don't think the Honourable the Minister, he's too busy right now, I don't think he'll hear me -- I don't think he heard the Honourable Member from Gladstone before. I think the Honourable Member from Gladstone asked a question which wasn't answered, and that is, in case some more applications from municipalities come in for access roads this year. He asked in what order, what preference they will be treated. I'm interested in that too because I have several access roads that the municipalities have applied for. One is the road from Sprague to No. 12. They were promised that road a year ago and nothing has been done on it. Another access road was at St. Jean, and that's where the Honourable the First Minister himself at a meeting before the elections, told them that it was a disgrace that such a forward looking town as St. Jean hasn't got a proper access road, although I must say that the road wasn't as bad as he really described it at that time. There were a few holes -- it was the old No. 14 before the 75 was built, but since it was promised these people are still waiting. He said he's going to give them a 20th century road, not a road full of potholes and so on. True, it was the town or probably the Public Works did fill in some of those holes, but it wasn't what was promised. The promise wasn't kept and I'd like to know about this access road, also the access road to St. Joseph. I understand from the 75 to St. Joseph, I understand, that they applied for that road. I'd like to know about that. They haven't received an OK on it. The road to Ridgeville, access road, and the road to I'd like the Minister to answer the questions whether the department would consider and in what order, what preference would they be given?

MR. THOMPSON: I would say that priority will be given to those roads which are located in the area where general construction may be going on this coming year, that is, it will be more economical to tie them in with road construction which is going on in the general area. Otherwise, it's purely a matter of engineering advice and we would line them up in that manner.

MR. REID: Mr. Chairman, I was just wondering if the Minister or his department have ever taken under consideration a survey of road -- I don't know whether you call it an access road or a connecting road between No. 1 and 59. I know many of the honourable members have travelled the No. 1 highway in the summertime and from St. Anne's in, you travel about 30 miles an hour, bumper to bumper, and you get over further we've got a very good road on 59, about two miles over, two or three miles, and the road is practically empty. So I was just thinking if the Minister could take it under consideration or have a survey from St. Anne's over to 59, have a connecting link there and re-route some of that traffic from No. 1 over to 59, and there'd be a more steady flow of traffic and we could use both highways; because there is a gravel road but it's not straight through, and I don't think that if a survey was taken it would be not a very major project. We're talking about connecting links and I think that would be a very good project. In fact I brought it up at the last session and the previous Minister was going to look into it, and now we have a new Minister and I'd appreciate it very much if he would take it under consideration and look into that matter.

MR. SHOEMAKER: Mr. Chairman, we've had a pretty thorough discussion on what constitutes 20th century roads, and the Honourable the Minister has suggested that the new specifications call for greater structural strength and much heavier sub-grade base and base course and so on. Now is the Honourable Minister suggesting that these new specifications result from new engineering thinking in this regard, or is he insinuating that the former administration knew about them all the time and simply refused to follow the advice of the engineers?

MR. THOMPSON: Mr. Chairman, I can only say that I do not know what prompted policy adopted by the former administration. I had no say whatsoever in what policies were decided at that time. I do know that under this administration we have adopted this policy.

MR. CHAIRMAN: (a) passed; (b) Post Office: (1) Salaries (2) passed; (3) passed.

MR. CAMPBELL: Could we get the numbers there of people in each case, Mr. Chairman? While the Honourable Minister is looking the number of salaries for both (a) and (b) up, I was just wondering if it might be more suitable to the convenience of the Minister in these cases if he would, at the beginning or the end, run through all the salary items at one time and save us raising that question and save him the bother of having the question come up on every one of the individual items where the salaries appear. Would he prefer to do that now and put the numbers on record all the way through this department, and then we wouldn't have to be interrupting him each time with the salary question.

MR. THOMPSON: You'd like the salaries in each section.

MR. CAMPBELL: Yes, if you could do it that way, and then we wouldn't have to interrupt each time.

MR. THOMPSON: Under XI 1 (a) the number is 42; XI 1 (b) 7; XI 1 (d); and XI 2 (1) is

MR. CAMPBELL: It's whatever the Minister prefers, Mr. Chairman. I've no ...

MR. THOMPSON: It doesn't make very much -- perhaps it might be quicker to get them each time then I would only have to thumb through here once. That item where I left off, I'll just give it to you. XI 2 (a) (1) is 35.

MR. CAMPBELL: That's under Legislative Buildings?

MR. THOMPSON: Yes.

MR. CAMPBELL: Thank you.

MR. THOMPSON: Shall we go back to the beginning and -- (Interjection) -- Yes, I see.

Fine.

MR. CHAIRMAN: 3 (b) passed.

MR. HRYHORCZUK: Mr. Chairman, was the Ministry of Propaganda created this year, because I notice there was no postage last year in the estimates.

MR. THOMPSON: postage of course now is the expense of the Department of Public Works for all departments. The postage here you'll notice is

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

MR. CAMPBELL: Mr. Chairman, I notice there's quite a change in the taxes downward. What's the reason for that? \$20,000 down.

MR. THOMPSON give the opposition that information. The decrease is \$20,000. I believe the reason simply is that there was more estimated than required last year. The

(Mr. Thompson, cont'd.) ...taxes are about the same.

MR. CAMPBELL: I think that would likely be true, Mr. Chairman, because I'm sure that nobody finds taxes going down any place so likely there was -- I see the Minister of Education looking up -- they'll be going up not down I suppose. Likely it was an over-estimate, was it, Mr. Chairman?

MR. THOMPSON: Yes, it was an over-estimate.

MR. HRYHORCZUK: the grants in lieu of taxes item? Is that what this is.

MR. THOMPSON: Yes, this includes grants.

MR. HRYHORCZUK: Well, Mr. Chairman, I would just like to make one comment here. We still have considerable crown lands in the Province of Manitoba and some of these crown lands are found in organized municipalities as well as unorganized and disorganized, and whenever a municipality constructs a road or a piece of drain that has to run along these crown lands which are not revenue bearing, they still cost the municipality just as much as if they had been inhabited and were revenue bearing; and I would suggest, Mr. Chairman, that the Minister, together with the other members of the Cabinet take a hard look at this and see if they wouldn't agree with me that there should be a small grant in lieu of taxes on all crown lands; and I would suggest that the amount be say ten cents an acre which isn't a big amount but it would help to reimburse the municipality for constructing municipal works alongside or adjoining crown lands.

MR. CHAIRMAN: (d) 1 and 2 passed; (e) passed.

MR. CAMPBELL: In this one, Mr. Chairman, the item is considerably increased. I suppose that's due to the fact that we are self-insurers, is it? And that some particular accident or accidents have happened to employees. -- (Interjection) -- That's what I mean.

MR. HRYHORCZUK: It would appear to me, Mr. Chairman, the only accident that could have happened to them is that they are unemployed. Are the numbers of unemployed going up or are you anticipating anything of that nature?

MR. THOMPSON: No, no, the rate -- the government of Canada unemployment insurance increased their rates effective October 1st '59.

MR. CAMPBELL: other tax increase.

MR. MOLGAT: Surely they didn't increase them that much though, did they? I'm one of the first ones to admit that the Federal government have increased taxes tremendously. I agree that this Government is doing the same, but surely not from \$26,000 to 45? Is there an explanation, Mr. Chairman?

MR. THOMPSON: If you wish some further comment on that the government share of unemployment insurance for casual employees which policy was made effective June 1st '54. That's what we're estimating here -- the \$45,000 that's the employees' share. Unemployment insurance shall be paid only with regard to time certificate employees and not with regard to established or provisional employees. Unemployment insurance is paid only to those with a time certificate category, who present only unemployment insurance books or who request such payments. And unemployment insurance is paid only to those in the time certificate category who are eligible under the Federal Government schedule for such payment but the increase appears to be shown there. That's the only explanation I can give.

MR. LAURENT DESJARDINS (St. Boniface): Mr. Chairman, how many employees does that cover, the unemployment insurance, how many are covered under this plan and how many were covered last year?

MR. THOMPSON: I'll have to get that information. I haven't it here.

MR. FROESE: Mr. Chairman, under the revision last year was it not that only employees having a certain income would be covered by unemployment insurance, but under this revision, I think, more of the higher class or higher paid people were also eligible under this new plan and that is the reason for the increase in cost, is that it?

MR. CHAIRMAN: 62 Administration \$645,135 passed; No. 2 Operation Maintenance, Government Buildings (a) 1.

MR. ARTHUR E. WRIGHT (Seven Oaks): Mr. Chairman, under item 2 Operation and Maintenance of government buildings I would like to take a couple of minutes to make a few remarks. In regard to our own building here, I think we will all agree that this building is one of the finest on the continent, but I think that as building that's needed for a more utility purpose

(Mr. Wright, cont'd.) ... it does not meet -- fill the bill. For instance, the other morning, Tuesday morning, at Law Amendments the first speaker tried to make himself heard and turned around and just about gave up the ghost. Now there is such a thing as familiarity breeding contempt and I suggest, Mr. Chairman, that perhaps we have been guilty of this too, in regard to our own building here from the viewpoint of utility. Good communications is the very essence of good government. If you don't understand the other fellow, well it's that much more difficult. I think even this morning in Law Amendments, one of the speakers expressed dismay over the fact that he could not be heard. In all sincerity, Mr. Chairman, I think it is time to take a look at this building because we should not only look at it for its beauty but also for the purpose of being able to get the business of the government done; and I would sincerely suggest that perhaps we will have to change our thinking and it might be more practical to have our committee meetings in the basement where we could properly accousticize the place; so that when we invite these people to come to speak before Law Amendments we will have better communications, and be able to hear what it is that they are trying to tell us. Now I think that looking at the building -- take the members rooms and the caucus rooms -- the accoustics in there is deplorable. While we admire the handiwork that went into the building of it, that doesn't do us very much good when we are trying to be heard and trying to be understood. The lighting in there -- in the members room -- it is pretty difficult even to read a newspaper. Now one of the first places you meet the rest of the members in the morning is sometimes in the washroom and for someone to even be so boisterous to say good morning in a loud voice, it is just deafening. The sound reverberated from all the hard surfaces there and it is impossible to understand what anyone is saying. I submit in regard to this chamber, Mr. Chairman, that we are not only violating the regulations of the Fire Preventions Act, the Health Act, and I could go on to find many more acts, for instance, being a non-smoker I look around from time to time and find the floor burning here with butts all over the floor with wax on the floors; and I would humbly suggest that these antiquated ink wells that we have here, and are not in use, be turned into ash trays because if we are going to allow smoking I think we should do it with some semblance of modernizing it. Now, no. -- (Interjection) -- Mr. Chairman, I work for the railway and I have staged a one man crusade against cuspidors; as far as the Health Act is concerned, Mr. Chairman, the fact that we are -- and I should say too, though that the staff are very, very conscientious in as much as they try to keep the drinking glasses clean -- but we are drinking in the washroom from the same drinking glasses; we are also using the same hair brush and I thought the other night when I looked in the mirror that as a result of using that perhaps my hair was thickening a little and some of it might become transplanted. However, I'm serious about this though, I think the time has come when we should take a look at the building. For instance, Mr. Chairman, the page boys have to run constantly for water to the outer room when all that's necessary is to place an 18" by 18" by 4" high refrigerated drinking fountain at the back of this chamber. It would not be an eyesore and I certainly think it would certainly be appreciated. -- (Interjection) -- Well, I don't think it would hurt to take a look at the washroom, to put paper towels in there, or to have paper cups in there and it would not hurt if we even took a look at the idea of installing electric razor outlets because there are many of us who come here in the mornings at 9 o'clock and don't get out of here till 11 and that 5 o'clock shadow begins to show up and I think it would probably make us look a little better about this time of the night. We could even have a barber shop and I would say we could even have a manicurist in a day or two if you wanted it.

However, one thing, Mr. Chairman, it does strike me as being very necessary, and that is I believe that we should have when the Minister is going through his estimates -- and it's easy to understand how he needs the assistance of his deputies; now our laws here prohibit the deputy from coming down here into the chamber but we have noticed that there's quite a lot of liaison going on between the deputies and the Ministers, and while we have a couple of fast young fellows here to do the running, I would humbly submit that I don't think it would be beyond the realm of reason to have a sort of intercom for Cabinet Ministers during the estimates. It would certainly speed up things and I don't see anything wrong with it. We can't expect the Ministers to have all the information and if it is necessary to get this information why not do it in a more open manner. Someone suggested that we have individual desk lights but I haven't got to the stage where I can't see that far yet.

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

We might also consider, Mr. Chairman, in lighter vein, that we could even have a metered gate; to help to defray the expenses we could charge these members who are continually running in and out of here; we could plan a ten cent fee on them so that they would help to defray the cost of some of these things.

I look around, I don't know what it looks like from the gallery, Mr. Chairman, but when you see the waste paper that gets torn up and so on all over the floor here along with all the butts -- it must look rather unsightly from the gallery and I think we should look into the problem of disposing of it in a more civilized way. Someone has suggested if we want to glamorize the place a little more we could even replace our page boys with sort of cigarette girls like we see on the TV and the cabarets and so on. But anyway, in a more serious vein, Mr. Chairman, I don't want to take too long, I do think the time has come when we could well look at our own House here because I think that we have a building to be very proud of -- but I think we could make it more utilitarian and this business of proper communication is of utmost importance, because if we don't understand each other I don't see how we can get along. For instance, I will tell a little story: In West Kildonan some two or three years ago we initiated the meetings with the other municipalities in regard to uniform taxation in regard to gas, and we invited all the other suburbs to come to West Kildonan in our new municipal hall and to meet with us; we had three meetings there and harmony prevailed; Mayor Juba then suggested that it was a little far out to come and he suggested that the next meeting be held in the Winnipeg city hall; and I might tell the House that that meeting ended in chaos, and in trying to analyze the reason for it in view of the previous harmony, I was led to believe that because in the Winnipeg city hall the acoustics are so deplorable I don't think that any one of us knew what the other fellow was saying. I just wanted to go on record tonight, Mr. Chairman, as asking the Government to give some consideration and appoint someone who is trained in this business of bringing this building up to par.

..... continued on next page.

MR. CAMPBELL: Mr. Chairman, the Honourable the Member for Seven Oaks has the same idea that I was going to speak on except that characteristically I was not prepared to advocate such sweeping innovations as he has suggested. But I was going to deal with two particular matters that have been, I think, rather emphasized in the last few days in Law Amendments Committee. That was that I thought that in there we should move now to get some public address system installed because it has been difficult for some of the people who have been appearing there to make themselves heard. I suppose this is another case where honourable members on that side of the House will say why didn't you do it when. Well, the main reason was that we didn't have people to come over protesting against leaders of legislation or the government policy in the days when we were there. They naturally were very pleased with what was being given there and we didn't have the huge crowds that now come to tell the government what they're doing wrongly. But whatever the reasons for the fact that they are there, there have been a lot of people attending and a lot of important legislation to be dealt with, and like my honourable friend I was going to suggest a public address system in the Law Amendments Committee room. And then I just getting around to about the same idea that he was in another particular in there, because I think that's one place, more than here, where we need a water cooler, because I notice that a lot of folks seem to get pretty dry in there -- whether it's their contact with the speeches that some of my honourable friends make in there as well as here, and whatever the reason the gentleman who guards the door and carries messages and such like has, from my own observation, brought a pitcher of water in six or seven times during a morning and carts a series of glasses around to different people, some of the honourable members even being so lazy that they won't go down and get one for themselves, and to the speakers and I'm sure that as the Honourable Member for Seven Oaks has mentioned that the Health Department probably would wonder a bit about the glasses that we use in there. So I wasn't going to go as far as all these other innovations but I had thought of a public address system in the Law Amendments Committee room and certainly a water cooler there. Now we were talking a little while ago about whether this was or was not a dry summer -- I don't know, but it's been a dry session and a lot of people seem to need the services of the water cooler and I'd say particularly in the Law Amendments Committee.

