Debates & Proceedings

Wednesday, March 22, 1978

Speaker: The Honourable Donald Taylor
Whitehorse, Yukon Territory
Wednesday, March 22, 1978

Mr. Speaker: I will now call the House to order.
We will now proceed with Morning Prayers.

Prayers

Mr. Speaker: We will at this time proceed with the Order Paper. Are there any Documents for Tabling?

ROUTINE PROCEEDINGS

TABLING OF DOCUMENTS

Hon. Mr. Hibberd: Mr. Speaker, I have for tabling this morning, the Yukon Real Estate Survey, 1976-77.

Mr. McCall: Yes, Mr. Speaker, I have for tabling a document with reference to inquiry into taxes.

Mr. Speaker: Are there any further Documents?

Hon. Mr. Hibberd: Mr. Speaker, I have for tabling a Legislative Return in response to written question number 36, asked by Mrs. Watson, on December 12th, regarding natural gas distribution legislation.

Mr. Speaker: Are there any Reports of Committees.

REPORTS OF COMMITTEES

Mr. Fleming: Yes, Mr. Speaker, I have for tabling the Sixth Report of the Standing Committee on Statutory Instruments.

Mr. Speaker: Are there any further Reports of Committees? Petitions? Introduction of Bills? Notices of Motion for the Production of Papers? Notices of Motion or Resolution?

NOTICE OF MOTION

Mr. Fleming: Yes, Mr. Speaker, I give Notice of Motion regarding the Sixth Report of the Standing Committee on Regulations.

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

Are there any Statements by Ministers?

STATEMENTS BY MINISTERS

Hon. Mr. McKinnon: Thank you, Mr. Speaker.

Mr. Speaker, yesterday all Members of the Assembly received a letter from Mr. John Watt, concerning the recent assessment within the City of Whitehorse.

Mr. Speaker, I would not have brought the matter up except that Mr. Watt has chosen to make his letter to you public.

I am embarrassed for this Assembly to have to speak to the unfounded, malicious, untrue and completely unwarranted statements and charges contained in the correspondence.

Over the course of the past several years I have been subjected to many such pieces of correspondence from Mr. Watt. Mr. Speaker, I can only most kindly classify all of them as junk mail consistently containing accusations against me personally and against the Government generally. Despite this, Mr. Speaker, I have attempted to carry out any dealings with Mr. Watt in a fair, courteous and objective manner. Mr. Watt is obviously a taxpayer who does not agree with his assessment. He knows full well his recourse under the terms of the Taxation Ordinance. The letter contains no facts at all, Mr. Speaker, but is replete with innuendo. The only one I must answer is the indication, to use Mr. Watt’s terms, that I gave personal direction and instruction to YTG assessors.

Mr. Speaker, I deny this categorically, it is a malicious and a total untruth. There were no instructions or directions issued by me to YTG assessors. I respect our assessors independence and professionalism too much to attempt any such interference, and know exactly what their reaction would have been if I had attempted any such undue influence in the conduct of their business.

Mr. Speaker, one of the more unpleasant factors of public life is to be constantly defending oneself against unwarranted and untrue charges and accusations. This is particularly odious when a disgruntled member of the public who obviously knows that he has a recourse available under the law, chooses to conduct a personal smear vendetta, for whatever, reasons against a Member of this Assembly. Thank you, Mr. Speaker.

Mr. Speaker: Are there any further Statements by Ministers? This then brings us to the Question Period. Have you any questions.

QUESTION PERIOD

Question re: Radiation Danger

Mr. Berger: Yes, Mr. Speaker, a question for the Minister of Human Resources: in view of the Yukon athletes participating in Hay River and Pine Point, and also in view of the recent accident of the Soviet satellite in that particular area, I wonder if the Minister could enlighten us of any possible radiation in that area?

Hon. Mrs. Whyard: Mr. Speaker, because we were concerned about the possible hazards of such radiation, we inquired of the Health authorities in the Northwest Territories, prior to our athletes and other observers going over to Hay River and Pine Point, and, Mr. Speaker, we received assurances from the Chief of Environmental Protection in that Government and, Mr. Speaker, if I may be permitted to read his official message to us:

"It is confirmed that in the view of the Atomic Energy Board Canada Team, no health hazard exists to visiting athletes and others to the Arctic Winter Games."

Mr. Berger: Supplementary, Mr. Speaker, concerning the local area more. The other night a news item came on CBC that there was a cloud of radiation drifting over Alaska, heading east and I wonder if there is any monitoring being done on this particular item?

I wonder if the Minister of Health could possibly tell us anything about this particular thing?

Hon. Mrs. Whyard: Mr. Speaker, I do not have specific information about that particular hazard, but we do have monitoring reports and we can get the information for this House from the Federal Environmental Department, which has monitoring devices in Yukon. I will endeavor to do so today.

Question re: Alaska-Yukon Refinery/Leasing of Land

Mrs. Watson: Yes, Mr. Speaker, I have a question for the Minister of Local Government. I understand that the Alaska-Yukon refineries have applied for a lease for four parcels of land, approximately 78 acres, in the Haines Junction area, in order to re-activate their cracking plant.

Could the Minister advise us if this lease application, this lease for this land has been granted by the Federal Government to the Alaska-Yukon Refineries Limited?

Hon. Mr. McKinnon: Mr. Speaker, I have attempted to find out information on a previous question from the Honourable Member and I will attempt to get an all encompassing answer as to the status of the land refinery activation situation from the Federal Government as quickly as I possibly can. Mr. Speaker, I am interested in knowing just exactly where the matter stands also, and to this date I have not received that reply to the original question and I would like to put an all encompassing answer to the Honourable Member for my information and for the information of all Members of the House, Mr. Speaker.

Question re: Credit Union Report

Mr. Lengerke: Mr. Speaker, a question for the Minister of
Consumer Affairs, I understand a report from the BC Central Credit Union has been received by the Government. If in fact this is true, will the Minister be tabling that report? It is with respect to the Whitehorse Credit Union I understand.

Hon. Mr. Hibbert: Mr. Speaker, by the Statute, the Credit Union Ordinance, that report is filed with the Registrar. This is the route it is supposed to take. I would suggest, however, the Whitehorse Credit Union has operated continuously in the Territory since its establishment in 1957. In recent years this Credit Union has experienced rapid growth, together with the problems which any business encounters during a period of expansion.

In 1977 the revised Credit Union Ordinance and a new Stabilization Fund Ordinance were enacted. At this time, a closer working relationship was established by the Whitehorse Credit Union with the BC Central Credit Union which has provided very substantial financial support for the Credit Union. At present, under the terms of the Management Contract, BC Central Credit Union also provides a qualified manager for the Whitehorse Credit Union Limited.

An examination of the affairs of the Whitehorse Credit Union was undertaken in November, 1977, resulting in the establishment of guidelines for the operation of the Credit Union. The Credit Union is being closely supervised and the guidelines have been implemented.

A most recent examination of the Whitehorse Credit Union by officials of the BC Central indicate that there was projected economic expansion in Yukon. There is very strong evidence upon which to support the viability of the Whitehorse Credit Union in the marketplace.

Mr. Speaker: It now being ten past the hour, we will proceed from the Oral Question period to Replies to the Speech from the Throne. Are there any Members wishing to make a Throne Speech reply at this time?

REPLIES TO THE SPEECH FROM THE THRONE

Mr. Lengerke: Yes, Mr. Speaker, I welcome the opportunity to be able to respond again to the Speech from the Throne, which was presented to this Assembly on March 2nd.

My comments will be very brief. I think my opinion has not altered too much from that which I expressed in reaction to the Speech from the Throne in November, of 1977.

As far as our 1978-79 budget is concerned, Mr. Speaker, some label it as an election budget. I suggest it is an attempt at an election budget, and a pre-pipeline budget.

If we were to have followed the commitments made by the Federal and Provincial authorities at the recent First Ministers' Conference in Ottawa to restrain Government spending below the growth of the economy, this Government would have brought in a budget increased only by eight to ten percent. I believe, Mr. Speaker, that the people of Yukon would have acted quite quickly to such a measure of restraint.

I am concerned, however, with our overall increase of some 5½ to 6½ per cent, that requires us to utilize our working capital reserve. However, I guess the wisdom of that decision can only be judged down the road.

I too well realize the impact of the decision to adjust taxation by reducing the school tax mill rate, increasing the territorial tax mill rate and increasing the Home Owners' Grant. Certainly the majority of my constituents, certainly in Riverdale, will benefit at the residential level, but many will be adversely affected at their business or commercial enterprises.

I think the overall relief, however, is appreciated and it is realized, the necessity for this action because of the property assessment in the City of Whitehorse. I am confident that the same type of measures will be taken when the outlying communities such as Faro and Watson Lake are also reassessed.

I do caution that we cannot allow ourselves to become more deeply involved in the redistribution schemes and other welfare programs that will affect our future ability to respond to major economic instability. Hopefully, that instability problem, we will not see that in Yukon if we play our options right in taking on the pipeline project and in developing our resources if in fact we ever are allowed to control our resources.

So, Mr. Speaker, I can well appreciate some of the action as suggested by the government that we must move ahead to be able to respond to the rapidly approaching pipeline development along with the need to meet our normal growth requirements. But my problem, Mr. Speaker, is that they are not clearly spelled out or defined in a long-range plan or strategy and the people of Yukon still ask, what is YTG doing? Are they reacting? I get these kinds of questions everyday and I attempt to ensure those people that yes, the government is moving on such matters as pipeline impact, pipeline information, Heritage Fund and so on.

Mr. Speaker, apparently it is not sufficient to say this, I think we must effectively demonstrate this on a continuous basis and the get the message out loud and clear.

It appears to many that we in YTG are not reacting when you witness the efforts of our Government in relation to those of the native people, for instance, when trying to make a point. We send one representative and they send a dozen or better to Ottawa and across the country. Hopefully though, common sense will prevail by those that feel that way and maybe as well some economic sense and the people will appropriately consider that situation.

Mr. Speaker, I could go on and again express my concern about our relation with the Federal Government, that it does not have to be one of confrontation in most instances. I could express our concern over relations with the native people, that we really have not attempted or used all our avenues of approach in dealing with them, that we do not exercise and use the power already ours to the best of our ability, that we have no commitment to a future plan or strategy for Yukon.

Mr. Speaker, I have said this many, many times and I do not want to belabour those issues, but I expect some significant changes after the next Yukon election. I think it will be demonstrated that not only is a political affiliation or philosophy required, but those people must also be committed to a leader with a future in mind, some goals to achieve for Yukon, and a plan to follow, and some positive reaction or renewed confidence from the people of Yukon in their own government.

We cannot continually have pressure groups running to Ottawa and bypassing this Government of Yukon. We need those groups to pressure us. We need their support, good or bad, and we must demonstrate that most answers to their problems can be met through the use of their own elected people and established government.

Mr. Speaker: Are there any other Members wishing to speak?

Mrs. Watson: Mr. Speaker, this is the last budget that this Twenty-third Legislature will have placed before it for consideration. A budget that does not, in fact, increase taxation, but a budget that certainly sets the stage for the requirement of extra revenue from Yukon taxpayers probably in the next fiscal year. It is a deficit budget which means that our government is going to be spending more this year than we take in from Yukon taxes, from our income tax credit, and from the Deficit Grant from Ottawa.

In other words, we will be living beyond our means this year, and we are going to have to dig into our savings, and that is our working capital. Our savings are not in the healthiest state either, approximately six and a half million dollars. Out of that will have to come the increases in salaries that will be given to the civil service and the teachers as a result of negotiations that will be taking place for new collective agreements. Also out of
that will come the extra fees that will be given to the doctors under the Yukon Health Medicare Scheme.

It does not take an expert to conclude that it could:\.

that by the end of this fiscal year, the Yukon Consolidated Revenue Fund could be akin to Mother Hubbard's cupboard.

How did we get into this situation? It is true that inflation has taken the toll of government spending, just as it has for every individual Yukoner. We can roundly estimate that it costs ten per cent more to provide the existing services, just as it costs ten per cent more to maintain a household.

But, Mr. Speaker, this year this Government is increasing its staff by 61 more man years. This, in itself, will account for approximately an increase of $3 million.

The Government of Yukon will employ at least 1,360 people, and I daresay approximately 80 per cent of them will be right here in Whitehorse.

We criticize Ottawa for building up a big bureaucracy, which is a drain and a burden on the Canadian taxpayer, and yet here in Yukon, we are doing the same thing. We are going in the same direction. We are establishing a big government that the Yukon taxpayer will find he cannot afford to support.

Yesterday, an Honourable Member spoke very loftily about the need for more responsible government in Yukon and the need for us to be able to determine our own destiny and I agree. We all agree, but I sometimes think that we expect a magic wand to be waved over us, and there, we have responsible government.

We have to fight and scrap for that responsible government. It is not going to be given to us easily. Words and speeches are easy, but we have the courage to stand up in this House to fight to retain the steps we have already taken in that direction?

Mr. Speaker, I refer to the ministerial directive that was sent to the Commissioner of the Territory, when the Executive Committee was structured with the involvement of elected people from this body. I quote from that Ministerial Directive, and this is the Minister's actual words: "I would support giving advice of the Executive Committee and especially elected Members, fullest possible consideration in determining the course that should be followed by you in any given situation."

Yet, we know, Mr. Speaker, that by the Commissioner's own testimony, he does not consult with the elected Members on the Executive Committee in all given situations. He has stated he consults when he feels that he thinks it is necessary to consult.

Yet, Mr. Speaker, our elected Members on the Executive Committee have sat back. They have not brought to this House a motion asking for the support of this House, and I am sure they would get unanimous support, to convey to the Minister of Indian Affairs that we have no confidence in the Minister's Commissioner unless that Commissioner is prepared to abide by the rules that structured the Executive Committee in the first place.

All we have had is silence and we have done nothing, and I daresay, Mr. Speaker, we will probably be doing nothing.

What about the document about Yukon's future. The document is supposed to be confidential and not available for Yukoners' eyes. Yet its contents are the subject of stories in eastern newspapers. Will the elected Members have the courage to table that document in this House? If we are going to let ourselves be pushed around, Mr. Speaker, then we will be pushed around.

I think also about the Yukon Land Claims where the Commissioner and Mr. McKinnon represent the Yukon people's interests at the negotiating table, the Yukon people have had no report on the negotiations. We have had copies of four documents that were agreed to, but they are in very general terms.

Now we find out that the Minister had already made a commitment to the Indian people that no more land would be released to the Territorial Government for development to be used by Yukon people and we also find out be made a further commitment to the Champagne-Aishihk Band that if any land is in fact released, one-third of it will be set aside for that Band. Where does this put the negotiations when the Minister makes end runs on the negotiations. I makes a sham of them for Yukon.

The CYI have no trouble walking away from the negotiating table and publicly declaring, to the Minister and all of Canada, their displeasures. What does the Yukon do? We keep going back with our briefcases and our papers and hope that someone will listen to us.

I wonder what would happen if the Yukon walked away from the negotiating table and made a public splash about our grievances? And I wonder how far are we going to go in adapting, changing, even diluting the very value and effectiveness of our school system to accommodate the ever increasing demands of some of the Indian organizations. Yet they are never satisfied. We are fast approaching the time and will we have the courage when we should say this is our Yukon school system and we want all Yukon children to attend, but if it is not to your satisfaction, YNB or CYI, then you must make other arrangements with the Federal Government.

I have always in this House, and outside this House, publicly spoken against special status for any race of people in our country, and I will continue to do so. I recall a year ago when we were discussing the budget, questioning the Special Constable Program for only Indian people. One of the Honourable Members said that my neck was the colour of my red jacket. Yet, yesterday because of political expediency, that same Honourable Member spoke strongly against special status for any citizens in this country, based on race.

Mr. Speaker, under the Yukon Act, there is only one natural resource that the Yukon people have control over. That is game. And how game in the Yukon is to be controlled and harvested is to be determined by the Yukon people through their elected representatives, and not by members of the Game Branch. The Game Branch were hired to do the necessary research, game counts, establish inventories and so on, and it is their function to pass these statistics together with their recommendations to the general public. They have endeavored to get public support to phase out the outfitting industry in Yukon.

Mr. Speaker, this is not part of their function. They are using statistics which are only estimates, and which have only been developed over a short period of years. Other groups are not being given the opportunity to publicly question or rebut these statistics. The Game Branch are not providing statistics on the extent of the harvesting that is done of our game population by non-resident hunters. They are endeavoring to get public support to phase out the outfitting industry in Yukon.

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Mr. Speaker, I will not stand by and let government employees regulate the outfitting industry in Yukon.

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Mr. Speaker, I will not stand by and let government employees regulate the outfitting industry in Yukon.

Mr. Speaker, I sincerely hope that the next Budget will brought before the Legislature by a group of people who have clearly defined, to their electorate before their election, the direction that they plan on following if they have the opportunity to assist in the governing of this Territory.

Thank you, Mr. Speaker.
Mr. Speaker: Are there any further replies to the Speech from the Throne?

Mr. Berger: I want to reply that I am quite concerned that nobody mentioned realities and the real realities we have to face these days are pipeline matters and the way we people in Yukon are being sold out by Ottawa, and to some extent, by some people right here in this Government.

We were told in the past, Mr. Speaker, that this pipeline is going to bring a lot of benefits to Yukon. It is going to create jobs in Yukon. It is going to employ so many people in Yukon, it is going to train native people for certain jobs so that they can continue in industry in whatever endeavor they want to undertake.

But the naked reality, Mr. Speaker, right now comes to light, because now it comes to light that there are union contracts being signed with the pipeline companies and there are four unions involved, Mr. Speaker, who only hire through hiring halls. There is a big difference from the union which operates here in the Territory. It is a local union which has no closed shops. But what I am talking about right now, there are four unions who have closed shops and they are saying already that it is going to create a problem to hire Yukoners, to hire Northerners because of their constitutional problem where they have to go through the hiring halls to hire those people.

It has also been stated in news reports that it is already too late to train people for pipeline jobs because the training is going to take three to four years to become a qualified worker on a specialized job on the pipeline.

This Government is not really doing very much about it. Neither is the Federal Government, neither, for that matter, Mr. Speaker, is our Yukon MP, Mr. Nielson. As a matter of fact, I think he is the sponsor of the Bill, the way he is acting lately in Parliament.

He is pushing the Bill through, moreso than the Government and I do not know what is interest is in the pipeline. He, yesterday again, chastised the leader of the NDP in the House of Parliament, and said we cannot guarantee Canadian content in this. It is against the interest of Canadians to guarantee Canadian content in the Canadian stretch of pipeline.

I ask you, Mr. Speaker, what kind of a Member of a Canadian Parliament is this person anyway? Here we have four unions who have closed shops and they are saying already that it is going to create a problem to hire Yukoners, to hire Northerners because of their constitutional problem where they have to go through the hiring halls to hire those people.

I have been stated in news reports that it is already too late to train people for pipeline jobs because the training is going to take three to four years to become a qualified worker on a specialized job on the pipeline.

Mr. Speaker: It has been moved by the Honourable

Mrs. Watson: Mr. Speaker, I seem to be bringing in Item Number 1, standing in the name of the Honourable Member Mrs. Watson.

Mr. Speaker: Is the Honourable Member prepared to deal with 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 ASSEMBLY THAT the Recreation Grants Regulations made pursuant to the Recreation Development Ordinance be amended as follows:

By adding immediately after subsection 4.4 thereof, the following subsection 4.4(1): Where any person not resident in a community listed in Section 16 or in a neighbouring community referred to in subsection (4) satisfies the Commissioner that he is in receipt of recreation services provided by a local authority, that person may be included in the population of the local authority for the calculation of the per capita grant payable pursuant to subsection (2).

