

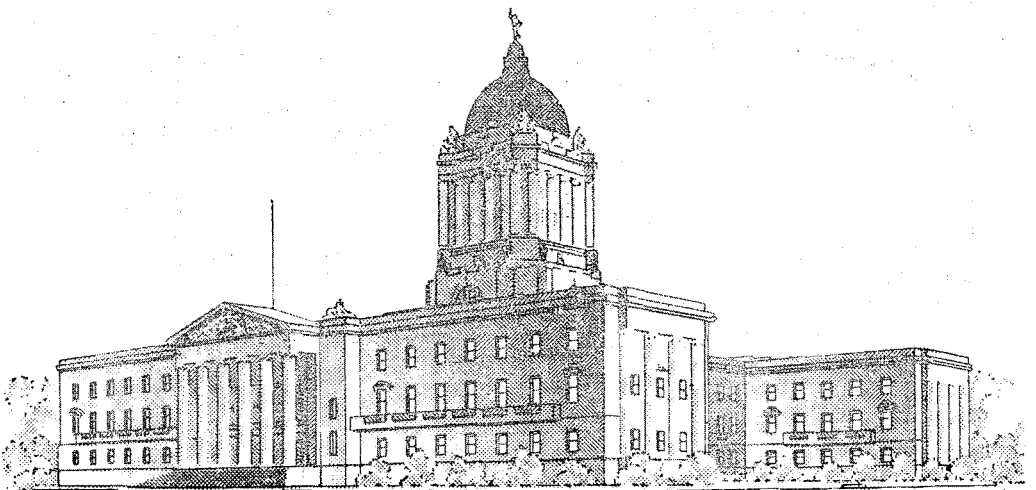


Legislative Assembly Of Manitoba

DEBATES and PROCEEDINGS

Speaker

The Honourable A. W. Harrison



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THE LEGISLATIVE ASSEMBLY OF MANITOBA
8:00 o'clock, Wednesday, March 29th, 1961.

MR. CHAIRMAN: Item 2 (i) - Brandon Hospital; (1) passed.

MR. MOLGAT: Mr. Chairman, are we going back at this stage to Item 2 (d); has the Minister got the information or does he want to let that stand until a later time in the estimates?

MR. THOMPSON: Well, I can answer most of the questions at the moment and we'll continue. There's one other item of information that I need before I can give them all.

MR. MOLGAT:carrying on where we are now as far as I'm concerned, as long as we go back later.

MR. THOMPSON: I will answer some of the questions which were asked. The one, the Honourable the Leader of the CCF was enquiring about buildings now vacant which are still under lease. There are two, the office area in the Winnipeg Electric Chambers Building which is now vacant; the rent is approximately \$8,000 per annum -- \$8,000 yes. This was occupied by the Provincial Planning Service which was moved to the Norquay Building and the Department of Industry and Commerce are now negotiating for subletting these premises. (Interjection) -- no provincial.

MR. PAULLEY: Have you got the information there Mr. Minister as to how much longer the lease has to go?

MR. THOMPSON: No, I haven't that information; I'm not sure whether the Minister of Industry and Commerce might have that, but it's still -- there's a period yet which it has to run and apparently the Department of Industry and Commerce are attempting to sublet it to recover the rental. The second one is the Manitoba Development Fund which moved out of the New York Life Building and the space has now been sublet at the same rental to Atomic Energy of Canada Limited.

Now there was one question on the decrease in salaries and the increase in supplies in connection with the buildings. The decrease of \$40,645 is caused by a reduction in staff of 15 janitors, which is due to the closing of the Sherbrook and Portage Avenue Building and the old university buildings on Broadway. Of course as we already know, the occupants of these buildings moved to the Norquay Building, and the cleaning of the Norquay Building as I stated earlier, is done by a contractor and the cost is charged to supplies. Now in connection then with the increase in supplies of \$159,530, the increase in supplies results: Firstly, the cleaning contract for the Norquay Building which is \$44,000 per annum. That was the lowest bid. Secondly, the cost of light, power and water for the Norquay Building of \$120,000; and thirdly, household requisites, materials, repairs and window cleaning, \$17,000, and some miscellaneous reductions making a total of \$159,530.

I quoted some figures on revenue and expenditure in connection with the demolition of the Broadway site. The total expenditure to March 31st, 1961 -- that's right till today -- \$37,000. Collections from the sale of materials and furniture has amounted to \$25,000. I gave you the figure of \$12,000 which was a figure I received a couple of weeks ago -- or a week ago. The revenue has been \$25,000 so that the net expenditure to date is \$12,000. Of the sale of materials and furniture, that is lumber, timber and doors and windows and so on, an item of \$3,000 is included which covers the sale of furniture -- \$3,000 out of the \$25,000 has been furniture for which no use had been found in any department and which was considered suitable for disposing of.

Now I have a statement also on the question which I believe the Honourable Member for Ste. Rose asked, on the reasons for doing the Broadway site by day labour of the department and tendering for the Sherbrook building. The statement which I have I would like to present. It points out that the transfer of staff to the Norquay Building covered a period from early December to March 15th, that contractors were not interested in doing the demolition a little bit at a time and still trying to keep heat, light and water and so on to serve the remaining staff that was in the building. As you know the work of demolition had begun before several people had moved from the building so it was sort of a piecemeal operation and we had our staff do so much at a time while the others were still there. And secondly, considerable material, mechanical equipment, lighting fixtures were to be used to upgrade some of the rural buildings of the province; materials were being salvaged and fabricated for highway maintenance

(Mr. Thompson, cont'd.) storage sheds to be located throughout the province. Certain key personnel of the summer staff of the department were kept on to do this work. Some of the men that had been working for us and might normally have been laid off for the winter months were brought in to do some of this work. Material which was destined to the country points, it's suggested here, was delivered prior to spring restrictions. The scheduling of operations and salvage of the material did not warrant leaving the building until everyone moved in March and then letting the contractor move in. I think it's reasonable that this whole operation on Broadway was one which was spread over a period of several weeks. It was not a normal tendering operation. Of course, on the Sherbrook Building we certainly, I think, got a very exceptional bid for demolition and I believe it paid the province to contract that building. We had not the same problem, the staff were all out, it was a continuous single operation. Now the question on the tenders, I'll have shortly.

MR. GRAY: Mr. Chairman, will you be kind enough to allow me to refer back to number (2). Unfortunately I had to leave earlier, not to my own convenience. I would like to ask a question on 2 - Operation of Maintenance of the Buildings, Legislative Buildings. I realize that the buildings that are now being demolished across the street, university old buildings to create a park which might take a year or two or three, I do not know. In the meantime we have a neighbourhood around the buildings here, what they call the Hudson Bay District, of people who feel it's a hardship for them to go out to the City Parks in the summer for recreation. We have beautiful grounds here and we would like to allow them to occupy it and enjoy a few hours in the evening with their children in an atmosphere of recreation -- not recreation actually -- but relaxation, during the summer months. I was just wondering whether these grounds can be improved by erecting more benches and allowing the people surrounding around here who cannot enjoy any other place to spend their evenings, or after work, right on the grounds here. In the summer, I pass through here many times, and I found that there is not sufficient benches for accommodation for them. So I would like to ask the Minister to give consideration -- I don't expect an answer now -- to make the Legislative grounds more accessible to the people that cannot go to any other park and they have to spend their evenings in the summer in their dilapidated homes which, through no fault of their own, they have to occupy now. If and when the park will be erected on the new site then this will not be necessary, but for the moment I think that more facilities should be given to them.

MR. CHAIRMAN: 2 (d) - passed.

MR. CAMPBELL: No, I think that was standing wasn't it the understanding that the Minister was still bringing something in on 2 (d)?

MR. CHAIRMAN: there was still something, this one is still standing

MR. CAMPBELL: That's right.

MR. CHAIRMAN: 1 - passed. (b) 2 - passed. 3 - passed. (j) 1 - passed, 2 - passed, 3 - passed. (k) 1-passed, 2-passed.

MR. PAULLEY: In connection with (k) I note that there's an expenditure here of almost \$177,000. We have advocated in this group and others have as well, two matters. One would be the transferring of the Teacher's Training College from its present site at Tuxedo to the University; and the other would be the question which is posed in the resolution that has been introduced by my colleague the Member for Inkster, Mr. Gray, in respect of the reintroduction in the Province of Manitoba of a school for our deaf and blind children here in the province itself. When I see this expenditure for the college at Tuxedo I wonder whether or not rather than continue these expenditures which have run in the neighbourhood of \$170,000 per annum and up, whether in order to obtain the benefits that are suggested by having the Teachers' College transferred to the University, it may be more economical for the government to give consideration to having constructed on the University site a new building in conjunction with the University and utilizing the building that we now have at Tuxedo, either for the purpose that my honourable friend and colleague suggests; or as an alternative to that may I suggest that the Honourable the Minister of Health and Welfare might well use the buildings at Tuxedo for a geriatric centre. I think the location generally speaking would lend itself to such a centre. I think that the teachers of the province, as they have suggested in numerous briefs that have been presented to the Minister of Education, would be far happier with the Teachers' College being an environment of the University itself, and so I say to all three of these Ministers

(Mr. Paulley, cont'd.) concerned, the Minister of Public Works who is charged with the maintenance of the present Teachers' College at Tuxedo and who is making an expenditure of \$177,000. I say to the Minister of Education who has been presented with what I conceive, maybe he doesn't, but I consider a reasonable argument as to why the Teachers' College should be located at the University. Then I also raise the question as to the use of the building at Tuxedo in connection with the resolution of my honourable friend to revert back to what the building was originally used for, prior to the second World War, namely a school for the deaf children with the addition of our blind children, or as a further alternative, a suggestion to the Minister of Health and Welfare that this building might be utilized for some purpose within his department and plans that he may have.

Now I think, Mr. Chairman, we may have some comments on this because it does seem to me that rather than continuously maintain this building at this expenditure, we might be able to achieve -- by a reorganization of a change in the use of these buildings -- we may be able to achieve two or three matters that have been suggested for consideration by the government.

MR. JOHNSON (Gimli): I would refer my honourable friend to the Willard report. When he has read that thoroughly we could reconsider his suggestions concerning geriatric

MR. McLEAN: Mr. Chairman, this repetition as far as I am concerned. I would suggest to the committee that the building at the University would not be maintained without some expense -- that that expense would be paid by the Province of Manitoba because we provide the money that is required by the University, and there is no reason to believe that it would not cost as much as \$176,870 as this expense is under the present circumstances. I am completely unimpressed by the arguments that are advanced for moving the Teachers' College to the University of Manitoba. I believe in a good teacher training centre and I believe that the Manitoba Teachers' College occupies a place that is in the forefront insofar as those services are provided in Canada, and that moving it to the University would not add one iota to the value and the quality of the training that is given to our teachers, and for my money -- if I have to choose between saving the taxpayers' money and atmosphere, I'll save the taxpayers' money.

Now further than that and without anticipating what decision or opinion may be expressed by the House on the subject of the resolution which has been introduced by the Honourable Member for Inkster, I would suggest that even if that resolution were adopted that the building and facilities which are now used as a Teachers' College and which were formerly used as a school for deaf children would not be considered adequate under modern day standards and we would not have it at that location. I can express no opinion regarding the geriatric centre because I haven't read the report either.

MR. PAULLEY: Mr. Chairman, I take it from the remarks of the Honourable the Minister of Education that he rejects entirely the proposition and the contents of the brief that was presented to him yesterday morning by the representatives of the Manitoba School Trustees, the Urban School Trustees Association and the Manitoba Teachers' Association.

MR. McLEAN: Mr. Chairman, it's quite unnecessary for the Leader of the Opposition to undertake to interpret or to suggest what I am doing -- (Interjection) -- sorry -- the Leader of the CCF Party. I have made my position entirely clear to the trustees and the teachers long before yesterday morning and that's it. I am not suggesting and never have suggested that I won't change my mind, or that somebody who might occupy this position might not change their mind. It's quite unnecessary for anyone to undertake to interpret my opinion. My opinion is that it is a good centre; it's a good Teachers' College, it's doing a good job, and we haven't got the money that would be required to move it to the University of Manitoba to educate or train the same number of teachers.

MR. CHAIRMAN: (k) (2), (e), (1), (2); (m) (1), (2), (3); (n) (1), (2), (3). Item 3, a (1).

MR. CAMPBELL: We've reached the Highways Branch of the department now. Is the Minister intending to say anything further at this time; and my second question; does the Minister prefer the discussion on highways to take place now or at the time of Capital Supply is before us?

MR. THOMPSON: I think we could proceed now as far as I am concerned to discuss any highway matter.

MR. CAMPBELL: Mr. Chairman, in that case, I am afraid that I'll have to renew my

(Mr. Campbell, cont'd.) discussion with the Minister regarding certain things that some of my friends on the opposite side of the House will again consider "old straw" I suppose, because we have a couple of matters outstanding yet. One of those is this question of the flagmen on No. 12 highway. I want to tell my honourable friend once again that as I think is always the case when I make accusations of this kind, I don't do it loosely, when I said there were flagmen down there that I thought were completely unnecessary and other charges I am prepared to stand behind completely; and when in the course of the Pembina by-election campaign, my honourable friend purported to give an answer to that question — sorry I haven't the press clipping before me, but I certainly read it in the press -- when he suggested that my complaints in this matter were completely wrong and that the fact that they were so wrong showed how little I had to go on when that was the basis of my criticism. Well now Mr. Chairman, the basis of my criticism remains the same as it was before; there were flagmen on the stretch of road that I was speaking about, and they were there while the road was being constructed by department forces -- that was in the construction year 1959. My honourable friend in his press report undertook to say that, "it's true there had been some flagmen on one of the roads but they were paid for by the contractor." Well now the contractor in this case was the government itself; they were doing the work, and that was one of the cases that I had for charging the use of patronage in the department, because several people, not just one, but several have reported to me that the flagmen there were completely unnecessary, because there was a detour already provided by the old Morden-Sprague road and signs were actually erected as well as the flagmen being on the job. In spite of that -- in spite of the fact that they were not difficult detours for the travelling public to see, in spite of the fact there was a good road already provided for the detour, there were flagmen kept on the job around the clock, sometimes as many as four of them, around the clock. In the opinion of my informers, a complete and total waste of money. Now further than that, the reason that I suggested patronage in that connection was that the most of them were people who had been rather definite in their support of the present government in that area. One or two I think were perhaps not that way, but it appeared that they had got on either by mistake or through the influence of someone who was a good supporter of this government. Now this is not any idle hearsay, this is the facts, and when my honourable friend the Minister, tried in the course of the Pembina by-election to say that it was not the case, and to deal with some other contract altogether, I just want to state it here once more, where he can check up. I have mentioned before that it was the section of the road between the Piney Corner and South Junction. If my honourable friend will remember the road, he will know that the old Morden-Sprague Road provided a ready-made detour which actually crosses the present No. 12 Highway in two or three places.

MR. THOMPSON: May I ask the honourable gentleman a question? In his statement when he made the charge during the Pembina by-election, did you state on what portion of No. 12 Highway the flagmen were engaged?

MR. CAMPBELL: Oh yes.

MR. THOMPSON: And the second question: Did you observe whether the press included the location on the highway that you are speaking of?

MR. CAMPBELL: No, I did not. No, Mr. Chairman, I made the same charge exactly that I made in the House here. In fact, on the one occasion I read it from the Hansard proceedings. I think I can still find that record in Hansard although I haven't looked it up for this occasion. I stated definitely that it was the portion of the highway between the Piney Corner and South Junction, and that is the portion that I've always been talking about. I repeat that charge, and I repeat also that to many people in the area, it was an evidence of patronage and waste of money. Now that's not a big item. That amount of patronage perhaps is not a matter of great moment and the waste of money on a big job, certainly isn't a big percentage. But the principle is there just the same. I have always held that perhaps that was a contributing factor to the fact which I also read onto Hansard a year or so ago that from figures furnished to my honourable friend the Member for Emerson, as to the comparative costs between that section of the road, Piney Corner to South Junction, and the section adjoining it just this way, that when the figures given by the department itself that the cost of the road done by this government was something in the neighbourhood of 25 percent higher than the section of the road that had been done under the other government, and I ask anybody who has been over that road,

(Mr. Campbell, cont'd.) anybody, to compare the two sections. I had spent some time on it in the House before to suggest to my honourable friends opposite that if this was an example of the great new road policy that we were going to have, we'd better go and take another look at it. And I still invite my honourable friends to make the same comparison. Now some place, I think I can find -- I don't think I need to review what I have said because I have put it on the record again.

There's no question about the part of the road that it was, but here are the figures that were furnished by the department as to the comparative costs. The cost, according to their figures, of the road that we built in our time was \$7,487 per mile; and the cost of the road that was built by the present government was \$9,413 per mile. Those are the department's own figures. I make the statement that ours was a better road; not only as good, but better. So I have been very interested in the explanations, and while I certainly don't for a moment try to allege that the evident patronage on the road in picking out these flagmen for their political persuasions and the waste of money in having flagmen there at all, would have any appreciable affect at all, I wonder what other factors entered into this road construction that made that discrepancy in the costs. My honourable friend, after I had given him the opportunity to get the information from the department, made this statement. I had said about what I've said now. I wanted an answer. I had been, as I admit, I have been subjected every year that I have been here to this continuing harangue from the honourable members opposite about the fact that we didn't build good roads. We got the harangue from the former Minister of Public Works that "we're going to now build heavier, stronger, better roads. We're never again going to build roads like No. 6." We're going to this, that and the other thing. There was going to be a new program. And so I admit to a certain amount of satisfaction when I drove down there and find out that the road that my honourable friend had built was noticeably worse than the one that we built. If my honourable friends insist that ours were bad, then I say theirs were worse. And there was one of the first opportunities for my honourable friends to establish this new policy and to show that it was in evidence, to show that it was in good faith. So I told this story on March 11th, 1960, it's here in Hansard, and having told about this same story and admitted that the reason that I wanted a full explanation was because here was a test -- what had all these great promises amounted to. Where we had an opportunity for an accurate comparison, that's what we found.

Here's my honourable friend's answer from Page 1488, Hansard of March 11th, 1960. Here's what he said: "Now similarly in connection with Highway 6 from Piney to South Junction that grade was built -- not 6, what's the number, 12, yes, from Piney to South Junction that grade was built in 1954 and '55. It took two years to build that grade. That's when the grade was constructed. Now we have recently, I understand, as my honourable friend mentioned, built a grade, at least put a surface on it, but I do want to say this, that that surface, that black road, that surface is not intended to be the surface. That is intended to be -- the black surface is intended to be a base course rather than a pavement or a surface. It is a form of road mix. It is intended that it will carry traffic on only a temporary basis. That road will need and will receive a bituminous mat. The surface which has now been laid is a step -- a base course I am advised, which is a step forward to the final steps in the construction of that piece of road." But as I mentioned a little later on, on the same page, that there was already in the program an item for seal coating of that road. And that was, in fact, a bituminous mat that was laid there. My honourable friend, I'm sure, knows now that he had been given the wrong information. It was a bituminous mat, and the last Public Works Highway Report gives the figures for the seal coating of it. I'm sorry that my honourable friend got that wrong information because I'm sure it was a bituminous mat. The point is, and why if it wasn't a bituminous mat would it cost 25 percent more than the other road. And why if it was a temporary surface, would they be seal coating it. The fact is, Mr. Chairman, it was one of the roads that this government had built and my honourable friend tried to put me off and they've been trying to put me off ever since. And that's what I object to. And when I try to make some honest complaints -- and they are honest, and they are complaints -- when I try to make them my honourable friend, not the Minister I have no complaint about him at all, they accused us of thrashing old straw. How are we going to get these facts before the public if we don't tell the truth about them. Now that's not a big thing. I think the principle is big, because

(Mr. Campbell, cont'd.) after all this bombast about heavier and stronger and better roads, we get not better roads, but in this particular instance -- and I'm not suggesting at all the roads have been that unsatisfactory, not at all -- but here was a case where we had a chance for comparison. We get not better but a poorer road and at higher cost. And when I mention in connection with it that there were these flagmen on who weren't necessary, what answer do we get? That there was no such occasion; that the flagmen were on some other road, and I had merely demonstrated how little I had to talk about by mentioning this case. I was mentioning the same case that I've been talking about in the House. I do not take kindly to the attempt of my honourable friends to brush these things off; and I do not take kindly to the attempt year after year, after year to go back and try and indicate that we were not doing a job according to the time with regard to roads. That's why I have been checking up very carefully about what goes on with regard to roads; and that's why I have been checking up very carefully during the course of the Pembina by-election as well.