MR. CHAIRMAN:.....the gentleman speaking would have gone one step further and suggested a cup of refreshment for the Chairman of the Committee during a long session.

MR. CAMPBELL: I think that's a good idea.

MR. L. DESJARDINS (St. Boniface): Mr. Chairman, if we're going to make all these changes in this building I think that there is one we definitely should not forget is the cafeteria downstairs. I think the service for so many people is very bad, very slow, and I think that the place is a little small with all these people -- I don't know when all these people work but if they only take 15 minutes a day, it's a long 15 minutes. I wonder how many hours are wasted there, but nevertheless it is needed, and I think that the service seems to be very bad.

MR. CHAIRMAN: 2 a (1)

MR. THOMPSON: I wanted to refer back for a second to the question which was asked by the Honourable Member for Ste. Rose that there are roughly at least 4,000, and they vary from four, five and six personnel thousand that are casual - casual employees of the province. As I mentioned earlier the Civil Service is not concerned with this unemployment insurance but the figure varies in casual help -- it ranges -- some years it has ranged from four to six or seven thousand. So it covers quite a number of individuals.

MR. MOLGAT: I appreciate now. Is the change there largely due to the increase in the personnel or is it -- what part of it is due to increase in personnel and what part of it is due to the increase in the rates charged by the Unemployment Insurance Commission?

MR. THOMPSON: According to my information the increase in rates is the cause of the increase in the item.

MR. PAULLEY: Mr. Chairman,there's the budget over-expended already even before we pass it. Mr. Chairman, I was just going to make one comment insofar as the -- is it under this item that the salaries for the casual help in the sessions are paid out of or is that in the Assembly?

MR. THOMPSON: That's in the session.

MR. PAULLEY: Fine.

MR. CHAIRMAN: (2) passed

MR. CAMPBELL: (2) of what one, Mr. Chairman?

MR. CHAIRMAN: That's (2) of (a) in item 2 - the supplies. (b) 1 - Government House.

MR. CAMPBELL: Mr. Chairman, I wanted to make some remarks and ask some questions in this regard. More than once I have in the last two years, I have protested, if that's the right word, and seriously about the fact that the form of the estimates have been changed. Now change is not necessarily wrong and I'm not against it per se, but I think it's a mistake to change the form of the estimates unless it leads to giving additional information or makes the item under discussion more clear. And I would like to ask the Honourable Minister what is the reason for the change in this case because for the last two sets of estimates that we have, the last one of the former government and the first one of the present government, we showed this item, Maintenance of Government House, as (a) Salaries; 1. Regular staff; 2. Lieutenant-Governor's staff allowance; then (b) an item for shrubs, plants, etc. -- that's not the one I'm discussing, it's the -- here instead of showing it in that way we now show it - Salaries and Staff Allowance (2) Supplies, expenses, equipment and renewals. My complaint, Mr. Chairman, and it is a complaint, is that this is a change that does not give additional information. In fact I think it instead fails to disclose the information and that a change of that nature should not be made. What was wrong with the former way of showing this matter, and I'm not talking about the supplies, expenses, equipment and renewals item? If it's preferred to not go into all the detail that was there before then I have no objection to that but my contention is that the way it was shown before, in the estimates that we had prepared and in the ones that, the first ones that were prepared by the present government, was the right way. It gave the correct information and that being the case, why change?

Then I have the other comment to make, Mr. Chairman, because I've been mentioning this item, this point, on quite a few occasions and I think it's one that we properly keep bringing to the attention of the government, that is, the tendency to increase the costs of government. As I figure this one out there's something of the nature of a 22 1/2% increase in this item as against the one of two years ago. Now I ask the government if that is necessary. I can understand some increase in the salaries of the permanent staff, but what is the justification for increases in other regard? And I'd like to hear what the Minister has to say particularly for the change in the form of the estimate that's put before the committee.

MR. THOMPSON: Mr. Chairman, the salary figure which I have for '59-60 is \$16,260. I think this salary figure is not the -- the one on the left -- is not the total for that item. There was an additional vote I understand in connection with that salary item in last year's estimates as with other salary increases as shown on page 30 of the estimates of last year. So that the actual increase there is \$55 -- \$55 in salaries. Now regarding the change of form, this particular form was considered to be more concise and there's certainly no objection at any time to giving any honourable member the details of that item - \$16,315, which is an actual increase of \$55 over last year, which includes the Lieutenant-Governor's staff allowance of \$8,000; Secretary to the Governor \$4,335; the Gardener of the premises \$3,480, and holiday and sick relief \$500, making a total of \$16,315. Now as I say, it seems to me that the information is available at all times and I don't think the change which was mentioned by the Honourable the Leader of the Opposition is designed in any way to not give out full information.

MR. CAMPBELL:.....Mr. Chairman, is that -- if it's just for the sake of conciseness I don't see the benefit of changing it to salaries and staff allowance. My contention is that the year before it was properly shown in regular staff and then the Lieutenant-Governor's staff allowance, because I believe that's what it is. Is that not correct, and if that's the way it is then why change, that's my point? As far as the increase in the total amount is concerned, the figure two years ago was \$15,780; it's now \$19,315. I make that a difference of \$3,535. I still say that's approximately 22 1/2%. Now --(Interjection)-- Yes. Then there is of course included in that the thousand dollars extra as compared to two years ago in the item of Supplies, Expenses, Equipment and Renewals. Why, I don't think this question was raised the occasion of the last estimates. I'd like to know why the increase was necessary or is necessary now in that item.

MR. THOMPSON: There is no increase in the Supplies, Expenses, Equipment and Renewals.

MR. CAMPBELL: Compared with two years ago?

MR. THOMPSON: Oh, compared with two years ago, I haven't the figure here for two years ago. I know that the figure of three thousand which is in the current estimates is made up of certain items. Furniture and repairs 1,300; plants and shrubs 300; water, light and gas 750; printing, stationery, telephones, telegrams, miscellaneous 650; or a total of 3,000. And the heating of course for the building supplied by the Central Power House, and the cost is not charged to this particular vote.

MR. CAMPBELL: Mr. Chairman, what I was asking you is why, and I am comparing with two years ago because those are the last estimates that we prepared and I'm naturally interested in comparing the way the present government operates its various businesses compared to what the other government did. And as I estimate it there's 22 1/2% increase in this particular one and the Lieutenant-Governor is paid, of course, by the Federal Government, not by us. But the fact that he receives a residence, a very fine residence, benefit of the tax-payers of the Province of Manitoba, that he gets heat, light, water and all of these things supplied, I am wondering why the increase is necessary and particularly the increase of \$1,000 in the Supplies, Expenses and Renewals.

MR. THOMPSON:.....of course was effected last year not this year. I have no information on hand to explain the difference.

MR. CAMPBELL: If the Honourable the Minister would get it later it would be quite satisfactory to me, Mr. Chairman.

MR. GUTTORMSON: Mr. Chairman, the Lieutenant-Governor is driving a new car. Who pays for that? Does the government of the province pay for that or who pays for that?

MR. THOMPSON: I understand it's the expense of the Province of Manitoba.

MR. GUTTORMSON: Is this a new policy?

MR. THOMPSON: I think not.

MR. GUTTORMSON: Pardon?

MR. THOMPSON: I don't know of any change in that policy.

MR. GUTTORMSON: I believe that the previous government never bought the car for the Lieutenant-Governor.

MR. CAMPBELL: Mr. Chairman, I want to make that perfectly plain. As far as the previous government is concerned we did not supply a car to the Lieutenant-Governor. I understand that the government now does supply the car. Is that correct?

MR. THOMPSON: I think that's correct and I am sorry if I -- I had the impression that it was always the case but I think it's correct that the province now supplies it, but I'll have to have that confirmed, that information.

MR. GUTTORMSON: Well, what about the operating expenses of the car, like the gasoline and so on? Does he pay for that or does the government pay for that?

MR. THOMPSON: I am not too familiar with the Governor's car. I'll have to get the information on both the up-keep and the initial cost.

MR. GUTTORMSON: Mr. Chairman, last summer when Her Majesty was here, a function was put on at Government House and a number of persons were invited. Does the government share in the cost of that expense?

MR. THOMPSON: I don't think this department shared in the cost of that expense. Not to my knowledge.

MR. GUTTORMSON: Did any department of the government share in that cost?

MR. EVANS: Mr. Chairman, I'd say -- I'd better not answer that, I am not sure enough in my own mind. I had something to do with the arrangements at the time, but I am sure I can find out. This is the dinner you are referring to, the one that was given at Government House. Well, I won't undertake to answer off the bat, at this moment. I'll get some information for the honourable member.

MR. GUTTORMSON: Did the government have any participation in the guest list that was prepared for that occasion?

MR. LYON: The answer is no. Let's get off public.....and onto Public Works.

MR. CHAIRMAN: (c) (c) (1) passed. (2) passed. (c) passed. (d) (1) passed.

MR. THOMPSON: Yes 11, 11.

MR. CHAIRMAN: (d) (1)

MR. PAULLEY: Mr. Chairman,(d). I have noted over the past number of years that this is an ever increasing amount in particular for the item number 2 which as I take it, includes the amount paid for rentals. I am wondering if the Minister would be kind enough to inform the Committee as to the rentals paid for the auxiliary buildings in Winnipeg for the information of the Committee. And further to that, as I understand when the new government building is completed that there will be a number of these locations or buildings under rental that the staff will be moved into the new building. Now, I wonder if the Minister could tell us, and he may not be able to give it to us in any great detail, but how many of the auxiliary buildings now being rented by the province will be able to be -- the staffs absorbed from those buildings into the new provincial buildings and what are the terms of the leases in respect of those buildings? Are we faced with a situation in respect of some or all of them where there is a lease-term agreement that notwithstanding the fact of soon being able to get into our new building, that we will be still forced under lease agreement to continue paying rent for these auxiliary buildings or some of them?

MR. THOMPSON: Yes, Mr. Chairman, we expect to be able to dispose of the use of certain government buildings now required after the new building is ready for occupation. In fact there will be some that are owned by the province which will, I expect, be disposed of. So they'll be put up for sale because they will not all be required. Now I am not just sure of any amounts or any leasing. We have had occasion, I know, to take on some additional rental space in the past while but I am not sure of the buildings which are leased now which will be no longer required. I wouldn't be able to give any information on the length of the lease or what particular building will not be needed after the new one begins operation. I haven't a breakdown -- did you ask for the total rentals paid by the province for?

MR. PAULLEY:.....

MR. THOMPSON: Yes I can give you a breakdown. For each building?

MR. PAULLEY: If you haven't it available at the present time, rather than ---

MR. THOMPSON: I have it, not in the total figure; I have it on various items throughout each of the buildings which are granted by the province or owned by the province.

MR. PAULLEY: Mr. Chairman, if the Minister would undertake to have the various buildings listed with the rental being paid at the present time and the term of the lease, and also if it would be in order to indicate which buildings that are government owned at the present time that may be disposed of. Now I don't know whether policy would permit that in order to give anybody an advantage over -- eyeing situation over, or not in respect of buying the buildings but as far as I am concerned if the Minister would undertake, and I think he can insofar as the lease term is concerned of the buildings that are now being rented in addition to the amount of rent being paid. And also a list of the government owned buildings where the staff will be absorbed into the new building, I'd appreciate that very much.

MR. THOMPSON: I can certainly give you the rentals, this evening if necessary, but they are spread over quite a few pages. I can dig them up. But on the question of whether we should announce a list of buildings which will no longer be required and which will be for sale, I think it would be against public policy at the present time to do that, until they are actually advertised for sale.

MR. PAULLEY:.....do not undertake to give me list of the rentals and the term leases on those which you have. Thanks.

MR. CAMPBELL:

MR. MOLGAT: And also I notice here, Mr. Chairman, that in the past this item always read maintenance and rentals, or at least rentals was mentioned, now it's been specifically removed and I would gather from comments of the Minister that this does still cover the rentals.

MR. THOMPSON: That's the rentals right here.

MR. MOLGAT: Now there is a very substantial increase there, Mr. Chairman, both in the salaries and in number 2 item. Could the Minister explain particularly the number 2, how come there is that much of a rise?

MR. THOMPSON: I am afraid I would have to give you the total.....The reason, no doubt, would be that we have five -- there are five new buildings required. Five new buildings rented in the last year.

MR. MOLGAT:.....those are, and if he has the rental of them.

MR. THOMPSON: Yes, the Ingram and Bell Building; the office building, 545 Broadway; Power Building, Portage Avenue; 191 Lombard Street; and an office building at 116 Edmonton Street. Now those will no doubt be the cause of the increase in that item.

MR. FROESE: Are the rental values based on the floor space, or on what basis are they calculated?

MR. THOMPSON: I believe that the rentals are normally, and probably they might be based on floor space but they're normally a matter of negotiation between the landlord and the tenant, which is the province.

MR. MOLGAT: I assume that these new buildings are required to house all the new civil servants that my honourable friends have hired.

MR. THOMPSON: Mostly the ones you hired.

MR. CHAIRMAN: 1. passed; 2, passed; E. passed. F. (1) salaries.

MR. THOMPSON:.....Winnipeg there's 35 in that item. Yes, it's under E -- Buildings outside Greater Winnipeg.

MR. CHAIRMAN: F. passed. G (1) Salaries.

MR. MOLGAT: Mr. Chairman, we haven't got F. yet and also I notice there a substantial decrease in F. (2). Could the Minister explain it?

MR. S. PETERS (Elmwood): Mr. Chairman, I wonder if the Minister would give us all the salaries and then we wouldn't have to stop him as we go along.

MR. THOMPSON: Yes, there are 12 salaries in this item F, and the major decrease here is because the item for fuel has been greatly reduced. There has been a conversion from coal to oil and a new boiler which results in a tremendous saving in the cost of fuel.

MR. MOLGAT: Was there no consideration, Mr. Chairman, at that time of a change to gas rather than oil now that the area is supplied with natural gas and my understanding is that there is a very substantial saving on the use of gas as compared to either coal or oil. Now if we were going to make the change should we not have considered that?

MR. LYON: As one who used to be an habituary of the Law Courts Building along with some other lawyers, I know that there was a big hole over by the end of the Power House Building for a good number of months and I think, unless I'm mistaken, that this conversion started, and I'm speaking only from recollection, I think it started in the time of the former government at which time -- I know that there were big tanks lowered into this hole as I saw in my daily trots back and forward from my office to the Law Courts Building -- I couldn't speak for what was going on at that time though about the conversion.

MR. CHAIRMAN: G (2) passed; (3) passed; G passed. H (1) salaries.

MR. THOMPSON: I would imagine -- I notice that there's an increase in the \$30,000 -- \$29,400. Oh, part of the -- there was an increase in rates under the new agreement with City Hydro which is the cause of some of the increase in that item. I haven't the exact figure, the breakdown on that. My information says that the new agreement with City Hydro provided for a rate increase.

MR. CHAIRMAN: G. passed. H. ...

MR. MOLGAT: From the comments of the Minister, does the.....garage take care of all the utilities as well as the straight civil service ?

MR. THOMPSON: No, no.

MR. MOLGAT: Well, does it take care of the Hydro vehicles then, or when he said new arrangements for rates with the Hydro what did he mean?

