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Debates & Proceedings

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Speaker: The Honourable Donald Taylor

Whitehorse, Yukon Territory
March 21, 1978

Mr. Speaker: I will now call the House to order.
 We will proceed at this time with morning prayers.

Prayers

Mr. Speaker: We will proceed with the Order Paper, are there any documents for tabling?

ROUTINE PROCEEDINGS

TABLING OF DOCUMENTS

Hon. Mrs. Whyard: Mr. Speaker, pursuant to Section 7(1) of the *Health Care Insurance Plan Ordinance*, I have for tabling the annual report, Yukon Health Care Insurance Plan for 1976.

Mr. Speaker, pursuant to Section 4(1)(c) of the *Fire Prevention Ordinance*, I also have for tabling the annual report of the Protective Services Branch for 1977.

Hon. Mr. Hibberd: Mr. Speaker, I have for tabling this morning, the Spacial Price Index for Yukon, December 1977.

Hon. Mr. McKinnon: Mr. Speaker, pursuant to Section 37(1) of the *Interpretations Ordinance*, I have for tabling the report on Regulations issued since October 13, 1977.

Mr. Speaker: Are there any further documents or correspondence for tabling?

Are there any reports of committees?

Petitions?

Introduction of Bills?

Are there any Notices of Motion for the Production of Papers?

Notices of Motion or Resolution?

Ms Millard: Mr. Speaker, moved by myself, seconded by the Member from Klondike that the Minister of Education look into changing the policy concerning night school education to reflect a smaller teacher/student ratio requirement.

Mr. Lengerke: Mr. Speaker, I give notice of Motion moved by myself, seconded by the Member from Kluane, that the Commissioner of Yukon delegate one elected member from the Advisory Committee of Finance to actively participate on the inter-government committee on Federal-Territorial affairs in addition to those persons already delegated and to attend all meetings in Ottawa or elsewhere relating to matters of Yukon's financial affairs.

Mr. Speaker, moved by myself, seconded by the Member from Kluane, THAT it is the opinion of this House that the Government of Yukon make funds available for the immediate hiring and appointment of one additional nurse or acceptable assistant to be employed at the Haines Junction nursing station;

FURTHER that the Government of Yukon request cost-sharing of this position with Federal Northern Health and to advise that the appointment to be made regardless of present Federal positions available, but that such an appointment to be made appropriate with the terms of the Public Service Commission.

Mr. Speaker: Are there any further Notices of Motion or Resolution?

Are there any Statements by Ministers?

This then brings us to the Question Period.

QUESTION PERIOD

Hon. Mr. Hibberd: Mr. Speaker, I have a reply to a question asked yesterday by the Member from Riverdale, regarding the Tri-milk situation.

Mr. Speaker, we spent some time in trying to find out what the exact situation was with regard to Tri-milk, and in consultation with Palm Dairies of Alberta and with their Consumer and Corporate Affairs Department.

Palm Dairies Limited, the only producer of Tri-milk, has made an irrevocable decision to cease production of this experimental product. Production will cease probably by September.

Tri-milk is marketed in the northwest on an experimental basis and is not marketed in Alberta.

Palm Dairies Limited will be producing Ultra-high milk, which: a) does not require refrigeration prior to opening the container; and b) has a shelf life of six months definite and twelve months maximum.

Therefore, this product will be able to be shipped in greater quantities and held in warehouses without the benefit of refrigerated storage facilities.

Palm Dairies Limited does not have a price set on Ultra-high milk at this time. This information will probably be ready by June, when their new Edmonton plant is opened.

I might add that Ultra-high milk has been marketed on some areas of Canada and it would appear that the price, if anything, is slightly lower than the price of whole milk is now in most communities.

Mr. Speaker: Are there any further questions?

Question re: Constitutional Development Process

Mr. Lengerke: Mr. Speaker, a question for the Minister of Education this morning: I think last week I questioned him with respect to the terms and conditions of the constitutional process that the Minister of Indian Affairs and Northern Development had announced or made mention of and I am just wondering did we hear anything further? Can the Minister report?

Hon. Mr. Lang: Mr. Speaker, further to the questions that were asked last week, I have been informed that the Minister's office has asked that that document, at least presently, remain confidential for whatever reasons, and it is my understanding that my colleague, the Minister of Local Government, who is on the Constitutional Committee will be discussing this further with the Committee.

Mr. Lengerke: Supplementary, Mr. Speaker, I thought the Minister had indicated that if we did not hear by the first of the week that we would table the document?

Hon. Mr. Lang: Mr. Speaker, this was the intention but we were informed that the Minister's office has asked to keep it confidential.

Hon. Mrs. Whyard: Why?

Hon. Mr. Lang: I do not know.

Mr. Speaker: Are there any further questions?

Mr. Fleming: Supplementary, Mr. Speaker, would not the Minister consider asking the Minister of Northern Affairs why you should keep it quiet and not tell us?

Hon. Mr. Lang: I am prepared to ask him, Mr. Speaker.

Mr. Speaker: Are there any further questions?

Mr. Berger: Mr. Speaker, supplementary on the same subject. I do not think the Minister answered it properly. Is it the intent of this Government to treat this document confidentially? After all they exposed it in the *Globe and Mail*.

Hon. Mr. Lang: Mr. Speaker, as I said in this House here approximately two weeks ago, it was our position that the terms of reference should be made available to the Constitutional Committee and to this House, we have followed it up, the Minister has requested to keep it confidential, he gave it to us in confidence and we do not intend to breach that confidence. Furthermore, Mr. Speaker, you could take the *Toronto Globe and Mail* story and possibly the Constitutional Committee could come up with a position on that because it is relatively accurate.

Ms Millard: Mr. Speaker, further on that: since the Minister had requested a response from Executive Committee, has there been a response from the Executive Committee and can we see some further action then because of it?

Hon. Mr. Lang: Mr. Speaker, we will follow up on the telex that was sent here late last week that was read to this House and attempt to make the information public, to have the Minister's concurrence.

Ms Millard: Mr. Speaker, that was not the question. The question was: has the Executive Committee responded to the Minister's request for a response to his proposal?

Hon. Mr. Lang: No, Mr. Speaker.

Mr. Speaker: A final supplementary from the Honourable Member from Ogilvie.

Ms Millard: Supplementary, Mr. Speaker, why not?

Hon. Mr. McKinnon: Mr. Speaker, obviously we have been pursuing the course of attempting to make the document public. Up to now we have not been successful in that attempt.

I would personally like to think that we could make it public and have the Constitutional Committee come up with the position on it.

We have not discussed the document in respect to replying to the Minister and I would imagine that this coming Friday we will discuss it, to see whether or not the Executive Committee is prepared to even comment in view of what has taken place over the last couple of weeks.

Mr. McCall: Yes, Mr. Speaker, on the same subject, I was just wondering if the Minister, in his wisdom, is responsible to the Minister of Indian and Northern Affairs or responsible to the people of Yukon with the tabling of this document in this House?

Hon. Mr. Lang: Quite obviously, Mr. Speaker, I feel I am responsible to the people in this House, because we are doing everything we possibly can do to attempt to get the Federal Government to release this to the public.

Mr. Speaker: All right, it being ten past the hour, it has been the agreement of the House that at this time we would proceed on Orders of the Day, to the replies to the Speech from the Throne.

ORDERS OF THE DAY

REPLIES TO THE SPEECH FROM THE THRONE

Mr. Speaker: The Honourable Member from Mayo will take the Chair at this time.

Mr. Deputy Speaker: Mr. Taylor.

Hon. Mr. Taylor: Mr. Speaker, Honourable Members, may I say at the outset that I am very pleased to have an opportunity to reply to the Speech from the Throne. It is indeed one of the rare and sole opportunities that Members may discuss at any length, any subject which may come to mind. However, I intend, today, Mr. Speaker, to restrict my remarks to two or three areas of what I feel are interest and concern.

Firstly, in respect to the Throne Speech, may I express my gratitude, Mr. Speaker, to this Government for including into the budget such capital expenditures as the long awaited school expansion program for Watson Lake.

The injection of these monies through the construction phase will be a welcome addition to our local economy and will certainly provide a high standard of school facilities for our area.

I will also compliment this Government for holding down the level of direct taxation during the forthcoming fiscal year. Watson Lake, as other Yukon communities, is really feeling the increasing cost of living, particularly in the areas of power, fuel and food costs, and speaking on behalf of our district, I am sure that we all appreciate in this light that we face no direct or

additional tax increases in the forthcoming year.

With reference to the balance of the budget, Mr. Speaker, I am satisfied that adequate funding has been provided in order to maintain a high level of Government services in the Watson Lake area, particularly when one appreciates generally the restraints on capital spending throughout other areas of the Territory and the nation has a whole.

Another project near and dear to my heart, Mr. Speaker, is the reconstruction and paving of the Alaska Highway, from the end of pavement to the Cassiar Junction which will have the effect of eliminating forever the very dangerous Liard Hill, which has in the past taken a heavy toll in accidents and fatalities. It is my understanding, Mr. Speaker, that the Federal Department of Public Works have recommended to the Treasury Board that approximately \$2 million be made available to undertake the first phase of this project in the coming fiscal year.

It would be my hope that the approval will come soon. Should this project become a reality in the near future, Watson Lake will most certainly benefit in terms of both employment potential and again a real additional boost to the local economy.

Mr. Speaker, at this juncture, I would like to comment upon this Assembly and its development since its creation at the last Yukon election. Our Legislature has come a long way since that very first day in 1974 when, as newly elected Members we met to face together the formidable duties incumbent upon us as representatives of the people of Yukon. At that time, Mr. Speaker, it was apparent that Members were determined to strengthen our parliamentary institutions here in Yukon to the fullest degree possible. This in fact meant that we would have to assert all the rights, all the powers and all the privileges which attach to this Legislature, expressed or implied, within the provisions of the *Yukon Act* and concurrent with Parliamentary practice throughout the Dominion and the Commonwealth. This also meant that administrative structures would have to be changed and altered in such a way as to involve elected Members in the day to day policy decisions and administration of this Government.

Mr. Speaker, whatever historians may have to record about this era of political life, there can be no doubt that this House has achieved, to an outstanding degree, both of these objectives. However difficult it has been, all Members are to be commended for providing these mechanisms of parliamentary democracy to the people of this Territory. It must also be remembered, Mr. Speaker, that each advance, each change was met with resistance or indifference by the Federal Government and their senior advisors.

It was 74 years ago, Mr. Speaker, on the afternoon of Thursday, August 4th, in Dawson City, in the year 1904, when the then Council was controlled by appointed Members. At that time one of the elected Members rose to propose the following, and I quote: "That a Committee of this Council be appointed for the purpose of preparing a memorial to the Government of Canada requesting that the laws governing the Yukon Territory and particularly those acts governing and defining the duties of the Yukon Council and the Commissioner be amended as to provide (1) for giving to the elected members of the Council more control over the expenditure of public monies than they at present possess and (2) for the appointment of an advisory board, a majority of whom shall be elected members of the council to advise with the Commissioner during recess in all matters on public expenditure and providing that all appointments to the Territorial service shall receive the sanction and retain the confidence of such advisory board." This, upon vote, was defeated by the appointed members of the then Council.

On Wednesday, the 14th of August, in the year 1907, George Black, then an elected Member of the Council rose again to propose the same resolution and once again the appointed Members turned down the proposal.

This situation was finally resolved when, on June 15th, 1908, Mr. Speaker, the Honourable Frank Oliver, then Minister of the Interior, moved a Bill in the House of Commons to amend the *Yukon Act* to provide that the Council of the Yukon Territory be wholly elected.

All these years ago, Mr. Speaker, these many, many years ago, the Members of the Legislature were fighting for the same things that we have been fighting for during this four year term of office.

Mr. Speaker, I cite these quotations only to show that even in those early days, the same frustrations existed, the same general demands were made and the same Federal Government resistance was experienced.

Mr. Speaker, with the provisions of these permanent Legislative Chambers and its associated facilities, it has been indeed possible for this Assembly to effectually bring about these very important changes in an atmosphere of dignity, authority and respect.

It must also be recognized that we could not have achieved any measure of success whatsoever, without taking into account the combination of skills and ideas of our extremely capable and competent staff.

As several Honourable Speakers from other Parliaments of the Dominion have remarked, the functions of this House in its day-to-day operation, are now parallel to any other House in the Dominion. This indeed bodes well for the future of Yukon in its transition from Crown colony to eventual provincehood.

As I have said before in this House, Mr. Speaker, while we may have been accused of being backward about coming forward, there can no longer be any doubt about our preoccupation with matters constitutional in nature affecting our Yukon.

I would also like to briefly comment on the accomplishment of this Assembly in successfully obtaining a majority on the Executive Committee, that long sought objective of those who have come before.

In providing a fourth Minister to that same Committee, I would like to offer, at this time, my personal congratulations to our Ministers, who have, in the face of very difficult constitutional barriers and administrative difficulties, undertaken nonetheless the duties of their portfolios and general administration with outstanding success.

I would extend to these Honourable Ministers a great measure of appreciation for a job well done. I would further extend my encouragement to them in confronting the many problems which they will surely face in the days ahead.

Mr. Speaker, I would like to now address my remarks to the future of Yukon and its people. I am sure all Honourable Members will agree that matters respecting the constitution of this Territory are as confounding to our citizens as they are to ourselves, but nonetheless, they are extremely important to each and everyone of us who call Yukon our home.

If future generations are to benefit at all from our actions today, we must ensure that our objectives be wisely considered and clearly stated. Yukon represents a community of interests, ideals and experience, unique perhaps in national terms but nevertheless, we are destined to play and increasingly significant role in Canadian affairs. If this Assembly is to discharge its responsibilities to its citizens in fostering self government for Yukon, we must, at all costs, establish a meaningful dialogue with Canada and we must develop a planned economy based in part on resource revenue sharing, at least to the same extent as our provincial neighbours to the south. We can no longer afford to be second best Canadians, Mr. Speaker.

Seventy years ago, while debating a Bill to change the *Yukon Act*, the Bill that I referred to earlier, providing for a fully elected Territorial Council, the Honourable Frank Oliver, then Minister of the Interior, on June 15th, 1908, stated in the House of Commons as follows: "We wish to meet the aspirations of

the people of the Yukon to have a free voice in their Legislation. If the population were larger and the revenues available greater, there would be no objection to adopting the same system of administration as prevails in the other provinces."

I say to you, Mr. Speaker and all Honourable Members, this was a Liberal Government in 1908. In more recent times, a joint committee of the Senate and the House of Commons have travelled throughout Canada and to Yukon to consider matters related to the constitution of the dominion and its several parts. That committee noted in its report, and I quote again: "As we have already indicated, the constitutional aspirations of Canadians living in Canada's two Territories are because of the governmental structures prevailing there, necessarily more ambitious than those of Canadian elsewhere. The financial capacity of any territory should not be the only factor to be considered in granting it responsible government or provincial status. Certainly some of the people of the North believe that there are other factors, not the least of which is full democratic participation of all Canadians in every level of government which are also very important. The Government of Canada itself has stated that it does not regard financial capacity of the Territory as an absolute criteria of political development."

The joint committee again concluded its report by Recommendation Number 69, Mr. Speaker, and I again quote: "The objective of Government policy for the Yukon and Northwest Territories should be the fostering of self government and provincial status."

It is quite apparent then, Mr. Speaker, that we do know and we do appreciate the basic, practical and philosophical constituents of responsible government and in this regard I must at this express to the House, my deep concern for the immediate future of this Territory.

Obviously the political policies of the Liberal Government have shifted radically. Recent news reports from the East suggest that the Federal Government is no longer willing to give active consideration to the demands of this Territory for self-rule.

The Federal Government appears to feel that it must oppose eventual provincehood because it wants to retain full control over the valuable resources of Yukon. It is slowly and methodically eroding even the powers we enjoy today. In some provisions of the Pipeline Bill recently considered in Ottawa is a fair example of this. Consider well the several actions of the Federal Government over the past two or three years, which appear to be aimed at bringing into discredit this Assembly and the administration of this Government, particularly in the eyes of our fellow citizens.

Observe how they play politics with the resources and economy of our Territory. In the East, two short years ago, they elected to tear down our flag and banish it from the Federal-Provincial conference room, even at a time when this was rising another, in Charlottetown, the very federation itself.

We must, at this time, Mr. Speaker, adopt a position of extreme caution in our relations with the present Government of Ottawa. The people of Yukon have certainly had enough of the present approach. The people of Yukon demand

Mr. Speaker, it is to this House that they look for the safeguards and protections inherent in Yukon's constitution. We have, perhaps, a few months to go before a national election, at which time it is anticipated that the Liberal Government will fall, as it did in Quebec and that the Conservatives will form a Government in Canada.

The leader of the Opposition has made nationally a commitment to the people of Yukon. That commitment would provide provincehood to the people of Yukon, but, only with their consent. Be it seven, or seventeen, or seventy more years before the Yukon attains provincehood, we are going to require

a willing and sympathetic Federal Government and Parliament to give effect to the transition from Crown colony to province.

The Federal Government currently appears to diametrically opposed to the stated views of the citizens of Yukon, as expressed by its elected representatives in this and former Houses, Mr. Speaker. And so we must keep inviolate those rights and freedoms that we have rested from that Government over the past many years for our citizens.

With a change in Federal Government, hopefully, will come a change in attitude towards Yukon. I am confident that we, in concert with a new Government, will once again be able to resume our joint pursuit of those constitutional goals we seek for the people of Yukon and of Canada.

Mr. Speaker, may I say how disturbing it has been to hear the dialogue which has recently been taking place between the Federal Government and the native leaders from Yukon, respecting the settlement of land claims.

This is doubly disturbing, Mr. Speaker, when one considers that although the Federal Government quite some time ago initiated an offer to Yukon natives in respect to aboriginal rights, no such claim has yet been laid on behalf of the Yukon native people, in spite of the massive expenditures of public monies, expended for this purpose.

It would appear that the only result of these negotiations to date has been to drive a solid wedge between the citizens of our Territory, perpetuating a continuing development of separation based on racial and ethnic grounds. The fault for this deplorable situation rests squarely on the Federal Government in Ottawa, who have permitted, in fact encouraged this outrageous attempt at separation and also to some of our native leaders who would appear to deny that the 80 per cent of our population who are non native have any rights to the lands within our Yukon at all.

While it may be true that the politics of Canada today are no longer those of negotiation, but are in fact of confrontation, it would be wise for native leaders and Government as well to recognize that the non native citizen has indeed a strong and viable claim to our Yukon lands as well. Perhaps while the native people of Yukon must find their origins in Aiyia and perhaps the Pacific, it must be remembered that the non native citizens have their origins from a great many countries of the world and represent a great number of races and cultures as well, Mr. Speaker.

It is inconceivable that any one race or culture for whatever reason ought to be permitted to claim dominance over the others, or demand special status for themselves within this great Dominion. Mr. Speaker, a Canadian is a Canadian. The many immigrants who come to Canada demand no special status, they are content in fact to live as proud and loyal Canadians in a free society. The Prime Minister of Canada, the Right Honourable Pierre Elliot Trudeau, spelled it out very clearly during a television interview in the Netherlands, as reported in the September 1976 issue of the *Reader's Digest*. When he was asked what a Canadian is, he stated, and I quote: "A Canadian is anyone who thinks he is a Canadian. There are some people in Canada who prefer to look at themselves as perhaps European. They come here from Europe and they bring their old fights and their old pre-occupations and they are still fighting the wars of their ancestors. There are some people in Canada who prefer to think of themselves as Quebecers or Albertans before Canadians. These are not Canadians as I like to define them. A Canadian is a person who believes that Canada is a good country, that it has a tremendous future, that its unity is based on respect and tolerance and understanding and the willingness to share. If these virtues are apparent, then I think the person is a Canadian."

The history of Yukon has shown that with very few exceptions, our citizens, both native and non native, have lived in a relative atmosphere of harmony and mutual respect, until

perhaps the evolution of the unfortunate circumstances surrounding our situation today. People used to be recognized and respected for what they were and not divided because of colour, creed or racial origin. Well, I am very proud to say, Mr. Speaker, that Yukoners, men and women, native and non native, side by side, join with other Canadians to fight through two great wars in foreign lands, many of whom sacrificed their lives in an attempt to guarantee the rights and freedoms that we enjoy today.

Perhaps, Mr. Speaker, some of today's native leaders and Government leaders alike are too young or too immature to fully appreciate those supreme sacrifices which were made in order that our nation and our Territory should continue in perpetuity to be founded on the principles that acknowledge the supremacy of God, the dignity and worth of the human person, the right of the individual to life, liberty and enjoyment of property in a society of free men and free institutions and equal opportunity for all.

Mr. Speaker, we must never forget these equal rights, principles and these sacrifices. In this respect, I would call upon all parties to current land claim discussions to bear these facts in mind.