I'm not trying to pretend that I think that those little matters down on No. 12 are of any great consequence financially. I think the principle is wrong but they don't amount to a big thing provincially, as a whole. I think the principle of putting people on what I am told is a patronage basis, is wrong. I think it's wrong to supply work that is not necessary, but they still aren't important. But when I came to Pembina by-election then I found the evidence that I have placed before the House before, that I told the government that I would be anxious to call people to establish in front of a committee, and when my honourable friend suggested a judicial committee, I said that I had no objection to either one, a Committee of this House, Public Accounts, Judicial Committee if he wants, where I can bring the people from the area to establish the fact that I have stated that -- here again I'd better be careful that I use exactly the terms that I did in the House -- to establish the facts. Here's what I said on page 23 of this session's Hansard, February 16th, 1961: "and Mr. Speaker, I want to be very definite about this, the road program of Manitoba is still being used for political purposes." Remember that raised quite a bit of interest over on that side and some chuckles, yes. "still being used, that's right. That's a question that I raised last year. I raised it again -- still being used. It was used for the first time to my knowledge" -- then there's a gap because apparently in the uproar the tape didn't get it all down. There's a gap and -- "still being used, Mr. Speaker, it's still being used for patronage. It's still being used for election bribes and threats. Mr. Speaker, those are strong words, very strong words, and I mean them. Anybody who makes charges as serious as that should be prepared to back them up and I am, I invite my honourable friend the Minister to ask me to back them up. I'm prepared to. I'm anxious to."

Now we've had quite a bit about it since that time, and I repeat that statement that I'm quite willing and anxious to bring the people who will substantiate these charges of the roads being used for political purposes, for bribes and threats before a committee of this House or a Judicial Committee. Now my honourable friend the First Minister, had something to say about this, I shan't attempt to quote him exactly although I have the record here. He said that charges of this kind were a two-edged sword and that it cut both ways. Well Mr. Chairman, if there's anything two-edged about this, and if there's any cutting to be done, if my honourable friend is suggesting that there's something that they'll cut as far as we're concerned, then let that be brought out too. If there's anything that impinges in any way on me or on my government or on any of my colleagues, then certainly that should be brought out too. I'm speaking of the cases that I have met myself. I bring it up because I don't believe in this sort of thing. I think it's a bad thing for the Province of Manitoba and I do not like to see the road program or anything connected with government used in that way. Now these are serious charges, and if the Honourable the First Minister, any member of the government wants to hear the rest of them, let them provide a place where I can bring the people who have given me this information and I'll be very glad to do it.

MR. ROBLIN: Mr. Chairman, we will certainly oblige the honourable gentleman because when the Public Account's Committee meets which will be soon, I will give him every opportunity that he seeks, but I think in common decency he ought to specify what his charges are and do it now. I do not think Sir, that it is fair. I do not think Sir, that it shows any great respect for the privileges of this House or the members in it when my honourable friend continues to make charges of this nature without being specific, and that is what he is doing again here tonight.

(Mr. Roblin, cont'd.) I demand that he make his charges specific and that he do it now.

MR. CAMPBELL: My honourable friend can demand all he wishes. He can demand anything he wants to. There's nothing contrary to the dignity of this House in any way. I have the right and even the responsibility to make a charge that I make and I make it, and I say that -- (Interjection)-- I told you what it was.

MR. LYON: You said nothing.

MR. CAMPBELL: I didn't say "nothing". I said not to disturb my honourable friend and the First Minister too, and I repeat it. It's threats and bribes with the road program, and I repeat that I shall see that the people are here to establish those statements; the people that heard these threats and bribes made.

MR. ROBLIN: Mr. Speaker, my honourable friend has cast the most unpleasant aspersions upon members of this House by innuendo, by a vague reference, by a threat that he is going to disclose something if we will take him to a committee. Well I say Sir, that's not good enough. If he's half a man he'll stand up now and give us the names of who, why, what and where.

MR. CAMPBELL: My honourable friend is getting pretty excited I see, and I've always noticed that when he gets excited like this and starts talking real loud that he's pretty unsure of his ground, and I say to him that I'm half a man; I'm just as much of a man as he is any place, any time. I make these charges on my responsibility, but I'm going to have

MR. ROBLIN:you haven't told us who or what or when . . .

MR. CAMPBELL:that the road program was used for political purposes

MR. ROBLIN: By whom?

MR. CAMPBELL: It was used for bribes

MR. ROBLIN: By whom?

MR. CAMPBELL: and threats . . .

MR. ROBLIN: By whom?

MR. CAMPBELL: The people to whom these statements were made are the ones that I want to

MR. ROBLIN: Who are they?

MR. CAMPBELL: You'll find that out in due course. Look, my honourable friends and the two of them that are doing the talking are the ones who always like to get into the forefront of a thing like this. All right, I'll put my reputation against either one of them, and I'll stand up to these charges, I want them made by the people that heard them made and I have a right to do that. My reputation in this House is just as good as either of the others and I don't need to be asked by my honourable friend the First Minister whether I'm a half a man or not. I'm enough of a man that I don't have to take any backwater from him any place, any time. And these will be told in due course. I make them. I'm entitled to make them.

MR. ROBLIN: My honourable friend may be entitled to make them but I think we're entitled to know what charge we're accused of. My honourable friend must understand that that's elementary in any examination of a charge of this sort. Some two months ago he stood up and said precisely or almost what he's saying here today. He was asked then to be specific. We asked him either to do it in the form of a statement or before the Orders of the Day or a statement of any kind and there's plenty of ways in which it could be devised. He said he was going to make them in this committee. He hasn't made them. He still is asking us to accept this indefinite charge that he is making. He still is refraining from saying who he's charging of what and I think that he owes it in just ordinary plain courtesy to this House to tell us exactly what his charges are.

MR. CAMPBELL: My honourable friend is toning down quite a bit. He's not as mad now as he was a little while ago, but he's still wrong because he said that I promised that I would enunciate these charges in this committee. I said nothing of the kind. I said that I would raise the matter again when we got to committee. I said I would raise it because that was the time that we could discuss it back and forth. My honourable friend is certainly doing that, and so am I, and this is the right place to discuss it in this way, but I do not intend until I have the witnesses before a committee or a commission to go any further than I have up to date with the charges. I make them on my responsibility and I've told my honourable friends what they are. That they're using the road program of this government for political effect for bribes and for threats.

MR. PAULLEY: Mr. Chairman, I would like to just for a second. Now maybe this will give a little cooling off period for a second or two. I don't agree with either side. I think that there have been charges of a sufficient grave nature made previously and repeated here tonight to have a thorough investigation into this whole matter. I don't agree with the contention that this should be considered before Public Accounts Committee. I think the charges, as I said earlier in a former debate, that the charges are too serious and mean too much to the people of Manitoba to be referred to any committee of this Legislature. My honourable friend the Leader of the Opposition tonight has made references to political patronage in the hiring of flagmen. He admits, and I agree with him, that insofar as the net cost of a road construction program of four or five, two or three whatever the case may be, flagmen around the clock, is not too great an amount in dollars and cents. He says that it is the principle. I agree with him. But something that he has said tonight and he's repeated a debate which took place last year in this committee, I think demands a thorough judicial inquiry or something that is removed from this Legislature, because he has told us that a road, a comparable two sections of road, one that was built under the former Liberal regime was built at a cost of approximately 25 percent less than what he calls was the worst road constructed since the present administration took over in this general area on the road from Piney Corner and South Junction. He gave us the figures, he gave us the figures Mr. Chairman, that the cost of the construction of this road under his regime as being \$7,487 per mile. He says that a road in the same area built by the present administration was \$9,413 per mile or about 25 percent more, and he makes the statement -- (Interjection) -- \$7,487 -- and the Honourable Leader of the Opposition makes the claim that the road which cost approximately 25 percent more and built by the Conservative Government is a worse road than the road that was built just before the change of government, by his government.

I'm not too much concerned with the minor detail of the flagmen, but I am concerned that if the Honourable the Leader of the Opposition can establish his charge, and he says that he can; of these charges I think the most important one is the great difference between the cost of the construction of these two pieces of adjoining road and I suggest this, that it would be well for the Government of Manitoba not to have this done in Public Account's Committee, and I would say that if the Honourable the Leader of the Opposition can establish that on the basis of the cost comparisons as he gives us between these two sections of the road in this general area, then we'll have to look into the whole question of the cost of all of our highways in the Province of Manitoba. To me, Mr. Chairman, this goes a lot further than just a wrangling or charges and countercharges between my honourable friends opposite and my honourable friends to my right. Because as I say, if it can be established as the Leader of the Opposition says according to the figures he has, if it can be established, then we should investigate the whole question of road construction here in the Province of Manitoba. I think that it is very very fortunate for the people of Manitoba that this isn't just a question of an argument between Liberal and Conservatives; I think they're fortunate there is a third consideration, or a third party in here. And I'm not suggesting this -- oh my honourable friend the Attorney-General might laugh -- but would be done if it was not the case as it is. Because I'm saying, Sir, that because of the fact here in the Province of Manitoba that it shouldn't continue just as an argument between the present administration and the former administration, and that would prevail if it wasn't for our demand. My friend says he's just laughing at me. (Interjection) I don't think that there's any time at the present time, or any room for levity, and I'm surprised at my honourable friend the Attorney-General laughing at this particular point.

MR. LYON:any levity in the House that I can see.

MR. PAULLEY: It maybe in your opinion because maybe you don't want this investigation. "Ah," he says. I suggest that that may be true. My honourable friend the Leader of the Opposition says that he can establish these facts.

MR. LYON: He'll get his chance.

MR. PAULLEY: I say that they should be established, or that he should be given his chance, but not before a committee of this House. They are too grave and they should be established. And I don't blame my honourable friend the Leader of the Opposition for not stating and laying his case before the members of the Conservative administration of the government before the hearing. He's made sufficient charges in this Legislature now to

(Mr. Pauley, cont'd.) substantiate any enquiry, and why should he be forced -- (Interjection) -- I don't need legal advice. (Interjection) Oh, it might be -- and maybe legally, Mr. Chairman, a person might be able to wangle his way out of this. I'm trying to approach it not in a legal sense but on the basis of commonsense. That the charges have been made in this Assembly of which we are all members, and it is our duty to get to the bottom of them and we don't need legal advice in order to do it. So I repeat once again, Mr. Chairman, the charges have been made; they're grave charges which can materially effect, financially and otherwise, all of the taxpayers of the Province of Manitoba, and the only way that the issue can be resolved is to have it done by somebody independent of the parties concerned.

MR. LYON: Mr. Chairman,

MR. PAULLEY: Mr. Chairman, if I might just say one more thing. Because we know full well that as far as the set-up in this House is concerned that the majority of the Public Accounts Committee are a majority of government.

MR. LYON: Mr. Chairman, on a point of privilege.

MR. PAULLEY: There's not point of privilege at all.

MR. LYON: Mr. Chairman, on a point of privilege, my honourable friend is casting an aspersion immediately when he says that because one party happens to be in majority and matters heard before a committee of this House, the matter will not be heard properly. I ask him to withdraw that because he knows better

MR. PAULLEY: I will not withdraw it, Mr. Chairman. I made a statement of fact.

MR. LYON: I say, Sir, that if he doesn't know better, he should know better after being in the House as long as he has. He shouldn't make these reckless stupid statements.

MR. PAULLEY: Yes, Mr. Chairman, I've been in the House a lot longer than my honourable friend. I admit that I'm not trained in the law as well as he is.

MR. CHAIRMAN: Order. I think inasmuch as the honourable member has said that we're all members of this Assembly that it wasn't just perhaps in good form to suggest almost immediately afterwards, when you come to the Public Accounts Committee "well you've got the government majority". We've been trying to keep this as you said out of the party. . . .

MR. PAULLEY: I'm saying this, Mr. Chairman, that every decision that is made in this House, as well as in committee -- and my honourable friend hasn't been around here long enough to realize this -- is done by the majority will and vote of this House. And as far as the airing may be, certainly the thing will be aired, but if the Public Accounts Committee or any other committee have to arrive at a decision as to what should be done after, then that is why I say that there is a government majority. And I say, Mr. Chairman, that this is a true statement and the only way this can be properly resolved is outside of any committee of this House.

MR. CAMPBELL: Mr. Chairman; mine arises from a statement that the Honourable the Leader of the Opposition made and I'd like to clarify it.

MR. CHAIRMAN:to have the Minister reply after

MR. THOMPSON: Mr. Chairman, I do want to make a remark or two in connection with the comment that we have heard from the Leader of the CCF and the Leader of the Opposition. In connection with the piece of highway on No. 12 from Zhoda to Piney and Piney to South Junction, I believe that the Leader of the Opposition has overlooked the fact when he quoted from Hansard of a year ago that later in the proceedings of last year at page 1697 in the Hansard of March 17th, 1960, I said that I am pleased to endeavour to make some answer to the Honourable the Leader of the Opposition in connection with the question which he has repeated which were asked earlier. In connection with the issue of the cost of the Piney to South Junction Road No. 12 as compared to the cost of the Zhoda to Piney, a part of that highway. When my honourable friend tonight, the Leader of the Opposition stated that his facts -- I think he may not have been incorrect. I must advise him that the figures on that comparison are incorrect. Zhoda to Piney Road was constructed, the surface was constructed in the two years 1957-58 and 1958-59 by the former regime. The cost was \$10,100 per mile. The cost on the work which he speaks of was \$10,100 per mile. I think he gave a figure much less than that when he was comparing those with the Piney to South Junction Road. The cost of the Piney to South Junction Road was \$9,480 per mile so that there was a difference in the work which was done between Zhoda and Piney, and Piney and South Junction; the former which was done, as he said, under the former administration, and the latter which was done under the present administration.

(Mr. Thompson, cont'd.)....The latter, from Piney to South Junction, was \$620.00 per mile cheaper than the road which he mentioned in comparison. That's what I said in the House a year ago. I answered him on those figures and I told him that the road we built was \$620.00 per mile cheaper than the one that was built under his administration. That was the information of March 17th, 1960. Now, Mr. Chairman, I do not feel that we have any charges yet, with all due respect to the Leader of the CCF. What is the charge? That we hired flagmen on a highway. All our contracts ask the contractors to name flagmen. As many flagmen as may be deemed necessary by our engineers. Hiring flagmen doesn't establish a charge of patronage. I think the Leader of the Opposition should tell us who the men are, if they're associated with our party. Who are the men which we hired after which, as he has suggested, we created jobs? Then, if he shows us that, he will have established at least a preliminary basis of patronage, but until now we have the charge that we hired flagmen. And the hiring of flagmen has gone on for years. Under the former administration they were called labourers. If you look up the records you'll see labourer, labourer, labourer. And that referred in many cases to flagmen. We call them what they are - flagmen. And I think, Mr. Chairman, that we should hear more than we have tonight, to establish any evidence at all of a charge of patronage, or bribes or threats.

MR. PAULLEY: Mr. Chairman, if I might just make one point in regard to the Honourable Minister of Public Works. He says that he hasn't had enough substantiation of charges in order to substantiate going into an inquiry. I say there has been, Mr. Chairman. Because this has come from a responsible member of this Legislature, a man who has been the Premier of this province for I believe ten years. These are not charges that are being made by some individual who -- (Interjection) -- never mind about the Leader of the CCF. No I know, and I'm sure that my honourable friend the Attorney-General wishes that I were not here tonight, because the facts that I'm drawing to the attention of this committee I think are valid. These are not charges that are being made by irresponsible individuals, who may have some axe to grind to achieve an end. I say, Mr. Chairman, that these are charges that are being made and directed to the government by a very responsible individual, a man who has led our province for a number of years and been associated in the public affairs of this province, I believe, ever since 1922. So I say that if he says that he can do these things, surely to goodness that should be sufficient for this committee.

MR. THOMPSON: Mr. Chairman, I don't want to leave the impression that I do not want any form of inquiry. I say that we should have more evidence here in this House. We should have the basis of a charge, and then we'll welcome any type of inquiry, but to suggest now a judicial inquiry into what we have heard -- I would like the Leader of the Opposition to associate the people, the personnel that were hired in some patronage manner. -- (Interjection)-- Well, let's hear it. He had used the difference in cost of the roads associating with it. That was entirely wrong. I don't want to interrupt my honourable friend in his trend of thought.

MR. PAULLEY: My Honourable Friend the Leader of the Opposition has given us two figures, and the Honourable the Minister of Public Works and the Honourable the First Minister says they're wrong. What are we faced with? As far as the members of this committee are concerned? The figures of my honourable friend on this side; the figures of my honourable friends on that side. And I say that it's a question of who are we going to believe, this side or that side, and I suggest that that can only be done after a thorough investigation to get at the true facts.

MR. THOMPSON:Mr. Chairman, and they went unchallenged. There's been no repudiation of these figures.

MR. ROBLIN: He's quoting from Hansard of earlier, a year ago. Mr. Chairman, I think this whole argument on the cost of this road was thoroughly ventilated in Public Accounts last year. My honourable friend was there and he ventilated them, and as far as any record goes the figures the Minister gave tonight stood unchallenged. But I think, Mr. Chairman, that it would be an excellent idea if we call the Public Accounts Committee because I am very anxious myself to hear more of these charges. I think that if my honourable friend refuses to substantiate them here, we should give him the very first possible opportunity to do so elsewhere, and I think that the Public Accounts Committee should be called for either Monday or Tuesday, depending on the convenience of members. Monday -- call it? Well I think maybe

(Mr. Roblin, cont'd.).....Monday is a good day, and I ask my honourable friend to be present with his witnesses so that we can hear what's bothering him. I also ask him to have with him the names of the flagmen whom he accuses of being on the patronage list, who they were -- let's get to the bottom of this. I think this is the third year he has brought up this question of patronage and flagmen on that highway, and it's the second or third time he has raised the question of costs of that road, even though it was thoroughly looked into before, and the statements of the Minister were unchallenged in the committee. Now let's do it again if we have to, and I ask my honourable friend to be ready on Monday to produce the names of his flagmen, to deal with this question of the cost of the road, and to bring in these witnesses of his that he's so anxious to have here. We will be there and we'll be ready and waiting for him.

MR. CAMPBELL: Mr. Chairman, if I may, I've been waiting quite a little while to get back into this argument, and I was interested to note that my honourable friend, the Leader of the CCF Party entered the debate in order to give the Honourable the First Minister and me the opportunity of cooling off, and he ended up by getting pretty well steamed up himself, which is probably characteristic of the way we do things in this committee; but Mr. Chairman, I hasten to say that I accept the word of the Honourable the Minister that I had overlooked those particular figures. I must say that I -- I think the House will agree that I miss very few sessions of this House. I'm sure I wasn't present when those figures were given, because I have been paying a great deal of attention to this particular section of the road on No. 12. We did have it before us in Public Accounts, and I certainly do not remember those figures being produced there, and my honourable friend the Leader of the CCF Party keeps referring to the fact that if I am able to establish these figures. I've pointed out time and time again that if there is a mistake, the mistake is of the department, because these are figures that were given to my honourable friend from Emerson in answer to questions that he asked about this road, and if later on the Minister came back and corrected them, then I must say that did escape my attention, but this is the actual sheet of paper that my honourable friend the Minister gave to the member from Emerson, and the figures that I'm using are not ones that I have to substantiate -- these are figures that came from the department, and then as I read from Hansard a short time later, the Minister in making the explanation, said that this was not the completed road. Now I think he is prepared to admit that that was a mistake. -- (Interjection)-- No?

MR. THOMPSON: No, this is what was called an emulsified asphalt cold mix, and it's an accepted practice that this must be seal coated to prevent ravelling as early as possible after completion, but after the road carried traffic for a certain time and traffic density reaches the mix stage of construction -- that is, it reaches a point the mix stage takes place; it's not a permanent enduring type of surface, but it is one that serves for an indefinite period. It depends on what fortune we have in seeing it done. But I'm afraid I must tell my honourable member that he was present in the House the evening at 8:00 o'clock of March 17th -- he's recorded here as making some comment.

MR. CAMPBELL: I certainly apologize to my honourable friend because that had escaped my memory, and I was relying on these figures, so where do we come back? The road was a little less expensive than ours. Well, I mustn't quarrel with the figures, but I think that the average person would probably query the fact that the first figures were not the same as the ones that came up later. Now how does that happen? We.....

MR. ROBLIN: Is my honourable friend making any imputations here?

MR. CAMPBELL: My honourable friend is

MR. ROBLIN:House need a chance to

MR. CAMPBELL: My honourable friend is very, very concerned about any imputations. Anything that I have to say to my honourable friend I'll say it directly and won't make any imputations.

MR. ROBLIN: You're pretty good at making them.

MR. CAMPBELL: No, I don't have to make them. I have enough material to go on with-out making any imputations. I make statements, and as I said before I am prepared to back them up, unless my honourable friend wants the details about the flagmen. They were not flagmen that were on the road waving people along, the traffic along the road; they were flagmen that were placed at the locations where the detour crossed the No. 12 highway. Yes, that's

(Mr. Campbell, cont'd.) the work and that's the place. They were flagmen who were directing the people even though there were signs, and I maintain they were completely unnecessary. Well my honourable friends have agreed that we'll have this matter threshed out at the Public Accounts, and I'll be very, very glad to have some people there to go into both this and the other matter which I consider much the more serious of the two.

MR. SCHREYER: Mr. Chairman, the implication of the foregoing is that the answer on the Order for Return was wrong. Is that true? I'd just like to know that.

A MEMBER: suggestion that this was an Order for a Return.

MR. THOMPSON: No, as I understand it, the Honourable Member for Emerson went to one of our staff and asked for some figures, and I believe the member of the staff asked me if I could release them and I said yes, go ahead, and I never saw the figures. As I recall I advised him -- I authorized him to give you the information at that time. Apparently he had left out part of it as it's turned out.