Mrs. Watson: Mr. Speaker, I seem to be bringing in amendments to the Recreation Ordinance Regulations, but I think this is quite a normal procedure when we have a new Ordinance and a new set of Regulations and we are going into a
new type of cost-sharing program. There are areas where changes are required once you start using the Regulations, and I am asking the Members to support me in this change. It may be costing the Government of the Territory a couple of thousand dollars in all, but no more than that.

At the present time, there is a provision under the Regulations that the Territorial Government would cost-share recreational expenses of a community on a 40-60 basis. There is a maximum set, and they will also provide a per capita grant to each of the local authorities. The per capita grant is based on the figures, the Statistics Canada figures. We know that these figures are not always that realistic, but we have to have some guide and we have to go along with them.

We also know that the boundaries of the local authority are not the boundaries that where the recreation programs are not just delivered to the people within those boundaries. In the Regulations, there is a provision that one local authority can make arrangements with another community and they must satisfy the Government that the other community is willing to go along with this, that this local authority will provide recreation for that other community. When such an agreement is reached, when the Territorial Government is satisfied, then the local authority can, in fact, receive the per capita grant for the other community.

Mr. Speaker, that is fine, but we have to look at Yukon as it exists today. We have L.I.D. boundaries, we have community boundaries, and the L.I.D. boundaries do not take in all of the people who in fact utilize the recreational facilities that that local authority within those boundaries provide.

We have people living up and down the highways, people in lodges, people who just live out of the boundary whose children attend school, their children and the adults themselves, use the recreational program in that community and yet, the community is not able to get a per capita grant on their behalf, therefore, this is why I am bringing this amendment in so that if we have someone living at McIntyre Lodge, their children go to our school at Haines Junction, the people curl in the community, play hockey in the community, surely Haines Junction local recreation authority should be able to receive a per capita grant on behalf of those people.

I am saying that they satisfy the Commissioner, this person, that he is in receipt of recreation services provided by a local authority. He must satisfy the Recreation branch, then that person may be included in the population of the local authority for the calculation of the per capita grant. We have done it with communities but we left out the individuals and I would hope that the Members of this House support this Resolution because I think it affects every local authority and the cost, the extra cost to the Territorial Government will certainly be quite minimal and the benefits to the individual local authorities will be extensive in the terms of their dollars.

Hon. Mr. Lang: Mr. Speaker, you will recall earlier, we had a Resolution dealing with the Recreation Development Ordinance Regulations that was moved into Committee and I must say that I have people working, getting the necessary information, what the ramifications of the Resolution before us today might have on the Recreation Development Ordinance and the financial situation of the government as well as from a legal standpoint of the Ordinance itself. I have not received the information as yet. Mr. Speaker, and I would ask Members' consent to move Resolution Number 8 into Committee for further discussion.

Mr. Speaker: It has been move by the Honourable Minister of Education that Resolution Number 8 be referred to Committee of the Whole for discussion.

Motion agreed to

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

Madam Clerk: Third Reading, Bill Number 2, Dr. Hibberd.

Bill Number 2: Third Reading

Hon. Mr. Hibberd: Mr. Speaker, I move that Bill Number 2, Fourth Appropriation Ordinance 1977-78 be now read a third time.

Mr. Speaker: It has been moved by the Honourable Minister of Renewable Resources that Bill Number 2 be now read a third time.

Motion agreed to

Mr. Speaker: Are you prepared to adopt the title to the Bill?

Hon. Mr. Hibberd: Mr. Speaker, I move that Bill Number 2 do now pass and the that the title be as on the Order Paper.

Mr. Speaker: It has been moved by the Honourable Minister of Renewable Resources that Bill Number 2 do now pass and the title be as on the Order Paper.

Motion agreed to

Mr. Speaker: Bill Number 2 has passed this House.

Mr. McCaig: 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 the Chair

COMMITTEE OF THE WHOLE

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

The business for the morning will be the Capital Estimates, beginning on page 264 and we will now have a brief recess.

Recess

Mr. Chairman: Would Committee please come to order.

Page 264, Capital Estimates.

On Establishment 2130

Mr. Chairman: The first item is Establishment 2130, Information Resources Equipment, $16,000.

Hon. Mrs. Whyard: Mr. Chairman, I think this item is self-explanatory and Members have an opportunity to go and see the reasons for the need for acquiring such equipment and shelving. The Information Resources which must be stored and filed are continuously growing and it is an ongoing service to the Government.

Mr. Chairman: Any discussion on 2130?

Mr. Chairman: Any discussion on 2130? Establishment 2130, Information Resources Equipment, $16,000. Establishment 2130 agreed to

On Establishment 2131

Mr. Chairman: Establishment 2131, Film Inspection Machine, $9,000.

Hon. Mrs. Whyard: Mr. Chairman, this is a pretty special piece of equipment that does exactly what it says here. It inspects film, and this is part of the program in the Media Services which handles a large inventory of movies and other types of films on a circulating basis to all communities in Yukon.

Mr. Chairman: Any discussion on 2131?

Mr. Fleming: Mr. Chairman, a question to the Minister: is this the actual cost of the machine alone? This is the cost and nothing else included?

Hon. Mrs. Whyard: Yes, Mr. Chairman.

Mr. Chairman: Establishment 2131, Film Inspection Machine, $9,000.

Establishment 2131 agreed to
On Establishment 2140

Mr. Chairman: Page 265, Department of Renewable Resources, 2140, Wildlife Equipment, $11,000.

Hon. Mr. Hibberd: Mr. Chairman, the answer to this was, in part, tabled on Monday, referring to the purchase of snowmobiles that has been worn out, and all Members have the answer to that.

It also had to do, in the same category, with outboard motors that are now worn out and require replacing.

Mr. Chairman: Any questions on 2140?

Establishment 2140 agreed to

On Establishment 2141

Mr. Chairman: Establishment 2141, VHF Communication Equipment, $18,000.

Hon. Mr. Hibberd: Mr. Chairman, this is quite straightforward. The radios that are supplied are for general management for the field staff to be adequately supplied all around. This is for most of the conservation officers in the carrying out of their duties.

Mrs. Watson: Mr. Chairman, maybe this is a stupid question to ask, but over the past four or five years, we have gone into the VHF system, communications system, and before that we were constantly voting money for radios and I do not know what you call them. Maybe we should have our EMO specialist here, in the House, for vehicles in the Game Branch and some of the other Government departments.

What has happened to those other radios that we bought?

Hon. Mr. Hibberd: In the past, Mr. Chairman, there were some radios that were purchased by the Game Department, but were found to be inadequate for their purposes and they had to be replaced.

So, then the radios were on load temporarily. These present radios that are now being purchased are the same ones that replace the original ones that were inadequate. These are the replacements.

Mr. Fleming: Mr. Chairman, I understand the Minister to say that the others, they were not on lease or anything, they were actually bought, too, the old ones?

Hon. Mr. Hibberd: That is right, Mr. Chairman.

Mrs. Watson: Mr. Chairman, Watson, those are the side band, are they not, the radios? Those are the ones I am referring to, the side band radios that all the Game Branch vehicles would have. What did we do with them?

Mr. Sherlock: Mr. Chairman, they would normally go up for public auction once they have been boarded through the Board of Survey. At this point in time I cannot say how many of them have been boarded, but I am sure that some of them have. They would go up for public auction.

Mrs. Watson: Mr. Chairman, that is a very interesting thing, because every year that I have been sitting in this House, we have been voting radios for mobile units. Now, we are going into the VHF system, and I can understand you are doing this over a period of time, and I would be rather interested to see how many of those other radios, in fact, the Government of the Territory is going to have to dispose of.

Mr. Chairman: Anything further on 2141? Establishment 2141, VHF Communication Equipment, $18,000.

Establishment 2141 agreed to

On Establishment 2145

Mr. Chairman: Establishment 2145, Historic Sites Development, $30,000.

Ms Millard: Mr. Chairman, I think the Minister wants to speak first.

Hon. Mr. Hibberd: Mr. Chairman, this funding is for projects such as painting the S.S. Tutshi, painting of the Ladee Sawmill in Dawson City, and for our contribution to the development of the Yukon River Park System, the Yukon River developments.

Ms Millard: Mr. Chairman, I would just to comment that I would like to see in future years this fund grow immensely. I think that eventually we could have a Territorial historic sites establishment because there are many things that National Historic Sites does not have any jurisdiction over and certainly our history has to be invested in. As I was commenting yesterday on Tourism, I think there are many areas where we could establish a firmer base in tourism and this is one of them.

Mrs. Watson: Mr. Chairman, I am rather confused when we are talking about— I have a letter here to the Chairman of the Tourism Advisory Board regarding tourism grants under the Capital Vote. I do not know whether this is the one that we are referring to. It says, and this letter is from Mr. Bell, and it says: "On the matter of tourism grants, however, I am pleased to inform you of our new policy respecting Capital Grants for the Tourism Industry, a copy of which is attached. I will be making a public announcement concerning this policy early next week." Now what policy are they talking about, and is this the right Vote, 2145, and it would be rather nice to have had a copy of this policy made available to the Members of this House before it was passed out?

Hon. Mr. Hibberd: Mr. Chairman, I do not think this is the appropriate Vote.

Mr. Sherlock: Mr. Chairman, I think the item that Mrs. Watson is talking about is probably in 2709.

Mr. Chairman: Anything further on 2145?

Mr. Berger: Mr. Chairman, I would like to make another comment on this thing as in the past, and I think in the past eight years, we have an amount of $30,000 in this item in the budget. We commented on it many, many times of the insignificant amount of $30,000. I have to say exactly the same thing again, because inflation nibbles away at the value of the $30,000 tremendously and I think eight years ago, in 1970, when the fund was first started, that $30,000 was $30,000. Today it is probably worth only about $24,000.

I also would like to comment on the thing, that we added an item of the $30,000 for use of the $30,000 in the direction of signs and cairns.

Up until now, this $30,000 was solely set aside for the restoration, purchasing and preservation of Historic Sites, monuments and so on throughout the Territory, but now we are also erecting cairns.

Instead of expounding on this particular subject, we are actually cutting it down and I completely disagree with this. I have to echo the Honourable Member from Ogilvie. This particular item should be $100,000, $150,000 or more.

Mr. Chairman: Anyone else?

Mr. Berger: Mr. Chairman, on the same topic: is there a vote somewhere else for other signs and these are just historic sites' signs, but they would not include any other signs in the Yukon Territory, would they?

Mr. Sherlock: Mr. Chairman, if I understood the question, yes, the answer is yes, this is for historic site signs.

Mr. Berger: Just another question: what does this Government consider an historic site sign? What is it?

Hon. Mr. Hibberd: Klondike Highway, Mr. Chairman.

Mr. Berger: Well, Mr. Chairman, there have been many signs erected. Maybe one should be erected in Porter Creek—"Here lived Joe Lunchbucket", so they have historic sites, too.

There are many signs that are actually only pointing the direction of attention of tourists to a certain attraction on the road. This also considered an historic sign?

Mr. Sherlock: Mr. Chairman, as I understand it, these are roadside signs, which indicate that there is an historic site here or an historic monument there, this kind of thing.
Mr. Berger: I hate to elaborate on this subject, because I have to. I am talking about wooden plaques that have been erected and I am thinking in particular on views. I mean, they have nothing to do with history. That mountain has been there eons ago and somebody has put a sign there and say look at Mount Tombstone at Mile 48, or so. Is this an historic sign? And who is paying for this, this particular sign?

Hon. Mr. Hibberd: No, Mr. Chairman, I do not think that is what we are considering here. That is not an historic sign.

Ms Millard: Mr. Chairman, maybe I could help. I think I have seen the signs and they say something like, "under the protection and care of the Yukon Territorial Government", but that is all it means. It is just the sign and nothing else and I think I would like to emphasize that we have to start getting into doing more to restore and keep our history before it all disappears.

Mr. Berger: Maybe this is the type of sign we should put out in Porter Creek, "Under the protection of the Historic Sites of the Territorial Government".

Hon. Mr. McKinnon: Mr. Chairman, we get on this debate every year and every year this Government goes to the Federal Government and says, look it, this is a priority of ours, the protection and care of the Yukon Territorial Government. Every year we get it put into the B level item of budget and saying, look it, there will not be funding available for these projects as a priority item. Every year the same story, money is tight, you have to realize that. You can only have those roads and bridges and schools that are absolutely necessary. There is no money available anywhere from this Government for anything of this category.

Mr. Chairman, this is the whole concept and for the first time in our life we saw a glimmer of hope through a Heritage Fund, through unfettered funds available to this Government to set the priority.

That is the reason why this Government takes its stand and is fighting as desperately and as hard as possible to get a maximum capitalization, that Heritage Fund, so that this Government can set those priorities in items where we cannot get Deficit Funding from the Federal Government, at this time.

I agree with everything, I share the philosophy, I have gone to bat for this Government with the Federal Government for funding of this nature and always we have been told, no, that is not a priority because it is not something, you know, that you can see the results from on a physical basis, on an immediate priority.

I think that is our salvation, if we get that damned thing capitalized to the extent where we can use it to some benefit for the people of Yukon in the long term.

Mr. Berger: Mr. Chairman, in other words what the Honourable Minister is telling us that we are never going to get any funding for this type of thing. All the Federal Government is allowing us to put in the Heritage Fund is $50 million. At that rate we are never going to have any funding for historic sites in the Territory, and it is going to happen in the past fifty years that historic sites are going to disappear, and we are going to face up the need to either replace it or new construction, or we do not have anything.

Hon. Mr. McKinnon: Mr. Chairman, the Honourable Member is giving up the fight.

Mr. Chairman: Anything further on 2145, much ado about very little? Establishment 2145, Historic Sites Development, $30,000.

Establishment 2145 agreed to.

On Establishment 2146

Mr. Chairman: Establishment 2146, Campground and Rest Stop Development, $100,000.
I find it rather surprising that he does so. I would hope that we are making all the efforts we can to continue to build the tourist industry, in view of the fact that Clinton Creek is closing down.

Mr. Berger: I never heard a more political answer in my life. I mean, what is it supposed to be?

I asked the wisdom of the thing and I asked if the Department of Highways is co-operating with this particular Department of Renewable Resources, because I am quite concerned about the tourist industry in Dawson City and quite concerned about not having the space available in Dawson City.

I am questioning the Minister if it is wise to expand it with the possible curtailment of the ferry operation. Maybe it would be wiser to lock some place else for new camp sites or something. This is the concern that I have, and obviously the Minister does not know what I am talking about.

Hon. Mr. Hibberd: Mr. Chairman, it appears to me that the Department of Highways is co-operating a good deal and they are intending to keep the route open to that tourist facility. I would think that it is certainly an indication that they are indeed co-operating.

Mr. Berger: It definitely does not prove it to me, because the Minister has already made this decision long before the curtailment of the ferry came into question.

I am not satisfied with the answer, Mr. Chairman.

Hon. Mr. Lang: Mr. Chairman, it is quite obvious that a decision will be made for 1979-80, in respect to keeping the ferry service open 24 or 18 hours or whatever the situation may be.

We cannot stand here and make a decision for two years down the road. It is a political decision that will be made in this House next budget session.

Mr. Berger: Mr. Chairman, I completely disagree with the Minister, and I am afraid to say that I completely disagree with all the Ministers so far. I question if they have the knowledge to be Ministers, because you have to plan ahead in this business, especially the tourist business. You are not going to face an operator of a hotel or motel for the operation of Diamond Tooth Gerties in Dawson City or the lodge operators along the highway and say next year no more tourists because we decided to curtail the ferry operation.

There are people asking the question now, what will happen to the campground in West Dawson when they are going to shut down the ferry to 16 hours a day? This is what the people are concerned about right now because people want to plan ahead. We have a campground operator in Dawson City who wants to know, will this campground be expanded or do I have to go ahead and expand my own campground facilities? Those decisions are not made overnight, you have to plan ahead, Mr. Chairman.

I say to both Ministers, they do not know what they are talking about.

Mrs. Watson: Mr. Chairman, I think it is almost shabby, the treatment that the Honourable Member from Dawson is getting from the Government. I think it was a most responsible attitude he is taking when he is saying it is wise to expand that campground when there is a possibility that the ferry service will be curtailed. The least, the very least, the Government could have said was in the light of the ferry situation, we will have to be working with Highways Branch and may have to rethink the areas where we want to provide extra campground facilities, rather than standing up and accusing the Member of wanting to curtail development of campgrounds in Dawson City. It is a very shoddy and shabby attitude for the Government to take when an Honourable Member is acting in a very responsible and conscientious manner. He should certainly be given the consideration of the Government.

Mr. Chairman: Anything further?

Ms Millard: Mr. Chairman, I think it just emphasises what I was saying yesterday that there is no real co-operative effort by all departments in this Government towards the rational approach to our secondary industry.

Mr. Chairman: Thank you, Ms Millard. Anything further?

Hon. Mrs. Whyard: Mr. Chairman, I think there has been some misunderstanding here in the last few moments during this debate. I think the Honourable Member from Dawson was asking not about the ferry service, per se, but about plans for the campground which are affected by the operations of the ferry. The Minister of Local Government, Mr. Chairman, the other day explained the facts and figures controlling the operations of the ferry and he assured this House that the ferry operations were not going to be limited in this coming season.

He also said, if I remember correctly, Mr. Chairman, that the Department of Public Works and Highways would then review the situation at the close of next year's tourist operation, Clinton having evaporated by then, and see what their operating schedule would require. Now, I did not hear at that time any discussion of plans for the campground and I would be interested in hearing further information on that myself. But I think we can ask the Minister to bring back further information about the conditions of the campground and the ferry in the same context.

Mrs. Watson: Thank you.

Mr. Berger: Mr. Chairman, I just would like to thank the Minister of Humane Resources.

Establishment 2140 agreed to

Mr. Berger: Basically, Mr. Chairman, we wanted additional information.

Mr. Chairman: Well, the additional information will not affect the $100,000.

Mr. Berger: I think it will.

Hon. Mr. Hibberd: Mr. Chairman, as the Committee well knows, the decision was made and announced by the Minister of Local Government, with regard to the train line and we are hardly in a position to bring that information forward yet. We have not had a chance to react to that decision, in terms of the campground.

So, give us the time to do so.

Mr. Berger: I have to emphasize again, this problem with the Clinton Creek closure has been the concern of the people in Dawson City for over a year and if this Government has not awakened to the fact that this possible closure, the actual closure of Clinton Creek was planned ahead for a year ahead of time, I feel sorry for this Government, that you just now have to look into the matter.

On Establishment 2150

Mr. Chairman: Establishment 2150, Northern Health Services Construction, $161,000.

Hon. Mrs. Whyard: Mr. Chairman, this is this Government's share of the capital costs for the expanded station at Faro and for the studies for the new nursing station at Haines Junction.

Mrs. Watson: Mr. Chairman, is the study done a year ahead of the actual construction? Is a study done a year ahead of the actual construction, that we could not be looking at a facility beginning to be built or expanded, until at least 1979-80? Is that correct?

Hon. Mrs. Whyard: Mr. Chairman, it is my understanding that Northern Health Services, on the Federal side, has put money in for architectural drawings this year for construction next year.

Mr. Chairman: Anyone else?
Mr. Chairman, if the Honourable Member is referring to the turn-over of all of the Health delivery to Yukon, no, that would not affect this capital item.