MR. THOMPSON: I'll have to get that information on that matter respecting the rate increase to the City Hydro and tie it in with the other question.

MR. CHAIRMAN: H. (2)

MR. THOMPSON: Salaries of 19.

MR. CHAIRMAN: Is that the salaries on.. You got the salaries. H. Passed. I. (1) Salaries.

MR. THOMPSON: Salaries are 27.

MR. CHAIRMAN: (2) passed; (3) passed; I. passed. J. Salaries.

MR. THOMPSON: 19.

MR. CHAIRMAN: (1) passed; (2) passed; (3) passed; J. passed. K. salaries.

MR. THOMPSON: Salaries are 36.

MR. CHAIRMAN: (1) passed; (2) passed; K passed. L (1) Salaries.

MR. THOMPSON: Five.

MR. CHAIRMAN: (1) passed; (2) passed; L. passed. M. (1) Salaries.

MR. THOMPSON: Four.

MR. CHAIRMAN: (1) passed; (2) passed; M. passed. N.

MR. SHOEMAKER: Mr. Chairman, on M.(1), did I hear the Minister correctly when he said four salaries there for \$42,000?

MR. THOMPSON: Our four regular employees -- there are a number of provisional workers. I haven't the figure on labourers, gardeners, etc., except the total which is \$32,250 so that the other salaries are the difference. There are several part time workers in this connection.

MR. CHAIRMAN: N. (1) passed.

MR. MOLGAT: Mr. Chairman, on general maintenance, I believe there used to be the Provincial Architect; now, is there still a Provincial Architect and if so, who is it at the moment?

MR. THOMPSON: Yes we have a Provincial Architect, Mr. McPherson. Total salaries here are \$18,000.

MR. CHAIRMAN: (3) passed; N. passed. Resolution 63 - Operation and Maintenance of Government Buildings, \$2,136,372. Passed. Appropriation 3 - Highways, Aids to Municipalities and Public Works (a) 1.

MR. REID:highways I was just wondering now, the perimeter highway -- I know how much construction has been done on it this year. I was just wondering about the bridge between Municipality of North Kildonan and West Kildonan -- I was wondering -- it would be an opportune time in the winter time to start construction on it, or is there an appropriation in for it for this year or next year, or when, because after all when the highway comes to the river and you can't get across it, it's not much use of a highway, and I see it's pretty well graded up there but I don't see any bedwork done on a bridge there, or any start, or attempt -- I was just wondering if the Minister knows anything about that bridge between North Kildonan and West Kildonan on the perimeter highway, or will it be constructed this year or next year, or any information on it.

MR. THOMPSON: Well, I think probably we should take a look at that when the program is submitted. I wouldn't be able to say at this time whether it's proposed or not.

MR. REID: Mr. Chairman, it's a matter of necessity. What I mean, you've got a road leading to the river and you've got to cross the river so the bridge has to be there. I was just wondering when it is going to be -- (Interjection) -- jump across. That's the only information I wanted, Mr. Chairman, whether it was going to be built this year or next year. (Interjection) Well, not any trouble getting across, but you couldn't get across -- you can get across on the ice now I believe, but in the summer time you wouldn't be able to get across.

MR. SHOEMAKER: Mr. Chairman, we have had some discussion on the No. 4 highway from Gladstone to Neepawa. It was referred to by one or two members previously and I, too, am a little concerned about the condition that it was left in for the winter months. And it was interesting to me to note an article in the Neepawa Press of about a week ago when the Honourable the First Minister and the Honourable Minister of Municipal Affairs, they both made a trip to Neepawa a week ago last Saturday and both of them referred to the road as the "rocky road to Dublin" -- that 's quoting both of them in the Neepawa Press. It is passable, I will admit that, but when the Honourable the First Minister and the Honourable the Minister of Municipal Affairs refer to it as the "rocky road to Dublin" you can imagine that it isn't in very good shape. Now it is going to be bad in the spring and there's no getting away from that. Last year during the construction of it, it was completely closed off for a considerable length of time; the traffic was completely closed off and as a result of that, the traffic had to seek detours on either side of the road. One road in particular that took a terrific beating was the Carberry road and I think the Honourable the Minister knows what road I refer to when I say the Carberry road. It is a stretch of road, it is classed as a secondary highway, about 26 miles in length and leads on to Number 1 highway. Now I know the Honourable the Minister is quite familiar with it because about two months ago a delegation from some three municipalities, from the Town of Neepawa and the Town of Carberry and myself, met in his office with him and the

(Mr. Shoemaker, cont'd)....purpose of that meeting was pretty well to decide what was going to be done next year as regards to condition of the Carberry road. I think, as a result of that meeting, that we were told the following: No. 1, that it would be maintained 100% by the government so long as it was being used as a detour; and No. 2, that once the detour signs were taken down that it would be put back in its original condition, that is, as it was on May 1st, 1959. And then following that, that a traffic count would be made to determine the amount of traffic that goes over it and if the traffic count was heavy enough that we could make application for it to become either a 100% road or a provincial trunk highway. Previous members have mentioned traffic counts and I feel Mr. Chairman, that this does determine to a great degree whether the government should assume 100% responsibility on some of the roads. I don't know how a municipality qualifies for a 100% road. I don't know what the difference is between a 100% road and a provincial trunk highway, but either one would do us because I understand that both of them are paid for 100% by the provincial government. I would also like to know what is the policy of this government as respects the detour roads that are used as such when the main trunk highways are under construction, because it is a concern to the municipalities. A lot of this heavy traffic goes over roads a mile south or a mile north or a mile east or a mile west of the road under construction, and it simply chews the municipal roads all to pieces. I think that it's only fair to ask the provincial government to assume the cost of the damage done to these municipal roads. And then again, Mr. Chairman, just last Saturday when I was home for the weekend, I had a farmer come in to see me who lives on the new No. 4 highway, and he said that the dust hazard was so great last year that he really couldn't see his buildings from the highway at times. In fact he suggested that the gravel and clay dust, if the wind was in the right direction, was so heavy that it was killing all the garden; in fact he suggested it was simply no use in putting a garden in this year unless the government intended to use chloride, water or oil on the highway while it was under construction to keep down the dust. I wonder what the government intends to do in that particular regard?

MR. THOMPSON: When our policy with respect to the road which you mentioned is as he stated, that we will maintain the road while it is being used as a detour, and we will put it back into the shape it was in before it was taken over. I think I can say that that is the policy of the department with respect to roads which are required for detours when other trunk highways are under construction. Regarding -- I'm unable to state any particular policy on the question of whether the road he mentioned should be oiled or not. I'm sure those matters can be given consideration.

MR. CHAIRMAN: (a) 1 - passed.

MR. MOLGAT: Usually we received from the Minister this complete descriptive program for next program. Now one of the members asked about that later. Did I understand the Minister to say that we would be receiving it under this item?

MR. THOMPSON: No, I intended it -- I said under highways, I intended to mean by that Item 3 (j), excuse me 3 (i). No, I intended it further on. I had the impression that -- oh, provincial trunk highways, that covers maintenance. It can come in now if you wish or at that item, whichever you

MR. MOLGAT: I think Mr. Chairman, it would be the best if we could get it under the administration and operation which is the general item under highways. If we could have the program then it would facilitate the discussions of the committee.

MR. THOMPSON: I shall ask those within the sound of my voice if they'll kindly arrange distribution.

MR. CHAIRMAN: 1.

MR. MOLGAT: Mr. Chairman, I think we're waiting, are we not, for the.....

MR. CHAIRMAN: (b) 1 - passed.

MR. THOMPSON: Could we move on to the -- do you wish to hold that one till the next item?

MR. CHAIRMAN: 2 - passed.

MR. MOLGAT: Mr. Chairman, could the Minister explain what is done under that item of laboratory and materials? What type of work are they doing? There's been an expansion there I see in the program, judging from the additional salaries, what are they doing?

MR. THOMPSON: I mentioned that, this afternoon I believe, and explained the work

(Mr. Thompson, cont'd) briefly of that division. They're responsible -- I think you'll recall that I mentioned there was an increase in this item because there are certain personnel added to the staff. The materials section is responsible for investigating, testing and inspecting various materials used in the construction and maintenance of highways. And for advising on methods and procedures and equipment pertaining to the efficient use of those materials. It's the research branch which -- I think I dealt with that -- I don't know whether the honourable member was in the House or not, I mentioned the information I'd received from other parts of the continent and so on and the work they were doing, generally investigating and testing and inspecting with regard to materials and new methods and so on in road construction.

MR. CHAIRMAN: (c) (1)

MR. MOLGAT: Mr. Chairman, I believe that we now have the statement from the Minister. Now, would the Minister propose to go through this with the committee? I think it's the normal procedure, because it's very difficult for us to be reading this by ourselves and then discussing other items with him at the same time.

MR. CAMPBELL: If the Minister would follow the procedure that his predecessor did on two other occasions, I think it is helpful to the committee if he would read the program onto the record so that it's in Hansard as well as just in this form, and while I'm making that suggestion, Mr. Chairman, could we have the mileages? I see that they're not given in all cases here, perhaps -- I think they are in the most of them.

MR. THOMPSON: procedure. I'll present the list which is the scheduled projects for the year 1960-61 on highway construction.

MR. LYON: I wonder if this could be not taken Mr. Chairman, as read, with the concurrence of the House if the copy is handed to the stenographers, could it be reproduced in Hansard without the Minister having to read through sheets which we have in front of us, unless questions are going to be asked.

MR. HRYHORCZUK: I would think -- say, Mr. Chairman, that if we want to go through these items that we almost have to have them read here so that we can take one after another. Their appearance in Hansard isn't going to facilitate matters any.

MR. CAMPBELL: I think the point is that the Minister will want to make some comments on them as to detail as he puts them on the record.

MR. CHAIRMAN: item by item.

MR. THOMPSON: I'm not convinced that it's necessary in view of what has been said, to read every item, unless the honourable gentlemen insist. I have no objection. But the list is in front of us and we can have it placed in Hansard. I don't think that in reading the list that I would stop and make any particular comment on an individual road; the remarks are included in the schedule which is before you. Now if you wish to have it inserted in Hansard as is without reading the

MR. CAMPBELL: Whatever meets the Minister's wishes except that before we will be in a position, speaking for myself, before I will be in a position to discuss the program I would have to have some time to look it over. If the Minister would be prepared to have this item stand or some of these items stand, so that we can look this one over before we proceed with--finalize these estimates, then I'd be quite prepared that it be placed on the record. I would like to see it in the Hansard but if it could be taken as read, provided we have some time to look it over.

MR. EVANS: Mr. Chairman, it does seem to me that we might well save the Minister the trouble of a mechanical reading of this list merely for the purpose of placing it on Hansard. I think also that it's a reasonable request that time should be given to learn what's in the list before making comments on that and the Minister is agreeable to leaving an item open for this purpose to be returned to later on. I take it that this item would be then the first on the agenda the next time we meet in Committee of Supply and we would go through this list and that would be the only item left open if indeed we finish the rest of these estimates tonight. Is that your understanding?

MR. CAMPBELL: Just the one thought that occurs to me, Mr. Chairman, that I don't know what the Honourable the Minister's intentions are, but I would think that when he came to the second item on here, it's a pretty important one, Portage la Prairie base and bituminous mat, additional lanes, I presume that that's pretty well self-explanatory. I suppose it means

(Mr. Campbell, cont'd) widening the present pavement through the City of Portage la Prairie and something would be the same on some of these others, but I would think that when he would come to one such as the Pembina overpass, perhaps, he would want to mention the state that that particular work is in now. That the same might be true with Red River Bridge that he might at this time want to refer to the remarks that I have made with regard to the slow progress on the perimeter route in general because this seems to deal with exactly the sections that I was mentioning this afternoon. Now, I would think that on the next page that perhaps on some of these contracts or projects at least that the Minister might want to tell us exactly the condition that the road or the work or the former contract is in and make those explanations as he went along. Because I am sure that some of this, as he said, is an overlapping with the program already under way. For instance, the number 5 that we're mentioning, Number 5 highway, I suppose that the completion of the contracts that I was speaking about earlier today, I would like to know, if the Minister has the information, as to how much of that work has been done on the 18.5 miles and 19.7. The information here is base and bituminous mat with completion of contract. The same on the item just above that, Number 4 west, 23 miles Shoal Lake to Foxwarren base and bituminous mat completion of contract. I said this afternoon that I thought none of that was done. If I am wrong in that I'd like to be corrected. I think it's not --

MR. EVANS: A point of order, Mr. Chairman. I wonder if we should decide what we're going to do.

MR. CAMPBELL: Well, that's quite the thing that I was suggesting that the Minister might put his comments on record at this time.

MR. THOMPSON: I think the best procedure would be to hold an item open and give members a chance to read this over.

MR. CAMPBELL: O.K.

MR. CHAIRMAN: Then the other suggestion was that then when we sit again this would be the first item.

MR. EVANS: an item open for questions to do with this list and that that would then become the first item when we meet in Committee of Supply again and we will proceed and perhaps finish with the rest of the Department of Public Works tonight.

MR. CHAIRMAN: That all comes in under that.

MR. EVANS: Item 3 (a) to stand.

MR. CHAIRMAN: (b). (b) (1), (2) Salaries.

MR. THOMPSON: Yes, there are 19.

MR. CHAIRMAN: (b) passed. (c) (1) Salaries.

MR. PAULLEY: Mr. Chairman, surveys -- titles section. Is this -- or due change in transfer of responsibility; am I out on this one, insofar as the surveys and titles in connection with the proposed floodway? Would that be covered in the Department of Conservation rather than here? Well then, in connection with this has the survey been completed on the East Perimeter Road from the Trans-Canada Highway east to link up with the northern perimeter road? I am thinking of the area just to the east of the Town of Transcona to link it up with the south perimeter road. Has the department completed its surveys and obtained the necessary titles for right-of-way in respect of that section of the perimeter road?

MR. THOMPSON: What section would you --- How would that be described?

MR. PAULLEY: Well I think, Mr. Chairman -- Mr. Minister, roughly it would be from the Trans-Canada Highway east going north. Now, how it would be described (Interjection) -- No, not, it's not Highway 59. It's the east perimeter road from the Trans-Canada on the east side of the new Symington Railway yard, to link up with 15. It's out that way.

MR. THOMPSON: The entire piece of road to which you refer would be running in a northerly direction.

MR. PAULLEY: Yes, northerly east of Transcona.

MR. THOMPSON: Yes, some preliminary survey work has been done on that section of the highway. No construction has been undertaken but survey work has been done.

MR. PAULLEY: Have all of the rights-of-ways been purchased, do you know, Mr. Minister?

MR. THOMPSON: No, I think not. I don't think the rights-of-ways have been purchased.

MR. CHAIRMAN: (1) Passed. 2 (c) Passed. (d) (1)

MR. REID: Mr. Chairman, under (d) (1). I guess that's where I should have brought the item up because I see it's an increase there of \$20,000, so that must be an increase of staff and apparently, I don't know if the Minister has the information, but it's an increase of staff at \$20,000 so it must.....some information on bridges. If you know the old saying, 'Burning your bridges behind you', but possibly the Minister would answer under this one about bridges, the question I asked before.

MR. THOMPSON: The salary increases -- 3, I believe. 27 salaries in this -- you're on (b) on bridges?

MR. REID: Yes.

MR. THOMPSON: 27 salaries. The salary increase of \$16,820 according to my figures. The increases, I believe, result from not only additional persons, but reclassification of a number of the staff. (Interjection) On surveys? 20, 20 employed. 20 on the staff.