Racism and special status have no place in our society and can only result in disastrous consequences for the future of our Territory and its citizens both present and future.

In closing, Mr. Speaker, I would like to take this opportunity to extend to all Honourable Members, officers of the House and members of our staff, my deepest and sincerest appreciation for the assistance you have rendered to me in fulfilling my duties as Watson Lake MLA, and also for the courtesies you have advanced in the conduct of my duties in the Chair.

I thank you, Mr. Speaker.

Mr. Speaker: The Honourable Member from Ogilvie.

Ms Millard: Mr. Speaker, I have found many disappointments in the budgeting for 1978-'79 for my constituents.

I am not happy with many details in our budget for Human Resources, Education, Local Government and Health. As seems to be the usual case with the Territorial budget, it is far less progressive toward social funding than I would prefer.

I believe that Government is here for people, not the other way around, and we must begin to realize that people are our most valuable resource.

However, beyond the social concerns which I have had each year at budget time, I find two general trends which disturb me even more in this budget. The first trend I see developing is displayed in the refusal to carry on the regular capital funding projects, which had already been begun in communities in the part of Yukon which is not along the pipeline route.

This decision reflects a dangerous reaction on the part of Government to the impact of pipeline. By making the communities in the northern interior of Yukon take the brunt of present pipeline impact, and it is with us already, years before construction of the pipeline, we are setting a very disturbing trend.

This is a significant initial step in pipeline policy, when Yukoners who will see very few benefits of construction, are now paying for its impacts. That kind of decision is crisis-by-crisis planning, a luxury we cannot afford.

Yukon's smaller interior communities are expected to accept this decision for the good of Yukon as a whole, while, at the same time, this Government refuses absolutely to take seriously our extensive pleas to decentralize some relevant Government services to our areas.

This kind of budgeting and lack of real planning can only be described as ignorant and near-sighted.

The second major concern of mine, while we near completion of this budget, is that the Government has ignored our secondary industries.

With a Yukon mine closing this summer and a boom and bust atmosphere all around us, it is absolutely essential that our secondary industries be invested in and developed to their full potential.

We must grow up in Yukon and make sincere attempts to stabilize our economy. We must invest in truly Yukon concerns and allow ourselves to look to a healthy future, which will give our children greater economic freedom of choice within our Yukon borders.

Our vast renewable resources provide a ready source of secondary development, and must be exploited wisely. After eighty years of a gold rush philosophy, we are still not spending any reasonable amount to even research properly these industries. We have only ourselves to blame if Yukon based development lags behind its potential.

Most importantly, we are not properly investing in our fastest growing and potentially most important industry - tourism. When I speak of investment, I do not only mean financial investment, I mean supportive tourism by government which entails action and a change of attitude reflecting a positive and aggressive stance towards this industry. All Yukon communities could become more stable and self-sufficient with a change to more positive support by Government of tourism.

There are numerous investments which are not financial and are essential to developing tourism. Our first priority should be to make our tourism department the responsibility of an elected person on Executive Committee. I was shocked, Mr. Speaker, to learn this session that one of our elected Yukoners actually refused to take this portfolio because of emphasis of work in other areas. We cannot do worse for ourselves than to refuse to take on the responsibility for this most important Yukon owned and Yukon operated business. Can we be so short sighted?

Another investment, which would cost us nothing, but would greatly aid this industry is by emphasizing tourism in strong political action. We must take every opportunity to emphasize the need of Yukon tourism for greater consideration at national and local levels. For instance, we should present briefs at Transport Committee hearings and at electrical rate hearings with the view in mind of assisting the tourist industry. We must also take a more aggressive attitude with the Federal Government to keep their commitments for DREE programming in the Yukon.

Closer to home, our Government must establish a firm and determined general policy of recognizing and supporting the benefits of tourism in each of its own departments. For example, the costs of further dust control measures by the Department of Highways is well worth the investment by that Department for the general returns to the economy by the tourism industry. We must see the overall picture and refuse to be entrenched in near-sighted policies which reflect only insular demands and solutions. If the attitude of each department were established as one of total support in which ever way possible, for our most important secondary industry, results would be automatic.

We must establish specific aims for tourism, intend all policy decisions of all relevant departments to meet those aims. We must implement a policy of protection of tourist services and markets during pipeline construction since tourism will see disruption of its basic market then.

We do not have to spend thousands of dollars for these things. A change of attitude costs us nothing and will give us much in return. We should at every opportunity join with our neighbours, Alaska and the Northwest Territories, in combined tourism ventures. It is absolutely essential that we now begin to encourage native involvement in the tourist industry. To stimulate the native interest will not only cost us nothing, but it will also open a new source of investment in the industry with the land claim settlement.

Besides the policy changes I have advocated, there are many things which our current \$707,000 budget does not do, which it could with a different emphasis.

I was amazed to learn that the Yukon Visitor's Association, with a mere \$45,000 grant from us, has, in my opinion, actually generated as much or more tourism support activity as our Government, with only a fraction of the cost.

This industry-based organization deserves a much greater financial investment by us. We must take seriously the commitment which was mentioned in the Speech from the Throne, that we are going to develop new initiatives involving the private sector of Yukon's tourism industry.

The YVA has begun to prove itself a most valuable organization, ready to take responsibility for developing a Yukon-wide secondary industry of great importance to all of us. We must respond to that enthusiasm and direction and use this vital energy for the economic good of the whole Yukon.

The YVA programs must be allowed to expand and diversify and we can assist immensely to that end. It is our responsibility if we are to invest wisely in a stable industry which now employs 20 per cent of our working force.

Government investment in tourism has an extremely high return to itself. For every dollar spent on tourism by the Yukon Government, we see \$20 in direct return to us.

Mr. Speaker, if anyone gambling at Diamond Tooth Gertie's received such a return on his investment, I think he would be sorely tempted to spend all his savings there.

But, Mr. Speaker, instead of investing more, the Territorial Government prefers to muddle through, allowing this vital industry to go its own way, when we could give ourselves, with a little investment, an even greater return to our coffers.

We need to show a good, old-fashioned face in the system and substantiate this industry by assistance from Government in many areas. We should look at tax incentives for tourist related businesses, electrical rate subsidies in the industry, franchise encouragement and under-writing of loans for expansion of tourist businesses.

We should investigate the effects of allowing our tourism department to become a Crown corporation. We need to implement training in service industries and encourage a professional attitude toward the tourist. We should actively seek new markets for our product, and encourage a greater diversity of tourist activities, such as tours based on a mutual interest in photography, wildlife, sports or wilderness.

The Yukon Host program should be expanded to outlying communities. Local citizens should become actively involved in the positive sides to tourism in their community.

Mr. Speaker, when we take a good, hard business look at this industry, it seems unbelievable that we are not investing more energy and more money in it. The tourism industry is Yukon owned, Yukon controlled and is potentially our leading revenue producer and employer.

It is our most stable industry and it is expanding annually, showing a high return to the economy for small investment.

Last year \$26 million was spent in our Territory in this industry; which represents 50 per cent of the retail trade in the Territory. We are sorry business people indeed if we do not respond positively to the expanding potential of this extremely important secondary industry.

We must now invest in Yukon's own economy to obtain a healthy, economic future. We must have the maturity to take up the challenge facing us of building a solid, secondary industry base.

Or are we, Mr. Speaker, willing to continue putting up with the continuing negative results of an unstable economy, based on profits to companies outside Yukon?

Are we willing to take that subordinate position forever?

Mr. Speaker: Are there any further replies?

We will then proceed to Orders of the Day under Motions and Resolutions.

MOTIONS

Madam Clerk: Item Number 1, standing in the name of the Honourable Member, Mrs. Watson.

Mr. Speaker: Is the Honourable Member prepared to discuss item 1?

Mrs. Watson: Yes, Mr. Speaker.

Mr. Speaker: It has been moved by the Honourable Member from Kluane, seconded by the Honourable Member from Hootalinqua, THAT IT IS THE OPINION OF THIS HOUSE THAT subsection 4(5) of the *Recreation Development Ordinance* Regulations, Commissioner's Order 1977/90 be amended by deleting the words after "within" on line 5 and substituting the words "150 mile radius of the Yukon Territory boundary."

Mrs. Watson: Yes, Mr. Speaker, this refers to the Regulations that are outlined in the *Recreation Ordinance* pursuant to the *Recreation Ordinance* and it defines a qualification for assistance to a community on the 60/40 ratio with the Territorial Government. The Territorial Government, in the Regulations, in subsection (5) have taken into consideration, the local type of competition that occurs with communities, in our community it is the Alaska border and communities on the other side.

Unfortunately, the 100 mile radius, as stipulated in the Regulations, cuts out some the actual local competition that does take place and I do not think it was the intent of the Government to do this because I think you have to realize, because of the large area in the Yukon Territory, and because of the small settlements and how they are scattered, that it is much shorter, much easier for people on the North Alaska Highway to compete with the smaller communities that are situated along the Alaska Highway in Alaska. In fact, they have hockey tournaments going on on a yearly basis. We find that the standards for the competition that we have in some of our small communities are more evenly matched across the border with the standards that some of the communities along the Alaska Highway in Alaska. That is why the Territorial Government, in their Regulations, recognized this inter-competition and it is a real thing and a very interesting thing, yet the 100 mile limit actually cuts out the ability to collect on some of the expenses that they have to pay in order to carry on this competition because the communities that they compete with, and that they have their tournaments with, are just over 100 miles but they are well within the 150 mile radius.

I know we do not want to extend this radius to make international type of competitions so that we are paying local communities to go to Fairbanks and Anchorage. I think that provision is made for that through the grants to the various organizations, to the minor hockey, to the senior hockey and to the badminton team and so on through the Sports Federation and through the Advisory Committee. This is local funding and if the 100 mile radius was changed to 150, we would be doing what I think the Territorial Government set out to do originally so I would hope, Mr. Speaker, that I have support for this Resolution because it would provide some assistance to the north Alaska Highway communities, Beaver Creek, Destruction Bay and Haines Junction specifically.

I know that it could apply to Atlin, I know it could apply to Cassiar and I know that it probably could apply to Cantung and that is the type of thing we were looking at. We do not necessarily, if our Haines Junction hockey team wants to play hockey against a team that is about their level, they are going to have to travel all the way to Watson Lake or to Dawson City. Now, that it is a fairly lengthy, expensive trip but they can have that competition from a team within 150 miles of the border of

Alaska, so I would hope Mr. Speaker, that I have support on this Motion.

Hon. Mr. Lang: Mr. Speaker, the Member has outlined the basic principles of the Ordinance very well but there is one area that was not touched on and the major reason for the introduction and passage of the *Recreation Development Ordinance* was to attempt to ensure and encourage the interplay of recreation activities between various Yukon communities and it is the intention of the Government to ensure that the communities on the border have the opportunity of participating with their neighbours, whether they be in Alaska or British Columbia but I must say, Mr. Speaker, I have not had the opportunity to see what implications this extension of 50 miles would do to the program, I think, in all fairness that we should have an opportunity just to see exactly what the ramifications are throughout the Territory, not just in one particular small community's case.

So, with those words, Mr. Speaker, I would like to move the Resolution Number 7 into Committee of the Whole for further discussion.

Mr. Speaker: It has been moved by the Honourable Minister of Education that Resolution Number 7 be referred to Committee of the Whole.

Motion agreed to

Mr. Speaker: We will now proceed to Public Bills.

PUBLIC BILLS

Madam Clerk: Second Reading, Bill 8, Mr. McKinnon.
Bill Number 8: Second Reading

Hon. Mr. McKinnon: Mr. Speaker, I move that Bill Number 8, *Dawson City Utility Replacement Ordinance* be now read a second time.

Mr. Speaker: It has been moved by the Honourable Minister of Highways and Public Works that Bill Number 8 be now read a second time.

Hon. Mr. McKinnon: Mr. Speaker, before question is called, I would like to give some background on the principle for the introduction of Bill Number 8.

Mr. Speaker, the existing water system in Dawson was constructed in the early 1900's and has been expanded and added to on a piece meal basis since then. The system, Mr. Speaker, is unique in that it is basically wood staved mains and insulated copper service lines which are not electrically heated.

A large portion of the sewer system was constructed about the same time but a portion has been rebuilt by the City prior to takeover of the system by the YTG in 1967.

The Operation and Maintenance deficit for the water and sewer utilities in Dawson for 1975-'76 were \$96,644.35, grew in 1966-67 to \$110,696.50. The materials now used in the mains, namely the wood stave pipe, are only available from one supplier at present, in Oregon, and the word is that he is going out of business in the not too distant future. Because of the lack of the insulation on services and mains, Mr. Speaker, freeze-ups are a continuous and expensive winter maintenance problem. This Ordinance will approve the replacement of the water and sewer systems with insulated polyethylene pipe, as per alternative 2a of the Stanley Engineering Limited utilities pre-design report, dated January of 1977.

It will also provide sufficient fire flows for adequate fire protection, and will enable many properties not now serviced to be connected to services. The new system will be turned over for operation by the City of Dawson as a condition of the reconstruction. It is obvious, Mr. Speaker, that the system must be replaced, and the City of Dawson, by resolution, has agreed to its replacement under certain terms and conditions. This Ordinance outlines those terms and conditions, and enables the Government of Yukon, under certain conditions, assistance to the City of Dawson with respect to the construction

and replacement of water and sewer services within a defined service area of the city.

Under the terms of the *Capital Assistance Ordinance*, we share with municipalities the cost of sewer and water systems on the following basis: 90-10 on trunk mains, reservoirs and treatment facilities; 75-25 of the difference between the actual cost of construction and the amount collected by the frontage charge on distribution water lines and sewage collection lines, and a local improvement charge must be imposed against benefiting lands.

Mr. Speaker, in Dawson's case, the municipal share is far too great for the taxpayers to bear. Maintaining the debt would likely mean a mil rate increase of between 15 and 20 mils, raising Dawson's mil rate to approximately 80 mils. This would obviously be an impossible burden on the Dawson taxpayers, and nearly double the rate of the next highest Yukon community. Furthermore, such a debt would be beyond the City's debt limitations, as Section 78 of the *Municipal Ordinance* precludes borrowing beyond twenty per cent of the assessment. This Ordinance would permit, Mr. Speaker, the Capital Assistance program to finance twenty-five per cent and the ten per cent normal municipal share of the project, subject to the City returning to the YTG annually an amount equal to the sum which may be raised by the levy of two mils on the assessable properties, the City reverting to YTG any contribution which may be received from Canada, or any agencies thereof, and the City borrowing the amount equivalent to the frontage charge, plus \$750.00 for normal sized connections, and the City imposing upon the properties directly benefiting a local improvement charge as in any other Yukon community, to repay this borrowing.

Essentially, Mr. Speaker, in a nutshell, Dawson will be treated similar to a Local Improvement District under the terms of the Capital Assistance Program for this particular scheme.

It is anticipated that the system will result in a much lower operating cost, thus, it is anticipated that the City will be in a position to operate and maintain the new system, upon completion. The estimated total cost of the new system is \$5 million, to be constructed over a two year period.

The reason, Mr. Speaker, for the introduction of the Bill at this time, is that we will be approaching this item in capital expenditures in the budget, under Local Government, in the very near future.

Thank you, Mr. Speaker.

Mr. Speaker: Is there any further debate?

Motion agreed to

Mr. Speaker: Shall the Bill be referred to Committee of the Whole?

Hon. Mr. McKinnon: Yes, Mr. Speaker.

Some Members: Agreed.

Mr. Speaker: So ordered.

We will now proceed with Public Bills.

PUBLIC BILLS

THIRD READING: Bill Number 2

Hon. Mr. Hibberd: Next sitting day, Mr. Speaker.

Mr. Speaker: So ordered.

The Honourable Member from Pelly River.

Mr. McCall: Thank you, Mr. Speaker. I would move Mr. Speaker do now leave the Chair and the House resolve into Committee of the Whole.

Mr. Fleming: I second that.

Mr. Speaker: It has been moved by the Honourable Member from Pelly River, seconded by the Honourable Member from Hootalinqua, that Mr. Speaker do now leave the Chair and the House resolve into Committee of the Whole.

Motion agreed to

Mr. Speaker leaves Chair

COMMITTEE OF THE WHOLE

Mr. Chairman: The Committee of the Whole please come to order.

This morning we will consider the Estimates for the Department of Local Government, after a brief recess.

Recess

Mr. Chairman: The Committee will please come to order. Page 101 and 102, Vote 6, Local Government, \$3,718,900, Administration.

Hon. Mr. McKinnon: Mr. Speaker, it appears I have started a tradition by making remarks in prefacing the budget. Whether I am sorry or not for starting that tradition, I do not know. At any rate, I will continue by making a few introductory remarks to the Department of Local Government's budget.

Mr. Chairman, the Department of Local Government's budget for the fiscal year '78-'79 reflects an increased monetary responsibility, while our staff increases have been held to a minimum. The responsibility for ambulance services has been transferred to the Health portfolio, and the boiler and elevator inspection services is now the responsibility of Local Government. With the adjustments made for these responsibilities shuffled, the net increase in the department manpower complement is an addition of three. Overall, Mr. Chairman, the net increase in the anticipated O & M funding level is \$393,200, or approximately ten per cent. The more significant program additions include provision for community plans for Destruction Bay and Beaver Creek, and a continuation of our sub-regional planning program to extend to the Whitehorse South area.

LID finances, to meet ever-rising costs in providing community services is projected to increase by approximately \$100,000. Provision has been made to sponsor a basic municipal training course, a TV repeater station at White River, and to generally improve the quality of services to the unorganized communities. The total estimated O & M expenditures per capita is projected at ninety-five dollars in municipalities, three hundred dollars in LID's and one hundred and fifty dollars per capita in unorganized communities.

It is significant to note that these figures pertain only to the direct O & M expenditures of one branch of the Department, and does not include departmental programs of general applicability to all Yukon communities, such as mosquito control, sewage education and TV broadcast systems. Of the total \$3.7 million O & M budget, almost \$2.5 million is in the form of direct financial aid to the community. In some cases, it is not economically practical for municipalities to employ, on a full time basis, the necessary electrical, plumbing and building inspection staff to administer their building and zoning by-laws. Approximately one year ago, the protective services staff, by agreement, were appointed by the municipalities of Dawson and Faro to fulfill this enforcement and administration function, which is normally the responsibility of the councils.

Zoning regulations have now been adopted for many communities, and it is anticipated that additional communities will be properly planned in 1978. To a large extent, the administration of the zoning regulations is the responsibility of our protective services personnel.

Contrary to the belief of some, I can state the elected municipal and LID representatives, and the general public, are quickly becoming appreciative of the merit and principles of proper town planning, zoning and building requirements.

The departmental internal policy is not simply to act in an enforcement role. Much time is spent by our inspectors in providing personal advice and guidance to individuals in planning their building developments. In like years past, I hear

In order to help the police to better manage the workload imposed upon them and to ensure a balanced visit to all communities, a number of additional police have been allocated in the following way:

On 10 November 1990, the first annual programme of the Department of Local Government, for the identification of projects as being necessary to meet the needs of the rural population for land development, was launched.

At the end of 2007, the Government of the Republic of Armenia committed loan funds amounting to 18,000 million AMD (approximately \$40 million) available to the Department of Social Development for rural and land development, thus increasing the Government's contribution in 2007 from \$3.7 million.

For the first time, a country is understood that the foreign aid is classified and development program is not to be considered as a part of the basic development, but rather an acceleration of progress already in the process of the Termination of the war.

and, therefore, such an increasing cost of maintenance and, consequently, deterioration of such a machine.

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would be a large amount of money in black books to us? I would wish that.

It is not a good idea to leave them in the house because they will be afraid and will belong to the old house in *l'austral* tomorrow morning. It is important to get them out of the house prior to that. I would be happy to stay in the house.

It is likely that we will find out, eventually, **why there** is little effect of the intervention. There is no reduction in mean years in school.

During the 2006-2007 fiscal year, if positions that were not filled, Mr. Chidambaram lost time. The Acting Director was on probation and there was no other person in the Acting Deputy Director position, that was the Acting Deputy Director. The Acting Director was on probation, and with that management that the Acting Director is now the Director. This problem will be fixed in this year's budget.

Mr. Chairman: Anything else? Establishment 600, Administration, \$1.7 million.

Mr. Chairman: Establishment 601, Community Planning and Land Disposal, \$372,500. Any discussion?

Hon. Mr. McKinnon: Mr. Chairman, this will be in the capital in the Land Development budget. We are doing exactly what the Honourable Member, by motion that we all agreed on, would be doing. That is to do the planning to the point where we can at least bring the plan to the appropriate authorities in hopes for a block land transfer. You will see money in the capital budget for such planning to be done with the problems that I mentioned to the Member. What if we do the plan, I think it is \$20,000 that we have identified for Destruction Bay, and use that money and then are not able to get the land to do the project. We could arrive at the expenditure of an awful lot of hundreds of thousands of dollars of taxpayers money without seeing the plan going into effect if block land transfers do not come about with the plans that we forward to the appropriate authority.