MR. PAULLEY: just say another word on this. It's true, as the Honourable the Leader of the Opposition says, I did get a little warm under the collar because of the fact that there was appearing to me that he had established on the basis of the figures, room for a complete investigation into all aspects. It does seem now that my honourable friend, the Leader of the Opposition is prepared -- or I believe he did even use the word, "apologize", because of the fact that he didn't have the full facts in connection with the cost of the road. Then Mr. Chairman, as I recall I stated at the time of the debate on the Throne Speech that I said that if the Honourable the Leader of the Opposition could establish his case, then the government should resign, and if he could not substantiate them then he should apologize, and apparently that's happened this evening. In respect of the cost of the roads I thought, and still think, if it were true, it would be a very, very major item for consideration. It seems now that we've got the issue boiled down to two or three flagmen. Now I'll appreciate the fact that when we go into the Public Accounts Committee to hear a few comments about the value or the non-value of a few flagmen. I now formally withdraw, Mr. Chairman, my suggestion for a judicial inquiry. It seems that the bubble has been resolved by the light of the record of Hansard of last year.

MR. ROBLIN: Mr. Chairman I wouldn't like my friend to be so optimistic, because it's not just a question of flagmen. We're expecting to hear the names of these people who were put on the patronage list down in southeastern Manitoba, and we want to get those names because that's still a matter outstanding, and then there is the question of the Pembina by-election, which is completely up in the air. We have not yet heard who is alleged to have made statements or to whom or to whom, but we're to be honoured with the attendance of certain witnesses who are to give us that information. I want to know what other points my honourable friend wishes to ventilate at the same time.

MR. PAULLEY: Mr. Chairman, if I may just interject. On that point, I would agree that the Public Accounts Committee go on. The point that I'm trying to make is the question of the judicial inquiry, because of the magnitude of the original charges.

MR. CAMPBELL: Mr. Chairman, I want to agree with the Honourable the First Minister that this is not just a question of the flagmen. As a matter of fact I have already mentioned the fact that the flagmen are the unimportant part compared to the other one. The matter that is outstanding, that is really important, the one I have always maintained is by all odds the most important, is the question of the bribes and threats with regard to the road program during the Pembina by-election.

MR. LYON: Mr. Chairman, all of us are not yelling at one another, I wonder if he would be good enough in this pacific mood, after the Honourable Leader of the CCF has pontificated his upon the whole proceeding now, that he could perhaps specify to us where any charge was made, or any threat or bribe was made, during the Pembina by-election, and to whom it was made, just so that we may be appraised or was it made in Churchill Constituency? Was it made in Pembina? I merely asked him, Mr. Chairman, was it made in Churchill Constituency? Was it made in Pembina Constituency? Was it made in Brandon? Where was it made and by whom and what was the nature? We don't ask him to tell us the name of his witnesses, just tell us at whom is he pointing the finger of scorn. This is all we'd like to know. My honourable friend wouldn't like it very well if he were to be picked

(Mr. Lyon, cont'd.) up outside the House tonight by a policeman, taken down to Vaughan Street lock-up and held there and no charge laid against him. They let him out, say, "we'll call you when we get around to laying a charge -- we'll call you, but in the meantime you're not entitled to know." Now my honourable friends opposite, laymen and very good laymen, and I say to them with complete respect that I can understand they might not comprehend that this is the way things are not done. If we ever did things like this in the ordinary course of affairs in my department, you'd haul me up on the carpet right away. The Opposition would, and you'd be entitled to, so all the government is saying is not out of a sense necessarily of courtesy and common decency, which are the two main things, I would think, but even more, and I appeal to my honourable friend's sense of justice, that's what I put it to -- I appeal to his sense of justice merely to outline -- we don't want the names of your people. We're quite happy to see them when they come, but just tell us where any of these threats were made, where any of the bribes were made, by whom were they made and how many people were present, one or two, or two hundred or whatever it was. It is a very simple request and I think that's all we're after.

MR. CHAIRMAN: I'm not asked to give a ruling on that, but I do feel that it's placing the government and the Minister and everyone sort of under a cloud of suspicion when we don't know, will not know until the Public Accounts meeting, and that while it wouldn't be just the thing, perhaps, to mention names and that, but I think if there could be something that would be specific to the point of just having a clearer idea as to what is meant so that we don't all go away wondering who is responsible -- if it was some employees or what. Just the general statement of the circumstances that would justify the calling of a Public Accounts Committee or to deal with the matter.

MR. PAULLEY: Mr. Chairman, the Honourable the First Minister has said that there will be a meeting of the Public Accounts Committee on Monday. . . .

MR. ROBLIN: not have some chance to prepare the defence?

MR. PAULLEY: Mr. Chairman, meetings can always be adjourned after hearing the charges.

. . . . Continued next page.

MR. ORLIKOW: Mr. Chairman, I don't think that I could be accused of being a defender of this government. I've done my share of criticizing them for various matters. I think the charges which have been made by the Honourable the Leader of the Opposition are extremely serious charges to be made in this Legislature. It is a long number of years, certainly before my time in politics which goes back some 15 or more years, that we have heard even the slightest suspicion that in this province there has been or could be a kind of thing which the Honourable Leader of the Opposition stated tonight. I am not rising tonight to say that he ought to list the places where these things took place; who, was involved and so on, although I must say personally that I have the feeling that if I were doing it this is exactly what I would do, but it may be that the Honourable Leader of the Opposition feels that the nature of the charges are such that the place to do it is in a committee. I'm surprised, Mr. Chairman, and I say tonight what I have felt from the day he made those charges, I'm surprised that he has waited six weeks to call this matter forth. I'm surprised, because let's face it, Mr. Chairman; I look around here, and I know the members of this House, and I know myself that from here on in we will be counting the days until we can finish. Members are not discussing, are not listening with the same interest which they did at the beginning of the session. Not only about this matter but every matter. We're approaching the end of the session, and I'm surprised that the Leader of the Opposition didn't, the day he made those charges, if he felt that the place to do it was in a committee, in the Public Accounts Committee or in a special committee, that he didn't say then, "Let's get the committee together right now." -- (Interjection) -- No he didn't. He didn't say "Let's get the committee." He said, "I will do it at the proper time," and I want to suggest, Mr. Chairman, -- (Interjection) -- "in due course", and I want to suggest, and I'm not defending the government -- I never have and I never will -- that the proper time is not in the dying days of the session. I suggest that he should have asked for the committee to meet immediately and I'm glad that the First Minister has suggested the committee will meet on Monday. I was on my feet 20 minutes ago before the First Minister got up, to make precisely that suggestion, that the committee be called together as quickly as possible, that we get on with the job, because I think that the kind of charges which have been made are important not just to the government, they're important to every member of the House; they're important to all the people of this province. We have been, I think, singularly free -- and the credit can go to those who were responsible for the operation of this province -- we have been singularly free in this province, to the best of our knowledge, of this kind of thing which has happened in other jurisdictions, and I don't want to be critical of other jurisdictions but I think members know jurisdictions where they have had problems, they have had difficulties. We have been, we thought, free of this kind of thing, and I think that as soon as there is the slightest doubt that things are not going right, that it is the responsibility of anybody who has the information to bring them to the House and to publicize them, and to get the facts on the record, so that the people can know what the situation is, and I for one certainly am happy that we will meet on Monday, and I hope that we are ended with the business of charges being made, of imputations being made. Let's get on with the facts and let's clear the record.

MR. KEITH ALEXANDER (Roblin): Mr. Chairman, I would like to try, if I may, to refresh the memory of the Honourable Leader of the Opposition as to what happened in Public Accounts last year, because this sticks in my mind fairly clearly. I remember first of all his charges in this House were that this section of road built under the present government cost too much in comparison to what it cost under his regime and I think he found out in Public Accounts when the representative of the department was there, that one of the reasons for his misunderstanding was the fact that he'd asked the Honourable Member for Emerson to get information and the way the request was worded, that he hadn't got the actual information the way he wanted it. Now the matter was explained in Public Accounts, and when the fact came out that under the figures that the department had, it showed that the road, instead of costing a lot more, cost \$664.00 a mile less. And then the Honourable Leader of the Opposition went on to criticize because this government was now spending less on highways per mile than he had spent. And I remember quite well that I was sitting opposite the honourable member, and I made the point; I said, "Well it seems to me that the Honourable Leader of the Opposition is very, very hard to please. It doesn't matter which way we go he's still unsatisfied." Everybody got a little chuckle out of it and he accepted those figures, and I was very, very surprised

(Mr. Alexander, cont'd.) when I heard him come into the House tonight with the old figures again.

MR. CAMPBELL: Mr. Chairman, I'd just like to repeat however, that these old figures that my honourable friend mentions are the figures that came from the department. Now if they were later corrected, and I accept the fact that they were -- that had slipped my mind, that that was on Hansard. Apparently I was here, but these figures are not my concoction. They came from the department, and the part for the South Junction, some other work in that area, all of a similar type, were given as being a total of \$174,000 odd. I divided the total by the mileage in order to get the cost per mile. The part from Zhoda Corner to PNEY had been actually written in, I think, by my honourable friend from Emerson. These were the figures that I got from the department, so that I'm not putting on anything that was my figures. I put on what I got from the department. I do confess that I forgot that there had been a correction, and that does change the situation. I'm afraid that once in awhile I do forget, but I raise the point again -- it's not I who prepared these figures. It was the department. They later were corrected, that's true.

MR. ROBLIN: Yes, but what kind of an explanation is that? Just what kind of an explanation is that? The Member for Emerson goes to the department and gets some figures. We don't know what questions he asked the department. We didn't know the purpose that he wanted the information for. The Minister allowed, naturally, the information to be given out thinking that we were giving him what he wanted. It's then used by the Honourable the Leader of the Opposition as the basis of a charge, and when we find out exactly what he's getting at and what he wants the figures for, then we know whether or not the question was answered right in the first place or not. We provide the information and the correct information, and then again tonight, Sir, he conveniently forgets in order to bolster his charge against us -- perhaps I'll withdraw the word "conveniently" -- that's not quite fair. He forgets. And he was there at the time the correction was made. It was the subject of a discussion in the Public Accounts Committee. Now he apologized once. I thank him for it, I think it was the right thing to do, but I don't think now he should try to weasel out of it that way.

MR. CAMPBELL: Mr. Chairman, I am not "weaseling" in any way, and my honourable friend will perhaps persuade me yet to come back and re-discuss the matter, because the point that I find difficult to understand is why we got these figures. There's no question about what the Honourable Member for Emerson asked them. He's acquainted with the district. He knows what we were wanting to get. We were wanting to get comparative costs, and then the explanation that the Honourable the Minister first gave, said that this road was not completed. There was a serious mix-up there. He said it was just a base course. There was wrong information given from the department -- (Interjection) -- No. No, no, they weren't. There was wrong information given to the House here -- by mistake I'm sure -- but I was led astray by the fact that we got these. I had forgotten that there was a correction. Quite frankly. I've been paying a lot of attention to this question because it does tie in with the famous flagmen, and in dealing with the flagmen on various occasions I have forgotten about the correction and I do apologize for giving wrong information to that extent. I do not apologize for what I said regarding the Minister having conveyed the wrong information to the House on the first occasion.

MR. THOMPSON: Oh, Mr. Chairman, I didn't convey any information to the House on figures until I gave the statement which I've already read.

MR. CAMPBELL: Wrong figures.

MR. THOMPSON: The figures were brought in by my honourable member. Do I understand him to say that one of the figures in his document was inserted by the Honourable Member for Emerson? Is that what you said? Did you say that one of the

MR. CAMPBELL: Yes, I have the one figure -- the figure for the PNEY-South Junction typed in; the PNEY-U.S. Boundary are typed in, South Junction to the U.S. Boundary are typed in. The gravel, the asphalt, oil, the mixing and placing are typed in, and the total is typed in -- \$174,000 odd. That was not worked out to so much per mile. I took the responsibility of doing that and I imagine my division was probably correct; but the next part, the cost per mile from Vita Corner to PNEY was written in by the honourable member, I believe, from figures that were available to the department and apparently either they or he worked out the per mile cost from that.

MR. THOMPSON: They were not even written in by the department at all -- that figure. -- (Interjection) -- No, they were written in by the member. Now, it has been mentioned that we heard this in Public Accounts. Certainly after this statement was made in the House, we met in Public Accounts and our Assistant Deputy Minister appeared. He was examined by my honourable friend, he may recall. He examined him in Public Accounts and both in the House and in Public Accounts I gathered that he was completely satisfied with the representation we had made, and certainly, I don't think the government or myself can be held responsible for figures which partly have been typed out apparently by someone and written in by the Honourable Member for Emerson, added to in his own handwriting; and I never received a copy, I must say. I never saw these figures. I just got word as I recall from somebody in the department, and I can't even remember who, asking authority, and I said O.K. There was no release given by myself or any of the senior officers to my knowledge in the department.

MR. CAMPBELL: It's not the senior officers that I'm referring to here, Mr. Chairman. Here is what the Honourable the Minister said in the House, that this road was not intended to be, that black surface is intended to be a base course rather than a pavement or a surface. And the Honourable the Minister was indicating that that road was not finished. Well of course it wasn't finished so far as seal coating was concerned, because in the very estimates that we had before us, the very program that was before us, there was an item in it for seal coating, and I referred to that. And the Minister, at that time his explanation was that the road wasn't finished.

MR. THOMPSON: I referred to that again tonight and explained the reason it wasn't considered a bituminous mat highway, that it was a cold mix, as you recall I said half an hour ago, and so on. It required seal coat. I think I fully explained that reference of a year ago.

MR. CAMPBELL: honourable friend would agree that with the exception of the seal coat at the time we were talking about it, with the exception of the seal coat, which was provided for in the very program that was before us at that time, that it was a comparable type of road to the one I was comparing it with.

MR. CHAIRMAN: purpose in pursuing this now. The decision is with the Public Accounts on Monday, Mr. First Minister?

MR. ROBLIN: I suggest the Public Accounts should meet at ten o'clock. I suggest that the witnesses should be sworn. I suggest that we should have a shorthand reporter there so that the thing may be done in the best possible way.

MR. NELSON SHOEMAKER (Gladstone): Mr. Chairman, I would like to ask a few questions on this item if you're ready to proceed with No. 3. -- (Interjection) --

MR. LYON: Mr. Chairman, I'm wondering if my honourable friend will respond to my few remarks just a few moments ago and will he make any further specifications of his charges?

MR. CHAIRMAN: I think everyone else on the committee is of the same opinion with the exception of the Leader of the Opposition, that this matter was coming up in the estimates, because when the Honourable Leader of the Opposition made the charges in the House and just said attempted bribery and so on, that the question was asked then, will he say? And he said no, not then, but when. And his suggestion was when we came to the estimates of the Public Works, and I didn't think that what he would say then would be just to repeat what he said at that time that we were expecting then when the estimates came to the Department of Public Works that the definite charges would be made as to what he was referring to. That was my

MR. CAMPBELL: Mr. Chairman, I haven't that Hansard before me but I'm quite sure if someone will look it up that they will find that I said that I would renew this discussion at the time Public Works estimates were here. That I would renew it, and the reason for doing it at that time was that we could talk back and forth informally. I think it would be agreed that we have done that tonight. We've at least talked back and forth. And that's what I said and that's what I meant. I was not indicating that I was going to give the details of the charges. As far as my honourable friend the Attorney-General's I shall have to respond that he'll just have to possess his soul in patience until Monday.

MR. LYON: Mr. Chairman, my honourable friend has been in this House many, many years longer than I have, and I daresay that he's going to be here a few years longer, and like the Honourable Member from Birtle-Russell, I've always held him in high regard, and I still

(Mr. Lyon, cont'd.) do. I still do, and I think I always shall. But I think more than to think that he would stand in this House tonight and say that he will not specify any charge against this government after making the general charges that he has. Now I think too much of him, because I know that on reflection, if he just thinks of it quietly for a moment, he will realize that all the government is asking, not for the detailed evidence or anything at all, but just where and when and who said what. That's all we're asking. Just out of a common sense of justice we're asking him to do that. And I'm only appealing to his common sense of justice. And I know he has it -- he has it in great quantity. And I'm only asking him to be as fair and as equitable in this dealing as we have come to expect him to be in all other matters in this House. We all hold him in high respect, and I appeal to his better nature and to his better judgment to merely specify to us tonight what the charges are. Because I don't think that he will sleep too well between now and Monday if he doesn't. And I say that very sincerely to him. I say that very sincerely to him, knowing the type of man that he is and knowing the thoughts that motivate his way of life. And I just want to appeal to his sense of justice to specify now, after six weeks, after six weeks. Surely if he has any charges that are worth anything at all, surely he's not afraid to say tonight just what the general nature of those charges is without alleging bribery all over the field, and patronage all over the field. Now there must be something to it. It's quite easy, anybody can stand up in the House and allege bribery and patronage if you're not called upon to say what it is, if you just sit back down with your hands folded over your lap. Well things aren't done that way. Things aren't done that way under our British system of justice. Things aren't done that way in this House, and my honourable friend knows that they aren't. And certainly if he were sitting in the position of this government he would be the first one on his feet, and I daresay that the Honourable Members from Selkirk and Ethelbert Plains would be right behind him, saying, "At least tell us what you're accusing us of and that's all we're asking." We've heard how one of the charges tonight have been pretty well disseminated and evaporated. We would like to hear now just what the other general charges are. Because if there's no more substance to them than the one we've heard tonight, well we're going to be wasting an awful lot of time in Public Accounts Committee.

MR. PAULLEY: Just one word in connection with that. As I recall the matter when we had it under consideration during the Throne Speech debate, my honourable friend the Leader of the Opposition did say he would air the matter before this committee when we got into the Public Works estimates. When the question arose as to whether or not the matter would be aired before the Public Accounts Committee, if I recall correctly, the Honourable the Leader of the Opposition said that he would be prepared at that time to present his witnesses. Now he said that. I don't agree with the Honourable the Attorney-General in this matter. I think -- No, I don't understand. I haven't had the gracious education of my honourable friend. I've been brought up in the school of hard knocks and any intelligence that I may periodically show in this House has been as a result of that rather than academic learning as my honourable friend is so proud of, and apparently is so proud to tell me by inference that I haven't got. But I want to say this, Mr. Chairman, the Honourable the Leader of the Opposition has humbly apologized to this House in respect of a major matter; he has said that he would bring to the Public Accounts Committee substantiation for some other aspects of it. If it was the case, Mr. Chairman, were the Public Accounts Committee were only going to meet for a short time and then disband for the session, I would say there would be some justification for the request of the Attorney-General. The First Minister has told us that we are going to meet on Monday at 10 o'clock, which is only a few days hence, with Good Friday and Easter intervening. There's nothing at all to prevent the committee after hearing the charges that are going to be laid by the Leader of the Opposition before the committee, there's nothing in the world to prevent the committee from hearing them and adjourning, so that the material that he has and the evidence that he has is before the committee. And then they can consider. I don't think, in all due deference to my colleague the Honourable Member for St. John's who's talking about the fact that we're at the tail end of the session, that we're winding things up rapidly. I say that if this is such an important matter, as indeed I think it is too, there's nothing to prevent us from calling several sessions of the Public Accounts Committee. So I suggest to my honourable friend the Attorney-General, at least, for goodness sake once, use what intellect you claim you have.

MR. LYON: Well, Mr. Chairman, I wish to thank my honourable friend the Leader of

(Mr. Lyon, cont'd.) the CCF for supporting my argument, because he said in the course of it that the charges were going to be laid on Monday morning. All I'm asking, and I think even he can understand this, all I'm asking is that the charges be laid tonight, so that we know what the charges are. We're not asking my honourable friend to detail his witnesses to say what they're going to depose to under oath, or anything like that at all. We merely want him to say tonight, as we wanted him to say six weeks ago, as indeed he could have said during the Pembina by-election, in which he didn't play too great a part, by the way, all we want my honourable friend to do is to specify those charges as he would have to do in any court of law, as he would have to do if my honourable friend were impugned in this fashion. And I know, I know for a fact that my honourable friend, coming as he does, as he says, and so often says, from the school of hard knocks, he would be the first one to be on his feet if anybody were to impute anything against him without specifying what it was. I know my honourable friend too well, and he wouldn't be calling or hearkening on the school of hard knocks then, he'd be getting the best legal advice that he could. And I only ask him now to pay attention to a little bit of legal advice and to learn something for a change.

MR. PAULLEY: Yea.

MR. LYON: And suggest to him that the charge, I suggest to the Honourable Leader of the Opposition, that the charge be laid. What is the charge? What is the charge? Is the charge that a specific amount of money was offered by somebody? Is the charge that a specific road was going to be built by somebody? What is the charge? Was the charge that certain people were going to be employed? What are we dealing with? This is all we're asking my honourable friend the Leader of the Opposition. And I ask him again. I've asked him three times tonight. And I ask him again to respond to this. I've asked him three times already. Will he not lay the charge? That's all we're asking him to do.