MR. HILLHOUSE: What was the increase, Mr. Minister, on surveys over last year?

MR. THOMPSON: On surveys? There is no increase.

MR. HILLHOUSE: Are you still having the same trouble with bottlenecks as we've had in the past?

MR. THOMPSON: With who?

MR. HILLHOUSE: Bottlenecks.

MR. REID: This staff here. Actually what are the duties of this staff for the bridges? I mean do they just use them for survey? They don't use them for construction. I was just wondering what they actually do. I mean, if they have an increase of that many members on a staff just for survey, well it must be an expensive survey program and I don't see the work being done and I am just wondering what actually is done.

MR. THOMPSON: On the bridge department? Well, they are the engineers which run the show in connection with bridge work. We have in the department in that division 6, 9 -- 16 engineers, and 5 draftsmen, and 2 other additional, divisional engineers, a total of 18. The other staff is purely -- clerical -- 4 clerks. The bulk of the department are engineers who are in charge of bridge construction in Manitoba, not only for the province but they assist the municipalities throughout the province.

MR. REID:.....everything, like the Minister says, they are engineers, and they have draftsmen. I was just wondering when you call for tenders for a bridge it's designed, or these engineers design the bridge or -- they design the bridge ---. Well I can understand they design -- when you buy a bridge or call for tenders -- it's outfits like Dominion Bridge, they're the people that design the bridge. And these engineers just probably look over the plans; I don't know, but it seems to be a large staff to me for just bridge construction or surveys.

MR. MOLGAT: Mr. Chairman, under the bridge items, does the Minister want to discuss bridge construction at this time or does he want to leave that for discussion---?

MR. THOMPSON: I didn't hear that. Discuss --

MR. MOLGAT: Well, my question here, Mr. Chairman, has to do with a newspaper article that appeared in the Tribune in July. It says, "Ottawa may aid bridge building". "Requests of provinces wishing federal aid for bridges in connection with roads to resources will be given a consideration by the government, Resources Minister Alvin Hamilton said Saturday. It was an apparent extension of federal policy and came after opposition Commons members had called for general application of what was done at Prince Albert, Saskatchewan, where treasury aid was given in the construction of a bridge." Then there is a slight comment here that Prince Albert is Prime Minister Diefenbaker's home town and it's in his home constituency of Prince Albert. But however, Mr. Hamilton went on to say that if a provincial government can show the bridge plays a vital part in getting to resources we'll be glad to consider it. He goes on to say that Saskatchewan and Prince Albert authorities had asked for help on the Prince Albert bridge declaring it was a necessary part in clearing a bottleneck of traffic coming south from Uranium City. Well, I am quite prepared to believe that that is the case but I would suspect that if Prince Albert has such a terrible bottleneck coming up because of Uranium City that certainly this same thing would apply to just about any of the bridges on

(Mr. Molgat, cont'd).....Number 10 highway to the north and a good number of the other highways in the province with which could certainly be perfectly considered as roads to resources. Anything that we're doing towards the east part of our province, except for the arterial type of highway, but the local type of highway servicing forest reserves and so on. Now, has the province made application under this, for assistance for bridge construction? And have they received agreement from Ottawa for this?

.....Continued on next page.

MR. THOMPSON: On the Roads to Resources we certainly have a share agreement with Ottawa not only for the road but for the bridges. Now I am familiar with the item which the honourable member raises and I am sure that we are going to use every opportunity to get a similar arrangement on any such bridges as the one to which he refers; but under our existing agreements the bridges, the same as the road, the Federal government pays its half share; and in some cases where it's a three-way venture, for example, where International Nickel is involved or the Manitoba Hydro Electric Board--a split in those cases with the federal authority is three-way; the third party, the Hydro Electric Board we'll say, and the province and dominion, on bridges as well as the roads; so we do get the advantage in the Roads to Resources aid in that respect.

MR. MOLGAT:for example of No. 10 highway which I don't think was considered actually as a Roads to Resources. As I recall, it was not included in the program that the Minister of Mines and Resources gave us last year but surely if a bridge in the city of Prince Albert can be considered as a bridge qualifying for Roads to Resources then I suggest that a bridge over the Overflowing River or one over the Red Deer River on No. 10 highway is certainly in the same category and that with all due respect to the province of Saskatchewan, that this province should share in the bounty of the federal government and make sure that we get our due share. I would suspect that the fact that Prince Albert could be included that possibly the Disraeli bridge, might qualify in the same way because I see pulpwood trucks going over it occasionally and it seems to be an extension that would fit just as well as the Prince Albert bridge.

Now on the matter of bridges as well, if the federal government proceed with their plan for the atomic centre in the Whiteshell, I understand a bridge will be required there. Now roads and bridges to that centre will be the responsibility of the federal government or the responsibility of the provincial, or on a sharing basis? Has any discussion, I'm thinking particularly of the bridge which I think would be a major factor there, being over the Winnipeg river.

MR. THOMPSON: There have been discussions in that connection, with the Atomic Energy Commission. There has been no decision yet on cost sharing, but the Province of Manitoba will certainly be called upon to do the constructing and the engineering and it's anticipated that a share of the cost--the amount of which hasn't yet been decided--will be paid by the federal authority.

MR. GUTTORMSON: Mr. Chairman, I see in the project schedule for this year on No. 6 Highway, bridge and water control structure on the Fairford River, could he indicate just where that bridge is going to go?

MR. THOMPSON: That's on the Gypsumville Grand Rapid road. Are you asking where it's going to go?

MR. GUTTORMSON: There's a bridge there now, I mean, the bridge certainly isn't a very good one, I was wondering if they were going to rebuild it in the same location or are they going to move the location to another part of the river?

MR. THOMPSON: As far as I know, the location is somewhat in the area of the existing structures. As far as I know I think it's in that area.

MR. CORBETT: Mr. Chairman, in the past years regarding this question of the Honourable Member for Ste. Rose, the Dominion Government shared in the costs of roads that were in the mineralized area on No. 10 highway. I happen to know that from the past. I'm not just familiar with what's going on now but up to Cranberry Portage the province built the road 100%, and when they got to what they call the mineralized area the federal government shared, I believe 50%, of the cost of the roads. I believe that still applies, but I'm not just sure about it.

MR. GUTTORMSON: Mr. Chairman, what is the cost of the bridge and water control structure on the Fairford?

MR. THOMPSON: The item in the estimate here, in the list? (Interjection) We are unable, of course, it's not the policy to give the estimated cost of these expenditures.

MR. MOLGAT: Mr. Chairman, I was pleased to learn from the Honourable Member from Swan River that there was participation by the federal on the far north part of No. 10. I must confess that I was not aware that there had been a contribution. But coming back to my question to the Minister on the--I think the two major bridges there--the Overflowing and the Red Deer--possibly the structures that are there now will remain, I don't know. If so well.

(Mr. Molgat, cont'd.)...then there's no problem, but I would think that if there is a major change to be made in the highway, that those structures will have to be changed as well. Now, surely, if the city of Prince Albert -- if there can be a construction there within that city, is considered a Roads to Resources then the same thing should apply on that type of a highway which is without any question a Roads to Resources. At the moment, it's our only link with the north once the Gypsumville Grand Rapids one is extended further that will be the second link, but at the moment it is the only link; and I think qualifies if any road does as a Roads to Resources. Now has there been an approach to the Federal Government in this regard? And if there has been what has been their reply?

MR. THOMPSON: No, there has been no approach to the Federal Government on the bridges over the rivers which have been mentioned up-to-date not to my knowledge.

MR. WRIGHT: Mr. Chairman, running out of Winnipeg in a northerly and north-easterly direction, we have highways Nos. 6, 4, 9, and on the east side of the river we have No. 9 and 59 on the east side of the river. Now for quite some considerable time there has been a great need for some tie-in between these highways, particularly when you have to come all the way back from the north to go down Logan Avenue to get on No. 6, and in the last couple of years there has been a lot of work going on to join these highways together. Now, it seems now that the railway signals have already been installed. I think the signals were in almost 6 months before the road was completed. I now see traffic using this gravel road and it appears that it will be ready in the summertime for the hardtop coating and yet I see nothing in the estimates on this list that shows it. Now it would seem very desirable that this short stretch of road should be hard surfaced this summer. Could the Minister tell us why it's not included please? Because eventually, Mr. Chairman, I take it that--and I'm hoping that in the capital estimates some mention of a bridge will be there to tie in across the river with No. 59 to complete the perimeter.

MR. EVANS: On a point of order, Mr. Chairman, it seems to me that we agreed to hold an item open to consider roads after we have had an opportunity to study the list, which has been submitted by the Minister. At the moment the item we are dealing with is bridges. Now if it would be right to say that--perhaps the honourable member's question should be saved until we returned to this item later on?

MR. CHAIRMAN: (b) (2) - passed.

MR. MOLGAT: Did he give us under (c). If he did, I'm afraid I didn't get it.

MR. THOMPSON: Yes. 27 under (d), 5 under (e).

MR. MOLGAT: Mr. Chairman, under item (d) the bridge matter - there I think has been a controversy going on in engineering circles for some time over the relative quality or advantages of concrete bridges versus steel bridges, and I see in the newspaper in the month of January, one of the local concrete firms took a large group of engineers to England, to see new methods and processes in concrete construction. Were there any provincial engineers on that trip, and if not, is the government doing any research work into the matter of concrete construction versus steel? As I recall it we had quite a discussion in this assembly here on the subject and the proponents of the concrete side felt that this was a local product, one that was produced here in Manitoba, gave employment here basically in the initial stages of the making of cement and then as well in the concrete construction, whereas in the case of the steel it was a question of importing it in all cases from eastern Canada or from other sources, and there was a feeling and I think my honourable friend, the Minister of Industry and Commerce was involved in the discussion at the time as well. What is the thinking of the department now, and are they making further research?

MR. THOMPSON: Mr. Chairman, I feel that there is some research going on in this respect, but the information, or report on the feeling of the department or the policy as a result of that is not in my hands at the moment. That is something that I will endeavour to get more information on.

MR. MOLGAT: Were there any provincial engineers on the trip overseas recently promoted by one of the local firms?

MR. THOMPSON: Yes, I believe so.

MR. MOLGAT: From the provincial department.

MR. THOMPSON: I think there was one.

MR. SHOEMAKER: Mr. Chairman, at the last session during the estimates on Public Works we were given a list of places in the province where they intended to put in railway signal lights that is where the railway crossed the various highways. I wonder at what point in the estimates do we discuss that?

MR. THOMPSON: I'm not just sure if we.....probably planning would be a reasonable place.

MR. CHAIRMAN: (d) - passed; (e) (1), Salaries passed; (2) - passed; (e) - passed; (f) (1).

MR. THOMPSON: 145

MR. CAMPBELL: Mr. Chairman, that there's a reduction both in the Salaries and Wages item, also in the Supplies, Expenses, Equipment and Renewals. What is the reason for that Mr. Chairman?

MR. THOMPSON: There have been certain re-classifications involving the hiring of new employees at lower grades which made a saving....and the supplies. I have no definite statement of the reason for the saving on the supply item. There is a decrease of \$28,000-- apparently there have been certain realignments which will enable the saving. I haven't any detail on that point.

MR. HRYHORCZUK: Mr. Chairman, at that item of (f) (1). There is a decrease in salaries of approximately \$30,000 and if my figures are right, there is an increase in personnel of 20. Surely, there must be some other explanation than the one that the Minister just gave us.

MR. REID: increase. I see it's one of the largest items in there, I was just wondering what the purpose of district offices. The fact that salaries for that item (f), there is one of the largest of the Public Works and the Supply there is quite an amount, that comes to over a million dollars and I was just wondering if the Minister would elaborate after he answers these other questions - the purpose of these district offices, as I'm not familiar with them.

MR. THOMPSON: I have a memo here on the salary cut, \$12,000 by savings on reclassification and an item of recovery of \$24,000 from the Government of Canada, the Trans Canada Highway and the Roads to Resources. That's the only explanation I can give you at the moment on the salary cut which apparently covers most of the.....

MR. HRYHORCZUK:the \$30,000 reduction, but where do you get the money to pay the additional 20 employees. And then bearing in mind the salaries all along the line have been gone up again, the increments alone would be considerable on this item, because when you employ 145 persons the increments alone would amount to quite a few thousand dollars.

MR. THOMPSON: get that information for the committee.

MR. CHAIRMAN: (g) (1)....

MR. REID: I wonder if the Minister is going to answer that question I asked him about that district offices, because I'm not familiar with that phase of the department. The district office, what it entails, or what it means or - there's quite a large sum there, I'd just like if he'd give a brief explanation of it.

MR. THOMPSON: Of course, the district offices are the active operators in connection with all the roads throughout the province. Eight districts in Manitoba are presided over by a district engineer a certain number of staff, some engineers and some laymen. And they're in charge of their particular division. For example Division 1 is the area east of the Red River and Division 2 is the area between the lakes and Division 3 is from the Red River west to perhaps not quite as far as the Pilot Mound area, Division 4 is the area from there to the Saskatchewan border and the American border in the south and north to No. 1 highway, Division 5 covers the area north of No. 1 and the Minnedosa, Birtle, Russell area and 6, there's a district engineer at Dauphin, in Division 6 covering the Dauphin, Swan River area and 7 we have the district office now at The Pas which covers the whole northern part of the province and then the 8th Division is the Metropolitan Winnipeg area which is now a district and districts 1, 2, and 3 have their headquarters and of course the Greater Winnipeg area, the four of them have their headquarters here in this City, 4 and 5 are located at Brandon, 6 as I mentioned at Dauphin, 7 at The Pas. As I say, the staffs in each of these 8 districts of the province are charged with the responsibility of road building and maintenance in their respective areas.

MR. HRYHORCZUK: Mr. Chairman, is the Minister having any difficulty in getting qualified staff. When I mean qualified I mean graduate engineers.

MR. THOMPSON: It is always a difficulty, yes. There's always a problem, there's never a surplus of engineers, there hasn't been to date.

MR. SHOEMAKER: Mr. Chairman, are we now on g? Well this is the point where the Honourable Minister suggested that we should discuss signal lights. About a year ago the then Minister told us that there would be a signal light placed on No. 4 a mile east of Gladstone and one of No. 4, at the West boundary of Neepawa. Neither of them have been put in, no sign of them being installed. I wonder when we might expect that the installation of both of those and then again I wonder if the Minister would tell us where they are to be placed in 1960, in addition to the '59 program.