Hon. Mr. McKinnon: Mr. Chairman, we are mixing up two Votes here. This Vote, in 601, Community Planning and Land Disposal, is for those areas where there is no community plan presently available, which is Beaver Creek, Destruction Bay, Burwash Landing, which will be done in next year's budget as a priority basis, because of the pipeline related projects.

There is no community plan for Beaver Creek and Destruction Bay-Burwash Landing, at the present time, which will be done next year. The specific land development projects will come in capital, under a capital item and they do include the planning, as a priority basis, for the industrial and further residential in the Haines Junction area.

Of course, the mobile home subdivision is already on its first rounds through the bureaucracy to see where we end up at with that project.

Mr. Lengerke: Yes, Mr. Chairman, in Primary 20, under 601, the sub-regional plan for Carcross and Whitehorse, at \$70,000, is there any participation with the Federal Government in doing that? I am not asking participation as far as the expenditures are concerned, but are the Federal Government involved in the actual work?

Hon. Mr. McKinnon: Yes, Mr. Chairman, their professional planner, Mr. Chambers, is conducting the hearings and doing much of the preparatory work, at no expense to this Government, or, at shared expense with this Government in the area of detailed maps, overlays and all of that type of project.

So, there is a large shared cost function with the Federal

Government on both the north and the south regional plans of the Whitehorse area.

Mr. Lengerke: Mr. Chairman, did I understand the Minister to say "their professional planner, Mr. Chambers"?

I thought he was our planner.

Hon. Mr. McKinnon: There are two Chambers who are professional planners, one Lyn, presently in the employ of the Territorial Government, and one Bruce, presently in the employ of the Federal Government.

Mrs. Watson: Mr. Chairman, I do not see the planning for the Whitehorse Mayo Road area. Was that in the 1977 budget?

Hon. Mr. McKinnon: Yes, that was in the Professional and Special Services for this budget year, Mr. Chairman.

Ms Millard: Mr. Chairman, I am interested in the squatter removal, in 601. I understood that to be a temporary problem, but it looks like it is carrying on with us. Is it in conjunction with the City and, if it is, are there any further plans than just removal? Are we going to be doing some planning on what to do with them once we remove them from where they are, because you do not remove the problem, you just place it somewhere else?

Hon. Mr. McKinnon: As all Members know, if they do any history reading, this has been a problem not unique to Yukon, but a Yukon phenomena since the Gold Rush days. I, in no way would want to even indicate to the House that I have the permanent solution to a squatter problem, which every Government has faced.

All we are saying is that in the more obvious areas where we can control the situation, where it is obvious and we have the ability and the evidence to be able to show that the environment is being completely and totally annihilated and destroyed by certain squatters, that we feel that we do have to have money in our budget to be able to act on behalf of the protection of an awful lot of other citizens who are fulfilling the rules and regulations of the normal land development.

The City initiates their own active squatter removal program, where we have been a part of identifying and a part of the consultative process along with the Federal Government in their areas, the same holds true in the Territorial areas, and the same holds true in the Federal area. We are trying to have a co-operative approach to squatter removal, but each jurisdiction acting in those areas in which they have that jurisdiction, Mr. Chairman.

Ms Millard: Mr. Chairman, the question was what happens once they are removed? Is there a plan for these people who obviously are low income groups that need some kind of subsistence? Are you keeping track of what happens to them? Do they end up in Housing Corporation housing or is there a special need that is not being met?

Hon. Mr. McKinnon: Mr. Chairman, I can only relate personal experiences and when the White Pass went into a rigid squatter removal program on their land down in the Whiskey Flats, Mocassin Flats area, I accompanied the General Manager of White Pass & Yukon to every one of those squatters on White Pass land, Mr. Chairman, regardless of what you think, very few of those people were there by choice. All of them, just about universally wanted better housing and better living conditions. There were as many different solutions as there were individual cases. Some of them we were able to get into low cost housing, some of them into rental purchase housing, some of them wanted land available in the Porter Creek area and that was made available, some wanted an acreage subdivision which was made available. There were so many different solutions to the individual problems, and squatting is an individual problem, that the answer is in making all the types of land available to fulfill people's needs.

Mr. Chairman, land is not a cheap item any longer and some of the people, of course, could not afford the land which was

made available in all the different circumstances, whether it be Riverdale, acreage, or Porter Creek, and they became a charge upon my colleague, the Minister of Human Resources. But I dare say that every one of those instances was handled in the way that generally the public there wanted, and in almost universal application, the person ended up in better conditions for him and his family than he had prior, and was better served by the public and by the Government through our active involvement on an individual basis with those squatters than he was prior. I just think it was a credit to the organization that was involved and to all of the Government agencies that these things took place.

Ms Millard: Mr. Chairman, that is all very nice for that one situation that obviously was solved very nicely, but is it a policy to now, once we remove a squatter, to make sure that through whatever department is necessary, Human Resources or any other one, to make sure that that solution is met. Is it a policy?

Hon. Mr. McKinnon: Mr. Chairman, every individual is different. I do take a hard line and I think that we should, against a person who moves in, does not even approach the Government as to what land is available, but just as a matter of his divine right goes out in an area which is close, adjacent on a road, available to the goods and services of the communities and begins immediately to deteriorate that piece of land.

I can just show you instance after instance after instance where it has been a tragedy to the environment of Yukon for a squatter, without a by-your-leave, of just moving into Yukon and two weeks later has five junked vehicles and is destroying the environment around him.

Mr. Chairman, I make no excuses for taking a hard line and will continue against that type of squatter. I do not think there is anybody who has been squatting for a period of time who has an individual circumstance which is unique, and so many of them are unique, that has not been dealt with in a very compassionate and sympathetic manner by this Government, Mr. Chairman.

Mr. Chairman: Anything further?

Establishment 601 agreed to

On Establishment 602

Mr. Chairman: Establishment 602, Protective Services, \$410,900.

Mrs. Watson: Mr. Chairman, I am going to ask the question again. I think I ask it every time. When a person is in business, they have been granted a business licence, they have had their electrical and plumbing installations in their business approved, say in 1970, and then our inspectors come around in 1977 or 1978 and want them to upgrade, to bring them up to 1978 electrical standards and plumbing standards. Under the legislation, Mr. Chairman, and I ask this as a question, does the Territorial Government, under the legislation governing the operations of the inspectors, have we the authority to force these people to upgrade these facilities?

Hon. Mr. McKinnon: Mr. Chairman, not under our Regulations. The regulations are with the Canada building, electrical, plumbing codes. As far as I understand and I will seek clarification on them, that it is when there is remodelling or rebuilding done by the applicant that then the terms of the new and improved electrical plumbing and building codes come into play.

Mrs. Watson: But, Mr. Chairman, the inspectors are expecting people who have had their premises approved years before, are requiring them now to upgrade these facilities and to change their electrical system and their plumbing system and these people are just in a position where they cannot afford to do it.

If they were in a position where they were selling their establishment, then the Territorial Government would be fully in their right expecting the new owner to upgrade the electrical and plumbing systems within that establishment, but while the

one owner who had it approved years ago is there, they do not have a right, and correct me again, to not harass them but come telling them that they must restructure their furnace, they must change their smoke detectors.

Now, people are told they must put in smoke detectors and one inspector tells them to put in your smoke detectors. They get them in, they are approved. A year later or two years later another one comes around and tells them they are not the right kind, you have got to replace them all.

It drives people up the wall.

Hon. Mr. McKinnon: Mr. Chairman, I would need specific instances in every area. All I can say is that I have, in instance over instance, where it has been shown and proven beyond a shadow of a doubt, that a public building for rent to the public is obviously in a position, and it has deteriorated to a position that I am told by fire marshalls or inspectors that there is a very great danger that the life of the travelling public is at stake, then there is a concerted effort on behalf of the inspectors and the Department of Local Government to isolate the major areas that have to be done immediately, with the agreement of the owner, with an upgrading program that can be continued over a series of time when the owner can afford, and can, meet the requirements.

I have dealt, Mr. Chairman, in instance of instance of meetings with the inspectors, the individual lodge owner, I recognized totally the problems, most of them were handled in a very sensible, co-operative manner, and I have letters on file to that effect of how we have handled individual situations which Members are well aware of, because it was in their constituencies and they got involved, and I can say, Mr. Chairman, and I do not think I will be contradicted, that the inspection services as far as the Department of Local Government are concerned, get more kudos presently than they get the concept of harassment being forwarded to the Department of Local Government. It is another area where we are flexible, where each instance is handled on an individual basis, where there has been sensible co-operation of the people involved, and generally it was been worked out satisfactorily so that I can rest easy that there is protection to the travelling public, and also that we are not going about harassing and trying to break a person along the highway by putting in too stringent requirements overnight. I think it is working. I can show a record of success, and I think that it is one of co-operation rather than one of confrontation, which I know it had been in the past with some inspection services, Mr. Chairman.

Mrs. Watson: Mr. Chairman, I would be wrong if I said there was a harassment, because I could not justify this at all. But I know there have been demands made for changes that people just have not got the money to do. This is the type of thing that worries people that are in business. They are expected to make these changes over a period of time. Business has been poor. If anyone travels the North Alaska Highway, and the Haines Road, you know the number of vehicles on that road, I do not know how these people have been able to survive as long as they have.

They are really faced with a very terrible situation. But I am quite prepared to go with the specific problems that I have to the Minister and maybe something can be arranged so that these people can continue to operate, so that they can make a little money so that they can do the changes that are required. It is a vicious circle, and once they single out one business establishment, they have made the decision, the Government has, and then they follow it up. It continues over a period of a year or two and it makes the owner of the establishment very unhappy and a very concerned businessman.

So I will take this on an individual basis to the Minister and possibly something can be done. I think that you have to treat each case individually, but you still have to keep a little bit of uniformity so you can justify the treatment of one establish-

ment against another. But I will do this on a confidential basis with the Minister.

Mr. Fleming: Yes, Mr. Chairman, I will not belabour the subject either, however, I have the same problem in my own constituency, definitely.

I would like to comment that I think, as the Minister has said, he said they are trying and they are coming up with some, and repairing some problems in some places where they actually are needed and we know they are needed.

However, again, I must say, you know, the Government should not, I do not think, go to the extent of forcing an establishment that has been on such areas as the Alaska Highway for probably fifteen to twenty years and maybe more than that sometimes, and they have not changed over the years, and they have not deteriorated, they have done just exactly what they have been doing for the last twenty years and things are just as safe sometimes, however, once the inspectors have gone over the place and decided that a few things are needed, then they do really push to have it done, regardless of whether you have the money or not.

I think another area where the inspection services could be more stringent, I would say, in some areas other than these permanent places, places, establishments that are open year around and really are a service to this country, and I think they want to look at this and say does that place really keep a clean place, a good place? Do they try to serve their people right and do they see that, you know, they look after their fires, they have whatever type of fire they have? Or are they the type that say, well, we are here for the money and we are gone tomorrow?

I think that that is the place that some of the inspectors could look into. The establishments that come here for summer operations.

I find, and I have been in these establishments and through some of them, they do not seem to get too many inspection services. During the winter months, the Government, the same as all the rest of us, have a little time to look things over. In the summer time, when everything is busy and the tourists are coming through, I think that the inspection services do not really get into the area quite so much.

I find that the, I do not know what you call them, but they are just, they are operators that cream off the summer operation and take off and they are getting away, as I have said in the House many times before, within these areas, with things that the old establishment places would never get away with.

I would hope that they do become a little more stringent in that area.

Mr. Berger: Yes, Mr. Chairman, I really do not have have many complaints about the inspection service, but my question would be, is the inspection service going to develop different plans? Right now, the inspection services are geared to the National Building Code and I find very much to be desired because the National Building Code does not take into consideration permafrost conditions in this Territory and problems we, especially in the northern part of the Territory, have.

It is very hard to follow some of the National Building Code.

Now, I would like to see the inspection service developing a Yukon Building Code, which is suitable for Yukon conditions.

It may even be necessary to come up with thicker walls and better insulation quality in housing and foundation types, and things like this. A different type of plumbing, which is suitable for conditions in the outlying areas. Is the Inspection Service working on this type of thing?

Hon. Mr. McKinnon: No, Mr. Chairman, we have no money allocated in the budget, and I shudder to think what we would have to have allocated in the budget to come up with our own Yukon building code, knowing the intricacies of the National Building Code. As it is, it would be a major undertaking of this Government to come up with our own Yukon building code, and we do not contemplate doing so at the present time.

Mr. Berger: Well, I am very disappointed, Mr. Chairman, because I think this is an absolute mess. Right now we leave it up to the individual inspector that comes around to individual construction sites, and leave it up to his individual interpretation, the way he thinks it is necessary that it needs to be built. I think it is no longer feasible to build under those conditions, and I think it is an absolute mess that there are some guidelines going to be set down for the builder and the inspector to be followed.

Mr. Chairman: Anything further?

Hon. Mrs. Whyard: Mr. Chairman, I would just like to get a poke in here under this Establishment regarding the value of smoke detectors, which I commend to all Members. We have had a recent experience in our Department of a fire in a group home, which could have been serious, and because a smoke detector effectively operated, no one was injured and damage was able to be restrained. I just would like to commend the inspectors who require us to have these things installed.

Mr. Chairman: Anything further? Establishment 602, Protective Services, \$410,900.

Establishment 602 agreed to
On Establishment 603

Mr. Chairman: Establishment 603, Assessment Services, \$241,100.

Ms Millard: Mr. Chairman, I notice in the Appendix, under Professional and Special Services for this Establishment, a mine assessment program. I wonder if we could have some expansion on that?

Hon. Mr. McKinnon: Mr. Chairman, mine assessment, as commercial and industrial assessment, is an extremely complicated and a highly technical type of assessment. We have in the budget, in Professional Services, this year, a mine specialist for a mine assessment program, coming to the Yukon for a period of thirty days and doing the assessment on mining properties, and we estimate that the cost of this highly technical mine assessment program will be approximately in the neighbourhood of \$4,875, but will pay for itself, Mr. Chairman, many times over.

Mr. Chairman: Anything else?

Establishment 603 agreed to
On Establishment 605

Mr. Chairman: Establishment 605, Municipal Services, \$2,566,800.

Ms Millard: Mr. Chairman, I cannot understand why, under Unorganized Communities, there is such a cost for utilities. I somehow cannot connect that in my mind.

Hon. Mr. McKinnon: Mr. Chairman, that means going through every one of the unorganized communities, whether it be Burwash Landing, where there is an increase in electricity from the year following, an increase in heat to the fire hall, an increase in the water delivery system, an increase in repairs and maintenance, an increase in everyone of the unorganized areas, in that respect, whether it be Burwash, Carcross, Carmacks, Destruction Bay, Keno City, Old Crow, Pelly Crossing, Ross River, Upper Liard, or any of those unorganized areas, each one has an increase reflecting the increased costs in all of the different areas that we supply to the unorganized communities, under this Vote, Mr. Chairman.

Ms Millard: Yes, Mr. Chairman, that makes it clearer in my mind.

Also, I am wondering about the one salary under unorganized communities. Do we have a special officer dealing with only unorganized communities?

Hon. Mr. McKinnon: Mr. Chairman, in the unorganized communities, a portion of that salary cost of one of the Local Government advisors, or several of the Local Government advisors is charged on a prorated basis to the time that they

spend in those unorganized areas in dealing with them.

Mrs. Watson: Under Grants, Loans and Contributions, under 605, under the L.I.D. Finance, I am wondering whether the Government would be prepared to consider managers for L.I.D.'s if a need was shown, if the L.I.D. themselves just demonstrated that there was a need for a manager?

I am talking about the areas that are going to be affected by not only the pipeline project, but the Shakwak Project. There is going to be quite a concentration of activity in the area and the fact that you have land being developed, you have new subdivisions being developed, and there is going to be a lot of work, administrative work that has to be done.

I know that last year, in the budget, you had salaries for managers and I believe Watson Lake is taking advantage of that program. I am wondering whether in fact you have anything in the budget so that you can, if a need is demonstrated, and I think the need is going to become evident before too long, that you do, in fact, need a manager in some of these L.I.D.'s.

Hon. Mr. McKinnon: Mr. Chairman, there is \$20,000 allocated in the budget for an additional Manager this year if one is necessary in one of the other L.I.D.s, and we will be extremely interested to watch the Watson Lake experiment this year where a Manager has just been appointed.

Mr. Fleming: Supplementary to that, is that for the Manager that was already in Watson Lake, that extra \$20,000? Or is that for one more?

Hon. Mr. McKinnon: One more, Mr. Chairman.

Mr. Chairman: Anything further?

Mrs. Watson: Mr. Chairman, you were asking for two additional man years and I expected to find them in this area in Municipal Services, but I do not see them here. Where were the two extra man years that the branch was looking for?

Hon. Mr. McKinnon: Mr. Chairman, as in my introductory remarks, they were in the area of general inspections. There has been an incredible increase in the number and the call of inspections over the past years in the outlying communities particularly, and in communities like Dawson and Faro where they are depending upon the Territorial inspectors to do their municipal inspecting, which they could do under the terms of the *Municipal Ordinance*, like Whitehorse if they so desire. We found particularly in plumbing, electrical and building, and again particularly during the summer season, where we have an awful demand and an incredible time trying to meet the demand of getting those people out to the communities for the inspection when the public wants them, rather than trying to fit them around our normal travelling times. So the cost of it, to provide this type of service in both the municipalities and outlying communities is expensive. We can see where the demand is. Just one example, building inspections in 1975-76, 867 estimated in 78-79, 1,400. That is the type of increases we are meeting in all the inspection services. We think we are providing a good level of service. We do get complaints that we cannot get the people out to do the inspections when the public wants them, as expeditiously as possible, and that is what we are attempting to do, with one additional electrical inspector, and one that can combine building and plumbing knowledge.

Mrs. Watson: Mr. Chairman, the Inspection Services supervises, now this is going into capital, and it is just a question, it supervises say the installation of a sewer system or a water system, is that part of the capital project?

Hon. Mr. McKinnon: Yes. It is part of the capital project, but I believe it would be under the contract in engineering Vote that handles the contract on the individual sewer and water system. If it is under the Capital Assistance, both Community Assistance Program, then Municipal Engineering does the engineering and the inspection, it is a cost on the project under the Community Capital Assistance Program.

Mr. Chairman: Anything else?

Mrs. Watson: Mr. Chairman, may I just ask one more question, *Community Assistance Ordinance*, (e) of 605 in the Appendix, and we are looking at municipal cemeteries, three at \$1,000, which is fine. What provision do we have in L.I.D.s and unorganized areas for assistance? Now it might be under the *Community Assistance Ordinance*, but I do not recall it. For assistance through a little bit of maintenance work on a cemetery.

Hon. Mr. McKinnon: Mr. Chairman, I have the breakdown of the cemetery program in my detail, and I just cannot pick it up at the moment. I would be happy to give the Member that information.

Mr. Chairman: Anything further, Establishment 605, Municipal Services, \$2,566,800.

Establishment 605 agreed to

Mr. Chairman: We will recess until 1:30.
Recess

Mr. Chairman: Would Committee please come to order.

Hon. Mr. McKinnon: Mr. Chairman, there were two questions raised in the O&M part of the Local Government Vote. One was concerning salaries; included in that figure are the salaries for the Fire Chiefs of the L.I.D.s and the unorganized areas, and in the cemetery assistance under the *Capital Assistance Funding Ordinance*, municipalities are eligible for capital assistance so there are three cemeteries taking advantage of it within the municipality of that assistance. In the unorganized areas and in the L.I.D.s the cemetery maintenance is included as part of the normal budgetary requirements and is funded by the operating grant in those areas, Mr. Chairman.

Mrs. Watson: Mr. Chairman, then I would like to ask a further question. Are the cemeteries under the management and control of the L.I.D.'s?

Hon. Mr. McKinnon: Mr. Chairman, I will have to check once again, but as far as I know, I do not know the answer to that, I would have to check that point out.

Mrs. Watson: Mr. Chairman, it is a question that comes up every once in a while when people require the use of a cemetery. It always causes a bunch of scurrying around. Who in fact is in charge of it, who has a copy of the plots of the mapping of the cemetery, who has a copy of the plots in the local community? This happens in unorganized areas too. It is something maybe that Local Government could look at and sort of get straightened around, because no one ever thinks about it until you need to use it, and every time I get a phone call and they say do you know who has the map? I say, no, I do not. I think the L.I.D. and they send them back to me and then it goes to the Territorial Agent and there we go. Again, the L.I.D.'s, I do not think, are aware that they are responsible for the maintenance of the cemeteries and I would wish that there would be some directive from Local Government in this regard and to try to get the administrative people of the L.I.D. maybe to actually take care of the maps and the plotting of the cemeteries. Also, to assign someone in one of the smaller communities, the unorganized communities. It is a problem.