MR. R. G. SMELLIE (Birtle-Russell): Mr. Chairman, I wonder if perhaps the Honourable Leader of the Opposition might consider what the situation would be if this were not in this House. If he were making an accusation against a private individual without the protection of this House, legal action could be taken. But here in the privilege of this Chamber he can make an accusation against this government without saying what it is; without stating what his exact charge is. And this is about the same thing as imputing that an individual has been guilty of some serious crime, and damaging the reputation of that individual without stating in any occasion what that crime is. And I think that perhaps the Honourable Leader of the Opposition, in a sense of fairness, might see fit to recognize the parallel here and to state exactly what his charge may be, although he wouldn't name names, or be specific. We're not interested in who his witnesses are or anything of that nature. All we wish to know is, what charge it is that he makes against this government.

MR. CAMPBELL: I have had the opportunity of looking up at least one Hansard. I'm not certain that this is the only one where this appears, but on page 156 of February 22nd, 1961, here is what took place. I think this was the second occasion that this came up -- I don't remember it coming again, perhaps it has. I might have forgotten. Here's the -- on the Orders of the Day -- "Mr. Lyon: Mr. Speaker before the Orders of the Day are called, I would like to direct a question to the Honourable Leader of the Opposition. Is he prepared, as suggested last evening by the First Minister, to lay on the table of the House today, or advise the House in any other way, of any information in his possession to substantiate his charges of alleged bribery in road construction?" And I replied, Mr. Speaker, I made it very plain, "I'll be delighted to go into them at a later date when the estimates of the Department of Public Works are before us. I think the best time for something like that is when we can discuss it back and forth, and then the invitation will be extended at that time again that the government arrange for some proper place where witnesses can be called", and then there was an interjection -- I don't know what it was -- and I said, "That's right, and I think even someone as naive as my honourable friend the Attorney-General would hardly expect that the allegations that I am making were ones that promises or threats were made to me. I require a place where witnesses can be called. In the meantime I will renew the discussion when the Department of Public Works estimates are before the House, when we can talk back and forth and have a full discussion of it." Now that's all that I said, and my honourable friend from Birtle-Russell got into the act and I don't think I said anything further.

MRS. THELMA FORBES (Cypress): Mr. Chairman, I would like to say something just about here. I took a very prominent part in the Pembina by-election and I'm very proud of it. I think that there were a number of this side of the House who took a very prominent part in the Pembina by-election as well as on the other side of the House. Now there have been some very serious charges laid against some of us here; probably it's me, probably it's some of the rest, but I think we're entitled to know, and to know now that we have reached this portion, if it is one of us. I think that when we come up before Public Accounts we should have the opportunity of being able to know that we are being accused, if we are the ones -- those of us who worked in it. I took a great deal of interest in the charges at the first. I still have a great deal of interest in it, and I think that we're all prepared to stand up and I can't understand the attitude of the Leader of the Opposition. If he has something against any one of us, why can't he come out and say who it is. I certainly think that this is wrong. I'm sure we'll all be in Public Accounts on Monday, but I think that if he is going to accuse some one of us who took part in that Pembina by-election that he should tell us tonight who it is. I think that this is only common courtesy, and I think that the Honourable Leader of the Opposition knows that this is common courtesy to any of us who took part in that Pembina by-election, and I do think that this is the time that he should at least say where it happened and who it was. I think I'll leave him with these thoughts, because after all there is a period of time before Monday, and I think this is the time that he should tell us who it is.

MR. CAMPBELL: Mr. Chairman, I thought I had made it quite plain that I am not accusing any person. I have said that the program -- the road program is still being used for political purposes, still being used for threats and bribes. That's what I have said; I haven't accused anyone. I have said that I want a place where witnesses will substantiate what I have said.

MR. LYON: Mr. Chairman, if he's prepared to repeat -- to base these allegations on hearsay evidence which has come to him -- and that's quite proper; he can do that -- and he's prepared to call this evidence, surely then, surely then he's prepared to stand up in the House tonight, if he has any sense of justice about him at all, and just say in general terms what the allegations are. That's not asking very much. We just want to know what the allegations are. Now if he says he's not accusing anybody he's backing down a bit, because that wasn't what he said at the beginning of the House. Not at all. He pointed the finger and he said the government, members of the government using the road program for threats and bribery. What members of the government? What parts of the province were the alleged bribes made in, or the alleged threats? What roads were built for election purposes? This is all we're asking, a very, very simple question, and I think if my honourable friend has any substance to the charges that he makes, he would be quick to be on his feet and answer. He would be quick to be on his feet, but he can only leave us with the one conclusion, that when we come to Monday, we're going to have as big a floppo as we had here tonight for the first charge that we looked at.

MR. CAMPBELL: Then I'll be quick to be on my feet to say that the Honourable the Attorney-General has not quoted me correctly. If he can find anything in Hansard that substantiates what he has just said, let him produce it. That is not what I said and my honourable friend, unless he can find that in Hansard, he is misquoting me.

MR. LYON: Can I ask my friend then, Mr. Chairman, to tell us if he is accusing the government, are you defending us now, or what are you doing? Who is to appear to answer the charges? Should the government not show up at all. Perhaps some of his members should show up, I don't know. What year is he talking about? Is he talking about 1950 or is he talking about 1959 or 1960? These are very basic and simple questions. I put them in kindergarten terms, and I would expect that my honourable friend could comprehend them and understand what we're trying to get at, and merely give us a general statement of what charge he is making against the government.

MR. CAMPBELL: Does my honourable friend wish me to read on to the record once again what I said?

MR. LYON: Is the accusation against the government or against individual members of the government? If so, whom and where and when and to whom are the statements made? What were the roads that were involved? That's about the sixth time. I can't make it much clearer.

MR. CHAIRMAN: fair proposition to say was, is it the government or was it a member of the government -- they're not even mentioning names -- that's to be left to the Public Accounts.

MR. PAULLEY: neutral as the Chairman of this committee?

MR. CHAIRMAN: Fine, but I was trying to show a little leadership.

HON. GEO. HUTTON (Minister of Agriculture) (Rockwood-Iberville): I'd like to say a few words because I was one of the government members who was down taking part in the Pembina by-election in 1960. I'm not going to preface my remarks by saying in what respect I hold the Honourable the Leader of the Opposition in, because as long as he maintains his present position he doesn't warrant any respect from anybody, in this House or outside of it. There is a little poem that Edgar Guest wrote, I forget the name of it, and I only remember the first stanza, but I think it's very appropriate. "One man said all hope is dead, and I wish that I were too, for long is the way and the clouds are gray, and I can't find work to do. I've lost the things that I thought were mine, and there's now no use for the sun to shine." A few minutes earlier here this evening the Honourable Leader of the CCF spoke about Easter, and he said how we could all go home for Easter and we could come back to the Public Accounts Committee and get this thing all cleared up. Well, Easter is a time for hope, celebration of new hope for man, the salvation of man. What a way to go home and celebrate Easter, with one individual in this House making a buckshot charge across here. What a way to celebrate Easter! Talk about Easter has got no place in this House, under these circumstances, and under the environment that has been created here by the charges of the Honourable Leader of the Opposition, and the way in which he wants to proceed with these charges.

Lots of us took part in that election down there. Any one of us might have said something during an election campaign. I'm quite sure that what we said over here, I'm quite certain that what any member on this side of the House might have said during that campaign was not said in any way as to be used -- or could be taken in any way to be used as a threat or bribery. It's just amazing how a man who has served this province for almost four decades, who has a record behind him that almost anyone in public life would envy, approaching the end of the road -- and he must be to allow himself to indulge in this sort of thing -- approaching the end of the road of such an illustrious career in the history of this province -- to indulge himself in a smear campaign. And that's all it is; you can't call it anything else; it's a smear campaign. If you can't beat 'em anyway else, smear 'em. That's what he's doing, Mr. Chairman, and he can't even be a man about doing that. When I chose to accept the invitation to enter public life, being rather on the young side and somewhat idealistic, I never for one minute thought that I would find myself one of a group who were being subjected to this kind of dirty treatment. That's what it is, just dirty treatment, from men whom we had associated with if not progressive government in this province, at least substantial government.

Sure we have a lot of fun, Mr. Chairman, in this House; we poke fun at the other members and they poke fun at us, but certainly I don't think anyone in this House can accuse anyone on this side of ever imputing ill motives or bad faith to other members of the House, and I'm utterly disappointed in the behaviour that the Honourable Leader of the Opposition has chosen to follow. To tell you the honest truth, Mr. Chairman, I'd rather feed pigs than have a part in these kind of proceedings. If anybody has done wrong on this side of the House; I'd rather feed pigs -- it's cleaner. It's cleaner and it's manlier. Nobody has to be afraid of the dirt in the barnyard. It's good clean dirt -- but I'm not so sure of the kind that's being thrown around here. Especially the kind that's been directed to this side of the House. Having erected a wall of words that you can hide behind and from your position throw muck over here; and that's all it is. There's no use calling it anything else. I'm not a lawyer. Maybe I should have a better command of the English language and put some nice definition on to this thing. But it's muck; it's dirt; it's smear. That's all you can call it. And that's all it's intended to do -- is to beat a party that you can't beat in any other way. Smear it. If you can't play ball again by the rules, and win, play it by any other rules; but win. They seem to feel that they have the divine right to rule the Province of Manitoba. Sure everything we do over here isn't right. Although we've been accused of thinking that it's right. Naturally we think it's right. We try to make it as right as we can. We're not always right. We're just men and women. Just frail men and women. And we've all like sheep gone astray and turned everyone to his own way. We're not

(Mr. Hutton, cont'd.) above reproach at all. But certainly we do carry something of the dignity within us that we expect other men and women to carry within them. That same spark of the divine; that same part of every human being that we should have some respect for.

I'm not saying that the Honourable Member, or the Leader of the Opposition shouldn't bring a charge against us if he has one, but certainly he should do it in a decent Christian manner and not in the manner that he has chosen to do. I'd rather go home and farm my farm than stay in this House and be subjected — is this going to go on forever as long as the Honourable Leader of the Opposition and ourselves are here? Is this going to go on that long, year after year? If they don't think up one thing they'll think up another? Is this the kind of environment, atmosphere, that we must operate in? It isn't worth it. It isn't worth it. Our job over here isn't easy and the Honourable Leader of the Opposition knows it, because he sat here for so long. But I don't think in all the time that he sat here that anybody ever stopped to the kind of action that he has stooped to. In all those long years -- and he's been a member of this House for 40 years, and he was a member of the government of this province for some 36 years. Is that right? I think so. And in all that time, I don't think this type of charge was hurled across to the government side of the House. And yet in the short time that the Robln government has been in power, just three years, just three years, and in that short time we've had howls of scandal in the headlines. It isn't only the Honourable Leader of the Opposition that has indulged in this sort of thing. Not all the members over there have. I can't include all the members. But some of them have. I'm surprised, and it certainly was a surprise to me in my first campaign, it was a tremendous surprise to me that the Honourable Leader of the Opposition would permit, would stand for members of his party, some of them, indulging in the kind of campaign that they did. At least, he never came out in the paper and apologized for them. I think if my Leader were to be in the same circumstance, he would apologize publicly for it. And he'd have good reason to.

I hope that at least after all this, that the Honourable Leader of the Opposition will have the good grace at this time of the year to stand up and tell us which one of us has indulged in threats and bribery and used the road program in Manitoba for political purposes. I wish he would, because we're going to go home this week-end; we're going to celebrate Easter. Surely to goodness at this time of the year, Mr. Chairman, the Honourable Leader of the Opposition will snap out of this -- I don't know what you'd call it -- this grave that he has fallen into. All is not lost in Manitoba because the Robln government has taken over. And we still have the Honourable Leader of the Opposition in the House to keep us in line. He's still got a job to do if he'd do it. He's got a tremendous contribution to make, if he'd only make it. And I would once again appeal to this man who has had such a tremendous record in the past, who has enjoyed a reputation in the Province of Manitoba that any of us could envy, to live up to that reputation tonight and get on his feet and tell us who it is over here that has sinned against the Province of Manitoba.

MR. SMELLIE: Mr. Chairman, I would just like to ask the Honourable Leader of the Opposition two questions, if I may. First of all, on February 16th it is reported in Hansard on Page 24 that the Honourable Leader of the Opposition said, "I can mention the road from Notre Dame to Manitou. The statement was made to people in the Pembina by-election that the road would not be completed unless the Conservative candidate was elected." And my first question would be, is that the charge the Honourable Leader of the Opposition makes against this government? And the second question would be, if that is the charge, who is alleged to have said it?

MR. CAMPBELL: Mr. Chairman, the Honourable the Minister of Agriculture was very concerned about this grave error that I have committed in his eyes, and he seems to think that I have in some way or other indulged in a smear campaign, and he exhorts me at great length to live up to the reputation that he thinks I should have. He thinks I've still got a job to do if I would do it. Well, I think that one of the jobs that the Leader of the Opposition, or anybody else has to do, if they come in contact with what they believe to be the use of the road program for political purposes, and bribes and threats in an election campaign, I think it's the job of anybody to raise that question in this House. And in reply to the Honourable the Member for Birtle-Russell, I'm glad that he read that statement that I made on to the record, because I indicated at that time that was the distance that I would go in pinpointing the matter that I was

(Mr. Campbell, cont'd.) bringing up, but isn't it clear to members of the committee that I prefer to have the witnesses from whom I have heard give the evidence rather than that I should give it? Isn't that understandable?

A MEMBER: Never asked you to give the evidence.

MR. CAMPBELL: And should my honourable friend stand up there and read me a lecture because I'm doing something that I believe to be in the interest of good government in the Province of Manitoba? He says that I've got a long period in public life. I don't consider it a smear if somebody says that we have done something at some time. I consider that a justified criticism. If we have done something that isn't right, let's know about it. Let's -- (Interjection) -- Yes, let's bring the witnesses to tell us about it. If my honourable friends have anything that they wish to bring, let them bring it. My honourable friend from Birtle-Russell has mentioned the case when he spoke on this earlier. I'm perfectly glad to have anything of that kind up. I believe it to be in the interests of good government. I believe it to be in the interests of sound public affairs in this province that when you do come across something of this kind that you should give it an airing. That's not smearing. My honourable friend will find out what it is. I'm making the statement.

MR. LYON: That's wonderful.

MR. CAMPBELL: And I will bring the people here who will give the evidence. Now what more do my honourable friends need than that? I don't need to be lectured by my honourable friend the Minister of Agriculture. I don't need to be questioned by my honourable friend the Member for Birtle. They have a right if they wish to, to lecture me and to question me. But I do not need to give any more information than I have given, because I stand behind the charges I have made.

MR. LYON: What charges?

MR. CAMPBELL: Political influence in the road program.

MR. H. P. SHEWMAN (Morris): Mr. Chairman, the Leader of the Opposition has left the inference, as far as I'm concerned, that there was some member of this government in the by-election at Pembina that had made statements that have been contrary to what the issue is at stake here tonight. And by that I mean that reading his statement and following this debate tonight, that he has left the inference that some member of this government has made some promise, or some remarks that if you didn't vote Conservative you wouldn't get this particular road that he has mentioned. I am one of the government that took part in the election in Pembina, and I did so with the belief, and I think the vast majority of the people of Manitoba believe that we have to have the government's support to carry on and continue to give the people of Manitoba good government, and if there's any member in this House that can stand up and is not proud of the member that we've got in Pembina today, I wish that he would stand up now. And it would appear to me that the Leader of the Opposition is not happy with the member that we've got in this House today, and I would say this, that the Leader of the Opposition has spoken -- and throughout his speech there was a lot of sarcasm that wasn't becoming to a man of his experience and of his knowledge and of his tenure in this House -- and it might appear, Mr. Speaker, that he was trying to tell the members that sit behind him that "I am their Leader" and I think the members that sit behind him today are not too proud of his efforts in this House. Mr. Speaker, it's nice to say "I told you so", but the Leader of the Opposition hasn't proved one point in my opinion, tonight, of the statement that he first made in this House, and the statement that he made on the hustings in the by-election in Pembina. And Mr. Chairman, I will state this, that there are very few who will own up to their own mistakes, and the respect that I've had for the Leader of the Opposition since I've been in this House for the last 12 years has been very high, and I wish that he would stand in his place in this House tonight and admit that he's made a mistake.

MR. MOLGAT: Mr. Chairman, I must say that the arguments that the Honourable Member for Morris just gave us are most novel in this argument. I didn't know that anyone made reflections upon the honourable new Member for Pembina or said that this indicated she wasn't fit to sit in the House. It was a new argument brought in

MR. SHEWMAN: Mr. Chairman, on a point of privilege, I did not say that.

MR. MOLGAT: Well, that certainly is the statement that I heard. However, I shall leave his contribution aside. The Minister of Agriculture gave us a very religious lecture on

(Mr. Molgat, cont'd.) the occasion of Easter and so on and so forth, but I think it's entirely uncalled for, Mr. Chairman. After all, as the Member for Russell read on the 17th, or rather the 16th of February, the Leader of the Opposition made certain statements. If my honourable friends across the way wanted those statements cleared up why didn't they call a Public Accounts on the 17th of February? There was no need to wait until tonight for the Honourable the First Minister to get up and say he'll call Public Accounts next Monday. They've had ample time for Public Accounts. There's no reason that you had to wait until now. You chose that. You call the committees in this House. We don't. You've had all the time in the world. My honourable friend the Leader made certain statements. I think they're quite clear -- they're in Hansard.

MR. ROBLIN: Mr. Chairman, perhaps I'd better remind my honourable friend who was just speaking, who is the Whip of the Liberal Party, that I went to him soon after the Public Accounts Committee was nominated, and asked him if he would like to have the Public Accounts Committee called to ventilate the charges at that time, because in my opinion they were too insubstantial, but I was willing to call it if he asked me to. He did not ask me to do so.

MR. MOLGAT: Mr. Chairman, the Leader of the House did ask me when we wanted Public Accounts called and I said, "Suit yourself". That's exactly what I said to him. And he didn't mention anything about the charges.

MR. ROBLIN: Mr. Chairman, I specifically referred to them and my honourable friend said that he didn't know what charges his Leader was making. Now that's the truth.

MR. MOLGAT: I'm sorry, it's certainly not the understanding I had of it. In fact I told my honourable friend he could call Public Accounts when he felt like it -- (Interjection) -- Exactly what I told him. Call it when you feel like it. That's his responsibility and no one else's.

MR. ROBLIN: Is that all?

MR. MOLGAT: If my honourable friends across the way wanted these charges cleared up before, all they had to do was to call the Public Accounts. It's as simple as that. I can't see why tonight all these lectures, all this great flurry on the far side. If they were that flurried then they should have called it before, and not at this time be accusing the member that he is making unfair charges and not telling him what's what and all the rest of it. They've had all the time; let them call Public Accounts when they want. Now they've decided to call it on Monday. Well, let them wait until Monday, and find out what it's all about.

MR. LYON: Mr. Chairman, we read from the record tonight what the Honourable the Leader of the Opposition said about airing these charges where we could talk back and forth in estimates, in the Committee of the Whole House, discussing Public Works. I stood up in the Orders of the Day, after the Premier had challenged the Honourable Leader of the Opposition to detail his charges. There was no response. I stood up the second day and asked the Leader of the Opposition to detail the charges. Still no response. He said "Wait until we get into Committee of the Whole House discussing estimates of the Department of Public Works." Well, for the edification of my honourable friend from Ste. Rose, that's what we've been doing since last night, and we've been waiting since last night for my honourable friend to stand up as he did tonight, and he did stand up and what did he say? Not a whit more, not a whit more than these general smear charges, and that's all they are, as my honourable friend my colleague said. Not a wit more -- road bribery and patronage. Now he's been narrowed down to the Notre Dame road. Would the Honourable the Leader of the Opposition care to specify of the piece of road that he's wholly concerned about? If that's it, let's get it out on the map and let's talk about it back and forth as he said he wanted to do. I think it's been amply demonstrated tonight that this government isn't afraid to talk about the charges. I wonder if my friends on the other side are a wee bit afraid to talk about them, though.

MR. ALEXANDER: Mr. Chairman, the Leader of the Opposition has made charges which by implication, I think we all say, involve every member of this government, and he has also stated that these charges are going to be specified and laid at Public Accounts on Monday. Now I want to ask him one question. Are all the government members concerned in his charges on Public Accounts? If they're not, I think in due fairness he should let us know the names of those other members who are involved who are not on Public Accounts, so that they can make arrangements to have them there and answer the charges of my honourable friend.

MR. S. PETERS (Elmwood): Mr. Chairman, after all the tears we've heard about the flagmen I'm beginning to wonder if they're not going to be frogmen.

MR. ALEXANDER: Would the honourable member answer my question, please?

MR. CAMPBELL: answer. Every member of the House is quite at liberty to attend the meetings of the Committee. I would expect that most of the members of the House would be there who find it convenient.

MR. PAULLEY: Mr. Chairman, the question of conscience and bother over the weekend has bothered members opposite. I've heard one or two of them mention the fact that the Honourable the Leader of the Opposition -- about how his conscience is going to be disturbed over the weekend. There couldn't be any suggestion on the part of some who have spoken on that side that their conscience may bother them over the weekend and that is the reason they might want to be relieved for tonight. However, Mr. Chairman, it seems to me as though the Leader of the Opposition has stated what he is going to do, that no question of, no effort of persuasion has been sufficient on the other side to change his mind. I think we've had enough airing on this question for tonight. I know nobody is satisfied. I'm not satisfied myself, but it does appear to me that in the last hour and a half that there has been no headway made possibly due to the adamant stand on both sides. I'm only offering myself as an arbitrator and I know my opening remarks didn't receive very much favour opposite as they often do. I think maybe in the interests of proceeding that we leave this for now.

