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Debates & Proceedings

Thursday, March 13, 1975

Speaker: The Honourable Donald Taylor



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Mr. Speaker reads daily prayer

Mr. Speaker: Madam Clerk, is there a quorum present?

Madam Clerk: There is, Mr. Speaker.

Mr. Speaker: I will now call the House to order.

ROUTINE PROCEEDINGS

Mr. Speaker: We will now proceed with the Order Paper. Are there any documents or correspondence for tabling this morning?

Are there any Reports of Committees?

Are there any Introduction of Bills? The Honourable Member from Pelly River.

Private Member's Bill Introduced

Mr. McCall: Yes, Mr. Speaker, I beg to move, seconded by the Honourable Member from Klondike, for leave to introduce a bill entitled An Ordinance to Amend the Mine Safety Ordinance.

Mr. Speaker: It has been moved by the Honourable Member from Pelly River, seconded by the Honourable Member from Klondike, for leave to introduce a bill entitled An Ordinance to Amend the Mining Safety Ordinance. Are you prepared for the question?

Some Members: Question.

Mr. Speaker: Are you agreed?

Some Members: Agreed.

Mr. Speaker: I shall declare that the Motion is carried.

Motion Carried

Mr. Speaker: Are there any further Introduction of Bills? Are there any Notices of Motion or Resolution? The Honourable Member from Whitehorse Porter Creek.

Mr. Lang: Yes, Mr. Speaker, I would like to give Notice of Motion entitled "Select Committee on Rules, Procedures and Privileges".

Mr. Speaker: Thank you. Are there any further Notices of Motion? The Honourable Member from Whitehorse Riverdale.

Mr. Phelps: Yes, Mr. Speaker, I would like to give Notice of Motion re Commonwealth Parliamentary Association.

Mr. Speaker: Are there any Notices for the Production of Papers? We will then proceed to Orders of the Day, and there being no Motions we will proceed with the Question Period. Madam Clerk, would you ascertain if Mr. Commissioner could be with us this morning?

Madam Clerk leaves room

Mr. Speaker: At this time I will declare a brief recess.

Recess

ORDERS OF THE DAY

QUESTION PERIOD

Mr. Speaker: Well at this time I will call the House to order and we have arrived at the Question Period. Have you any Questions this morning? The Honourable Member from Klondike?

Question re: Meat Salvaged and Exported By Non-Residents

Mr. Berger: Yes, Mr. Speaker, a question to Mr. Commissioner. How much meat in pounds is salvaged and exported by non-resident hunters from (a) moose; (b) caribou; (c) sheep; (d) goat, and how much meat is used from each of these animals for outfitters?

Mr. Speaker: Is this a written question?

Mr. Berger: It is a written question.

Mr. Commissioner: Mr. Speaker, we are pleased to have notice of this.

Mr. Speaker: The Honourable Member from Hootalinqua.

Question re: Haines Junction Experimental Farm

Mr. Fleming: Mr. Speaker, I would like to ask the Commissioner if there is any possible chance of getting the results of the experiments they made at the Haines Junction Experimental Farm, if there would be any possible chance of obtaining the results that they came up with there for the Yukon, because I think presently to date there is no record here anywhere in the Yukon, as far as I know.

Mr. Speaker: Mr. Commissioner?

Mr. Commissioner: Mr. Speaker, there is a goodly amount of this has already been published, and is readily available and we will certainly, I am sure without any difficulty supply this.

Now whether or not every experiment that was carried out there you know has been published in some kind of a public document, that is a question that I would have to have a little bit of work done on, but certainly everything that has been made available, we certainly can make it available to Members. But the second part of the question that was asked by the Member, you know, whether everything has been put in some kind of publishable form, that is a question that I would have to determine.

But we will take it as two parts, Mr. Speaker, and proceed accordingly.

Mr. Speaker: The Honourable Member from Whitehorse South Centre.

Question re: French Language Instructional Program

Dr. Hibberd: Mr. Speaker, I have a written question for the Minister of Education. We have received as a bequest, \$100,000.00 from the Federal Government for the implementation of a French language instructional program.

In response to several inquiries, I would like to ask the Minister if he could supply this Assembly with information regarding the specifics of the monies and how they are being spent. Are these facilities to be available on a Territory wide basis and can these facilities be used for any other purpose?

I have a further question, Mr. Speaker.

Mr. Speaker: Proceed.

Question re' Blacklist Of Teachers

Dr. Hibberd: To the Minister of Education. In view of the recent revelations concerning the Department of Education in British Columbia, can the Minister assure us that there is no form of a blacklist of teachers in existence in the Yukon?

Hon. Mr. McIntyre: I can answer that very readily, Mr. Speaker. There is no blacklist in the Yukon.

Mr. Speaker: Do I understand that the first question is a written question to which there will be a written reply?

Mr. Speaker: Are there any further questions? The Honourable Member from Whitehorse Porter Creek.

Question re: Don Twa Curling Rink

Mr. Lang: Yes, Mr. Speaker, in reference to a question that was put last week, I would like to ask the Commissioner what has been planned for the Don Twa Curling Rink?

Mr. Commissioner: Mr. Speaker, I'm sorry that I just don't know. I believe that representatives of the city, the Territorial Government and the Curling Association are working on this, and I believe that they are pulling together some kind of a joint effort. I'm sorry that I don't know exactly what it is, but if the question is, is something being planned, the answer is yes.

Mr. Speaker: Are there any further questions? I would like to thank Mr. Commissioner for attending Question Period this morning, and as there are no Bills for processing at this time, may I have your further pleasure?

Mr. Lang: Mr. Speaker, I move that Mr. Speaker do now leave the Chair and the House resolve in a Committee of the Whole in order -- for the purpose of considering Bills, Sessional Papers, and Motions.

Mr. Speaker: Is there a seconder?

Mr. Berger: I second it, Mr. Chairman.

Mr. Speaker: It has been moved by the Honourable Member from Whitehorse Porter Creek, seconded by the Honourable Member from Klondike, that Mr. Speaker do now leave the Chair and Council -- pardon me, the House resolve into Committee of the Whole for the purpose of considering Bills, Sessional Papers and Motions.

Are you prepared for the Question?

Some Members: Question.

Mr. Speaker: Are you agreed?

Some Members: Agreed.

Mr. Speaker: I shall declare that the Motion is carried, and the Honourable Member from Whitehorse Riverdale will take the Chair in Committee of the Whole.

COMMITTEE OF THE WHOLE

Mr. Chairman: I will now call the Committee to Order and declare a 10 minute recess.

Recess

Mr. Chairman: I will now call the Committee of the Whole to order, and we're discussing Bill Number 2, and I would like to thank the witnesses that we have in attendance this morning, Mr. Miller, Mr. Huberdeau and Mr. Gillespie, and we are now down to Item number 8 in Schedule A, Department of Legal Affairs, \$1,642,840.00.

I would direct your attention to page 47 in the Main,

and the first item there is General Administration, \$598,706.00. Are there any questions or comments?

Mr. Taylor?

Hon. Mr. Taylor: Mr. Chairman, I'm extremely interested and would be interested in knowing, Mr. Chairman, as to whether the report that is being taken at this time by the Royal Canadian Mounted Police throughout the north, and no doubt in other parts of Canada, whether that portion of the report that would relate to the representations made to it here in the Yukon, more recently, will be made known and made available to this House?

Mr. Gillespie: Mr. Chairman, my understanding is that this is a public inquiry, and anything arising from it and any representation given to it will be made public, by the Commission itself.

Mr. Chairman: Mr. Taylor?

Hon. Mr. Taylor: Mr. Chairman, my question is though that will the administration endeavour to acquire this document and circulate the information to the Members of this Assembly?

Mr. Gillespie: Mr. Chairman, we will undertake to do that.

Mr. Chairman: Thank you, Mr. Gillespie. Any further questions? Mrs. Whyard?

Mrs. Whyard: Mr. Chairman, under Administration of Justice, there were several matters which I assume are being carried over from the last session, and I wanted to ask if it is appropriate at this time, whether there are any plans to include them in this year's Legal Department.

One was a motion which the previous council passed approving the establishment of ombudsman, and I've heard nothing more since, and the other matter was that there should be proposed -- ~~there were~~ changes proposed altering the Legal Profession Ordinance regarding discipline of members, and I wonder if we could hear whether that's in the mill.

Mr. Chairman: Thank you, Mrs. Whyard.

Mr. Gillespie: Mr. Chairman, I am sure you would be interested in the answer.

Mr. Chairman: Yes, I am, Mr. Gillespie.

Mr. Gillespie: On the question of the ombudsman, the main focus that we are looking at right now is at Legal Aid. We already have it in force for criminal matters, but we are also planning to come forward at some point with a civil Legal Aid bill as well, and hopefully this will take care of the needs of the majority of people who would otherwise require an ombudsman.

Secondly, on the question of legal professions, we are undertaking an examination of the Legal Professions Ordinance, and will likely be coming forward with some amendments in that area as well. Not in this session, though.

Mr. Chairman: Mrs. Whyard?

Mrs. Whyard: There was one other matter, Mr. Chairman. In the Commissioner's opening address, he referred to legislation which is before us at this Session, Bill number 6, An Ordinance for Compensation for Victims of Crime which is a cost sharing program with the Federal Government. We haven't got to it yet, but it will establish a program to provide compensation to people who are killed as a result of a crime, or while assisting a police officer in the execution of his duty, and my question, Mr. Chairman is, when will we get to the establishment of an Unsatisfied Judgment Fund in the Yukon, which I am told is in use in nearly every province, I may be wrong, but there is no such apparatus effective in the Yukon for people who suffer damage in a motor vehicle accident, for example, where the driver of the other vehicle is uninsured because he is from outside, and normally there would be an Unsatisfied Judgment Fund to compensate that victim.

Could I be instructed as to whether this is a simple matter of bringing our legislation into line with the provinces? I do not know the source of revenue for such a fund.

Mr. Chairman: Possibly, Mrs. Whyard, if I could interject, I think that that relates primarily in other jurisdictions to the Motor Vehicle Act, and our Motor Vehicle Ordinance, I will allow of course an answer to the question, but it may be a bit off the topic we are on at this time.

Mr. Gillespie?

Mr. Gillespie: Mr. Chairman, we are examining this issue together with the possibility of no-fault insurance. We have not reached a conclusion yet as to what we think should be done, and also where the monies would come from if we did decide to do something, but the question is under examination.

Mr. Chairman: Mr. Gillespie, I have a question. It relates to the court reporting system we have in the Yukon. Firstly, it appears from Page 49 that you are reducing the court reporting staff by one, is that correct?

Mr. Gillespie: Mr. Chairman, that is correct in a sense, that we are reducing the number of salaried employees by one. In place of that one person, we are going to contract for the heavy periods of the year. In other words, we are replacing one salaried person with one contractual man year in effect.

Mr. Chairman: I would like to pursue this just a bit further. As a lawyer, it has come to my attention on an almost daily basis, that court reporting in the Yukon is very, very inadequate.

Now a lawyer now just looking for an Examination for Discovery date is looking ahead to July, and this is March. In other jurisdictions, one can set down a date within the week, and one can obtain a transcript normally within a week of the hearing itself, and I would like to say at this time that our court reporting -- it's an object of derision from lawyers from outside the jurisdiction. They just cannot understand why we are

so woefully understaffed in that area. I'm suggesting at this time that this really is an impediment to justice being done in the Yukon, and that it is a concern, a very strong concern of the local Bar Association.

Mr. Gillespie: Mr. Chairman, I think that there is probably something that can be done to improve this situation, but that something will long come about if we can get together, I think with the lawyers in the Yukon to see just how we can better schedule these things.

There have been incidents on the other side where lawyers have not been there on the--at the appointed time, and while I don't say this is the sole reason or even the majority of the reason, I can't judge that for myself for the problem, but I think it is part of the problem that perhaps we could alleviate with some further consultation on that matter.

The other side of the coin, of course, I think what you may be suggesting is we should have more staff to deal with that problem. Now we are talking about money, and therefore can't hire additional people.

Mr. Chairman: I will look forward to your getting together with the local Bar Association then, Mr. Gillespie.

Are there any further comments or questions on that item? Mr. Mr. Taylor?

Hon. Mr. Taylor: Mr. Chairman, one item I always raise when we get around to the Justice estimates and that is the question of the placement of a magistrate in Watson Lake, and I'm wondering if during the course of this last year if the administration has again looked at this question as to the placement of a permanent magistrate in Watson Lake?

Mr. Gillespie: Mr. Chairman, we have looked at the question and as far as we are able to determine, there isn't justification for putting a full time magistrate in Watson Lake at this point in time. There just is not sufficient work to be done to keep a magistrate busy there right now.

Mr. Chairman: Mr. Taylor?

Hon. Mr. Taylor: I would say that considering just a daily magistrate's court, you could be right. You have got to relate this to the fact that we have seven policemen in Watson Lake and they are all working very, very hard to keep busy, and unfortunately with the small population we have got down there they are keeping very, very busy, and the fact that we have untrained Justices of the Peace dealing with this situation, and I'm not saying they don't get training here, but people not proficient really in law, it's making it rather, rather difficult.

I was going to suggest that in light of the fact that we have such a heavy preponderance of policemen in the community, and this is a community that should have, say, a three man detachment, we have seven and I understand, and I will be asking a question on this when we get to the Police Services Agreement, I understand they are talking about putting some more down there. We are going to have more policemen than people, and this is a very severe and serious problem, and it has been--it was last spring, it eased off during

the summer, now it's back to a police state again this spring, the latter part of the winter, and--I don't know, you seem to find levity in it. If you lived in Watson Lake, I am sure you would not find levity in this particular matter.

You can feel very fortunate to live in such a large community here, and not be predated upon as we are by at least some constables in Watson Lake. A lot of them are doing a real good job, but there's--you always seem to get that bad one in the bunch that's out to harass. But I would like to know, if at all possible, consideration can still be given to the magistrate, because you have northern British Columbia to look after, you have got the jurisdiction involving Canada Tungsten, or the Town of Tungsten, and you have a great number of courts that could be served. You have Juvenile Court and so forth, you know, I am not just talking about J.P.'s court, Small Debts, Juvenile, and all the other courts, and I think if the administration were to look at it in that view, I think that they may agree that yes indeed, we could certainly have a full time magistrate in Watson Lake.

Mr. Chairman: Thank you, Mr. Taylor. Mr. Gillespie?

Mr. Gillespie: Mr. Taylor, all I can say I think at this point in time is we are keeping an ongoing watch on the load and the requirement for the Yukon as a whole and for Watson Lake in particular, as we are for other places. At this point in time, we have not allocated money to bring in another magistrate, but we will be keeping a close eye on this for the future.

Mr. Chairman: Mr. Lang?

Mr. Lang: Mr. Chairman, approximately three or four weeks ago there was a meeting of the Justices of the Peace in town here, and they were supposed to send copies of Resolutions that had been passed within their organization, but I was wondering if there has been any thought in increasing the remuneration for the services that they perform. They were complaining that the money that they get for the services they perform are not adequate.

Mr. Chairman: Thank you, Mr. Lang. Mr. Gillespie?

Mr. Gillespie: Mr. Chairman, yes indeed, we have been looking at this and we are hopeful that we can do something to increase their remuneration for next year.

Mr. Chairman: Mrs. Whyard.

Mrs. Whyard: Mr. Chairman, could I ask for a clarification of the Territorial status in the area of Attorney-General? Does the Attorney-General of Canada still act for the Yukon? When will we assume this role?

Mr. Gillespie: Mr. Chairman, the answer at this point in time to your question is yes, he does act, the Attorney-General of Canada does act for the Yukon. As to when we might assume that role, I'm afraid I don't know the answer to that.

Mrs. Whyard: Mr. Chairman?

Mr. Chairman: Mrs. Whyard?

Mrs. Whyard: Does this rely on provincial status?

A Member: The Revolution.

(Laughter)

Mr. Gillespie: Mr. Chairman, I'm not entirely certain of the answer to that question to be perfectly honest with you.

Mrs. Whyard: And neither am I, Mr. Gillespie.

Mr. Gillespie: It would have some bearing on it, but frankly I don't know.

Mr. Chairman: Any further questions or comments on this item? Clear?

Some Members: Clear.

Mr. Chairman: The next item is Legal Aid, \$35,000.00.

Ms. Millard: Clear.

Mr. Chairman: I wouldn't go so quickly, if I were you, Miss Millard...
(Laughter)

Mr. Chairman: Mr. Berger?

Mr. Berger: On Legal Aid, could we possibly have a breakdown on how many people received Legal Aid in the Yukon Territory?

Mr. Gillespie: Mr. Chairman, I can obtain that and bring it back to you.

Mr. Chairman: I have one or two questions, Mr. Gillespie, on this item. As some of the Councillors will remember--pardon me, Members will recall, last spring the Bar Association were asked, invited before the Committee of the Whole as witnesses, and at that time it was stated by the Yukon Bar Association that unless something was done about the Legal Aid in the Yukon, that they were quite prepared to withdraw their services, and they, at that time, placed a three month deadline on their receiving some satisfaction, and their minimum requirement at that time was that they be remunerated on the same scale as either the Northwest Territories or Ontario, as I recall. I was one of the witnesses, by the way.

Then in the fall, the administration in an effort to do what they could to alleviate the situation, came up with a compromise which was accepted as an ad hoc compromise by the Bar, and this compromise involved increasing the amount payable to approximately \$35,000.00. I think the Bar made it quite clear that they were willing to go along with this until this budget was passed, and if something satisfactory wasn't done to ensure, not only, proper criminal Legal Aid, but proper

civil Legal Aid as well, that they might yet withdraw their services.

I think that the position, I am speaking fairly when I say that the position of the legal fraternity in the Yukon is, that they were providing a service, that they ought to be paid a reasonable fee for these services, and I think it was quite ably pointed out by Members of the Association that the old fee, on the basis of the old fee, the lawyer was not even making his overhead. The individual lawyer was getting paid a maximum of \$75.00 per day, the overhead for each lawyer in town averages something like 90 to \$100.00 a day, that's before the lawyer gets a cent.