Mrs. Watson: It is a live problem.

Hon. Mr. McKinnon: Mr. Chairman, I can only guarantee that when and if the Honourable Member decides to go that she will have a plot available in that Haines Junction cemetery.

Mr. Fleming: Mr. Chairman, that is discrimination because the Minister cannot get me a plot in Teslin, I am sure.

Hon. Mr. McKinnon: The land is too valuable for residential development, Mr. Chairman.

Mr. Fleming: No, I will echo the same thoughts as the Member from Kluane, though, that there is a problem in two of my constituencies, in fact, both of them, Carcross and the Teslin area, because there is just the native cemeteries there and, of course, they are taken care of by the native peoples.

I would hope that he also check with the L.I.D.'s and maybe get them on the ball a little bit to see if he could find an area, which I know would be a problem because he has a problem finding any land.

Mr. Chairman: Page 113, of Local Government Expenditure Recoveries and 114 Revenue. Any questions on those matters?

Mr. Fleming: No, Mr. Chairman, I was merely going to add to my last remark that maybe the Federal Government, in this way, was the only way that I can see that they are really trying to keep us together, to get us together some day.

Mr. Chairman: If there is no discussion arising out of Expenditure Recoveries and Revenue, we can turn to page 148 and 149, Department of Highways and Public Works, \$17,695,900. Establishment 900 Administration, \$855,000.

On Establishment 900

Hon. Mr. McKinnon: Mr. Chairman, I am just hurt to the quick that nobody asked me to read into the record the Beak Consultant Report on the 1977 Mosquito Control Program, but, obviously, Honourable Members are used to me being desirous of doing that on a yearly basis.

It is available, Mr. Chairman, for anybody who wants to peruse it, an extremely professional report and also an extremely professional job done last year, as far as I am concerned. I think Honourable Members will agree.

Mr. Chairman, the Department of Highways and Public Works is, of course, responsible for a number of activities, but highway maintenance is the most important service provided by the Department for the citizens of the Territory.

There has been a general increase in traffic throughout the Highway system, except on the Alaska Highway north of Burwash where traffic is surprisingly down by 11 per cent over the 1976 summer period. Traffic over the Dawson Ferry also increased by 1800 vehicles, or about 5 per cent, and by 9700 passengers, or about 10 per cent in last year.

Mr. Chairman, under the dust control program, 8,842 tons of calcium chloride were applied to 901 miles of road surface. Road resurfacing was carried out over a distance of 890 miles. To reduce winter maintenance costs, power lines were installed at troublesome glaciers on the Campbell Highway and the Dawson road for connection to thawing cables. Traffic line painting and asphalt services is now being done by contract because the 168 lane miles that require marking are beyond the capability of Highway Department equipment.

A number of improvement to the highway system were carried out for safer travelling conditions. A bypass lane was constructed at the Kopper King, near Whitehorse, for safety and to keep the Honourable Member from that area quiet. Reconstruction was carried out on the Alaska Highway at Marshall Creek to improve a slight distance at this hazardous location and to keep that Honourable Member quiet, Mr. Chairman.

A timber bridge a Lewis Creek on the Carcross Road was removed and replaced by a culvert. Lighting was installed through Rabbit's Foot Canyon at the request of Porter Creek citizens and the Honourable Member from Porter Creek to improve visibility, particularly under ice fog conditions.

On the Dempster Highway, 18 additional miles of road were transferred to the YTG for maintenance and our maintenance responsibility on the Dempster Highway now extends to Mile Post 254. No funds were provided for the winter maintenance of the Dempster Highway for the 1977-78 winter, however, maintenance was carried out by BACM Construction and Acquitane Company of Canada at their own expense in connection with the Dempster Highway construction program and the oil exploration in the Eagle Plain area.

Also on the Dempster Highway, Mr. Chairman, the first 25 miles were reconstructed by road widening, reduction of

grades and other improvements. In this section, two bridges were replaced by large diameter culverts. Between Mile 25 and 57, a total of seven bridges were also replaced by large diameter culverts. This reconstruction program is the first year of planned improvements between Mile 0 and Chapman Lake, a distance of 78 miles.

On the Nahanni Range Road, the last year of the bridge replacement program was completed, this included the replacement of three bridges with large diameter culverts, planning is now under way to achieve the replacement of bridges on the Frances and Highland Rivers. Due to paving deterioration, an asphaltic overlay was applied on Mile 0 to Mile 8 on the Klondike Highway. On the same Highway at Mile 47, a minor revision was completed which eliminated bad horizontal and vertical curves. Due to delayed approval of the project by Ottawa, the paving project at Carmacks from Mile 94 to 104 on the Klondike Highway was not completed last year. However, grade work was done and paving will now take place during the 1978 season.

In preparation for the construction of an air terminal building in Old Crow in 1978, logs were cut and stockpiled, under a contract with the Old Crow Co-op.

Tenders were called for the provision of a highway maintenance facility and space for other government agencies at the Eagle River, on the Dempster Highway. Five proposals were received for the rental of space to this Government and negotiations are now under way with the proponent who submitted the proposal with the least annual cost. If these negotiations are successful, it is hoped that construction can proceed this year with completion in the summer of 1979.

The developer, McNevin Construction, of Saskatoon, will also provide full lodge facilities for Dempster Highway travellers.

By guaranteeing to the developer income from the rental of space, sale of fuel and meals for highway operations, he can provide first class service to the travelling public on the Dempster Highway, which now lacks any form of traveller services.

A contract was also awarded for the construction of a highway maintenance camp at Fraser, B.C., on the Skagway-Carcross Road, which will be completed in the Fall of 1978.

A meeting is planned in early summer of 1978, between the State of Alaska highway officials and the Department to discuss mutual problems regarding the maintenance of the Carcross-Skagway Road.

The Highway Maintenance section of the Department operated under the new maintenance management system in 1977. This system allows the Department to clearly identify work achieved under each activity, such as road grading, ditching, snow removal, et cetera.

Standards have been set for the various road classifications and activities, to control not only work performance, but also expenditures by activity. As a result of the application of this system, together with a winter of little snow, indications are that the budget for Highway Maintenance, although already improved in the supplementaries, show a saving of approximately \$2 million.

During 1977, there was little progress on the capital side of the Arctic B and C Airports Program. As I mentioned earlier, some work was done at Old Crow, but because of Federal funding restraints, no other work was possible.

However, Canada Transport did complete the air terminal building at Faro and it is now fully operational.

Although there are problems with the hours of operation for communications and weather observing, we hope, Mr. Chairman, that representations from the Town of Faro and this Government to Canada Transport, will result in additional funding which will allow for extended hours of operation to

cover all scheduled flights and aircraft, and the community.

The Building Department completed in 1977 the exterior painting project on the 1977 school, and completed the partial interior painting of the school. The school is now in the process of being repainted.

For 1978-79, we have a new school building program and we expect to see a new school building in the near future.

A major change in the Highway Department is the change of Highway Maintenance from a Department to a Division. With the exception of the Alaska Highway, all other roads are now under the Financial Administration. The change is a result of the Engineering Service, which is now a Division.

This change in the Highway Department will provide more flexibility in the management of the roads and will transfer contract approval from the Department to the Division.

In addition, at least one other road will be under a new road construction program. The details of this program are being tabled.

This year we have completed the construction of the Highway giving us an additional 20 miles of road. In 1979 we hope to continue the construction of the Highway from Mile 20 to Mile 40. The Department is also planning the reconstruction of the Skagway-Carcross Road, which is a major road in the old Venus Mine Site. A major change in the Highway Department is the change of the North Klondike Highway from a Department to a Division, giving it a large diameter culvert.

Mr. Chairman, this is a significant change in the Highway budget. Through the change in the Highway Department, we have the potential to have the Government of Canada provide a large amount of source roads for the Highway Department. The effect of this, of course, will be a significant increase in the Highway Department. The change in the Highway Department is a significant change in the Highway Department, as will be the change in the Highway Department.

The design of the new road, which is being planned by the Federal Government, will be completed in the coming year. The construction of the new road will be completed in the coming year. The design of the new road, which is being planned by the Federal Government, will be completed in the coming year. The construction of the new road will be completed in the coming year.

As a result of the change in the Highway Department, the operation of the Highway Department is now under the Financial Administration. The change in the Highway Department is a significant change in the Highway Department, as will be the change in the Highway Department. The change in the Highway Department is a significant change in the Highway Department, as will be the change in the Highway Department.

Under the terms of the Highway Department, the Department has a budget of \$30 million for the Highway Department. The Department has a budget of \$30 million for the Highway Department. The Department has a budget of \$30 million for the Highway Department. The Department has a budget of \$30 million for the Highway Department.

Mr. Chairman, I have mentioned the Highway Department, which is already a significant change in the Highway Department. The Highway Department is a significant change in the Highway Department, as will be the change in the Highway Department. The Highway Department is a significant change in the Highway Department, as will be the change in the Highway Department.

Thank you, Mr. Chairman.

Mrs. Watson: Mr. Chairman, I found it rather interesting the fact that we are going to be financing our road contracts and our road work that previously were under the Engineering Services Agreement, now, through the financial agreement that Yukon has with Canada, the Honourable Member stated that we will now be in the position, Yukon will now be in the position to handle their own contracts for this road maintenance.

It is still 100 per cent recoverable, I presume, but under the Engineering Services Agreement, this was 100 per cent recoverable, but it became a separate agreement and that funding did not go into our total funding and, therefore, was not reflected in the deficit grant. Is this correct?

Hon. Mr. McKinnon: That is correct, Mr. Chairman.

Mrs. Watson: So, Mr. Chairman, by going at this different method of financing our road maintenance, we are looking at increasing our deficit grant picture by approximately, on the average, \$2 million a year. Is that correct?

Hon. Mr. McKinnon: Yes, Mr. Chairman. It is more, \$20 million.

Mrs. Watson: \$20 million.

Hon. Mr. McKinnon: \$17 million?

Mrs. Watson: \$7 million.

Mr. Chairman: \$7 million.

Mrs. Watson: Mr. Chairman, that really distorts our Deficit Grant picture, particularly at this stage of the game, when we are having problems getting resolution from the Federal Government on the future of our Deficit Grant, when we go on-stream for the revenue that we will be deriving from property taxes as a result of the pipeline.

Why are we not leaving our road work under the Engineering Services Agreement?

Hon. Mr. McKinnon: Mr. Chairman, it was a request of this House and Honourable Members that year after year after year, we never had the contracts, we never had the road work, we never had anything identified in the budget at all, because of the lack of progress at budget time of the Engineering Services Agreement.

I think the *Debates and Proceedings* will prove me correct that all Members wanted very much to have the Engineering Services Agreement under the normal financial package, so that Members could honestly take a look at the Engineering estimates, as they were going to be over the course of the year, rather than not having a picture at all of what was going to happen in Engineering over the course of the year, because none of the Engineering Services' Agreement had been finalized and no projects approved at budget time.

So, it really distorted what was going to happen in the Engineering Vote during the course of the year. We just went through a huge supplementary budget in Engineering, of all of the projects that were not approved at last year's budget, which we all stood up and railed at the Federal Government for not having finalized at the time that the budget was being studied by the Members of this Assembly.

So, we have the projects included in the budget this time, but it comes in the form of deficit financing, as in the rest of the budget, and is reflected in the Deficit Grant picture of this Government, Mr. Chairman.

Mrs. Watson: Mr. Chairman, it is unfortunate that this was not brought to our attention or that we did not consider this, this House, last year, when you reflect now the importance of the size of our Deficit Grant for the future of the Territory, vis-a-vis the revenue from the taxation for the pipeline when you look at \$7 million, with a possibility of an increase within a year or two, we could well be at \$10 million.

If this sum of money was under the Engineering Services Agreement, it would be separate and apart and would not be

considered in our financial arrangements with Ottawa, and it would not be in jeopardy or there would be \$10 million that would not be jeopardizing the revenue from taxation. I do not think that people realized at the time the difference of having something included in the Deficit Grant specifically, or having it in a separate agreement. I know that under the Engineering Services Agreement, you do have involvement of the Federal Government in setting the priorities, you do have the involvement of the Federal Government in the contracting, you do have the involvement of the Federal Government in some of the specifications, but Mr. Chairman, if we can leave that separate and apart from a Deficit Grant then that is something we are not having to look at possibly some day to pay back or to pay back a part of it from extra resource revenue that we may have.

Maybe we should be looking at that Engineering Services Agreement arrangement again.

Hon. Mr. McKinnon: Mr. Chairman, it appears to me, and I would like to be on the side of attempting to have one's cake and eat it too, and having all of the best of both worlds, but it was a *quid pro quo*. What was more important, maintain the Engineering Services Agreement and the Federal Government was getting a little tired of hearing the Members of the Assembly say when are you going to come into the normal financing in the Department of Highways and Public Works so we can present an honest picture of work that is going to be done during the budget session?

Mr. Chairman, with respect, it does make our deficit financing worse, but is it less honest that that is actually the amount of money that is being spent in the Government of Yukon for road maintenance and road construction projects. I think that we have to be as honest as possible, in the same light we went into budget review hospitals and the other similar areas of presenting a true picture of financing when I worked with the Honourable Member on Executive Committee. I think that we should be, even though we do not like the final results, we may as well know where we stand, Mr. Chairman.

The only difficult thing is the timing and there I agree totally with the Honourable Member from Kluane. It is too bad that the Agreement was given to go away from the Engineering Services Agreement at this time when we are having a difficult time obtaining further capital expenditures and at a time when the people of Yukon desperately need these further capital expenditures.

Mrs. Watson: Mr. Chairman, I just cannot agree with the Honourable Member, that it distorts the picture of our financing. Other provinces do have engineering services agreements for trans-Canada roads are cost-shared, and are not part of the funding that goes to the provinces as part of the funding that the Federal Government gives to the provinces. These were separate and apart from, and I hope now that we are not looking at taking the Alaska Highway maintenance. I see it is still under the Engineering Services Agreement.

I hope we are not looking at taking that and putting it in our deficit funding also. May I ask the Member if that is the plan for the Alaska Highway?

Hon. Mr. McKinnon: No, we hopefully are keeping that as the part of the Trans Canada Highway, through the national park type of application, Mr. Chairman.

Mrs. Watson: Mr. Chairman, I find it most regrettable that we have gone this route, particularly at this time. I find it most regrettable that we have gone this route, because we were able to have our cake and eat it and, you know, after all. I may not be Marie Antoinette, but I like having my cake and eating it and to deliberately go out and add \$7, \$8 million dollars to our deficit funding, when we did not have to, I think it was the wrong move to make.

However, it is a little late now, but surely to goodness we are not going to be looking at it for the Alaska Highway or for any other roads.

Now, the Dempster, is this out of the Engineering Services Agreement also?

Hon. Mr. McKinnon: Mr. Chairman, when the road is turned over to the Government of Yukon, then the funding will be found in the normal fiscal arrangement with Ottawa for the operation and maintenance of that road.

Mrs. Watson: Mr. Chairman, the same thing for the Skagway-Whitehorse Road?

Hon. Mr. McKinnon: Mr. Chairman, I think that the Honourable Member may be trying to make a point and I hope she is not, that this is something that Honourable Members were not aware of. I think that if they will check the Debates, the *Votes and Proceedings* of last Budget Session, I am sure that there was no attempt in any way to lead any of the Members down the garden path.

We recognized full well what we were getting into, if we terminated the Engineering Services Agreement and got into the normal financing for Operation and Maintenance and capital for roads, under the Vote of the Department of Engineering and Public Works.

Mrs. Watson: Mr. Chairman, I do not think Members realized the ramifications of what, in fact, we were doing and, you know, making it become part of the Deficit Grant. Just as we are, right now, in our budget, we never asked for the Inter-governmental Affairs, not to be shown as a recovery outside of the Deficit Grant. It is lumped into the Deficit Grant.

The Indian Land Claims Secretariat is lumped into the Deficit Grant, and all of these things, all of a sudden, are being thrown in as part of our Deficit Grant. I do not like the situation we are being pushed into, particularly at this time.

Mr. Berger: Are we in 902?

Mr. Chairman: We are on 900, Administration, \$855,000.

Mr. Berger: Well, I will wait, Mr. Chairman.

Mr. Chairman: We were just allowing some general remarks on the breadth of the estimates, Mr. Berger, but the particular item we are on is 900, Administration.

Anything further on 900, Administration?

Mrs. Watson: Mr. Chairman, this Building Maintenance under 900, Administration, what maintenance program does this actually involve? Surely that is not all of the building maintenance that the Public Works takes on for all maintenance buildings of the Territorial Government, or is it just for the Territorial Building?

Hon. Mr. McKinnon: Perhaps the Territorial Treasurer can find it quicker than I can.

Mr. Sherlock: Mr. Chairman, those costs represent the Building Maintenance Superintendent and clerical support and other support costs, just the Building Maintenance Superintendent costs.

Mrs. Watson: Mr. Chairman, who would the municipal administrative people be then? What positions do they have, Municipal Engineer and what?

Mr. Sherlock: Mr. Chairman, that consists of Municipal Engineer, a draftsman, and a utility systems advisor.

Mrs. Watson: Mr. Chairman, on construction? What administrative people?

Mr. Sherlock: Mr. Chairman, that is the Projects Manager and a draftsman.

Mrs. Watson: Mr. Chairman, when we are calculating costs of building maintenance, do we include the administrative end of it, salaries for the administrative people in building maintenance, or is it, you see it is rather unusual to break out the administrative component such as building maintenance. Do we charge that in then too?

Mr. Sherlock: No, Mr. Chairman, that is not charged out.

Mrs. Watson: One further question under the Administra-

tion for this Vote of Highways and Public Works, is there any way that they use the computer service of the Territorial Government?

Mr. Sherlock: Yes, Mr. Chairman, we run their maintenance program that was introduced last year, and of course all their cost programs, all their invoices, as we do for all departments, all the equipment distribution expenditures and this kind of thing is all run on our computer.

Mrs. Watson: This new maintenance management system is run through your computer then, is it?

Mr. Sherlock: Yes, Mr. Chairman, it is.

Mrs. Watson: Mr. Chairman, do they charge back to the maintenance managed to the roads, the cost of the computer service?

Mr. Sherlock: I am sorry, it is probably a two barrelled question. We do not charge the computer costs back, as I mentioned before in the discussion on computers. We have not got to the stage of actually charging computer time back. We just charge whatever costs are associated with maintenance that come to us through that input that are actually charged out.

Mrs. Watson: Thank you, Mr. Chairman.

Mr. Chairman: Anything further on 900? Establishment 900, Administration, \$855,000.

Establishment 900 agreed to

On Establishment 901

Mr. Chairman: Establishment 901, Building Maintenance, \$1,001,300.

Ms Millard: Mr. Chairman, I notice in the appendix where it listed the number and expenditures on territorial buildings that we have actually reduced the number of buildings, is that because some of the buildings have now been taken under the Yukon Housing Corporation's care?

Hon. Mr. McKinnon: Mr. Chairman, I am sorry, I do not know the answer to the reduction in the number of buildings.

Mr. Sherlock: Mr. Chairman, I have a backup that perhaps the best way to do it is simply read it through.

In the past, all buildings were accounted separately and when it was decided to renumber the buildings according to areas, certain highway camps were, where the buildings were joined together by covered walkways, et cetera, they were numbered by camp complex with one common number. For example, Mill Creek Camp on the Haines Road which was formerly Numbered 19, separate buildings and so on.

Also, in the past, additions to buildings were given new numbers but are now shown with the same number as the original building and this accounts for the reduction so it is a change in the numbering system or accounting for the buildings.

Mrs. Watson: Mr. Chairman, I am looking at \$483,000 building maintenance and it is all charged to labour. How many man years are reflected in that or how many permanent man years would be reflected in the labour for building maintenance?

Mr. Sherlock: Mr. Chairman, the actual permit ones are just the ones that are listed at 26. The additional ones, of course, would be the contract labour people.

Mrs. Watson: Mr. Chairman, do we not have building permanent building maintenance people working in the field?

Hon. Mr. McKinnon: Mr. Chairman, there are 26 of them on staff and two foremen, three electricians, seven plumbers, six carpenters, four building maintenance men, one oil burner mechanic and one spray painter.

Mrs. Watson: For a total of 26 man years?

Hon. Mr. McKinnon: Yes.

Mrs. Watson: Mr. Chairman, then is that \$483,000 reflect the salaries of those 26 man years?

Hon. Mr. McKinnon: Mr. Chairman, my total salary costs add up to those many years of \$554,242.

Mr. Sherlock: Mr. Chairman, yes, the answer to the question is yes. That figure includes 26 plus the others, salaries and fringe benefits.