MR. HUTTON: Mr. Chairman, I find the statements of the Honourable Leader of the CCF just astounding. Where's the great defender of the people? Where is he now? On any other occasion he could make a two and a half hour speech if the sanctity of the individual was being trampled. Look at the speeches he made on the floodway, on the matter of expropriation. Here are serious charges levelled against some members and we can't even find out who they are, and he is willing to say, "Well let's just go home. Let's forget about it."

MR. PAULLEY: No you're sanctimonious.

MR. HUTTON: He's willing to forget about it because

MR. PAULLEY: I'm not willing to forget about it.

MR. HUTTON: because he's got no personal interest in it. The question of the individual and the sanctity of the individual as it's been observed in the British tradition for hundreds of years means nothing to him tonight -- (Interjection) -- but on other occasions it's the most important thing in the world. This is most astounding, most astounding. Most revealing, Mr. Chairman, most revealing. Many of us have, for a good long time, had our doubts about the sincerity of some of the long speeches about the rights of individuals that we have been subjected to in this House, but on this occasion, when right in this Assembly there is an outright violation of the rights of the individual, he is willing to let the thing drop. I thank you.

MR. PAULLEY: I resent that. I resent and dismiss entirely the sanctimonious remarks of my honourable friend the Minister of Agriculture. When I was discussing the question of expropriation of property on the floodway I established my point because of the fact, and it's been proven by the fact that they've brought in amendments to the Expropriation Act to prove it. I am not, and I have stated it, and the Minister of Agriculture is misinterpreting what I said when he suggests that I say that we should leave this matter alone. I don't say that. I say that we should pursue it, but if my honourable friend had been listening to what I have been saying, I simply said this, that the Honourable the Leader of the Opposition is adamant in saying that he will raise these matters in Public Accounts on Monday. He's remained firm in that contention, and the other members there want him to do it tonight, and he has steadfastly refused, and all that I said is that in view of that fact we could leave the matter for tonight, because we're only repeating the arguments over and over again, and that's what I said, and not what the Honourable the Minister of Agriculture suggested I said.

MR. HAWRYLUK: Mr. Chairman, I'm a very mild person, but I don't think that I question the talk given by the Honourable Minister of Agriculture who had to some extent belittled the integrity and the work of the former premier of this province. Nevertheless -- (Interjection) -- all right, the question is this, that the Honourable Leader of the Opposition has stated that he is willing and will produce witnesses on Monday. Say you have every right to castigate him on Monday afternoon. Monday afternoon you have the right to put him where he belongs, but

(Mr. Hawryluk, cont'd.) until such time you have no right, and I question the speech given by the Agricultural Minister today, because you've overlooked the integrity of the man who has served this province for the past 40 years.

MR. LYON: Who's the defender? Who's guilty? Aren't we

MR. HAWRYLUK: Nevertheless.

MR. LYON: I wasn't to know.

MR. HAWRYLUK: All right, the question is this. I feel that you will have every right to question him after Monday morning, and then you can smear him to the extent you want. You can go ahead and probably I'll stand with you, but until such time I think you have no right until he's proven guilty.

MR. ROBLIN:

MR. HAWRYLUK: That's exactly it, and I'll question the Attorney-General who is a lawyer and who has defended cases in his career. Since when does a lawyer produce his key witnesses the beginning of any trial? Since when? Nevertheless, he will produce them on Monday and I think he has every right to do so, and I think it's about time we let this matter lie until Monday morning and find out exactly whether he has the witnesses or not, and he will produce the facts if he can. If he cannot then it's another, but I think it's about time, that I don't think it's fair and right that one member can turn around on a matter of that kind, turn around and castigate a member who's been a worthwhile member of this province for the past 40 years. In all the time that I've been a member of this House I don't think it's ever happened before, but I think until such time that this member cannot produce witnesses or they're proven wrong, then you can get up and speak what you like publicly here in this House, but until such time I don't think it's fair and right.

MR. HUTTON: Mr. Chairman, I would just like to ask the honourable member if he can remember a time, if he can remember a time while he's been in the House, when anybody levelled a charge at the government of this kind and refused to point out the defendants. We don't care about his witnesses. All we want to know is who is guilty, or supposed to be guilty over here. That's all I was castigating the Honourable Leader of the Opposition, if that's what you'd call it, and certainly I had a right to. We're just asking for our democratic rights, and it's an odd thing if the government of this province, in Canada, can't get some democratic rights in the Legislature of Manitoba.

MR. ORLIKOW: The argument which the Honourable Minister of Agriculture has with the Leader of the Opposition is one between the two of them, and the literacy of the charge is made and the denials will come about, I think unfortunately, on Monday. I think personally, I said it before, that the Leader of the Opposition made a mistake in not being ready as soon as he made the charges to bring his evidence. In my opinion at least, he has weakened his case considerably by waiting this long, and by saying tonight that he will not say anything until Monday. But be that as it may, I think that the Leader of the CCF was making the only sensible deduction which one can make. We've now been discussing this for some two hours, and for some two hours the Leader of the Opposition has made it clear that he will not, no matter how many speeches are made on that side of the House, and he certainly hasn't listened to me, that he will not go into the details tonight. Now we can stay here until tomorrow morning and we can have every member on the opposite side make the same speech, and I don't get much sleep anyway so I don't mind staying here, but I wonder what we are accomplishing, so why we here have to be lectured, why the Leader of the CCF had to be lectured for making the, I think obvious observation, that we are not making progress, and that, like it or not, and I personally don't like it, we are not going to make any progress with this matter until Monday; and so it seems to me whether the government likes it or not, that we ought to accept the fact that the Leader of the Opposition is going to be his usual stubborn self, that he's not going to say anything until Monday, not going to go into details until Monday, and let's get on and do some other work which may be more productive than what we have done the last two hours.

MR. ROBLIN: Mr. Chairman, I think we'll accept the good offices of the Honourable Member for St. John's if the rest of the committee thinks it advisable. Perhaps we have reached a point of no return. At least our position is clear, the position of other people is clear, so I'm prepared then to concur with his suggestion that we should get on with this business.

MR. CHAIRMAN: 3 (a) (1) - passed; (2) - passed.

MR. SHOEMAKER: Mr. Chairman, I got up about an hour and a half ago to ask a few simple questions upon Item 3 -- that's right, that's what I'm going to speak on now -- but I think perhaps I should ask the question that was asked by the Honourable Member for Swan River the other night and that is this, is this a private fight or can anybody get into it? Now we've heard a lot of talk about roads built under the former administration and roads built under this administration, and I still think that the former administration built roads that were recommended by the engineers and experts of that day, and I think this administration are building roads on the recommendation of the engineers and the experts of this day, but what I would like to know is this; I would like to know exactly how much money that this government has spent on roads since their taking office. Now that may have been answered this afternoon because I was not here this afternoon, but I have before me this information section, Bulletin, dated March 11th, 1960, and it is headed, "\$45,600,000 Highway Program for Manitoba includes the longest grading project in our history", and it goes on to say, "A \$45,600,000 highway program which includes the longest single grading project ever planned for a single year's work in the history of Manitoba has been scheduled for 1960-61 fiscal year," and then in this famous little election pamphlet that we have before us they say, under the heading of the record of the Roblin Government, and under a sub-heading, "Highways" that "a special session appropriated \$33 millions for highway in Manitoba" -- that was back in 1959 -- "that totals \$78,600,000. Has that much been spent?" Now that's a simple question. Has this administration spent \$78,600,000 on highways since they took office? I learned at the official opening of No. 4 last summer, because Mr. Chairman, we did have an official opening on the completion of that piece of No. 4 highway from Gladstone to Neepawa, and the Honourable the Minister of Public Works was present at that official opening as was the Honourable the First Minister. I did say that the official opening was unnecessary, and then I had some second thoughts on it and did say at that time that perhaps there was some reason for having a celebration of this kind, because we in Neepawa were celebrating a liberation after about two years of isolation while the road was under construction, but at that official opening meeting, the Honourable the Minister of Public Works gave us some indication of what highways cost today. He said at that meeting that we might be surprised to know that the 22.8 miles or 22.3 miles of road cost about \$1.8 million, and he said, to justify that cost I suppose, that the road would have a life expectancy of between 15 to 20 years. Now those two figures certainly floored me because I didn't know that highways cost that kind of money.

It is interesting to know, and I think this is a fact, that the first blacktop in the Province of Manitoba was a 10-mile stretch from Gladstone to the Arden Ridge, and I think it was laid about 1929 -- that's 32 years ago -- I think that's about right, and the second piece of blacktop to be laid in the Province of Manitoba took place about two years later, I think about 1931, and it continued the road from Arden Ridge on to Neepawa. Now that piece of road lasted roughly 30 years. I don't know what the cost was but my guess is that the entire road was built for the cost of building one mile today, and it lasted -- true it required some maintenance -- but it lasted for 30 years. In travelling to Neepawa today with four other people in the car -- I made a trip to Neepawa and back this afternoon -- I was surprised to find, and I travel over it quite frequently, that that section of No. 4 from the Junction of 1 and 4 to Gladstone, is still in excellent condition after about 10 years of use. I think it was built about 1951, '52, and I am surprised too that the new piece of road that was built by this administration last year and the year before, from Gladstone to Neepawa, is becoming pretty rough in spots and there is already one sign of a "Bump Ahead" about 500 feet, on it. I'm not blaming the administration for it, but they have continually boasted about what a wonderful job they are doing on highways.

Another point that this administration claimed that the former administration failed to do was put up sufficient signs, sufficient road signs of all kinds on the highways. I think that perhaps they have overdone it a little now. True, perhaps there was a lack of them some years ago, but I have before me the Neepawa Press of December 6th, 1960, and it shows a picture of ten highway signs on it and immediately underneath these signs it says, and I quote: "The welter of signs that greet a motorist entering Neepawa is liable to tax the ability of even the fastest reading driver. Those above were all photographed on the eastern approach to town and despite their number they don't represent all of the signs erected recently or otherwise immediately adjacent to the road surface. Beginning with a warning that there is a speed zone ahead just after

(Mr. Shoemaker, cont'd.) he comes over the brow of the east hill, the observant driver may see, if he drives slowly enough, the start of the 30-mile zone about 100 yards east of the golf course road, and right after he crosses the bridge he's told to use the right lane if he wants to travel slowly, and that a curb is starting. Then a plain sign announced Carberry, and since it lacks any arrow or other device to indicate that the road leading to this centre begins across the road from where the sign is, the unwary driver may become confused. Confidence is restored slightly by the immediate notification that he's still on PTH No. 4, followed by another plain sign reading Neepawa and a sharp eye may be able to detect a large Chamber of Commerce Neepawa sign in the background through the up-rights. The driver may then concentrate on the road until he gets to the top of the hill past Brown Avenue, and at the end of the curb, a distance of 100 feet, at which time he is informed that the curb has ended, and in quick succession he is then warned that he is approaching an intersection, different presumably from the one he's just passed, and that the pavement is going to narrow. Not shown above are a reminder that he's still in the 30-mile zone and a commercial sign. By this time the driver has reached Mountain Avenue and the point of no return. Although he'll face a further barrage of signs going west, he would face just as many if he turned around and headed out toward the east again." Well, Mr. Chairman, we like to have signs but if they're going to be as confusing as the press editor has indicated here, perhaps we should start taking some of them down.

Now, I would like to refer a moment to another meeting that was held at Carberry one day last fall, at which the Honourable the Minister of Public Works attended as did the Honourable Member for Cypress, the Honourable Speaker of the House, the Honourable Member for Souris-Lansdowne and myself. The purpose of that meeting was to decide what the government planned as regards the proposed Highway No. 28, and that is the one that leads from the U.S. border, or we hope will lead from the U.S. border, through Neepawa and connect with No. 5. It would run from the Gulf of Mexico to Flin Flon through Neepawa. At that meeting at Carberry that was called by the Manitoba Highway No. 28 Association and was attended by about 150 people, it was only natural that the Honourable Minister of Public Works would be asked to speak because they were actually putting him on the spot at that time, and he said at that time that he was eagerly awaiting a report, or the first report or something of that kind, of this new jet-aged dynamic planning board. Now I don't know -- I haven't had time, Mr. Chairman, to read over this report to see what they're going to do about this proposed highway or whether it's even mentioned here. I would like to have the Honourable Minister comment at this time as to his plans in regard to this road.

Another matter that I suppose that I could discuss under another item, but it has to do with planning, Mr. Chairman, is this: that in the year 1959 the Town of Neepawa had contemplated doing quite a major paving program, and on the advice of the department -- and it was good sound advice, and I want to commend them for this -- they advised the council to postpone their 1959 program and combine it with their 1960 and do the two years in one year. The reason for that, Mr. Chairman, was that we knew that the contractors would be paving No. 4 and it would be an ideal suitable time to do the paving. That worked out very, very well, so much so that the Town of Neepawa this year would like to know if they can do the same thing in the future, and I have another Neepawa Press before me, March 17th, '61. There's no doubt about that, because there's a lot about St. Patrick's Day in it, and then there is a heading here that "The Neepawa Public Works Department pleased with the advantages gained by combining several years' paving program into one, and carrying them all out when the paving contractor is in the area to do highway work, is beginning to plan ahead for another large program one or two years hence." Now I think that's a good, sound idea and a good, sound program. I wonder if the Honourable Minister will allow them to carry over their grants in '61, say, and probably '62 into '63 and do a big job at once. There are many advantages to doing that, because you have a volume of work built up that the contractor is interested in, and you can get it done more economically, thus saving the taxpayers of Neepawa as well as the taxpayers of the province. You have heard me say before, Mr. Chairman, no doubt, that I think that the grants to the towns and municipalities are a little unfair in that we have municipalities in the province with four townships; we have at least one with 24 townships; the balanced assessment varies from, I think, less than \$1 million to \$25 million; the population varies from 400 to 10,000, and using

(Mr. Shoemaker, cont'd.) those three factors, surely we can devise a better system of grants to municipalities for road construction than presently exist, and I think the government should give consideration to doing just that.

Last year, the Honourable Minister of Public Works told me too, in answer to a question as regards the Neepawa-Carberry road, that when it ceased being used as a detour, because it was used extensively as a detour while No. 4 was under construction, that he would at the request of the two councils put a traffic counter out there to try and determine the traffic, and I suppose that if the traffic reached a certain volume that he would give consideration to making the Neepawa-Carberry road a provincial trunk highway. I don't think that has been done yet. Perhaps he has not had an official request from the municipal councils in question, I do not know. Perhaps, though, if it is his intention to proceed with the proposed Highway 28, then this is not necessary because it is the same road.

In looking over, Mr. Chairman, the annual report before us, I find it a little difficult to follow and I would like a little explanation on this. On Page 73 of the annual report, Item No. 4, it shows an expenditure of \$18,792.58 as being spent in the Town of Neepawa, Appropriation No. 2, Capital Account P. T. H. The work, I suppose, was a bridge. On Page 87, the second last item, Town of Neepawa, Work Order No. 1993, Whitemud River Bridge, Town of Neepawa, \$18,792.58. My guess is that it's the same bridge and the same item. Is that correct? I would think so. I'll just repeat that Mr. Chairman, for the convenience of my honourable friend: Page 73, the fourth item and again on Page 87, the second last item. I think that is all that I have to say at this point in the estimates, Mr. Chairman.

MR. THOMPSON: Mr. Chairman, I would just say a word in reply to my honourable friend. I mentioned this afternoon that the resurfacing of No. 4 -- the rebuilding of No. 4 Highway would not have to be done again within 15 to 20 years. I referred to the fact that it was a question of surfacing, that it may require a new surface in that period, but the grade and the road itself will last much longer than that.

Now in connection with the signs at Neepawa, when I read the article in the Neepawa Press to which my honourable friend has referred and from which he often quotes quite extensively, I wrote the Chamber of Commerce and asked their opinion on this article, and they wrote me a very fine letter expressing their high approval of No. 4 Highway, the many compliments which they had received in connection with it from tourists, and they, to my knowledge, have not been too worried about the sign issue. Now we'll be glad to discuss at any time any local problem such as that regarding the signs in any area.

Now the 28 Highway Association met at Carberry and my honourable friend was there, quite true. I am not sure whether you mentioned or not, but in the Highway Report which is before you there is a recommendation that 28 Highway be added as part of our Trunk Highway System, right from Cartwright, right from the American border through Cartwright to Neepawa. That would include, by the way, the portion from Carberry to Neepawa. Now, as I have indicated, we have not yet decided whether this report will be followed strictly as a matter of policy. It certainly, as I also indicated, will be given serious consideration, and if it is adopted then we will certainly set out to schedule the projects not only of up-grading the existing highways but rebuilding the new one, such as 28 which is recommended, but I wouldn't be able now to say at this time in what schedule the particular highway referred to would be included.

Now with regard to the grants to the Town of Neepawa for street work, we'll be happy to consider the suggestion which has been made, I'm not sure whether our department has yet received this proposition. It suggests that perhaps a large number of work be done in one year, much above what would be a normal figure, because it would be more economical and more practical to use that method. We would consider that. It wouldn't be a question of carrying over any grants. Grants in current account do not carry over to another fiscal year, but they would lapse and we would simply give a larger grant if the proposition was approved for the coming year, but that would be a matter of consideration. I think that's all that was mentioned by my honourable friend.

MR. T. P. HILLHOUSE, Q. C. (Selkirk): Mr. Chairman, when this document was placed on my desk at first I thought it was a summons under the Highway Traffic Act, same color, but on looking it over I find out it's a summons to the politically faithful to show the generosity of a thankful government. I have looked through it and I find that the only reference to PTH # 9 is

(Mr. Hillhouse, cont'd.)...one mile in the town of Selkirk for concrete pavement. Now it may be that that stretch of #9 from Selkirk north to the south end of Gimli constituency has by Order-in-Council been transferred to the Department of Mines and Resources and now comes under Air Services, because frankly that's the best way to travel on that portion of the highway. Now that is an important highway. Last year I kept quiet about it for the simple reason that I realized that #8 had to be finished before any work could be done in finishing the stretch of #9 from Selkirk north to the south end of Gimli. From the south end of Gimli north it has been completed now up past Gimli, and I see in the estimates that there's an item for eleven miles from Gimli to Arnes. Now I don't know whether that #9 is still #9 down there or whether it switches over to #8 or not, or whether the new #8 is going right through to Riverton. But this is an important highway, and according to the document of "Planning For Tomorrow," an engineering study on highways, we find that it is included among those highways which should be given top priority.

MR. ROBLIN: It's about \$190 million.

MR. HILLHOUSE: That's perfectly true, but the point is this, that you have a gap there of about, oh, 15 or 18 miles of very bad highway connecting up with good highway, and I -- (Interjection) -- that's true, but that highway is very extensively used and there's a lot of people in that district. It is the only highway that they can use, and I think that top priority should be given to that highway in order to complete that system in that section of the country. According to the maps that are shown here, on page 43 of this planning volume, it shows urgent needs as of January 1, 1960. The map shows the existing and proposed PTH system in white lines, and in green the location of backlog needs where existing conditions are intolerably poor for today's traffic. Now that highway is shown as being one of these roads which is intolerably poor for today's traffic, and I would certainly urge the government to give that road top priority because it is really needed.

There's another matter that I would like to mention Mr. Chairman, and that is this; could the Minister inform me as to what the costs were of installing that dividing strip from Lockport north to Fort Garry and what the costs were for removing it? I would also like the Minister to tell me what progress is being made on the River Road in the Parish of St. Andrews.

MR. THOMPSON: Yes, in connection with #9, I can only say that we will take your representation under advisement. The cost of the strip as I recall was about \$8,000 -- \$7,000 to \$8,000, and the cost of removal was about \$600.00. Now the third question -- I've just forgotten, what was the third one?

MR. HILLHOUSE: River Road through the Parish of St. Andrews.

MR. THOMPSON: Oh yes, it is anticipated that we will proceed as soon as possible with the construction of that road. We have been negotiating for right-of-way, and that has been underway for some time and we are making some progress in that. It's due for construction this coming year.

MR. HILLHOUSE: ...start construction this year?

MR. THOMPSON: Yes.

MR. SHOEMAKER: Mr. Chairman, I would like to thank the honourable minister very much for the answers that he has given to my questions and they're all very satisfactory with one exception, and I did comment on the fact that whereas the annual grants to the municipalities, I think, are \$10,500 presently, and that was the case I guess with the former administration -- but two wrongs doesn't make a right in my estimation -- and inasmuch as the municipalities do vary in size greatly and they vary in population greatly, and certainly in balanced assessment from about one million to 26 million, I say that the grants structure isn't fair, and I think that something could be done using those three factors to adjust a new type of grant to these municipalities. I don't know how to do it, and it's not my job to tell the government how to do it anyway, but I say that surely using those three factors that we can devise a brand new system of grants to the municipalities concerned. I know that it is a fact that most of the municipalities receive thousands of dollars of grants in addition to these, but it is done; the additional grants apparently are dished out on the basis of the squeaking wheel getting the grease, and I know from my experience on municipal council that certain councils squeak a lot more frequently than do others and I don't think that's fair either. I would like the Minister to comment on this subject please.

