

Supply—Public Works

Mr. Pearkes: And therefore there will be no funds forthcoming?

Mr. Winters: That is right.

Mr. Johnston (Bow River): I assume this is the proper place to mention the subject about which I wish to speak. It has to do with the construction of the bridge on the Kicking Horse river at approximately mile 4 in the Yoho park.

Mr. Winters: If the hon. member would not mind, we could discuss that later when we are on the estimates for the development engineering branch. It is a bridge on the route of the trans-Canada highway.

Mr. Johnston (Bow River): Would that be item 382?

Mr. Winters: Perhaps since it is a matter of particular interest it could be discussed on item 387, dealing with the trans-Canada highway.

Mr. Johnston (Bow River): Whichever item you wish to discuss it under is satisfactory to me.

Mr. Winters: Item 387.

Mr. Green: This item has to do with bridges. The minister will remember that in former sessions we have had discussions about the Marpole bridge over the north arm of the Fraser river.

Mr. Winters: This deals with maintenance and operation of bridges.

Mr. Green: I think this is the only vote on which that could be discussed. It has been discussed on that same item in other years.

Mr. Winters: Item 382 would be more appropriate, but I do not object.

Mr. Green: I am rather surprised to find there is no vote in these estimates for at least the sum of \$400,000, which I understood the dominion government was prepared to contribute towards the cost of a new bridge over the north arm of the Fraser. The minister will remember that the original plan of the dominion government was that there should be a new lift span placed in the old Marpole bridge. The provincial government was unwilling to undertake a change of that kind—and, I think, quite rightly so—and insisted on building a modern high-level bridge, to be known as the Oak street bridge. At first the dominion government took the position that no contribution would be made towards this Oak street bridge. I discussed it in the house in 1954. I refer to page 6774 of

[Mr. Winters.]

Hansard of June 25 of that year. The minister's parliamentary assistant was handling the estimates at that time, and at that page I find the following:

Mr. Bourget: I think the amount of \$400,000 has been offered to the province to build the Marpole bridge, but I am informed that they want to build the bridge at Oak street.

Mr. Green: That is right.

Mr. Bourget: So far, I do not think—

Mr. Green: Does that mean then that unless the provincial government agrees to this ridiculous scheme of simply putting a lift on the old Marpole bridge, the dominion government will not make any contribution at all?

Mr. Bourget: I am told that they will probably make the same offer for the Oak street bridge.

Mr. Green: The dominion government will pay \$400,000 on a new bridge on Oak street?

Mr. Bourget: That is right, Mr. Chairman.

Last year the minister made a statement on the same question to be found at page 6416 of *Hansard* for July 19, 1955. There I find the following:

Mr. Green: Does the minister mean the government will pay \$400,000 if there is no toll only on the subsidiary bridge which will go from the main bridge to Sea island?

In other words, the new bridge has a main span and then a side span off to Sea island.

Mr. Winters: That is the bridge to which I referred last night.

Mr. Green: In other words, if the toll is only on the main bridge—

The main bridge as distinguished from the bridge over Moray channel.

—that would not prevent the \$400,000 being made available to the provincial government; is that correct?

Mr. Winters: That is right, yes.

The following day the premier of British Columbia was reported as having stated that the provincial government was prepared to accept the \$400,000 contribution offered by Ottawa for the new highway bridge across Moray channel between Lulu island and Sea island.

There does not appear to be any vote in these estimates and I am wondering whether that agreement still stands. In other words, is the dominion still prepared to pay the \$400,000? If so, why is there no vote in the estimates? The bridge is now well under way and I do not know whether or not the provincial government has been assured that the \$400,000 will be forthcoming. It would be very helpful if the minister would clarify the situation.

Mr. Winters: The situation is that when we were compiling the estimates I wrote to the minister of public works of British Columbia and told him that the \$400,000 was still available on the basis we discussed but that if he did not intend to take advantage of the arrangement in the then oncoming fiscal year I would not carry the amount in the