I would like at this time to comment further and say that, to the Members of the House, that it's very, very possible that your government may be faced with a situation where the lawyers are simply unwilling to go any further. I also like to say that because of my election, I have withdrawn completely from Legal Aid and I'm not being remunerated directly or indirectly from Legal Aid, and so I don't feel that I'm in any way in a conflict situation when I make these comments.

I would also like to say that the people from the Bar Association that will be speaking with the administration, will be those who are most deeply involved in providing Legal Aid Services.

Now, what it really comes down to is a matter of policy, is whether or not this government wants to provide indigents with a good quality of legal services, with a freedom of choice as to legal counsel, not only in criminal matters but in civil matters as well, and whether or not we feel that this ought to be part of our broadly speaking, welfare program.

The choice boils down to that or the alternative of a public defender system whereby a person hired by the government will do all the criminal and civil work for indigents, and of course, the basic difficulty with this is that members of society no longer would have freedom of choice, and they may feel that the person employed as public defender is tied too closely to the government for justice to be done.

The third alternative really is nothing, so I'm bringing this up and asking why only \$35,000.00 is being provided for in this budget?

Mr. Gillespie: Mr. Chairman, the points you brought up are of great interest to us as well and as you may or may not know, there have been some ongoing discussions by our administration with the legal profession, and directed at the possibility of bringing in a civil legal aid scheme some time this year, if possible.

Now, the funding arrangements are such that it actually wouldn't cost the Territorial Government any more this year, because the Federal Government has taken the position that they will only cost share in this program if the Territorial Government enters into both a criminal and a civil legal aid system.

At present, we have only a criminal Legal Aid in force, and therefore we are funding the full amount, the \$35,000.00. If we were to bring in a civil Legal Aid, our hope is that it too would cost let's say something in the order of \$35,000.00 also, for a total of \$70,000.00 expenditure. Half of which would be shared by the Federal Government, bringing the net down to the same amount that we have here.

Mr. Chairman: Thank you, Mr. Gillespie. I would like to make it clear that the law fraternity in the Yukon is quite willing to go along with such a scheme and they have been trying to have both criminal and civil legal aid invoked for the past four years. It's been in effect in the Northwest Territories for some, I believe four years, and this is the program we are speaking of, and this program was made, was offered at that time by the Federal Government. Not only offered, but they were advocating that we, that our government accept this program, and I think it's a shame we are so late in providing this service to the residents of the Yukon.

Are there any other questions? Mrs. Watson?

Hon. Mrs. Watson: Yes, Mr. Chairman, I think that possibly one of the witnesses should give us a little more information on the fee schedule structure that we presently are using for criminal Legal Aid. I think we have adopted -- correct me if I am wrong, the Alberta fee structure which, I believe, is higher fee structure, or a more liberal fee structure than the B.C. Criminal Legal Aid, so we are in line with this \$35,000.00, in line with what other southern jurisdictions use as a fee structure.

Mr. Gillespie: Mr. Chairman, if my information is correct, if my understanding is correct, Mrs. Watson is also correct.

Mr. Chairman: Well I don't wish, Mrs. Watson, to debate this point, especially if I remain in the Chair, but I would suggest that the administration ought to get together with the legal fraternity, because your view is not entirely correct. In my opinion, anyway. Mrs. Whyard?

Mrs. Whyard: Mr. Chairman, when you consider bringing our fee structures into line with other provinces, the analogy immediately springs to my mind, is medical services, and it's my understanding that the payment based here for medical services is a provincial rate plus, and I would expect any professional rate to be the same.

But apart from that, whether I am right on that point or not, Mr. Chairman, I would like to know on what policies the government bases its decision to pay less for professional services to a certain section of the population. Teachers do not get paid less for teaching underprivileged children; doctors do not get paid less for treating welfare or whatever, why should a lawyer be paid less?

Mr. Chairman: Mr. Gillespie?

Mr. Gillespie: Mr. Chairman, I'm not sure whether they are being paid -- well they are being paid less under this scheme as it presently stands, I'll agree with that. The civil Legal Aid -- or the Criminal Legal Aid provides a set schedule of fees for the services rendered, and this is lower than many of the lawyers can expect to obtain from other services that they provide.

All I can say in answer specifically to your question, is that the whole matter is in the process of being discussed with the legal profession right now, and the

product of those discussions will determine what kind of a fee structure we would hope to introduce for civil Legal Aid, but --

Mrs. Whyard: Thank you.

Mr. Chairman: Thank you, Mr. Gillespie. Any further questions or comments?

Mr. Miller: Mr. Chairman, I might just try and clarify one point. I think the Honourable Member, Mrs. Whyard brought up, that the doctors, the medical profession is paid southern plus. That in fact may result from negotiations, but we do not any longer pay the B.C. scale plus. It's a separate negotiable item. That was what we used for the first two years, but in the last negotiations it was negotiated between the administration and the local doctors, not on the basis of what B.C. was paid or Alberta or anybody else.

Mr. Chairman: Mr. Miller, if you looked at the resulting rate and compared it with the B.C. rates, would you be able to say that it was the B.C. rate plus?

Mr. Miller: I don't believe you would, I don't believe you would any longer. Now maybe in some cases you could.

Mr. Chairman: Your're saying --

Mr. Miller: All I am really pointing out is that there is no longer the B.C. plus 20 percent, which is what was adopted for the first two years of the Medicare scheme.

Mr. Chairman: No, my point really, Mr. Miller, is that it would surprise me very much if doctors in the Yukon were paid less than doctors in B.C.

Mr. Miller: They could be for certain services. It's a question of negotiation, is all I am talking about.

Mr. Chairman: Right. We are perfectly clear on that point, Mr. Miller. Any further questions or comments? Clear?

Some Members: Clear.

Mr. Chairman: We will pass on then to the next item which is Police Services Agreement, \$982,134.00. Mr. Taylor?

Hon. Mr. Taylor: Mr. Chairman, again in the absence of an Attorney-General in the Yukon as we would find in a province, I am wondering what approach could be taken in relation to the distribution of constables throughout the Territory, that is to say, with the argument I presented a few moments ago in Committee, wherein it is felt that possibly seven constables in a small community are just too many constables to have in a community, and you know, let me cite you an example. You can go into the community of Atlin and you can find one constable. You can go into Carmacks and find a constable, this type of thing. I believe there's two in Teslin, but seven, in

Watson Lake? I mean this is unreal, and obviously these people have to be kept busy, and it seems that no matter what -- I guess they are tending to the peace and good order of the Territory, but laws -- they are liquor inspectors, they are everything -- and they are just -- as a matter of fact, they -- on the liquor inspection thing, that's another point of harassment. They are entrapping. To say anything against it, anybody that went over to those hearings the other day would have a vehicle behind his car with a red light on top for the rest of his life, every time he moved in the community.

In other words, what I am saying and it's serious, is the case of where people are absolutely afraid to speak out, they will not go to the local sergeant, they will not go to the inspector, they will not go to the superintendent for fear of reprisals, because the community is just too small.

Now, what I am saying is if we had an Attorney-General, I think the Attorney-General could look at it, rationalize it, look into the whole question and say, "well yes, maybe indeed we have too great a preponderance of constables in any one given area", and at least get some public relations going, cool it down or do something, but right now it seems that there is no direction from those of us as a government that are paying the bill for these police services. I mean, this is coming through our budget. Why should we not properly and logically have the opportunity, Mr. Chairman, to have some control over the service that we are contracting for. I think it's a very, very serious question, and I think arising out of it, we could arrive at the solution to the problem that I have stated here, that many find quite hilarious, but in fact is quite serious.

As a matter of fact, I am sure that Mr. Chairman could cite you several examples, not as a lawyer, but as a person who -- and I think I can safely say who left a court case and managed to win the day in that particular court case, and was followed all night, while an attempt was made to find him doing anything wrong, driving a vehicle or anything in order that they could throw him in jail, and as he would leave one place they would pick up the phone and phone the squad car to follow him to the next place and then they would follow him.

You think it's funny, it's hard to believe, it is true, and this type of thing goes on nightly at Watson Lake, and as I say, this is what I am trying to resolve.

Now, should we not go to Ottawa and say all right, in the absence of an Attorney-General, we must have some way, as a government, who are contracting for these services, to have some say in this type of thing.

Mr. Chairman: Possibly just before we hear from Mr. Gillespie, I would like to also say that it's not really a matter for smirking or laughter, because we are dealing here with civil liberties, fundamental rights of the people of the Yukon.

Mr. Gillespie?

Mr. Gillespie: Mr. Chairman, two comments, perhaps three. First of all, I'm sorry that you didn't take -- that Mr. Taylor did not take the opportunity to speak to the Commission because I think that was probably a more effective vehicle for addressing the particular problem that he is -- or that somebody else didn't take the opportunity to bring that to the attention of the Police Commission when they were here just last

week.

The second point is that the R.C.M.P., and I'm not entirely certain about this, but I believe probably in most provincial jurisdictions that have their own police forces as well, are somewhat independent of government control, not entirely independent of government control, but somewhat independent of government control, in order that they can operate without any kind of "political interference", and this gives them the kind of independence that they require to do their job and their legislation has been set up in this country in that manner.

This provides us with only a limited ability to influence them in the allocation of their police officers through the Territory, and only a limited ability to influence them in the way in which they carry out their duties. However, having said that, the -- our relations have been quite good with the local R.C.M.P. people here, and we are in a position to make representations with them. The decision then is theirs on how they react to that.

Mr. Chairman: Thank you, Mr. Gillespie. Mr. Berger?

Mr. Berger: Yes, Mr. Chairman. The Honourable Member from Watson Lake brought up a very serious point from my way of looking at it.

Dawson City has been asking just for the opposite for the last couple of years, to get more staff members into Dawson City. Obviously from the sound of the Honourable Member -- if they are overstuffed in Watson Lake, we are asking for more police protection, especially in the summer months and we can't get it and the reason given to us was they were understaffed.

I wonder, how the, really, the Police Agreement is set up in the Yukon Territory, of who sets the priorities of where people should be and where people should not be?

Mr. Gillespie: Mr. Chairman, I believe those priorities are set and those decisions are made by the R.C.M.P. They make them, those decisions, presumably on the numbers of people, the crime rate that has been experienced in various areas, the distances from Whitehorse, I would imagine factors of that sort.

Mr. Chairman: Mr. Fleming is next. Then Mrs. Whyard.

Mr. Fleming: Mr. Chairman, I would take it from -- just his last remark about the crime rate and so forth and so on, that Carcross is a very very good place to live there being no R.C.M.P.

But I would like to ask the question if there is anything, you know of anything for this year, is there a possibility for maybe an R.C.M.P. post placed there. I heard rumors of that the people are concerned that now the highway is going through to Skagway and it is the wishes of most of the people that they would have an R.C.M.P. post there now and hopefully we could borrow Mr. Taylor's possibly.

Hon. Mr. Taylor: You can have four.

Mr. Chairman: Thank you, Mr. Fleming. Mr. Gillespie?

Mr. Gillespie: Mr. Chairman, I don't know the answer to Mr. Fleming's question with any degree of certainty. I believe there is a summer detachment there, and I would expect at the time that the Carcross-Skagway road goes through, that there will probably be a greater need for another -- a full time policeman there, although I can't say this on behalf of the R.C.M.P. But I'm not aware of any plans to put a policeman there on a full time basis.

Mr. Chairman: Thank you. Mr. Fleming?

Mr. Fleming: Would you be willing to inquire from the R.C.M.P. if there is something in the near future and possibly bring it to us?

Mr. Gillespie: Yes.

Mr. Chairman: Mrs. Whyard is next, then Dr. Hibberd and then --

Mrs. Whyard: Mr. Chairman, I just wish to comment that as I travel around the Alaska Highway, my interpretation of the detachment at Watson Lake is that it's a very important key point for the Alaska Highway traffic situation, and accidents for several hundred miles in each direction, and I would assume that with an N.C.O. and three men on each shift or whatever, you have to have a shift system, they have got to cover those miles and be available.

I don't know what the local situation is for the community, I'm only looking at it from a highway traffic point of view, and it's a pretty long section to be responsible for, and as Mr. -- as the Honourable Member from Watson Lake knows, there are many accidents in that section.

Mr. Chairman: Thank you, Mrs. Whyard. Dr. Hibberd?

Dr. Hibberd: Mr. Chairman, I'm rather surprised at the remarks made by the Member from Watson Lake. I understand that the role of the police is for the protection of the citizens, and I would be simply delighted to have the number of constables available that they do have.

Mr. Chairman: Dr. Hibberd is inspiring more debate, I can see that. Mr. Taylor?

Hon. Mr. Taylor: Mr. Chairman, in answer to the question as raised by the Honourable Member from Whitehorse West, I think she then must appreciate that based on her argument, that at Haines Junction we should have seven R.C.M.P., because they also cover a very large stretch of highway, and Teslin should be obviously increased on that basis as well, because their detachment covers a great number of miles of highway. I don't think you can equate that with anything.

It's a real problem, especially when the people in the community, or a number of people in the community get the impression that their rights and privileges and freedoms are in jeopardy, and this in-

deed is the situation at this particular moment.

I still have the one hang-up, in any event, Mr. Chairman, on the role of the Attorney-General in relation to the operation of police services, and I concluded from the remarks that Mr. Gillespie made in this regard, that indeed the Attorney-General of a province, for instance, has no real control over the operations of the police services, and I find that difficult to -- maybe I've got this all wrong, but I find that difficult to believe, because it has always been my understanding that the Attorney-General of a province had indeed had a great deal to say in the direction and operation of the police services side of the justice function in a province, and I still reiterate, I think as long as we are paying -- we are paying what, we are paying 15 percent of the Yukon payroll, 5 percent of Air Division, one and a half percent of training division, half a percent of headquarters division and so forth, is the formula. Cost to the Yukon Territory is 48 percent of operating costs and so forth, and when we are paying this kind of money -- and if it didn't appear in our budget, well that might be a different thing, but it does appear in our budget. It places a responsibility upon this House and upon the government of the Yukon Territory to some degree, to have some say in the people we are contracting with, and otherwise you are handing them virtually a blank cheque.

And I really think that some effort should be made to bring this to the attention, this whole question to the attention of the Justice Department, and that a similar function as an Attorney-General be placed in the Yukon Territory in order to get results.

Mr. Chairman: Thank you, Mr. Taylor. Do you have a comment on that, Mr. Gillespie?

Mr. Gillespie: Yes, Mr. Chairman, two comments. One, in a province if my understanding is correct again, the Attorney-General does not have direct control over the operations of the R.C.M.P. in that province, even for the work that is being done on behalf of the province. Where that control comes in is in the contractual arrangement between the province and the R.C.M.P., but once that contract is let, then to all intents and purposes, it's up to the R.C.M.P. to execute it.

However, having said that, in the Yukon, there is nothing to prevent the Commissioner or the Territorial Government to approach the local detachment and as I mentioned earlier, to make representations with them, but not on a control basis. We can speak to them and attempt to have them respond to our concerns.

Mr. Chairman: Mr. McKinnon has been patiently awaiting his turn.

Hon. Mr. McKinnon: Mr. Chairman, the most remarkable thing I find of the conversation around the table to date is that the total constabulary of the R.C.M.P. of Watson Lake followed the Honourable Member from Riverdale around for a total night, and didn't find anything to incarcerate him for.

Mr. Chairman: I agree, I trusted luck at times.

Hon. Mr. McKinnon: I have great sympathy with

the position as is being expressed by the Honourable Member from Watson Lake. I have had problems with the Police Services Agreement over the total number of years that I have sat at this Council, and because I happen to be on a different side of the House doesn't resolve my sympathy with certain comments that the Honourable Member has made.

Now, the Government of the Yukon Territory has placed in its budget, a sum of almost a million dollars this year. This reflects totally in the operation and maintenance budget of whether we are a have or a have not area as far as paying our own way is concerned. I have great sympathy with the Honourable Member's comments as far as the position of the Territory vis-a-vis a province in relationship with the constabulary of the R.C.M.P. And there's no doubt in my mind that until the function of an A.G. is resident in the Yukon Territory as a part from the Attorney-General of the Yukon, which is residing and which the power lays in the Attorney-General of Canada, that it's very, very difficult to put any relationship between the public of the Yukon and the enforcing agency, the R.C.M.P.

And Mr. Legal Advisor and myself, and different people who have been in the same capacity as him over the years, have tried to bring about some type of a relationship as a buffer between the people and the enforcing agency, and it's my opinion that until the A.G. office, or the office of an Attorney-General's function is placed in the Yukon Territorial Government's hands, that it is almost impossible to sell the public that there is some relationship between the government and the enforcing agency.

And I don't think it's unfair to say that the total image of the constabulary is dependent upon whoever the inspector and the superintendent is in the Yukon at the time. And we have been blessed with having some of the most publicly oriented inspectors and superintendents that have ever worn the uniform of the R.C.M.P. in the Yukon.

But, in other instances, and for a certain period of time, we have not been that fortunate, and in that period of time where the inspector is not totally involved and totally committed to the people of the Yukon, that there has been great difficulties without the buffer area of the people knowing that there is some relationship through government between the people and the constabulary. And I think that the Honourable Member from Whitehorse West really nailed it home when she was asking the question at the original part of the debate, and there is no answer at all until there is responsible government in the Yukon, and until there is the function of an Attorney-General with the people of the Yukon, so that the populous of the Yukon knows that when valid complaints, and I know they are valid, are raised by the Honourable Member from Watson Lake, that there is some place that they can go and some place that they can have input, and at this point in the Yukon Territory, that input except at this council table is unavailable to the people of the Yukon. Because they do not have an elected official who has the control of the enforcing agency at their hands, and until that function is properly put in the hands of the people of the Yukon, this is a problem that is going to continue to exist, and as I say, fortunately we've had such great men in the inspector's role, in

enforcing the laws that the Government of the Yukon Territory makes, and the only thing that one can hope is that this type of a person is going to continue to be employed by the constabulary in the Yukon Territory.