Ms Millard: Mr. Chairman, I notice under Primary 30 there's quite a tremendous increase in travel of government employees. Is there something in the air?

Mr. Chairman: Like airplanes?

Hon. Mr. McKinnon: Mr. Chairman, it reflects, of course, the fare increases and it reflects also the number of people travelling from Whitehorse to the other communities from our building maintenance staff. They are on call besides doing the normal maintenance service and we hope that it reflects that they are getting out to the communities as often as possible to do the maintenance and repairs.

Mr. Berger: On this particular subject, Mr. Chairman, here is an increase of \$24,000. Would it not be sometimes better to staff a person in the community? I think it would also, as we talked about the decentralization, help in this particular respect and help the particular economics in the communities also.

Hon. Mr. McKinnon: Yes, Mr. Chairman, where that principle can be followed, whether it happens to be the Yukon Housing Corporation or the provision of mechanical service, we try to follow that philosophy. Anyone coming under the jurisdiction of my jurisdictions know that we can possibly do it by private contract in the communities, that is the way we go. I have had some pretty heavy sessions with different departments of government over exactly that principle. In some instances, Mr. Chairman, it just does not work out, rather than having our own maintenance staff and our own mechanical staff doing certain work.

Ms Millard: Mr. Chairman, I cannot understand why Primary 52, Subsistence and Maintenance has gone so low from \$68,000 to \$2,000. I am wondering if that is connected to Primary 30, and whether the increase in travel is actually an increase in subsistence?

Hon. Mr. McKinnon: What Primary Number, Mr. Chairman?

Mr. Chairman: Primary 52.

Mr. Sherlock: The answer is correct, as Ms Millard suggested. There was a transfer out of 52 into 30.

Ms Millard: Mr. Chairman, I would point out then that there is no increase in the amount of travel being done by this section.

Mr. Sherlock: That is correct, Mr. Chairman, there is no—well, just the normal increase, but no appreciable increase.

Mrs. Watson: Mr. Chairman, maybe I am not seeing the obvious, but in the Appendix, Establishment 901, you give us a very interesting table on the maintenance of Territorial buildings and the percentage of the capital cost of the building for the maintenance and there is such great fluctuation. There is not a clear pattern being established and I wonder what the reasoning is for this? Why not, there is a fluctuation of 1.9 per cent in 72-73 and then it goes down to 2.06. There is an up and down and I wonder if there is an explanation?

Hon. Mr. McKinnon: Mr. Chairman, I do not have one readily available. Are we talking just the maintenance of this building, the Territorial Building?

Mrs. Watson: The Territorial buildings.

Hon. Mr. McKinnon: Mr. Chairman, I have no ready or simple explanation for the Honourable Member's question, but I will certainly undertake to find out the answer.

Mrs. Watson: Mr. Chairman, further to that, when we embark and build a new territorial building in Yukon, regardless of whether it is a school or whatever it is, a government building,

do we calculate, do we have a percentage that we use for the first year for maintenance, some sort of rule that you can follow to budget for the maintenance of that building that the department uses?

It would, of course, increase as years go by, and when do they get to the point where you just cannot justify the maintenance for the value of the building? Or does it ever reach that?

Hon. Mr. McKinnon: Mr. Chairman, I have no idea whether such a formula is available and I will attempt to find out an answer as part of the original question that the Honourable Member asked.

Mr. Sherlock: Well, if the Member would accept, I think there are tables, in fact, I know there are tables that, for example, the Treasury Board uses to as guidelines for this kind of thing. Engineering people generally have these tables and they do use them.

May I go further and answer the question before that?

The Member said there was considerable fluctuation in the percentage maintenance. If you look at the last column on that page 16, you are really only going from 1.9 to 2.06. It is a very narrow gap and I am not sure that I understand the question that there was a large gap. There is not a large gap.

Mrs. Watson: Mr. Chairman, I expected it because of inflation and the higher capital costs, I wonder whether the, it does not seem to be a true picture in the percentage of costs in the maintenance, whether it is keeping up with the capital costs?

Mr. Sherlock: I think there are several factors in that, Mr. Chairman, and the last one, perhaps, is the most obvious. The fact that we came into a new building, in 1977-78, and the maintenance costs were extremely low, but they will get higher.

So, the Member is right. They will get higher so we will be moving away from it.

Mrs. Watson: I see.

Mr. Berger: Mr. Chairman, I am trying to attempt to help the Honourable Member a little more.

Take, for example, in Dawson City, the liquor store building and the fire hall, it has not been maintained for the last three years and right now it looks like damnation and it is obvious where the figures are coming from. I mean, the maintenance is only done in so many years intervals and it finally has to be done all of a sudden the maintenance costs shoot up.

Ms Millard: Mr. Chairman, since a grant in lieu of taxes is given to the City of Dawson on the old Territorial Administration Building, I am wondering if any building maintenance will be done on that building?

Hon. Mr. McKinnon: Mr. Chairman, as far as I know, and I think that we have had correspondence on this, that we have turned the building over and that we do not anticipate doing operation and maintenance on that building.

Ms Millard: Mr. Chairman, on that building, to whom was it turned over then?

Hon. Mr. McKinnon: Mr. Chairman, I thought that the building, the old Administration Building was now in the hands of the Department of National Historic Sites.

Ms Millard: No, Mr. Chairman, the information I had was that they will not take it over until they are ready to start restoring the building themselves, so in the meantime it is a Territorial Government building responsibility. If the Minister requires, I have that correspondence with me. We have already shared it, as far as I understood. In the meantime, the museum in Dawson is having its facility in the old Territorial Administration Building and they are having to rely on the good graces of Parks Canada or anybody else they can gather to do maintenance such as sidewalks and everything else so they do not get sued if a tourist trips or falls. I think it could be looked into a little more closely since it is our responsibility at this time.

Hon. Mr. McKinnon: Mr. Chairman, I understood that we had supplied both the normal museum grants, plus some special monies to allow for certain construction that had to be done as a safety measure to the Territorial Administration Building. I have not received, other than the correspondence the Honourable Member and I had trying to obtain the ownership of the building, which is always difficult to do in the municipality of the City of Dawson, received any direct request from any organization or body saying that funds were needed for different or for any individual purposes in that Administration Building. I cannot say whether there would be a positive reaction if such requests were received. But I think the first thing to do is to get the requests for needed maintenance or improvement into this Government so that we can at least have some cost figures and have something to go on as to make a decision as to the responsibility for the operation and maintenance of the building, Mr. Chairman.

Ms Millard: Mr. Chairman, I will make sure he gets those requests in writing from the Museum Society. I think he should take note though that the Territorial Government has made a grant in lieu of taxes to the City of Dawson for that building, so that should prove ownership to me.

Hon. Mr. McKinnon: There are grants in lieu of taxes that go through our budget for National Historic Site buildings in Dawson City, which is an exclusive and unique situation to the City of Dawson.

Mrs. Watson: Mr. Chairman, one more question on this Establishment. What investment does the Territorial Government have in the stock that we carry on hand for building maintenance. There must be a lot of spare parts, furnaces and all this, furnace parts and stoves and wells and pumps and this type of thing. Do we have an extensive stock and do we have a great investment in this area?

Hon. Mr. McKinnon: Mr. Chairman, I will not even attempt it. I will ask Mr. Sherlock to respond.

Mr. Sherlock: Mr. Chairman, we have two revolving funds, one is the Supply & Services revolving fund and some of the spare parts they are carrying in that fund I would say off the top of my head it would probably have about \$100,000 worth of spare parts in that one. The maintenance one, I would not want to guess. I think I would have to go back to Highways and let them give us a figure.

Mr. Berger: Mr. Chairman, to go back to the Dawson City Museum and the old Administration Building again, I believe the present contract reads that the Territorial Government turned over the responsibility for operating and maintenance to the Museum Society, but the question is: what do the people understand the operation and maintenance of a building that size?

At the present time, the building needs a major foundation overhaul. It needs major repair work done on the thing. Do you still consider this an operation and maintenance item to a small museum society?

Further to the statement that the Minister made, that they made funds available to the Museum in advance, up until now, those funds were not available for repairs on the building. It had to be a new construction. So, it is a misleading statement that the Minister made that there were funds made available.

I would also like to say that it is completely unfair of this Government to unload the responsibility of a large building like this to a small little society who gets their fundings from begging and borrowing and stealing. They are really shirking their responsibility of saying this is really not our building and saying that it belongs to Historic Sites and the National Historic Sites people say, oh, no, it belongs to the Territorial Government.

Establishment 901 agreed to

On Establishment 902

Mr. Chairman: Establishment 902, Highway Maintenance, \$15,378,200.

Mr. Berger: Mr. Chairman, something that is of great concern to the community of Dawson City and myself and I think the Honourable Member from Ogilvie: on Tuesday morning at 10 a.m., April 19th, 1966, the following motion was moved, by then Council of Dawson City, Mr. George Shaw:

"Moved by myself and seconded by Mr. Boyd, re Klondike Highway, it is requested by Council that a Territorial road system leading from Whitehorse to Dawson City be called the Klondike Highway as this will fit in with the proposal of Motion 35 and would be synonymous with the general direction of the Trail of '98 from its start to its finish.

It is further requested that signs be placed on this road indicating that this is the Klondike Highway."

And it goes on, Mr. Chairman. Now I am finding that the Klondike Highway, in actual fact, leads on to Keno City, not to Dawson City. Under Regulations, Commissioner's Order 1976-233, you find Highway Number 2, Klondike Highway, Alaska Highway-Keno. Highway Number 3, Stewart Crossing-Dawson.

What is going on in this Government? This is one way again of shirking the responsibility of not putting any dust control on the Klondike Highway, where it really needs to be.

Hon. Mr. Hibberd: They are trying to lead you astray, Mr. Berger.

Mr. Berger: That is right, Mr. Chairman, the Minister is right. We are trying to lead you astray, and they are succeeding wholeheartedly. Everybody thinks the Klondike Highway leads to Dawson City, the Gold Rush Capital of Canada. It does not. It leads to Keno City, and I would like to get an explanation on that.

Hon. Mr. McKinnon: Mr. Chairman, my first indication of any problems in the designation of roads and the Klondike Highway was brought to me by Mr. Nordling, the Manager of the Yukon Visitors' Association, and Mr. Chairman, at that point I asked Tourism and the Department of Highways and Public Works get together and particularly with the completion of the Carcross-Skagway Road, the portion of that road being completed to decide once and for all with their mutual agreement of what highway was what, and what would be the final and ultimate designations of those roads. Mr. Chairman, I know at this point in time that Tourism and Highways and Public Works have got together because it was a surprise to me and I have not received a final communique from the meetings that have taken place between Highways and Public Works and Tourism and Information to this point in time.

Mr. Berger: Mr. Chairman, in other words, what the Minister is telling us is that the wheels of government move very, very slowly, because that motion was made in 1966 and it is now 12 years later and they still have not made up their minds on what to call the Klondike Highway and where it leads to.

Hon. Mr. McKinnon: Mr. Chairman, that is extremely unfair. I have been in this portfolio for a year, it was brought to my attention about a month ago and the wheels of this government are indeed turning and working towards the ultimate resolution of the point that the Honourable Member makes. If I had known prior that there was a problem in the designation of the roads, I would have been on it earlier than that point, Mr. Chairman. Immediately that the point was raised and it was brought to my knowledge through a phone call that there was some problems in the designation, it was that day that I took it upon myself to try and clarify the designation. I do not think that I should be held responsible for a motion that was passed in 1966.

Mr. Berger: I would further like to point out, Mr. Chairman, that the Honourable Minister then Councillor for Whitehorse was present when that motion was made because I

have it in black and white that Mr. McKinnon made a statement on it too so he should be knowledgeable about it.

Hon. Mr. McKinnon: Mr. Chairman, there is no doubt I supported the motion, and I think the Klondike Highway should go from Skagway to Dawson City. Mr. Chairman, certainly because I supported that proposition in 1966 that it is not my fault that that has not come about. There are so many things that I have supported along with the things like responsible government for this Assembly since before that time that still has not come about. Certainly, Mr. Chairman, I do not think that I should be personally faulted for every instance that has not taken place on motions that I have supported in this House. I say to the Honourable Member that now that I am in a position to do something about it, it has not been satisfied, something is going to be done about it.

Ms Millard: Mr. Chairman, I would have to rise in support of the Member from Klondike, of course. We have been working on this for quite sometime. I have had correspondence with the Department of Highways concerning renaming the road. I did not realize the importance of what the name meant, I thought it was a tourism thing, but really it is a designation of a highway and the highway number would be the same thing. That highway number 2 would be treated differently than highway number 3 and that is exactly what is happening according to the feeling in Dawson is that the highway from Whitehorse to Keno is being treated separately and differently from the highway from Stewart to Dawson.

I think they have some basis for that. I am wondering if the Minister has investigated that and why was there a difference in the numbering of those highways? Is there a difference in policy, for instance, in dust control?

Hon. Mr. McKinnon: Mr. Chairman, regardless of what the highway is named and classified, it is the vehicle count on the road that says whether there is going to be dust control or not.

Mr. Chairman, as the Honourable Member well knows that when summer traffic densities reach 250 vehicles per day, regardless of what you call or classify the highway, then dust control, on a full cost-shared basis with the Federal Government, is instituted, Mr. Chairman.

Ms Millard: Then, Mr. Chairman, we can assume that there is no real reason for the two roads being treated separately, called separately, numbered separately, and so there should be no harm in changing the whole system, even overnight, to reflect what the realities are? Is that correct?

Hon. Mr. McKinnon: Mr. Chairman, the Honourable Member is getting, in a round about and a circuitous fashion to the question she wants to ask, is there going to be calcium chloride treatment on the section of the Klondike Highway, or whatever you call it, between Stewart Crossing and Dawson, during the summer.

Mr. Chairman, when summer traffic densities reach 250 vehicles per day, then dust control is instituted, as the Honourable Member knows.

The traffic counts at McQuesten Bridge over the last three summers, in 1975, were 182 vehicles per day. In 1976, were 162 vehicles per day, and last summer, were 225 vehicles per day.

Mr. Chairman, dust control will be done in 1978, from Stewart Crossing northerly for the first 20 miles. This section has poorer surfacing material than the balance of the road. Calcium chloride will be used to consolidate and hold the surface. Dust control will be done in 1978, between the Dawson Airport and the Ogilvie Bridge. Dust control will also be done in 1978, at selected locations throughout to provide dust-free passing sections and, if the present trend of traffic growth continues, which I sincerely hope it does, then dust control will be done over the entire length, in the 1979 season.

Mr. Chairman, the problem is that if we do not relate to that

250 vehicles per day, then the portion of, in fact it all has to come out of Territorial revenues, rather than being in the Deficit Grant from the Federal Government and if that policy is set, where dust control is provided, where a vehicle count is less than 250 vehicles per day, by the Territorial Government, then, of course, the policy will be established and everyone of the Territorial roads, whether they happen to be in the Honourable Member from Hootalinqua's district, or anywhere else, they will be pressing for exactly the same type of treatment.

The answer is to get another 25 vehicles a day over that road and I am positive that that is going to happen this summer, with the increase in tourist traffic, just on a normal yearly basis and we will not be having this argument on a yearly basis, in this Assembly, any longer.

So, I promise that I will put my vehicle over the counter at least five times this summer, which I did last summer and if everyone of the Members here agrees to do that and a few others, that this will be the last summer that will not be calcium chlorided from Stewart to Dawson.

Mr. Chairman, it has taken a great effort to even get the extra calcium chloride treatment which we are going to do this summer as a matter of course, and there are certain sections but becoming fewer and fewer every year where the dust is really a great problem with the spot treatments we are doing. The extra mileage out of Stewart and also the section from the Ogilvie bridge in.

Mr. Fleming: Mr. Chairman, I would suggest the Honourable Member from Ogilvie take her vehicle and maybe drives back and forth across that bridge to bring that count up a little bit, you do not need much now.

The airports, I am just wondering, does this budget reflect the possibility of a flight on all the small airports and so forth between 1202 and Watson Lake that may be in the offing, seeing that a company has applied for a licence?

Hon. Mr. McKinnon: Mr. Chairman, the only one I understand where we have a problem is the Pine Lake air strip which is scheduled as a landing spot, because it will be in conjunction with the pipeline construction camp when the pipeline project commences. We have already had correspondence with the applicant for the licence to service these areas and if memory serves me correctly, he has stated that this airstrip will be used only in the summertime and that it will not be an increase to the Government's budget of having to maintain and plough that airstrip in the wintertime, Mr. Chairman.

Mrs. Watson: Mr. Chairman, I have further questions in that regard, but I believe that should be handled under Capital, should it, for the airstrips or the maintenance?

Hon. Mr. McKinnon: I think this is an operation and maintenance question if the Honourable Member is asking whether there would have to be increased operation and maintenance on the airstrips to handle the flights which have been applied for. The answer, except for the airstrip which I have singled out was in the negative, that the strips are in the operation and maintenance condition that can support that service.

Mr. Fleming: Mr. Chairman, what I was thinking of was the Pine Lake airstrip due to the fact that it possibly would have to have more maintenance if they were going to use it daily.

Mrs. Watson: Mr. Chairman, that is still when it is an airstrip before it has been upgraded. I am looking at 902, 1, we are looking at Territorial roads, recreational roads and air strips and we have quite a lengthy list of airstrips and the money is not broken down. We are looking at a total of \$572,000. How much are we going to be spending on Territorial roads, recreation roads and airstrips?

Hon. Mr. McKinnon: Mr. Chairman, on airstrips, the personnel broken down is \$8,302; the maintenance portion is

\$1,615 for a total on airstrips of \$2447 on the maintenance of Territorial airstrips. I may have a decimal point missing, Mr. Chairman, do I?

Mr. Sherlock: \$244,700 is the total, yes. The decimal point is one out.

Mrs. Watson: Mr. Chairman, I did not interpret airports. I thought that was money that was spent on the operation and maintenance of the airports. Now, if that is airstrips, then that is fine.

Hon. Mr. McKinnon: Mr. Chairman, my breakdown of the airstrips, under 902 Highway Maintenance, the portion of the \$15,378,200, is \$244,700.

Mr. Lengerke: Under Airstrips, only \$161,000, is the majority of that money spent in the winter time for snow ploughing, or is there a pretty extensive program in the summer of blading those strips, as well?

Hon. Mr. McKinnon: Mr. Chairman, the Territorial airstrips, under 902, are not maintained in the winter months. It is a blading and surfacing program during the summer months, Mr. Chairman.

Mrs. Watson: Does that include the access road to the airstrip? Is that included in the costs of an obligation of the Territorial Government must assume on behalf of whoever it is to maintain the strip and the access road?

Hon. Mr. McKinnon: Mr. Chairman, I would have to check to see whether it is the responsibility, but I know for sure that the Territorial grader, when going in to maintain the airstrip, grades the road into the airstrip.

Mrs. Watson: Mr. Chairman, I have a question and I hope the Chairman is a little more lenient on this one, whether the Minister knows how much of the realigned road that has been done on the first 20 miles on the Alaska Highway North, out of Whitehorse, whether DPW is planning on blacktopping that one this year, and how much of it?

Hon. Mr. McKinnon: Not this year, Mr. Chairman. I believe that the budget shows in that area, the paving following this year of reconstruction.

I have the material available on what work is being done on the Alaska Highway and I can find that answer for her in just a moment.

Mr. Chairman: While the Minister is looking for that, is there anything further on 902?

Mrs. Watson: Yes, I find Overhead rather all-inclusive and rather extensive at \$3 million. Just give us an idea of what overhead at \$3 million is.

Hon. Mr. McKinnon: Mr. Chairman, while Mr. Sherlock is attempting to answer that, in 1977-78, tenders were called for the reconstruction of the project at an estimated cost of \$2,500,000. In 1978-79 it is the intention of the Department to complete reconstruction and tenders to be called for paving and in 1979-80 that the portion of that project which will be reconstructed is scheduled to have paving completed, Mr. Chairman.

Mrs. Watson: Mr. Chairman, how many miles is it all tolled that is being reconstructed?

Hon. Mr. McKinnon: Twelve miles, Mr. Chairman.

Mr. Sherlock: Mr. Chairman, when they went into this new maintenance program, they of course went to a categorization or categorizing costs and overhead ends up including a whole pile of costs that were previously broken out in a different way. The overhead includes such things as stockpiling of materials, fuel supervision, incimate weather, provisions for incimate weather, training and meetings, buildings and grounds maintenance, camp operations, radio networks, that is VHF and travel and relocation costs, employee accommodation, weigh scale costs, a whole pile of sundry costs that were previously identified under specific Primary objects. Primaries are now

included in this overhead package and it is part of the way that the new maintenance program was programmed.