MR. THOMPSON: I believe I can advise the honourable member that the signals which he mentions will be installed this coming year. I believe in the second session of the 25th Legislature there was announced here by my predecessor that safety crossings had been located at certain places, and he listed them. Then there was some more listed on July 20th of last year. I don't know whether you're interested in having this list read. If you'd like to know the area? The list which was presented on the 18th of March, 1959 was the C.P.R. and P.T.H. 3 west of Morden; the C.N.R. and P.T.H. 5 at Ashville; the C.N.R. and P.T.H. 12 east of Ste. Anne; C.N.R. and P.T.H. 15 east of Dugald; C.P.R. and P.T.H. 9, Selkirk by-pass; the C.P.R. and the North Perimeter Road, Beach Line; the C.N.R. and the West Perimeter Road, Hart Subdivision; the C.N.R. and the West Perimeter Road, Gladstone subdivision; the C.N.R. and the South Perimeter north of St. Norbert, the C.P.R. and South Perimeter Road north of Grande Pointe. Now all of these have been completed with the exception of the last one which I mentioned. But this one has now been approved. The list was presented on July 20th last year which was recommended for the approval of the House was: Highway No. 10 at the Village of Ashville; and the C.N.R. and P.T.H. 59, south of Bird's Hill; C.N.R. and P.T.H. 4 south of Gladstone; the C.P.R. Selkirk By-pass out of Selkirk; the C.P.R. North Perimeter Road, the Winnipeg Beach Line; the C.N.R. and P.T.H. 83 at Scarth; the C.N.R. West Perimeter subdivision at Charleswood, the C.P.R. and P.T.H. 3 west of Morden; the C.N.R. and P.T.H. 13 at Oakville; C.N.R. and P.T.H. 13 at Gervais; C.N.R. and P.T.H. 4 at Neepawa; C.P.R. south Perimeter and the Soo Line; C.N.R. and P.T.H. 10, North Brandon; C.N.R. south perimeter east of.....; C.N.R. and P.T.H. 15, the Dugald Road at St. Boniface. Of these the Bird's Hill, Gladstone, Oakville, Neepawa, north Brandon and locations have now been approved, those have been approved. The remainder which I mentioned have already been installed with the exception of the Gervais location which has been delayed. I haven't the reason, I don't think, here why Gervais has been delayed but it has been. But all of those have been installed with the exception of Gladstone, Oakville, Neepawa, North Brandon, and these have been approved. They will be constructed very soon.

MR. CHAIRMAN: 1 - passed, 2 - passed.

MR. MOLGAT: Mr. Chairman, I don't know if the Minister wants to discuss this now. He gave us what had been planned for last year, does he have a list of what is planned for next year or does he want to discuss that at the same time as we discuss the general construction? and discuss it with general discussion tomorrow I have no objection to that.

MR. THOMPSON: No it's not my intention, I hadn't considered giving a further list at this time of likely highway signals, but

MR. MOLGAT: Mr. Chairman, I've no objection of discussing it in here but I think we should get a list. As I recall it this is a program in conjunction with the Federal government is it not?

MR. THOMPSON: Yes it is.

MR. MOLGAT: And as such I think it would be something that in any case the Minister would have because I presume that he would have to have approval from the Federal government before he could proceed with one of these, in which case he must have prepared a list of where he intends to put them so I would imagine it wouldn't be any difficulty in getting this for the committee and it would be useful to us. But I have objection whatever of doing it under this item.

MR. CHAIRMAN: G 1, G 2.

MR. THOMPSON: That's G - that's 36.

MR. CHAIRMAN: Passed. I-1 passed.

MR. MOLGAT: Exactly what does that cover, equipment and tools?

MR. THOMPSON: This item covers the garages at, the workshops at certain out-of-town spots, such as Dauphin, Swan River, Boissevain. It's for the provision, repair and replacement of sundry tools and service equipment and including the Winnipeg and the three main workshops at Winnipeg, Brandon, Dauphin and secondary garages at Boissevain and Swan River and it also covers the provision, repair and replacement of handling and service equipment and storage warehouses and yards at these points; such as scales, hand-trucks, pumps, bins, etc., the cost of which cannot be properly assessed against mechanical units or stores handled. It covers these various workshops.

MR. MOLGAT: Mr. Chairman, at what stage does the Minister wish to discuss the equipment that is owned and operated by the province, that is the various types of road construction equipment and so on. I see no item in the estimates unless I missed it.

MR. THOMPSON: The equipment, of course, is charged to these various items. It's a self-operating division which charges to each item for road construction here so much rental of course, and it pays for itself. There's no item on it because the items are in here, charged to the various categories of road construction, So there is no item on it. Maintenance would be a reasonable spot.

MR. CHAIRMAN: (I) - (1).

MR. MOLGAT: Well then on the matter of equipment Mr. Chairman, as I recall my honourable friend's predecessor spoke to us many times about the advantages of the province owning its own road construction equipment and the reason he usually gave us for this was that if the province went out and did its work then it

(Recording difficulties)

for by others for work that's being done and yet when we were in office and he was in opposition he used to tell us on many occasions that is what we should do. We should have a road construction unit or group and then we would always be able to compare and see if we are getting a good deal or not. Now I would like to know what the Department is doing in this regard now?

MR. HRYHORCZUK: Well I'm not altogether satisfied with the Minister's answer to that first question that the Honourable Member from Ste. Rose gave him about the matter of equipment and where does it appear. If you look at these various items, you've got -- all you have is salaries and then you have Supplies, Expenses, Equipment and Renewals. Well, the total sum of these supplies, expenses, equipment and renewals items would hardly pay for a couple of pieces of large equipment. Surely there must be some other way of financing the repurchase of these and replacement and the additional equipment that you're buying. It must appear somewhere.

MR. THOMPSON: You have the item Provincial Trunk Highways 2.6 million and other roads 1.5; aids to municipalities \$226,000; aids to municipalities including special projects and school division bus routes \$4,370,000; Works in Unorganized and Disorganized Territory and so on \$925,000; in there is a certain charge for the equipment which is used on the various jobs to do this work.

MR. HRYHORCZUK: Mr. Chairman, I don't want to be stubborn about this, but I feel satisfied that that is not quite the answer, because I'm pretty well acquainted with these items that the Minister just read off and I'm quite satisfied that the answer isn't there. There must be some answer and I would suggest the Minister get the answer for us if he hasn't got it.

MR. THOMPSON: I'll be glad to do that. I feel that I'm right in that statement there's a rental charge and it's charged to the job. Now does my honourable friend not accept that as a fact?

MR. HRYHORCZUK: That part but that doesn't cover it all because you have a lot of equipment on repair work on your highways. You have a lot of equipment there that doesn't come into these items at all but I don't see them any place else. You take your snow removal on the highways and all this type of equipment well where does it appear? Aside from the rentals you are giving us I quite agree that that is part of it, but that isn't the whole story.

MR. THOMPSON: I'll bring in a complete statement on that.

MR. CHAIRMAN: I. (1).

MR. MOLGAT: Mr. Chairman, I would like to have the views of the Minister, however, on this matter of the province doing some of its own roadwork, because as I say this was certainly one of the claims of his predecessor when he was in the opposition. Now his predecessor was the Minister of Public Works for a period of some months -- that would be from June of 1958 until approximately November of 1959 and he had ample time during that time to put into action the policies that he was recommending so highly to us at that time. (interjection) No I appreciate he doesn't work here anymore, I would think to your great delight, but that as it may, those were his recommendations then and he has been the Minister until either October or November and in view of the pressure he use to put on us in this regard I'd like to know what he did do. Did the province go ahead and purchase some road construction equipment; did it set up programs where it did its own construction so as to compare its costs with other jobs that were being done; what extra equipment did you get; exactly what's being done on this project which he so highly recommended?

MR. THOMPSON: To get my honourable friend some more detail on that question I do notice in the program before us that several items are to be done by government forces and there's certainly no doubt and I'll bring in the information when dealing with the question from the Honourable Member for Ethelbert Plains about the equipment which has been purchased and which is available to do the work and probably will have some information on the extent to which it is done but if you glance at the program, it will be observed that several items are being done by departmental machinery.

MR. HRYHORCZUK: Before we leave this item, Mr. Chairman, the Honourable Minister told us yesterday that they've added considerable mileage of roads in the province and I don't see a comparable increase in the maintenance item here. As you add roads I would think that your maintenance expenses would increase with your mileage. I don't see that increase here.

MR. THOMPSON: Not necessarily. With a greater mileage surface it decreases. With new surfacing, maintenance decreases; in some cases where you find the new hardtop roads they are moving staff around; they no longer require maintenance men in some areas of the province, as the main roads are now hardtopped. And as that program increases the need for maintenance decreases.

MR. HRYHORCZUK: That's only very small portion of the mileage increase that was given to us. There's 360 miles of grading; 655 miles of gravelling and so forth and all you have on the finished black top is 325 miles -- that's the only thing you've cut out as far as maintenance is concerned and even they require maintenance. As has been pointed out very clearly here today with that piece of road that was built down around Piney where you have to maintain it while you were still constructing it so the maintenance costs are there.

MR. CHAIRMAN:...

MR. PAULLEY: Mr. Chairman, if that's the item we're on now, I understand it is the increase of \$100,000 because the present government are finding more roads that require a greater amount of -- that the more roads that the former administration built that they're requiring additional maintenance, or is it because as the Honourable Member for Ethelbert Plains said, due to the fact that there has been expansion of a number of roads that is under the Provincial Trunk Highway system?

MR. THOMPSON: Now it's a rather two-way argument. My honourable friend who spoke first feels that it's not high enough -- that the increase isn't large enough. Certainly with more highways built there will be more need of construction but that is counter-balanced by the more road which is brought under improved surface. It appears to balance out. I don't think there's any question about figures which we gave on new mileages and they do not include any roads which have not been completed I might say. That was one of the matters raised earlier. They only include roads which the mileage figures which I gave include roads which have been completed or for example from Gladstone to Neepawa, some of the road is still not finished, it's not included in those mileage figures which I gave earlier. Now this figure is the estimate for maintenance for this coming year. It apparently - it's given as the required amount of money which is needed for maintaining our provincial trunk highways this coming year.

MR. CAMPBELL: Mr. Chairman, do I understand the Minister to say that none of the Gladstone to Neepawa mileage is included in the completed highways?

MR. THOMPSON: No, I may have not given the correct impression, Mr. Chairman, when I said that those portions of that highway which were not finished have not yet been finished, completed, are not included. There might be -- I think there are two portions, two contracts on that road. A portion of each is incomplete yet, so the portion that is completed to date would be included in those figures. The portion that is not complete would be omitted.

MR. CAMPBELL: Is the Honourable the First Minister and the Honourable the Minister of Municipal Affairs both referred in Neepawa to that being the 'rocky road to Dublin' and made no exceptions in that general statement. Would it really be fair do you think, to consider any portions of it completed? I wouldn't want to see the Honourable the Minister of Municipal Affairs proven wrong in this.

MR. THOMPSON: The grading, if it was grading that was being done there. Part of that road, I understand will be included in the figures. Part of it is completed but the other part isn't. Now whether it's all a rocky road I'm not able to say.

MR. HRYHORCZUK: Mr. Chairman, would it be the bad part, or the worst part that isn't included?

MR. SHOEMAKER: Mr. Chairman, does this item of \$2.6 million include the snow plowing? Is snow plowing considered part of maintenance, that's the question.

MR. CHAIRMAN: I. Passed.

MR. CAMPBELL: In the (2) part

MR. SMELLIE: Mr. Chairman, I would like the House to know that Russell has just won the Intermediate A Hockey Championship of Manitoba defeating Reston two straight games 8-3 and 8-6.

MR. CAMPBELL: Mr. Chairman, with regard to item (2) of I - Other roads, I know that that's a terminology that confuses a lot of people a lot of the time and I think I know the explanation, the differentiation between other roads and provincial trunk highways, but what I would like to ask the Minister is about a particular road and I'd like to ask him if he would bring the correspondence if that's the appropriate thing to do or at least tell us the story of another road called the Goodlands - Waskada-Coulter road. As I understand it there's a lot of discussion going on in that area I'm sure the Honourable Member for Arthur will be aware of it and I'm informed that the former Minister, at a pretty important time in the life of this province -- in other words right at election time -- I'm not talking about TV, I'm talking about a road -- right at election time, wrote letters to municipal councils in that area, telling them that a certain road in that general area would be taken over, built and maintained 100% by the Province of Manitoba. I believe that there was a change in location contemplated as well. I would like to get any detail that the Minister can give us about that particular road, the suggested new location of the so-called Goodlands-Waskada-Coulter road. I don't expect the Honourable the Minister to be familiar with it without some notice in advance and I am giving notice now, and if he would not mind I'd be very glad to see a copy of the letter which was written to the municipal councils at that time. I don't know the exact date but I would say, in order to make it as close as I can to the time, that it would be in the early part of 1959.

MR. CHAIRMAN: Passed (j) --

MR. MOLGAT: Mr. Chairman, on the matter of maintenance. I notice there is more and more concern being paid by the travelling public to this matter of winter road conditions and I notice in the newspapers this winter, several comments about the condition of the highway, for example, from Winnipeg to Kenora, or in some cases in Winnipeg east where we did run into severe icing conditions. Now I appreciate again that the Minister was not responsible for the odd rain that we had in this unseasonable winter of ours following on the unseasonable summer that we had. But it seems that in other jurisdictions the problem of icing is dealt with in a different fashion than it is here in Manitoba and I am told, for example, that in the American States directly bordering on the Province of Manitoba, that they have a different policy there with regards to snow removal. As I recall the policy here, and I don't know of any change in that regard, this winter, because I was caught in a couple of storms, the plows do not go out until after the storm is pretty well finished and the policy is then, to keep the plows in during the blizzard and then let them out. Well this means, usually, that there is quite an accumulation of snow on the highway and when they come out they push this off the sides and it leaves still a coat on the highway. I am told that, for example in Minnesota and North Dakota

(Mr. Molgat, continued)... they send their plows out during the course of the snow storm and try and keep as much of the snow off the road as possible so that subsequently when traffic starts again it is worn off fairly quickly. I am told also that their sanding and presumably some salt application is done very quickly so that very shortly after either a snow storm or hail and sleet that their highways are in navigable condition. Now, during the course of this winter we had several occasions where the highways were in dangerous condition. In fact the highways branch here were putting out reports in that regard and I wonder if consideration is being given to changing our methods of winter maintenance on our highways. It's no longer a question that we'll only use the highway in the summertime. We have to have them all year round and if they do become very icy, it not only slowsdown the whole pace of traffic but it is extremely dangerous in addition. I wonder if the Minister has looked into that matter?

MR. THOMPSON: Yes, Mr. Chairman, I have been quite interested in that matter and I must say that during the early part of this year and on certain other occasions during the year I asked for a report every morning on the ice condition on the highways throughout the province, which the engineering department gave to me. They have expended quite a considerable amount of money in purchasing the necessary salt and sand and so on this year. But they certainly have not -- the effort has not equalled the need I must admit, in this past year. That is the -- especially the first part of the year shortly after the Christmas holiday season, there was a very hazardous condition and there has been at other times. We are looking into that completely, to see what can be done. I think it is right to say that this year has been followed in greater or less degree, the policy which has been in effect for some years. That is, there is attempt to clear the ice, especially to make safe the hills and the curves and so on. But there has never been an all-out attempt, to my knowledge, to cover the entire province with ice removal equipment. Now as I say, they have used Calcium Chloride and so on this year, with sand. They have attempted to clear a portion of the road, the centre part and have not at all times been successful. The heaving icing condition at the beginning of this calendar year was, I think, a bit unusual because there was rainfall and immediately followed by temperates of approximately 20 degrees below zero, so that they ran into very severe ice and then the temperatures varied up and down. It was difficult to conquer that situation. But when the honourable member asked me, are we considering some change or improvement in respect to ice control, I would say yes, we definitely are.