There is one other point that should be mentioned. When you are spending a million dollars of the taxpayers' money and it's here in this budget with very little detail, that Members of this Committee still have the ability as other Members of Council have done on prior occasions when they have felt so aggrieved with things that are happening, of calling the Superintendent and the inspector before this Committee, and it always has been a good exercise in letting the people of the Yukon know just what the priorities are, as far as the enforcing agency is in the Yukon Territory, and there certainly would be no objection, I don't think from any Member of this House, if a Member of Council wanted that ability to call either the Superintendent or the Inspector before Committee.

Mr. Chairman: Thank you, Mr. McKinnon. Mrs. Watson is next.

Hon. Mrs. Watson: Yes, Mr. Chairman, I can't help but express a little understanding and sympathy for the Honourable Member from Watson Lake if you have these seven constables, with a few parole officers, and a few welfare workers and Outreach workers, I'm sure that we're being over enforced and over-supervised and over-assisted.

However, I will not be at all surprised if this budget goes up considerably next year or the year after, and that the number of R.C.M.P. that we are forced to have in the Yukon Territory may well increase, because the role that the R.C.M.P. are prepared themselves to play in these one and two man detachments, the whole concept is changing.

In the past, we have been able to rely on these people to work 24 hour shifts, to be on call for 24 hours, seven days a week, somebody is always there covering. The rules of the game are changing, and these people are not prepared to make themselves available, and justifiably and understandably so. So when we've had a detachment that covered hundreds of miles, maybe not many people, but a lot of area, and they had to be there 24 hours, seven days a week, they are not going to do it and we are going to have to provide relief. And I wouldn't be at all surprised if the situation that the Honourable Member has referred to in Watson Lake could well--the number of staff could well expand in other areas. For that simple reason.

Mr. Chairman: Thank you, Mrs. Watson. Mr. Lang.

Mr. Lang: Mr. Chairman, the Honourable Member from Watson Lake has my deepest sympathy, as I know what is happening down there, but there is one thing that I can't understand, and I think I would like to refer a question to him.

We just had the R.C.M.P. inquiries here, and I can't understand why they did not, even if they were being afraid of harassment, et cetera, et cetera, why they did not put in even an anonymous presentation to the inquiry, because these are the people to talk to, and I can't understand why this was not taken, this step wasn't taken in that direction.

Mr. Chairman: Mr. Taylor, you're next.

Hon. Mr. Taylor: Mr. Chairman, the answer is probably two reasons. One is because the people--well first it was the lateness of knowing that the Commission was even coming here, and then the distance it would take to fly in and it would cost you 40, 100 odd dollars out of your pocket just to fly in here and make these representations.

Some Members: You were here.

Hon. Mr. Taylor: Yes, but I can't be here and over there both.

Secondly is that the people of the Territory, or the people of the community would be reluctant to do this because of the reprisals, which is the very thing that they are talking about. If someone went up and let loose in front of a Commission hearing here and went back there, as I say, they would have a police car behind them about two foot behind them every place they moved in the community, and eventually, if they don't get you today, they get you tomorrow because that's what the beef is about.

The third thing was that people in discussing this, as to whether people should or shouldn't was the fact that they felt that here are we talking to policemen about policemen and we never hear anything about it. That was the reason I asked the very first question, was if we would hear the results of that report, and I just had one question before I leave the floor, Mr. Chairman, I had one question and I'm wondering if at some point in time I could get an answer to it.

Is there an anticipated further increase of R.C.M.P. staff in Watson Lake this year, that is constable staff?

Mr. Chairman: Mr. Gillespie?

Mr. Gillespie: Mr. Chairman, I don't know the answer to that question, I'm sorry, but I will attempt to find out.

Hon. Mr. Taylor: I would appreciate it.

Mr. Chairman: Thank you. Mr. Lang was next.

Mr. Lang: Mr. Chairman, I would state here that if we do have another public inquiry here in Whitehorse, Yukon Territory, and Watson Lake is still suffering from the overstaffing by the local R.C.M.P., if people in Watson Lake want to prepare a brief and are afraid and reprisals and harassment, I myself would be quite willing to be prepared to put it forth before the inquiry on behalf of Watson Lake. We won't need to use any names.

Mr. Chairman: Mr. Lang knows a few people in Watson Lake.

Mr. McCall?

Mr. McCall: Yes, Mr. Chairman. After listening to the Honourable Member from Watson Lake and the comments, I have a few complaints also about the R.C.M.P. Before I--I don't want to take up any more time on it, I was wondering if I am in a position to request at this time that the inspector of the R.C.M.P.

could make himself available for this House as a witness, in order to discuss this as a whole. The Superintendent, I'm sorry.

Mr. Chairman: You are certainly in a position to make that request.

Mr. McCall: Do I have to make that as a motion, Mr. Chairman, or--

Mr. Chairman: What's the feeling of the Members?

Some Members: Agreed.

Hon. Mr. McKinnon: Mr. Chairman, I would have no trouble at all agreeing with that suggestion. I think it should be the Superintendent, and the Inspector appearing before the Committee.

Mr. Chairman: Then we are agreed on that?

Some Members: Agreed.

Mr. Chairman: Very well, we will set a time certain and that will be set this afternoon.

Hon. Mr. Taylor: I wonder, Mr. Chairman, if it might be an idea to have this up to say two o'clock, in order that they could have time to get here and it wouldn't tie us up in a recess.

Mr. Chairman: Madam Clerk, could possibly someone on your staff ask them if they could be available?

Madam Clerk: Yes, Mr. Chairman.

Mr. Chairman: Mr. McCall, are you finished with your comments?

Mr. McCall: I sat down, Mr. Chairman.

Mr. Chairman: Well that is always a good sign, Mr. McCall, but it's not always absolute. Mrs. Whyard.

Mrs. Whyard: Mr. Chairman, in addition to the topics which have already been raised around the table this morning; I would be interested in hearing some kind of report from the Superintendent, since the establishment of our own Division here, M, isn't it, and we are no longer under the supervision of G in Ottawa. I think it would be of interest to all members to hear how it is working out.

Mr. Chairman: Thank you, Mrs. Whyard. I agree. Mr. Berger?

Mr. Berger: I would just like to rise in defence of the R.C.M.P., because I think most of the constables do a wonderful job, and I think the impression is left behind right now that the R.C.M.P. does nothing else but harass people, but the problem as I said before is that they are understaffed, and I do understand the reason because they just resently started a union agreement or something like this but what I can't understand is why not increase the force in the Territory, and this problem is here for the last two years already.

Mr. Chairman: Thank you, Mr. Berger, and I would like to say that I agree with you that on the whole, the R.C.M.P. have done an excellent job, and most of the members are very good.

Applause

Mr. Chairman: Mr. Lang?

Mr. Lang: Mr. Chairman, is there any possibility of getting a breakdown for the information of the Members of this Assembly?

Mr. Chairman: Well this, possibly, Mr. Gillespie, could we try to get this this afternoon?

Mr. Gillespie: May I ask, a breakdown of precisely what, Mr. Chairman?

Mr. Lang: Mr. Chairman, of the Police Services Agreement is their a Financial breakdown.

Mr. Gillespie: Mr. Chairman, it just so happens that Mr. Miller has got one with him, I believe.

Mr. Chairman: He just happened to bring his piano with him?

Mr. Miller: Mr. Chairman, no I don't have a breakdown, I have a copy of the agreement that is currently in effect, which doesn't break down in detail the precise dollars, but it gives the percentages of what we pay for, and the number of detachments that are covered under this Agreement.

So if Members would like, you know, I am quite prepared to hand out a copy of this Agreement.

Mr. Chairman: Yes. Before I entertain further questions, my feeling is that possibly we could pass this item by and come back to it this afternoon, unless somebody has something that's extremely relevant and pertinent. Mr. Fleming?

Mr. Fleming: Mr. Chairman, I don't presume it is that relevant, but I have been very quiet for the last hour or half hour, and--

Mr. Chairman: I was going to compliment you on it.

Mr. Fleming: --I would like to--I do sympathize with the situation in Watson Lake, but I would like to express an opinion more or less as to how these things do happen, and what we can do to prevent some of them.

I feel that as far as our area is concerned, we have great respect for the Mounted Police, and I think they are doing a wonderful job, myself, but they do have, I presume, the same problem we all do. There are young people come into the force and they are out to make a name for themselves, and the only way they can do it, more or less, is to get things done. Consequently, if they don't find enough bad people, they are going to look around and make a few somehow or another, and this actually I think is the situation possibly down there, because I have found them the very best. I have known many of the inspectors and you just don't find them more dedicated to their job and do it properly, not just any way at all.

Mr. Chairman: Hear, hear.

Applause

Mr. Fleming: And I feel also that the people themselves, I think, must stand up sometimes when they feel they have been done wrong, they have to fight back a little bit, and this is so often that it doesn't happen, due to the fact there is a fear and this type of thing, but I think we do at any time. I myself have been taken into hand, and I did not feel I did an injustice, and I think that there are a few things around that will prove that I didn't at that time and therefore, if you are in the right, I think you must stand up for your rights and fight them, and I think this is true all over. If you want things right you have got to fight for them.

Mr. Chairman: Thank you, Mr. Fleming. Mrs. Whyard, did you wish to comment further?

Mrs. Whyard: No, Mr. Chairman, I will wait till this afternoon.

Mr. Chairman: Thank you. Can we then pass on to the next item? The next item is Criminal Injuries Compensation, \$12,000.00.

Mr. Taylor?

Hon. Mr. Taylor: Mr. Chairman, could we have a brief explanation of this as this is a new item in our budget, we have never encountered this before.

Mr. Gillespie: Mr. Chairman, very briefly, the Criminal Injury Compensation Bill that will be put before--that has been put before the House but not debated, will be aimed at compensating people who, during the course of helping a peace officer to either prevent a crime or apprehend somebody who has committed a crime, become injured in some way that requires compensation, or loss of job or of personal injury and expenses related thereto, this Ordinance will provide for compensation to that person.

It will also provide for compensation to the dependents of a person who has assisted a peace officer or who has been the victim of a crime that has been committed, let's say something like assault, an innocent person is assaulted and is killed. Now the compensation to the dependents of that person would then flow from this Ordinance. That, very, very roughly speaking is the general focus of this Ordinance, proposed Ordinance.

Mr. Chairman: Thank you, Mr. Gillespie. Mr. McIntyre?

Hon. Mr. McIntyre: Perhaps before we clear this Bill, we should pass the Ordinance that authorizes it.

Some Members: Agreed.

Mr. Chairman: Shall we then pass by this particular item?

Some Members: Agreed.

Mr. Chairman: Before we go on to the next item, I have a note that has just been handed to me that the Superintendent and Inspector are quite willing to appear before this Committee at 2 o'clock this af-

ternoon.

The next item is Court Worker Program, \$15,000.00. Mr. Lang?

Mr. Lang: Mr. Chairman, could we have a brief explanation of this program?

Mr. Gillespie: Mr. Chairman, this program is one that was begun in, I believe, January, 1974, under the direction of Skookum Jim Friendship Centre, and it was paid for from then until the end of this fiscal year, March 31st this year, under an on-the-job training funding arrangement with Indian Affairs. That funding arrangement terminates at the end of this fiscal year and a new arrangement is being proposed, and it will be proposed to this Council in the form of an Ordinance, to enable the Commissioner to enter into a cost sharing arrangement with the Department of Justice.

Now, which will provide for a 50/50 cost sharing between the Federal and Territorial Governments. If I can have your indulgence for a moment, I will just read the terms of reference of this Court Worker person who is to serve all Yukoners who may be in need.

"To assist the offender in obtaining information as to what he might be accused of and to where he should appear. Inform the accused person what his rights are, what the charges mean, the consequences of his plea, and depending upon the latter, what might happen to the accused, what to say and to whom to say it.

Appear with the consent of the accused during his court appearance, to assist and arrange for bail, to obtain the accused's release pending the conclusion of the hearing. Assist the offender in completing various forms, for example, Legal Aid applications. Act as an interpreter when required.

Meet with and discuss the issue with a Legal Aid lawyer. Form good working relationships, relationship with the R.C.M.P., Court Registry staff, probation service, the parole service, the magistrate, judges and so on.

Assist the Probation Service in preparing presentence reports, assist the offender whilst incarcerated to make contact with friends, employees, schools, et cetera. Assist and act as a parole officer when necessary. Assist the Yukon Courts in generating a better understanding of the offender and his situation."

Mr. Chairman: Thank you, Mr. Gillespie. Miss Millard?

Ms. Millard: Mr. Chairman, as a former probation officer myself, I would really like to support this program whole-heartedly. As a matter of fact, I would like to see it extended.

I'm wondering if this \$15,000.00 simply covers salary, or is there an amount available for him or her to travel throughout the Territory, because a lot of the assistance is needed outside of Whitehorse.

Mr. Chairman: Thank you, Miss Millard.

Mr. Gillespie: Mr. Chairman, the intention is, as I understand it, that this individual will travel in the Territory.

Now, the money will be paid directly to the Skookum Jim Friendship Centre, and the way in which they allocate it between salary and other expenses is for them to determine.

Mr. Chairman: Miss Millard?

Ms. Millard: Mr. Chairman, in that case I would like to suggest that perhaps it could be twice this amount, simply because \$15,000.00 seems to me covers the salary only, and a good \$5,000.00 should be set aside for travelling, at least.

Mr. Gillespie: Mr. Chairman, I'm not aware of what is being paid to the court worker, and what is therefore left for other expenses.

Mr. Chairman: I would like to comment, I think we have an excellent young man who is being trained, he has been very cooperative and is fulfilling a very urgent need at this time.

Mr. Fleming?

Mr. Fleming: Mr. Chairman, I would like to ask, this court worker, this is for, you know, in the Territory, sometimes it's a native problem or it is an Indian Affairs problem, this is for all of the people in the Territory, or any of the people in the Territory?

Mr. Gillespie: Mr. Chairman, the answer to that is yes, it is for anybody in the Territory.

Mr. Chairman: Any further questions or comments? Mrs. Whyard?

Mrs. Whyard: Mr. Chairman, I would suggest that we give this the same treatment as the previous item, and wait until we read the Bill before approving this item.

Mr. Chairman: Agreed?

Some Members: Agreed.

Mr. Chairman: Very well, we have then finished item 8, Department of Legal Affairs, \$1,642,840.00, with the exception of those items which were set aside.

The next item in Schedule A, under 9, is Department of Highways and Public Works, \$11,727,849.00, and that is found on page 51 of the Main.

Mr. Gillespie: Mr. Chairman, may I be excused?

Mr. Chairman: Yes, Mr. Gillespie, you may, and thank you very much for attending.

The first item is Administration, Highways and Public Works, \$562,513.00. Mr. McCall?

Mr. McCall: Yes, I would like to ask the Honourable Minister for Local Government a question I asked yesterday under the wrong budget estimate. One is, is the Local Government Department considering extending the blacktop on the Klondike Highway this year, and secondly, is there any provision in the budget estimate to improve or upgrade the poor state of the road near the Little Salmon area of the

Campbell Highway?

Mr. Chairman: Mr. McCall, with some trepidation I must say that you have got the right item, but the wrong Minister. I think this should be directed to Mr. Miller. Mr. Miller, would you --

Mr. McCall: I am sorry.

Mr. Miller: Mr. Chairman, we have provision in the estimates in the capital side to pave, to do some sub-grade work and some paving between Milepost 94 and Milepost 104 on the Whitehorse-Keno Road, which I believe is what the Honourable Member is referring to.

The question of whether or not we will be doing anything regarding the glacier problem on the Campbell Highway, I'm not entirely sure, I will try and find out.

We are also intending to pave, now this is subject to Ottawa approval, from Mile 0 to Mile 7 on the Campbell Highway.

Mr. Chairman: Mr. McCall?

Mr. McCall: I believe -- does that come in from Watson Lake, Mr. Miller?

Mr. Miller: That's correct, that's on the other end.

Mr. Fleming: Mr. Chairman, I would like to ask if there is any paving going to be done from Whitehorse south this summer? In the area from Whitehorse south?

Mr. Miller: Mr. Chairman, the Alaska Highway, I think as all Members are aware, any paving or reconstruction still comes under the auspices of the Federal Department of Public Works. They have just recently announced a program to start reconstruction and paving starting at the Carcross cut-off and ending at Jakes Corner on the Alaska Highway.

How much of that will be done this year, I'm not entirely sure, but they are calling tenders for at least a portion of that. During this current fiscal year.

Mr. Chairman: Mr. Taylor? Mr. Fleming?

Mr. Fleming: Mr. Chairman, I would like to know if it is possible that we could -- in any way have those -- the plans of this bidding or possibly have one of the Department officials here so we may question him as to whether there is any relocation of roads along Marsh Lake in that area on this program, or is it going to be paved on the old Alaska Highway?

Mr. Miller: Mr. Chairman, I can get that information and bring it forward. To my knowledge, they are basically going to follow the existing road alignment with the removal of certain curves and this type of thing, but they are not changing the alignment, to my knowledge, and I'll get the information and bring it back.

Mr. Chairman: Mr. Taylor?

Hon. Mr. Taylor: Yes, Mr. Chairman.

Occasionally, you know, I think a person or a Member should, where credit is due, throw a bouquet and I think at this time in relation to a subject raised by the Honourable Member from Pelly River, I think at this time I would like to throw a bouquet to the Engineering Department.

The stretch on the section of road I believe the Honourable Member refers to, has always been a tremendously bad glacier situation in the winter time. This fall, in anticipation of this in the Swift River area, this side, north of Swift River, the administration decided to put to work two of the power plants which they don't use in the winter, they are out in the summer camps and so forth, and put these power plants to work, run some heat tapes to culverts and the glacier problem of glacier activity in the winter, and through this method to see if they couldn't effect economy and so forth in glacier control.

They did this and it just worked spectacularly well. It still has a few faults, but now they know what the faults are by reason of this first winter's operation, and so they have, in fact saved the government and the people of the Territory a great deal of money in the whole area of glacier control. I think that possibly employing this principle, it may be of benefit in the area suggested by the Honourable Member from Pelly.