Mrs. Watson: Mr. Chairman, will the overhead then on the stockpiling of materials, would the salaries and wages of \$1,290,000, would that in fact include the casual people that they hired during the summertime?

Mr. Sherlock: Mr. Chairman, the casual people are included in the \$4,301,000. That figure includes 117 permanent people and 85 casual people.

Mrs. Watson: That is other projects?

Mr. Sherlock: That is the total, I am talking about the total highway maintenance under 902 in the first column on page 154.

Mr. Lengerke: Mr. Chairman, what personnel would be involved then in the overhead of \$1,290,400, is that foremen for all of them?

Mr. Sherlock: I have a breakdown, Mr. Chairman, but I am not just too sure how well this will answer it. Yes, it does include Transport Foreman, Road Foreman, Crusher Foreman, Heavy Equipment Operators, Cooks, Custodial Workers and Labourers. I am talking again about the total of 202. I do not have a breakdown of precisely how many we have of each.

Mr. Lengerke: No, but—

Mr. Sherlock: What page are you on?

Mr. Lengerke: Mr. Chairman, I am on 154 for Overhead and you have a figure there of \$1,290,400. There are man years to be involved with that and I would think that would be foremen salaries I would think.

Mr. Sherlock: Mr. Chairman, you are quite right, we did not show under 902 a break out of the 202 man years beside each one but the answer to that specific question is yes, \$1,290,000 consists primarily of foremen. There are 22 foremen in that figure but there are also all of the other costs that I just read out.

Mr. Berger: Yes, Mr. Chairman, I am not giving up so easily on the dust control. I would like to get the figures on a per mileage base.

What are the figures of maintenance cost per mile on a calcium treated highway and what is the per mile cost on a non-treated highway?

Hon. Mr. McKinnon: Mr. Chairman, I do not have that breakdown with me, but I will attempt to get it for the Honourable Member during coffee break this afternoon.

Mr. Sherlock: Mr. Chairman, once again, I think this is explained in some detail by the consultant last year. This system went away from doing a per mile cost to something else so there is not the per mile cost now.

Mr. Berger: I realize this fully well, but I still would like to know and get the figure, because most people in the Territory do not understand the complicated system the Territorial Government is under right now. Most business people in the Territory can put a finger on the item and say it is going to cost me so much and this is what I would like to get.

To go on to another item, it is the Dawson skyline and in that \$84,000, are the costs including the take down of the skyline, or if not, when will the skyline be taken down?

Hon. Mr. McKinnon: Mr. Chairman, that does not include, as far as I know, the taking down of the skyline and I will have to check to find out at what time and when the skyline will be taken down over the Yukon River.

I should not say I am not sure, I am not sure whether that \$84,000 does include the dismantling of the skyline system.

Mr. Lengerke: Yes, could we have an explanation of Projects, under 902, where we have just got it listed as Projects, as a category?

Mr. Sherlock: The three main ones are gravel, resurfacing, crushing operations, and patching aggregate, whatever that means.

Mr. Lengerke: Mr. Chairman, did the witness not tell me earlier that some of that was included in overhead?

Mr. Sherlock: Stockpiling was, Mr. Chairman.

Mrs. Watson: Mr. Chairman, further to the realigning of the 12 miles of the North Alaska Highway just out of the City of Whitehorse, there are an awful lot of people living along the old road. What is going to happen to the old highway that the certain stretches of it? Who is going to be maintaining that or what is going to happen to the people who live out along there?

Hon. Mr. McKinnon: Mr. Chairman, we passed a Resolution in the House that abandoned roads would be a responsibility of this Territorial Government. I spoke at that time, Mr. Chairman, as there was more and more abandoned roads that this would become a major cost item that was not of our doing, but whose responsibility we were accepting. Having said that, I accepted, as I always do, the majority wishes of this House and I think that there are some six miles of abandoned roads in that area which we now have the responsibility for at some cost. That cost and that mileage is going to ever increase with the rehabilitation and reconstruction of roads and we have established the principle and at some point in time, other Assemblies and other Members may want to review whether they want to maintain that responsibility of providing access, maintenance and ploughing for abandoned roads where people are living on throughout the Yukon Territory.

Mrs. Watson: Mr. Chairman, I am very pleased to hear that the Government is going to assume this responsibility. Whether we like it or not, if we realign roads and people are affected by it, I think we do have the responsibility to maintain the existing road. I think it would be a pretty harsh and cruel government to walk away and say tough, we changed the road now it is up to you to get out of there.

I find it rather interesting and I am quite prepared to wait until tomorrow, if the Minister could tell me how much money was actually spent on maintenance of abandoned roads this past year?

Hon. Mr. McKinnon: Mr. Chairman, I have that figure in this mass of information and I hope the Honourable Member will let me supply the answer to her tomorrow.

Mr. Chairman: Anything else on 902?

Hon. Mr. McKinnon: Mr. Chairman, the maintenance management system, as was explained by the consultant last year, was a new system of management and he attempted, as well as he possibly could, of breaking down the projects on the work sheets and as I understand it, the projects are broken down and include every aspect of the road maintenance, whether it is considered the surfacing, stockpiling, supervision, and then broken down into activities as surface grading, blading, spot patching, dust control, openings, cracked sealings, patching, sweeping, blading, culvert repair, ditching, brush and weed control, the whole concept of every project of road maintenance broken out so that it can be given a cost and a day and a number of hours type of mix to it.

Mr. Chairman, as I understand it, the project, though difficult for me and other Members to comprehend, has been successful in really identifying the man hours and the work and the monies necessary to totally involve every passed mile that the grader does and every item of a project can be given a cost to.

It is because of the new maintenance management program that the costs on road maintenance have not escalated dramatically from year to year, but a true cost factor can now be given, rather than an estimate, which was done prior, which just seemed to escalate at a percentage increase every year.

So, as far as the department of Engineering and the professional people in Engineering are concerned, that they do have a much more comprehensive handle on the actual costs of road maintenance and are able to budget much more realistically as

to what the actual cost of road maintenance are going to be during a course of a fiscal year.

I would be the first one to admit that I do not completely and totally understand the break-out and the funding, but I understand from all reports that it is having the effect that we wanted in keeping the maintenance costs down while keeping the road maintenance at the same level, which it has been in previous years, Mr. Chairman.

Mrs. Watson: Mr. Chairman, I wonder whether I could ask one more question? Then, on page 157, it still deals with Establishment 902.

Going back to the Airports and Airstrips, and it seemed to me, when I saw the list of the airstrips here, on page 17 of our Appendix, that we were spending \$244,000 on the maintenance of those airstrips and I know full well none of them are given more than a blading once a year, because they are not maintained in the winter, that that was an awful lot of money.

So, now on page 157, we have \$201,000 for MOT airport, so actually we are only looking at \$43,000, for the maintenance of the airstrips that are listed on page 17. What is the \$201,000 for then? What airport is that? Is that the Faro and the Dawson airstrips?

Hon. Mr. McKinnon: Mr. Chairman, those are the airstrips that are given MOT approved status, rather than the emergency landing strips which are outlined in the Appendix, Mr. Chairman, as the Pine Lake, Squanga, Cousins, et cetera, airstrips.

Mr. Berger: Mr. Chairman, on the same subject of airstrips, territorial roads and recreation roads, I am getting more and more puzzled.

We are finding out now there is \$43,700 is made available for airstrips and also looking in the same item here, under Territorial roads, it is \$572,300 spent on territorial roads, yet the breakdown on page 17 is in territorial roads, recreational roads and airstrips.

How much money are we really allotting for in each of the three items under the breakdown here?

Mr. Sherlock: Mr. Chairman, the heading might be slightly misleading. That Territorial Roads heading means all Territorial roads and Territorial airstrips.

Mr. Berger: Mr. Chairman, the heading Recreational Roads is no longer applicable, is that true?

Mr. Sherlock: Mr. Chairman, it is included in that heading.

Mr. Chairman: It is included in Territorial roads.

Mrs. Watson: Mr. Chairman, the maintenance of those airstrips on page 17 is not included then under airports, that is included under Territorial road, is it?

Mr. Sherlock: Yes, Mr. Chairman, that is correct, we are finally getting it straight.

Mrs. Watson: Thank you. Now, it is only about \$3,000.

Hon. Mr. McKinnon: No, \$43,700.

Mrs. Watson: No, you are wrong.

Hon. Mr. McKinnon: No?

Mrs. Watson: Camouflage.

Mr. Sherlock: I am wondering whether Mrs. Watson has seen page 18 because that further amplifies it.

Mr. Chairman: Any other?

Mr. Lengerke: I just want a clarification on page 18, 4, the expenditure is 247.1? You see that?

Mr. Sherlock: Yes.

Mr. Lengerke: Should that not jibe with the two on page 157, should that not be 244.7, which is the right figure?

Mr. Sherlock: Mr. Chairman, if he reads that down, he will get 247.1. The \$201,000 plus the \$46,100 makes up the \$247,100. There is an initial overhead cost there.

Mr. Chairman: Any further discussion. Establishment 902, Highway Maintenance, \$15,378,200.

Establishment 902 agreed to

Mr. Chairman: We will break for a short recess.
Recess

Mr. Chairman: Would Committee please come to order.
On Establishment 903

Mr. Chairman: Establishment 903, Weigh Scales, \$78,800.

Mrs. Watson: Mr. Chairman, that charge-back, is that the revenue that we receive from the weigh stations?

Hon. Mr. McKinnon: Mr. Chairman, it appeared that I went from one losing proposition, the ambulance service, to only have transferred to me another substantial losing proposition. The figures that I have show that, in Watson Lake last year, that our expenses in the weigh scale were \$94,350 and that our revenues were \$9,700, for a loss, in the Watson Lake weigh scale, of \$84,600.

The Whitehorse weigh scale, our expenses were \$88,750. Our revenue was \$58,300, for a net loss of \$30,450. In Haines Junction, our expenses were \$90,600. Our revenues were \$9,700, for a net loss of \$80,900.

So, our total expenses for weigh scales over the course of the year were \$273,000, our revenue \$77,900, for a total net loss of \$196,000, Mr. Chairman.

Mrs. Watson: What is the charge-back then?

Hon. Mr. McKinnon: Charge-back? Well, the internal charge-back is the combination of the \$84,600 loss at Watson Lake, the \$30,450 at Whitehorse, and the \$80,900 at Haines Junction, which comes to a total of \$196,000.

Mrs. Watson: Who is this charged back to?

Hon. Mr. McKinnon: Mr. Chairman, the charge-back would be against the Consolidated Revenue Fund of the Yukon Territory, but I have to have the Treasurer here to ask for further accounts and details of it.

I know that that charge-back is the figure of the losses of the three weigh scale stations to the tune of \$196,000. Why it is entered as an internal charge-back, Mr. Chairman, I would address that question to Mr. Treasurer.

Mr. Treasurer, we are on Vote 9, Establishment 903, the Weigh Scales and I have explained the expense revenue picture of the weigh scale in 1978-79 and that the combined losses of the three weigh scales at Watson Lake, Whitehorse and Haines Junction amount to the total of \$196,000.

The question is why is the accounting procedure as an internal charge-back used to reflect that loss?

Mr. Sherlock: Mr. Chairman, it relates back to 902 where remember we were talking about overhead costs. This cost to charge back to 902 is one of the costs appearing in the overhead.

The reason for that is so that we could use it in the recovery on the Alaska Highway system.

Mrs. Watson: Mr. Chairman, just for curiosity's sake, what is the actual revenue that we derived at the weigh scales, not the net, but the actual revenue?

Hon. Mr. McKinnon: Mr. Chairman, \$77,700 total.

I should know when I am well off, Mr. Chairman, and not say it, however, when I take a look at once again the expenses and the revenue and the losses, I am going to have to say that I am going to ask Highways and Public Works perhaps to come up with some system whereby we can still have the effectiveness of a weigh scale operation, but make it not on a 24 hour, 7 days a week basis, and I say that once again knowing full well the difficulties and problems that are going to arise and the things that are going to happen by attempting to save this government some dollars. Even after this long and frustrating period in the Government side of it, I just cannot abide by not looking at areas where we can save taxpayers' dollars where I see a net loss to the Territory. I at least have to investigate the

situation to see whether we can come up with a system that we can still keep the effectiveness of the weigh scale stations, but not make it quite as an imbalance as we presently have before us, Mr. Chairman.

Mrs. Watson: Mr. Chairman, before the transfer of the Alaska Highway to the Territorial Government, and when it was operated by the Department of Public Works, there was always provision made in the operation, in the maintenance of the Alaska Highway for a check station on the Haines Road at Haines Junction and one on the Haines Road. So your weigh station now, when you look at the losses of Haines Junction they are not really all the losses of the weigh station, because in fact in the Alaska Highway Agreement, you are getting funding for a check station, because of the hazardous travelling conditions and that check station was operated when DPW was doing it on a 24 hour basis, 7 days a week, during the winter months. That cost a substantial amount of money, so really, the losses of the weigh station at Haines Junction could easily be used as the cost to the Alaska Highway maintenance of the check point station for the Haines Road.

Mr. Fleming: Yes, Mr. Chairman, I see the weigh stations myself, the one in Watson Lake, areas like this under control of the Territorial Government being used much more efficiently and for more revenue than it is now, if they might consider that there is very little work at that station.

Now, I do not care what anybody says, a truck only goes through once in a blue moon, you might say. There are a few but, there is not that many. It does not keep a person working steady at a weigh station.

I would have like to have seen that weigh station utilized as an entrance to this Territory and possibly for the selling of such things as campground permits and few other things and used so that the person there is doing a job and creating some money.

I know that if that was private enterprise, you would not just be sitting there weighing a truck every hour and a half or two hours. You would be doing something else.

Mr. Chairman: How about a Yukon Hootch Booth?

Mr. Fleming: Good idea. Just a thought.

Hon. Mr. McKinnon: Mr. Chairman, I welcome these suggestions because it was my thought that perhaps we should use it as control place for undesirables coming up on pipeline speculation and I have been told in no uncertain terms that I could not apply a little gate across the Highway at those check points and use it in that type of an endeavor.

But, I think all of these areas have to be looked at, because the fact of the matter is that the expenses are \$273,700, the revenue is \$77,700, and which ever way you want to slice it. Mr. Chairman, the profit and loss statement that I understand, that is a loss of \$196,000.

Mr. Chairman: Anything further on weigh scales.

Mr. Berger: Just another two bits worth in the debate, Mr. Chairman, as another way of looking at it. Another European country went that route and there is no truck traffic on a weekend.

Hon. Mr. McKinnon: They what?

Mr. Berger: No truck traffic on a weekend. Trucks are not allowed to travel on Saturdays and Sundays. That is one way of overcoming overtime.

Hon. Mrs. Whyard: Mr. Chairman, I do not wish to prolong it, but I have never had explained to me what benefit we accrue from stopping the odd overweight load, which I know is the point of the exercise, to prevent damage to our highways?

Does the damage we prevent offset the loss incurred?

Some Members: Yes.

Hon. Mrs. Whyard: It does?

Some Members: Yes.

Hon. Mrs. Whyard: Well, then that is the answer, is it not?

Mr. Chairman: Any other discussion on weigh scales?

Mrs. Watson: Mr. Chairman, and contrary to what the Minister of Local Government is advocating, I would even suggest that the Territorial Government look at utilizing the personnel at the weigh station rather than just to weigh the truck as it goes through, as information officers and, I would suggest that it would even pay to probably provide a service to the people at Beaver Creek, at the other border crossing, to have a weigh station, territorial agent and liquor vendor all in one.

That would at least be utilizing the manpower that you have and providing a service to the people in the community.

Hon. Mr. Hibberd: Mr. Chairman, is the Honourable Member suggesting that we sell liquor to the truck drivers?

Mrs. Watson: No, Mr. Chairman, I am not, but it is not a bad idea, it is just something that could be done. You could have three little cubby holes, one for post office.

Mr. Chairman: Any other unhappy suggestions? Establishment 903, Weigh Scales, \$78,800.

Establishment 903 agreed to

On Establishment 905

Mr. Chairman: Establishment 905, Third Party Services, \$228,000. It is found on page 160.

Mr. Fleming: Mr. Chairman, I presume that vehicle recovery is just separated from everything else and that it is vehicle recovery for the Department of Public Works, or maybe all Territorial vehicles?

Hon. Mr. McKinnon: Mr. Chairman, the only detail I have on Third Party Services, I do not have a breakdown of each of the areas, is that it is the Territorial Government's contribution to third parties for construction, well, Mr. Chairman, no that is not third party services. I am sorry, I am on the Northern Explorations Program, which is the old tote trail program.

I do not have a breakdown, Mr. Chairman, of vehicle recovery under Third Party Services, perhaps Mr. Sherlock can help me on it.

Mr. Sherlock: Mr. Chairman, the costs here are certainly costs related to providing a service to a third party. In the case of vehicle recovery, it means just that. If we have to tow out some vehicle then we charge them and you will see that under page 169 that the whole thing is recoverable.

Mr. Chairman: Anything further on Third Party Services? Establishment 905, Third Party Services, \$228,000.

Establishment 905 agreed to

On Establishment 906

Mr. Chairman: Establishment 906, Northern Exploration Facilities Program.

Hon. Mr. McKinnon: Mr. Chairman, I was one ahead of myself, this is the old Tote Trail Assistance Program. We have been budgeting \$125,000 in it, but the actuals over the years show in anywhere from 75 to 85, so we thought it would be more realistic to budget \$85,000 this year.

Mr. Chairman: Any discussion on the Tote Trail Assistance Program?

Mrs. Watson: Mr. Chairman, should there be the same recovery shown then?

Hon. Mr. McKinnon: No, Mr. Chairman, this is a contribution, 100 per cent recoverable to us under the deficit financing, not as a separate program. But there is no recovery except under the general deficit financing shown, particularly for this program.

We get into the same difficulty again, of weighing the benefits to YTG over the lack of showing it as a separate recoverable and not indicated in our overall deficit financing, because whereas before the regional director of Resources was a chairman of the program, it is now the territorial engineer who is the director of the program, with input in this very important

program, of the Game and Tourism Departments, which was not there before.

It has shown a rationalization, where people went in and built two roads to the same place, that this does not take place any longer, with the Territorial Engineer and the Territorial departments involvement.

So, it is six of one and half a dozen of the other. It seems that if you are willing to accept these responsibilities, which we have always been prone to do, that it is going to show up in a worse financial position, as far as the people of the Territory are concerned.

Mr. Chairman: Any other discussion?

Establishment 906 agreed to

On Establishment 910

Mr. Chairman: Establishment 910, Office Accommodation, nothing.

Hon. Mr. McKinnon: Mr. Chairman, these are the expenses of all of the buildings that we own and maintain throughout the Territory and a corresponding recovery section from the Departments and the people we charge against.

Mrs. Watson: Mr. Chairman, these are all the costs to operate the building, including the maintenance, I would assume.

Then the internal charge-back is the revenue that you derive from each department in every L.I.D. so actually, you have a profit of \$394,000.

Mr. Sherlock: Mr. Chairman, no, our total cost of the operation are charged back to the departments, there is a net result. There is not profit.

Mr. Berger: Yes, Mr. Chairman, in the Liquor Building, that is the new name for the building in Dawson, in the \$31,100, does that also include the fire hall in Dawson City and does it also include recovery from the City of Dawson for the rent of those offices upstairs?

Hon. Mr. McKinnon: Mr. Chairman, I will let you know as soon as I find the Dawson City Building. If Mr. Sherlock can find it quicker then I can, perhaps he could give the answer.

Mr. Chairman, the Liquor store in Dawson, I have the list of the expenditures. It is \$7,000 for light and power, \$10,700 for heating fuel, \$12,700 for janitorial service, \$600 for provision of supplies and materials and miscellaneous \$100, for a total of the costs of the administration liquor store building in Dawson, of \$27,200.

I do not have a detailed breakdown of the recoveries, Mr. Chairman, if Mr. Sherlock can find that.

Mr. Sherlock: Mr. Chairman, no, we do not have any recovery figures listed. Correction, Mr. Chairman, we did find them. Dawson Administration Building, yes, there is a recovery of \$1,500 to the City and Dawson Fire Hall a recovery of \$4,500, Second Floor - \$2,700; Second Floor Storage Area - \$2,200.

Mr. Fleming: I was interested in a few, like the building is it \$10,000 or something? How do they buy their fuel, through contract and is it delivered and is there somebody there that checks that fuel and everything that is put in there?

Hon. Mr. McKinnon: Mr. Chairman, I do not know the actual detail. I know that of the checking when the fuel delivery vehicle is there, I know that it is on contract for all of the buildings. There is a bid goes out every year as far as providing the provision of fuel to Territorially owned buildings. Whether there is an internal procedure set up for the actual policing of the delivery is a question which I cannot answer.

Mr. Lengerke: The Liquor Store in Whitehorse, the \$62,000, is that just the lease, the rental on it?