These are joint capital expenditures which, of course, we pay the greater share into, but there would have been this addition anyway, whether the turn-over had proceeded or not, Mr. Chairman.

As Honourable Members know, there would have been a little more.

Mr. Lang suggested the refinery site. Any further discussion on 2150? Establishment 2150, Northern Health Services Construction, $161,000.

Hon. Mrs. Whyard: Mr. Chairman, this represents our share of the costs of the annual replacement of vehicles and medical and nursing equipment in the various stations throughout Yukon.

Mrs. Watson: Mr. Chairman, what percentage or what ratio do we cost-share with Northern Health on this?

Hon. Mrs. Whyard: Mr. Chairman, it is my understanding it is the standard 70-30 application based on the responsibility of the Federal Government for people of native status. The YTG pays the 70 per cent.

Mr. Lengerke: How much of this expenditure is for vehicles, explicitly for vehicles, do we know how many we are buying?

Mr. Sherlock: Mr. Chairman, the indication is it is about $24,000.

Mr. Chairman: Anything further. Establishment 2151, Northern Health Services - Equipment Replacement, $80,000.

Establishment 2151 agreed to

On Establishment 2152

Mr. Chairman: Establishment 2152, Detox Centre Equipment, $2,800.

Hon. Mrs. Whyard: Mr. Chairman, I do not think Members should have too much difficulty with this one. We have a turnover of clients there daily and nightly and the furniture gets some pretty heavy wear and tear, and it is just the normal replacement of what is used there daily.

Mr. Chairman: Any discussion on 2152?

Establishment 2152 agreed to

On Establishment 2153

Mr. Chairman: Establishment 2153, Ambulance Equipment, $25,000.

Hon. Mrs. Whyard: Mr. Chairman, I am assuming that is for an ambulance, but I am not sure, it has just come over to my desk for one more.

Mr. Sherlock: Yes, Mr. Chairman, one ambulance and two fire trucks, I am sorry, no fire trucks - one ambulance.

Mrs. Watson: Where will the new ambulance be put, Mr. Chairman?

Hon. Mrs. Whyard: Mr. Chairman, in my Vote it is Whitehorse.

Hon. Mr. McKinnon: Mr. Chairman, there will be estimates in 2600 under Local Government for an ambulance. This is hard for me to say, two ambulances in the Honourable Member's district on the North Alaska Highway, one in Destruction Bay and one in Beaver Creek, Mr. Chairman. Regardless of the political debates that go on in the House, Mr. Chairman, as the Honourable Member knows, and I said in Destruction Bay, that when it comes to services to the people on the North Alaska Highway, we certainly are of one mind and think alike.

Hon. Mrs. Whyard: Mr. Chairman, we need only one more reassurance from my colleague, then, in order that I can fulfill a commitment I made to the public health nurse at Haines Junction some time ago, and that was when the new ambulance was provided, it would have a proper seat for the accompanying escort nurse, so that she does not have to sit on the floor.

Mrs. Watson: Where will the new ambulance be put, Mr. Chairman?

Hon. Mrs. Whyard: Mr. Chairman, for an ambulance, but I am not sure, it has just come over to my desk for one more.

Mrs. Watson: Where will the new ambulance be put, Mr. Chairman?

Hon. Mrs. Whyard: Mr. Chairman, in my Vote it is Whitehorse.

Mr. Sherlock: Mr. Chairman, this is the continuation of the program that was started, that is to turnover the existing warehouse, big warehouse, over to Liquor and have Central Stores and Supply moved to another warehouse, at a reduced cost, based on projections taken two or three years ago, where there was a call for replacing the Liquor warehouse with a new warehouse which would have cost about $2.5 million.

They took an alternate route, that is to turnover the existing building to Liquor and build some additional space, at a lower cost, for Central Purchasing and Stores.

We started on that program this last summer by insulating the small building. This will be an extension to the small building, simply to provide warehousing necessary.

Mr. Chairman: Any further discussion?

Establishment 2206 agreed to

On Establishment 2207

Mr. Chairman: Establishment 2207, Queen's Printer Equipment, $1,500. Any discussion?

Establishment 2207 agreed to
On Establishment 2212

Mr. Chairman: On page 269, Yukon Liquor Corporation. Establishment 2212, Liquor Warehouse/Stores Equipment, $30,000.

Mr. Lengerke: I have got to hear this, just a further explanation if it is available.

Mr. Sherlock: I will see if I can find it, Mr. Chairman. Mr. Chairman, that is primarily new shelving and racks and pallets, a cash register, this kind of thing, for liquor.

Mr. Chairman: Anything further?

Establishment 2212 agreed to

On Establishment 2213

Mr. Chairman: Establishment 2213, Liquor Warehouse Fork Lift, $30,000.

Mrs. Watson: Why does the Yukon Housing Corporation need a liquor fork lift?

Hon. Mr. Lang: Mr. Chairman, I was wondering the same thing. It should be Yukon Liquor Corporation warehouse.

Mr. Sherlock: Yes, Mr. Chairman, that was a typographical error on our part, it should be Liquor Corporation. The fact that the Liquor Corporation is going to have more space in their warehouse, they are going to have to have another fork lift to be able to travel around back and forth. Not really true, they need it.

Mrs. Watson: Mr. Chairman, we have been voting VHF radios for how many years now, and every year that I have been in here we have voted a fork lift for the Liquor warehouse, I am sure. How many do they have?

Mr. Sherlock: Mr. Chairman, although we have been trying to get them another one, they have one fork lift at the moment.

Hon. Mr. Lang: One correction, there was not a fork lift budgeted for last year.

Mrs. Watson: I know we have been voting money for the Liquor warehouse fork lifts. Are they not able to acquire them, is this why, and they let the money lapse or use it for something else?

Mr. Sherlock: Mr. Chairman, the best of my understanding is that they have asked for them before but have not in fact got them. They only have one, and there was not any money for it last year, nor the year before. They may have asked for it, but there was not any in the budget. It gets a red circle.

Mr. Chairman: Establishment 2213, Liquor Warehouse Fork Lift, $30,000.

Establishment 2213 agreed to

On Establishment 2201

Mr. Chairman: Page 270, Education, Vote 20, Establishment 2301, Miscellaneous School Equipment, $79,000.

Hon. Mr. Lang: Mr. Chairman, this is the same amount that was voted last year for the continuous program that we have on blackout drapes, as well as replacement of equipment over the year.

Mr. Chairman: Any discussion?

Establishment 2201 agreed to

On Establishment 2303

Mr. Chairman: On Establishment 2303, Selkirk Street School Extension, $850,000.

Hon. Mr. Lang: Mr. Chairman, we are optimistic. We hope that the gymnasium can be completed before school begins this year.

Mr. Chairman: Any discussion?

Ms Millard: Yes, Mr. Chairman, I just cannot resist the opportunity to point out that the Selkirk School also has a present activity room, where Old Crow has nothing. They have to use a classroom, throw out chairs and things, so that they can at least have a little bit of exercise. I think that the priority here is wrong.

Mr. Chairman: Thank you, Ms Millard.

Establishment 2303 agreed to

On Establishment 2305

Mr. Chairman: Establishment 2305, School Ground Improvements, $100,000.

Hon. Mr. Lang: Mr. Chairman, we discussed this during the Supplementary. The plan for the '78-'79 financial year is the completion of some projects that were initiated in 77-78, $8,500 for the Robert Service School, $8,500 for the J.B. Clarke, and $19,000 for Carmacks. Teslin will be receiving approximately $25,000 for a paved area, fencing, upgrading the baseball diamond, developing a soccer pitch.

The three in Whitehorse, there is a total of $40,000: Christ the King Elementary, for additional playground equipment and fencing and development of an area between Christ the King Elementary Junior Secondary School and the Jeckell Junior Secondary.

Mrs. Watson: Mr. Chairman, is the Department of Education planning on taking advantage of the Shukwak Project, because they will be doing the paving of the Alaska Highway in the next ten and eleven years and they will be working around communities, or right through these communities, and it would be the most opportune time for us to not only get the streets in the communities paved, but also part of the school grounds, the play areas. I am sure we could get it at a fairly minimal cost, maybe even the company would even give it to alleviate the social impact.

But the Department of Education should be working in this direction.

Another question: have they also given consideration to allotting, and I know that money is always a problem, to allotting some minimal funds to school committees so that they can in fact, see that at least the school ground is graded. You come back in the fall and the weeds are waist high and it is a most depressing sight. If you had some small sum of money that these people could utilize to see that the grounds are kept in better shape than they are, I know it is an expensive thing to keep schoolgrounds in good shape. That might really be to the benefit of the Department. In this way the school committees would take more of an interest in the grounds and, sort of, you know, keep an eye on them during the summertime, at least.

Hon. Mr. Lang: Mr. Chairman, this is one of the areas that we are looking at for possibly directing some of the Canada Works monies that we made available to Yukon to make it available to the school committees upon the direction of the School Committee to see what further we can do in the area of school ground improvements. It remains to be seen whether or not we can do it, but this is one of the ideas of getting all the people dealing with Manpower in one area of the Government so that we can know what monies are available from the Federal Government and see how we can channel it accordingly.

In respect to the paving, I would take the Member's remarks under advisement. Number one, I would find out whether or not the School Committee wants paving around the school because some people do not, and number two, is that it would not be happening this year because of the major construction that will be going on with the school itself, similar to what the Selkirk Street School is undergoing. There is no point in doing ground improvements and then turning around and having to tear them up. But it can be taken under advisement and possibly the social impact would be negated for the people of Haines Junction if the contractor would be prepared to donate this to the people of Haines Junction and subsequently live happy ever after.

Mr. Fleming: Mr. Chairman, I am interested in the fact that the Minister said there was going to be some fencing at the Teslin School this year. I wonder if the Minister could take under advisement a little word of caution from me before the let that contract. There is a situation at the Teslin School when...
The school was built it was taken from what is known as the Indian Reserve, and the area they took, due to a roadway that goes around the side of it, is a very, very small school area, school playground area. In fact, it is too small for a ball diamond or anything like that. The residents of Teslin just unofficially left the roadway not in use and put it into the school grounds and graded it down with the school grounds. With the cooperation I think from the I.L.D. and the Minister, if they get together, could possibly see that that area was still into the school ground. It is merely a back road of the RCMP barracks which they do not want anyway. If you do fence it off, the area you have for the school, you are going to find it too small a grounds for them even to play in. It is approximately 100 feet by 400, the area that is taken up by the roadway which is actually no road really, but is on the map.

Mr. Chairman: Anything further in 2305? Establishment 2305, School Ground Improvements, $100,000.

Establishment 2305 agreed to

Mr. Chairman: Recess until 1:30.

Recess

Mr. Chairman: Would the Committee please come to order.

We are on Department of Education, Vote 20, Capital Estimates.

On Establishment 2306

Mr. Chairman: Establishment 2306, Watson Lake Elementary School Expansion, $837,000.

Hon. Mr. Lang: Mr. Chairman, this is designed to give additions to both schools in the Watson Lake community. The addition to the secondary school will be an industrial arts room, larger than what they have now. They have a very small room for what the program calls for.

A gymnasium change room and storage facilities, music room, infirmary, and renovations will be carried out for various other aspects of the construction.

At the same time, the Watson Lake Elementary School addition, the St. Anne site, when it is completed will accommodate kindergarten and grade seven, and the additions will contain ten regular classrooms, four kindergartens, grade one classes, music room, science classroom, an office, a staff room, medical and dental rooms and a standard size gymnasium with stage, storage and change rooms.

The present facilities are designed for approximately 300 students. Right now we have in the area of 400 students and it is projected that we are going to be having a noticeable increase in the next few years, in view of what is going to be taking place in that area.

So, this roughly outlines exactly what is the intention of the Government in respect to the additions to these two facilities.

Mr. Chairman: Any discussion on 2306?

Establishment 2306 agreed to

On Establishment 2307

Mr. Chairman: We have had the discussion on 2307, Watson Lake Secondary School, $263,000. Is there any discussion on that?

Establishment 2307 agreed to

On Establishment 2310

Mr. Chairman: Establishment 2310, Haines Junction School Addition, $1,200,000.

Hon. Mr. Lang: Mr. Chairman, this addition calls for five more regular classrooms, a science laboratory, a full-sized gymnasium, home economics room, art room and general shop.

The concept of the addition is for an increase in population. At the same time, with the increase of population, we will undoubtedly have to increase the grades that are being offered there at the present time.

We go to Grade 10 now and we will be looking at going to 11 and 12, and this will accommodate this change, as far as the framework and the organization of the administrative structure within the school itself.

I must say, while I am on my feet, Mr. Chairman, that I am very thankful to my colleagues who gave up a lot of the monies that were available through the Capital side towards Education so that we could expand our facilities in these particular two areas. At the same time, I would like to reiterate to the Honourable Member from Ogilive that as far as I am concerned, we will continue to push for the gymnasium in Old Crow, and if money is available, that program will go ahead in 1979-80.

Mrs. Watson: Mr. Chairman, I must express my thanks and my pleasure at the decision that the Government has made to go ahead with the Haines Junction school addition.

Hon. Mr. McKinnon: Be kind when we get to land development.

Mr. Chairman: Order.

Mrs. Watson: In all seriousness, I do not know whether people are aware that we have had two portable classrooms in Haines Junction now for at least eight years, and we all know how portable classrooms survive and they shift and sink and shift and sink, and it has been just a matter of perseverance by the maintenance people to keep those two classrooms operational. We have had a steady increase in school population and I know we are going to have a greater increase in school population. There is no other school along the North Alaska Highway where grades eleven and twelve are available and there are many parents on that North Highway who are looking forward to the expansion of the educational standards that will be offered in that area.

I know that we all understand why parents are very reluctant to send their children away from home at the age of 14, 15, and 16, especially when they come to a large school such as we have in Whitehorse. Now F.H. Collins is not a large school, I guess, compared to some of the city schools, but compared to a school say at Destruction Bay or Beaver Creek, F.H. Collins is almost overwhelming and these young people will be able to attend a larger school and then graduate up into the larger centre here in Whitehorse.

Mr. Chairman, I know the whole community is extremely pleased that we will, in fact, be getting the addition to the school, that the full-sized gymnasium will be there and that the shop facilities, and I know they will be used by the whole community, and the home economics facilities will also be there and they will be used by the whole community.

So, I must express my appreciation and my constituency's appreciation for this expenditure of capital money.

Hon. Mr. Lang: Mr. Chairman, the other point that I would like to raise for Members' attention, is the point that we are looking at the possibility of one of the older facilities in Haines Junction, looking at using it as a dormitory in the future, rather than building another one here in Whitehorse.

Now, a lot of that will depend on the number of students that are available from the North Highway, but that could alleviate the dormitory situation here and, at the same time, accommodate and justify additional grades being taught in the Haines Junction area.

Now, that would probably be a year or two years off, but these are things that we are looking at at the present time and I am sure that people in that particular area would be happy to see their children going to Haines Junction, rather than coming all the way into Whitehorse, if it is possible.

Mrs. Watson: Mr. Chairman, it would certainly also be very much appreciated, I am sure.

Mr. Chairman: Anything further.

Establishment 2310 agreed to
On Establishment 2312

Mr. Chairman: Establishment 2312, Teslin School Sewer System, $20,000.

Hon. Mr. Lang: Well, Mr. Chairman, the school is in such good shape down there we had to do something for the Honourable Member from Hootalinqua, so we decided to hook him up to the water and sewer system, and I am sure he will be glad to hear that.

Mr. Chairman: Mr. Fleming, do you have any objections?

Mr. Fleming: Mr. Chairman, I am not going to get up and praise the Honourable Member, he is just doing his job.

Thank you, very much.

Hon. Mr. McKinnon: The septic system he built is not working any longer, Mr. Chairman.

Establishment 2312 agreed to

On Establishment 2313

Mr. Chairman: Establishment 2313, School Security and Surveillance, $99,000.

Hon. Mr. Lang: Mr. Chairman, there is a breakdown for the amount of money that is necessary for this area. We are outlining the monies in the following ways: the Tahltan School will have $3,000 for emergency lighting because there are problems in that area; for the Honourable Member from Hootalinqua, we are installing two-way radios in the rural areas, better than what they have now for a cost of $4,000; we are upgrading the fire alarm systems in the rural and urban areas. The rural connection to local fire alarms are programmed for Beaver Creek, Destruction Bay, the Junction, Carmacks, Carcross, Faro, Pelly and Elsa for $11,000. Within the urban centre, we are looking at a sprinkler system tie-in to the hall and replace battery systems at 16 schools for a total of $7,000, plus emergency lighting in the area of $24,000. So you are looking at $42,000 there.

$50,000 has been set aside by the Department of Education in cooperation with Engineering to put in a system of electronic alarms in the urban schools here. As you are probably aware, we have had problems in the past year, we had one attempted fire in the Jekkell School, an attempted arson, and at the same time, we had, due to failures in the heating system in F. H. Collins, we had major problems with the library with water damage with water pipes breaking. This type of system has worked very effectively in the urban centres Outside in southern Canada.

The electronic systems will communicate alarm conditions such as fire, temperature intrusion and power failure to a main central station, which will result in the proper response and a consequent will, if not, eliminate or bring under control the vandalism and break and entries that we presently have on an ongoing basis now within the Whitehorse area. It is a shame that we have got to this point, but obviously we are following the trends that many other communities in southern Canada, when they are growing, is that you do get a certain amount of vandalism.

It is interesting to note that the preventative measures used by school boards are on a scale of one to nine, and, although we have gone with the security patrols, which will probably keep to a certain extent, their preventative measures rated at six, as opposed to the electronic system which is rated at nine.

So, obviously, the electronic system is the way to go. I think it is fair to say it is a fair amount of money, but, in the long term, it can save us possibly a school, which is millions of dollars.

Hon. Mrs. Whyard: Mr. Chairman, could I ask the Minister if this electronic system is a local one and is it the one which employs some of our senior citizens as monitors on them?

Hon. Mr. Lang: Mr. Chairman, it is my understanding that this would go to contract and could quite conceivably go to a local agency, as far as I know, I would have to bring information in in that respect.

Hon. Mrs. Whyard: It is not in effect now?

Hon. Mr. Lang: No.

Mr. Chairman: Anything further?

Establishment 2313 agreed to

On Establishment 2316

Mr. Chairman: Establishment 2316, Vocational Centre Equipment, $53,000.

Hon. Mr. Lang: Mr. Chairman, this is the ongoing program that we have every year in the Vocational Centre as various equipment that wears out and this kind of thing, it just has to be replaced.

Mr. Chairman: Any discussion?

Establishment 2316 agreed to

On Establishment 2341

Mr. Chairman: Establishment 2341, Vocational Centre House Projects, $55,000.

Hon. Mr. Lang: This is the program that was initiated with the advent of the carpentry course in the Vocational School and it is just third-party money, if you like. We vote the money and then we sell the home and we recover the money. We have been successful every year with the construction of our houses. People seem to be very happy with the work that has been done and it appears that we have no problem selling them once they have been completed.

Mrs. Watson: Mr. Chairman, I wonder what the selling price was of the house last year, if you know off-hand.

Mr. Sherlock: Mr. Chairman, it was the one estimated. I have no indication that it was anything else, which was $50,000.

Establishment 2341 agreed to

On Establishment 2400

Mr. Chairman: Establishment 2400, Consumer and Corporate Affairs, 2400 Inspection Equipment, $1,200.

Hon. Mr. Lang: I wonder if Mr. Hibberd could explain why an oxygen meter is and a velometer?