I really think it's a breakthrough in concept in maintenance, and I would like to compliment the Department for this. I think it is really an enterprising and a very good thing.

Mr. Chairman: Thank you, Mr. Taylor. Dr. Hibberd is next.

Dr. Hibberd: Mr. Chairman, Mr. Miller has commented on the reconstruction of the highway along Marsh Lake, and I'm wondering if this is in compliance with N.C.P.C.'s requirements as far as the water level of the lake is concerned?

Mr. Chairman: Thank you, Dr. Hibberd.

Mr. Miller: Mr. Chairman, I -- as I indicated, I am not aware of any relocation of the highway along Marsh Lake, but I will endeavour to find out and bring that answer back.

Mr. Chairman: Mr. Fleming was that your question?

Mr. Fleming: That was my -- yes.

Mr. Chairman: Thank you. Mr. McCall?

Mr. McCall: I would just like to point out Mr. Chairman to the Honourable Member from Watson Lake I was not about to scream at the top of my voice about the inactivities of the maintenance camp men, they do a fantastic job. It is only this year, actually, where we have had some serious problems with this glacier because over a span of a few years in the past they have kept themselves on top of the problem with steaming the culverts, etcetera, etcetera, but you know as well as I do that we have had a very mild winter, especially in our area, and this has created extra problems. I am only curious, like I asked Mr. Miller, if

they are looking at this particular situation just in case we get another mild winter? You never know we may be going back into the banana-belt situation, I don't know.

I would like to ask the question if I may, Mr. Chairman, of Mr. Miller, if there has been any consideration given to the transferring of that maintenance camp at Little Salmon to Faro, because of the lack of facilities for the individuals that live there? I am just curious on this, if there is any future consideration being given on this. I was asked by one of the constituents that live there and work there if I would bring this up. So I am doing so now.

Mr. Miller: Mr. Chairman, we normally try and place our highway maintenance camps in those locations where we can best serve the road. Little Salmon happens to be just about the center of that section of road and, from our operating point of view, it is in the best possible location. Whether we would consider moving that to Faro at some point I would hate to judge at this juncture.

One of the problems that we do run into, I think you are all aware of it, we have trouble sometimes keeping staff in these remote camps. That one hasn't been a particular problem to date. To my knowledge we have no intention, at this point in time, of moving that camp to Faro.

Mr. Chairman: Mr. McCall?

Mr. McCall: The reasons why I brought it up, Mr. Miller is, that I know of the lack of facilities at the Little Salmon camp and there was a recent incident, not very long ago, where they had difficulty as far as medical. We have all of the facilities necessary and I feel that it may be creating a little frustration on the part of the government employees that have to work there.

The locale, I would beg to differ because if you work out your mileage per maintenance Camp along the Campbell Highway I think there is a slight irregularity between that and Carmacks and that and Ross River.

Mr. Chairman: Thank you, Mr. McCall. Mr. Taylor?

Hon. Mr. Taylor: I noted under Office Rental Recovery, Mr. Chairman, we seem to have a recovery of \$484,265.00. I wonder if this can be explained? Just where does this recovery result from, specifically?

Mr. Miller: Mr. Chairman, basically what we have done this year is that we have transferred the office accommodation for all government departments into Highway and Public Works. At one time, I think you recall, we had it in the Administration area of the budget. The rental of land and buildings, you will notice, just above, is the total rent that we would pay for space that we are now renting across the Territory for office accommodation. We charge this back to our departments at \$6.70 per square foot and show the recovery here. So effectively we are not voting the money twice, we are only voting it once.

Hon. Mr. Taylor: Thank you Mr. Chairman.

Mr. Chairman: Thank you, Mr. Miller. Mrs. Whyard?

Mrs. Whyard: Mr. Chairman, am I correct in assuming from the figures shown in recoveries under this department, I have a total of ten million three hundred and forty nine, five seventy, that we are in effect, recovering ten million out of the eleven seven we spend?

Mr. Miller: That is essentially correct, Mrs. Whyard.

Mr. Chairman: Mr. Fleming is next.

Mr. Fleming: Mr. Chairman, this will be a question, I would comment on the -- what the government calls recreational roads in the Territory, which I believe today that they do not maintain during the winter months. For example, I would like to quote the Annie Lake Road where there are possibly, I think now there is 14, 13 to 14 families living in the first ten miles of that road. I find it hard to believe that we can't supply maybe possibly a small amount of help in the winter time to an area such as this where there are quite a few children to go to school and so forth and so on. I am just wondering if it is the intention of the government to stay with the program as it is today or will there be something in the offing that they may do something about this?

Hon. Mr. McKinnon: Mr. Chairman, this is a fairly political question and as such it ended up on my desk.

A paper was prepared as to what the cost would be to the people of the Yukon Territory in keeping in what are now classified as recreational roads open during a 12 month period.

A further assessment was also made about the people living on these recreational roads, as to what status they had under the leases granted to them by the Federal Government that they were living in these areas. Without exception, Mr. Chairman, the leases were granted by the Federal Government, not the Territorial Government, with the rider that no services of government would be provided to these people who chose to live in wilderness areas.

Now, Mr. Chairman, they are asking, which is inevitable, so help me, as soon as people move together in an area and they come to you and they tell you with all good intentions in the world they will never ask, never demand a government service, as soon as there are three or four living together, its school busses, street lights, sewer and water and paving and don't just ever not think that this is going to happen.

It would require in the Territorial Budget somewhere in the neighborhood of about an additional \$70,000.00, I believe, to keep what is now classified as recreational roads open over a 12 month period. I think that it is the federal governments responsibility, who gave the land to the people in the first instance with the specifications that they would live there under certain lease requirements, to decide whether or not they now want to provide any services.

The Territorial Government is providing the recreational roads out of their budget and the Department of Local Government, at this point, cannot justify the extra expenditure of funds which would only come

out of increased taxation to the rest of the people of the territory to keep these roads open on a 12 month basis.

Mr. Chairman: Thank you, Mr. McKinnon. Mr. Fleming?

Mr. Fleming: Mr. Chairman, I would ask Mr. McKinnon if this survey is possibly made and the \$70,000.00 you say it would cost to do the roads, is this based on all of the recreational roads or it is based on the roads where people more or less have asked for assistance?

Do you not possibly think that this could be looked at in the matter of priorities as to whether you need there -- whether there is enough people living on that road to need it? We know there is no sense in grading a road where there is nobody living. On the other hand if there is people living there there is a possible need.

I think this should be looked into. I agree with you entirely when you say the Federal Government issued these things with a clause that says you can't have anything. I don't think it was right in the first place. I think this should be remedied and I think we should remedy it through the Territorial Government, if we can.

Mr. Chairman: If I may interject at this point. I certainly will allow a brief answer, but it seems to me that possibly a more fruitful discussion could be carried on when we got to the item, Recreational Roads and Boat Launching, Ramps on page 52, but I will allow a brief response and I thank you for giving us notice of what we can expect at that time.

Hon. Mr. McKinnon: I just guarantee the Honourable Member from Hootalingua that once you make the exception then you are going to have to do it as the rule. There is no way that you can have a discriminatory policy that allows people on the Annie Lake Road to have their road open 12 months of the year and not have some sort of ---

Mr. Fleming: No.

Hon. Mr. McKinnon: Once you make the policy it either has to be general one or way or the other. Up to this point we have made the general policy that we just cannot afford to treat the recreational roads on a 12 months basis.

Mr. Fleming: Thank you.

Mr. Chairman: Mr. Lang?

Mr. Lang: Yes, Mr. Chairman, I would like to direct a question to Mr. Miller, if I may. Last year I un-

derstand that there was a policy of -- this issue concerns me very greatly because -- before I elaborate, the Alaska Highway to us is the artery of to the outside, the main artery, From talking to some of the employees of the road maintenance department there was -- appeared to be a policy of cutting down on any overtime at all. I was wondering is this still in effect, or what, especially for the summer months, is what I am referring to.

Mr. Chairman: Mr. Lang, again, perhaps we could discuss this under item 909, page 55 in the Budget. I will give you first crack at the administration. I would like to get this item over with before lunch.

Mr. Lang: All right.

Mr. Chairman: Mr. Berger?

Mr. Berger: I hope my item falls in the right category.

Mr. Chairman: So do I, Mr. Berger.

Mr. Berger: It is concerned with the video-tape circuit in the maintenance camps in the north end, Stewart Crossi has absolutely no radio system of programming there, no -- T.V. circuit or nothing because of the location. It is mainly a maintenance camp and the video-tapes going by go up to Dawson and make the circuit around the camps on the Alaska Highway and on the way out they stop again at Stewart Crossing but there is no equipment there, no video machinery in order to show it there.

I was wondering if the administration could find enough money and spend there and have a video machine there so that people could enjoy those tapes going through their camp.

Mr. Chairman: Mr. Berger, I don't want to appear to be a bully but again, this might better be discussed when we come to Territorial Roads and Airstrips. This will put the administration on notice so we will expect a very lucid answer.

Any further questions or comments relatint to item 909? If not I will then declare the Committee recessed until two o'clock this afternoon at which time we shall be hearing from the special witnesses.

Mr. Miller, Mr. Huberdeau, thank you for attending. Perhaps you could attend this afternoon at about quarter to three or three o'clock.

I would think that a quarter to three would be appropriate.

Mr. Gillespie as well.

Recess

Mr. Chairman: I will now call the Committee of the Whole to Order, and we have as witnesses, Superintendent Nixon, Inspector Hunter, Corporal Sveinbjornson--I always have trouble with your name, sorry, and Mr. Gillespie, and I would like to thank the members from the Mounted Police for attending. I think it certainly shows the spirit of cooperation that we are concerned about. We are still dealing, of course with Bill Number 2 and this morning we passed by an item on page 47 of the Main, Police Services Agreement, \$982,134.00.

Who would like to go first? Mr. Taylor?

Hon. Mr. Taylor: Mr. Chairman, this morning when we were dealing with the estimates of the Legal Department, and more particularly when we came to Establishment 802, Police Services Agreement, I raised several questions and the witnesses may be interested in these questions, and one, of course, is the overall picture of the lack, really, of an Attorney-General in the Yukon, and of course this is something that the witnesses could not really do anything about. This is of course a political decision and we haven't reached that stage in constitution or revolution, whereby we can have an Attorney General.

But it follows then that the Attorney-General of a province would be the liaison between the citizens or the government of the province, and the force, in terms of the agreements entered into in relation to police services.

Lacking that, we have been unable to determine, from anyone at the Territorial level who is a direct liaison between the force in this case, and the government, short of the Commissioner possibly of the Territory. The Governor-General is then the Governor-General of all of Canada.

But, this question arises mainly because of the relationships that sometimes, or that do indeed exist between the Force and the people, and of course here in the House we represent the people.

Now, I'm more particularly zeroed in on the Watson Lake situation, as being once again difficult, as it was last spring, and the relationships, I feel, general relationships between the force or some members of the Force, more particularly a couple of members of the Force, and the community are not, in my opinion, and in the opinion of many others in the community at the very best.

I think last spring we had the incidents where we had one young constable who was out really getting at it, and let's say he was picking up and prosecuting a lot of people that, as far as the community felt, he really didn't have to do or possibly shouldn't have done.

Now, the situation arises again today, where we have seven constables or seven members of the force, I should say, in Watson Lake, and we have that feeling of being oppressed in fact. Maybe it's because we possibly have one or two members of that group that are a little overactive, nevertheless, for whatever reason, we have that feeling of fear of the force again, and it was one that we had hoped to have overcome, and I thought we maybe had overcome during the course of summer.

And so, I don't know how to deal with the question. Now it was asked here this morning, Mr. Chairman, by one Honourable Member, why were not these--this

situation made clear to the public hearings just held a few days ago. I pointed out that people are darn well scared to go up to -- for instance, to a police hearing, or a hearing by the police, rather than an independent body, and -- because of the fear of repercussions within a small community.

We have in the Watson Lake area, I'm not including British Columbia, by my estimate, about 1,200 people. Say there's 600 on the voters' list, there's approximately 400 in school, and so I would say approximately somewhere around 1,200 people. In such a small community with such a preponderance of members of the force, it just seems, you know, that when you see a car go by, this amplifies the fact that it seems that we are living in somewhat of a police state. And it's this problem I'm trying to get through, which brings us back to the fact that we have no Attorney-General. We have a definite fear on behalf of some citizens to lodge public complaint, and for me it's probably the toughest thing I ever had to do was last spring when this thing came up, and it's just as equally tough for me now, because in a way it's like talking against motherhood. You know the guys are out there, they have got a real tough job, and a majority of these good men are doing a real good job, but you get a couple of over zealous members and it just destroys the whole imagine of the total package.

So this is what I was attempting to relate this morning. We must find some area of communication, other than the good offices of say the Superintendent, if you live in Watson Lake or you live in Old Crow or Dawson, it's just not the easiest thing to skip into town for a good old heart to heart talk.

These are the problems that I am setting forth, and I hope they are taken in the vein in which they are given. We have got to find some way of rationalizing the situation, and I would begin by asking, Mr. Chairman, I'm wondering if possibly the Superintendent could tell us why there are seven members of the force in Watson Lake, and is it anticipated that there will be in fact additional members put in Watson Lake?

Mr. Chairman: Thank you, Mr. Taylor. Mr. Nixon?

Mr. Nixon: We are prepared, Mr. Chairman, to table statistics for the police force for Watson Lake Detachment Area for 1974. Corporal Sveinbjornson, and we will present those so you can have them, and if you want any questions he can interpret them. A 1,200 population doesn't seem much, but we give service from 8 o'clock in the morning in Watson Lake proper, until 5 o'clock the next morning, in other words, almost 24 hours' service to Watson Lake proper.

Now, if that municipality says they don't want that kind of service, we can certainly use the manpower elsewhere, because I would like to have another couple of men right in my own office. Mayo would like to have an additional man. Haines Junction needs an additional man because of the highway work and we are paying enough overtime that we had to put an additional man in there for the winter.

They also have a shift schedule here for Watson Lake. We also can explain that in any detail that you like. We cover down into B.C., as you know, Lower Post. We haven't a highway patrol in Watson Lake. We were projecting this in the future, but there's a lot of

work. We go into Cam-Tung there, that highway, so we can project also, or give you the overtime that our men have mounted up here since last summer, and for a while we were just keeping track of it for statistics to kind of get an idea of what it was going to cost us. We have been paying overtime to our constables and N.C.O.'s since last October, and as such we ride herd, supervision on that. But we can give you that overtime, and you are saying that they are not busy, there is over policed.

Well, if you look at the statistics for Watson Lake, we could go around with our eyes closed down but we are not going to, that's unless we are directed to by a Police Commission or the Attorney-General or somebody of this nature. Maybe we need a police commission in the Yukon, I don't know. Maybe we need a local Attorney-General

We have the Attorney-General of Canada at the present time that gives the control and the legislative thread, but you can't have policemen there, you know, playing partiality, and if there is that partiality, I would like to know about it.

I talked to Don here last December or first part of December, and you know, we had a good discussion on it and I thought things were pretty good. But we have caused an internal investigation in Watson Lake in the last month, and it's no secret, we are going to make some changes there. As a matter of fact, we might get a complaint that there's too many changes, because they might lose out on continuity.

But we are cognizant of a problem there. There was a schmozzle broke out in the Sportsman Inn there last December that, a donnybrook, a fight, and things arose out of that. I think that the citizens of Watson Lake would want a police force that would have the gump-tion to go in and clean that thing up. I have got all that recorded, and it's on the corporals and the constables' files, and our head quarters knows about it, and in due time, when we get replacements, there's going to be some transfers out of Watson Lake. There is probably going to be one transfer out of there within a few, I would say before the end of the month, it depends on when another chap from Whitehorse comes back off leave.

But we try to monitor and to keep abreast of the tenure of the situation, the crime situation, the people, what the people want. We just had Inspector Dwer-nichuk there for a couple of days and he was there as detachment commander a few years back and he knows a lot of the current people there who are still in Watson Lake.

Staff Sargeant Fendrick who has roved the whole Yukon for the last 10 years, he was down and made an investigation, he has been down to make two internal investigations, but there's another side to it. But just to be safe, from my point of view, that there is not harassment, we are going to make some changes.

But we can't say to the police, to that constable or that corporal, don't do your job. I would be the last one to go that far, and we preach community relations very heavy. As a matter of fact, we are having a seminar here tomorrow with our detachment commanders. There will be some in from Watson Lake and that will be on the agenda, police community relations, and you know, we haven't got enough manpower to designate people to that role alone, so we try to preach the gospel

that they all take part in the community. Be fair, be fair and just, and not be over zealous, we are not on any quota basis, and we don't intend to be.

But there is a heavy concentration of drinking in Watson Lake and other communities, and the impaired driving statistics, and they all go before the court and those people can have their trail and argue the case, the facts pro and con, but our statistics, about 99 percent convictions in Watson Lake, and that's greatly the court circuit, the Magistrate's Court circuit. So we know there's a heavy concentration of drinking, and we are trying to cut down through the stop-check program, and public notice and through the media and so on, that it is a serious matter, drinking and driving, and we are trying to give better control on it.

So, we are very--we have the feeling, and we are looking into it and we are making changes, but you know, we can't say and I just keep stressing that, that if you want a police force, they have to be impartial and that's what we preach. You know they are not there to persecute the Indians, they are not there to persecute the whites. They are there to be fair on behalf of the whole community and when I talk to you and you tell me these things, we look into them, whether it's in private or here before Council. And if we have a bad apple or a fellow that needs a little changing, maybe he's been there too long, we change him, we transfer people right across the--you know, that's one thing about the R.C.M.P., we have the facility of transferring a man from here to Halifax. I know a lot of city police forces that wished they had that facility, because they have things that boil over for 20 years and they can't do anything about it.

So, our philosophy, I think is in the right direction, and I would hope that if we are told about it, because when we are told, we investigate it.

Mr. Chairman: Thank you, Mr. Nixon, Superintendent Nixon. Mr. Taylor?

Hon. Mr. Taylor: Yes, Mr. Chairman. I thank the Superintendent for his information and his words and his assurance that there are better days ahead in relation to the whole question of relationships between the community and the members of the Force.