MR. THOMPSON: There have been, of course, suggestions for a considerable time by many municipal people and others interested in road progress in municipalities, that there

(Mr. Thompson, cont'd.)... should not be a standard grant in aid of \$10,500, but there should be a variable figure which moves with the size of the municipality and the mileage of roads which they have to administer. There are of course many sides to this argument. The bigger municipality with more mileage is more able stronger and financially, and more able to put more money into roads, and the smaller ones contend that they're smaller and they can't afford monies in the same proportion as the bigger ones. We haven't made any attempt at the moment to reconsider the actual amount of the standard grant, but I think you will find that in practice the grant is often exceeded to varying degrees according to the need of the municipality, and it's not a maximum figure of course. There have been additions made to it many times and often in considerable size according to the particular need of the year. This example you raised at Neepawa might be considered as an illustration, where if it's practical to do quite a bit in a year the grant could be raised, and that has applied particularly to rural municipalities if they have an extensive program in a year and it's better, conditions are better, it's considered advisable perhaps to increase the grant, so in that way we have not bound municipalities to the exact figure although it is still the basic figure which is used. And in connection with our school division bus routes and access roads, we have endeavoured to some degree to lift the road costs from the municipalities for roads that they otherwise might be obliged to maintain and construct.

MR. SCHREYER: Mr. Chairman, the Minister undertook before supper hour to provide us with copies of the access road schedule, or at least to make a statement on it. He promised to do that upon coming to item 3. I think that before we proceed further we should hear from him in that regard.

MR. THOMPSON: I'm not sure whether it has been policy to outline the proposed access roads. These by the way are capital; they're a capital expenditure.

MR. SCHREYER:but it seems to me that the Minister said he had no objections to discussing capital.

MR. THOMPSON: Well, we have tabled the road program, and I can't see any real objection why we should not do this one under current revenue. I can't recall whether last year we gave the details of the coming year's program or the previous roads which have been built, but I've no objection to giving the proposed construction to the House. We have a draft of centres which we feel should be included in the access program this year. We have on Highway 15, Oak Bank, grading and gravelling; on 59 south, Niverville, shoulder widening, base course and bituminous surfacing; 59 south, St. Malo, grading, gravelling and calcium chloride; #6 Grosse Isle, grading, gravelling and calcium chloride; #8 Riverton, grading, gravelling, and calcium chloride; #9 Ponemah, base course and bituminous surfacing; #9 Whytewold, the same, base course and bituminous surfacing; #9 Matlock, base course and bituminous surfacing; #1 Elie, base course and bituminous surfacing; #2 St. Claude, grading, base course, and bituminous surfacing; #2 Rathwell, base course and bituminous surfacing; #2 Treherne, base course and bituminous surfacing; #14 Winkler, base course and bituminous surfacing, #23 St. Leon, additional gravel and double prime; #23 Somerset, repairs to existing surface; #23 Swan Lake, reshape, gravelling and double prime; #23 Altamont, excavate, back-fill, stabilize, and double prime; #2 Glenboro, base course and bituminous surfacing; #3 Whitewater, gravelling and double prime; #23 St. Alphonse, grading and gravelling; #23 Mariapolis, grading and gravelling; #23 Greenway, grading and gravelling; #23 Belmont, gravelling and double prime; #1 Carberry, seal coating; #1 Douglas, base course and surfacing; #21 Oakner, gravelling and double prime; #21 Hamiota, base course and bituminous surfacing; #21 Oak River, grading and gravelling; #83 Beulah, base course and bituminous surfacing; #5 Makinac, gravel; #5 Grandview, base course and bituminous surfacing; #10 Minitonas, base course and bituminous surfacing; #83 Inglis, grading, gravel and structures.

Those are the proposed roads for the coming year.

MR. SCHREYER: In connection with that could the Minister give us the number of applications from municipalities asking the province to take over these roads, these access roads, in the last twelve-month period, which would correspond roughly to the fiscal year. Could he give us the number of applications for this and the number of rejections?

MR. THOMPSON: Well, Mr. Chairman -- go ahead.

MR. MOLGAT: This road matter. I had an Order for Return which I still hadn't received on access roads. While the Minister is getting the information I would appreciate if I could get

(Mr. Molgat, cont'd.)...the information I asked for then.

MR. M. E. McKELLAR (Souris-Lansdowne): ...the Honourable Member for Gladstone. He's so greatly interested in a certain highway. Last summer we had that meeting he suggested and I would like to bring to his attention that this highway is on this program on page 30, Extension of U.S., 2 (a) (1), extending from Cartwright to Glenboro to Carberry to Neepawa. Extending on from No. 5 from there, and it's one of the planned provincial road systems in this book. On page 43, if he looks a little farther, he will also note that this is part of the area in his constituency between Carberry and Neepawa, is very urgently needed. I wonder what he was doing all the time his government was in power. Why they didn't suggest this was needed. Because it is quite noticeable from this book that the need was there some time ago.

MR. SCHREYER: Mr. Chairman, in connection with the general program, highways under 3, I would like to say just a few words at this time. I know that the Minister is pretty testy when it comes to our referring to his program as being nebulous and I really don't intend to pursue that. Perhaps the only point of -- (Interjection) -- Not testy? Well, I said perhaps he was testy, Mr. Chairman. At least, I don't intend to say that in a disparaging sense. The only thing that's a little misty to me, Mr. Chairman, is the report on expenditures of the Highways Branch. I notice that on page 3 of the Annual Report we're shown that for the fiscal year 1958 - 59 the Highways Branch expenditure was \$34.6 million, 59-60 \$41.8 million. Now this does not represent the actual amount spent on provincial trunk highways and secondary highways. It also includes maintenance and aids to municipalities. And this is a little confusing. However I suppose if one wants to delve into it he can determine that. I would for the sake of clarity, however, like to get from the Minister some further clarification regarding the amount of money held over for each of the last three fiscal years, if indeed, there was an amount of holdover for each of those years. For the fiscal year 58-59, 59-60 and, if possible, 60-61. I think those figures should be available by now. And I think it would help us on this side to penetrate this cloud or mist that was referred to.

Now I notice, too, that -- I want to say that I, for one, appreciated getting this copy of the Report of Future Needs, Manitoba Highways. The only point of criticism in that regard is that we got it a little late for us to attempt to analyze it in any worthwhile degree. I think we on this side have a duty, if not an obligation, to do a thorough job of analysis, and certainly if we get it 24 hours before we come to the item, it hardly gives us a chance. However, it's here, and I would like to take this opportunity to say that I'm happy to see that the report bears out the contention of many people who have lived in eastern Manitoba for the last number of years, that the traffic load going into northeastern Manitoba, Beausejour, Grand Beach, Whiteshell area, is about the heaviest in the province. I'm happy to see that the report puts high priority on the need for a freeway into that area by 1980. Whether or not this is in fact done, of course, remains a point of conjecture, but the report puts priority on that. I can't quite understand the reason for the tremendous publicity given this in the newspapers, namely the fact that the newspapers carried a headline that the province and the government was undertaking a 400 million dollar program of road construction in the next twenty years. Unless my mathematics is that of a dunce, it seems to me that the annual expenditure for highways in this province over the next twenty years is in fact going to be roughly in step with what we are now expending. So what's the reason for the big hurrah? I really don't see it. Is this supposed to be ancillary to some other other program, or is this 400 million dollar program over the next twenty years going to be the program? If so, well then it's merely keeping in line and in step with what we have been doing in the last two or three years. The natural increase, the report bears that out, and so I think that we are not taking any bold action here.

I was particularly interested in the information which the Honourable Minister read out to us just a few minutes ago regarding access roads. I think that if I really wanted to criticize, or if I could criticize the Minister and the department, this is the point at which I would level the greatest part, or the greater part of my criticism. Because to me it seems that the access roads program the government has been publicizing ever since its coming into office, is not measuring up to publicity, nor to expectation of members on this side. As a matter of fact, I am of the opinion, and if I am wrong I wish the Minister would put me straight on this, I am of the opinion that on the access roads program, the engineering staff, members of the staff of the Minister are not consulted to as great an extent as they are in the major highway construction

(Mr. Schreyer, cont'd.)...projects. The major projects, yes, I would say that the work of the staff is practically carried out to the letter, but on access roads I think that someone other than the staff is assigning the priority, and as I said, if I'm wrong I would appreciate being put straight. Because it seems, well it just seems a little strange to me, Mr. Chairman, that in my constituency only one access road has been built -- and that one was built only because the former Minister got caught in a little bit of his own workings, and we had a letter in black and white to the effect that two miles of access road would be built and there was no way of backing out of it. But in the last while there have been resolutions coming in from the Municipality of Springfield asking for an access road into Cook's Creek; there has been a resolution from the Municipality of St. Clements asking for an access road into East Selkirk, both of which have been practically ignored, and, I don't know, it just seems to me rather strange.

If there is in fact any, as I said, any point or any place where I could level criticism at the Minister it's on this. Because I would really like to know who assigns the priorities as to which access road should be constructed first. Now the Leader of the Opposition has made certain charges regarding the road program, and we shall see on Monday what happens. I'm making no charges but I'm acting on the converse here, Mr. Chairman. I'm making no charges, but at the same time I'm pointing out to the committee that in my short experience in politics it's this access road program that lended itself in the past two or three years to quite a bit of sticky manoeuvring. I'm for the program if properly administered, Mr. Chairman. It's rendered itself to quite a bit of sticky manoeuvring, on the part of the government. -- (Interjection) -- Mr. Chairman, if the Attorney-General is willing to let me continue I'll continue, otherwise I can sit down for a while. As I say, sticky manoeuvring, Mr. Chairman. In the case of Highway 59 north by Libau, there were certain changes made as to the proposed route against the better judgment of the engineering staff, I'm quite sure, and manoeuvring, finally a third route was picked. No charges. I'm merely pointing out. In Tyndall the former Minister -- (Interjection) -- Well you can investigate this, I'm not making charges, but I'm telling you, you were so concerned about getting information. I'm offering it to you; now you go and investigate it, Mr. Chairman. In the Village of Tyndall, the former Minister of Public Works wrote a letter to the Secretary-Treasurer of the Municipality of Brokenhead, offering to construct an access road two miles into Tyndall. Well actually Tyndall is one mile off the highway. One mile beyond there is really nothing. But they were going to build two miles of paved road. The strange part of it was that copies of this letter were mimeographed, by whom no one knows, and they were being distributed during the election campaign. -- (Interjection) -- I don't know, Mr. Chairman, perhaps it was just as well because copies were kept, and I'm happy to say that one mile of access road was built. They promised two, they built one. That's not a bad batting average, 500.

In the case of that five miles of road from Beausejour West. Now Beausejour's my home town. It's not doing any harm to the town to have that five miles of road parallel PTH #4 East. But I'm quite sure that instead of building those five miles the money could have been used to better purpose somewhere else. And I don't care if certain members here are going to take this back home with them and say that I'm opposed to this five miles of highway. It's not doing any harm, but I'm willing to debate that it's not doing that much good relative to the amount of money expended. This too I am quite prepared to say was done against the better judgment of the engineering staff. Who asked for it?

MR. THOMPSON: ...prepared to make that statement, on what evidence?

MR. SCHREYER: Well Mr. Chairman, perhaps I am a little naive at times. I am prepared and I am convinced within myself that this is the case. However, in order to prove it I would have to recall some conversations with certain people who know and this might be embarrassing. No, I am not making charges, but you can investigate this, you can investigate -- (Interjection) -- You didn't seem to be very happy with what the Leader of the Opposition did, but now I am doing the opposite; you don't like that either. I don't know really what you do like. I -- (Interjection) -- when I'm finished Mr. Chairman. I sincerely hope that the access roads program will be administered and implemented as was originally thought, for the benefit of the people in villages and towns of this province. In order to do that it will have to be done by the staff with a minimum of interference by the Cabinet -- I'm not so sure that the Cabinet doesn't twitch around on this a little bit and once that is done, then it'll work out all right.

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

Now the last point, Mr. Chairman, has to do with certain allegations that on two or three occasions in the last construction year, the department had difficulties with road-building contractors who did not finish the jobs to specification but then did it in other work and so on. Now if this is not the case I wish the Minister would give me an emphatic "no". If there were one or two incidents of that type, then I wish he would indicate to us what they intend to do about this sort of problem. You can't very well prohibit a firm from submitting bids on tenders, but yet if they don't finish their work to specification it's questionable whether they should be allowed to bid on other work, and those are the few points, Mr. Chairman, which I wanted to bring to the attention of the Minister and the committee. If this offended some, I'm sorry but I think that the better interests of the province is served if all this is brought to light.

MR. CHAIRMAN: 5 -- passed.

MR. SCHREYER: The question, Mr. Chairman.

MR. CORBETT: You mention west of Beausejour. Don't you think that that was justified, giving the people who live south on Highway No. 12, an access road into Beausejour without going two miles out of their way?

MR. SCHREYER: Mr. Chairman, I question this whether it's economically prudent, necessary to build a highway to parallel another highway -- a distance of only one mile between. I don't know what kind of a road it is, Mr. Chairman. I just don't think that it was money prudently or wisely spent.

MR. CAMPBELL: I'd like to ask a question with regards to the access roads. As I heard the list read out by the Honourable the Minister, it appeared that some of them were gravel and calcium chloride; some were gravel and double prime; some were base course and bituminous mat. On what basis is it decided that one will have the one kind of a road and another another kind?

MR. THOMPSON: The basis of the policy is that the access roads will have the same surface as the adjoining trunk highway. In these cases, perhaps the existing road needs a new grade or it may already have a new grade and need only the mat, but the principle has been that the surface be the same as the adjoining road; if it's double prime, access will be that; if it's surface, then the access will be that, but it might take two stages or two years to arrive at that.

Now I might mention that I cannot agree with my Honourable Friend from Brokenhead when he suggests that the government is ruling on the location of access roads against the best engineering advice. I think that all the entire road policy -- everything that's done is a matter of consideration by the government and by the department, and certainly the government must assume responsibility; we don't deny that. We have the responsibility for the roads that are built and where they're built. We have to accept that responsibility. In the case of Libau, I'm not just sure what my honourable friend is referring to by some -- I don't think he used the word manipulating but I believe he meant that. As you go on Highway 59 -- I don't think he used the word "shifty dealing" there, no -- (Interjection) -- sticky, oh yes, a sticky situation -- (Interjection). Well, at Libau of course, the location of the road is following the east side of the railway. It's not crossing into the town and as I recall an access road is being built through the town to join up with the highway. That arrangement has taken place even before this administration came into office, I believe, where at times where a town right beside the road has been cut off, it's been customary to give them an access in and out and that's, as I recall, what has been done with Libau in the construction of Highway 59.

MR. SCHREYER: If I might, I'm not saying that it's that serious. I know that I'm perhaps naive in some things but the case in Libau is simply this. The engineering staff went through and surveyed the proposed route; staked it; and then the election came up; and when that happened? The highway all of a sudden was supposed to go through the village, and then there was jockeying back and forth and eventually it ended up not going through the village, not going along the original surveyed track. I suppose in an effort to compromise, it ended up by-passing the village about another 3/8 or half a mile perhaps further east. All this was unnecessary, because the engineering work had been done.

MR. THOMPSON: The route that has been selected is the one which was pressed energetically by the engineering staff. Now you mention the carry-overs. I assume you are referring to the monies voted in the past few years and the monies that were unexpended. I wonder if we

(Mr. Thompson, cont'd.)...should not deal with that under Capital, as that's purely a Capital matter. We won't be able to use tonight the proposed vote for the coming year in dealing with the matter, so I think it would be better to have it under Capital.

MR. PAULLEY: Mr. Chairman, I have a few questions in connection with the highways and planning; and also one or two matters that I've drawn to the attention of the Minister before, affecting principally my own constituency or adjacent territory. First of all though I would like to make a comment on the Trans-Canada highway west, particularly west of Brandon and adjacent to my honourable friend the Minister of Public Works' home town of Elkhorn, and I'm certainly not going to take him into Elkhorn tonight. I note that there has been a considerable amount of patching had to be done on the Trans-Canada. It may be due to soil in this particular locality; it may be due to soil conditions or some other factor that's entered into it; but I travelled backwards two or three times across it this past summer and noted these patches. Now I'm not trying to suggest that they do everything right across the border line, just past Elkhorn, but I note that the patching when it is done there, they try to arrange it so that the patches are uniform right across the highway itself, instead of a little patch here and a little patch there, which is aggravating as you're going along. I am wondering whether the Minister could inform me or the committee, as to whether or not this portion of the Trans-Canada is almost due for a considerable amount of work being done to it. I am sure he knows of what I am speaking in that particular area. It doesn't seem to me -- it may be one of Campbell's roads -- but it doesn't appear to me as though it is standing up to the degree that we had hoped it would do with the Trans-Canada. Of course that was built, as I understand it, and all the Trans-Canada, to engineering specifications of the federal authority; and it does look to me as though we're going to have to have a major job in that particular area. The Minister being familiar with it may make some comment on it, but I do recall that there is a considerable amount of patching being done and they have been done in just sections here and sections there, first one side of the road and then on the other side, and I am wondering whether that is a good practice or not.

I'd also like to ask the Minister whether or not the route of the floodway, that is the floodway diversion, has been established to the degree now where it might be possible to continue the extension of the Perimeter Road east to Transcona. I know that in part of my constituency there has been bridges over the Seine River and extend over to 59. I am wondering how soon it will be possible for the department to continue the extension of the Perimeter Road east of Winnipeg to connect up with 15 -- I have in mind particularly at the present time. I am sure the people in Transcona particularly would appreciate the outlet being completed there to the Trans-Canada.

I would also like to ask the Minister if he can give me any further information as to when the lights, which have been promised for two or three years now, might be erected at the intersection of Nairn Avenue and 59 highway. I know that there was some difficulty encountered in respect of properties and some hesitance on, I think first of all Transcona, and then Winnipeg; and I don't know where the matter stands at the present time. I don't think I need to call to the Minister's attention that the traffic there is increasing tremendously at that particular intersection. There have been a number of accidents and near accidents and I would like to hear from him in respect of that.

I'd also like the Minister, if he is in a position to, to comment on the question of Nairn Avenue or Regent Avenue West in the Town of Transcona itself. Now the town widened Regent Avenue to a four-lane highway to King Street. From King Street down to Highway 59, it is still the two-lane highway that was built back in 1932 I believe. This particular section of road, which I must say, Mr. Chairman, has stood up fairly well over a period of 30 years, is now in a state of depletion and something has got to be done with it. Now I appreciate the fact that now that we have Metro they have a responsibility in there as well, but I think the situation is that before Metro was established that there were negotiations between the Town of Transcona and the government in connection with this road. At one time, if memory serves me correctly, there was an undertaking or suggestion from the government that they would widen this to a four-lane highway from King Street down to Highway 59. I'd like to hear from the Minister in respect to that.

One other point that I have here, Mr. Chairman, I noted today that work is going on on the overpass on Highway 59 just near Bourquet Road in St. Boniface, the entrance into Symington. I'm wondering whether the Minister can give us any indication of when that particular job

(Mr. Paulley, cont'd.)....might be completed.

MR. THOMPSON: In connection with the remarks of the Honourable the Leader of the CCF, No. 1 highway from Brandon to the Saskatchewan border has produced a considerable amount of trouble. It is a road which carries a large volume of traffic, and in the spring breakup a year ago, which was abnormal, it caused a tremendous amount of maintenance costs along that road. We've had it tested by the research division and they feel that sections of it require reconstruction. We have advised the federal authorities of this and have asked for their participation in sharing the cost of it as it's part of the Trans-Canada Highway system. We have nothing further at the moment on that to report. Negotiations are going on.

In connection with the Perimeter road east of Transcona, it is expected, and I believe it's going on now, that right-of-way will be purchased -- or has been, part of it, for the highway at the same time that it is being bought for the floodway. Just when the construction will begin I wouldn't be able to say at this time.

MR. PAULLEY: I have another question I would like to ask at this particular moment of the Minister, Mr. Chairman. Is the construction of the highway itself contingent on the construction being started on the floodway?

MR. THOMPSON: Part of the road can be affected by the floodway, yes. Part of the road, it is thought, may have to be diverted further north, for example, quite a bit north of the junction to which you referred, Nairn Avenue. There is an area in which floodway construction, I would say, would definitely cause some hold-up in the roadway and there might be a diversion of the road in order to perhaps eliminate unnecessary bridges and crossings of the floodway. Now the west -- oh yes, the lights at Nairn Avenue have not yet gone on and I certainly can pledge the government and the department that we're ready at any time to proceed with that venture. We're committed to it and I think the delay is caused either by Winnipeg or Transcona. Winnipeg, in the last letter we had, said it was Transcona. Well whenever they can get together, there may be a problem of some right-of-way at the corner, but we've approved this for some time and, as I understand it, we're not causing any delay here. We're ready to proceed. The road, Nairn Avenue from 59 to Transcona, was proposed by the Town of Transcona some time ago and we, as I recall, looked at it favourably as a grant road, one which should be constructed with the assistance of the province. Now of course I believe it's one of the roads which Metro plan to take over, and Metro are negotiating with us now as to the division of costs of some roads. We haven't completed negotiations with the Metro Council on this. But I would think that that road has a very early priority in reconstruction. The last matter you raised, Sir -- I can't read my own writing here -- What was it?