Hon. Mr. Hibberd: I do not know, Mr. Chairman. I will find out.

Mrs. Watson: It may have something to do with the safety regulations, under the Workmen’s Compensation or under the Mining Safety Ordinance?

Hon. Mr. Hibberd: I appreciate your suggestion. I will try and find out.

Mr. Berger: For the Minister’s information, a velometer is usually speed testing equipment.

Hon. Mr. Hibberd: That was what I said all along, speed testing equipment, Mr. Chairman.

Mr. Berger: It tests the velocity. This is where it comes from, Mr. Chairman.

Mr. Chairman: Anything further on 2400?

Establishment 2400 agreed to

On Establishment 2538

Mr. Chairman: Human Resources on page 273.

On Establishment 2539

Mr. Chairman: Establishment 2538, Human Resources Equipment Furnishings, $12,000.

Hon. Mrs. Whyard: Mr. Chairman, this is our ongoing update to keep the equipment and furnishings in all our homes and lodges up to standard.

Mr. Chairman: Any discussion?

Establishment 2538 agreed to

On Establishment 2539

Mr. Chairman: Establishment 2539, Faro Human Resources Office Renovations, $5,000.

Hon. Mrs. Whyard: Mr. Chairman, this was undertaken to provide office space within the area already occupied by our social worker at Faro because there is now an Alcoholic and Drug Service staff member now based at Faro working out of...
Mr. Chairman, this brings up the question of the Dawson City office for the Human Resources Branch, where there could be a maximum of three or four people in the one small office. Is there any plan to get some money in the budget for the office renovations in Dawson?

Hon. Mrs. Whyard: Mr. Chairman, not in this year's budget.

Ms Millard: Obviously not in this year's budget, Mr. Chairman.

Mr. Chairman: Establishment 2539, Faro Human Resources Office Renovations, $5,000.

Hon. Mrs. Whyard: Mr. Chairman, are you?

Mr. Chairman: Page 274, Department of Local Government.

On Establishment 2600

Mr. Chairman: Establishment 2600, Fire Equipment, $66,000.

Hon. Mr. McKinnon: Mr. Chairman, we are on a continuing program of upgrading ambulance and fire fighting equipment. What we are going to attempt to do this year is to see whether we can convert 500 gallon tank trucks in the communities to 750 gallon tanks and hopefully convert some of the existing tanks and trucks so that they will be all right for several years still. If not, we have Carmacks as a first priority for a new fire truck to the extent of $40,000 and two ambulances at $13,000 each, one for Destruction Bay and one for Beaver Creek, as I informed Honourable Members earlier this morning.

Mr. Chairman: Any discussion on 2600?

Establishment 2600 agreed to

On Establishment 2601

Mr. Chairman: Establishment 2601, Roads, Streets and Sidewalks, $125,000.

Hon. Mr. McKinnon: Mr. Chairman, there will be some major work done in Capital in the streets of Watson Lake and Teslin, which are always necessary after the installation of sewer and water systems to upgrade the roads and bring them back to standard. There is $55,000 allocated in Teslin and $55,100 for Watson Lake for this year, $6,000 in Mayo, $1,000 in Old Crow. We project and we have been trying to get some crush in the Carcross area for the streets there, there is no base left on them and it looks like a crusher will be in for the beginning of the Skagway Road and so we will be able to get some crush at a price we can afford. We think we will be spending about $8,000 on the Carcross streets for a total of $125,000, Mr. Chairman.

Mr. Chairman: Any discussion on 2601?

Establishment 2601 agreed to

On Establishment 2602

Mr. Chairman: Establishment 2602, Local Services, $76,000.

Hon. Mr. McKinnon: Mr. Chairman, we like to be flexible on this to provide capital equipment for L.I.D.'s and unorganized communities. We can see a need something like this this year and, as you know, we have been successful in keeping it flexible enough so that if one community does not need it, we are able to go to others. But, we see the need, probably, for a gravel truck in Mayo, a grader in the Junction, rebuilding a grader in Watson Lake, and miscellaneous parts in the Junction, miscellaneous equipment in the L.I.D.'s and a grader in Teslin, to the extent of some $70,000, Mr. Chairman.

Mr. Chairman: Any discussion on 2602?

Mrs. Watson: Mr. Chairman, certainly they are not looking at a new grader and a new truck at that price, are you?

Hon. Mr. McKinnon: No, Mr. Chairman, it is our policy to have rebuilt graders, at times, from the Department of Highways and Public Works, if they are available and have them totally rebuilt for that type of a price and I think it has been successful in most of the areas, that they do not get a pile of junk, but a totally rebuilt grader, which gives them good service for several years.

Mr. Fleming: Mr. Chairman, just a comment, I, myself am not really enthused over the idea of these little towns that are unorganized and the small L.I.D.'s, when they are intending to buy equipment such as graders, and equipment that costs that much money and also costs that much to maintain, and also to house, and I am wondering if maybe we are not going just a little too far in allowing some of this to go on.

If there is private enterprise in that area that can be used, and I would hope that the Government keeps a very good track of the money they spend. I know if I am in this House in the next four years, I will be watching it very carefully, to see whether they spend more money than they would necessarily spend each year to do the work, because I find the Government can possibly buy a grader that may be used only six or seven time a year and they do cost lots of money, when they could possibly rent it a lot cheaper and also help the economy within the districts.

Mr. Chairman: Any other discussion on 2602?

Establishment 2602 agreed to

On Establishment 2603

Mr. Chairman: Establishment 2603, Land Development, $4,500,000.

Hon. Mr. McKinnon: Mr. Chairman, this is what is left of my $10,400,000 program, which I had slated for the fiscal year. As I told Honourable Members during my statement on the Budget Address, that we have only been successful to date, in securing some $4.5 million of what we feel is a requirement of $10.4 million.

An additional estimated $2.2 million of uncommitted loan funds from 1978-79 fiscal year were made available to the Department of Local Government for land development, thus leaving us with a net shortfall of some $3.7 million.

I believe it should be clearly understood that the department-identified land development program is not to be considered as direct pipeline impact projects, but rather an acceleration of programs which have been affecting the Territory for years. If this Government is not successful in negotiating with Ottawa to obtain sufficient land development funds through the supplementary appropriation processes, I am willing to pursue. Mr. Chairman, in fact we must pursue options of borrowing from the $200 million impact fund.

Mr. Chairman, what we are going to do is start all of those developments at least that we were contemplating out of the total $10.4 million budget to get us right into the soup and make sure once started that we are going to have to find the money somewhere, whether it is from Treasury Board or whether it is from an impact funding that we have to borrow against to complete the project. I just cannot be a party to not beginning these projects that I know are absolutely necessary throughout the length and breadth of the Yukon Territory and that will leave us all with the commitment that if they are started that we have got to find the money somewhere to be able to complete these projects. That is just what we are going to have to do, Mr. Chairman.

Mr. Lengerke: Mr. Chairman, do I take it then from the Minister's remarks that the list of land development shown on page 29 of the Appendix is in total then what he had contemplated doing even if he had got the $10.4 million?

Hon. Mr. McKinnon: Yes, Mr. Chairman, it is only that we have reduced so many, like in our original estimate just let's take for an example in Destruction Bay. We had the total budgeted amount for $30,000 in planning, plus the $120,000 that it would take to develop the lands for sale.
In this year's budget we have left in the $20,000 for planning and had to remove the other portion of it for the actual development, but once we have the planning done, we just cannot see any point in getting approval going to development. We are going to have to find those funds somewhere else. What we have done is reduced the scale of the project in all the communities by getting a start on all of them, which I think is exactly the intention of the Member from Klunes' motion and then finding the money, by hook or by crook, by further Treasury Board submissions and applications, or by borrowing somewhere, which we will have the ability to do to get those things started.

Then, if it all comes to an abrupt halt, Mr. Chairman, at least we know that we have done every thing that is humanly possibly to try and get that land development under way and commenced. I do not think that Honourable Members here nor the Department of Local Government can, in the public eye, really be blamed for the attempt that we are trying to make in these projects which we are getting started.

Mr. Lengerke: Mr. Chairman, that all sounds good, but I really have some concern there. We have so often seen that we have started a project and by the very fact that we have not been able to finish it on time or on schedule we have not allowed people to make use of even what we have finished. I hope that that kind of situation does not develop.

Here we are, going to start certain things, and then we are going to have the excuse that no, we cannot let anybody utilize that particular area or subdivision because we have not completed it. Have I the assurance from the Minister that that in fact will not happen, that what you are going to start is at least planned in such a way that a portion of it is finished and is usable?

Hon. Mr. McKinnon: No, Mr. Chairman, because a lot of this is going to be in planning only, and once the plan has been done, then we have to send that plan off to the powers that be and go through that total system to be able to say whether we are going to get permission to go ahead and the block land transfer, to be able to go ahead with.

So, Mr. Chairman, I brought this here before this table and I reiterated that we may be spending, we may be wasted hundreds of thousands of dollars of the taxpayers' money, through the asinine land policies of the Federal Government.

Mr. Chairman: Any further discussion of 2603?

Establishment 2603 agreed to

On Establishment 2612

Mr. Chairman: Establishment 2612, Community Assistance Program, $3,000,000.

Hon. Mr. McKinnon: Mr. Chairman, Honourable Members have been sensible enough to allow me to present, in this Establishment, a synopsis of the things that we know could possibly be done under the terms and conditions of the Capital Assistance Program, over the course of the year.

They have also left it with the Department to be flexible enough that these priorities could change, depending upon what happens during the course of the fiscal year.

I must say that that type of attitude has reflected very well in the projects that have been proceeded with, and, in fact, we have at least been able to get a start on just about every project, in every community that has been a priority on, through the flexibility of the $300,000,000 funding.

So, Mr. Chairman, in the Appendix, you see a flexible priority of those projects which have been given priorities under the Community Assistance Program, in the various communities.

We only hope we will be as successful in adjusting the funding and the priorities during the course of the year, that by the end of the year, most of the communities will have been satisfied in at least getting their priority projects underway or completed, Mr. Chairman.

Mr. Chairman: Any discussion on the Community Assistance Program?

Establishment 2612 agreed to

On Establishment 2614

Mr. Chairman: Establishment 2614, Sewage Treatment, Whitehorse, $3 million.

Hon. Mr. McKinnon: Mr. Chairman, this is going to be another interesting area, where the City of Whitehorse has committed and said that they can spend the $6 million to finish that project this year.

We, Mr. Chairman, are allowing the contracts to be called, which they are, and we have $3 million and it is going to be interesting to find out if, in fact, the contract can be completed this year, whether we are going to be successful in the additions to Treasury Board funding, which includes the additions and completion of this project, or whether, once again, the Government is going to go out and hustle for bucks to complete it.

I am just saying, Mr. Chairman, and rather than take the blushing violet approach and hiding behind the Federal skirts and saying it is all their fault and we cannot do it, and we cannot go ahead with it this year, we are going ahead and we are going to find the money if there are more contracts completed than we have money in the budget, somewhere along the line, Mr. Chairman.

Mr. Chairman: Any discussion on 2614?

Establishment 2614 agreed to

On Establishment 2615

Mr. Chairman: Establishment 2615, Dawson Water/Sewage Treatment, $3,000,000.

Hon. Mr. McKinnon: Mr. Chairman, I am sorry, but I did not discuss this item prior to you. I am wondering whether this would be the appropriate time to go through the Bill which is in Committee, which would establish the legislative criteria for being able to go ahead with this project?

Mr. Chairman: Well, it has been the custom to stand these matters over until the Bill has been completed, if you prefer to do that. Would the Members prefer to deal with Bill Number 8, prior to dealing with 2615?

Establishment 2615 stood over

On Establishment 2618

Mr. Chairman: Establishment 2618, Escarpment Control, $600,000.

Hon. Mr. McKinnon: This is the last year, year four, of the Escarpment Control Program and will not even get the escarpment cleared and already people are demanding from Government to make some property available from the area we just cleared to move back on to, Mr. Chairman.

Mrs. Watson: Mr. Chairman, what are the Government's plans for that area? Are you going to try to rehabilitate it with grasses, not with people, and trees?

Hon. Mr. McKinnon: Mr. Chairman, we will wait until we have that huge Heritage Fund capitalized to the extent where we can make that into a beautiful park area that can be solid against erosion and trees and grass and walkways and the whole bit stabilized and planted. Without that kind of funding somewhere along the line, Mr. Chairman, I do not know whether that is just another dream that we all have.

Mr. Lengerke: Mr. Chairman, does this expenditure here, does it not provide that we can do some fencing and some landscaping of the area or is it strictly for acquisition of further properties? What exactly will it allow the City to do, as far as finishing the project?

Hon. Mr. McKinnon: It will be for acquisition of properties, Mr. Chairman.

Mrs. Watson: Mr. Chairman, that makes it a total of $2 million that has been spent to acquire property or what is it?
Hon. Mr. McKinnon: Two million four, $300,000 a year, I think, over the totally recoverable, Mr. Chairman. I think our Honouerble Senator took the credit for this, I have a hard time keeping score of who takes credit for the programs these days, Mr. Chairman.

Mrs. Watson: Mr. Chairman, that amount of money, has it been sufficient to acquire all the property or do we have to go and ask for more?

Hon. Mr. McKinnon: We do not know, Mr. Chairman. We hope that it will be, we get down to the nitty-gritty now and I just tremble at the word "expropriation", I do not like it and I hope it is not going to have to be used and that there will be enough monies and a willing buyer/willing seller market will continue to prevail in the escarpment area. But in the last year of the program, we may be getting down to a particular property that may just not want to move.

Mr. Lengerke: Mr. Chairman, do we have a policy with the City, or the understanding that if, in fact, we are going to get down to the expropriation situation, that they will go ahead with it, that the project will be finished.

I am concerned by the remarks the Minister makes that, you know, we may be facing one or two properties to acquire, we do not want to face up to the expropriation situation, then we are going to have an area sitting there, looking us in the face with it never being completed.

I hope that we have something more positive in the form of direction to the City, or an agreement with the City that, yes, this is going to be completed, regardless.

Hon. Mr. McKinnon: Yes, Mr. Chairman, we do have an agreement with the City that we all agree to the completion of this project and I only say that I hope that it comes to its successful completion, without turning to the method of expropriation, which I feel is a last resort and I do not think anybody likes to see used, unless absolutely necessary.

Mrs. Watson: Mr. Chairman, one more question: the money has been turned over to the Territorial Government, who does, in fact, the purchasing of the property. Hon. Mr. McKinnon: We act as the vehicle in this.

Mrs. Watson: In whose right is the property now being held? It has been recovered from the private owner. Is it being held in the right of the City of Whitehorse, the Federal Crown or YTG?

Hon. Mr. McKinnon: The City of Whitehorse, Mr. Chairman.

Mrs. Watson: Then, Mr. Chairman, it follows that if there is any rehabilitation of that area, then that becomes the responsibility of the City of Whitehorse. Is that correct?

Hon. Mr. McKinnon: No, Mr. Chairman, the properties that the homes were on, but that is not the area which needs rehabilitating. The area which needs rehabilitating is the slide area and, of course, everybody has been playing musical chairs on that one as to who is going to accept the eventual responsibility? MOT, Territorial Government, Feds, some agency or the City?

Neither the City nor the Territorial Government, we want a tripartite arrangement or agreement as to how it becomes stabilized, but the Territorial Government or the City Government really does not want to take the responsibility for the land until the stabilization program is in effect and is being exercised by federal funding.

So, it has been an interesting merry-go-round of everybody trying to not accept the responsibility for the property and everybody trying to get rid of it just as quickly as they possibly can.

Mr. Chairman: Anything further?

Hon. Mr. Hibbord: Mr. Chairman, I wonder if I could have the indulgence of Committee to turn back to Establishment 2400, on page 272, to correct an error that might have arisen.

Mr. Chairman: Yes, Mr. Hibbord. Page 272, Establish-
municipalities, well there are not that many of them, but out-
side of Whitehorse, are not helping with museum construction,
and I do not know even if the City of Whitehorse is. What is the
principle based on?

Mr. Chairman, somebody has to be responsible for this
budget. Mr. Chairman, the minute I give up from trying to get
an answer, I might as well go back to Dawson.

Mr. Sherlock: No, Mr. Chairman, I do not have an answer
but perhaps we can obtain one.

Mr. Chairman: We will stand 2709 over.

Establishment 2709 stood over

Mr. Chairman: Although I do not think the answer will
change the Vote.

Mrs. Watson: While Mr. Sherlock is getting the answer for
2709, that is the one I asked a question on for the matter of
tourism grants, a copy of the new policy was being attached to
this letter, and I was rather anxious to get a copy of that new
policy.

Mr. Chairman: We have 2709 and 2810, which deal with
Justice, which is also one of Mr. Bell's responsibilities, and I
think if the Clerk would send for Mr. Bell, we will stand these
over and go on to page 278 and deal with Highways and Public
Works, starting with 2900, Road Equipment.

On Establishment 2900

Mr. Chairman: Establishment 2900, Road Equipment,
$99,000.

Hon. Mr. McKinnon: Mr. Chairman, this is broken down in
the Appendix on page 32. They are mostly pool cars.

Mr. Chairman: Any discussion on 2900?

Mr. Lengerke: Mr. Chairman, I think I have asked this
every time. Do we have any equipment replacement fund? Is
that how you arrive at when you replace the cars and various
pieces of equipment?

Mr. Sherlock: Mr. Chairman, we have a heavy road
equipment replacement fund. This is not related to this estab-
ishment.

Establishment 2900 agreed to

On Establishment 2902

Mr. Chairman: Establishment 2902, Sundry Equipment,
$60,000.

Hon. Mr. McKinnon: Mr. Chairman, this Establishment
provides funds for the purchase of new replacement equip-
ment, such as welders, pumps, chain saws, steamers, which
have no hourly rental rate, and do not contribute to the equip-
ment replacement account. There is a policy with the hourly
rate, as to when we replace equipment under the Equipment
Replacement account.

The sundry account is things like highway sanders, highway
steamers, portable automatic welder, and pumps and welders
and things of that nature to a total of $60,000, Mr. Chairman.

Mr. Chairman: Any discussion?

Establishment 2902 agreed to

On Establishment 2903

Mr. Chairman: Establishment 2903, Garage Tools and
Equipment, $12,000.

Hon. Mr. McKinnon: Mr. Chairman, this Establishment
provides for the purchase of garage tools and equipment over
and above the tools each mechanic is required to own, things
like large wrenches, grinders, drills, compressors, pullers, and
things of that nature.

Mr. Chairman: Any discussion on 2903?

Establishment 2903 agreed to

On Establishment 2908

Mr. Chairman: Establishment 2908, Highway Mainte-
nance Camp - Fraser, B.C., $920,000.

Hon. Mr. McKinnon: Mr. Chairman, $750,000 is provided
for the construction of this complex in the 1977-78 estimates.
Three bids were received $100,000 of each other, within
$100,000 of each other, with a low bid of $1,480,000 by General
Enterprises. The reason for the increase from $750,000 to
$1,585,000 includes engineering, in sections and furniture is a
change in need. The customs building, storage and generator
building of space for residence purposes were increased. This
increase covers 2,728 square feet or 25 per cent. Other reasons
for the cost increase include additional insulation, insulation of
a heat recovery system for electric generators. The building
cost escalation also added to the costs as they always do. The
original concept was based on $68.43 per square foot, and the
final cost arrived at an average of $115.79.

The camp will be self-sufficient with rooms and kitchen
facilities available in addition to the normal highway mainte-
nance facilities. This camp will also serve the customs station
estimated at $665,000 will be spent in 1977-78, $920,000 in
1978-79, for a total of $.858,000.