I know that I've had the good fortune of living many years in the Yukon now, about 27 to be exact, and I don't know, take, for instance Teslin, take for instance Atlin, take for instance Carmacks, where you have small detachments. I think that the constable and his wife, as the case might be, are mixing in the community, have a pretty good understanding of the community and everything works so well. And if the constable in a small detachment, I have always found everywhere in the north, that if he gets into any difficulty at all, if he gets into a situation that is just a little tougher than he can handle, the whole community come right in behind him and help him, and that was the wonderful relationship that I have always known in the north and in Watson Lake.

And possibly maybe it's just a product of the times, I don't know, but I don't see that, or I haven't seen that situation. It was super good from last summer into the fall, in to the winter, it was really good, just coming along fine, than all of a sudden, the bottom fell out of it again. And as I say, I really don't know what the big

reason is for it, but I'm very pleased that there is internally within the Force, something going on of course that we wouldn't naturally know about.

But even with that assurance, that the whole operation is constantly monitored internally, this is a big help because obviously the things that I would raise would become apparent and corrective measures will be taken. And I really think that this is a wonderful approach and I really hope it works, and certainly I think that the people of the community will try to make it work, to build that relationship again.

Mr. Chairman: Thank you, Mr. Taylor. Mrs. Whyard?

Mrs. Whyard: Mr. Chairman, I wonder since the Superintendent is with us if we could have a brief description of how our new Yukon Division is working out, rather than being babies of "G".

Mr. Nixon: Well from my personal point of view, it's good. I hope Inspector Hunter bears me out on that, because it is kind of tough for me to come in and we are old friends, for me to come in over him, but it's another step for autonomy of the Yukon, and that's what it amounts to. We haven't been troubled with our headquarters in Ottawa, as a matter of fact they have done everything to help us since we have taken over here as a division status last July.

We have our own budget, we couldn't go on a true accurate budget this year, so we are really in the red, but our headquarters is backing us up on this. For the future we will have to project it more closely, of course, and as the costs go up. But you know, they know the country is expanding, and right now we are getting support to get some housing at Beaver Creek, Beaver Creek a married quarters; at Ross River a married quarters, and -- unless we have cut back at Watson Lake, we are planning on an extra married quarters there.

The reason being that we wanted to run a highway patrol out of Watson Lake because we have four men here covering the whole Yukon, about 4,200 miles of Yukon road, four men are spread pretty thin if you give good attention to Whitehorse proper. So we say there is something besides Whitehorse and we want to be on the road, but the division status is working good. It means six extra people on our staff here, two on the admin side, two on the clerical side and two on the financial side.

As a matter of fact, we are going to capacity, those people, our headquarters staff, because we can hardly contain it, the extra work, and we didn't I guess realize that there would be so much to running a division. We have the same problems as a large division, you know, in the administration and in the police field, except they have just a preponderance more of everything. So we have to, our fellows here and staff have to wear several hats, so we have to be not only specialists in one field, but maybe two or three fields, and that's where we are being tested.

I know Inspector Hunter is busy every day, and I know I'm busy every day, and the only way we can keep up is read night and day, monitor the thing night and day and try to be in touch with people of the settlements. I think it's good for the country, for the progress of the Yukon, and I would not suggest we ever

go back and be tied into Yellowknife, because that is where the other division headquarters for the north is, and it is not the same political tenure or language spoken between here and Yellowknife, of course, and it would never work.

And we do share some services with Yellowknife, such as a police service dog, and a staffing officer, and a training N.C.O. I can see the need for us acquiring these, as we can, when the budget is there in two or three years if we can do it, but it's too far away. We have too many things on the go.

For instance, we need the police service dog right now, we have got a matter down around Watson Lake, it's kind of a complicated, but very important matter, and we have to get the dog in from elsewhere. That's untenable for a long period. As soon as we can get the resources, we have to be self-sufficient, is what I am saying.

We have the polygraph people that come from B.C., that will probably be the case for sometime in the future, but -- I would say the division status is serving well for the Yukon.

Mr. Chairman: Thank you, Mr. Nixon.

Mrs. Whyard: I find this is very helpful. I had no information about the new set-up and there is only one other question. How much more is this costing, this divisional cost would not be part of our agreement for police services in the Yukon, or is it?

Mr. Nixon: Well the agreement is on a pro-rata, eh? You understand that, like 49 percent now the Territory pays and the Federal Government pays the rest. There's a new government contract or police contract to be ratified a year from now, and that will be for a ten year period.

Mrs. Whyard: And you would know better at that time?

Mr. Nixon: We have the figures, what we are projecting, if you would like those.

Mr. Chairman: Mrs. Whyard?

Mr. Nixon: To answer your question, the whole police contract is pro-rated, whatever positions we have, whether it's -- if we add five more next year, why that will be also pro-rated. Forty-nine percent to the Territories and 61 or 51 to the Federal authorities. Does that cover it?

Mrs. Whyard: Yes, thank you, Mr. Chairman.

Mr. Chairman: Thank you. Mr. McCall?

Mr. McCall: Yes, I would like to ask the Superintendent one question. Now what Mr. Taylor brought up was an interesting comment about one or two officers being over zealous in some areas.

Could you make any suggestions how you would approach a problem where we have some officers that are inactive?

(Laughter)

Mr. Nixon: I would like to know about that too.

(Laughter)

Mr. Chairman: Any further questions? Mr. Berger?

Mr. Berger: I have a different kind of problem. In Dawson City we are looking for another man, possibly two men, and I was wondering how the R.C.M.P., the headquarters here, sets priorities for getting people. Like in Dawson, especially in the summer time, there is a high transient population, and quite often, I have had it happen to me myself, when you need the R.C.M.P. help there is nobody in the office. One may be over in Clinton Creek, the other one might be on the highway and the other one may be around town some place, and I wonder how we could overcome this and get more help in there?

Mr. Hunter: Mr. Chairman, if I may, I could perhaps answer that.

There was another policeman sent to Dawson yesterday, as a matter of fact, Mr. Berger, and I am glad it was yesterday and not tomorrow.

(Laughter)

Mr. Hunter: Secondly, we do have plans now to also send another man up well before the summer.

I should mention that we monitor each detachment and its activities, and I think perhaps you would agree that in the wintertime in Dawson it would be difficult to keep four policemen gainfully employed, so we do employ them elsewhere, but put them back in when we feel the need is beginning to arise, and we endeavour to get them there before the crush is on, so that they in fact are familiar with the area, if they haven't served there before.

Mr. Chairman: Thank you. Mr. Berger?

Mr. Berger: I have one more question here, enforcement under the agreement here, in Section 4, under (f) it says The Force shall not be called upon -- under (f) it says; "Enforcement of any other by-laws of a similar regulatory nature which, in the opinion of the Commissioner, are not suitable for enforcement by the Force."

I am wondering if you could give me clarification on this particular item?

Mr. Hunter: Mr. Chairman, the intent of that particular Section in the agreement is to ensure that as much as possible, trained policemen are employed in police work. In other words, if it costs \$10,000.00 to train a policeman, it is not a sensible approach to have him engaged in collecting some type of a tax or enforcing the Obnoxious Weeds Act or whatever the case may be, when in fact that could conceivably be done by non-police persons, and generally that is what that is in there for.

Secondly, there are certain revenue type laws or laws of a sort of quasi-civil nature that if we have a policeman enforcing them, then we do nothing but destroy our efforts in the police community relations field, so I don't think that that paragraph is probably restrictive as you might think, but it is there to keep the policeman out of the non-police type duties.

Mr. Chairman: Mr. Fleming?

Mr. Fleming: I would like to ask the Inspector if there is anything projected for Carcross, the Town of Carcross in the near future?

Mr. Nixon: Mr. Chairman, Carcross will be opening, I think it was Monday we signed the lease contracts for the detachment for April 1st. We will be locating a policeman there at that time.

He will be stationed there through the fall. The long range projects, of necessity, have to be tied to the wave of activity in the area, which incidently is somewhat less than it was even a few years ago when the Arctic Mine and Venice Mine were operational and so on, but we have projected a permanent detachment for the Carcross area for '77.

Mr. Chairman: Miss Millard?

Ms. Millard: Mr. Chairman, I would like to comment the R.C.M.P. on two matters.

The first one being the fact that they are now recruiting women, which I think is an excellent idea, and hopefully someday we will have them in the Yukon also.

The second is, are the hearings into complaints of the R.C.M.P. I think that is an excellent idea.

I was wondering if this was-going to be an annual affair.

(Laughter)

A Member: One every 10 years.

Mr. Nixon: Mr. Chairman, I don't anticipate it will be every year. The Morin Commission is just concluding their inquiries all across Canada.

The terms of reference were basically to look into the internal discipline of the R.C.M.P.

A lot of the public feel we are too silent a Force. We investigate our own problems and deal with them and I get the feeling that the public want to know what we do in the way of discipline.

Of course, the Inquiry went much broader than this and the complaints that were heard last Friday, I think there were 6. They didn't really touch on the internal discipline that much. They greatly dealt with a personal grievance between a member of the public and a constable, or a one of our men. It usually arises out of something to do with traffic. That is a hard one -- to be able to issue a traffic ticket and enforce traffic laws is a difficult one and irates a lot of people and consequently a lot of things come out of it.

We hope that there won't be too many inquiries because -- of the Royal Commission type. I can only say that our office is always open to anybody that has any grievance, whether they are the Indian or any other segment of our society here in the Yukon. We have an open door policy and we want to know if we are doing the right job and if not, why not. If our men aren't doing enough work, we look into that just as much as we will look into the men being over zealous.

We preach that philosophy and of course, it is a matter of communicating and we preach it night and day and we will continue to do so.

We have told our training depot that we would be glad to take female recruits right from the training depot right to the Yukon.

Ms. Millard: Thank you.

Mr. Chairman: Any further questions or comments? **Mr. McKinnon?**

Hon. Mr. McKinnon: Thank you Mr. Chairman, I think that the witnesses before us will agree to several statements, one is that there is an awful lot of boozing done in the Yukon, and secondly, that the impaired driving ratio bears that out quite forcefully.

I have been very interested to talk to members of the government in the B.C. Legislature and members of the constabulary there and members of the public on the 24 hour roadside suspension law in effect in the Province of British Columbia.

The members of the constabulary that I have spoken to have told me that they -- what their function is to get people who are impaired off the road, that it is just another arsenal in their weaponry to get this -- to fulfill this function.

Members of the public who have been given a 24 hour suspension are very much in praise of the attitude of being given a break by members of the constabulary and high in their praise of the relationship with the R.C.M.P.

The Members of the Legislature that I have spoken to have said they have had nothing but political praise for the policy of the 24 hour roadside suspension.

I would be very interested in hearing the Superintendent's remarks of how he would think such a policy would work in the Yukon Territory?

Mr. Nixon: Well if I could pass that, Mr. Chairman, over to Inspector Hunter, because he is more up to date on that.

Mr. Hunter: Mr. Chairman, I have in my other police duties outside the Yukon been involved in such legislation, particularly in the Province of Alberta. I would say that in some cases it certainly has merit. It is particularly useful in those cases where the police man is able to see the potential impaired driver before he gets behind the wheel. At the present time all he can say is, I would recommend that you don't drive. If his warning is heeded, that is fine, if it is not, then he waits and the case develops, as they often do, and it entails a Court appearance. Under that type of legislation you simply take those driver's license away, or the key of his car or whatever else, because he can't drive if he's suspended for 24 hours.

The part that does concern me a bit is the preventive effect of utilizing this type of section. In other words, if people get it in their minds that the worst to happen if they are caught actually driving impaired is to lose their keys for 24 hours, you then lose the deterrent effect that we now are trying to get out of the current legislation that's in the Criminal Code.

And so that's a very grave danger, and it really threatens the whole principle I think of the impaired driving, the preventive effect.

From an operational point of view, from the police operational point of view, we have to be sure that the

policeman doesn't use it when he shouldn't. What I mean by that is, it's very easy to be a good guy, by simply not doing your job the way it should be done, and if we resorted to the 24 hour suspension, when in fact we should be taking people to Court and letting the Court decide, we may in effect not be doing an effective job.

But you know having pointed those factors out, I would say that that type of provision does have merit if used along the lines that I originally mentioned about trying to get the driver before he's a driver -- he's a potential. If you can then take his license and his keys that's its greatest merit.

Hon. Mr. McKinnon: Mr. Chairman, one other question of the witnesses. I was wondering what kind of a breakdown of the \$982,134.00 was available to committee. Just a breakdown of the amount of money that is used for administration and salaries, and the amount of money that is used for the aircraft and details of this nature which aren't available to Members of Committee, which I think would be very helpful to them. Is that available?

Mr. Nixon: Mr. Chairman, just where is that figure you're quoting coming from.

Hon. Mr. McKinnon: From page 47 of the Government of the Yukon Territory main estimates, Mr. Chairman. Police Services Agreement, "to provide for the cost of administration of justice and to carry into effect the laws in force in the Territory by the Royal Canadian Mounted Police pursuant to the agreement between Canada and the Territory," for the fiscal year 1975-76, \$982,134.00 is going up at the rate of \$100,000.00 a year. I think that members of the Committee would --

Mr. Chairman: I think that the possible confusion here that this is only the Territory's share of the overall budget.

Mr. Nixon: I don't have that right down before me, but the police received a pay increase last -- effective last April?

Mr. Hunter: Yes.

Mr. Nixon: That lately brought up the overall budget. As a matter of fact we're running in the red here. Our headquarters has supported us. That's our biggest expenditure in the red is salary. Because of the increased costs of wage.

Mr. Chairman: Possibly, Superintendent, would it be possible for you to give us sort of a general breakdown, possibly by delivering it to Mr. Gillespie, just for the general information of council?

Mr. Nixon: Yes, certainly. Yes, Mr. Chairman, I will do that right away.

Mr. Chairman: Thank you. Any further comments or questions?

In that case, I thank the witnesses for attending, and again I am very pleased that this cooperative spirit prevails in the Yukon.

Thank you.
I will declare a brief adjournment.

Recess

Mr. Chairman: The game plan basically is to have another intermission around 4 o'clock, so that some of you can finish your cigarettes. And we are now back to Item 9, Department of Highways and Public Works, page 51 in the main book, and the next item is maintenance of Territorial Buildings, \$667,020.00. Mr. Lang?

Mr. Lang: Mr. Chairman, out of curiosity more than anything else, now that we have the proposed Territorial Council building being built, what is going to happen to this building?

Mr. Miller: Mr. Chairman, this building, I think as you all know, or most of you know, belongs to the Federal Government, and we will just turn back the space that we are currently leasing from the Federal Government to them for their own departments.

Mr. Chairman: Miss Millard?

Ms. Millard: We are on item 901 I presume.

Mr. Chairman: That's right, Miss Millard. Is that your question?

Ms. Millard: That isn't. Don't tell me we are starting already.

On page 56 it notes that we have the same number of employees in vote 901 as previously, 30 in each one, and yet the salaries and wages have gone down from \$420,000.00 to \$336,000.00. I wonder if you can explain that.

Mr. Miller: Yes, Mr. Chairman, you will find this prevalent in a number of situations in the Highways Department, or Highways and Public Works Department. What is happening in maintenance of territorial buildings in this particular year is we have transferred \$167,000.00 of building maintenance funds to the Yukon Housing Corporation, to maintain staff accommodation.

The arrangement that we currently have set up is that the people within Highways and Public Works will actually do the work and will bill the Housing Corporation for that, so it effectively becomes a third party charge. So your number of man years is still the same, it's just a question of where the dollars end up being finally charged in the budget.

Mr. Chairman: Thank you. Mrs. Whyard?

Mrs. Whyard: Mr. Chairman, I wonder if I might ask whether in the new Yukon Territorial Government building all interior walls will be on wheels so that we can obviate the cost of changing corridors and office space in future?

Mr. Miller: Yes, Mr. Chairman, the basic philosophy we have used in the new Territorial Administration Building is open landscape, which

means that they will be using dividers, rather than fixed walls.

Now, there are certain fixe

Now there are certain fixed walls installed and certain offices installed for interview rooms, department head offices and this type of thing, but the general office will be open landscaped and we will use landscape dividers.

Mr. Chairman: Thank you. Are we clear then?

Some Members: Clear.

Mr. Chairman: The next item - Mr. Taylor?

Hon. Mr. Taylor: Yes, just one question related to territorial buildings. I just wanted to get some clarification on what is our policy in terms of insurance, more particularly fire insurance. Do we insure up to a certain figure with the company and then our self-insurers beyond that figure? How does that work?

Mr. Miller: Mr. Chairman, we have an arrangement with the Federal Government, whereby we self-insure all of our buildings for the first \$75,000.00. Everything above that is covered by the Federal Government Fire Replacement Loss Account.

Hon. Mr. Taylor: Just to further that, Mr. Chairman, what do we -- obviously we must pay something towards this account, or is this a gift or how does that account work?

Mr. Miller: Mr. Chairman, it's essentially an arrangement the Federal Government have. What they do is they set aside in the Treasury Board's hands each year, a fixed sum of money for the possibility of a fire. They are allowed to pay out of that account, in respect of a fire, up to the replacement value of the building.

Subsequent to the replacement of the building, they have to go back to Parliament for special voting to replace the money in this account. It works as a revolving fund, essentially.

Mr. Chairman: Thank you. The next item is Territorial Roads and Air Strips, \$173,300.00. I believe, Mr. Berger, you had a question?

Mr. Berger: I still don't know whether it's under the right department here, but I think it is -- I hope Mr. Miller still remembers part of it. It was concerning video tape equipment for Stewart Crossing and the only other item we have to add to it was--it was the past policy to consider Stewart Crossing not isolated because there was movie equipment and shows in Mayo but Mayo no longer has any shows and so I would consider Stewart Crossing isolated the same as any other of those camps.