MR. PAULLEY: Mr. Chairman, I haven't taken much part in this debate, but I am glad that the Honourable Member for Ste. Rose has drawn to the attention of the Committee this particular condition - road condition due to icing. I appreciate the explanation of the Minister, particularly just after the Christmas season. Now I don't know whether or not there was any particular problem that the Honourable Member for Ste. Rose had in his own constituency. We have heard a considerable amount of criticism of the department here this afternoon and also this evening. I want to pay them a little bit of a compliment, particularly the staff. Because just after the Christmas season, as we all know, that all of the roads in this part of the province, anyway, had this icing condition and on highway 15 between here and the eastern part of the province was very, very bad. As a matter of fact I went down the highway and saw, oh, about half a dozen cars in the ditch. I want to give credit to the department and the engineer concerned with the suburban area, I believe his name is Denham -- I may not have the name quite correct, I believe it's Mr. Denham. I 'phoned him at 10 o'clock in the morning, one particular day, pointing out this dangerous condition on highway 15 between the City of St. Boniface and the eastern part of Transcona. And I am very glad to be able to inform the Committee that before 2 o'clock in the afternoon the highway had been covered with salt and sand the danger had been removed. Now I can appreciate the fact that it might not be possible on such short notice to go throughout the whole of the province but I do say to the Minister, and through him to the staff concerned in this particular instance, I appreciate this, and I am sure there are differences of opinion between myself and the government, but I appreciate very much, the very prompt action of the department in this respect and while, as the Minister states, the problem is a growing one and that they are looking at it, that in this particular instance I want to pay a tribute to the engineer concerned, that there was prompt action taken and I am sure that he didn't take that action because my name is Russ Paulley or anything like that but he simply took it because of the fact that there was a dangerous condition that prevailed.

(Mr. Paulley, continued).. Now I appreciate it very, very much.

MR. CHAIRMAN: (j) (1). Passed. (2) Passed.

MR. REID: Mr. Chairman, under (j). Unfortunately my colleague from Fisher is not here. I am going to try to pinch-hit for him, in unorganized territories.

I was just wondering how work allocated in an unorganized territory where they have no council or a committee to make their demands now, because year after year we hear the Honourable Member from Fisher tell us how little work is done, or there is nothing done and I think the Minister gave me a little bit of light here when the Honourable Member from Ethelbert asked for a certain — where the equipment was, or where something is and the Minister answered, "Well, the equipment is charged to unorganized territory." Well I think that's a very good place to charge it, because they have no council there, nobody to watch what they are doing, they charge it on unorganized territory, and that's why my Honourable Member from Fisher never has any work done in his district.

MR. MOLGAT: Mr. Chairman, in view of the hour I wonder if we could suggest to the Honourable the Leader of the House that this might be an opportune time to cease our operations for tonight. We have made, I would think what might be called good progress in the Department of Public Works today, by normal standards. This item covers almost \$6,000,000 in five subsections and I think if we were to quit tonight at this point because we are not going to finish the department in any case, with one left open, that it might be an opportune time.

MR. EVANS: It seems to me Mr. Chairman, that if we pressed on with this and gave our minds to it that we could well finish the department tonight with the exception of the items that are held over for our discussion the next day. The estimates are so very far behind any normal schedule now that I think we would be right to stick with it tonight and see if we can't finish the department, with that one exception.

MR. PAULLEY: Mr. Chairman, I'd like to support the contention, I have put my night-cap away. I am not going to bring it out again. But I do suggest there is some validity to the suggestion of the Honourable Member for Ste. Rose that there is 6 millions of dollars here in connection with item (j). We are going to have another item left over in connection with the green leaflets that the Minister has tabled; we're going to have that anyway. And after all it is 10 past 11. I am not going to make an appeal to my friend the Honourable Leader of the House at this time, but I do think that there is a validity. After all I am not trying to make any impassioned pleas to my honourable friend at all. After all we did go on in Law Amendments this morning until a quarter past one in respect of the Bill concerning the Hutterites. It has been a rather full day and I don't appeal to him and as far as I am personally concerned, if it is his desire and his wish that we sit 'til the wee small hours of the morning, it's entirely up to him. But I do suggest, Mr. Chairman, in all seriousness, that here is a major item. We have the major item of the road expansion program to deal with and I doubt very much that within a reasonable time that we might be able to complete this item in any case.

MR. EVANS: Mr. Chairman, I think, in spite of the eloquence that my friend has addressed himself to the point, that it would seem well for us to see if we can't finish this within a reasonable time tonight. I should think that -- my feeling would be we would press on now and try to finish this up this evening.

MR. CHAIRMAN: (j) (1) Passed.

MR. MOLGAT: Mr. Chairman, on (j) (1). Last year the Minister outlined a change in the policy in the construction of secondary highways. It was an expansion in the previous program. I'm surprised this year to see a decrease in the amount of money appropriated to this. I find this a rather surprising method of operation, to increase the assistance and then to decrease the amount of money that the government appears to be prepared to spend on this. Now what is the reason for the decrease? Are there no more secondary highways to be taken over? Are there no applications from the municipalities for this? What is going on?

MR. THOMPSON: Their secondary highways are not expanding rapidly at the present time. There have been more 100% roads of course, as I indicated in the mileage figures given, but this secondary highway problem, I think will be mainly looked at further although the policy is still in existence but I wanted to point out that in connection with our planning that the change of highway systems which would come about as a result of that will be taken into consideration and there is no extensive program in the meantime planned of secondary highway construction.

MR. PAULLEY: Mr. Chairman, I would ask the Minister whether this would be the proper item to consider the fact that where his predecessor held his Cabinet portfolio and also when he was over here in opposition that he always proposed before the Committee, a suggestion that in respect of secondary highways that there should be a contribution from federal authorities and whether or not the government is still of the same opinion and what representations have been made to their colleagues at Ottawa for contributions in respect to this particular item.

MR. THOMPSON: With respect to secondary highways, I don't recall any suggestion that we should have federal aid for secondary highways. I think the suggestion probably was that there should be more federal government assistance and a larger contribution from the Ottawa treasury toward other main arterial cross-country provincial trunk highways but I don't think it was ever intended that secondary highways which are a shared highway between the province and the municipality should have a federal contribution. I think my honourable friend refers to the proposal made by my predecessor that it would be proper for the federal government to contribute to perhaps another cross country road such as No. 4 and so on, rather than... you feel that it's a secondary road...

MR. PAULLEY: Well, I'm not quite sure, Mr. Chairman, whether -- sometimes these terminologies befuddle me. I do know and whether it's on this particular item or not, I do know that the former Minister of Public Works had one of his pet themes throughout the years that I had the privilege of sitting with him in this House, of additional contribution to highways in the Province of Manitoba. Now it may be that I am raising the question, I should have raised possibly on some other subject but this is the first item that I have noted that deals with the construction of highways. Now it may be true as the Honourable the Minister has said, that these secondary highways mean in co-operation and conjunction with the municipalities, but I think one of the basis principals evolved by the former Minister of Public Works, particularly when he was in opposition, was that there should be a relief to the municipal authorities for expenditures for road construction, and that that should be absorbed by the federal government. Now it may be as I say, Mr. Chairman, that this isn't the proper item, but I think the basic concept is the same whether this is the particular item or not. My question still is, what is the provincial government of Manitoba at the present time, the present government doing in respect of endeavouring to obtain a greater federal contribution, secondary highways or provincial trunk highways?

MR. THOMPSON: Certainly I'm sure everyone associated with the government is glad to get all the money they can from some other source for any purpose including the construction of highways.

MR. PAULLEY: I don't want to be facetious in this. I'm dead serious because after all, Mr. Chairman, after all, (interjection).. Well that's what I want to find out, because the former Minister of Public Works was so adamant, particularly when he sat just next to my present chair, in this being done. And I want to know what is being done now?

MR. THOMPSON: I'm not acquainted with what steps have been taken in the past and none have been taken to my knowledge since I have been in this office, in connection with negotiating with Ottawa for further contributions to highway construction, other than the Roads to Resources. Of course, we get a considerable sum of money from the federal people in connection with their northern roads, and in connection with natural resources roads, two categories -- so that that objective is coming into effect. It has been realized to a degree that we certainly -- I don't expect that it will stop there, there will be further efforts to get as much as possible, but in the meantime it has been in addition to the Trans-Canada highway which, of course, has been contributed to by the federal government on a 50% basis plus a 90% basis for 10% of the total mileage. In addition to that, there has been quite a tremendous sum come in from Ottawa for the northern roads. Other than that, I don't know of any deal that has been made on other roads.

MR. PAULLEY: I would like to just suggest this, we have a brand new sparkling Minister of Public Works, and I don't know whether this is possible or not for him, due to the position he holds and the former Minister of Public Works now holds; but may I suggest in all seriousness, to the new Minister of Public Works and I've already said that I wished him the very best of luck, that maybe it would be advisable for him to spend an hour or two with the

(Mr. Paulley, continued).... former Minister to get the ideas that he actually had and then forward them down to their friends down in Ottawa in order that possibly next year when we deal with these estimates the Minister will be in a position to be able to tell us that this has been done as a follow-up of the former resolutions and suggestions that we had from the gentleman who formerly occupied the position of Minister of Public Works.

MR. HRYHORCZUK: Mr. Chairman, before we leave this item I think it would be well if the Minister gave us an explanation as to what actually is a secondary highway. In my own constituency I have considerable unorganized territory and I don't know whether I've got a secondary highway in the whole of the constituency. I know there are 100% roads and I don't know just what that means, in total, and then when I look at this list which the Minister gave us tonight I see miscellaneous, oh... I'd say at least a couple of hundred miles of these miscellaneous roads. Are these secondary? Are they 100% roads or just how do we classify them? And how does this word construction get into this place? We don't see any items of constructions for 100% roads or other roads, and yet this one seems to come in here. Whether that's through error, or whether it's only meant that that's maintenance because I'd like to know how many miles of secondary highways we have in the province of Manitoba and where are they located? And how does a highway become — or a roadway become a secondary highway? Does it have to qualify in certain respects as to its construction, or whether the amount of traffic that's on it makes it a secondary highway? How do you arrive at 100% roads? What makes it 100% road? Does it have to have certain qualifications? And all these other roads that we see here in this miscellaneous, how does the government decide as to whether say the Red River Letellier road for 2.3 miles should be taken over by the province? Why isn't it a municipal responsibility? I know there are roads in my municipality that I would very much like to see come under 100% roads or secondary roads, but I've never been able to find out just how you do it — and I would be very much obliged to the Minister if he would explain this to me and the other members of the Committee so that we could represent our constituency properly and ask for things that they are entitled to, which we may not know they are entitled to.

MR. THOMPSON: Mr. Chairman, the secondary highways are those which are built under a cost sharing arrangement between the municipality and the province, the province paying 75% of the cost of construction and the municipality paying 25% of the cost. They used to be known as 2/3 - 1/3 roads but they are brought into being on application of a municipality. The municipality applies to the department to have a certain road declared a secondary highway, that is a market road moved up to secondary classification and if the department thinks that it should be so, it brings it within that category. The roads which you see on this sheet, described as miscellaneous will not be — I wouldn't say that there are secondary highways on here at all — any that are not provincial trunk highways are 100% roads, in other words they are taken over 100% as to cost of construction and maintenance by the province and the municipality has no further responsibility by way of expenditure for their upkeep but the municipality still has jurisdiction over that particular 100% road. As I mentioned earlier the 100% road is one which it is felt does not qualify for a trunk highway classification but is a road of much more than purely local significance, either because it may connect a series of municipalities — it may carry a high percentage of out — of the municipality traffic, or it may form a connection between two provincial trunk highways and becomes part of a highway system. But it's not of sufficient status to become a provincial trunk road. So that in the miscellaneous items the list will be 100% roads; in the item which we are discussing our secondary highways construction is here because construction in this item must be paid for out of current revenue. There's no construction in the current estimates for provincial trunk highways or other roads because construction is paid for out of capital borrowing, that's why they're not in here. Construction is in with regard to secondary highways and in that item because it is paid for out of current revenue.

MR. HRYHORCZUK: Am I to understand, Mr. Chairman, that the policy of the government now is that all roads except the secondary highways are going to be paid out of capital. There will be no current expenditures on highways outside of maintenance, that all construction is going to be with borrowed money.

MR. THOMPSON: That is the situation at the present time.

MR. MOLGAT: Mr. Chairman, did I gather from what the Minister said then, that the

(Mr. Molgat, cont'd.) . . planning division is looking at this matter of secondary highways and there's consideration being given at this time to doing away with secondary highways. Was that the implication that he stated?

MR. THOMPSON: No, that was--yes, that could be construed in that way. I was referring to our planning division, and the work they are doing and the report which we expect them to bring in, and they may have different views than we have now on the reclassification of these roads--of all secondary highway, perhaps of market roads and so on, so that's what I mean that the highway planning division when they complete their report may bring us new views on these classifications which have been in existence for some time. So that there may still be the term "secondary" but it might be a 100% road, not of as great importance as a primary road; there may be other classifications. At the present time a secondary means a 3/4-1/4 municipal sharing road. It could have a different meaning when we get our planning report.

MR. MOLGAT: Mr. Chairman, the comment I'm going to make actually applies to almost all these items under the whole scheme. In almost every case here there is either a decrease in the amount that the government is planning on spending or in the case of one, a very, very small increase. Now it seems to me that this is reversal of the policy that my honourable friends were talking about constantly both when they were in opposition and during the election campaigns and I'm extremely surprised to see this change in these figures. All of us are prepared to admit that the highway programs for provincial trunk highways is essential. It's been increasing over the years and that's fine; no one is suggesting that that isn't the proper policy, but I'm extremely surprised to see a decrease here, because while it's fine to have hard-surfaced roads, unless there is proper access to these roads in the rural areas by the residents, then a hard-surface road is not of too much value to a resident. To know that there's a hard-surface road a few miles over, but not to have the regional network in proper condition, reduces the value of the hard-surfaced road very considerably to the local people. It may be useful as a general road for the travelling public but certainly from a local standpoint it's a loss. And I cannot understand what policy this government is following in making a reduction in these items at this time. From my travels through the province there is, and probably will be for many years, a great deal more work to be done on secondary roads. I think that we can see in the fairly near future where our provincial trunk highway system will be up to the point where it's almost all hard surfaced. That is in the not too distant future. But this municipal work; this secondary highway work; roads in the unorganized territory and disorganized is something that will take some time before we complete the process there, and the policy that's being followed here of reductions in that line I think is contrary to what is required and certainly contrary to the statements that my honourable friends made in the past. And this one here that we're discussing at the moment of maintenance and construction of secondary highways, I simply cannot see what the purpose is of reducing that one. Are there no more secondary highways to be built? Is the government suggesting that other than the provincial trunk highways, that it can now proceed to reduce the amount and the effort in those lines? I don't believe that the facts justify that conclusion.

MR. THOMPSON: Mr. Chairman, I think the answer is simply that we've taken over more of these roads as 100% roads and we pay--the province now pays the entire cost and for that reason there are less secondary roads, which formerly called upon, under the former policy, called upon the municipality to pay 1/3 of the cost. Now we have quite an increased mileage in a number of 100% roads which certainly is relieving the municipalities to quite a considerable degree and I think carrying out the policy or the promises which my honourable friend has mentioned.

MR. MOLGAT: Very, Mr. Chairman, if the change is from this to 100% roads then I have no complaints on that particular item. Could the Minister indicate then where we are to find these 100% roads? Are they the ones that appear on page ten as miscellaneous--on the green sheet? Page ten and 11, those are the 100% roads? Well, I'll reserve my comments on those then until tomorrow when we discuss this further in that case.

MR. CAMPBELL: Mr. Chairman, could the Minister give us once again the figure as to the increase in 100% roads in this year under review?

MR. THOMPSON: I'll give the figures over the last four years, 1957 to the 1st of May. I don't know just why that particular date in the year was chosen but to May 1st, '57, 895.8;

(Mr. Thompson, cont'd.) .. June 18th, '58, 899.14; to July 15th, '59, we had 1,247; to January 14th, 1960, 1,689.02--an increase of 687 miles over last year.