The Skagway Road was designed for and will be maintained
during the summer months only at this time. There are no
provisions presently to maintain this road during the winter
months, though representatives from several governments are
under way to the powers that be. It is estimated if we were to
maintain the road during the winter months, we would require
an additional $500,000 worth of equipment and we would be
faced with an average winter maintenance cost of some
$175,000.

Mr. Fleming: Mr. Chairman, is there any provision or any
thought that there might be a weigh scale in that area?

Hon. Mr. McKinnon: Mr. Chairman, I just got the weigh
scales and with the past track record of them, I am really not
looking at any of their strong proponents to be setting up weigh scales all
over the place.

Mr. Berger: Mr. Chairman, I wonder if the Minister could
tell us if he had any problem at all acquiring the land where the
camp is going to be built, since it is BC and it is foreign
territory?

Hon. Mr. McKinnon: Mr. Chairman, we have no problem
when we are dealing private enterprises. That is White Pass
land and as far as I am concerned, they are only too happy to
see us move into their old gravel pit at Fraser and bring some
progress and some nice buildings to that site in Fraser, B.C., a
lovely site. I hope that we will have a chance, before the
expiration of this Assembly, to take a drive over the Carcross-
Skagway Road. I would hope that we will be able to do this by
this Fall, Mr. Chairman.

Mr. Lengerke: Yes, Mr. Chairman, I was going to ask the
Minister on the subject of the highways maintenance camp and
how he mentions that negotiations, or at least discussions were
going on between probably the Alaska Government and
Yukon, with respect to maintenance and the possibility of
keeping that road open, once it is open, over the winter.

I am just wondering, can he tell me how those discussions
have been going? Does it look positive from the side of the
State of Alaska? Are they requesting that this be done, or are
we both trying to get away from that particular subject, of
keeping the road open?

Hon. Mr. McKinnon: Well, Mr. Chairman, very prelimi-

nary. The lobby groups are starting to form and they are pres-

suring their various jurisdictions and we receive copies and the
different engineering people have met on trying to at least
compile the costs and I thought that it would be realistic of me
to at least present what the rough estimates of the costs were
going to be, so we could look at it in the whole realm of
priorities and we will see what the vehicle traffic is, during the
first few months that the road is open.

Then, of course, eventually, some legislature, somewhere
along the way, are going to be faced with the ultimatum from
the Federal Government, is that we will support the winter
maintenance of one road, you take your pick of whether it is
to be the Haines Highway, or it is going to be the Skagway Road, and then we will hear the representations from
the North end of the Highway —— I can hear them already if
the Honourable Member is still in the House, from that area.

So, we know that we are going to have a lot of fun with this one in the next couple of years, so let us all be prepared to face it head on and we are just trying to lay out the groundwork as to the choices that we are going to be faced with in the next several years.

Mr. Berger: I am just wondering, Mr. Chairman, I think the Minister forgot one particular item and I am wondering if there is any lobbying going on right now to strengthen the capacity of the bridges.

It is my understanding the only carrying capacity is about 85,000, at the present time. I wonder if there is any lobbying going on with replacing the bridges with stronger ones?

Hon. Mr. McKinnon: Mr. Chairman, I do not know whether this is a myth or not. I think I have dealt with it before and I will get an answer from Engineering.

I have the recollection that with the realignment and the return to the land of Carcross to the Venus Mines, that there is going to be no problem in major trucking facilities using the road in a normal fashion.

Mr. Chairman: Anything further on 2908?

Hon. Mrs. Whyard: Mr. Chairman, I have to admit that this is one item I am not very happy about. Quite frankly I tried to stall it for a year until—

Hon. Mr. McKinnon: Did anybody ask you to speak on the subject?

Hon. Mrs. Whyard: I do not care, Mr. Chairman, I have something I want to say about this Establishment, and I am going to say it.

I think that I would have waited until the first season was over and dated the maintenance from the road camp in Carcross since we are told it is only going to be open for the summer. However, I was outvoted on this one, Mr. Chairman, because I was given to understand that this is an international project and that an agreement had been reached at the international level, and therefore we must proceed.

My only question is, Mr. Chairman, that we seem to be putting out the money for this, and this maintenance camp is going to be used by federal departments as well as our own government. I would like to ask the Minister if we show somewhere what the recoveries will be for rental of that space?

Hon. Mr. McKinnon: Yes, Mr. Chairman, there will be recoveries and I would have to leave it to Mr. Sherlock to point out the amount we expect in next year's budget, which will be minimal because it will be only the summer months in 1980 where we will be recovering from the Federal departments. But there is an agreement for recovery.

Mr. Sherlock: Yes, Mr. Chairman, I cannot really add anything to that. We have not had discussions with Highways and there will be provisions for recovery, right.

Mrs. Watson: Mr. Chairman, by the same token, is the Government of Yukon planning on upgrading the highway maintenance camp facilities on the Haines Road at Mile 75?

Hon. Mr. McKinnon: Mr. Chairman, I do not think that there is anything in this year's Capital Budget for improvements of the 75 mile camp. I know there is a program of insulation in some of the different camps, and whether 75 mile is one of those included in this I am not sure.

Mr. Chairman: Anything further on 2908?

Establishment 2908 agreed to

On Establishment 2909

Mr. Chairman: Establishment 2909, Building Contingency Fund, $50,000.

Hon. Mr. McKinnon: Mr. Chairman, this provision has been in the amount of $50,000 which seems to be a fair estimate for some many years. It is a catch-all Establishment, as we all know, for all the minor capital projects which pop up during any given fiscal year and which are unforeseen during the preparation of Estimates. The majority of projects include renovations to existing buildings or such as the installation of partitions and construction of counters and other such items. During 1977-78 a major portion of this provision was spent to renovate a building in the Industrial Area for the use of the Wildlife staff, Mr. Chairman.

Mr. Chairman: Any discussion on 2909?

Establishment 2909 agreed to

On Establishment 2910

Mr. Chairman: Establishment 2910, Pre-Engineering Territorial Projects, $175,000.

Hon. Mr. McKinnon: Mr. Chairman, this is a very useful establishment, which proc. ides us with funds for the collection of engineering data and information, together with the preparation of plans and specifications for future Territorial buildings and road construction projects.

The information is required in the preparation of estimates. The normal provision for this Establishment, over the last few years, was $100,000. The reason for the $75,000 increase is to do some soils investigation to look at preliminary plans and look at availability of space requirements and what are the options and the plans available for future territorial building sites, Mr. Chairman.

Mr. Chairman: Any discussion on 2910?

Establishment 2910 agreed to

On Establishment 2911

Mr. Chairman: Establishment 2911, Recreation Roads, $15,000.

Hon. Mr. McKinnon: Mr. Chairman, of course this includes approximately 50 per cent of the allocation will be spent on upgrading the upper Bonanza Road in the Dawson district, and this is not because of the impassioned pleas of the Honourable Member the other day. This was in the budget well ahead of that time.

The balance will be used where deemed necessary, Mr. Chairman, and, of course, as always, the Department is open for the suggestions of the Honourable Members and those suggestions, Mr. Chairman, as always, will be taken into account.

Mr. Berger: I could not wait, Mr. Chairman. I had one short road item. It is at the Minto Camp Site—

Hon. Mr. McKinnon: Minto Camp Site, okay, where is it?

Mr. Berger: On Mile 232½ on the Klondike Highway, Mile 232½, and this would take about, I would say, I was told about $3,000 for the gravel and that is all that is necessary, Mr. Chairman. If the Minister is willing to look into this.

Hon. Mr. McKinnon: Okay, okay.

Mrs. Watson: With respect, I would suggest that if we just move 2922 up to 2911, then I think that all of our Recreation Roads' needs would be satisfied.

Hon. Mr. McKinnon: I did not get that, what should we do?

Hon. Mrs. Whyard: It was not very funny.

Hon. Mr. McKinnon: Oh, okay, we will forget it.

Mr. Chairman: Anything further on Recreation Roads?

Mr. Berger: Well, Mr. Chairman, I think that it is a guarantee they are going to get my little project done. There are no other requests and the Minister has no other problems, then.

Establishment 2911 agreed to

Mr. Chairman: Mr. Bell is here and I think, perhaps, we can go back to the items we left out.

On Establishment 2709

Mr. Chairman: On page 276 and 277, in dealing with 2709, Museum Construction Contributions, Ms Millard had a very interesting question.

Ms Millard: Mr. Chairman, I think it has been kind of answered by the piece of paper that has been handed around, but it is still confusing. I understand that this new policy is a Capital Grant for Yukon's tourism industry which will replace the present contributions for museum construction, is that correct?
Mr. Deputy Commissioner: Yes, Mr. Chairman, that is correct.

Ms Millard: Then, Mr. Chairman, on Contributions for Museum Construction, is it still a policy that contributions are made on a, that is the YTG contribution, $2 to $1 basis if the museum is located outside a municipality, and $1 for YTG to $2 for the community if it is located within a municipality, is that still the case then?

Mr. Deputy Commissioner: Mr. Chairman, we have a policy that we just got yesterday, so it will take me just a second.

Mr. Chairman: We will be patient.

Mr. Deputy Commissioner: The policy that we are looking at is that there will be no difference between inside or outside a municipality, and the Department with pay up to 75 percent of the capital costs of an approved project.

Ms Millard: Well, Mr. Chairman, on the surface it looks awfully good, but we still have only $30,000 which was formerly only for museum construction, and now it is for all projects dealing with tourism. Do you have any amount of that $30,000 which is earmarked strictly for museums?

Mr. Deputy Commissioner: Mr. Chairman, the answer is no.

Ms Millard: So, Mr. Chairman, I have to conclude that again the Government is not investing in our tourism industry as far as museums are concerned. I find that very hard to take. There have been many requests from the Dawson Museum for any kind of help, either for operation and maintenance or for construction, for any kind of assistance and now the small $30,000 is now being reduced even further.

I presume that the Tourist Advisory Board is the one who is going to be deciding on who gets what grant, is that correct?

Mr. Deputy Commissioner: Mr. Chairman, that is correct. Perhaps, if you would, Mr. Chairman, Mr. Crosby can speak to the subject as well, he just finished preparing a paper.

Mr. Crosby: Mr. Chairman, the museum construction grant of $30,000 annually has not been utilized to the best purposes for the past three years, mainly because we have not received applications from museums for capital assistance to either build museums or to put additions in existing museums. The reason that the terms of reference and criteria for the program are being changed is to provide more scope in the program for museums, as well as visitor attractions.

Mr. Chairman: Anything further on 2709?

Mrs. Watson: Mr. Chairman, there is a deviation from the past policy and this now also provides assistance in the acquisition of historical artifacts. Is that correct?

Mr. Deputy Commissioner: Mr. Chairman, it applies for the acquisition.

Mrs. Watson: Are you dividing the museum artifacts projects, or are you just waiting to see what proposals come in and then you make the decision on the amount each, you know, how much of the $30,000 goes to the museums and how much for artifacts?

Mr. Deputy Commissioner: Mr. Chairman, based upon the applications received during the fiscal year.

Mrs. Watson: Mr. Chairman, did the Territorial Government not acquire an extensive collection of artifacts within Yukon from, what was her name, Maggie Waddington? Was this the means that was used to acquire these artifacts?

Mr. Deputy Commissioner: Yes, Mr. Chairman, that is the medium that was used.

Mrs. Watson: Mr. Chairman, where are these artifacts now housed?

Mr. Deputy Commissioner: Mr. Chairman, apparently they are in all Yukon museums. They have been distributed to different ones.

Mr. Chairman: Anything further?

Ms Millard: Mr. Chairman, I would just like to comment on page 2, where I find it restricting to museums that, on page 2, number 2, it says: "Attractors should try to be action oriented, that is, provide something to do as well as to see." It says, "Museums are normally an exception, but even museums can develop simple activities for the customers to enjoy."

I find that really hard to swallow that the Tourism Department is actually trying to get out of the funding in any way of museums, which are one of the greatest attractions in our tourism industry. The Dawson City Museum has been expanding and contributing to the tourism industry to a tremendous amount.

The number of tourists who have visited that museum has increased 190 times, I would say, over the time, a few years ago, when it did not have the improvements that have now been put in voluntarily and with L.I.D. projects and a lot of other things. There have been an awful lot of input into that and it is not being reflected in this Tourism budget.

I find it really hard to swallow and I cannot understand why this decision has been made in this direction.

Has it been a recommendation from the Tourism Advisory Board that the emphasis go against museums?

Mr. Deputy Commissioner: Mr. Chairman, I am sorry, we are not reading into it being against museums, it being something added to, rather than taking away the museum, the contribution of museums is not being considered as anything but very beneficial and this would be something in addition that might bring more people to the museum. That is the kind of rationale.

Ms Millard: But, Mr. Chairman, I would submit that if the museum is going to have to put something in that is action oriented, they are going to need some money to do that, and you are not giving them enough money. You are actually emphasizing it less than last year.

Mr. Lengerke: Mr. Chairman, what would be the maximum amount of money that, oh, let me see, I guess it would have to be a society anyway if somebody registered under the Societies Ordinance, what would be the maximum amount of money they could get for something other than a museum? Like if I applied, I was going to make an exhibit of something in Watson Lake, and it is going to cost $100,000, what would be the maximum amount of money I could get from it, via this assistance?

Mr. Deputy Commissioner: Mr. Chairman, up to $30,000 in any one year is all we have at the moment.

Mr. Lengerke: Mr. Chairman, how do you determine, is it going to be one applicant that comes along then that is going to blow your money, so what kind of a program have you got?

Mr. Deputy Commissioner: Mr. Chairman, I am having difficulty, I am following Mr. Lengerke very well, and I am going to ask Mr. Crosby to respond to that one, if I may.

Mr. Crosby: Mr. Chairman, in past years the program has been restrictive in that it only provided funds for construction of new museums in the Yukon Territory or additions to existing museums. It made no provision for the purchase of capital items such as showcases, exhibits, displays, artifacts or other materials which would make the buildings themselves more attractive. The program has been expanded to provide for acquisition of artifacts and assistance in capital items for museums throughout the Yukon Territory to make them more viable.

The capital program, as it existed previously, only provided for construction and no monies at all for the interior exhibits or displays or activities within these museums proper. The applications are received on an annual basis and reviewed collectively by the Yukon Tourism Advisory Board as far as the dispensation of capital grants monies goes.

Ms Millard: But, Mr. Chairman, if you expand the criterion for the amount of money, you should also expand the amount of money or else you are cutting back on each one of those criteria.

Now, I wonder why you have done that? Why there has been that deliberate decision to, in fact I really believe that the
museum one should be under the Historic Sites Board, not the Tourism Advisory Board. Now, why has that been changed?

You really are cutting back on the amount of money that is available to museums?

Mr. Crosby: Mr. Chairman, the administration of the program has always been under the Department of Tourism, and not the Historic Sites Board and I might say that in the past two years, we have not received applications for, under this program, for new museum construction.

Ms Millard: Because, Mr. Chairman, there is not enough money in the budget to allow for new construction of a new museum. We would have built one in Dawson ten times over, if there had been enough money in this budget to even to do the planning. We are talking about plans for other things that are $30,000 alone, just for the plans.

So, how can you expect an application to build a museum with $30,000 in that budget? Certainly with the very narrow criteria of not allowing for even renovations before, what was the use? You know, no wonder the money sat there, there was no use for it.

Mrs. Watson: Mr. Chairman, not very often I stand up and defend the Government, but I feel that we are being a little unfair in our criticism and I am rather pleased to see the criteria that there must be activity, some action oriented in this tourist attraction, that they are prepared to assist in funding, because I know, and I know that many tourists who are travelling through the Territory, if the only thing that you can visit and see in some of the smaller communities, and in the Whitehorse area, is a museum, you soon get tired of stopping and walking through the museums.

I do, I do not mind admitting it. I will go to a museum once. Fine, and I do not want to be bothered again. There a lot of people this way.

So, we were putting all our money, restricting it to capital projects for museums and the $30,000 was put in there, I would say, about six years ago and, at that time, $30,000 did more then it does today. I can understand now the criticism of the fund being not sufficient.

But, when you realize that, if you have had no applications for that money in the last two years, if I were on the budgeting committee, and you came in and wanted $100,000 and I would say what did you spend it on last year, and they said we did not have any application, and I would say, forget it, you are lucky you are getting $30,000.

So, we have a new policy, which I think is going to make the needs of what the Honourable Member from Ogilvie and Klondike, are really actually wanting to do at Dawson. With this new policy, Capital Assistance for Tourist Attractions, and if there is a response and applications for that $30,000, applications far in excess of the $30,000, then the Tourism Branch has something to go on, to go to the Government, when they are preparing their budget and say, look that is not enough. We have demands for $200,000.

We are going to have to be patient, but I think this is a beginning. I can see things such as, now maybe I am wrong, mini-golf courses being built and this type of thing where people will stop and spend the day or half a day or something like this. That is a tourist attraction.

I would sooner go to those than a museum. I cannot be too critical of the government, I think they have faced the situation. The museum grant policy was archaic, it was getting old, so let's give them another year and send in all the applications for money that is possible. On that basis you can substantiate a bigger grant next year.

Mr. Chairman: I can see this is the beginning of another Disneyland of the North.

Mr. Lengerke: That does concern me. I will ask Mr. Bell or whoever, does this in fact allow the building of a mini-golf course?

Mrs. Watson: Why not?

Mr. Lengerke: Mr. Chairman, does it say for the purpose of this program, a tourist attraction is defined as a display or activity which presents, interprets or exhibits a part of Yukon history, culture, society, geography. Does that do that? Is that part of the interpretation?

Mrs. Watson: Mr. Chairman, use your imagination, have you ever been to one of these caveman characters that they have for the mini-golf courses. My goodness could you not have that for your own miner, and have all these figures? My goodness, what a great interpretation.

Mr. McCall: Mr. Chairman, I would like to get Mrs. Watson back on the right track if I may, dealing with tourist attractions which usually is dealt with mostly historical artifacts and that sort of thing in museums. I am curious, I would like some clarification like Mr. Lengerke. He made a point dealing with the scope of the program, and he failed to express the purpose of the program is to provide capital assistance for planning, designing, construction and improvement of Yukon tourist attractions, which includes museums of course. What I am concerned about, Mr. Chairman, is I was wondering with all this emphasis put on museums and that sort of thing, which is part of the history of Yukon, I am just wondering whether the Tourism Department has taken into consideration also a house of ill repute, surely, Mr. Chairman, it would be a tourist attraction?

Mr. Deputy Commissioner: Mr. Chairman, do we have a Fifth Amendment?

Mr. McCall: Mr. Chairman, I would like some clarification if I may.

Mr. Deputy Commissioner: Mr. Chairman, clarification on the beginning or the end?

Mr. McCall: Whichever way you want.

Mr. Fleming: Mr. Chairman, I am not too hung up on attractions that should be active. I think possibly we are doing the very thing. There is nothing wrong with it, in Teslin we are intending to do something other than just have our museum. I think that we have tried to get a little park within the areas of the L.I.D. and we have more or less failed in this, so we are intending to possibly do a little bit around the museum where people can come and park and they can sit at the table and have their lunch and then go on and do me out of business at the same time.

However, I am all for it and I would think that possibly when they are speaking of action oriented, they mean, possibly this, rather than some of the things that some of the Members mentioned.

Mr. Berger: Thank you, Mr. Chairman. Previously it was stated that it was $30,000 from the previous years was used to acquire a collection for this Government.