Mr. Sherlock: Yes, Mr. Chairman, that is correct.

Mr. Chairman: Any further discussion of 910? Establish-

ment 910, Office Accommodation, there is no figure shown in the total, I do not know exactly how to read that.

Establishment 910 agreed to

On Establishment 915

Mr. Chairman: Establishment 915, VHF System, \$69,600.

Hon. Mr. McKinnon: Mr. Chairman, the total costs of \$194,900 are broken down into CNT line charges and the repair and maintenance with the chargebacks to both the Territorial Government departments and to the Federal Government departments which include the RCMP, NCPC, IAND, and both the Department of Fisheries and the Department of Public Works, Mr. Chairman. So the charges are \$194,900 for repair and maintenance and line charges to CNT, the chargebacks internally are \$125,300, and I understand that the charges to the different Federal Government departments make up the balance of the recovery of the charges on the VHF system.

Mr. Berger: Yes, Mr. Chairman, under CNT Line Charges, is CNT working on a contract basis, or is CNT going to charge for each individual call that goes through the CNT line?

Hon. Mr. McKinnon: Both, Mr. Chairman, I understand, in a monopoly situation, that there are trunk lines charged and then also, if you are using the Whitehorse switching facilities, that there is a charge per call also.

Mr. Berger: Mr. Chairman, in other words, when you make a call from Dawson through the VHF system, the call is going to be relayed through the CNT line to the Whitehorse headquarters. Is that right?

Hon. Mr. McKinnon: As I understand it, Mr. Chairman, if it is our trunk line that is involved, that is leased to us on a monthly or yearly basis, that the charge, if that and only that line is utilized, that it is simply the trunk line charge that comes into effect.

If there is switching through the CN system, then there will be an additional charge for switching by CN.

Mr. Berger: Mr. Chairman, I am going to get to the point now. In territorial government camps, people in camps cannot use the system, they cannot make a private phone call through that system.

My question would have been, really, why can those people not make a phone call if each call is recorded through the CNT line system?

This is why I am asking those questions, Mr. Chairman.

Hon. Mr. McKinnon: Mr. Chairman, it is obviously an internal policy that I am not aware of, that I would have to find out the details on.

If it is anything like long distance charges on any other public phones, Mr. Chairman, I can see many reasons why they should not be accessible and available to the public.

However, if there is a ticket kept on every call that is made, it provides a different set of circumstances and I would have to find out if, why the policy has been set, if indeed there is that policy.

Mr. Chairman: Anything else on 915?

Establishment 915 agreed to

Mr. Chairman: Expenditure recoveries are on 169. Is there any discussion on recoveries?

In that case we will go to page 179 and 180, Office of the Pipeline Co-ordinator.

On Establishment 1100

Mr. Chairman: There is just one establishment, 1100, Office of the Pipeline Co-ordinator, \$175,000.

Hon. Mr. McKinnon: Mr. Chairman, the appointment of a pipeline co-ordinator for the YTG was made in December of 1976, after negotiation with the Government of Canada, which initially agreed to fund the position, until at least a decision was made in favour of either the Mackenzie Valley Route or the

start up of the Alaska Highway route.

The co-ordinator was to be a focal point for all pipeline concerns, both those within the YTG and the public.

The incumbent was expected to maintain a close liaison with all YTG departments on pipeline matters, and between YTG and other Government departments and special interest groups with pipeline concerns. To monitor pipeline related programs and events, to acquire and channel resource material, to co-ordinate research and to keep the Executive Committee apprised of activities on a regular basis.

Specifically, Mr. Chairman, the Pipeline Co-ordinator, in addition to these general duties, represented the YTG at the NEB hearings in Whitehorse in March, assisted in the preparation for the Lysyk and the Hill Hearings in April, and ramrodded the work of a select committee, which under the Chairmanship of the Commissioner, prepared the submission by the Government of Yukon to the Lysyk Inquiry. During this Inquiry, special staff members were appointed to precede the Inquiry Board and their visits to communities in order to explain the procedure to the interested citizens and provide information to assist in the preparation of briefs.

Both the formal hearings in Whitehorse and the community hearings were also monitored by a representative of the Pipeline Co-ordinator's Office. At the conclusion of the hearings, these temporary positions were rescinded contrary to the public conception of Government procedure. Once the decision in favour of the Alaska Highway route was made, liaison with Foothills became an increasingly important part of the Co-ordinator's duties. For most of November and December, he served as YTG Liaison Officer in Ottawa representing the Government in negotiations there. This year he is also acting as Chairman of the Re-activated YTG Subcommittee on Pipeline activities. The responsibilities of the office will increase, of course, as pipeline construction comes nearer.

Mr. Chairman, Mr. Al Wright has been the incumbent since the position was created on a contractual basis, and on the understanding that his tenure would last only until a negative decision was reached or until the task of adjusting to the pipeline impact of the Alaska Highway route was well under way.

Because of other interests, Mr. Wright is now being asked to be relieved of his duties and a successor is presently actively being sought. It is the intention, Mr. Chairman, of this Government that the Co-ordinator's office will function in a co-ordinating role only, with the Deputy Heads continuing to supply the information relating to pipeline matters as they have in the past. The very real contribution made by these people to the YTG submission to the Lysyk Inquiry is well known to all of you and if it is not, it should be. The dedication and knowledge of our Deputy Head will continue to be the backbone of our pipeline planning in the months ahead.

The Pipeline Co-ordinator will channel this information as the situation demands. An extra assistant or expert knowledge, when required, will be obtained by using consultants or short term help. As we envisage it, Mr. Chairman, the Pipeline Co-ordinator's Office has not, and it will not become another large permanent bureaucracy in the Yukon Territorial Government.

Mr. Lengerke: Mr. Chairman, I am wondering, have we been successful in securing the services of another Co-ordinator or can the Minister report on that?

Hon. Mr. McKinnon: Mr. Chairman, the three top finalists in the competition have turned the position down because of money. Mr. Chairman, the expertise and the professionalism of a person that we want will not be found for \$35,000 a year.

It is just as simple as that.

Mr. Lengerke: It appears, then, Mr. Chairman, that we are going to have to up the ante if we are going to get the kind of person we want. Can we go about doing that.

Hon. Mr. McKinnon: Mr. Chairman, I am presently dealing with the Public Service Commission's branch to try and find some method, whether it be by contract, whether it be consulting, whether it be upping the ante, that we can get the person that we want, at a price that he is willing to accept.

Mr. Chairman, with the momentous and major decisions facing this Government in the field of negotiation, on pipeline-related matters, I do not mind telling Honourable Members that this Government needs some help, and it needs it badly, and that it needs it immediately.

Mrs. Watson: Mr. Chairman, I see that there is \$107,000 in the budget for professional services. If you were able to get a type of person that you would want, would you need, in fact, that amount of money for consultant services. You are looking at more than the salary of the staff.

Hon. Mr. McKinnon: Mr. Chairman, I hope for some type of combination between the professional special service and salaries can allow this Government to get the person they want and perhaps one of the others will be magnified or lessened, of the primary.

The point is, Mr. Chairman, that there is a group of people in this country that know all the players in pipeline related matters. They know who to go to, where to go, and how to get the work done.

There is a certain expertise when you are negotiating financing on pipelines, that knows exactly where to put their finger on that person to be able to provide that expertise.

If we were talking about just a continuation of the internal co-ordination, which we needed, there are any number of well-qualified people who could fulfill that type of expertise right within Yukon.

The person that we are looking for, who has the capabilities of dealing as our territorial-provincial-federal member on the inter-provincial team, because I have been informed by the provincial governments that they are going to be at a deputy minister level. We need a person to function at a deputy minister level that knows the ins and outs of pipeline legislation, the National Energy Board Act, the people who are involved in pipelines in the provinces of B.C., Alberta, Saskatchewan, and in the Ottawa milieu also, and is able to lead us successfully through the maze of pipeline regulations, and also be able to set up a negotiating strategy, an outline of where we should be going, as far as pipeline related legislation is concerned.

It is a type of expertise to do all of these things that is in short supply across the country and those who have those capabilities can almost write their own ticket.

So, what I am saying is that I just hope that through a combination of the professional and special service vote within this budget and in the salary range, that we are going to be capable of finding the person that is going to be able to fulfill this function for this Government at its most crucial and important time, which is going to be within the next six month period, Mr. Chairman.

Mr. Lengerke: Mr. Chairman, I would certainly give my support to the Minister in trying to fill that position with the best man at all possible, because I full well realize that what he speaks of, there is sort of a select circle of people that are knowledgeable of the industry and certainly are knowledgeable of the NEB and the gas industry itself. I think that it would just auger well for us in Yukon if we could acquire the services of a very top person.

One of the other problems, of course, is that the job, as I think the Minister said and I think he is sincere in that, will not be an ongoing position for another lifetime sort of thing. I think the contract would be a term contract, so we are going to have to pay a top dollar and consider the factors of the type of employment that we are offering. I would hope that we would all lend support and, as I say, I would hope that of the three

candidates, and I might say I believe I am aware of one of those candidates because I was phoned one day and asked if I did know of a person and I would say if that is type of calibre of person you are getting, it would be exceptional.

Mrs. Watson: Mr. Chairman, I see that it is listed as a separate department, the Office of the Pipeline Co-ordinator. Are we seeing this becoming a department of the Government? Do we see this staff of this office increasing significantly after you do in fact get the co-ordinator and you have your support staff of your secretary and this type of thing?

Mr. Chairman: I think Mr. McKinnon has already answered that, but I will refer it to him again.

Hon. Mr. McKinnon: Mr. Chairman, the people I interviewed and was extremely impressed with and sympathetic to were people who were primarily from a private entrepreneurial background dealing with pipelines, who have said you know we think we have dealt on the one side for twenty or thirty years and had the credentials of proving that they had been successful in dealing on that side, but we are looking for a change and deal from the other side, and it was very attractive to a small emerging government that was trying to do their best to make sure that they did not get stomped on by the force of the major companies and the Federal Government, and it was very attractive to them, kind of a David versus Goliath atmosphere, and all of them agreed that this was the route to go, the final candidates. Not all the candidates, some were from different governments and bureaucracies that thought the way to go was to create another huge bureaucracy where every expertise, whether it be education, local government, was right in that Pipeline Co-ordinator's Office and create another huge level of bureaucracy with the expertise just dealing with the pipeline under the thumb of the Pipeline Co-ordinator's Office. All the final applicants who I was interested in shared the belief that they did not need to have this type of bureaucracy to run the type of Co-ordinator's Office that they wanted to run on behalf of this Government. In fact, they were quite in favour of the concept of being small, flexible, mobile and serving a co-ordinating function with a minimum staff with the ability to be able to go out and purchase the expertise when and where it was needed and believe me, a final candidate knew the players, they knew where the expertise was, and they knew how to get it. If we do not get that type of man, then I am afraid perhaps the other burgeoning and mushrooming bureaucratic department might be created, and I think that is the last thing that we need or want at this point in the time, and it is the last thing that I think is necessary for this position. As long as I am the Member responsible for the Pipeline related activities from the Territorial level, that will not be the route that I will be taking, Mr. Chairman.

Mr. Chairman: Anything else?

Establishment 1100 agreed to

Mr. Chairman: We will go to an item that we missed the other day, on page 204. Mrs. Whyard was asked a question dealing with libraries and the relation of the salaries to the amount of the purchase of books.

Hon. Mrs. Whyard: Yes, Mr. Chairman, in Establishment 1310, the question was asked, regarding the policy whereby we determine how much is spent on administration rather than on books in libraries in Library Services.

The Director has informed me that the Library Services' Branch budget is not just for books. It is for the operation of a public library system and a support system for school libraries.

Library collections and services are organized in such a way that each book can get to the proper destination whenever it is needed.

It is a matter of the right book in the right place at the right time. This requires proper selection of what to buy from hundreds of thousands of books in print at any one time, proper purchasing from the cheapest, but more important, the most

readily available source, appropriate cataloguing and classifying so that the information in the book can be got at in as many ways as possible, simple circulation controls systems so that the book does not get lost after all the effort to integrate it into organized collections used by different libraries and different individuals, service staff who are trained in how this organization works, so that they can help the public gain access to the information contained in the collection.

All these tasks require time and resources and facilities. These are the operational costs of a library system. They are not administrative costs, except for a small portion of the time of three positions, community services librarian, technical services librarian, and head of media services.

All of the efforts of this budget are spent in operations, either to get materials into libraries, or, once in them, to get materials to the people who want to use them.

Actually, only 21 per cent of the \$539,000 is for direct purchase of library materials. It is not unusual for large, well-established library systems with collections many years in debt, to spend less than ten per cent of their budget on acquisitions.

Our collections are relatively new and not that large. In our present circumstances, 21 per cent of our total budget for acquisition of library materials allows us to maintain our collections at approximately their present size, while insuring their currency.

It is not sufficient for growth of Corrections. Library Services Branch would definitely like to spend more money on acquisitions, but if it did, we would absolutely have to have additional staff and resources to process them. If we doubled the acquisitions budget, at the very least, we must also double the size of the technical services division. All of the tasks described here are much better illustrated by example, and Mr. Chairman, we would welcome a tour to demonstrate the activity which is necessary for the organization and operation of a Territorial library system.

Mr. Chairman: Thank you, Mrs. Whyard. Does that satisfy the asker of the question, Ms Millard and Mrs. Watson were the two?

Mrs. Watson: Mr. Chairman, it is going to have to. I do not agree with it at all, and as you look at it, really, the library services, we have a total of \$539,000 and you add on to that the administration and I differ very much with what the Minister said that administration costs are part of operation costs. I do not know what they are, but they are not. If you total those, you are still into \$641,000, and yet your acquisition for books is at the \$399,800. I think that we sometimes forget the purpose of our departments and forget the purpose of the functions that we have. We set ourselves such a structure that the books are forgotten, sort of, in the Library, and we have to have a structure set up so that the routine can go through in order that we can make the books available to people. This is what bureaucracy is all about and the answer was just exactly what I expected.

It was an answer that justified the staff that they have, and I am sure that they could put books on the shelf with half that staff, which is quite sufficient. They would not have a few of the fringes and the frills and this type of thing, but the books would still be there for people to read, that is the point. It may not be as easy for the people who are working there to operate, they may not have the same extensive record keeping that they have, but we would be making books available to the public, and I have to accept the answer, Mr. Chairman.

Hon. Mrs. Whyard: In all fairness, Mr. Chairman, could I please urge the Honourable Member to come and see the facilities before she knocks them down the drain.

Mr. Chairman: Anything else? Establishment 1310, Libraries, \$539,600.

Establishment 1310 agreed to

Hon. Mrs. Whyard: Mr. Chairman, I have additional information answering questions asked during the Vote on the Health Services, which I would like to circulate to Members.

Mr. Chairman: There is another item on page 127, Vote 8, Department of Justice, the first item, 800, Legal Services. We were intrigued by what appeared to be a change in government structure and this was stood over.

Hon. Mr. McKinnon: Mr. Chairman, I was not in the House when the debate took place on the, I believe, the organizational chart of the Department of Justice. Mr. Chairman, I read the debate and read the reports of the debate. Mr. Chairman, it was this Government's intention to show in that organizational chart what we felt would be the ultimate in the formation of a Department of Justice for the Government of Yukon.

Mr. Chairman, I spoke long and, I think, sincerely, on the creation of a Department of Justice in Yukon that would accurately reflect the same functions found in a provincial Attorney General's office, so that, at that most pleasant moment when the administration and control of all of the aspects of the Department of Justice were handed over to the Government of Yukon, that the functioning department would be available for those responsibilities to be turned over to.

Mr. Chairman, I believe that more than almost anything that hinders the constitutional growth of this government is the fact that there is no political person responsible to the Legislature, who operates in the role of Attorney General in this Government.

I find in it, Mr. Chairman, a totally unhealthy and totally unacceptable position in Canada, in 1978, that our Attorney General is some 3,000 miles or so away, in Ottawa.

Mr. Chairman, for the very same reason that I did not support the motion that Members brought before the House, in asking for the release of the duties of the Commissioner at the present time, I would use exactly the same basis to say that it would be folly and prejudicial to proceed with the appointment of a deputy head, who would serve as a deputy minister in a quasi-type attorney general function at this point in Yukon's history.

But I think, and I believe, truthfully, that that is the ultimate that we should be looking towards, as soon as it is feasible to do so.

Mr. Chairman, so we could get away from the tact of the debate that it was taking, and away from the principle, which I am sure that we all espoused and agreed to, I have no difficulty at all, on behalf of my colleagues, on the Executive Committee, in stating categorically that this position, which is shown in dotted lines, because it is not contemplated in the foreseeable future, that that position would not be advertised nor filled, Mr. Chairman, during the life of this Executive Committee.

But I think that this Government should be flexible enough to allow, if that is the type of department which I believe most Honourable Members want, that sometime within a new Executive Committee, or a new Legislative Assembly coming into being with the past behind us, that additional responsibilities being offered by the Department of Justice and by the Government of Canada, that we should at least have the flexibility of being able, sometime down the line, to be able to create such a department if the opportunity so arises, Mr. Chairman.

Mrs. Watson: Mr. Chairman, I am not completely satisfied with what the Minister of Local Government has said, not at all. He read the *Debates & Proceedings* and said he did not like the comments that were being made and the insinuations that were being made, but they are real and they are there and it is about time he faced it.

Hon. Mr. McKinnon: Mr. Chairman, on a Point of Order, I think the record will show that I said that I did not like the tact or the direction in which the debate might be going. I did not comment personally on anybody.

Mrs. Watson: Mr. Chairman, if the Executive Committee Members are not prepared to accept this organization of the Legal Affairs, then what are we going to be looking at? I think that every one of us, before we give the green light to this Vote, would like to see in fact an organizational chart that the Government of the Territory is going to be using for the Department of Legal Affairs, or Department of Justice, whatever it may be.

Mr. Chairman, I cannot help but reviewing quite in depth a paper which was prepared, a Report on the Future of the Corrections Branch, and the paper was prepared for the Executive Committee by a committee that was composed of the Director of Social Welfare, Legal Affairs and the Public Service Commissioner. It was up to them to examine alternative futures for Corrections, and to report back to the Executive Committee. That committee was struck at the time that the Director of Corrections resigned. At that time, this committee was formed to investigate into what they would do with Corrections Branch, and they had the authority to hire appropriate consultative services.

This committee in fact did that, and they hired a management centre service in Vancouver, and they had people come up to do a survey of the Corrections Branch of the Social Services Branch and the Child Welfare Services, and they made some observations and recommendations. One of their recommendations and observations was establishing a Yukon Youth Service in the Department of Health, Welfare and Rehabilitation, which reports to the Director of Social Welfare and so on. Then it goes on, that was with the Juvenile Detention Home, the Youth Services. The second recommendation was maintaining a separate Corrections Branch, including adult probation and the Whitehorse Corrections Institute, which report to the Director of Corrections.

The Corrections Branch should be kept within the Department of Health, Social Welfare and Rehabilitation for the length of time required to (a) develop compatible policies and programs for both adult and juvenile offenders;

- b) transfer the caseloads of sixteen and seventeen year old persons from adult corrections to Youth Services;
- c) for the Department of Legal Affairs to assume greater responsibility for policing and Crown prosecutions, law enforcement, at which time the Corrections Branch should be transferred to the Department of Legal Affairs. Such a transfer may be possibly by April, 1979, and, at the latest, by April of 1980.

This Committee was struck in the summer of 1977. They go on to make further recommendations about maintaining and establishing a criminal justice co-ordinating committee, and various other things.

The committee felt that these observations of the consultants were invaluable to them and they accepted them in terms of basic principle and they sat down with these recommendations, and these are the recommendations that the in-house committee made. They were the committee that was formed to report on what should happen to Corrections.

One of them, the position of Director of Corrections be posted, and emphasizing experience, with a leaning toward work release and community programs.

- 2) the position of Director of Corrections should be renamed Division Head, removed from the list of Deputy Heads and report to the Director of Legal Affairs;

- 3) a superintendent be hired for the Whitehorse Correctional Institute, that is fine.

There are various other recommendations that they made of changes within the Department of Social Welfare, which they have done in establishing their Youth division.

They also made these recommendations, under Legal Affairs; that the function of adult correction and adult probation transfer to Legal Affairs;

- 2) consideration be given to renaming Legal Affairs the Department of Justice, and to incorporate all justice functions in this Department. That is, administration of courts, adult corrections, adult probation, law enforcement agencies, et cetera;
- 3) the Director of Corrections would no longer be deputy head status, but report directly to the Director of Legal Affairs, who, in turn, would report to the Executive Committee Member responsible for the Justice portfolio.

A very, very specific recommendation that was made to the Executive Committee.

It also goes on and it makes recommendations of the positions that should be advertised for, because there would be a requirement for new positions, there would be a requirement in order to bring out the re-organization, there would be a requirement for reclassification, but never did they state that there should be a new position of a Director of Justice.