MR. HRYHORCZUK: But the Minister said that this would assist the municipalities, I believe he said. How much or how many of these miles, 600 some odd, are in municipalities, and how much are outside of municipalities?

MR. THOMPSON: You mean how much of the mileage is in unorganized territories?

MR. HRYHORCZUK: Well, yes, unorganized territory and away up in the hinterland.

MR. THOMPSON: I'd have to get that breakdown for your information.

MR. J. M. HAWRYLUK (Burrows): Mr. Chairman, how many miles of trunk highways have we got in operation at the present time in the province, as well as secondary highways? The total amount.

MR. THOMPSON: We have 3,740 $\frac{3}{4}$ miles.

MR. HAWRYLUK: 3,740 $\frac{3}{4}$

MR. CHAIRMAN: (2), passed.

MR. HRYHORCZUK: On (2), this is one of those few things that we've seen in these estimates, that certainly bears investigation, and bears very close scrutiny. They are either reducing the aids to municipalities or they're just providing \$4,000 for school division bus routes. And we've heard quite a bit about bus routes during this session, and I want to say here, Mr. Chairman, that the state of the roads in the rural areas where these school buses are travelling, is certainly not what is desirable, nor what I believe the government would like to see after what they had told the people of this province, in regard to transportation for children. Now these bus routes will almost double the mileage of what I will call main market roads in the province and surely, Mr. Chairman, surely the government intends to assist the municipalities to a far greater degree this year, than they did last year in respect, because last year there was very little done in this regard. There was a lot of planning and a lot of surveys, and personnel coming out from Winnipeg looking at these roads, and approving of them, and disapproving of them, and changing them around, and they've just reached the stage now where they know more or less where these buses are going to run, and there'll be hundreds of miles of construction to do. Now there isn't any provision here at all for this additional mileage. This particular item is only increased. Last year it was \$4,366,000. This year it's \$4,370,000, an increase of \$4,000--enough to make two miles of roads. And surely our municipal officials as well as the members of this committee will want the Minister to explain just what the intentions of the government are. Are they going to cut down on the 60-40 proposition that the municipalities have been having for some time now, in connection with their main market roads? Are they going to force the municipality to discontinue the improvement of municipal roads? Because after all is said and done, these municipal roads are very important to the people of this province and to a great many of our rural folk. The farmers who have to haul out their produce over these roads--they are every bit as important, if not more so when it comes to livelihood than the highways are. And I certainly would like to hear the Minister explain how he hopes to continue, not improve or give more to the municipalities, but how he hopes even to maintain last year's level with this appropriation, because the money is just not there and we certainly should have an explanation.

MR. THOMPSON: There have been already several school division roads approved by the department. There have been authorizations for quite a number of roads. I think about 25, possibly, or 20 to date. It is our policy to pay 60% of the school roads as I indicated and the municipality concerned pays 40%. We're not reducing that in any way, nor are we reducing the market roads planned, which are 60-40. It is felt that this item, in view of some of the roads which have been taken over, some of them they're not only secondary roads included in that as I recall, some may have been previously market roads and moved direct from a market road to a 100% road. So we have relieved in that respect the municipalities that some of the monies which they would otherwise require under this particular item. And I feel that the policy, both the formula which will remain the same and the requirements of the municipalities will be met and of the school divisions under a 60-40 formula with the sum which is here proposed.

MR. HRYHORCZUK: That just doesn't stand up to reason at all. In the first place, in the first place whenever a municipality has part of its road system taken over 100%, they immediately begin to plan other market roads because surely the Honourable Minister knows as well as anybody else does, that once a road is taken over, a market road is taken over as a 100% that the municipality doesn't stop at that and doesn't continue to build its roads. It asks for others to come under the 60-40 proposition as main market roads. He told us there are 20 or 25 bus routes already approved. Well but that's not enough. Approval isn't sufficient. He still has to pay 60% of the cost of constructing those 25 approved bus routes. Where is the money going to come from? It's not here.

MR. CHAIRMAN: Passed?

MR. MOLGAT: item in that way. I mean after all, in June of 1959, this government told us then, presenting estimates that aids to municipalities including special projects was going to be \$4,366,000. At that time we kept after the Minister of Public Works to give us what the policy was on road construction in school divisions, and we could never get it out of him. We kept after him, we kept after the Minister of Education to give us information. There was no policy at that time when we were here in session. As a matter of fact, the policy was finally published on the 11th of August, in a memo sent out then to secretaries of school divisions, but we were here last session. There was no such policy. Or if there was, the Minister certainly kept it from the House, because we couldn't get it from him. Now, we're going through the estimates for the following year and the Minister comes to us and says that to do the same job as last year for the municipalities plus this work that will have to be done for the school divisions, and it's very extensive, the whole can be done for an extra \$4,000. Now how can he possibly reconcile those two figures? How could you do it last year for \$4,366,000 and this year add a great big larger program for school divisions and merely do it by adding \$4,000? Where--how do you propose to pay for it? an answer, Mr. Chairman?

MR. HRYHORCZUK: I think this committee's entitled to an answer of some kind, whether it's reasonable or unreasonable. But at least let's have an answer.

MR. THOMPSON: I've given my reasonable answer and I don't see any reason to add an unreasonable one.

MR. PAULLEY: Mr. Chairman, I disagree. We still haven't had a reasonable answer.

MR. MOLGAT: Could the Minister tell us how, if \$4 million--let's leave the dollars out, just straight four million last year, did the work for the municipalities alone, and it was a required amount, how this year, how is he going to accomplish this year another program with the same amount of money?

MR. CHAIRMAN: B.

MR. MOLGAT: Mr. Chairman, I have not had a reply from the Minister.

MR. HRYHORCZUK: If the Minister refuses to answer, he could tell us that and then we'll let it go. Just by merely talking doesn't mean to say there was an answer. We'll agree that he said something, but he certainly didn't answer the questions that were asked.

MR. CAMPBELL: Mr. Chairman, I think that's correct, Mr. Chairman, we can't force the Minister to give more than one answer and after all, I think he is placed in a very difficult position because here again, we are finding that the promises that were made before are the embarrassment of today. Because when the House first met after my honourable friends achieved a government, there was a great play being made by the then Minister and certainly he had the support of his colleagues, that they were going to do a lot for the municipalities of the province and that was quite sound. It was no doubt thought to be popular as well, but it was sound. Because the municipalities are being faced with increasing costs and one of them is certainly the demand, the necessity for improved road facilities, and so this was a good plan, to pay more from the provincial revenues for secondary highways, and for the market roads and for works and roads in unorganized territory. All of these are bound up together and then later on to help to implement the ambitious program of the Honourable the Minister of Education to help with school roads as well. It was a good plan and a lot of statements were made with regard to that and this 75-25 sharing on secondary roads, 60-40, or did it go up to 66 2/3 sharing on market roads? That was an improvement. --(interjection)--Yes, there was a little improvement though I think there was a change in one regard there. I think there was some little change there.

(Mr. Campbell, cont'd.) . . . Those were good because the municipalities are faced with these increasing costs. The Honourable Member for Ste. Rose was mentioning the fact that you have to have these highways open these times all the year round, the fact is that these times you have to have the secondary roads and the market roads open the year round. In the most of areas, there aren't any horses and cutters any more. The folks have got to get out via the car or they don't get out. And if they don't get out, they're not satisfied these days; not satisfied with the government that's in office, if they don't get out in that method, and so this proposal was made and how can, with the increased demand for these roads, municipal, school, secondary highways, snow plowing that they have to do now, all of these things, how can they possibly get along with actually less money in total than was voted last year? Well, Mr. Chairman, we simply put on record the fact that we think this is a retrograde step. I'm simply astonished at my honourable friend, the Minister of Municipal Affairs that guardian of the municipalities, as he is, that he would allow his colleague to discriminate against the municipalities in this way and I can offer only one explanation, reasonable or unreasonable, I can offer only one. That is that the government is finding it so difficult to get the money for these expenditures, and it's finding that my two honourable and courageous friends, the Minister of Education and the Minister of Health and Public Welfare have so dipped into the public purse that these other departments are being starved and throttled, and my honourable friend, interested and energetic as he is, and I think he's anxious to make a good job, he simply can't compete against these two high spending authorities that we have here. And he has had to, as have Agriculture and other departments. They have had to actually cut down their appropriations in order to serve the gluttonous demands of my two honourable friends here, whose insatiable appetite for more and more expenditures, continues to eat up the revenues of the department. Now, I sympathize with my honourable friend and he's in a difficult position, and I don't think we should press him any more for the answer. I thought I would supply it for him because it probably comes with better grace from me than from him. Because he wouldn't like to say those things about his colleagues and quite frankly, I don't mind.

MR. THOMPSON: Mr. Chairman, I am moved to rise again by the very kind remarks of the Leader of the Opposition. I would like to make one further comment on this item which I omitted to do earlier. In fact, I just received the information for which I have been waiting for the last few minutes. The honourable members opposite have overlooked the fact that in last year's estimates to which they are referring, there was a provision for school bus routes, quite a considerable sizeable provision of \$840,000. That item is still in there, plus another \$40,000 so that this item includes \$880,000 for school bus routes. Now there's no argument to the fact that we are letting the municipalities down. We are maintaining the level of aid which they have received during since we have been in office. And we have--last year the increase was made for the school bus routes by \$840,000 and it's still in there. And it's raised 40 to \$880,000 for that purpose.

MR. HRYHORCZUK: Mr. Chairman, the point--it would appear to me that this government is just a year behind. If they made an appropriation last year of \$840,000 for this particular purpose, it was intended to be spent last year, because that's why it went through last year's estimates. And it simply means that our municipalities are going to find themselves a year behind in their programs. I don't know where that \$40,000 is coming from; all I can see here is \$4,000, but probably there is another \$40,000 somewhere because we're finding all kinds of money in these estimates that haven't been spent last year. There's something like \$16 million in the highway program. Now we find \$840,000 here and I wonder how much more there is that hasn't been spent, and whether the cut-back from \$53 million in the current year for trunk highways to \$44 million--I guess it's now, or that figure has been mentioned someplace--I wonder whether the government is beginning to realize that they're biting off more than they can chew--(interjection)--and I was just wondering--I was just coming to that--I was just coming to that--whether we're going to--when we come to the end of the rope here whether we won't find out that we've got a pretty hefty surplus that can be turned into the next year.

A MEMBER: Mr. Chairman--oh.

MR. HRYHORCZUK: You appropriate a great deal but don't spend it when you should be spending it, after you said you would be.

MR. LYON: And then we're in financial troubles because we didn't.

MR. CORBETT: They've been asking for reasonable explanations here tonight about this expenditure not being increased a lot this year. You must understand that the last year there was a tremendous amount of money spent fulfilling the pledges of the previous government which as a gentleman's government we tried to fulfill those obligations. There was a tremendous amount of promises made by the previous government before the election of 1958 and we carried on and tried to fulfill those pledges which represented a tremendous amount of money and so that would account that there would be considerable saving this year. We've pretty well fulfilled all those pledges now and there won't be so much money spent.

MR. LYON: Mr. Chairman, we can't let that remark go because we must remind the Honourable the Member from Swan River that there is still a carry over of one million seven from our last budget that we set so those pledges have not been fulfilled.

MR. CHAIRMAN: The Honourable Leader of the CCF.

MR. PAULLEY: Go ahead.

MR. MOLGAT: I'll accept the statement of the Honourable Minister that last year in that item they had the school division bus routes although I can't quite understand on what basis they made the appropriation in view of the fact that the Minister apparently had no policy when he presented us with those estimates in the month of June. Because we asked him regularly in the House, and we never were able to get a policy out of the previous Minister and I'm not accusing my present honourable friend. I feel very sorry for my honourable friend. He has a tough position. There's no question about that, because the footsteps into which he has fallen are difficult ones and we simply can't understand on what basis that appropriation was made if there was no policy established. Now similarly, in the matter of snow-plowing, we asked at that time if the Minister could tell us what the policy was on snow-plowing and there was no policy. In fact, the policy was finally, well it was decided upon then, but it was sent out to the school divisions, and the municipalities in November. November 3rd is the letter out to the unorganized territories and November 2nd to the rural municipalities. Now again it's not my honourable friend's fault. I'm not blaming him and it's certainly not the officials in the department, but it is this government who had no policy on this matter. And one will remember that on November 3rd was almost a full month after that tremendous snow storm which came I think on October 6th or 7th, and there were the municipalities and the school districts with no policy under which to operate; not knowing where they were to go. So I hope that my honourable friend who is now in charge of the department will see to it that these policies are settled upon more in advance.

MR. THOMPSON: My honourable friend mentions that there was no policy at the time that these estimates were passed last year. There was certainly was knowledge that the school division bus route plan would be in effect; that is, there may have been no set policy or formula at that time, but there was provision made for this purpose, which was known to be coming; known to be an expenditure in that fiscal year.

MR. CHAIRMAN: Passed? (j) (3).

MR. PAULLEY: Mr. Chairman, I just wanted to make one brief comment in respect of (j) (3). I notice that there's a substantial reduction in the appropriation for this item. And I want to say to the Minister that he's rather fortunate I think this evening, that my colleague the member for Fisher is not present here to note this reduction. He had another very important engagement. But I want to tell the, I want--(interjection)--I beg your pardon? I want to tell the Honourable the Minister that notwithstanding a reduction in this particular item as applied to unorganized territory and to disorganized municipalities that the vim and vigour of my honourable colleague, the member for Fisher will not be dissipated at all and he can be assured that even though he hasn't as much money to spend on this item as he did last year; that my colleague will be on his tail at all times.

MR. CHAIRMAN: 3, passed. 4--

MR. TANCHAK: Mr. Chairman, following up what the Honourable the Leader of the CCF had to say, I noticed that this item there is a reduction in it of \$149,000 and I don't think that's fair play at all. That's a retrograde step. That's definitely a step backwards and we've heard quite often, especially in my area, that the government, this present government treats certain people of this province as second class citizens. Now this definitely brings out the fact, because I have several--say about three-quarters of my area--that's either disorganized or unorganized. And I don't think these people should be treated on these basis. \$149,000 less spent I

(Mr. Tanchak, cont'd.) . . . think these people deserve better treatment from the present government than they're getting right now. I would like the Minister to explain this \$149,000 backward step.

MR. THOMPSON: Mr. Chairman, I'll have to get particulars on that. I'm not just too sure how it's made up.

MR. HRYHORCZUK: Mr. Chairman, I'd like to only add in this particular item that we must always remember that these unorganized and disorganized territories are the fringe of our settlements and they're on exceptionally poor lands. In fact, I'd class 75% of the land in these areas as sub-marginal and you often hear that they are asking for a lot of help. But if you know the circumstances under which they have to live, then you can appreciate the fact that they have no choice but to ask for this help. And this is in all seriousness, and I agree with the Honourable Member from Emerson that it doesn't look too well when you see an item of this nature that's there for just one reason and that is that the people in those areas cannot help themselves to the degree that they can in the organized parts of the province; that there must be a very, very good reason before you cut down the appropriation.

MR. CAMPBELL: You know, I think, Mr. Chairman, the Minister would be agreeable to have that stand if he can't supply the information at the moment.

MR. CHAIRMAN: 4, passed.

MR. CAMPBELL: I wanted to ask about the reduction in 4, Mr. Chairman--considerable reduction the item just before is standing. Perhaps the Minister would prefer to just leave those last two items as well.