Mr. Miller: Mr. Chairman, the question of providing video machines and video tapes at Stewart has been looked at in the past, and is currently being looked at. The major problem that we have at Stewart

is that we don't have a recreational facility or a common bunk house there in which to locate this. The four people that live at Stewart Crossing in my understanding, each have essentially private type accommodation, so the only way we can put one in would be to put one into somebody's house, and they would be inconvenienced with everybody else wanting to watch T.V. at whatever times they wanted.

But we haven't ruled out the possibility of it, and I have talked to the Highways people since this morning, and they continue to look at this. As I say, the major problem being a physical location in which to place this so it can be convenient to all people without influencing or infringing on the other people.

Mr. Chairman: Thank you. Mr. Berger?

Mr. Berger: When suggesting this, was there ever any thought given to putting this type of equipment maybe in the lodge.

Mr. Miller: Mr. Chairman, we haven't considered putting any of these -- any of this type of equipment into what you might call private facilities or commercial facilities. I suppose we can have a look at it.

There are some problems, incidentally with supply of tapes up and down that particular area which we are still working on, but that's just another sidelight that is a problem.

Mr. Chairman: Thank you. Mr. Fleming?

Mr. Fleming: Mr. Chairman, I am not too sure if this is the right proper place to bring this up either. I would like to ask a question as to the subsistence allowance, I think it's \$3.00 a day that is paid to employees of the Department of Public Works for being in what they call an isolated post.

My question now, immediately would be, what posts in the Yukon Territory, such as Ross River where they are isolated, if you have that answer?

Mr. Miller: Mr. Chairman, I don't remember them all just off the top of my head. I think I can answer the general question. We have looked at places such as the Klondike Camp and the Dempster -- the Ogilvie River Camp on the Dempster, Tuchtua, I believe is classified as an isolated camp. I'm not sure that Ross River is any longer. It may have been, and it may still be, but I'm not sure of that. I think the question the Honourable Member is asking is probably in respect to Swift River, and there has been representation recently from the staff at Swift River, and we haven't resolved that particular problem, but we are working on it to determine whether or not it would classify as an isolated camp.

Mr. Fleming: I would like to ask Mr. Miller, would it be possible, you see I have been involved and it is Swift River, in this instance, and they did write to various department heads in the government and also to myself and I in turn wrote a letter to departments heads, and I had hoped, at this time to have this here, but didn't realize this was coming up, just not knowing where to put it, would it be possible for me to get a copy, do you think, of those two letters. I know there was two letters.

Mr. Miller: Mr. Chairman, you are referring to the letters from the staff?

Mr. Fleming: One letter from the staff and which I answered.

Mr. Miller: Yes, certainly, we can dig a copy out of our files and make it available to you.

Mr. Fleming: Thank you.

Mr. Chairman: Miss Millard?

Ms. Millard: I am really interested in this isolated camp allowance because I have never heard of it before. I was doing the time sheets last summer for the Department of Highways and I don't recall any section on the time sheets that stated whether someone was in an isolated camp or not. It is one of the complaints I have about the department that there was no encouragement for anyone to live in the isolated camps.

I presume that what this is is taken off in room and board, is it? Because I seem to recall a \$3.00 a day per diem rate for food and lodging, and so I presume that's how it's covered, is it?

Mr. Miller: Yes, Mr. Chairman, it's a separate claim that is put in by the employees from these certain areas, and it's put in on a, to my knowledge on a bi-weekly or a monthly basis. Essentially as a separate item, it doesn't come in on the pay -- or on the time sheets at all. They come in direct through Highways to Treasury, who pay them.

Mr. Chairman: Thank you.

Ms. Millard: Excuse me.

Mr. Chairman: Miss Millard.

Ms. Millard: Mr. Chairman, just as a supplementary, is there any thought being given to encouraging the people in places like Ogilvie and Klondike and 60 Mile, they have an awful lot of turn-over simply because there is no encouragement to go there.

Mr. Miller: Yes, Mr. Chairman, we are aware of the problem at both those camps and some of the others, and I guess it really boils down to, it's tough getting people who want to live in an isolated area today, period, whereas a few years ago we had lots of people who wanted to get away from the city and the rat-race and go and live in these places.

We're looking at it, and there has been representation made through the union and from the individuals. I know Highways is looking at various alternatives which they hope to institute during the course of this year, which might alleviate the situation.

Mr. Chairman: Thank you. Mrs. Whyard?

Mrs. Whyard: Mr. Chairman, I know that we are discussing an item that deals with the maintenance of Territorial Roads and Air Strips are not covered under an agreement of the M.O.T. Do we ever have access to the agreement with M.O.T. which covers other air strips? Do we have any knowledge or input?

Mr. Miller: Mr. Chairman, there are certain air strips or airports in the Yukon which we maintain under agreement with M.O.T., and you will find those under establishment 904 on page 53.

Mrs. Whyard: Thank you, Mr. Chairman.

Mr. Chairman: Thank you, Mrs. Whyard. Mr. Fleming?

Mr. Fleming: A comment, I would like to be sure that it is on record that I did speak on behalf of the staff members at Swift River. Some years back I think was when this was changed, and due to the fact that the bureaucrats looked it over and decided that Swift River was I guess on the Alaska Highway, and I have no objections to other places receiving the \$3.00 a day allowance which is for isolated post. On the other hand, I am sure, quite sure, and correct me if I am wrong, Ross River is one of those posts and I would like to show where Swift River is more -- actually more isolated than such a post as Ross River, because they do not have facilities for stores, they don't have stores, they don't have large buildings that can be maintained due to the small population there. They don't have T.V., there is many things that you could see in a place the size of Ross River that is right at hand, whereas Swift River is actually isolated. They have to go 70 miles to get their groceries or have them brought in by truck.

They also for instance, no ambulance in that near vicinity they have many, many things and I say Swift River is an isolated post, and I just want them to know that I am prepared to back them in their letters. I haven't their letters here today, but I will read them as soon as I get them.

Mr. Chairman: Thank you, Mr. Fleming. Are there any further comments or can we move on? Mr. Taylor?

Hon. Mr. Taylor: Is there any plans afoot to put lighting on any of our territorial air strips this coming summer?

Mr. Miller: Mr. Chairman, there is a capital program laid out in this budget to deal with the operating of airports and air strips. Excuse me a moment.

What is planned this year, I know that there is some upgrading in a lot of cases of strips. We are still working with M.O.T. on this five year program that they have adopted, and they haven't settled all the priorities as yet between ourselves and the rest of the north, but for the most part, it seems to me the last time I looked at it, we were relatively happy with the funds that we were going to get, and we were going to be able to upgrade at least a couple of the strips. I can get more details --

Mr. Chairman: Thank you. Perhaps we could pursue that when to the capital end of this -- Anything further on this item? Clear?

Some Members: Clear.

Mr. Chairman: The next item is Recreational Roads and Boat Launching Ramps, \$95,300.00. Mr. Berger?

Mr. Berger: I was wondering, Mr. Chairman, under this item, in Dawson -- in the Dawson area again, the Bonanza Road, the South Road, the Granville Road and I added also the Hunter Road, listed under Recreation Road and I feel that those roads are more working roads than recreation roads. They are used more in the summertime by miners to transfer their equipment back and forth. I was wondering if there is any possibility of taking those particular roads off the list of recreational roads, and making them seasonal roads. I am not asking to keep them open on a 12 months of the year basis, because I think this would be ludicrous, but I was thinking of listing it as a working road and maybe possible to have a little better upgrading then, than we normally would a recreation road.

Mr. Miller: Mr. Chairman, I don't think there would be any great difference to what we would do to them just by calling them by another name. As far as upgrading is concerned, I think again in the capital area there is some provision for upgrading, if my memory serves me correct, the Bonanza Road. We are on a phased program to upgrade that over the next two or three years, both the Bonanza and the Granville Road and complete the loop into a proper road situation.

The reason that we keep them under the Recreational Road category is because they are only a seasonal road, rather than a full time road, whereas all the Territorial roads are maintained year round.

Mr. Chairman: Mr. Berger.

Mr. Berger: Just one more thing on that particular road. They are used much heavier in the last couple of years, especially since gold is back in style again and everything, and I think that there could be a little more money spent, this is why I would like to see them taken off as a recreation road because the traffic increased, especially over the Hunter Road and it is heavy traffic; not like on the Recreation Road other than the tourist traffic like people going in and out to a lake or something like this. There is actually heavy truck traffic on those roads.

Mr. Chairman: Thank you. I was just going to comment, gold is always in style, Mr. Berger. Do you have any comment on that, Mr. Miller?

Mr. Miller: Well Mr. Chairman, I'm not aware of any deficiencies in the summer road maintenance on that road. Now if there is, I would certainly be prepared to suggest to our engineering department that they have a serious look at providing a slightly higher grade of maintenance, if that is what you require.

Mr. Chairman: Miss Millard?

Ms. Millard: Mr. Chairman, I would certainly like

to support Mr. Berger in this. I know from personal experience driving up and down on the roads and also from complaints that we receive in the maintenance -- in the garage last summer when I worked there. They definitely need some improvement in maintenance on both roads, especially since -- well we were doing a traffic count last summer, so I am sure that there is enough statistics now to encourage more maintenance of those roads.

Mr. Chairman: Anything further? Mr. Fleming.

Mr. Fleming: Mr. Chairman, I read here, this is on A-34, "recreational roads and boat launching ramps maintained". Do I take it now that these are roads and ramps that are at the end of the roads, or does this -- should this not include launching ramps themselves in the Territory? I will state why is that there is a launching ramp at Johnson's Crossing that has been put in by the government. There is also a launching ramp, I think two launching ramps on Teslin Lake, on the full length of the lake that is in the Yukon Territory, and I'm wondering why they would have not been listed here or -- the reason for not having them listed here so we -- the public can know that they are there.

Mr. Miller: Mr. Chairman, the list that you see here is essentially just recreational roads, it does not include the list of some 34 launching, boat launching ramps that we have put in over the last couple of years.

Mr. Chairman: Are we clear?

Some Members: Clear.

Mr. Chairman: The next item is Airport Maintenance, \$126,000.00. Miss Millard?

Ms. Millard: Mr. Chairman, it seems to me there's an Appendix here. Old Crow, I note, is costing \$43,000.00, and I would like to know, there is presently a white man there who is the foreman in the summer because he has a crew, in the winter he's called a heavy equipment operator. He's doing an excellent job, I certainly don't intend to say that he isn't. However, is there any chance for training one of the local people to take over his job, because it's costing us an awful lot to maintain this man in his own trailer in Old Crow. All his food is being paid for. I would like to know the cost, the extra cost to the government of keeping a white person there, when a local person could be trained into the same kind of work.

Mr. Miller: Mr. Chairman, I don't want to get into a controversy with this particular one if I can help it. If I might suggest, we are saving about \$50,000.00 a year by having this gentleman there. We tried the first year by using the local people to look after the equipment, maintain the airport in the wintertime, and it became a very expensive proposition with equipment breakdowns, with freeze-ups of equipment, and our only alternative that appeared was to put in somebody at least until the local people, somebody from the local scene could be trained. When that day will be, I don't know.

Ms. Millard: Excuse me, Mr. Chairman, I would just like to comment that there certainly hasn't been any effort to train any of the local people, and any of the maintenance that is being done, someone has to be shipped in from Dawson on any heavy machinery. I think it's just a waste of money as well as manpower.

Mr. Miller: Well, Mr. Chairman, as I say, I don't want to get into trouble on this one. It takes about five years to train a heavy equipment mechanic, you can't train them overnight, and I've seen no indication to my knowledge from the community, that anybody wants to be trained as a heavy equipment mechanic. I'm sure if they did, there is vocational school courses available to them, there can't be training on the job up there, it's got to be school type training, or at least shop type training in a shop down here. If there's anybody that would like to, sure we will bend over backwards to provide whatever we can to do so.

Ms. Millard: Excuse me, just one last comment then, for Mr. Miller. I will be in Old Crow in a month or so, and I certainly will come back with a list of names for you, of possibilities. Thank you.

Mr. Chairman: Thank you, Miss Millard. Mr. Taylor?

Hon. Mr. Taylor: Yes, Mr. Chairman. I note on the Appendix A-35 that this year we will be looking after the responsibility, the full responsibility for Teslin, Burwash and Haines Junction flight strips, and I certainly would highly and strongly recommend that the Pine Lake air strip be added to this. This is a pretty important strip, and if it is now the policy of government to maintain these emergency strips, I certainly feel that Pine Lake should be maintained.

It's located about mid-way between Watson Lake and Teslin in the mountains, and unfortunately, that's where the weather always causes the problem for pilots who are VFR the highway. I know myself on a couple of occasions I've had to land on this runway, and I know one spring I got in there and it was so wet, it's very easy to nose over, if you don't know just what you are doing, and I would think that we should undertake to have this strip maintained in -- for instance, in the winter have some minimal runway ploughed out in order to accommodate wheeled aircraft, and the summer, you know, to have constant upgrading and this type of thing.

Mr. Miller: Mr. Chairman, the Pine Lake strip is an emergency strip, and that comes under establishment 902. We maintain every emergency strip in the Yukon Territory, summer and winter. The air strips or airports we're talking about under establishment 904 are essentially licenced strips, not emergency strips, and these are handled under an agreement with M.O.T. whereby they pay the full cost of maintenance.

Hon. Mr. Taylor: Well, Mr. Chairman then, would the administration consider the snow ploughing request for a portion of the runway on the Pine Lake strip to accommodate wheeled aircraft in emergency situations? I'm not talking about doing the whole

runway, but I'm talking about keeping a portion ploughed for the wheeled aircraft.

Mr. Miller: Mr. Chairman, we undertook here three years ago to provide airport or air strip -- emergency air strip maintenance on all strips, summer and winter, and I think if the Honourable Members will reflect back, we introduced a tax on aviation fuel to fund that program. To my knowledge, every air strip, emergency air strip in the Yukon is ploughed in the wintertime.

Hon. Mr. Taylor: I don't know how they get to it then, Mr. Chairman, because the road is all snowed in. How do they get in? Do they helicopter the graders in or what?

Mr. Miller: I will check it out, Mr. --

Hon. Mr. Taylor: I do not believe to my knowledge that it's being ploughed.

Mr. Miller: I will check it out.

Mr. Chairman: Mr. Fleming?

Mr. Fleming: Mr. Chairman, I would like to support the member from Watson Lake very much on the Pine Lake issue, because I feel that this air strip has, in many cases, saved lives. It is being used in almost every storm that goes by that is in the Territory in that area, because people are, I don't know why, but they always seem to go right past Teslin and past Watson and they just get into that area down there, and there's no place to go with a small plane, and they do, they land there very, very often, and in most cases, it is really an emergency.

There is another strip at Burwash, not Burwash, but Squanga Lake airstrip, for instance, is very seldom used. The problem is not there as it is in the Pine Lake Area.

I would comment on the \$126,000.00, recoverable from the M.O.T. I just can see \$20,000.00 for Teslin. Now, I would more or less like to know how the Territorial Government go about recovering the money or getting this figure to a recovery from M.O.T. because I feel that this figure is very, very small, and I'm wondering if we aren't probably paying a bigger share into this than we actually should be. It don't look to me like we are getting our money back, somewhere along the records may be not complete or something, because \$20,000.00 don't seem to be the amount of work that's being done there now.

There's a lot more work than that being done, I don't think you can pay for it with \$20,000.00. Where do you get these figures from?

Mr. Chairman: Mr. Miller?

Mr. Miller: Mr. Chairman, when a highway grader and operator do work on the Teslin airstrip they indicate so on their daily time sheet, and we would charge back to this establishment under the Teslin location number, the number of hours times the appropriate hourly rate for the operator and the grader.

Now, the Honourable Member's suggestion that

they are putting in more time and charging it somewhere else, I suppose that's conceivable but highly improbable, because there would be no advantage to doing so.

Mr. Chairman: Mr. Fleming?

Mr. Fleming: I wouldn't say that I was surmising that in any way. If I have been misunderstood, why I apologize, but on the other hand, I do feel the figure seems to be quite small to the work that has to be done there.

Mr. Chairman: Thank you, Mr. Fleming. Now Mrs. Whyard has been very patiently waiting her turn.

Mrs. Whyard: Yes, Mr. Chairman. I'm sorry, I'm trying to remember where the airport at Carmacks is.

Mr. McCall: About three miles out --

Mrs. Whyard: That's not the Minto strip?

Some Members: No, no.

Mrs. Whyard: Minto is listed under what then?

Mr. Miller: Minto, Mr. Chairman, is an emergency air strip. It is not a licenced air strip.

Mrs. Whyard: Thank you, Mr. Chairman. My other question, under 904, do we have any information or any recent bulletins from the Ministry of Transport about any possibility in the future of a new terminal for Whitehorse?

Mr. Miller: Mr Chairman, that question was asked of the M.O.T. just recently, in fact I have heard it asked I think, at least six times in the last six months, and the answer is no, no, no, and I could go on. There is not currently in their planning.

Mrs. Whyard: Why not, Mr. Chairman?

Mr. Chairman: Miss Millard?

Ms. Millard: Mr. Chairman, I -- just one last comment on the airports. Is there going to be available this summer at the Dawson airport, fuelling facilities for people going through for the M.O.T. building facility.

Mr. Miller: Mr. Chairman, I think the Honourable Member has mentioned that we are hoping to build a new building in Dawson this year, subject to getting some reasonable prices. The question of providing fuel at not only at Dawson, but a number of other airports, is currently under very serious consideration by the Highway and Public Works Department, and I'm not entirely sure how it's going to come out.

Unfortunately, we can't seem to get any local entrepreneur who wants to make a dollar and provide the service, so we may be back to the government doing it and we don't like getting into commercial enterprise, which is really our concern about the thing, and yet we recognize the need and we may, of necessity, have to get into a commercial enterprise.

Mr. Chairman: Mr. Berger?

Mr. Berger: If I may comment on that fuel service at Dawson Airport, it was my understanding after the meeting with M.O.T. and Mr. Baker (?) of Territorial Highways, that it would be strictly a government undertaking and most likely run by the M.O.T. It would be whether the Federal Government would set up the tanks and the M.O.T.'s people, stationed out at the airport would run the fuel service up there it was definitely our understanding at the time of the meeting that it would be available this year.