I am wondering if this $30,000, again, is available to the Yukon Territorial Government?

Mr. Deputy Commissioner: Mr. Chairman, yes, if I am reading the question correctly.

Mr. Berger: Well, if that $30,000 is available to the Territorial Government, then, on page 1, under B Application, it says **"Financial assistance under this program will be granted only to organizations duly registered under the Yukon Society Ordinance."**

My question is, when is the Territorial Government a society?

Mr. Deputy Commissioner: Mr. Chairman, I think I misread his first question.

Mr. Chairman, grants are only made to non-profit organizations.

Mr. Berger: That leaves the Government out.

Ms Millard: Mr. McIntyre, pardon me, Mr. Chairman—

Mr. Chairman: Do not start calling me Gordon now, or—

Ms Millard: We must be getting towards the end.

I would like to see some commitment from our witness, Mr. Bell, because he will probably be the only one who is here when this thing comes up for consideration again, but if there are more applications then for the $30,000, that in the next budget,
there will be an increase in response to the number of applications you would have.

Mr. Deputy Commissioner: Yes, Mr. Chairman, even as a result of our discussions today, I may even try to get more in for 1978-79, but I cannot guarantee any success.

Hon. Mr. Lang: Mr. Chairman, I am wondering if Mr. Bell can guarantee the Honourable Member from Ogilvie that if she is not sitting in the chair after the next election, if there would be a job with one of the museums for her?

Establishment 2709 agreed to On Establishment 2800

Mr. Chairman: Establishment 2800, Court Reporter Recording Equipment, $4,000. Any discussion?

Establishment 2800 agreed to On Establishment 2810

Mr. Chairman: Establishment 2810, Corrections Equipment, $16,000.

Hon. Mrs. Whyard: Mr. Chairman, I would like to speak to this item, mainly because it is such an inadequate amount and also to bring to the attention of Members of this Committee the need for a much larger capital amount, in this Establishment, under this Vote, which, I am going to ask the Territorial Treasurer to substantiate for me.

I would like to explain to all Honourable Members that there were indeed submissions made to this Government by the Department of Corrections for major capital requirements for expansion, renovation and additions to the Correctional Institute in Whitehorse. In fact, Mr. Chairman, last October three alternatives were submitted as capital project requirements which would have cost $9,250,000 or $6,050,000 for alternative plans for additions and use of the Correctional Institute and new institutions for inmates, and a third alternative, Mr. Chairman, for a wilderness camp costing $130,000.

I want the Committee Members to know this, Mr. Chairman, because an earnest and sincere attempt was made to find capital funds for a very serious and urgent need in this branch. The items were not included in the 'A' level and not included in the Main Estimates for this year. The reasons have already been given by other departments in explaining why they do not have capital for certain urgent projects. It was a straight matter of being informed, Mr. Chairman, that there would not be sufficient capital made available to this Government to consider those items in this Estimate.

I would like to assure all Members of this Committee that I did my very best to reverse this position and at my request and approval of the Subcommittee on Finance, the Territorial Treasurer made an additional approach to the Federal department adding a capital requirement of at least $500,000 for this current year for urgently required changes to the Correctional Institute. So far, Mr. Chairman, I have had no bulletins from the front regarding that final appeal.

I would just like to underline for all Members of this Committee the level of cost which you are looking at when you consider even the minor changes being made to a Correctional Institute which is now twelve years old and which is showing signs of wear and tear. One specific item, Mr. Chairman, that I would like to cite is, for example, the cost of replacing the locking mechanism in the maximum security section of that Institute. This is one of the things that I have been asking for close to two years, Mr. Chairman. I am concerned about the safety of maximum security inmates in that particular area of the Institution because the mechanisms which are used to open and shut those four cells by one officer are faulty and in fact are called obsolete by the people who manufacture such things now and who are trying to sell us a newer model.

The cost of replacing that equipment would be $37,764, Mr. Chairman. That is just one device controlling those four maximum security cells.

I cannot stress seriously enough the need for capital funds in this Vote. We have submitted our requests, not only through the normal course, but also through the requirement for each Department to provide figures for what they could define as pipeline impact requirements of Government.

At the same time that we put these figures forward, we informed the Government that they would be required by impact and in-migration of pipeline. We know there are going to be additional, seriously rising occupancy rates in that Institution, which is already at emergency level.

I really do not know what else I can say, Mr. Chairman, except to ask the Territorial Treasurer to perhaps add to what I have said here for the record today, that there were funds asked for, they have not been made available on the basis of being short of capital monies in this Government.

Mr. Sherlock: Yes, Mr. Chairman, I can certainly confirm what the Member is saying, that there was a request made by the Department for additional capital funding, through the normal program forecast, but, in the process of screening the program forecast, of course, the Government had to limit or come up with a prioritization of the projects that were being put before them versus the money that was being made available to us.

As a result, some of the projects fell off and the project for the Corrections was one of them.

In discussions with ITC, again, we have put all the projects forward before ITC, that is the Committee that deals with the financial arrangements with the Federal Government.

It turned out that we were not able to get as much money as we had asked for. We then had to prepare our budget on the basis of the money that was made available and on the basis of the items that were prioritized and, in fact, fell in with the money that was available.

After ITC, we again went to the Department of Indian Affairs and Northern Development, making an urgent request for the additional money, and that additional money was something like $22 million that Mr. McKinnon talked about earlier, and we specifically identified the $500,000 for 1978-79 for Corrections at the beginning, to get started on the project. To this point in time, of course, we have not received the additional money.

Hon. Mrs. Whyard: Mr. Chairman, I would just like to add one or two other comments. As most Members know, having read the background material which I circulated prior to discussion of this Vote in the Mains, we had engaged the services of an architectural firm from Toronto who are specialists in correctional institutions to come and assess the state of our correctional institute here in Whitehorse and the report they gave us recommended tow plans for proceeding. One was an interim immediate emergency renovation requirement and the other was a long term plan for revising and enlarging the Institution to meet future needs.

Mr. Chairman, the requirements in the original estimate from the Reynolds Report came to $285,000 for interim adjustments to that building. What we have planned in our program forecast on the recommendations of the staff who are here and who know what can be done with that building best, are a number of minor things which would improve the conditions there immensely and total something like $109,000, and I do not even see that much money in this year's Main Estimates, Mr. Chairman.

I really think that I have to use the words "desperate need" at this time for that building. I am certainly going to ask for the support of my colleagues and Members of the Subcommittee on Finance to explore every possible means of advancing what we have, hopefully, if it is approved by Treasury Board some day, in the program forecast, because in all conscience, Mr. Chairman, I cannot leave this budget with a Vote of $16,000 for Corrections at this time.

Mr. Berger: Mr. Chairman, last year the House of Commons established a Special Committee on Corrections and they visited, I understand, most correctional institutions in the southern part of Canada and some even in the United States.
Our Member of Parliament from the Yukon was one of the members on this Committee. He was quite outspoken about facilities in southern provinces and so, and I was wondering did this Committee ever set foot in the Whitehorse Correctional Institute?

Hon. Mrs. Whyard: Mr. Chairman, the Committee of the Whole did not meet here. We invited the Member of Parliament for Yukon who was an active member of that Committee to visit the institution and speak to our staff, which he did some time ago, and gave them the benefit of his experience as a member of that Committee.

Mr. Berger: I wonder, Mr. Chairman, was this an official visit in the capacity of a Committee member, or did he visit the Correctional Institute and make any recommendation to the Federal Government or to the Committee on Corrections? This is what our Member of Parliament is supposed to do. He is supposed to be a spokesman for the Yukon and sometimes I wonder where he lives.

Mr. Chairman: Mrs. Whyard, would you care to comment?

Hon. Mrs. Whyard: Mr. Chairman, the Member of Parliament was invited by our Branch to visit the institute, not as a member of the Committee which had completed its task and presented its report to the Canadian Government at the time he made the visit.

Mr. Berger: Mr. Chairman, I do not know if the Minister can answer my question, but why was this Corrections overlooked, in this undertaking, in the Committee work?

Hon. Mrs. Whyard: Mr. Chairman, because this is not a federal institution and the parliamentary committee was doing a review of federal government correctional institutions. This is not.

Mr. Lengerke: Was it not also a review of maximum security institutions?

Mr. Chairman: Anything further on 2810, Corrections Equipment, which we have not heard much about.

Establishment 2810 agreed to

Mr. Chairman: I think we had better have a recess. Everybody seems to be at the point of exhaustion, including myself.

Recess

Mr. Chairman: Would Committee please come to order. On Establishment 2919

Mr. Chairman: Page 279, Establishment 2919, Tagish Bridge, $1,850,000.

Hon. Mr. McKinnon: Mr. Chairman, the timber trestle bridge over the Tagish River was built by the American Army in early 1943, to complete a road link between the railway road community of Carcross and Jake's Corner on the Alaska Highway.

The bridge is constructed of untreated timber piles and superstructure and consists of 53 spans for a total length of 1,154 feet. The roadway is a single lane of 12 foot width.

Very little maintenance has been done over the 35 year lifespan of the bridge because of funding restraints. However, in 1960 and 1963, rotting piles had to be replaced and it 1966, the entire deck became so rotten that a complete replacement was necessary.

in 1975, the Department of Public Works inspected the structure and reported it to be in poor structural condition and recommended that it be closed to trucks. Since it does not meet adequate load carrying capacity, it was recommended to be replaced with a bridge of full HS25 loading.

Poor soil conditions at the east end contribute to frost-heaving of the bents, and, over the years, five bents had to be removed and replaced with earth embankment. Frost action to damage still persists.

Mr. Chairman, the proposed bridge has been in the design stages, the new bridge, by DPW since 1975 and the most economical type is a two lane girder type superstructure on steel pipe sub-structure, which meets coast guard clearance standards.

It will be constructed on the center line of the existing bridge and no highway alignment is required. Also, there are great problems of land acquisition that is not on to the same centre line.

The estimated cost, supplied by DPW is $3,700,000 including engineering costs. The project, Mr. Chairman, and we have been trying to get around this one in every way shape or form but I think just have to be honest and as pessimistic as possible and it looks like it is going to be a two year project and we expect that $1,850,000 will be required in 1978-79 and $1,850,000 in 1979-80.

Mr. Chairman, the area of the bridge and the actual bridge plot presents some pretty unique problems and that there cannot be an ice bridge established in the winter because that channel is generally open because of the flow of the water. We have looked at a ferry operation for the time that the bridge will be closed. It appears that it would be about $200,000 per annum, because there are all kinds of difficulties and causeways that have to be built out. There is an environmental concern with a ferry operation, and there are such concerns as trying to find a pilot who has a ticket who can operate the ferry even if we get one there.

There are different contractors who have come up to look at the project and say with everything going well and all things being equal, they feel they can complete the total bridge project in the course of a year. If we looked at the worst possible alternatives, it would appear that the road would be closed from July of this year to possibly October of next year on a worst scenario possible basis.

There are savings, of course, in using the present bridge to work off in replacing and building a new bridge which we also have to take into consideration and also what has to be taken into consideration is that there is actual access from the Alaska Highway and from the Carcross Highway to either side of Tagish while the bridge is being replaced.

So those are the problems, the bridge has to be replaced, it is structurally unsound, it really is getting to the point of being dangerous. We would like to hope that everything going A-1 that it could be done by, depending upon the contractor who bid the job and got it that it could be done in the course of a year, but realistically, we have to leave a two year program for the replacement of the Tagish Bridge, Mr. Chairman.

Mr. Chairman: Any discussion on 2919?

Mr. Lengerke: I just wonder if the Minister could tell me what the estimated engineering costs are on that, which are included in the $3 million?

Hon. Mr. McKinnon: Mr. Chairman, I can certainly find out. I thought that it was much like architecture fees that they were 5 to 10 per cent of the total project.

Hon. Mr. Taylor: Mr. Chairman, I just did not get quite all the details there, they came so fast and quick. I am only concerned about two things about the Tagish Bridge. One is that it have sufficient loading formula so as to take the necessary loads, for instance those comparable with the Alaska Highway. The other is a question of whether or not there is in fact a superstructure. I believe it is the policy of bridge builders in the North now to get away, where possible, from having superstructures because of the clearance problems.

I know on the Alaska Highway, this last summer, I believe, that those bridges which have a superstructure were overhauled in order to raise the cross-members to allow the higher loads that we contend with today.

And also the formula which the Honourable Minister just quoted, I wonder if I could have that again? It is my impression that the formula for the Alaska Highway bridge loadings is H20S16 and I just wondered what the formula was that the Honourable Minister just stated.

Hon. Mr. McKinnon: Mr. Chairman, the load carrying capacity that was recommended and it will be replaced with a bridge of full HS25 loading, and whatever that means, any engineering student can please give me a translation of it, I do not know if that is the same as the Alaska Highway or not.
There is a superstructure, because the most economical type of bridge to build in that location is a two-lane girder type superstructure on steel pipe pile sub-structure, which meets coast guard clearance standards.

The distance between pile bents is 20 feet presently, and this presents a water hazard to navigation, as does a clearance of 11 feet between water level and the underside of the bridge.

The new Canadian Coast Guard Standards stipulate a minimum of 60 feet horizontal clearance and 20 feet vertical clearance for this crossing, which will be complied with by the new bridge structure, Mr. Chairman.

Hon. Mr. Taylor: I thank the Honourable Minister. Then, the new formula HS25 is, in fact, stronger than some of the minimum standards on the Alaska Highway.

The reason I have asked the question is because I am concerned about the possibility of the flow of materials or concentrates or products of any nature, from the southern part of the Territory, to the port of Skagway, with the development of the new Skagway Road. It was for this reason that I was curious as to whether or not the bridge was, in fact, designed to handle this type of situation.

Hon. Mr. McKinnon: Well, Mr. Chairman, I think we have engineered this one to death. We went over and over on it and we have taken into consideration all of those factors, all of the traffic count histories since 1974, the normal growth in traffic density for highways in southern Yukon and we have done a projection of vehicles just on that, and we have added to these figures an element for traffic from the new Skagway-Carcross Road, which is indeterminate of course, but we expect it could be at least 50 vehicles a day.

So, if we had had our time to do our planning on this one, I can say we have. The only thing which is left is to see how quickly we can speed up the construction of the project so that it will not be a two full years without a bridge crossing over the Tagish Crossing.

Mr. Chairman: Anything further on...?

Mr. Fleming: Mr. Chairman, I really have not, I suppose they probably would expect me to say something. It is my area, however, I have the plans for the bridge and although I am very happy to see this type of bridge in that area, the total superstructure was a worry to the Carcross residents, due to the birds and migrations through there, up and down there, and this has only the rilling and that is all, as far as the superstructure is concerned.

It is a very nice project and I also feel that it will be built quicker than many of the other bridges. It can be constructed, with my knowledge of bridges that I have had, and I am sure that it can be constructed quicker than some of the steel bridges they build these days.

Mr. Chairman: Anything further? Establishment 2919, Tagish Bridge.

Establishment 2919 agreed to

On Establishment 2922

Mr. Chairman: Establishment 2922, Partitions - Whitehorse Administration Building, $26,000.

Hon. Mr. McKinnon: Mr. Chairman, this provision is for the replacement of existing movable screens with six floor to ceiling partitions to provide Deputy Heads with privacy and confidentiality when dealing with the public, other government offices and employees on sensitive or confidential matters. It is also to construct custodial locker and lunch room facilities, which were not provided for when the Territorial Administration Building was constructed.

Mr. Chairman, I have been attempting to put off this Establishment since I have had the portfolio responsibility of Highways and Public Works, but the Deputy Heads are rather adamant on this project, and I really cannot say I blame them. I am one of those people who does not like to sit in my office all day summoning people in, I like when the spirit hits me to move out or when I am angry to go to the place and get the answers at the moment, I find it very restrictive when you walk into a Deputy Head's office, of course, everybody within the whole floor is within ear shot of exactly what you want to say or what you want to do.

Deputy Heads certainly are having those problems because in any of the areas, Local Government, Education, when people come in with a problem or to complain, there really is not the privacy of an area where you can let off steam or speak confidentially without everyone in the whole area hearing what is going on. So I think it is a legitimate expense and one which took a considerable amount of convincing to me from Deputy Heads that it should go ahead at this time, but I have been convinced of the necessity of private offices for Deputy Heads, Mr. Chairman.

Mr. Chairman: Any discussion?

Mrs. Watson: Mr. Chairman, I will be very brief, I have just been waiting. I knew this was going to come from the very first day we arrived in this building when they opened it, and every year from now on they are going to be putting up more and more partitions. I can just see the handwriting on the wall. Then they will start pulling them down again.

Mr. Chairman: Establishment 2922, Partitions.

Establishment 2922 agreed to

On Establishment 2940

Mr. Chairman: Establishment 2940, Pre-Engineering - Federal Projects, $100,000.

Hon. Mr. McKinnon: Mr. Chairman, this is the same amount as has been provided for several years. The funds are required to carry out road surface and soil investigations for the preparation of tender documents for tender calls the following spring, and the information of course is also required in the preparation of estimates.

Mr. Chairman: Any discussion? Establishment 2940, Pre-Engineering - Federal Projects.

Establishment 2940 agreed to

On Establishment 2941

Mr. Chairman: Establishment 2941, Miscellaneous and Minor Projects, $50,000.

Hon. Mr. McKinnon: Exactly as stated in the Estimates, Mr. Chairman.

Mr. Chairman: Any discussion?

Establishment 2941 agreed to

On Establishment 2956

Mr. Chairman: Establishment 2956, Klondike Highway Paving, Mile Post 94 to 104, $845,000.

Hon. Mr. McKinnon: Mr. Chairman, the tenders for the reconstruction of paving of this section of the Klondike Highway were opened in May of 1977, but, of course, due to the delay in Treasury Board approval, the contract was not awarded until July of last year.

Because of this late commencement of work, the contractor completed only 80 per cent of his grade construction and no paving was undertaken at all.

The original contract amount was $919,700. To this has to be added the cost of engineering inspections and overhead. The $845,000 is therefore a carry-over amount. We have expended approximately $265,000 in 1977-78.

This item, of course, falls under the Engineering Services Agreement, as 100 per cent recoverable from the Federal Government.

Mr. Chairman: Any discussion?

Mr. Fleming: Yes, Mr. Chairman, I see ten miles of highway, $845,000, almost $1 million. I just wonder how the area, for instance in Teslin, is doing with the surfacing that they did there that is not really hardtop, or not paving, but it seems to be holding out substantially well, although when they put it down I feel they did not get it exactly the way they should have, maybe, but it still seems to be holding well.

I am wondering why, possibly, instead of spending this much
money at a time like this, for a small stretch on the road somewhere, that they would not do this same thing? Or is that program discontinued?

Hon. Mr. McKinnon: Mr. Chairman, the Federal Government says that when you have 500 vehicles a day, which you have on the Klondike Highway, between Whitehorse and Carmacks, thou shalt pave and that is all there is to it.

If you have 250 vehicles, thou shalt have calcium chloride and that is all there is to it. So, being 100 percent recoverable, and having the commandment from them that over 500 thou shalt pave, then we shall pave the Klondike Highway from Mile 0 to Carmacks, eventually, because we will get the money on 100 percent basis from the Federal Government to do it.

Mr. Berger: Mr. Chairman, I would like to add one small item to that statement of the Minister. If you have 249 vehicles, you get nothing at all.

Mr. Chairman: Anything further?

Establishment 2956 agreed to

On Establishment 2957

Mr. Chairman: Establishment 2957, Klondike Highway Paving, Mile Post 20 to 35, $1,800,000.