Never did the committee recommend the three branches that we see now within the reorganization charts that we have received, and it states here also in the timing that effective October 1st, 1977, the adult probation services and Corrections branch will transfer to the Department of Legal Affairs and it was submitted in the summertime.

It also states that advertisements to be submitted for the following positions: Director of Corrections division, Supervisor of Youth Services, Supervisor of Community and Family Services, Supervisor of Youth Services Centre, and a Clerk IV. Nowhere does it make a recommendation that they should advertise for a new super Director of Justice in the Territory.

Mr. Chairman, I am most disturbed at the organization chart that we did receive from the Executive Committee Member, completely contrary to the report that was submitted, and I would assume accepted by the Executive Committee. This was done in October, things have happened since then.

Mr. Chairman, I feel that we should not be accepting this Vote 8 for Justice until we have a reorganization chart submitted to us, incorporating the recommendations that were made in this report and I do not doubt one bit that these recommendations were accepted in good faith by the elected people on the Executive Committee.

I can understand the Honourable Minister of Local Government saying at some time in the future, yes I certainly do, when we are in a position where we could in fact have an elected person responsible for Justice and we could have an Attorney General type of position. But we are not there now.

I would submit that we not deal with Vote 8 until the Executive Committee Member comes into this House tomorrow with a chart that reflects that report.

Hon. Mrs. Whyard: Mr. Chairman, the Honourable Member is not being entirely fair in her interpretation of background material which I circulated to all Members. As she knows, that report was prepared when we were revising the goals and objectives of one particular government department, which was Health and Welfare and Rehabilitation at that time. In the context of where Corrections should be in that Department, we sought advice and we prepared those recommendations and I carried through on as many as we could, in the context of moving Corrections out of Health and Welfare into the area where we felt it belonged, and of changing our objectives for juveniles so that they could be treated under a Youth Service division and so on.

Mr. Chairman, that was before the Government reorganization of all departments, in an overall plan for this Government, began to move.

That was taken in isolation, in all honesty, Mr. Chairman, in complete isolation from the overall Government reorganization. It was undertaken by my Branch only, because we had had a resignation of a senior official and we felt that we should have a look at that department and its problems and see where we should go.

You have all been provided with with the information which we obtained, as a result of our study.

There were recommendations there that we should proceed with the hiring of a director of Corrections, which we did, as soon as we found out what kind of a man we were looking for, who would follow through with the types of programs we all agreed we needed.

Now, Mr. Chairman, I am not making any excuses for anything that goes on farther than that. In my area, we did what we had set out to do and we obtained a new director of Corrections, and we changed the orientation of the department, which is still in motion. It takes time to reclassify and retrain some of the people who used to be corrections workers and who are now Youth Services.

It is like trying to stop the Manhattan, Mr. Chairman, it takes five miles to slow it down and another five to turn.

But we are making those changes within the context of what was one department before.

Now, the Honourable Member is mixing that study and that approach and those recommendations with what then followed in the major reorganization of all Government departments, which resulted in what is before us today.

I just want to make that very clear, Mr. Chairman.

Mrs. Watson: Mr. Chairman, well, that is fine. Then there was a major reorganization after.

All right, let us look at the chart that we got for legal affairs, or department of justice. We know full well that Legal Affairs was under the Director of Legal Affairs, the deputy head was Mr. O'Donoghue, and it included legal services, the solicitor, it included administration, it included court systems, it included Magistrate's Court, it included justices of the peace, juvenile court, juries, sherrifs, Supreme Court, citizen's court. These were all under the Department of Legal Affairs, and were under the Director of Legal Affairs, who is Mr. O'Donoghue.

Now, what are we looking at? We have divided it into three branches and we are making directors or division heads or whatever you have, of Corrections, of Administration and of Legal Services.

Now, Legal Services has taken in two new minor functions: public administration and land titles. That is the slot that I think is being reserved for the present Director of Legal Affairs.

If he wants to remain as the deputy head, he must reapply for that job that is in dotted lines. He must apply for that job, and if he gets it, he must go on probation for six months. There, that is going to be a new position, and it was emphasized to us here and everyone of us know it, if you go through the *Public Service Commission Ordinance*, that is the procedure that you have to go to.

There is a reclassification, it is a different job, they are going to write a different job description, and you might say it probably is conveniently so.

He will have to reapply, if he does get it, if he does get it then he will have to go on a six month probation. If he does not get it and decides to remain with Legal Services, he will have lost and he will just be responsible for Legal Services, as the Solicitor for the Public Administrator and Land Titles. Mr. Chairman, I think it is the most unfair method of dealing with a situation that we have at the present time.

If there had been this type of thing done with any of the other reorganizations of any of the other departments, somebody would have had a leg to stand on. But this has not happened with any department, no existing Deputy Head has to apply for another position in order to remain as a Deputy Head. Why has this one place been singled out and everybody is suspicious? I think we have a right to be.

Mr. Chairman, I think it is a real slap in our face and the Executive Committee Member responsible has no right to be

so blatantly, he must think we are stupid to come in with that and expect us to accept it when we know what has gone on, even if there had been one other department where the same thing had been done, but there is not. Mr. Chairman, I hope every Member here tells them to take it back, we are not looking at Justice until we get a reorganizational chart that reflects fair play within this Government.

We do have an inquiry, and when the decision is made by the inquiry, then the decision can be made, not now in prejudging it, and even if the results of the inquiry are the other way, I very, very much sympathize with the person who has been involved in an inquiry with his superiors, because you do not have a hope in heck really. If we let this go through now, well then we are foolish.

Mr. Chairman: Anyone else?

Hon. Mr. McKinnon: Mr. Chairman, I really believe that the Honourable Member from Klwane could find ulterior motives in an Ordinance declaring 'mother, pie and applehood' to be the momentum of the Government of the Yukon Territory. To listen to her put all of those implications on this Department of Justice chart really, to be of that suspicious a nature, must be really, really must be something.

Mr. Chairman, under the terms of the *Public Service Commission Ordinance*, the Director of Legal Affairs by schedule, is a Deputy Head for the purposes of the *Public Service Commission Ordinance*.

There is absolutely no way, by drawing a different line one way, that the Director of Legal Services, unless we were stupid enough to come in and blatantly try to change the terms of the *Public Service Commission Ordinance*, that we could do any such thing, Mr. Chairman, of trying to demote the Director of Legal Services to anything else from which he is today.

That is not a new position, it is not a new classification, and there is no way, shape or form that it was the attempt of the elected Members on the Executive Committee to try to demote by any nefarious, underhanded, or any method, the present Director of Legal Affairs.

It was a solid, a sincere and an honest attempt to bring about a Department of Justice eventually in Yukon, that could see the transfer of further responsibilities of the Department of Justice over to the Yukon Territorial Government, and at that time, create a position of an Attorney General or a like-Attorney General, provincial type Department of Justice, and nothing else, Mr. Chairman.

That is why the reason that I stated categorically that because I will be consistent in my arguments and I will not prejudge anyone who was under investigation, under the results of the Stratton Inquiry, that I made the categorical commitment that that position of that deputy head would not be advertised until or while the life of this present Executive Committee and this present House was available, but we should not preclude that perhaps there could be different responsibilities and different people in these places, who would want to do exactly as the chart shows, within the time of the next Assembly being voted it, we should at least leave this flexible enough that they could so do, if they desired and the man year was there.

There was nothing different, Mr. Chairman, in no way, shape or form in the chart here, with the removal of the position of that Director, not being applied for and not being a position that will be filled immediately, then the Minister of Renewable Resources, having two Directors, the Director of Renewable Resources and the Director of Game, reporting directly to him as the Executive Committee Member responsible for Renewable Resources and for Game, and the line responsibilities with Corrections administration and Legal Services reporting to the Deputy Commissioner is no different at all than those circumstances.

If there was an attempt that I am not aware of, if I was not on Executive Committee, or if I was not privy to some of the discussions, to try and down-grade through this method, and I say to you in all honesty and openness, that it is just the creation of a department that could best serve the needs of the public of Yukon, nothing else.

If there was this attempt in any way, shape or form, I was not privy to it, I was not aware of it and I have no compunction at all in saying that I believe totally that that is the same stand as the elected Members on the Executive Committee.

Mr. Chairman, there is no attempt in any way, under the *Public Service Commission Ordinance*, which we cannot do without a change in that Ordinance, of downgrading the Director of Legal Services, at the present time, as a deputy head, through the reorganization of the Department of Justice to create a better functioning Department, Mr. Chairman.

A more sympathetic, a more involved department with the concerns of the public as they apply to justice, and believe me they are out there and the Honourable Member knows that they are there and that was the full and total attempt of this and with a commitment, Mr. Chairman that that position, which is shown there in dotted lines because it was not intended to be filled immediately, that it will not be filled during the life of this Executive Committee and this House, I cannot see what the Honourable Member is objecting to and how she can see these motives and make these insinuations just dealing with this chart and the organization of the Department of Justice, Mr. Chairman.

Mr. Chairman: Any other discussion?

Mrs. Watson: Mr. Chairman, I am just amazed that either the Honourable Member thinks we are stupid and naive or else he is stupid and naive, somebody is. Mr. Chairman, it is so obvious that there is a demotion there, and the Honourable Member said it himself when the three branch heads would be reporting to the Deputy Commissioner, because they would not be filling that position. But, Mr. Chairman, administration, court systems, probations, all of these were under Legal Affairs, and were under the Director of Legal Affairs, yes they were, Mr. Chairman.

Mr. Chairman, the Director of Legal Services is listed in the *Public Service Commission Ordinance* as a Director of Legal Services and he could remain there and have his authorities and his functions taken away from him. He would keep his salary, oh yes, he would keep his salary, because you cannot do anything about that. But Mr. Chairman, what is being done is an insidious thing and the people of the Territory are going to lose confidence in the Executive Committee Members if they do not wake up to what is happening and stand up for a change in this whole thing that has been going on and saying, no, we are not going to let this happen. The people of the Territory would be well served.

You sat back under some of the insinuations, some of the things that have gone on, and you say nothing, or you defend, and you have a right to reply to the people of the Territory. How can you sit back and make excuses for this now, and defend it. You are saying the people of the Territory would be better served with this. I do not see that it is going to make one bit of difference in the type of service you get through the Justice Branch.

I am disappointed, very disappointed in the elected people on the Executive Committee, who keep constantly covering up this type of thing. Mr. Chairman knows, we all know, the implications of this chart. I think it is unfair, it is an unfair thing. It has not been done in any other department, nobody is being demoted by the organization. If you sit there and say they are not being demoted, then you are wrong. He might keep his salary, certainly, but he will be stripped of any authority and any function and they will put him in an office and he can sit

there, or else if he wants the other job, he can apply and go on probation. Those are the two choices that are left, and it is not pleasant, not at this stage of the game. You are prejudging, by all means. Even if, as I said before, I just really, and I am sure that Mr. Chairman is not going to give me the opportunity to speak again because I have repeated it, but a person does have to sympathize with someone in a situation like this because when you are testifying in a hearing against your superiors, you can rest assured they are going to get some way or other, and here it is.

Mr. McCall: Thank you, Mr. Chairman. I am a little concerned about the movement that is going on over the heads of the Executive Committee, dealing with the Legal Services which we have in this Government.

When I first looked at this diagram, it seems to me like a vertical demotion, which goes on in private enterprise quite often.

The Minister for Local Government made reference to the little square that is dotted, where possibly a director will be given an opportunity, under the Deputy Commissioner, who is not an elected person, to dictate through the lower portion of the so-called department structure.

I think that when this was considered, I think it was considered without any thought. The Minister made reference to the Stratton Inquiry, although he has been very silent when the motions were put forward on that particular Inquiry.

My concern is that the individual who is involved is now, from what I have seen, being very gently, very methodically eased out of his responsibilities towards this Government.

Possibly it will not come into life in this particular Assembly. That is very obvious. The turn of events will probably come when everybody else is concentrating on other matters, including the Executive Committee Members. Probably at that point he will not care anyway.

I think you should look at really what you are actually doing in this particular area of the Government structure. I would say that it is one of the most sacred parts of the, you might say, justice.

If the Executive Committee supports this type of a structural change, I find it very surprising. I do not expect them to be perfect people, but to allow something like this to go through under the responsibility of a civil servant, is one of the greatest mistakes you are making.

I do not think that you have any realization just what is being allowed to take place, at this time, or when we have phased out of the picture, so to speak.

I think the Minister of Local Government should give extreme careful consideration before he goes any further, along with the rest of the Executive Committee, because only time will tell as to who was irresponsible in allowing this to happen. I can see a very tragic conclusion to it, because I see it in private enterprise. Thank you, Mr. Chairman.

Hon. Mr. Lang: Mr. Chairman, I think there are a couple of points that should be pointed out once again. The chart that has been presented to you has been presented to us and it is along the lines of the provincial jurisdictions for Justice. This was a lot earlier this year, or the beginning of last fall, to give us an idea of what the other provinces did in this particular area. This is basically the chart that was accepted in principle.

I think it is fair to say, Mr. Chairman, that we fully realize and we can understand Honourable Member's consternation in respect to what is taking place at the present time. As far as the chart is concerned, I think you take out the personalities and look at it as far as how would it best serve the Yukon. Now, the point in respect to what my colleague, Mr. McKinnon, made, was one, that as Executive Committee, we are prepared to communicate with the Public Service Commissioner, tell him that the position will not be filled during the life of this Execu-

tive Committee, the elected Members in this Legislature, and subsequently would not be considered until next Government was formed after the next election.

Then it leaves a flexibility for the people at that time, and that is the democratic process. Now, Mr. Chairman, I am not an expert in justice. I do not think anybody here is, but I can understand the consternations and I think that we are prepared to accede to the comments of the Honourable Members in this respect, and I think we have done that.

Mr. McCall: Yes, I would like to ask the Minister of Education just what assurances does he have as an Executive Committee Member that this will not take place prior to the next election? What assurances does the Minister of Education have that the Deputy Commissioner, who is not answerable to the Minister of Education, will not make that decision prior to the next election, dealing with this particular filling of this job?

Hon. Mr. Lang: Mr. Chairman, any appointment of this kind would have to come through the Executive Committee in the final analysis, so we would know whether or not it was going to be made. All I can do is assure all Members here that if a Deputy Head's position is being filled, all Members of the Executive Committee are fully knowledgeable of what is going on, at least up to this time they have been.

Hon. Mr. McKinnon: Mr. Chairman, just to prove that there was no ulterior motive, the Director of Corrections, under the *Public Service Commission Ordinance*, is a Deputy Head. Mr. Chairman, there is no other way that he can serve his Member of the Executive Committee, than other align responsibility to that Deputy Commissioner. There is no way, hired as a Deputy Head, that under the reorganization of the Department of Justice, which is a proper and a sensible organization, that Corrections and a Director hired as a Deputy Head, has the same status as a Director of Legal Services, as a Deputy Head.

Mr. Chairman, there is no possible way under the *Public Service Commission Ordinance* that you are going to have a Deputy Head under a Deputy Head unless they report directly to their Executive Committee Member.

It is not possible for it to function organizationally, because that Director of Corrections was hired as a Deputy Head. The Director of Legal Affairs is a Deputy Head and there is no way, under the *Public Service Commission Ordinance*, that a deputy head is going to be reporting to a deputy head. It is like the Director of Local Government, who is a deputy head, being subservient to the Director of Engineering, who is also a deputy head, Mr. Chairman.

It is impossible to function, it cannot work and it will not work. Now, whether the administration of the court system which is obviously separate from Legal Services, whether it should not be transferred at this point in time or whether it has been done or not, I do not know, but I know that in the case of Corrections, that that is a deputy head position and whether there can be an organizational chart to reflect or not to reflect the elevation of the administration of the court systems and justice, which I feel is just as important as the other functions served at a deputy level in a proper Department of Justice, is something else.

We are certainly willing to take a look at that in the organizational chart, but I tell you, Mr. Chairman, that if we want Corrections to be under a Department of Justice at a deputy head level, there is not going to be a deputy head subservient or under another deputy head, because that just is not within the terms of the *Public Service Commission Ordinance* and just is not possible to happen.

Mrs. Watson: Mr. Chairman, I beg to differ with the Honourable Member. The deputy head, the Director of Corrections resigned and he was replaced with a Director of Corrections. He would be reporting to this deputy head, this new Director that is under the Deputy Commissioner.

So, that, in the organizational chart, is the natural flow, but, I point out again, the Director of Legal Affairs at the present time is in charge of everything in this chart, what these four little blanks here with Corrections. What they are proposing is putting him over here, with this, splitting this up with another director and having this director here, and all reporting to a new deputy head, because that would be a director or the deputy head of a department of Justice, not of Legal Affairs.

In the *Public Commissioner Ordinance*, the schedule which outlines the people who are in the deputy head position, it is a Director of Legal Affairs and that is where Mr. O'Donoghue would go, under the *Public Service Commission Ordinance*.

But the deputy head, the Department of Justice, would be a completely new position, who would not be scheduled in and who would not have tenure, as Mr. O'Donoghue does have tenure, under the *Public Service Commission Ordinance*.

The only way they can get rid of him is to demote him this way, take away his functions, leave his salary, or make him reapply in a reorganizational chart.

I was amazed at the Minister of Education when he stood up and spoke and said we are prepared to look at it. I do not think he really realizes the significance of this.

I think Mr. McCall hit it on the head that this is very, very serious, and I think if the elected Executive Committee, elected Members, they should go along with our suggestion and ask for a reorganizational chart which would reflect the Department of Legal Affairs as it is at the present time, with the added responsibility of Corrections, because that is a Director reporting to him, then let the next political group that get in here, possibly some of this situation will have resolved itself, if they want to, at that time restructure the Department of Justice, let them go ahead.

Mr. Chairman, if the person that we are talking about, the Director of Legal Affairs, if their work was in question, and I understand Mr. Bell wrote him a very good work performance before this happened, he probably would not write the same type of work performance now. Keep it the way it was. I would certainly suggest to the Executive Committee to go along and have him come back with a new reorganizational chart, which leaves it as it is and not prejudge anything, unless it be resolved within a year when you have another group in here.

Hon. Mrs. Whyard: That is what we are doing.

Mrs. Watson: No, you are not, no you are not.

Hon. Mr. McKinnon: Mr. Chairman, I do not think we can leave it as is, but we are willing to find out, because of the appointment of the Director of Corrections as a Deputy Head under a new Department of Justice. I do not believe that we can, but Mr. Chairman, you say that we are not applying enough significance with it, okay, I will meet you half way, you are supplying too much significance to it, because the attempt was genuinely and honestly to create a Department of Justice, the same as the provincial Attorney General's Department, to provide a better system of justice and communication to the public of the Yukon.

I just cannot accept the insinuations that are being made because they just are not there. Mr. Chairman, as I say, if we are not giving enough significance to us, then all right, we are willing to have another look at it, but I think there are certain things that are possible and certain things that are not possible under what has happened with the creation of the Department of Justice, and we are willing to come back and say this is what is possible with the reorganization, and perhaps we can reap some satisfactory solutions to get the Vote finalized.

Mr. Chairman: I think that will be enough discussion on this subject for today, we will continue with it tomorrow morning. But I would suggest that the only way that this is going to be solved is by the deletion of the man year and the salary for the Director. I do not think anything else will satisfy this Assembly.

Mr. McCall: I would move Mr. Speaker do now resume the Chair.

Mr. Fleming: I second that.

Mr. Chairman: It has been moved by Mr. McCall, seconded by Mr. Fleming, that Mr. Speaker do now resume the Chair.

Motion agreed to

Speaker resumes the Chair

Mr. Speaker: I will now call the House to order. May we have a report from the Chairman of Committees?

Mr. McIntyre: Mr. Speaker, the Committee of the Whole has considered Bill Number 3, *First Appropriation Ordinance, 1978-79* and directed me to report progress on same and asked leave to sit again.

Mr. Speaker: You have heard the report of the Chairman of Committees, are you agreed?

Some Members: Agreed.

Mr. Speaker: Leave is so granted, may I have your further pleasure?

Mr. Lengerke: Mr. Speaker, I move that we do now call it 5 o'clock.

Ms Millard: I second that, Mr. Speaker.

Mr. Speaker: It has been moved by the Honourable Member from Whitehorse Riverdale, seconded by the Honourable Member from Ogilvie, that we do now call it 5 o'clock.

Motion agreed to

Mr. Speaker: This House now stands adjourned until 10 a.m. tomorrow.

Adjourned

The following Sessional Papers were Tabled March 21, 1978

78-1-14

Health Care Insurance Plan Annual Report 1976

78-1-15

Protective Services Branch Annual Report 1977

78-1-16

Yukon Spatial Price Survey December 1977

78-1-17

Report on Regulations