MR. PAULLEY: The overpass into Symington yards over Highway 59.

MR. THOMPSON: Oh yes, that's the one where it's a joint venture with the Federal Board of Transport Commissioners and the City of St. Boniface, I think it is, and the Province. It's committed, and it's in the program, as you notice. Something has been done on it. It should proceed as quickly as possible.

MR. CAMPBELL: Mr. Chairman, I wonder if the Minister has anything before him, or if he could recall from his own memory, the year that that particular section of No. 1 Highway, that the Honourable Leader of the CCF has been speaking of, was laid down. He couldn't be expected I'm sure to have anything in front of him with regard to the Saskatchewan section, but if he is well acquainted with both, perhaps he could remember. My guess would be that there is at least six or seven years' difference of time between when the section on the Manitoba side was laid and the one on the Saskatchewan side. Would the Minister have any information on that?

MR. THOMPSON: The period of years -- I wouldn't be able to say just what it is. It seems to me that the grade -- I'm not just sure -- I think the grade was constructed in '48 possibly. I'm not sure and I wouldn't want to make a very positive statement on that, but it was constructed a few years before the Saskatchewan highway I believe, at the Manitoba border.

MR. CAMPBELL: Quite a few years, Mr. Chairman, but I'm not in a position to state what year. I remember going over that road when the blacktop was being laid on it. My guess would be that it was, that even the blacktop was laid in 1948 or earlier perhaps. I think the Saskatchewan was several years later than this.

MR. MOLGAT: Mr. Chairman, there was some questions about the perimeter route.

(Mr. Molgat, cont'd.)....I wonder if the Minister could tell us when it is expected that the section on the west side of the city, connecting No. 1 and No. 6 Highway, might be completed.

MR. THOMPSON: No, I wouldn't be able to make any statement on that. It's not in the schedule for this year.

MR. MOLGAT: Mr. Chairman, referring back to the main list that the Minister gave us on construction, back in November, 1958, when his predecessor presented us with a program, there was one piece of highway there, No. 19, which was only three miles from P.T.H. # 5 to Riding Mountain National Park. It was then indicated for construction and marked grading, gravelling and structures. In the following summer of July, 1959, subsequent session, this same section was in again. No. 19 -- three miles, P.T.H. # 5 Riding Mountain National Park, additional gravel and prime. Then last year, March, 1960, No. 19 didn't appear at all in the estimates or in the lists, and of course no work was undertaken at all on it under the previous two programs. Despite the fact that it was repeated twice, there was no construction undertaken. This year the same situation exists -- No. 19 is not on the list. Now the Minister and I discussed this last year and he explained to me some of the problems, with which I am fully aware, of drainage along that particular stretch of road. On the other hand, Mr. Chairman, this happens to be a very important little piece of road from a tourist standpoint and, as the Honourable the Minister knows, this is the western -- or rather the eastern access to the Riding Mountain National Park. Now my honourable friends are, in other departments, stressing very much the tourist features in Manitoba and quite rightly so. I encourage them strongly in this. Riding Mountain National Park is one of the very popular tourist attractions in Manitoba and we have there just a short three-mile piece of road of provincial responsibility, from an excellent highway, No. 5, which is now completed, all hard-surfaced, and that little short piece is in very bad condition. Every summer there are difficulties on it. The drainage problem to which he refers aggravates the situation. There are potholes; the farmers adjoining the road have to be pulling cars out at various times during the summer; and it, I believe, harms very substantially the tourist traffic through that entrance to the park. I would like to plead with my honourable friend the Minister that this piece of road should be undertaken. The cost, I don't think, would be too great. It ties in with the remainder of the highway system, and it's just one little section isolated there by itself, but it's a most aggravating little piece and it's a detriment to our tourist business.

MR. THOMPSON: I think I can agree with what my honourable friend says. There's no change in the physical aspects of the matter according to my information. We still have the same water problem and drainage that existed before, but I must say that I'll have to take under consideration the remarks that he has made.

MR. MOLGAT: Mr. Chairman, last year there was some discussion about the location of the townsite for the Atomic Energy Plant that will be going into the Whiteshell. Now I don't think that that particular matter comes directly under this highways, except that we are involved in it provincially from the standpoint of an access road and a bridge. At that time I believe that the community of Seven Sisters approached the government to see if it would not be possible to have the townsite near or at Seven Sisters where there was already an established community, rather than go out and build an entirely new one in an area where there was nothing at the time. The people there felt that it would be an advantage to their community and would tie in quite well with the whole situation. I wonder if the Minister would have any comments to make on this. I believe representations were made to the Provincial Government and I understood that the First Minister had discussed this with Ottawa, but nothing seemed to happen.

MR. THOMPSON: I'm afraid I have no comment on the question of where the townsite should be located. I can only say that the bridge is a joint venture 50-50 with the Federal Authorities -- with the Atomic Energy of Canada Limited. The road to the plant was similarly a joint venture and we're also building an access into the town site. I'm afraid I can't give my honourable friend any information on the question of where the site was finally located.

MR. CAMPBELL: Mr. Chairman, with regard to that road that will be built to the new townsite, that will run from the new bridge. I remember that the Honourable the First Minister and I had some correspondence with regard to the bridge and allied matters -- the question of the townsite. We were even in agreement for once and for a little wee while on some one particular point I believe, but the Honourable Member for Ste. Rose has said nothing came of the

(Mr. Campbell, cont'd.)...matter even though we were in agreement. Now the townsite is to be put some few miles away from where the new bridge is to be located and I believe there's a road to be built to that townsite. Is that correct?

MR. THOMPSON: Yes.

MR. CAMPBELL: Well I wonder has the department, or any of the other departments, plans in connection with the recreational resources, or roads to resources, or tourist trade plans to develop that road still further along beyond the plant? Is that in the planning stage?

MR. THOMPSON: It's being discussed between our department and the Department of Mines and Natural Resources -- the idea of a natural resources road development -- but certainly perhaps not even yet in the planning stage. That is, the designing or surveying or anything like that. It has been considered.

MR. CAMPBELL: Mr. Chairman, the result that what will likely happen will be that that is the way the traffic will develop, and that so far as that east side traffic is concerned, it will ultimately by-pass not only Seven Sisters but cease to be tributary to Lac du Bonnet as well -- so far as the east side is concerned.

MR. TANCHAK: Mr. Chairman, I just want to ask another question. The Minister has such a soft voice and it doesn't carry too well at times, and I didn't hear Sprague mentioned when he announced the program on access roads. Is that correct, Sprague wasn't mentioned?

MR. THOMPSON: Right.

MR. TANCHAK: I'm just wondering why. I drew the attention of the Minister previously that there's a dangerous spot on that road and I think the people are under the impression there that it was promised last year. For some reason the road construction was withdrawn, and I just wonder why it is not being undertaken this coming year. It is a very, very dangerous curve and, in view of the fact that there was a factory built at Sprague, it is so much more reason to have this access road constructed this year. I would like an explanation why the road wasn't constructed last year and not on the program this year, if the Minister has any.

MR. THOMPSON: I am unable to say, to give any engineering reason. I just can't think of any at the moment. It's one of the many roads which has to be built and it isn't on the program this year. Now whether it will be added, I'm not able to say. It might. It's possible.

MR. TANCHAK: Can the Minister tell us anything, give us any more information about the Mississippi Parkway? It seems to be bogged down. What is the cause of that?

MR. THOMPSON: We have continued negotiations with the State of Minnesota and our Attorney-General and our Deputy Minister of Public Works have been down meeting the new Governor of Minnesota with a draft of the agreement. I think my honourable friend the Attorney-General might have first-hand information on the present negotiations on the contract.

MR. LYON: I can report, Mr. Chairman, that we had the meeting mentioned by my colleague with Governor Anderson of Minnesota and with the Highway Commissioner and other members of his staff, as well as our Deputy Minister of Public Works and our counsel Mr. Tallin. The proposed draft was gone over by both parties and there was almost, I would say, full agreement on the proposed draft, which is now still in the stage where we are sending it back to them for their approval. I would anticipate and hope that there would be a culmination of this agreement some time this year, but we are still at the stage where we are consulting with them. I can report that the discussions are going along quite favourably and there doesn't seem to be any major area of disagreement between the two jurisdictions at all.

MR. MOLGAT: Mr. Chairman, I believe there has been some road construction, has there not, from Moose Lake north or northwest, somewhere in there? I certainly was on a piece of road this year heading north from Moose Lake for many miles. I don't see it on the map and I wonder if the Minister could tell us what that road is and where it's going to?

MR. THOMPSON: You are speaking of a road from Moose Lake north? I haven't anything on that road. I assume it's a forest road, or a natural resources development road. It's one of those which was built in discussion and conference with the Mines Branch officials. More than that I'm not able to say at the moment. I just haven't any particulars on the special road you mention.

MR. MOLGAT: Well I'm sure the road is there, having been on it. I can't say exactly how far it goes but I assumed that it must come fairly close to No. 1 highway, from the distance I travelled on it from Moose Lake. I wonder if the Minister could get us some information on it?

(Mr. Molgat, cont'd.)....Are not all roads now built by his department? I was under the impression two years ago when we transferred the roads resources from, what was then I think Industry and Commerce or maybe Mines and Resources, to Public Works, that just about all the roads would appear under the Public Works end of it. Is that not the case? Are there other roads built in the province?

MR. THOMPSON: We build the Natural Resources development roads and the roads to resources both. I think there are some forest. There are some various local forest roads which are still administered by the mining people.

MR. MOLGAT: Can the Minister get us the information on that resort? I won't pursue questioning on it right now until we know what we're talking about.

MR. THOMPSON: Yes, I'll do that.

MR. MOLGAT: All right, I'll leave it for now.

MR. CHAIRMAN: (b) -- passed; (c) -- passed; (d) (1) --

MR. MOLGAT: Mr. Chairman, is this where the Minister wants to discuss the bridges in the provinces.

MR. THOMPSON: Which?

MR. MOLGAT: The bridges.

MR. THOMPSON: Oh yes.

MR. MOLGAT: Last year I asked some questions with regard to the bridges under the Roads to Resources Plan. I note that under our estimates we show, for example, the road to Grand Rapids as simply from Gypsumville to Grand Rapids. Now does that mean, for example, that the bridge further south, particularly in this case on the Fairford River, does it qualify as a bridge available for grants from the Federal Government under Roads to Resources, or not?

MR. THOMPSON: Sorry, which bridge are you referring to?

MR. MOLGAT: Well on No. 6 highway at the Fairford River, and I presume in connection with the control works that are being built there now for the diversion, there will be a new bridge built. Now, technically, it doesn't fall under what we list, or what we listed last year I suppose it was, as Roads to Resources. Does that eliminate that bridge? Now this year -- Gypsumville-Grand Rapids is the terminology we have on that highway. Now this bridge being south of Gypsumville, does it qualify for a grant on Roads to Resources or not?

MR. THOMPSON: No, I don't think so. It's on the previous No. 6 highway. It's south of Gypsumville on No. 6? I'm not just sure whether there's a share in there or not from the Federal Government. I'm afraid I'd have to get that information.

MR. MOLGAT: The reason I bring it up, Mr. Minister, you may not recall, but last year we discussed the same thing and it was because in the Province of Saskatchewan at that time, in Prince Albert in particular, there was a bridge there that the Federal Government was contributing to. This appeared to be in the City of Prince Albert and it was considered a Roads to Resources because the road apparently went north from Prince Albert. It seemed to me that if Saskatchewan was to get this treatment, that there are many roads in Manitoba and many bridges that should fall in the same category. I think at the time the Minister said that he would check into it. I would appreciate if we could have some details on it now. I'd also like to say, following up on what was said this afternoon by the Member for St. George, that with the development of the Grand Rapids Road and the movement in that direction, that there will be a great deal more traffic now on the Narrows Ferry. I realize this is a major project; it's a fair width still at that point; but with this growing traffic I think that the government should start looking at the possibilities of replacing the ferry with a bridge. I know that in the early years of the development of the province the railways were planning at that time on sending a line through there. A survey was undertaken. In fact they went as far as putting through a telegraph line at that time. It was only subsequently when the railway construction in the Province of Manitoba ceased, largely due to economic troubles, that this was abandoned but the surveys are still in existence. The plan was certainly developed at that time by the railway, and if it was feasible for them to put a bridge across at this point, then I think it's not at all unrealistic to consider the possibilities of a highway bridge now that we are proceeding with further development in northern Manitoba.

MR. CHAIRMAN: (d) and (e) passed. (f) --

MR. MOLGAT: Mr. Chairman, I wonder if the Minister could indicate the reason for the drop in the appropriations of district offices. Are we closing certain offices? Is there a change

(Mr. Molgat, cont'd.)... in the system? Because there's a fair change in the appropriation.

MR. THOMPSON: We had, last year, provided more money in the estimates for positions. We had provided some money for positions which were established but not filled. They are not filled and we don't require any money this year.

MR. MOLGAT: Is there a reduction in the present staff or in the offices?

MR. THOMPSON: No. No reduction in our district office establishments.

MR. CHAIRMAN: (f) -- passed. (g) --

MR. MOLGAT: Mr. Chairman, I believe that (g) is the item where the Minister discusses the signal lights on railway crossings. Now this program is a joint program with the Federal Government. Is he proceeding with further installations this year and is the same program in existence as previously?

MR. THOMPSON: ...program. I forget their name. The Federal Transportation Board pay 80 percent of the cost and the applicant 12 1/2; and the other parties seven. That is, if the railway is the applicant, they pay the 12 1/2; and the municipalities seven or vice versa. The plan is progressing favorably. Several new installations have been added this past year and we have already sent to the Transport Commission our recommendations for the coming fiscal year.

MR. TANCHAK: Mr. Chairman, there's still one question I'd like answered. I asked the Minister yesterday about the status of the Morden-Sprague. Will it ever be a highway? I think the Minister promised to say something on that today.

MR. THOMPSON: I think I said that I wouldn't be able to give any answer on whether it will be a highway or not. I just forget what I did say, but I know it wouldn't be more than we would take under consideration the matter of reclassifying the road to a public trunk highway, but I couldn't give any indication that that will be done within a given time.

MR. CHAIRMAN: Resolution 64 -- passed.

MR. PAULLEY: Mr. Chairman, before we go into 65, I wonder if I might ask the Leader of the House if it's his intention to attempt to complete the estimates on Public Works this evening -- or this morning. I'm not attempting a protest because of the fact of the general rule of the House, but we are now entering into an expenditure of over \$9 million out of the total estimates of \$16 million, and I direct this question to the Honourable the First Minister at this time.

MR. ROBLIN: I would like to make some further progress, Mr. Chairman. On this particular estimate we do sort of range all over the place and a good many of the points that one might expect to be raised here perhaps have already been covered. I really don't know whether the honourable member for Fisher has completely exhausted his views on disorganized and unorganized territories but he's already treated us to quite a considerable dissertation on that subject previously. That, of course, is one of the drawbacks of wandering all over the place instead of sticking to the main estimates. I just wonder whether there's a possibility in the next half hour or so of making some further progress on this. I'm not keen to stay too late myself, and I would like the co-operation of the committee if we could get it.

MR. PAULLEY: As far as I'm concerned, I'm prepared to co-operate. I don't know how much my honourable colleague from Fisher has or any other member on this side of the House, but it just occurred to me that after spending some considerable time on passing \$7 million and we now reach \$9 million, that it may not be completed. If it's not going to be completed maybe we could call it a night. However, again I say I'm not raising any protest.

MR. CHAIRMAN: Item 4 (a) --

MR. MOLGAT: Mr. Chairman, under Other Roads, last year I asked the Minister whether it would be possible to have the same list for other roads as we get for provincial trunk highways. That is, this list of proposed construction. It seems to me that the program of other roads is growing and we are adding more and more other roads to it. I think that in a number of cases the access roads are considered in that category, and it would be most useful to the committee in this discussion if we could have a similar list for the other roads as we do get for the trunk highways. It would then enable us to get an overall picture of the road construction. In many areas the highways are not numbered. In fact, when we look at this plan for the future, which by the way we have not had much time to study, we will no doubt have a great deal more to say on it next year than we have this year after analyzing it fully, but a number of the roads indicated here now are not presently numbered highways. They are other roads and yet they form part of the overall highway program for the province, and I think that for the proper discussion of the committee it would be better if we could have as comprehensive a list as possible. So I

(Mr. Molgat, cont'd.)...would appeal to the Minister again, not for this year but for next year, if we could be supplied with a similar list of Other Roads.

Now on the access roads which we were discussing earlier, I understand that will be left open and we can come back to a discussion thereon, so I'll say nothing further at this time. The matter of Maintenance -- Does the Minister want to discuss that under (b) or under (c)? Is that the General Maintenance item? -- (Interjection) -- I was very surprised last summer that there was a change in the maintenance policy by the department so far as, certainly some of the other roads, and in particular some of the school van routes. This came up during mid-summer at which time school divisions, in my territory at least, found that a number of the roads over which the vans had to travel were not being maintained in the same way they had previously. They made a complaint at that time, and as I recall the statement, they were told that the Maintenance Branch for these roads had been cut down by half. On further investigation through my area I found that this was the case on most of the other roads, that where the maintainer previously had been going every two weeks, the operator apparently had received instructions to only go once a month, or his territory had been expanded so that he could only cover it once a month. Now a number of drawbacks arise from this. One is that the maintenance isn't adequate. Another very difficult point is that if it happens to be bad weather -- wet -- when the maintainer has to cover a certain stretch of road and he can't go over it, then it sometimes turns out to be a month and a half or two before he can cover it. The result was that a number of these other roads turned out to be in very bad condition. Now this seemed to me a very short-run position for the government to take. The roads once built, unless they're properly maintained, will simply not stand up; and once they become rutted and the rains come, it doesn't take very long for them to punch through; and what was normally a reasonable road becomes totally impassable. I was very surprised that this action was taken because it certainly didn't seem to be in keeping with the statements my honourable friends make on the matter of roads and road construction, and the need for highways in the Province of Manitoba. I wonder if the Minister would have any comments to make on this question of maintenance?

MR. THOMPSON: Well, it certainly is not our policy to neglect the maintenance. We're spending a considerable quantity of money, as you'll notice here -- \$12 1/2 million estimated, which is largely maintenance on a mileage of other roads, 1,727.37 of this number of Other Roads, we have 92.66 paved; 47.91 double prime; and 1,586.80 gravelled. The maintenance expenditure per mile on this type of road is \$375. That's what we're spending through the season per mile on this type of road. Now you mentioned a list of them. Of course the construction costs, at least the construction on other roads is included in your program. You'll notice under miscellaneous -- those are other roads. They're not trunk highways. That's where you'll find your construction money in the program, in your capital program. This is concerned mainly with maintenance.

MR. MOLGAT: ... under miscellaneous covers all of the other roads that will be constructed during the course of the year? That's an exhaustive list. Now I wonder if the Minister would care to comment further on this question of maintenance. Is it not correct that there was a reduction last year in the maintenance appropriation? I don't know if this was general in the province or not, but certainly insofar as my own constituency is concerned, this was the reply that our school division obtained at that time and I wonder if the Minister would comment on that.

MR. THOMPSON: I think our maintenance costs, especially on some of our trunk roads, were exceedingly high last year. We had a bad spring and we spent -- I don't know of any reduction in maintenance. There might have been. I'm not able to discuss the particular section to which you refer. I'm not personally acquainted with the facts there, but it's possible that in view of the appropriation we had, that the excessive break-up on heavily travelled roads and the tremendous maintenance problem which faced us a year ago in the province, from the spring right to July we had a big maintenance program. It's quite possible that some of the money had to be concentrated on the more travelled roads and not as much of the total appropriation was available as might have been in some sections. I wouldn't be sure of that. I do know in some places we had a very heavy maintenance program.

MR. HAWRYLUK: Mr. Chairman, with regard to the maintenance aspect, we know that the government does contract road building to contractors who have equipment. I'm just wondering how much equipment does the government own with regard to snow plows, and other types

(Mr. Hawryluk, cont'd.)...of equipment, and what value is it estimated at? I don't think we've ever had the figures given and I know that money is spent on it. I'm anxious to know how much of it we have on hand belongs to the government, and what type of equipment do we have?