Hon. Mr. McKinnon: Mr. Chairman, I already let the cat out of the bag. I was supposed to lead up and build up to this, that over the next few years, the Klondike Highway will be completely paved from Mile 0 to Carmacks, Mile Post 104.

With the completion of the first 20 miles of paving and with the proposed completion of paving of Mile 94 to 104 in 1979-80, the remaining section to be paved is from Mile 20 to 94.

This 74 mile stretch will be paved 15 miles per year, and the first 15 miles from Mile 20 to 35 will be done this year. As with calcium chloride, paving is also based on a formula established by Ottawa, paving is carried out if the average daily traffic density between the months of May and October reaches 500 vehicles or more.

On this basis, the Klondike Highway is being paved from Mile 0 to Mile 104, with the mining traffic to the Anvil Highway leaves the Highway, Mr. Chairman.

Mr. Chairman: Any discussion on 2957?

Mr. Berger: Yes, Mr. Chairman, I think this particular item, 2957, I would like to suggest moving it to 2810, because it makes much more sense and is much more useful.

Hon. Mr. McKinnon: Mr. Chairman, I think you might get a little bit of debate on whether the public who is out should get more than the public that is in, or less than the public that is in.

Mr. Chairman: Any other discussion? Establishment 2957, Klondike Highway - Paving (Mile Post 20 - 35).

Establishment 2957 agreed to

On Establishment 2958

Mr. Chairman: Establishment 2958, Sidewalk Construction - Yukon River Bridge, Carmacks, $100,000.

Mr. McKinnon: Mr. Chairman, I know the Honourable Members who travel the Klondike Highway regularly will know that the increased foot traffic over the bridge deck and from the native village in the Carmacks community is causing a severe traffic safety hazard and many of the truckers using the Klondike Highway have also brought this to our attention. This provision is to cover the costs for the construction of a sidewalk on the downstream side of the bridge. It is proposed to call tenders for this work based on a design being prepared by Public Works Canada, approach grades to the bridge have been widened to accommodate foot traffic from the proposed sidewalk.

Mr. Chairman: Any discussion on 2958?

Establishment 2958 agreed to

On Establishment 2959

Mr. Chairman: Establishment 2959, Dempster Highway Erosion Control (Mile Post 130 - 153), $400,000.

Hon. Mr. McKinnon: Mr. Chairman, this amount covers expenditures for the first of a three year program to correct erosion problems caused by the Ogilvie River along Mile 123 to Mile 155 section of the Highway. This work will be done by Highway Maintenance forces and with the use of rented equipment, the work schedule will be established after the spring run-off and operation techniques will be in accordance with a report from Fenco Consultants Limited, Long Range Remedial Works, Mile 123 to 155, Dempster Highway, which could be made available to any Members who are so inclined and interested, and site by site modifications will be made as required, Mr. Chairman.

Mr. Chairman: Any discussion? Establishment 2959, Dempster Highway Erosion Control.

Establishment 2959 agreed to

On Establishment 2960

Mr. Chairman: Establishment 2960, Dempster Highway - Culvert Installation, $400,000.

Hon. Mr. McKinnon: Mr. Chairman, this covers the cost of installing culverts at the North Klondike River, Mile 42.7 on the Dempster Highway. The project is part of a program to replace all the drainage structures and to reconstruct the Dempster Highway from Mile 0 to 78. A single lane 65 foot steel span bridge at the North Klondike River crossing will be replaced with arch shaped multi-plate culverts and a road realignment for the crossing will also be part of this project, Mr. Chairman.

Mr. Chairman: Any discussion?

Establishment 2960 agreed to

On Establishment 2961

Mr. Chairman: Establishment 2961, Carcross Skagway Road Reconstruction, Mile Post 35 to 50.3, $1,500,000.

Hon. Mr. McKinnon: Mr. Chairman, I am going to say that I am particularly pleased to see this Establishment in the Estimates this year and, of course, it is to reconstruct the existing Carcross-Skagway road from Mile 35 to Mile 50.3.

Carcross is Mile 35 on the road and Venus Mines is 50.3. The reconstruction standard will be to the secondary road classification and will be equal to the new construction from Mile 50.3 onwards to Mile 83, which is the border between B.C. and Alaska.

The existing road, as anybody who has travelled it from 35 to 50.3 knows, is no more than a pioneer road and it has many severe and dangerous situations.

With the successful completion of the Canadian section and the Alaskan section in this fall of '78, it is forecast the traffic counts will increase, and with this increase in traffic, tourist, local and heavy freighting, it is recommended that this reconstruction take place in this fiscal year of 1978-'79.

Mr. Chairman: Any discussion on 2961?

Mr. Berger: I think the Minister made a statement before on how many anticipated cars will be travelling the first year on the highway. Maybe he could repeat that figure again?

Hon. Mr. McKinnon: Mr. Chairman, the figure I used was an additional 50 coming off the Carcross Skagway road, going over the Tagish Bridge section of it.

You see, there is a possibility that Skagway could be used as a port for pipeline related activities and if they are supplying the southern section of the Alaska Highway, that naturally they will cut off at Carcross and over to that southern part of the Alaska Highway, saving the additional mileage.

I do not have an estimated traffic count which would definitely only be an estimate on what would be expected on the Carcross-Skagway portion of the road, once it is open.

I would think that we would need, next year, next summer really, to really have an estimate of what kind of traffic is going to be expected.

I understand from the Skagway end of it that the marina berths are full already in the Skagway area and they have a major project on to get more berths in the marina for Whitehorse residents who will be keeping their salmon fishing boats over in the Skagway Marina.
So, anything that we did would be a guessimate at best and whether Highways and Public Works, which really it is not their forte in doing estimates, rather it would be Travel and Information I think that would be doing any of that type of forecasts as to a traffic count on that highway.

I certainly would be prepared to see if anybody has put their thinking cap on to try and determine what the traffic will be.

Mr. Chairman: Anything further?

Mr. Berger: Mr. Chairman, the reason I am asking this question, and the Minister answered it very well, we are going to have a lot of Whitehorse people taking Canadian dollars to a foreign country, into Alaska.

Our concern in Canada right now is, Mr. Chairman, to get tourists to come into Canada. We are spending $1.5 million on a road which takes money out of the country.

We have no estimate what the road is going to bring into the country, Mr. Chairman, and yet I asked for funding the other day to reconstruct from Mile 39 to Mile 68 on the Sixty Mile Road. I was put off another two years, possibly maybe another five years, Mr. Chairman, I do not think that is right. Here we have an established tourist business going from Dawson to Alaska and return which leaves US dollars and foreign money right here in Yukon. We are not doing anything about it. Here we turn around, we are spending money so Canadians can take money out of the country, and I think that is against all principles.

Hon. Mrs. Whyard: Mr. Chairman, I really think it is the obverse side of the coin. As long ago as five years when I was connected in a small way with the tourism industry, there were people just waiting for that road, and we have been boosting that route as one of the last great adventures for tourists coming into this country. They can come from the Pacific through Yukon and go on up through Dawson and follow the Dempster and get to the Arctic. It is a magnificent new route, a great big beautiful new circle route for tourism, and don't you worry, they will be coming by the thousands and even before the first cruise ship docks at Skagway or the first ferry, after that highway is opened, you are going to see an influx of people from Skagway that will make you blink. They are already up here building cabins, Mr. Chairman, and planning to come and spend weekends and spend their money here in Yukon.

Hon. Mr. Taylor: I was trying to catch your eye, Mr. Chairman, to make much the same point, that the Honourable Member has certainly overlooked the points raised by the Honourable Minister. This is really going to be a boom to the tourism industry. We hope a lot of the tourist industry will be linking, without having to put your vehicle on to a White Pass flat car and haul it up over and drag it through the mountains, these people can drive and enjoy the scenery and the pleasure of a beautiful drive from the sea right to Dawson City, and I do not think that the Honourable Member need be very concerned about loss of revenue.

Mr. Berger: Obviously, the Honourable Member from Watson Lake has not been here long enough to know what I really am talking about. The Honourable Member from Whitehorse North Centre, the Minister, talks about a pioneer road, which is in existence right now from Carcross to the Yours Mine. Well, this is exactly what I am talking about from Mile 39 on the Sixty Mile Road to Mile 68 to the Alaskan boundary. It is nothing but a pioneer road too. If you have a tremendous influx of tourists using the Skagway Road up to Dawson what are you going to do with them then? They cannot get out fast enough then, because you have only a pioneer road.

Mrs. Watson: Mr. Chairman, again, I have to agree with the Honourable Member from Klondike. The Skagway-Carcross Road is going to establish a complete new tourism, tourist-travelling pattern in Yukon Territory, and it is taking a lot of the tourist traffic away from the North Alaska Highway into Dawson City that the Honourable Member is speaking about and I do not think it is a laughing matter. He has been asking for that road to be upgraded all of these years, and we have always known this in my neck of the woods, that when Whitehorse decides they want a road to link them to Skagway, they will get it.

Mr. Chairman, that is exactly what has happened.

Mr. Chairman: Any further discussion?

Mr. Fleming: Yes, Mr. Chairman, I have to stand and disagree a little bit with a couple of the Honourable Member's remarks.

Some Members: Hear, hear.

Mr. Fleming: I sympathize with the Member from Dawson, you know, and Pelly. There is no doubt he has a plea, but the road, as far as Skagway, going to Skagway is concerned, will bring in a lot more money than it will ever take out, because I do not think we have got as much here to take out, that we could bring in.

I could see the road as a real boon to this country some day.

However, I have no problem with this Vote, because of the fact that the road is very, very bad at this end. I have driven it and I think if all the Honourable Members had driven this road they would know that there is no use having a highway on the other end when you cannot get in and out of this end of it and this area here must be taken care of, because you just are really not safe driving on it by yourself, more or less. It is that bad, that snaky through that 30 miles.

So I think that there is no doubt that we have to finish the job that we started over there and I cannot agree that there is not going to be money brought in on that highway, no way.

American dollars, worth more than ours.

Mr. Chairman: Anything further.

Mr. Berger.

Hon. Mrs. Whyard: How long have we got?

Mr. Berger: We have lots of time, Mr. Chairman, because I think it is an important money that concerns everybody in the country, and especially in my constituency.

What the Honourable Member says I completely disagree with, because we have a road service over there with those big tour buses running on the road and the front ends of them have to leave the road, just about, in order to make a corner. I am talking about 40, 50 people on the bus.

Rough conditions, sliding, there is going to be snow in this particular area in the middle of the sumner and we are not even taking all those things under consideration. We are making a laughing point out of the whole thing.

We are talking about trying to increase tourism in the Territory. We are making plans to develop this area, we are talking about it before, only putting certain small amounts of money in the tourist budget. We are not doing anything at all.

The only reason I am positive, Mr. Chairman, that road is ever being built is because of some large corporation wanted it in the first place, and for no other reason.

If there is another reason it is because, like the Honourable Member from Kluane said, the Whitehorse population wanted an outlet to the sea and I also have the suspicion, Mr. Chairman, that the 50 miles of pavement that goes on right to Fox Lake is also on behalf of Whitehorse people, because a lot of Whitehorse people have cabins up in Fox Lake.

Mr. Chairman: Anything further?

Hon. Mrs. Whyard: Mr. Chairman, just one final comment. We are not going to rush like lemmings into the sea, I am convinced. I would just like to point out to the two Honourable Members who are concerned about the resources, they are not getting that tourists are going to make a mad rush to see Dawson and that are going on over the Sixty Mile, come back down and enjoy all that lovely $200 million worth of paving the Honourable Member from Kluane is going to get, and they are going to spend money at Haines Junction as well.

Mr. Chairman, there is no gain saying that you are going to have a tourism bonanza. Every new road into this country means that. Do not tell me, Mr. Chairman, about not spending
money where you want it. There is a total here before us of $29 million and something, which is helping to bring people into this country to spend their bucks in your hometowns.

Mr. Berger: Again, I have to rise, Mr. Chairman, because obviously the Members do not seem to understand or do not want to understand, I agree there will be an increase in tourist traffic and I am afraid there will be an increase in tourist traffic from either way, from the Alaska side of it or from the south end into Dawson but you have a bottleneck on the Sixty Mile Road. There are places on the Sixty Mile Road where two cars cannot pass safely. What are you going to do when you have two tour buses to have pass there? That is what I am talking about.

As the Honourable Minister of Highways has stated the other day that we seem to always change our priorities, well I am getting sick and tired of these priority changes. I do not want to wait another two years, maybe then we are going to do something with that highway. I want to see it done now.

Mrs. Watson: Mr. Chairman, the other day the Minister of Local Government gave us some statistics on traffic counts on the North Alaska Highway. This is something that was brought to my attention for the past two years, specifically when I drive north of the Burwash area around the Beaver Creek and White River area, and the traffic is down quite a bit in that area. The lodge owners and the business people complain to me, and they say that the biggest reason is because of the poor condition of the Boundary Road, and the tourists are not taking that route.

I have had this come back to me over the past two years. This is really true.

Hon. Mr. McKinnon: Mr. Chairman, I am only going to say that as one of the Honourable Members that drives every year, every road in the Yukon Territory, the improvement in the Boundary Road, year by year, and over the last ten years has been absolutely phenomenal. Now, Mr. Chairman, I went last year with people from Calgary, my sister who is not used to driving on gravel roads in any way, shape or form with a domestic car, and there was no complaints, no problems and I was remarking, when we got into Dawson, of the improvements that I see on that road year after year, so it is all relative, Mr. Chairman.

When I hear people complaining about roads in Yukon I say how long have you been here, and they have been here about a year or two. But to try and snow this House that there are not vast improvements that have been made and are being made yearly on the whole Yukon road system is just talking for talking's sake and nothing else, Mr. Chairman, and we should all be thankful that we have the best damned road men in the gravel roads anywhere in the world and doing a class A-1 job and be patting them on the back on a constant basis because you know them and I know them and you know how damned good they are, rather than saying that the roads are not in good shape, Mr. Chairman.

Hon. Mrs. Whyard: Do not ask her to pat anybody on the back.

Mr. Berger: Mr. Chairman, I agree with the Honourable Minister of Highways. We do have some of the best road men, road construction men in this continent, but, it does not make any difference, you can have the very, very best man to operate a machine. If there is no gravel on that highway that you can push back and forth, there is nothing you can do with it.

The thing is, the Honourable Minister made one mistake when he came into Dawson on a gravel road. Yes, he did, for 39 miles, but the previous 28 miles, he drove on a boulder road, because there is not an ounce of gravel on that highway.

Mr. Chairman: Anything further?

Establishment 2961 agreed to

Mr. Chairman: Any discussion on page 281, the Expenditure Recoveries?

If there is no discussion on Recoveries, turn to page 282, Loan Capital Summary.

Mr. Berger: 282?

Mr. Chairman: 1978-'79, Main Estimate $5,000,000. Any discussion?

Loan Capital Summary agreed to

Mr. Chairman: Recoveries, Third Party Loans, $5 million, Recoveries agreed to

Mr. Chairman: On page 283, Expenditures, $3,095,000, Recoveries $3,095,000.

Loan Amortization agreed to

Mr. Chairman: Now we have to go to Justice.

On Establishment 800

Mr. Chairman: Establishment 800, Legal Services, is an item that was stood over.

Hon. Mr. McKinnon: Mr. Chairman, I have a redrafted organizational chart of the Department of Justice for Yukon, and I wonder whether I could make these few remarks while these charts are being handed out to Honourable Members.

Mr. Chairman, I just want to keep the remarks on the plane to which I was addressing them yesterday, and only to say, Mr. Chairman, that this has been a long outstanding hope of myself, and I have spoken to it often in the Government of Yukon, that we would see the organization of a Department of Justice in the Yukon Territory in the not to distant future.

Mr. Chairman, I would just like to quote from some of the advice that we have been receiving from Department of Justice officials, who have told us in the past year, Mr. Chairman, that there would, I think, be no legal impediment to the Territorial Government reorganizing its existing branches, or establishing new branches with a view to bringing such branches under the general umbrella of an Attorney General's department, if and when it became constitutionally possible to establish such a department.

These branches could all, should it be desired, report to the Commissioner through someone who might be given the title of General Attorney. At such time as the Territory gains provincial status or the right to have its own Attorney General in the normal sense, it would then be relatively simple for one of the elected Members of the Council to be named as Attorney General.

The General Attorney might then assume the title of Deputy Attorney General. At that time other responsibilities, such as the administration of criminal law, could be added to the responsibility of what would then be, in substance, as well as in name, an Attorney General's department.

Mr. Chairman, from your elected Members on the Executive Committee, there was nothing underhanded, there was nothing at all, other than those principles which have been expoused in this House that times pass and still have been expoused by all Honourable Members, of where we should be going and where we want to go. I think everybody agrees with that type of organization.

Mr. Chairman, as I indicated yesterday, the new Department of Justice was to take in that Department of Corrections which was formerly under Human Resources, which had no business being there, which should be under a Department of Justice, and the new Director of Corrections was hired at the Deputy Head level in that Department of Corrections.

Mr. Chairman, I think that the organizational chart in front of you answers all the questions which Honourable Members could have, and have raised, in the debate on this, and I think it is the embryo stage of a Department of Justice under an Attorney General, eventually, and answers any of the questions that Honourable Members did raise in debate on this Establishment prior.

Mr. Chairman, I would like to move, seconded by the Honourable Minister of Education, that Vote 8 be reduced by $36,500, and that the number of man years in this Establishment be reduced by one, this being the deletion of the position identified as Director of Justice, Mr. Chairman.

Mr. Chairman: The reduction is in 800, Legal Services, the Establishment that is being reduced.
Hon. Mr. McKinnon: It is Vote 8.

Mr. Chairman: Well, Vote 8 is the complete Vote, but the Establishment that is being reduced is 800?

Hon. Mr. Lang: Mr. Chairman, I think the problem is that the man year that we are discussing is actually in Vote 806, which is a section we have already cleared, and it has been delineated as Vote 8 and clearly delineated what particular man year would be deleted. That is why the Resolution is drawn up in that manner.

Mr. Chairman: Any discussion on the resolution?

Moved by Mr. McKinnon, seconded by Mr. Lang that Vote 8 be reduced by $36,500 and that the number of man years in the Establishment be reduced by one, this being the deletion of the position identified as Director of Justice.

Mrs. Watson: Yes, Mr. Chairman, this is a much better chart and it reflects what your budget is doing and it reflects what page 126 actually states. The chart that we got was completely contrary to the outline of the Department of Justice on page 126.

I have one concep and I would like clarification on it before I am prepared to completely support this and I am looking at the terminology of Legal Services, because, in the Schedule that is attached to the Public Service Commission Ordinance, it states: “Person occupying positions allocated to this list of single position classes, are deputy heads for the purpose of the Public Service Commission Ordinance.”

Then it lists the positions or classes and it lists a Director of Legal Affairs. It does not list a Director of Legal Services.

Does that mean, then, that the individual who held the position of Legal Affairs, will have to reapply for the position of Legal Services? It is a very real question. Would there be any harm in changing that to Legal Affairs, then I would be very happy to go along and I think that what the Honourable Members have tried to do would be very, very clear.

Hon. Mr. McKinnon: Mr. Chairman, the lady doth have a suspicious mind. There is no difficulty whatsoever.

Mr. Chairman: I think it would be in order for the organization chart, where it says “Legal Services”, to consider that as saying “Legal Affairs”.

Some Members: Agreed.