MR. THOMPSON: Very well, I've no objection. There's a decrease I see there of \$11,000. Is that the one to which you're referring? item stand, Mr. Chairman.

MR. CAMPBELL: There's a question there, Mr. Chairman. I think these are the grants to the Greater Winnipeg municipalities for the provincial trunk highways that operate in their municipalities. I would think those mileages have not changed. Have they?

MR. THOMPSON: No, I don't know of any change in the mileage. I'll check on that.

MR. CAMPBELL: Perhaps that one could stand too then, Mr. Chairman.

MR. EVANS: Mr. Chairman, I move that the committee rise.

MR. CHAIRMAN: J (3) and J (5) stand. 3, 4 and 5. Call in the Speaker. Mr. Speaker, the Committee of Supply has adopted certain resolutions, directed me to report the same and ask leave to sit again.

MR. MARTIN: Mr. Speaker, I beg to move, seconded by the Honourable Member from Churchill that the report of the committee be received.

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

MR. EVANS: Mr. Speaker, I move, seconded by the Honourable the Attorney-General, that the House do now adjourn.

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

PROVINCE OF MANITOBA
 DEPARTMENT OF PUBLIC WORKS
 HIGHWAYS BRANCH
 PROJECTS SCHEDULED
 FOR 1960-1961

HIGHWAY	MILEAGE	LOCATION	NATURE OF WORK	REMARKS
Trans Canada (West)	3.0	Camp Manitou - Headingly	Shoulder stabilization	Completion of contract
		Portage la Prairie	Base & bituminous mat	Additional lanes
		Junction PTH No. 1 & No. 10	Traffic lanes & frontage roads	New work
		Junction PTH No. 1A	Channelization	New work
Trans Canada South Perimeter	2.2	Portage Ave - Oak Eluff	Concrete pavement & shoulders	Completion of contract
		Waverly St - Red River	Concrete pavement	New work
		Pembina Overpass	Concrete lanes	New work
	.8	Red River Bridge	Asphalt deck	New work
		Red River - St. Mary's Road	Concrete pavement	New work
	6.5	Seine River - Jctn. of Trans-Canada East	Grading, gravel & chloride	Completion of contract
		C.N.R. & East Terminal Overpass	Construction	Completion of contract
Trans Canada (East)	17.6	Perimeter - Jctn. of PTH No. 12	Grading and structures	New work
PTH No. 1 Alternate Trans-Canada	5.0	St. Anne's Road to Jctn. of	Widening shoulders	For additional traffic lanes

HIGHWAY	MILEAGE	LOCATION	NATURE OF WORK	REMARKS
2	1.4	Junction PTH No. 2 & 3 - Perimeter	Bituminous Surfacing	Completion of 1959 programme
2	22	Oak Bluff - Elm Creek	Shoulder Gravel	Completion of 1959 programme
2	26	Rathwell - Cypress	Base Course, Bituminous Mat	New work
2	10.0	Souris - PTH No. 21	Seal Coating	Government forces
3	1.83	McGillivray Blvd - Fort Whyte	Base Course & concrete paving	New work
3	4.3	PTH No. 17 - West	Grading, gravelling	Completion
3	18.5	Killarney - PTH No. 10	Base, Bituminous Mat	Completion, under contract
4 E	22.0	Lockport - Beausejour	Base, Bituminous Mat	Completion, under contract
4 W		Madison St. - Sumach Rd.	Concrete Pavement	New work Provincial share only
4 A		City of Portage la Prairie	Bituminous Mat	Completion
4 W	12.65	Gladstone - Arden Ridge	Grading, gravelling and sand stabilization	Completion of contract
4 W	9.5	Arden Ridge - Neepawa	Grading & Gravelling	Completion of contract
4 W	23.0	Gladstone - Neepawa	Base Course, Bituminous Mat	New Work
4 W	28.0	Shoal Lake - Foxwarren	Base & Bituminous Mat	Completion of contract
5	18.5	Norgate Corner - North of Laurier	Base & Bituminous Mat	Completion of contract
5	19.7	North Laurier - Ochre River	Base & Bituminous Mat	Completion of contract

HIGHWAY	MILEAGE	LOCATION	NATURE OF WORK	REMARKS
5	12.3	Ochre River - PTH No. 10	Base Course & Bituminous Mat	New work
5	3.5	Assiniboine Valley - Saskatchewan Boundary	Grading and structure	Completion of contracts
5	3.5	Assiniboine Valley - Saskatchewan Boundary	Gravel & chloride	Departmental forces
6		Village of Brooklands	Bituminous Surfacing	Completion - Rented equipment
6	5.2	Eriksdale - Mulvihill	Gravel & Chloride	Departmental forces
6		Fairford River	Bridge & water control structure	New work
7	11.5	Komarno-Fraserwood	Base & Bituminous Mat	Completion of contract
7	6.9	Broad Valley - Fisher Branch	Additional Gravel & Chloride	New work
8	18.4	N. Perimeter - Clandeboye Corner	Shoulder Gravel	New work
8	14.2	Whytewold Road - Gimli	Base & Bituminous Mat	Completion of contract
9	1.6	North Kildonan	Concrete Pavement	New work. Contract awarded
9	2.5	S. Bdry. E. St. Paul - Hodinott Rd.	Grading, base and bituminous mat	New work
9	5.0	Selkirk By-Pass	Bituminous Curbing	New work - Rentals
9 A		Town of Selkirk	Concrete Pavement	Provincial contribution
10	3.2	18th Street	Grading & gravelling Assiniboine River Crossing	New work

HIGHWAY	MILEAGE	LOCATION	NATURE OF WORK	REMARKS
10		North Brandon	Railway Overpass Structure	Provincial contribution
10		Minnedosa River Valley	Seeding & Erosion Control	Departmental forces
10		N. Duck River	Bridge & Approaches	Completion of contract
10		Mafeking - S. of The Bog		
	14.1	Section 1	Grading and gravelling	Completion of contract
	14.4	Section 2	Grading and gravelling	Completion of contract
	13.7	Section 3	Grading and gravelling	Completion of contract
		Sections 1 - 3	Additional gravel and Calcium Chloride	New work
10	13.8	The Bog - Section 4	Grading	Completion of contract
			Gravelling	New work
10		North of The Bog - The Pas		
	14.9	Section 5	Grading	Completed
	14.7	Section 6	Grading	Completion of contract
	14.2	Section 7	Grading	Completion of contract
	43.8	Sections 5 - 7	Base construction	Completion of contract
10	25.0	Atik - Cranberry Portage	Additional gravel & chloride	New work
10	5.0	Cranberry Portage - Sherritt Junction	Grading & Gravelling (Rock Work)	Rentals
10	16.0	Sherritt Junction - East Bakers Narrows	Base Course & Bituminous Mat	New work. Contract let
10	20.3	East Bakers Narrows - Flin Flon	Shoulder Gravel	New work

HIGHWAY	MILEAGE	LOCATION	NATURE OF WORK	REMARKS
11	13.7	Brookfield Corner - McArthur Falls	Base & Bituminous Mat Seal Coating	Completion of contract
11	12.2	McArthur Falls - Ste. George	Grading Gravelling Structures	New work
12	10.3	Sprague - Middlebro	Additional Gravel & Chloride	New work
12	13.5	Piney Corner - S. Junction	Seal Coating	Departmental forces
12	12.0	PTH No. 1E - Steinbach	Bituminous Mat	New work. Contract let
13		Town of Carman	Diversion Channel	Completion of contract
13	19.0	PTH No. 2 - T.C.H.	Additional gravel & prime	New work
15	12.8	Anola - Nourse	Grading Gravelling	Completion of contract Completion of contract
18	13.8	Killarney - Ninette	Seeding & Double Prime	Departmental forces
18	11.0	PTH No. 23 - PTH No. 2	Grading Gravelling	Completion of contract Completion of contract
20		Ochre River	Structure	New work
	7.0	Ochre River - Dauphin Beach	Grading Gravelling	Completion of contract New work

HIGHWAY	MILEAGE	LOCATION	NATURE OF WORK	REMARKS
20	7.6	Cowan - East	Grading Gravelling	Completion of contract Departmental forces
20	8.3	Winnipegosis - North	Grading Gravelling	Completion of contract Departmental forces
20	8.2	Pine River Corner - South	Grading Structures Gravelling	Completion of contract Completion of contract Departmental forces
20	12.0	Camperville - South	Clearing	Day Labor
21	12.3	U.S. Boundary - PTH No. 3	Grading Gravelling	Completion of contract Completion of contract
21	17.0	Assiniboine River - North	Grading, gravelling and structures	New work
21	4.7	Kenton S. Boundary - R.M. Hamiota	Additional gravel and double prime	New work
21	11.0	McConnell Corner - Shoal Lake	Additional gravel and double prime	New work
21	8.0	Shoal Lake - Oakburn	Grading, gravelling, structures	New work
23 E	0.8	Town of Morris - Red River	Base Course and double prime	New work

HIGHWAY	MILEAGE	LOCATION	NATURE OF WORK	REMARKS
23	19.6	Morris - Myrtle	Grading	Completion of contracts
			Gravelling	Completion of contracts
			Additional gravel & double prime	Completion of contract
23	9.8	Myrtle - Jordan	Additional gravel & prime	Departmental forces
23	7.2	PTH No. 34 West	Grading	New work (one contract let)
			Gravelling	New work
23	7.6	Ninette - West	Grading	Completion of contract
23	17.8	PTH No. 10 - PTH No. 18	Gravelling	Completion of contract
			Additional gravel & double prime	New work
24	9.0	PTH No. 21 - East to Oak River	Grading, gravelling and structures	New work
28	6.0	Cartwright - South	Double prime	Departmental forces
31	14.0	PTH No. 3 - U.S. Boundary	Double prime	Departmental forces
34	18.3	Gladstone - Austin	Grading	Completion of contract
			Structure	Completion of contract
			Gravelling	Completion of contract
41 A	21.0	Birtle to Shoal Lake	Grading	Completion of contracts
			Gravelling	Completion of contract

HIGHWAY	MILEAGE	LOCATION	NATURE OF WORK	REMARKS
45	12.9	PTH No. 4 - Angusville	Grading Structures Gravelling	Completion of contract New work New work
50	6.0	Vicinity of Alonsa	Grading Gravelling	Completion of contract Departmental forces
59	26.2	St. Malo - U.S. Boundary	Gravel and Chloride Retreatment	New work
59	7.1	Perimeter Hwy - Manning Canal	Widen shoulders & gravelling	New work
59	16.0	S. of Libau - Gull Lake	Grading, gravelling, structure	New work. Contract let
75		Morris - U.S. Boundary	Shoulder gravel	Completion of contract
81		PTH No. 75 - U.S. Boundary	Concrete Pavement	New work
83	13.4	U.S. Boundary - PTH No. 3	Base Course & Bituminous Mat	New work
83	42.5	Melita - Virden	Base & Bituminous Mat	Completion of contract
83	11.0	T.C.H. - North	Shoulder widening and gravelling	New work
		Two Creeks	Structures	New work
83	25.0	Assiniboine Valley - Birtle	Construction of Shoulders & gravelling shoulders Base & Bituminous Mat	Completion. Departmental forces New work

HIGHWAY	MILEAGE	LOCATION	NATURE OF WORK	REMARKS
83	10.0	Inglis Corner - Dropmore	Grading, gravelling & structures	New work
83	12.5	Dropmore - Roblin	Grading	Completion of contract
			Additional gravel & Prime	New work
83	12.4	San Clara - Madge Lake	Gravel & Prime	Departmental forces
83	8.6	Madge Lake - North	Grading & gravelling	Completion of contract
			Structures	Completion of contract
83	7.05	Benito - South	Grading & Gravelling	Completion of contract
83		Swan River - Benito	Base & Bituminous Mat	Completion of contract
89	6.0	Piney - U.S. Boundary	Seal Coating	Departmental forces
<u>MISCELLANEOUS</u>				
	2.3	Red River - Letellier	Grading	Completion of contract
			Gravelling	Completion of contract
			Additional gravel & calcium	New work
	11.9	Pilot Mound - Rock Lake Cor.	Grading, gravelling and structures	New work. Contract let
	10.0	PTH No. 23 - Notre Dame	Grading, gravelling	New work
	8.1	Notre Dame - Rathwell	Grading	Completion of contract
			Gravelling	Completion of contract
	8.1	Seddons Corner - Milner Ridge	Base Course, Bituminous Mat	New work

HIGHWAY	MILEAGE	LOCATION	NATURE OF WORK	REMARKS
<u>MISCELLANEOUS</u>				
	11.2	Red River - Ridgeville Cor.	Additional gravel	Departmental forces
	4.0	Fisher Branch - East	Additional gravel	New
	6.4	Hecla Island - Ferry Road	Additional gravel	New work
	1.3	Notre Dame Ave. St. James St. - Brookside Cemetery	Base & Bituminous Mat	Completion of contract
		Pembina Highway PTH No. 3 - University Cres.	Concrete pavement	New work (Provincial Share)
		University Entrance Matheson Avenue	Concrete pavement	New work
		Seine River Diversion	Construction St. Mary's Road Bridge	Completion of contract
	4.6	Vicinity of Vita	Grading	Completion of contract
			Gravelling	Completion of contract
	4.0	Beausejour - PTH No. 12	Grading	New work
			Gravelling	" "
			Structure	" "
	2.5	Gimli - Gimli Airport	Grading	New work
			Gravel & Chloride	" "
	6.0	Sifton - PTH No. 20	Grading	Completion of contracts
			Gravelling	Departmental forces
			Structure	Completion of contract

HIGHWAY	MILEAGE	LOCATION	NATURE OF WORK	REMARKS
		Riverton - Pine Dock	Gravelling	Departmental forces
		La Riviere - U.S. Boundary	Grading & Gravelling Structure	New work Completion of contract
15	.3	Dawson Road - PTH No. 59	Concrete Pavement	New work
North Perimeter		PTH No. 9 - PTH No. 59	Concrete Pavement	New work
		CFR Main Line	Overpass	New work
		Right of Way	Acquisition	
	15.	PTH No. 59S - East to Grunthal	Grading, Gravelling and Structures	New work
	15.4	Carman - West	Grading, gravel and Structures	New work
	3.0	Glandeboye Road between PTH No. 8 & No. 9	Grading, gravel and Structures	New work
	6.0	River Road, Parkdale, Lockport	Grading & Gravelling	New work
		King Edward St. from Saskatchewan Ave. - St. Matthews Ave.	Concrete Pavement	New work (Provincial share)
		Town of Flin Flon Crosstown Highway	Construction	New work (Provincial share)
		Mississippi Parkway		Location surveys
		Vicinity of Lac du Bonnet		Negotiations with Atomic Energy Commission

HIGHWAY	MILEAGE	LOCATION	NATURE OF WORK	REMARKS
Central Manitoba Mining Area	9.0	Bird Lake - Ontario Boundary	Gravelling	Completion
	6.0	Currie's Landing - Manigotogan Junction	Grade & gravel	Completion
Northern Mining Area	12.2	Snow Lake - Osborne Lake	Rock work, grading, structures, gravel	New work
	65.0	Simonhouse - Wekusko	Rock work, grading	Completion of contracts
	21.7	Thompson - Joey Lake	Grading and gravelling	Completion
	22.4	Wabowden - Vicinity of Grass River	Grading and gravelling	Under contract
			Bridge	New work
		Wabowden - Wekusko	Clearing	Completion
			Grading	New work (commencement)
Interlake Highway	115.0	Gypsumville - Grand Rapids	Grading and structures	New work
			Saskatchewan River Bridge	New work