Mr. Miller: Mr. Chairman, I am not disputing what the Honourable Member has said, I am just saying that the policy has not been made as to who is going to run the facility. We would prefer not to get into the commercial fuel dispensing business. That's really our position.

Now, it's a question of whether we can find somebody else to do it. M.O.T. doesn't like to get into this business either. Of necessity, we may have to.

Ms. Millard: Mr. Chairman?

Mr. Chairman: Miss Millard?

Ms. Millard: Might I say that it's a question that has to be settled fairly quickly. I know of one person in the last couple of weeks who has gone through there and had to overnight at Dawson simply to get fuel, and to hitchhike into town 10 miles and all the rest. It's rather inconvenient.

Is there some future date that we can settle on that we could have an answer?

Mr. Miller: I can't commit myself to a time a day certain, but before this summer tourist season gets actively underway, we will have an answer one way or the other.

Mr. Chairman: Mr. Taylor?

Hon. Mr. Taylor: Mr. Chairman, on this question of provision of fuel in Dawson, I don't see--if a private entrepreneur doesn't want to take it on, it really is a function of private enterprise, then certainly a telephone from the airport to town to somebody down there that has fuel, somebody obviously has to have fuel. You know, I'm not talking about private fuel caches, but it must be possible to get fuel out from town upon a phone call.

Ms. Millard: Mr. Chairman, there is a telephone there in the summer, and you can phone into town, but after six o'clock and until the busy season, everybody's closed. We can't get gasoline for our cars at the moment between 12 and 1 because everybody goes home to lunch, so it's a difficult problem.

Hon. Mr. Taylor: Well not to be disrespectful to Dawson, Mr. Chairman, I still don't see where the government should go in there if enough people say that they want fuel, private enterprise or somebody in private enterprise will go and provide it. But I would be very much opposed to seeing the government

providing, going in the fuel business in Dawson. I think that's a community thing and it's up to the community to look after it, and I would be unalterably opposed to the government dispensing fuel at that point.

Mr. Chairman: Mr. Berger?

Mr. Chairman: Mr. Berger?

Mr. Berger: I would just like to butt in once more on this particular question because the fuel business is run by private enterprise right now and the services available there are dissatisfactory to everybody concerned. I name the outfit, it is Northwood Airlines running the fuel service right now, and because of the amounts of money involved, which is minimal actually, this enterprise decided it was just too much work and too much trouble to be in that type of business.

Like I pointed out before this is one of the reasons M.O.T. considered taking it over themselves. They will have somebody stationed at the airport, maybe 2 or 3 people even, at all times and it wouldn't be that much work to them to run this type of service.

Mr. Chairman: Thank you, Mr. Berger. Any further comments? Mrs. Whyard, are you making a decision whether to make a comment?

Mrs. Whyard: I am trying not to ask the same question over again. My problem has to do with the Whitehorse terminal. Two years ago as a tenant of office space in that building, I got a form letter notifying me that I would not be permitted to rent space in the new terminal which would be restricted only to those in the airline or auxiliary businesses, and I was not, therefore no space would be reserved for me in this facility, which is a blessing, I don't need it now.

But what is holding up this terminal? There is an antiquated war time building with one of the busiest airports in the north, and I don't want to hear any political suggestions on this. It's beyond that, it's got to be beyond that, in the Ministry of Transport. Surely to heaven it's time they got off the blueprint stage, and into the active field. If they have been planning this thing, and-- what is the problem? Are tenders too high? Have they got to that stage? When are we going to hear anything?

Mr. Miller: Mr. Chairman, to my knowledge, they haven't even got onto the blueprint stage. They have been at the talking stage, but they haven't even got to the blueprint stage.

Mrs. Whyard: You mean they just didn't want me two years ahead?

(Laughter)

Mr. Chairman: Are there any further questions or comments? I think that before we get into building new terminals and so on, that is really capital. I hope the questions will be related to maintenance from here on in on this item. Mr. Fleming?

Mr. Fleming: Mr. Chairman, yes it would be in this

respect, yes, because I didn't quite understand the Honourable Member from Ogilvie. I think maybe you got the wrong perception--

I'm speaking--you are speaking of the service stations I think being open from 1 to 12, or closed from 12 to 1, I should say, and we are speaking of maintaining services at an airport.

Now, if I have your view right, you feel that government should also supply fuel--sell fuel to the public, or is this just for the airport service?

Ms. Millard: Mr. Chairman, I really don't care how it's done, as long as there is aviation fuel out at the airstrip for people who are coming in past business hours. They fly in, it is ten miles to get to town, there's--you have to hitchhike in, you have to get a big barrel, bring it back out, unless there's something there. There is a lot of fuel that is left there, but of course I am sure a lot of it is stolen too, and it's a dangerous situation to have fuel sitting there.

I presume that aviation fuel is sold through the garages, and through White Pass, I presume, so--and they are closed after five also.

Mr. Chairman: Thank you, Miss Millard. I am sure we are all crystal clear about that problem now. Mr. Lang?

Mr. Lang: Mr. Chairman, I would like to say that it's been obviously pointed out that a very minimal amount of people apparently use this because obviously people do not stay open. I think that going through this budget the way we have, we have seen--we have taken care of people from the handicapped stage to the point of alcoholism, and I think maybe we could leave the onus upon the few people left in society to take care of themselves.

Some Members: Hear, hear.

(Applause)

Ms. Millard: Mr. Chairman, I really just can't let this ride.

Mr. Chairman: Yes, Ms. Millard.

Ms. Millard: As Mr. Berger and I have recently learned from the Klondike Visitors' Association, they feel, and I feel too, that the lack of fuel service in Dawson frustrates the tourists to the point where he doesn't go to Dawson, and that this person, the people that might be flying in just don't come, and I know that they have statistics on this if Mr. Lang would like them, I certainly could have K.V.A. write to him and give him some statistics on that. How private enterprise is working and not working in Dawson.

Mr. Chairman: Mr. Lang?

Mr. Lang: Mr. Chairman, once again all I can say is that maybe we should leave it to the Klondike Association or the Honourable Member from Ogilvie to set up a gas station. I don't think it's the government's duty to set up a gas station.

Ms. Millard: Mr. Chairman, when my salary goes up from \$8,000.00 to something reasonable, I might set up a garage.

Mr. Chairman: Very considerate, Miss Millard.

Mr. Lang: That would be subsidization.

Mr. Chairman: Are we clear on this item?

Some Members: Clear

Mr. McCall: Very clear.

Some Member: I'm all gassed up.

Mr. Chairman: The next item is Third Party Services, \$134,000.00 Yes, Mr. Lang?

Mr. Lang: Mr. Chairman, could we please have an explanation of Third Party Services?

Mr. Miller: Mr. Chairman, this is work that we do for other people. We rent bulldozers and operators, where they can't get private contractors in the communities to do it. We do certain work for L.I.D.'s and the Highways Department do certain work for the Local Improvement Districts, for the various municipalities, and we charge the charge back to them, the cost of doing this work.

Mr. Chairman: Thank you. Any -- yes Miss Millard?

Ms. Millard: Mr. Chairman, I still don't really understand it. If we simply do a billing service, why is it costing us so much? Is this an actual cost, or is this beyond the cost to the individual person?

Mr. Miller: No, Mr. Chairman, what we are looking for here is approval to do this type of work and to charge it back to the individual. You find if you look at the recoveries that we recover 110 percent of our cost.

Ms. Millard: I see.

Some Members: Clear.

Mr. Chairman: The next item is Tote Trail Assistance, \$100,000.00. Mr. Taylor?

Hon. Mr. Taylor: I would like to ask, last year I think we determined that -- yes, we were \$125,000.00 is what the demand was on this account last year. I'm wondering if Mr. Chairman, if Mr. Miller could tell me if he has the figures available, as to how much of the \$100,000.00 in this budget has been allotted so far?

Mr. Miller: Mr. Chairman, the last report I had was that they had actually paid out something in the neighbourhood of 50 plus thousand, it was in the \$50,000.00 range, and that it was unlikely that the full hundred thousand would be spent in the 1974-75.

Hon. Mr. Taylor: Thank you, Mr. Chairman.

Mr. Chairman: Thank you. Any further questions or comments? Clear?

Some Members: Clear.

Mr. Chairman: The next item is Federal Roads, \$4,384,585.00, page A-35 and A-37 are pertinent here. Yes, Miss Millard?

Ms. Millard: Mr. Chairman, just the one question on the Dempster Highway. There were rumours this winter that it may be closed down for a period of time simply because the only reason that it was being kept open was for the maintenance crews, which seems to be a great big round circle. I wonder if there's something now being considered towards that end, to cut down the costs on the Dempster Highway which goes nowhere and is costing an awful lot of money?

Mr. Miller: Mr. Chairman, you're correct -- the Member is correct, we did look at the possible closing of the Dempster Highway through at least certain months of the winter. The number of people using it from a resource standpoint appear to still be substantial enough to warrant the Federal Government wanting us to keep it open. Subsequently, they are now going to start paying 100 percent of the cost of the winter maintenance on that road.

Mr. Chairman: Thank you. Mr. Berger?

Mr. Berger: This is a different type of question, I would like to give all them roads a uniform name and when you have Dawson Boundary Road, Whitehorse - Keno Road, where does it go to, it actually ends in Dawson and ends up on the Boundary. Why not call them roads Klondike Highways as was suggested on some of the signs and give them numbers? I think it's very confusing to some of the people coming to this Territory on one hand to see Klondike Highway and on the other hand to hear that is Keno 2 -- Dawson Road or Whitehorse-Keno Road or something like this. I mean, do you think it would be possible to stick to a uniform name and call them Klondike Highway and give them numbers?

Mr. Chairman: Thank you, Mr. Berger.

Mr. Miller: Mr. Chairman, we have numbered all of our highways. We have named them all now, it's just that we haven't go through the administrative red tape of getting all the books changed I guess, and peoples' minds changed to accept the new names.

We will endeavour to make sure that next year's estimates call them by the proper name.

Mr. Chairman: Mr. Taylor?

Hon. Mr. Taylor: Mr. Chairman, I sincerely hope you won't line them up on the numbers because everybody will be rising in the House to say, "oh, what highway is Number 87?" So you better put them both in there. At least this way we know what highway we are talking about.

Mr. Chairman: Any further questions or comments? Clear?

Some Members: Clear.

Mr. Chairman: The next item is Dawson Skyline, \$61,480.00.

Some Member: Hear, hear.

Ms. Millard: Excuse me, Mr. Chairman.

Mr. Chairman: Miss Millard.

Ms. Millard: Do you expect a question? I will work up one.

Having done the books last summer, I know that we went way over the costs last summer, not summer, but in the springtime for the skyline. I wonder why the vote is less than what the actual cost is for the skyline?

Mr. Miller: Mr. Chairman, I don't -- if you will just give me a minute I will tell you the actual costs for this year, to date at least. Our spending to date on the Dawson skyline is \$39,000.00, so I don't know where the Honourable Member has got her figures from. I think you may be referring to the 1973-74 fiscal year in which we did go over our estimate, primarily as a result of some very heavy maintenance that had to take place that year.

In this current year, I don't think we have operated the skyline as much as previous.

Mr. Chairman: Mr. Berger?

Mr. Berger: Just for further information for the member of the House on this particular skyline. I should know it real well because I worked on it many years. They used the wrong grease and we couldn't use it in cold weather because all the shifts froze up and this is why they had to shut it down.

Mr. Chairman: Thank you. Mrs. Whyard?

Mrs. Whyard: Mr. Chairman, since neither of the two area members have asked the question, I will ask the question. I know the opinion of all the earlier Ministers of Indian Affairs and Northern Development on the subject, but I don't recall having heard the current Minister pronounce upon the reason why we have no bridge across the river at Dawson City.

Mr. Chairman: Mr. Taylor?

Hon. Mr. Taylor: Mr. Chairman, I can answer that, because if they put the bridge in, it will knock a great big employment group right out of Dawson, and they won't have no skyline, no ferries to run and a lot of people won't have jobs.

Mrs. Whyard: Mr. Chairman, is that the Minister's opinion?

Mr. Chairman: Are there any --

Ms. Millard: Yes, Mr. Chairman.

Mr. Chairman: -- questions pertinent to this item?

Ms. Millard: Get off the bridge, because that's always been the subject of campaigns for years in Dawson. I don't know how many bridges have been built during the campaign season. The Dawson skyline, back again, I understand Cassiar Asbestos pays a certain percentage of that. I wonder if you could tell us the percentage and how much that amounts to in dollars and cents?

Mr. Miller: Mr. Chairman, Cassiar Asbestos doesn't pay any of the cost unless we are operating the skyline out of the normal hours. We have it scheduled for a certain shift, and if they request that we operate it in excess of that hour, they pay it on the basis of a third party charge, so it's part of that \$134,000.00 that we just went through.

What their actual cost would be, I don't know, we would have to go back and do a lot of digging to find it.

Mr. Chairman: Are we clear?

Some Members: Clear.

Mr. Chairman: The next item is Alaska Highway and Haines Road, \$5,423,651.00. Mr. Lang?

Mr. Lang: Mr. Chairman, I note here that we have approximately an increase of \$330,000.00 over last year and to me personally I don't believe that it is enough for the maintenance of the Alaska Highway. I think everybody here has travelled the Alaska Highway, we all realize the importance of the Alaska Highway, and I don't think that it's adequately maintained to what it should be, considering the source of revenue that apparently we do get through the tourist industry.

We have raises throughout this budget, for example of \$100,000.00 for social assistance, and you can go on and on and on. Now I think this is one of the most important items in the budget, and I know we can't do anything about it, but I would certainly like the administration to take a hard look at this and see what we can do to have a better maintenance program set up, and I think that -- what it entails is more hours, either more hours for the operators on the highway, or more people and more machines, one or the other, and I think it's something that is sadly lacking to me, personally, as far as the Yukon is concerned.

For example, I travelled last summer from Watson Lake to Whitehorse, and I'll tell you, if I was a tourist, I would never have ever come back on the Alaska Highway. I would have maybe flown from Anchorage once I got to my destination or whatever, and these people do talk to other people down in the States, or wherever they may come from, and I will tell you, it is certainly not inducive to a machine to come up that highway.

I hit a bump there in Marsh Lake, I thought I was in the ditch, actually I would have been better off if I had been in the ditch, and I think it is seriously something that has to be considered by this administration for the oncoming budget for the next year, for 76.

Mr. Chairman: Thank you, Mr. Lang. Dr. Hibberd?

Dr. Hibberd: Mr. Chairman, I would suggest that the Honourable Member from Porter Creek ran into an ambush from C.Y.I.

Mr. Chairman: Any further comments or questions on that item? Mr. Taylor?

Mr. Taylor: I think in all fairness, there is one aspect of this Alaska Highway, and I suppose on many roads in the Territory there are periods of time of the year you can't blade them, you can't do much with them and that's in the spring, and more particularly until the frost gets out of them and they have a tendency to pound out and the administration through the engineering department are -- just don't have an opportunity to do anything with it.

There are other, I think the bulk of the problem lies in the fact that in the areas such as the Honourable Member has suggested, the surface material is non-existent, there is nothing there, the gravel's pounded away and there is nothing to work with, and this is where the surface crews are year, annually year by year, trying to upgrade and surface. You will hit stretches of road like that on the Alaska Highway, that's for sure, but often cases, that is the reason, the surface crews just can't get around to those areas fast enough.

Mr. Chairman: Thank you, Mr. Taylor. Mr. Berger is next.

Mr. Berger: I have a question concerning the Haines Road. After all the trouble this winter on the Haines Road, I was wondering if the administration had given any thought to possible relocation of certain parts of the particular highway?

Mr. Miller: Well Mr. Chairman, I think as all Members realize, there is currently discussions going on between Canada and the U.S. regarding relocating certain portions of all of that road and the possible paving of it.

Now I know that there have been discussions regarding some relocations on the Haines Road, in fact I had an individual approach me here just recently who thought he had the solution and he is now working with our engineering people to see if it works, if it will work. But we always look at possible relocations, it's a question -- that again it's a Federal road, not ours and any relocations, they have got to put up the dollars. We are subject to their whims.

Mr. Chairman: Mrs. Whyard?

Mrs. Whyard: Mr. Chairman, this item regarding the Haines Road, is about as close as I will probably get to this subject, and I beg your lenience. It actually concerns the Customs and Immigration on the Haines Road, the Canadians. My objection, which I have mentioned many times before, is that there are no public facilities at the border crossing station. This also applies to the Customs station on the Dawson Boundary Road, out to Tetlin Junction. I think this is a disgraceful situation, I know it is not the responsibility of the Territorial Government, but I would like a very

strong recommendation to go from this Territorial Government to the Canada Customs or whatever they are called now, demanding public facilities, since they are supported by the public purse, at these two isolated posts, where there are no other facilities available to families travelling on those roads.

Mr. Chairman: Thank you, Mrs. Whyard. Do you have any comment, Mr. Miller?

Mr. Miller: Mr. Chairman, we will take note of that and do whatever we can.

Mrs. Whyard: Thank you.

Mr. Chairman: This might also be brought up under Tourism and Information possibly when we go back through.

Mr. Lang?

Mr. Lang: Mr. Chairman, before I begin, I would like to say that I don't think the Honourable Member from South Centre's remark was relevant to what we were discussing.

I would like to point out to --

Mr. Chairman: Mr. Lang, I hope you are not trying to usurp the function of the Chairman.

Mr. Lang: I would like to point out to the member from Watson Lake that I realize the handicap in which the maintenance crews do undergo, but my point is I think there should be more monies put into this and say maybe taken from the -- from say the Department of Tourism and Information, because if there is no road, there's no tourists.

Mr. Chairman: Thank you, Mr. Lang. Are there any further comments before we can clear this item and have coffee?

Oh, Mr. Fleming?