Mrs. Watson: Mr. Chairman, and the budget? You see, in Vote 8 it refers to Director of Legal Services all the way through, on page 126.

Mr. Chairman: If you look at the Establishment title, Mr. O’Donoghue is identified as the Director of Legal Services, so I do not think that there is any real conflict. He is identified in this estimate as the Director of Legal Services.

Mrs. Watson: Well, Mr. Chairman, with respect, that is exactly what I mean. Is he going to have to apply for a new position as Director of Legal Services?

Director of Legal Services is not given the tenure in the Schedule to the Public Service Commission Ordinance. That is important.

Hon. Mr. McKinnon: The answer is no, Mr. Chairman.

Mrs. Watson: Mr. Chairman, I am prepared to accept their word and go along with Legal Affairs on the organizational chart.

Mr. Chairman: I think we will vote on the Resolution.

Resolution agreed to

On Establishment 800

Mr. Chairman: Establishment 800, Legal Services.

Establishment 800 agreed to

Mr. Chairman: When we do the Schedule A, I will call the amended Vote for the Department of Justice.

Now, I think the next thing we have to do is to go to the Bill dealing with a matter that was — Bill Number 8, Dawson City Utilities Replacement Ordinance.

On Clause 1

Mr. Chairman: Would the Minister like to give the outline of the purpose of this Ordinance before we go into this?

Hon. Mr. McKinnon: Mr. Chairman, I think that on second reading I went into some elaborate detail on the principle of this Bill, and I think all Members know exactly what it is. It is a change in a municipality which generally has different provisions under the terms of the Community Capital Assistance Ordinance, that for the exception of Dawson because of their unique situation that this Bill will allow Dawson to be treated exactly the same as an L.I.D. for funding purposes for their new sewer and water replacement systems.

I should add, Mr. Chairman, that this Bill, not the Bill itself, but all the conditions present in the Bill, have been discussed in public meetings with the engineering staff, the consultants, with the Department of Local Government, myself, with the people of Dawson City, and also there are Resolutions of the House of the City Council of Dawson agreeing to the terms and conditions of the proposals that have been brought forward, so this is the final hurdle, Mr. Chairman, to overcome before the replacement of that sewer and water system starts this summer.

Just as a matter of interest, it is the indication of the people who are going to be installing the system, or the consultants, that the best time to do such work in Dawson, because of the perma-frost conditions, and the unique ground conditions, is in the spring and fall. Hopefully the mess that always comes about with replacement of sewer and water systems will be kept to a minimum during the summer months and the peak tourist seasons.

These things are always told to me when people are looking for contracts and replacements. Sometimes they work out and sometimes they do not and, in this instance, I hope they do, Mr. Chairman.

On Clause 2

Mrs. Watson: Mr. Chairman, now this gives you the capability to construct a sewer and water system and a sewage lagoon and the whole thing. You will not have to come back in with another piece of legislation.

Hon. Mr. McKinnon: No.

Clause 2 agreed to

Hon. Mr. McKinnon: Mr. Chairman, it might be, if someone could ask Mr. Cosman, who was the architect of the Bill, in case we do have any legal questions during debate, if he could be present, then we would not have to call him if it was necessary.

It is up to Committee.

On Clause 3

Mr. Chairman: Any discussion?

Mrs. Watson: Mr. Chairman, maybe I could ask the Minister, are you contemplating it being necessary that you have to acquire land in order for a site for your plant?

Hon. Mr. McKinnon: No, Mr. Chairman, Mr. Berger, who is much more familiar with the actual, I understand that the plant site is already identified as the NCPC area in Dawson.

Mrs. Watson: And it will not be necessary to purchase it.

Hon. Mr. McKinnon: No.

Mr. Chairman: Any further discussion?

Clause 3 agreed to

On Clause 4

Mr. Chairman: Any discussion?

Clause 4 agreed to

On Clause 5

Mr. Chairman: Any discussion?

Mr. Fleming: Mr. Chairman, I am just interested in the connection charge that is calculated as follows: $3.75 for each of the three-quarter inch water connections and $3.75 for four inch sewer service connections from any building to the main. Can they explain, say, from any building to the main, now I do not take that as the line from the building to the main, I presume...
that is just the connection. I would ask the Minister about the service line from the main to the building and if it crosses the street, because we had an argument in Teslin over what is the case in this regard.

Hon. Mr. McKinnon: This is a flat rate and a deal to the City of Dawson because of certain extenuating circumstances of the system. It being that every service connection has to be insulated properly right up to where it joins the house plumbing, and it has to be done universally because if that insulation is not done properly, then the whole system will fail because it will be the weak spot in the whole of the circulating system.

We averaged out the cost of a home owner being perhaps in the area of $1,000 to $1,200 because it was totally essential that we could not allow the individual home owner, by the engineering consultant, and by the engineers and all the evidence we had, to be able to say where can I get the cheapest installation to do inside the house because it just had to be done technically perfect, each installation, or the whole system would fail that with domestic users, $750 will be the maximum amount for the proper sewer and water connection regardless of where their property is in consideration to the main.

A commercial user will pay the actual cost, even though the contractor will do it, because it has to be done in accordance, specifically and to the specifications of the system.

Ms Millard: Mr. Chairman, will that connection charge be in effect for new construction, after the time of the original construction?

Hon. Mr. McKinnon: No, Mr. Chairman, this is, as one member at the public meeting we had in Dawson said, you know, it is such a good deal and what you are saying is that you are not going to utilize any longer, it sounds a hell of a lot like a little bit of blackmail to me, from Government. I could not argue the point with him, Mr. Chairman.

Mr. Fleming: Yes, Mr. Chairman, does the Minister consider that he may get enormous flak from the business section that do have to pay all the way, not in the sense that if you are on this side of the street, fine, I realize that that person will be quite happy to pay all the way, but then the unfairness of a person that has to pay to the line that is on the other side of the street and he has to pay across Government property all the way.

Actually, in the long run, it is unfair to the person who is not on that side of the street. I mean, do you not feel that you are going to get some flak as to where you are going to put those lines?

Hon. Mr. McKinnon: Mr. Chairman, I will ask a businessman in the City of Dawson to answer that question, that the business you are saying is that you are not going to utilize any longer, it sounds a hell of a lot like a little bit of blackmail to me, from Government. I could not argue the point with him, Mr. Chairman.

Mr. Fleming: Yes, Mr. Chairman, does the Minister consider that he may get enormous flak from the business section that do have to pay all the way, not in the sense that if you are on this side of the street, fine, I realize that that person will be quite happy to pay all the way, but then the unfairness of a person that has to pay to the line that is on the other side of the street and he has to pay across Government property all the way.

Although the rest of this is very good and I am very glad to see where they have put the amount of the connection charge there and that is it and you know what you are doing all around. I would be very happy with this at any time.

Hopefully, there will be no problem in the other area.

Hon. Mr. McKinnon: Mr. Chairman, if there were not any problems, it would not be any fun, of course, I miss having to go up to Dawson as I did, and Teslin and meet with the residents of Teslin and try to iron out a few problems that we ran into. I am sure the same thing will happen in Dawson City, but of course, that is what makes life interesting, Mr. Chairman.

Mr. Chairman: Anything further on Section 4?

Clause 4 agreed to
Some Members: Agreed.

Mr. Chairman: I declare that Department of Consumer and Corporate Affairs, $572,100 is carried.

Department of Human Resources, $4,216,000. Shall the Appropriation carry?

Some Members: Agreed.

Mr. Chairman: I declare that Department of Human Resources, $4,216,000 carried.

Department of Local Government, $3,718,900. Shall the Appropriation carry?

Some Members: Agreed.

Mr. Chairman: I declare that Department of Local Government, $3,718,900 is carried.

Department of Tourism and Economic Development, $891,900. Shall the Appropriation carry?

Some Members: Agreed.

Mr. Chairman: I declare that Department of Tourism and Economic Development, $891,900 is carried.

Department of Justice, as amended, $5,144,700. Shall the Appropriation carry?

Some Members: Agreed.

Mr. Chairman: I declare the Department of Justice, as amended, $5,144,700 is carried.

Department of Highways and Public Works, $17,695,900. Shall the Appropriation carry?

Hon. Mr. McKinnon: Mr. Chairman, there were four questions asked of me on the Department of Highways and Public Works yesterday, and I would like to have them on record prior to the clearing of the item, if I may.

Mrs. Watson questioned the fluctuation of building maintenance costs in 77-78 and asked if we had a percentage figure or some sort of rule to establish building maintenance costs. The answer to this is there is no formula for determining funding for building maintenance. The amount shown in the estimates is to be determined by financial expenditures in past years, together with the normal allowance for increase in wages, materials, etc., for the oncoming year.

Mr. Berger questioned the cost per mile of the calcium chloride treated highway, as compared with costs per mile of untreated highway. The answer to this is that the supply and application of calcium chloride costs approximately $2,000 per mile, however since an untreated road requires more grading and gravel surfacing than the road treated with calcium chloride, it is estimated that the cost differential is $500 per mile per annum between treated and untreated roads.

Mrs. Watson asked how much money was actually spent on maintenance of abandoned roads this year. The answer to this is that under the new highway maintenance management system, the cost of maintaining abandoned roads is not accounted for as a separate activity, as it is included in the overall costs of maintaining a particular highway. Under Policy 49, we now maintain the following abandoned road sections: (1) Klondike near Dawson City, a half mile; Rock Creek, one and a half miles; Alaska Highway Mile Post 926 to 928, two miles; Alaska Highway Mile Post 1054, Silver Creek, two miles, for a total of six miles. In March of 1977 we estimated that during 77-78 we would spend approximately $1,035 for this purpose.

Mr. Berger questioned our road numbering system as it applied to the Klondike Highway. When the motion was passed in 1966, we immediately undertook to erect Klondike Highway signs between Carcross and the Alaska Highway, between the Alaska Highway and Stewart Crossing, and between Stewart Crossing and Dawson City. The present numbering system of highways will be changed when the Skagway Road is completed. This will be done in accordance with the Highway Information Sign System Report prepared by BC Research for this Government.

It has been agreed with the State of Alaska that kilometer 0 of the Klondike Highway will be at Skagway. The present numbering system does not detract from the common use of the term Klondike Highway by anybody, nor, Mr. Chairman, does it have any influence on funding for highway maintenance.

Mr. Chairman: I declare that the Department of Highways and Public Works, $17,695,900. Shall the Appropriation carry?

Some Members: Agreed.

Mr. Chairman: I declare that the Department of Highways and Public Works, $17,695,900 is carried.

Public Service Commission, $833,200. Shall the Appropriation carry?

Some Members: Agreed.

Mr. Chairman: I declare that Public Service Commission, $833,200 is carried.

Office of the Pipeline Co-ordinator, $175,000. Shall the Appropriation carry?

Some Members: Agreed.

Mr. Chairman: I declare that the Office of the Pipeline Co-ordinator, $175,000 is carried.

Department of Finance, $4,008,700.

Hon. Mr. McKinnon: Mr. Chairman, this is a matter of procedure. I was wondering, I was not in the House the day that the Estimates and the Department of Finance included the amendments to the Home Owners' Grant Ordinance. Should that Bill be now read, at this time, before the final clearance of the Department of Finance Votes, which includes those figures which have been agreed upon, by this House, for an expanded home owner grant program?

Mr. Chairman: If that is the wish of the House, we will turn to the Home Owners' Grant Ordinance. If not, we can continue with this. What are your wishes? It does not matter? We will continue.

Shall the Appropriation carry?

Some Members: Agreed.

Mr. Chairman: I declare the Department of Finance, $4,008,700 is carried.

Department of Information Services, $1,470,200. Shall the Appropriation carry?

Some Members: Agreed.

Mr. Chairman: I declare the Department of Information Services, $1,470,200 is carried.

Department of Renewable Resources, $1,894,200. Shall the Appropriation carry?

Some Members: Agreed.

Mr. Chairman: I declare that the Department of Renewable Resources, $1,894,200 is carried.

The Department of Health, $10,900--

Hon. Mrs. Whyard: Mr. Chairman, excuse me.

Mr. Chairman: Yes, Mrs. Whyard.

Hon. Mrs. Whyard: Sorry, Mr. Chairman, did you want to read the item? I am sorry, Mr. Chairman, I did not mean to interrupt before you read the item.

Mr. Chairman: Department of Health, $10,917,100.

Hon. Mrs. Whyard: Mr. Chairman, there was just one further piece of information Members had asked for and that was regarding the Medicare premium and the amount that we were falling behind and paying out of our Revenue.

Mr. Chairman, I did provide those figures the other day, but I would like to add to that, that if Honourable Members were considering increasing the Medicare premiums in Yukon in order to cover the Deficit, which we are looking at in this coming year, they would simply need to revert to the original Medicare fees, when the Plan was established, which were: $6.50 for single persons; $12.50 for a married couple; and $14.50 for a family, which would give us an increase of $289,932, which is just about on the button.

I just leave that with Honourable Members as something to mull over. Thank you, Mr. Chairman.
Mr. Chairman: Shall the Appropriation carry?
Some Members: Agreed.

Mr. Chairman: I declare the Department of Health, $10,917,100 carried.
Yukon Housing Corporation, $1,185,300. Shall the Appropriation carry?
Some Members: Agreed.

Mr. Chairman: I declare that Yukon Housing Corporation, $1,185,300 carried.
Project Capital, $29,456,000. Shall the Appropriation carry?
Some Members: Agreed.

Mr. Chairman: I declare that Project Capital, $29,456,000 carried.
Loan Capital, $5,000,000. Shall the Item carry?
Some Members: Agreed.

Mr. Chairman: I declare that Loan Capital, $5,000,000 carried.
Loan Amortization, shall the Item carry?
Some Members: Agreed.

Mr. Chairman: I declare that Loan Amortization, $3,095,000 is carried.

There is an amendment to that. This sum will be corrected to Three Hundred Seventy-five Thousand, Six Hundred Dollars. Any discussion?

Mr. Chairman: Thank you, Mr. McKinnon.

Moved by Mr. McKinnon, seconded by Mr. Lang, THAT the sum $3,095,000 be added to three hundred seventy-five thousand six hundred dollars.

Mr. Sherlock: I have a question on Clause 11. I was wondering why does that not read April 1st?

Mr. Chairman: What is the question?

Mr. Lengerke: Why does that not read April 1st, come into force on the First day of April? Is that not normal?

Mrs. Watson: Both of them did, the other bill did too.

Mr. Sherlock: Mr. Chairman, the first Section talks about the fiscal year, so it is covered.

Mr. Chairman: The Commissioner of the Yukon Territory, by and with the advice and consent of the Council of the said Territory, enacts as follows: First Appropriation Ordinance, 1978-'79,

Preamble agreed to

Title agreed to

Hon. Mr. Lang: Mr. Chairman, I move that you do now report Bill Number 3, First Appropriation Ordinance, 1978-'79, with amendment, to the Assembly.

Mr. Chairman: It has been moved that Bill Number 3, First Appropriation Ordinance, 1978-'79, be reported out of Committee with amendments.

Motion agreed to

On Clause 1
Clause 1 agreed to
On Clause 2

Mr. Chairman: Any discussion on Clause 3?

Clause 3 agreed to

On Clause 4

Mr. Chairman: Any discussion of Clause 4?

Clause 4 agreed to
On Clause 5

Clause 5 agreed to
On Clause 6

Clause 6 agreed to
On Clause 7

Mr. Chairman: Any discussion?

Clause 7 agreed to
On Clause 8

Clause 8 agreed to
On Clause 9

On Clause 10

Mr. Chairman: Any discussion?

Clause 9 agreed to
On Clause 11

Clause 10 agreed to
On Clause 11

Clause 11 agreed to

Mr. Lengerke: I have a question on Clause 11. I was wondering why does that not read April 1st?

Mr. Chairman: What is the question?

Mr. Lengerke: Why does that not read April 1st, come into force on the First day of April? Is that not normal?

Mrs. Watson: Both of them did, the other bill did too.

Mr. Sherlock: Mr. Chairman, the first Section talks about the fiscal year, so it is covered.

Mr. Chairman: The Commissioner of the Yukon Territory, by and with the advice and consent of the Council of the said Territory, enacts as follows: Financial Agreement Ordinance, 1978.

Preamble agreed to

Title agreed to

Hon. Mr. Lang: Mr. Chairman, I move that you do now report Bill Number 4, Financial Agreement Ordinance, 1978, without amendment, to the Assembly.

Mr. Chairman: It has been moved that Financial Agreement Ordinance, 1978 be reported without amendment.

Motion agreed to

Mr. Chairman: Municipal General Purposes Loan Ordinance.
On Clause 1

Clause 1 agreed to
On Clause 2

Clause 2 agreed to
On Clause 3

Clause 3 agreed to
On Clause 4

Clause 4 agreed to
On Clause 5

Clause 5 agreed to
On Clause 6

Mr. Chairman: Any discussion?
Clause 6 agreed to
On Clause 7
Clause 7 agreed to
On Clause 8
Clause 8 agreed to
On Clause 9
Clause 9 agreed to
On Clause 10
Clause 10 agreed to

Mr. Chairman: The Commissioner of the Yukon Territory, by and with the advice and consent of the Council of the said Territory, enacts as follows: Municipal General Purposes Loan Ordinance.

Preamble agreed to
Title agreed to

Hon. Mr. McKinnon: I move that you do now move Bill Number 5, Municipal General Purposes Loan Ordinance, without amendment, to the Assembly.

Mr. Chairman: It has been moved that Bill Number 5 be reported without amendment.

Motion agreed to

Mr. Chairman: Bill Number 6, An Ordinance to Amend the Home Owners’ Grant Ordinance.

On Clause 1

Mr. Chairman: Any discussion of Clause 1?

Clause 1 agreed to
On Clause 2 agreed to
Clause 2 agreed to

Mr. Chairman: The Commissioner of the Yukon Territory, by and with the advice and consent of the Council of the said Territory, enacts as follows: An Ordinance to Amend the Home Owners’ Grant Ordinance.

Preamble agreed to
Title agreed to

Hon. Mr. McKinnon: Mr. Chairman, I move that you do now move Bill Number 6, An Ordinance to Amend the Home Owners’ Grant Ordinance, without amendment, to the Assembly.

Mr. Chairman: It has been moved that Bill Number 6, An Ordinance to Amend the Home Owners’ Grant Ordinance, shall be reported without amendment.

Motion agreed to

Mr. Chairman: Bill Number 7, Loan Agreement Ordinance, 1978.

On Clause 1

Clause 1 agreed to
On Clause 2

Mr. Chairman: Any discussion?

Clause 2 agreed to
On Clause 3
Clause 3 agreed to
On Clause 4
Clause 4 agreed to
On Clause 5
Clause 5 agreed to

Mr. Chairman: The Commissioner of the Yukon Territory, by and with the advice and consent of the Council of the said Territory, enacts as follows: Loan Agreement Ordinance, 1978, Number 1.

Preamble agreed to
Title agreed to

Hon. Mrs. Whyard: I would move that Bill Number 7, Loan Agreement Ordinance (1978), Number 1 be reported out of Committee without amendment.

Mr. Chairman: It has been moved that Loan Agreement Ordinance (1978), Number 1 be moved out of Committee without amendment.

Motion agreed to

Mr. Chairman: Bill Number 8, we have done. I think that, Mr. Clerk, concludes it.

Mr. McCall: I would move that 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 the same with amendment. The Committee also considered Bills Number 4, 5, 6, 7, and 8, and directed me to report the same, without amendment. The Committee also 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 adjourn.

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 adjourn.

Motion agreed to

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

Adjourned