MR. PETER WAGNER (Fisher): Mr. Chairman, the Honourable the First Minister is kind of aware of me getting off on the unorganized territory. I can be a good boy. Providing the Honourable Minister of Public Works says "yes" to what I demand, I shall sit down. However, Mr. Chairman, I wonder if the Honourable Minister while sleeping overnight, whether his conscience didn't bother him on highway # 7 from Fisher Branch to Hodgson, that he should reconsider it and build it in 1961. I was hoping that he may reconsider and I still hope. I'm not too brave to go to Fisher constituency now. The other day, a remark in the corridor that he does not agree in continuing that highway, I shall stay over at his place -- refuse to go back. However, Mr. Chairman, looking over the Annual Report, and I believe, Mr. Minister, if it's (j) (3), that means 50-50 basis. Am I right? (j) (3) is 50-50 basis? On Page 120 I noted here that although there is numerous territories that have received money, what drew my attention here, at Fisher, is that it's total amount was \$2,595.60 and half of it was carried by the government. Well that's fine, but down below at Rupertsland I see that the total was \$2,176 -- I'm not quoting the cents, but the government contributed \$2,196 that does not come into 50-50 basis. Is there any special reason for that? -- (Interjection) -- (j) (3) to my understanding it's 50-50 basis -- right. Now on Page 123, (j) (4) -- that's a 100 percent by the government. Here I note quite a few territories, for example like Fisher, the total was \$27,903 and the government put in \$26,054 which should have read \$27,903 because it's (j) (4) -- however there are a few municipalities in that category, but I note in my neighbouring constituency to the left, St. George, \$48,253 in both figures, total and the government -- (Interjection) -- 123 now, so there is some discrepancies and I would like the Minister to comment.

MR. THOMPSON: You are referring to the comparison between the grants to which municipality?

MR. WAGNER: My first question is on Page 120.

MR. THOMPSON: Oh yes.

MR. WAGNER: Fisher and Rupertsland at 50-50 basis.

MR. THOMPSON: Yes -- Oh yes -- that showed \$2,000 for Rupertsland is that what you're referring to? And Fisher, \$2,595 and the government \$1,297.82.

MR. WAGNER: The first figure is correct, 50-50, but I want explanation on Rupertsland, and there may be a special case there.

MR. THOMPSON: Yes, I wonder if I should quote what grants you did receive this past year.

MR. WAGNER: I'm not worried on that part, I know where I am getting 1961, no roads complete.

MR. THOMPSON: Well I have the figures here if you want them. We have your 100 percent roads in '60-'61. In Armstrong, now you correct me if these are not all in your constituency Armstrong, Chatfield, Fisher, unorganized Fisher Branch and Keruzburg disorganized. Are they all in your area? Under (j) (3) -- 100 percent main market roads, according to my figures, you received \$167,137.21.

MR. LYON: You got to be cut off -- this fellow.

MR. THOMPSON: Under your 50 percent roads, \$35,162.37. Under the (j) (2) roads, well now this, no, there is only a small part of St. Andrews I imagine in your area. None. No.

MR. PAULLEY: I wonder if the Minister would give us a comparison with all of the constituencies in the province so that we have the true picture.

MR. THOMPSON: Yes, then of course we have the 100 percent roads -- Komarno-Fraserwood -- part of that is in your riding? Yes -- \$247,000. Broad Valley to Fisher Branch -- is part of that in your riding -- \$31,200. Fisher Branch east -- (Interjection) -- \$29,400 and Komarno access road, \$25,600.

MR. LYON: That's where all the money is gone.

MR. THOMPSON: Those are some -- now you're asking about this terrible treatment, I thought I should get these figures because I remember you saying how shocked and disappointed you were with the monies you got in your riding.

MR. B. P. STRICKLAND (Hamiota): I wish the Honourable Member for Fisher would give me his secret.

MR. HAWRYLUK: I was going to remind the minister of the question regarding the equipment but I think on the basis of what the Minister has said about Fisher, I think that they've got a very zealous member, he should be re-elected, definitely.

MR. WAGNER: Mr. Chairman, I was going to say it the other way. I am not complaining that predecessor didn't do anything. I must remind this House that this territory is 40 years behind in road building and mind you it will take some time to catch in that area at the rate they are going, on that side of the House, particularly with the road program of '61. We won't catch up and Mr. Chairman I didn't get the answers to -- on Page 123, well I didn't get an answer on Page 120 and I didn't get an answer on Page 123. Where Fisher, are you following me? On Page 123 where Fisher and this is (j) (4) -- 100 percent, however the total expenditure was \$27,903 not quoting the cents and the government paid only \$26,054 so I see there is this discrepancy, not only in Fisher but in some other ones, but what struck me, St. George, the total was \$48,233 and the government matched -- well the government paid the whole shot, \$48,233. Is there any explanation to this and the same thing, dragging and general repairs here at St. George and in Fisher, dragging and general repairs.

MR. THOMPSON: I am not able to explain that, I notice Lac du Bonnet has a discrepancy -- some of them, but there must have been some work which didn't qualify under the 100 percent -- there might have been some additional work done which was a local responsibility, that's possible in these cases. Otherwise I can't see why it wasn't totally paid as it is in most cases. There is one in Rupertsland which is -- if you'll notice, the same, but I think the government shared, I'm sure, its full responsibility, but there is possibly some local condition which caused the municipality to pay more.

MR. PAULLEY: Mr. Chairman, under miscellaneous I notice there's an item here for the Whiteshell Atomic Project -- grading, gravelling and structure. I wonder if the Minister can tell us what is contemplated to be done. I don't know whether it would be proper for him to give us any general estimate of the cost, because if it's on a tender job, it may prejudice the tenders, but in addition to having an outline of what is intended in this particular item.

MR. THOMPSON: Which item is that?

MR. PAULLEY: It's on the miscellaneous Mr. Minister, page seven for the Whiteshell Atomic project, grading, gravelling and structures. My question is what is contemplated in being done there. Can you give us any approximation of the cost? Also is there any sharing with the Atomic Energy Corporation and the province in this -- are we paying the shot in the province ourselves or are they paying the shot? -- (Interjection) -- Oh you did, did you?

MR. THOMPSON: It's a share arrangement. This covers a road to the townsite, a road to the plant and a bridge across the river, shared equally -- the road to the plant is shared and the bridge is shared equally with Atomic Energy of Canada Limited and no, I couldn't give you any estimate of the cost. -- (Interjection) -- I would think so.

MR. PAULLEY: Well Mr. Chairman I question whether or not the province should go 50-50 in this. There maybe some justification because of the fact of there will be increased employment there, and a new townsite which we hope and expect will be to the benefit of the province. Now the -- on the other hand however if it were not that the Federal authorities were desirous of utilizing this site for this, the expenditures would not have to be made and there is some -- I don't know what the arrangements were in the other areas, say Elliott Lake, I don't know whether it was on the same basis as this, it may be interesting to know, because I would imagine just from the brief outline that the Minister has given us as to what is going to be required there that essentially it will be a very substantial amount of money that we have to put up.

MR. CHAIRMAN: (g) passed. Resolution

MR. MOLGAT: Mr. Chairman, I don't believe we're past (d) yet are we? I believe the questions we are asking are on item (d). I was going to ask a question there about the School Division bus routes. The Minister speaking a day or so ago mentioned this matter of five students before a route is eligible for assistance, now when exactly was that policy established?

MR. THOMPSON: About a year ago.

MR. MOLGAT: The reason I ask is that when the School Division plan was being sold by my honourable friend, the Minister of Education in particular, there was no mention made at that particular time at all, that there would have to be five students in order to have a van route established

(Mr. Molgat, cont'd.)....and this came in subsequently and it was certainly quite a surprise to a number of people in remote areas, where people are fairly scattered. They expected that there would be a van route.

MR. McLEAN: Mr. Chairman if I may, that's a misrepresentation of the situation. There's no suggestion -- van routes are established by School Divisions wherever there are students to be transported to High Schools. The five student rule applies only to the cases where a municipality requests special money for assistance in building roads for school buses or school vans. It has nothing whatever to do with the establishment of the van routes themselves or the bus routes themselves -- that is entirely a matter within the competence of the Division Board and the grants are paid if they operate a van or a bus.

MR. MOLGAT: Well Mr. Chairman I deny completely that this misrepresentation as the Minister says, there is no misrepresentation in what I said. The point is that if the road isn't suitable, then they have no choice but to come to the province for assistance on it. If the province says there must be five students before you get assistance then it boils down to exactly what I said that they can't proceed to have the route -- you can't run the buses over non-existent roads. This certainly was not the policy at the time that the plan was established. There was nothing said at that time that in order to get assistance on building a road that you had to have five students.

MR. McLEAN: There was nothing said at all.

MR. MOLGAT: Well no, but it was understood that they would get assistance on building the roads.

MR. McLEAN: There was no such understanding, Mr. Chairman. The understanding was that grants would be paid for the transportation of students to high schools, that grants would be paid towards the purchase of vans or buses, there was no discussion about assistance on the construction of roads, that was a matter that was -- a policy that was adopted after the vote and after the establishment of the school divisions.

MR. CHAIRMAN: -- passed. Resolution 69.

MR. MOLGAT: I disagree with the Honourable Minister's last statement.

.....continued next page.

MR. CHAIRMAN: Resolution 69 - passed. Item 5

MR. WAGNER: Mr. Chairman, I am somewhat at kind of a loss, with what the Minister of Education just said now about those bus routes, because I must admit that I never heard anything stated when these school divisions were being formed or anything about five students. All I understood at that time was that students that are going to get equal opportunity to get to them to the school, to the high school.

MR. MCLEAN: What time are you talking about?

MR. WAGNER: Well since the school division. Since the school division. I was attended the meetings and I have attended quite a few and I've never heard, but last year it was brought to my attention by my own people that if there isn't five students the bus is not going -- not the bus, the road is not going to be built, providing if there is five students, but if there is not a guarantee for three years that there will be five students that road is not going to be constructed. Now this thing is somehow clear to me because I do not recollect that any time either in this house or out in the hustings that this was taking place. It was just an equal opportunity of education to the boys and girls of Manitoba and that was fine.

MR. MCLEAN: Mr. Chairman, I think this occasion should not pass with some statement from me as to what was said during the time that we were presenting the school division plan. It was outlined that there were grants toward the transportation of students or payment of allowances in lieu of transportation where transportation was not feasible or possible or economical and it was said practically by every speaker and certainly said by me sixty times at least, that we were not going to be in the business of building roads. That was a definite statement that was made during that time and we pointed out most clearly that where a division could not take advantage of the grants that were going to be paid by actually providing transportation that they would be paid the same grants in order that the parents could be paid, either to transport the students to the school themselves, or alternatively to board them and maintain them at the centre where the school was established. The question of assistance on the construction of roads was never mentioned until after the divisions were established. After the divisions were established the government did adopt a policy of providing in addition, in addition to the grants for actual transportation or in lieu of transportation assistance to municipalities for the construction of roads on which vans or buses could run. The arrangement is that where approved, the municipality is required to provide 40 percent and it's only done at the request of the municipality or in the case of an unorganized territory, the Department of Public Works looks after the matter, takes the place of the municipality and 60 percent by the Province of Manitoba. Now the five student rule was just simply, a businesslike arrangement by means of which we said that obviously if you haven't got at least five students there doesn't seem to be much point in building a road. Surely no one is suggesting that you should build a new road because you have one student to be transported. That wouldn't be economical, it would be more to the point to pay that student his or her board allowance to live where the school is or to the parents to transport the student. It's just to ensure that the monies that are used under this particular item or in conjunction with the municipal money to provide roads will be used where the largest number of students will be benefitted. It doesn't prevent the division from providing transportation to the case where there is four, three, two or one student, it doesn't prevent the division from paying the allowance to this individual student or to the parents of the students and earning the same grant from the Province of Manitoba as they do if they were otherwise providing transportation and I think it's quite unnecessary to confuse the two things. They are quite distinct and separate they were not mentioned during the campaign for school divisions. It was made abundantly clear that there would be many cases where a division could not operate a bus or van and that they would have to pay allowances in place of that and that we would back them up by providing them with the money to do so.

MR. WAGNER: Mr. Chairman, isn't it true, isn't it true then in lieu of transportation to qualify for \$100 per student a division board has to put up over \$100 too?

MR. MCLEAN: No, it's not true. The amount that's allocated for each transported student is \$166 and some odd cents of which the Province of Manitoba pays \$100.00 but that amount of money is paid to the division by simply multiplying the number of transported students. That by the way includes transported by using that term in its strict sense, and includes people who are paid an allowance in lieu of transportation -- by multiplying the number

(Mr. McLean, cont'd.)... of students by \$166 and some odd cents. Now of course a division will have many students that will actually cost them less than \$166. to transport, cost them maybe \$75.00 or whatever the case might be. But they earn \$100 from the Province of Manitoba for every student. With the result that the division is entirely free to spend or allocate any amount of money they like to an individual student because it's well know that it does not cost them that amount of money for every individual student. And the most that the division has to provide is \$66.00 in order to earn the \$100.00 and they get that amount for every transported student, whether he lives one mile from the school or 30 miles from the school.

MR. CHAIRMAN: passed - Item 5 - Resolution 70 - passed.

MR. PAULLEY: What does this cover, Mr. Chairman.

MR. THOMPSON: This covers the projects for construction, Mental Diseases Selkirk, Brandon, Brandon Mental Hospital, Manitoba School for Mentally Defective Persons in Portage, Provincial Building grounds, the grounds of the Provincial Building, Central Power House, new boilers, highway buildings and storage yards, Legislative Buildings Winnipeg alterations and equipment, Law Courts Winnipeg alterations and equipment, Manitoba Home for Boys Portage la Prairie, Court House and Gaol Dauphin. Most of the buildings referred to with - do you want the amount to be expended.

MR. PAULLEY: I'm interested to hear -- the Minister mentioned the fact that this includes the buildings of the Mental Hospitals of Selkirk and Brandon. Because this afternoon I started out on one of the items there dealing with Selkirk Mental Hospital and I was told by my Honourable Friend the Minister of Health and Welfare that in my absence down east the item had been taken care of in his particular estimates.

MR. ROBLIN: You're both right.

MR. PAULLEY: Yes, but I was told this afternoon in no uncertain terms that I was wrong, in raising it at all if there is a difference I'd like my friend the Minister of Health and Welfare to put me on the straight and narrow on this.

MR. JOHNSON (Gimli): I think Mr. Chairman in the department we passed the \$185,000 in the Health and Welfare estimates which dealt largely with replaceable items, items such as furniture and so on that are renovations and replacements to the building that are passed through a capital vote of our department. This has been the policy for some years for the Departments of Public Works and Health to measure out and divide which capital items should go through the Health vote and which should go through Public Works and we divide up the responsibilities in that manner. For instance through the Department of Public Works vote here -- at the both institutions there are painters working the year round. They are paid through the Public Works Department. Replacement of furniture and certain other items in the budget are paid through the Health appropriations - it probably doesn't make such sense. You should divide it up into two votes but this has been the practice.

MR. PAULLEY: Mr. Chairman my honourable friend the Minister tells me that in respect of this particular item that covers the painters etc. Now then if we look at our estimates for the year ending March 31st, 1961 there was no appropriation at all for this particular item. Now it doesn't indicate to me that the statement of the Minister of Health and Welfare is accurate unless there's a misprint in the estimates that I have before me because there's no item at all, not even a five cent piece appears on this particular item for last year. Now I'm interested in the brushing up of Selkirk Hospital, may be the Minister of Public Works has an answer for that point.

MR. ROBLIN: They were in the Capital Supply Vote last year, they're now in current, but they're capital items.

MR. PAULLEY: Well no, Mr. Premier, these are charged to capital divisions on these estimates.

MR. ROBLIN: You're right, they were capital last year but now they're current.

MR. PAULLEY: Well then I would like to know from the Minister what is contemplated in this estimate of renovations to be carried out at Selkirk Mental Hospital. Because as I indicated earlier, I had the pleasure of being the guest of the Honourable Minister of Health and Welfare this year, I went through the hospital and was quite frankly Mr. Chairman, was very, very disappointed with the general appearance particularly in regard to paint that's required in the hospital itself. I'd like to ask if the Minister of Public Works, if he has it

(Mr. Paulley, cont'd.)... available would be kind enough to give the committee an indication of what is contemplated at Selkirk.

MR. THOMPSON: I just have the amount that has been expended.

MR. PAULLEY: What's going to be done.

MR. THOMPSON: I haven't that information in front of me. I just have the total expenditure for the Selkirk Mental Hospital.

MR. PAULLEY: How much is that.

MR. THOMPSON: Fifty thousand. It says renovations \$50,000.

MR. PAULLEY: There's no indication of what that is going to be used for.

MR. THOMPSON: No, I can produce that information.

MR. PAULLEY: Well, Mr. Chairman, I appreciate the fact that the Minister hasn't got the detailed information or the breakdown of the \$50,000 for Selkirk. I would appreciate if he would get his department to list what is contemplated in that expenditure and make it available. I don't know whether anybody else is interested in it but I certainly am as a result of the trip to Selkirk because I'm firmly convinced that before we can. We've got to make the surroundings more conducive to recovery in mental health and one of the ways that can be done is the brushing up of the institution. So I would appreciate if, Mr. Chairman, I don't want to delay the committee any longer this evening, but I would appreciate the Minister giving me a detailed information as to what is going to be done.

MR. HAWRYLUK: Mr. Chairman, I'm still waiting for an answer to a question I asked regarding maintenance equipment. Also in this number 5 the grounds improvement, is it contemplated here that you are going to maintain the parking area across the road, the parksite there.

MR. THOMPSON: None.

MR. HAWRYLUK: And is there any contemplation of building something and of finding room for the people who want to go into Norquay Building. I think it's one of the worst possible ways to get into the building, if you're trying to find a parking space. I think there was some talk last year of building a parking parkade on the lot where it was burnt down. Isn't that right next door or something to that effect we were supposed to build a parking parkade similar to the Hudson Bay or Eaton's. I'm just wondering if that's been contemplated.

MR. THOMPSON: We have no plans in that connection at this time. The government does own a parking lot a block or so east of the building I believe. Yes, on York avenue. It is a parking lot right now. In connection with the equipment that you inquired about our total, we've three million dollars worth of equipment. It's self-sustaining that every job that's done with the equipment pays so much to the Reserve Fund for replacement. So that it sustains itself in that way out of our annual estimates each year.

MR. CHAIRMAN: 70 passed.

MR. THOMPSON: I wonder, I just wanted to answer two questions that were asked earlier by the Member for East Kildonan I think. How much money was spent was spent on the slip section on P. H. 52, in 60-61 \$7,350.30. And the bog the condition of No. 10, grading was completed with the first lift of gravel placed in the fall of 1960, that's last autumn. Additional gravel is required in 61. This is of course a standard procedure. The grade is now soft with frost coming out and as a convenience to traffic the old road has been in use as a detour rather than the excessive use of the new grade at this breakup period. Now on the question of trimming on the Gypsumville-Grand Rapids road yards, trimming was done in connection with the contract.

MR. ROBLIN: Committee rise, Mr. Chairman.

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

MR. CHAIRMAN: Mr. Speaker, the Committee of Supply has adopted certain resolutions and asked me to report the same and ask leave to sit again.

MR. MARTIN: Mr. Speaker, I beg to move, seconded by the Honourable Member for Cypress, that the report of the Committee be received.

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

MR. PAULLEY: Mr. Speaker, just before the First Minister moves the adjournment of the House, this may only be just a little technicality but as we're all aware of Mr. Speaker, it was by unanimous consent of the Whips that we sat this evening being a Wednesday night

(Mr. Paulley, cont'd.)... rather than on Thursday night. Now I think that it should be recorded somewhere in the proceedings of today, we actually, I think, to be perfectly in order, should have had a motion somewhere in the stages today that, by leave, we extended the hour on this Wednesday. The reason I am suggesting this, Mr. Speaker, is because precedents are set and I think it should be duly recorded somewhere that it was, by leave, that we sat this Wednesday evening. So that in the future it might not lead to changes of the particular days which wouldn't be in accordance with our rules.

MR. ROBLIN: Mr. Speaker, I think the point is well taken. Perhaps I should have said that when I made the suggestion as the result of the Whips Conference. However, it's on the record now. I move Mr. Speaker, seconded by the Honourable Minister of Public Works, that the House do now adjourn.

Mr. Speaker put the question and after a voice vote declared the motion carried, and the House adjourned until 2:30 Thursday afternoon.

French Speeches given on Monday, March 27, 1961

Page 1327 - Mr. WITNEY:

Monsieur le president,

L'an passe j'ai termine mes estimations budgetaires par une brillante envolée sur la douce langue française. Il va sans dire que mes efforts furent recus par des commentaires divers, dont la plupart défavorable. En conséquence, je n'ose m'aventurer de nouveau jusqu'à ce que je puisse maîtriser cette langue. Je n'ignore pas que de nos jours une charge de ministre exige une connaissance suffisante de ce doux parler !

TRANSLATION

Mr. Chairman, last year I concluded my estimates with a valiant excursion into the French language. My efforts met with various comments, mostly unfavourable.

As a consequence I dare not venture anew until I have mastered this tongue. I understand that Ministerships must now embody a firm agility in this admirable language!

Page 1327 - Mr. Prefontaine

J'apprécie beaucoup le geste aimable de Monsieur le Ministre qui vient de parler dans la belle langue française et je l'encourage fortement de continuer ce beau geste et j'espère que ses collègues continueront eux-mêmes de prendre l'exemple du Ministre des Ressources Naturelles.

TRANSLATION

I greatly appreciate this kind gesture on the part of the Minister who has just spoken in the beautiful French language and I strongly encourage him to continue and I hope that his colleagues will themselves follow the example set by the Minister of Natural Resources.