Mr. Fleming: Yes, I would like to comment, and I support the Honourable Member, Mr. Lang in some instances, whereas he may have hit, as he said he did, because this is very, very possible. The road, as a gravel road, is very good, and I would say fairly well maintained. I think I am a little authority on it as I have spent about 26 years travelling up and down it, day after day after day. There are times when the highway is, I won't say impossible, but to a tourist or something looking at it, it would be impossible for him to say he would want to come back over it again after he's been through it, and I can state instances where I have had to weld wheels underneath trailers and so forth that have been taken out, due to bad conditions.

Now, I don't know whether the money is enough or not, but to tell you the truth, the money doesn't make any difference in this case. I feel that the Territorial Government should in any case, regardless of anything, take very much notice of the highway, and check very carefully on what is being done on it, because it can create a hazard to many, many people and I will state a case, last summer whereas, and I think if you check with them they will admit, that they got over-exuberant on their application of their

calcium, and for approximately two months last fall when it started to rain and things, we had accident, after accident, after accident down there, due to the fact, and I know this because I was on the wrecker to help pull them out, and these are the kinds of things I am sure they are going to take notice of these things themselves. I am sure they are going to learn, but we can't be too careful of the Alaska Highway as it is today.

Mr. Chairman: Thank you, Mr. Fleming. Mr. Miller, you wish to comment on a question?

Mr. Miller: Yes, Mr. Chairman, there was a couple of questions raised this morning which haven't been repeated this afternoon, so I will answer them anyway.

The first one was concerning the paving, possible repaving, or paving south of Whitehorse, the relocation and paving. I have checked with D.P.W. on this, and there is essentially no large relocation of any portion of the road taking place. Apparently there will be -- the largest section of relocation will be at the north end of the Yukon River Bridge. Other than that, all they will be doing is taking out curves and doing some minor realignment work to straighten, that's all.

The second question that was raised was with respect to work on glaciers on the Campbell Highway. The Department does not intend to do any more construction work on that particular section, mainly because it has now been rebuilt twice, and that doesn't seem to solve the problem. What they are seriously looking at for next year is putting in heat tapes, which they have found to be very successful in certain areas, and they are going to attempt to use those in that particular section next year.

Mr. Chairman: Thank you, Mr. Miller. That would then seem to finish Item number 9, Department of Highways and Public Works, \$11,727,849.00. At this time I would like to call a recess for as long as possible -- 10 minutes.

Recess

Mr. Chairman: I will now call the Committee back to order. I am going to have to either start smoking smaller cigars or declaring longer recesses.

Before we get back at the budget, did everybody receive a copy of the material supplied by the police, crime statistics and so on? You did? Okay.

With respect to having Mr. Clifford appear before this Committee, I'm advised now that he will be unable to attend before the end of the month, and I'm wondering what your pleasure is. My feeling is that possibly we could ask one or two members from the Y.C.C.A. to appear at a time certain next week, as witnesses, but what's the feeling of the members?

Mr. Lang: I would be agreed to that.

Mr. Chairman: Dr. Hibberd?

Dr. Hibberd: Mr. Chairman, I had the opportunity to speak to one of the Directors last night, and if the opportunity did arise, they would be very pleased to appear as a witness before us.

Mr. Chairman: Thank you. Mrs. Whyard?

Mrs. Whyard: Mr. Chairman, I would only note that if so, they should be prepared to provide additional information to that which we have already received from them.

Mr. Chairman: I agree with that, Mrs. Whyard. I'll then ask Madam Clerk, if your offices can possibly get in touch with -- is it Mrs. Vale that is the president? And possibly advise myself tomorrow as to whether they want to appear as special witnesses, and let them know that if they do appear, that they are expected to bring something new and exciting to us. Some information we don't presently have, and then at that time you might also advise Mrs. Vale that sometime at 2 o'clock on one of the afternoons, Wednesday or Thursday afternoon next week would be a good time. Thank you.

We will then move back to our discussion of Bill 2, Schedule A and now we move to Project Capital at page 70, and the first item is Road Equipment, \$97,000.00.

Ms. Millard: Mr. Chairman?

Mr. Chairman: Yes, Miss Millard?

Ms. Millard: I don't know all that much about this but on the Appendix A-48 it says "Highway Maintenance, 2-6 yd. dump trucks - gas,"

I presume that means that they will be using gasoline rather than diesel fuel, and why is that since diesel is cheaper?

Mr. Chairman: Mr. Miller?

Mr. Miller: Mr. Chairman, I can't give you the exact reason, although I think what's happening in some of these locations such as the Eagle River Camp, while diesel fuel might be cheaper, the problem that you run into with diesel trucks in the extreme cold can sometimes make it much more expensive. Gas engines tend to run a little bit different in extreme cold temperatures, and that would be my only reason for putting gas trucks into that particular area.

Mr. Chairman: Thank you. Mr. Berger?

Mr. Berger: Just to make another comment on this particular job. This happens to be my trade and I find a diesel engine performing much, much better in cold weather because you have nothing to worry about idling in night conditions or anything like this. Where gas engines you cannot run under long conditions and idling and I know the conditions on the Dempster Highway in the particular area because quite often the trucks have to be sitting out in the cold in the night time and idle and I do question this same thing.

Mr. Chairman: Thank you, Mr. Berger.

Mr. Miller: Mr. Chairman, I will try and get the exact technical reason why we were going to gas instead of diesel in this case.

Mr. Chairman: Thank you. Are there any further questions or comments? Clear?

Some Members: Clear.

Mr. Chairman: The next -- Mr. Taylor?

Hon. Mr. Taylor: I just had one question in relation to the two station wagons that are to be replaced, and you will find them on A-47.

In terms of all these replacement vehicles, is it possible that one of these vehicles could be made available for the replaced vehicle for the fire chief in Watson Lake?

Mr. Chairman: Mr. Miller?

Mr. Miller: Mr. Chairman, I think I indicated the other day, and apparently I thought we had had this solved, that there would be a vehicle made available to the fire chief in Watson Lake.

Hon. Mr. Taylor: Thank you.

Mr. Chairman: Thank you. Mr. Berger?

Mr. Berger: There is just one more particular thing to go back on this truck thing -- I question the wisdom of the Territorial Government in buying equipment for camps prior to camp opening, and one of the most important reasons is sometimes the equipment sits here in the Territory yard here for two years, and by the time the camp gets use out of the thing, you have lost all the guarantees and warranties on the thing, and this has happened in the past, and I wondered why this equipment has to be bought two years or something ahead of time?

Mr. Chairman: Thank you. Mr. Miller?

Mr. Miller: Mr. Chairman, it had been our intention to open a fly camp at the Eagle River, or an Eagle River Fly Camp which wasn't really at Eagle River, it was somewhat this side of Eagle River for this particular winter. We did not open that camp, but we will certainly have a camp there during the course of this summer and next winter.

The delivery on trucks of this nature can run anywhere from 12 to 18 months, so we try not to buy too far in advance of need. I think I am familiar with what the Honourable Member was referring to previously, it did happen, but we are trying to tighten up this and we are not trying to order too far in advance of need.

Mr. Chairman: Thank you. Any further questions or comments?

Ms. Millard: Yes, just one out of curiosity on the road equipment. There are two places where it says it is replacing units 1071 and 1140, and they are being replaced -- no, is that the wrong unit number?

Mr. Miller: Yes, Mr. Chairman, there is obviously an error there in the unit numbers. In the Game Branch we are replacing two four by fours, or we are

replacing, I'm sorry, not two four by fours, but two trucks with four by fours. In the other case, we are replacing a half ton and a panel so it's obviously just an error in the unit numbers.

Mr. Chairman: Any further questions or comments?

The next item is Sundry Equipment, \$265,000.00 and there are details on page A-48. Mr. Taylor?

Hon. Mr. Taylor: Mr. Chairman, I only have one comment in respect of this estimate, and that is the snow blower for the Haines Road, and I really hope that they do buy a real suitable piece of equipment, and I note the snow blower, you have got a hundred thousand dollars down, I hope that, as I say, that the administration don't skimp on this and get something that's durable and will do the job, because boy that is badly needed down there.

Mr. Miller: Mr. Chairman, we are taking certain precautions in that area. We have had some of our people over across in Alaska looking at the equipment that they are using in similar type situations, so we are trying to get all the advice we can before we actually make the purchase.

Mr. Chairman: Thank you. Mr. Berger?

Mr. Berger: I have one comment on the replacement of miscellaneous sundry equipment. Quite often through the central purchasing department, there is equipment purchased which is maybe suitable for household users, but is not really suitable for shop use, and I would strongly recommend to the Central Purchasing Department, to either get an expert on machinery like this, or on equipment like this, or leave it up to the different foreman in the maintenance camps.

Mr. Miller: Mr. Chairman, the Central Purchasing operation buys to the specifications required by the Department. Central Purchasing does not draw up the specifications. The appropriate Department requesting the material does. So if there is a problem in this regard, it lies with, not Central Purchasing per se, but the Department who orders the goods.

Mr. Fleming: Mr. Chairman, I would like ask that the -- two questions. What are the two-track vehicles, what type of vehicle are the two-track vehicles and what are they used for?

Mr. Miller: Mr. Chairman, these two vehicles are intended to be some form of bombardier which will handle five to whatever number of passengers. One of them will be located on the Haines Road and the second one, I believe, will be located on the Dempster Highway. They're really intended as emergency type vehicles when you can't get in with any other type of equipment.

Mr. Chairman: Mr. Berger.

Mr. Berger: I don't see it necessary to buy two of them. There's one sitting up at Boundary Road. It's

unusable because somebody here again in the Purchasing Department it must have been, bought the vehicle only crawls about five miles an hour. It's been sitting up there for the last five years. And it's hardly turned a wheel, so I don't know why the reasons to buy two vehicles, because that other vehicle is available.

Mr. Chairman: Mr. Miller.

Mr. Miller: Mr. Chairman, I am not aware of it, I'll try and find out the reason.

Mr. Chairman: Thank you. Any further discussions or comments?

Some Members: Clear.

Mr. Chairman: The next item is Garage Tools and Equipment, \$5,000.00.

Some Members: Clear.

Mr. Chairman: The next item is V.H.F. Radio Communications System, \$837,000.00. Mrs. Whyard.

Mrs. Whyard: Yes, Mr. Chairman, could we have an explanation of why we need close to a million dollars for this?

Mr. Miller: Yes, Mr. Chairman, this radio system was, or is partially installed now. Basically what we were faced with, we had a considerable inventory of single side-band radio equipment which we used to communicate between our road camps, our vehicles and this type of thing. This equipment does not do the job.

Before we started to replace it, we undertook a study in conjunction with, and under the direction of the Federal Interdepartmental Co-ordinating Committee. We put together the plans for a Territory-wide radio communications system which could be shared between Y.T.G. and used by Highways, Game, Welfare vehicles when they're on the road. And any other Government user, the R.C.M.P. and Indian Affairs primarily in the Forestry area. We managed to convince everybody, including the Federal Government, that this was the route to go. We've also integrated where possible into the C.N.T. system for trunking purposes. And basically what we will end up with is one Government radio system, as I indicated, used by Y.T.G., R.C.M.P. and Forestry, or a good portion of Forestry. The system allows us to talk from mobile to mobile. In other words we can put a mobile in a grader when a man leaves the station in the morning. He can then communicate with his camp if he has a breakdown or any other problem. We can communicate from the mobile through the station into Whitehorse. We can communicate from the road camp into Whitehorse for part ordering and this type of thing. That's basically what we're at.

Mr. Chairman: Ms. Millard.

Ms. Millard: Mr. Chairman, I would just like to

comment that having worked with this equipment last summer, I really can believe that it's very essential. It was essential not only for the economic use of time and money in the Department, but also for the individual use of people stranded on the highway. We had a traffic accident last summer on the Dempster Highway that was most important as a tool to communicate the needs there.

It seems like an awful lot of money at this point, but I think the investment is well worth it in the long run.

Mr. Chairman: Thank you. Mr. Lang.

Mr. Lang: Mr. Chairman, it certainly is nice to know that the Government is getting co-ordinated. Is this going to be the total cost of the program, or is it going into a phase of years?

Mr. Miller: Mr. Chairman, the overall cost to all Government Departments will equal something in the neighbourhood of a million one. Which incidentally will save the Federal Government, in essence, a million and a half dollars if all three Departments had gone out and done their own.

So that's one of the reasons why we got cooperation from the Federal Government. But it's essentially a two-year program we will complete it in 1976-77.

Mr. Chairman: Mrs. Whyard.

Mrs. Whyard: It is a supplementary then, Mr. Chairman. What is the life expectancy of this kind of equipment. How often does it have to be replaced?

Mr. Miller: Mr. Chairman, the equipment itself, the mountaintop repeater equipment has an endless life because it's all solid state equipment. The things that have to be replaced in the repeaters are the batteries and there is, in certain areas at least, an annual maintenance trip required in to fill up the propane tanks. Because these things have to be heated. The battery life has never really been tested in this country. In B.C. where they have a similar setup, the battery life is anywhere from three to seven years. Depending upon the usage of the system. The temperature control and this type of thing.

Mrs. Whyard: Mr. Chairman, this is a one-shot investment capital.

Mr. Miller: That's correct, Mr. Chairman. This should do us for a long time into the future.

Mr. Chairman: Mr. McCall.

Mr. McCall: Yes, I'd like to ask Mr. Miller if I may Mr. Chairman. What system is the R.C.M.P. using now?

Mr. Miller: The R.C.M.P. have a combination, really, at the moment of a V.H.F. system, plus some single side-band equipment. They were looking about the same time we undertook this exercise to convert fully to V.H.F. because of the single side-band problems. They're now going to convert into this system rather than their own.

Mr. Chairman: Any further questions or comments? The next item is Building Contingency Funds, \$30,000.00. Mr. Fleming.

Mr. Fleming: Mr. Chairman, would I take this as a capital nature cannot be foreseen during the preparation of the estimates. Would I take that as possibly some upgrading of some--say D.P.W. recreation centres or something like of this nature that they don't have in mind right now, but they may--go down and they find this needs to be done. Is this what this money would be for?

Mr. Miller: Mr. Chairman, the majority of this money is used for putting in partitions you know, chopping holes in walls when you need a doorway, this type of thing. They're very minor things normally and there are a number of them that come up from time to time as a result of a change in the use of a building. That's basically what it is.

Mr. Chairman: Mr. Lang.

Mr. Lang: Yes, Mr. Chairman, I am interested--I see we have an estimate of \$20,000.00. Do you have a breakdown, was that total of some spent last year or--

Mr. Miller: To date, Mr. Chairman, we have spent \$16,000--I am sorry. \$17,600.00 so I would assume that we will spend the majority of the \$20,000.00 during the current fiscal year.

Mr. Chairman: Clear?

Some Members: Clear.

Mr. Chairman: The next item is Pre-Engineering, Territorial Projects, \$100,000.00.

Clear?

Some Members: Clear.

Mr. Chairman: The next item is Ground Improvements, various locations, \$100,000.00. Miss Millard?

Ms. Millard: I wonder for the edification of the Members if we could know what a Yukon Fence is? I have been in the Yukon ten years and I have yet to find out what a Yukon Fence is?

A Member: A Haywire fence.

(Laughter)

A Member: You are not serious?

Ms. Millard: I am serious, yes

Mr. Miller: I am not entirely sure, Mr. Chairman, what the make up of a Yukon Fence is, but it seems to have been something that has been accepted, I don't know what is unique about it.

Ms. Millard: Well there must be something unique,

Mr. Chairman, because it is replacing some very adequate fencing that we had around the Dawson School. I think the Appendix is wrong here. It is not A48, it is something else but I did find it somewhere--

Mr. Miller: A 49--

A Member: A 50.

Ms. Millard: A 50, yes. \$12,000.00 to put a Yukon fence all the way around the school and it wasn't very long ago that there was a metal fence there. A lot of it has been pushed down, I know that. It needed replacement, but it certainly didn't need complete replacing.

I am wondering if we could have some more details on this?

Mr. Miller: Mr. Chairman, I will try and find out what a Yukon fence is.

Mr. Chairman: Mr. McCall?

Mr. McCall: Thank you, Mr. Chairman. Would that be considered a fence with open spaces?

(Laughter)

Mr. Chairman: Possibly just open spaces, Mr. McCall. Mr. Taylor?

Hon. Mr. Taylor: Mr. Chairman at the end of A 50 we have Tourist Information Centre install three shrubs and grass and build walkways around new addition, \$9000.00. I assume that this relates to the addition to the weigh-scale at Watson Lake?

Mr. Miller: Mr. Chairman, at least part of that relates to Watson Lake Tourist Information Centre and Weigh Scale. I believe they also intend to do a little bit of work around some of the other Tourist Information Centres.

Mr. Chairman: Mr. Taylor.

Hon. Mr. Taylor: Mr. Chairman, my point is that a fence will be required. In as much as they are also putting a rest stop there and something to separate the children, the dogs and pets and so forth, because what they have done is, they have made a tourist centre beside a truck stop and it would be very easy to have children run over and this type of thing unless there is fencing provided to keep the tourists, the children and the pets off the road where these big trucks, and these trucks are coming through at a rate right now. I think. Something like 125 a day.

Mr. Chairman: Mrs. Whyard?

Mrs. Whyard: Mr. Chairman, I have a problem with a number of these items. The old word priority is rearing its ugly head again. Far be it from me to say that Beaver Creek can't have a thousand dollars to clean the grass out of their ball field, but when we come to one Tourist Information Centre \$9000.00 for some landscaping. Where is that one, Mr. Chairman? It say "centre".

Mr. Miller: Mr. Chairman, this essentially the Watson Lake Information Centre that we added onto in 1974, although, I believe, some of this money is also intended for some of the other Tourist Information Centres.

Mr. Chairman: Thank you. Mrs. Whyard do you wish to pursue this?

Mrs. Whyard: Yes, Mr. Chairman, I think I do wish to pursue this.

I know some organizations in this Territory that are trying very hard to make some money, maybe they would like to take these contracts on. I will bet you anything they could do it for less. I just--a hundred thousand dollars to pretty up some property--Now I am not--I am not trying to chop things like playing surfaces for school yards. I didn't know that we had to pave all the parking areas around these buildings. Blacktop for parking everywhere.

If I were chopping a budget I think this is one place I would start.

Mr. Chairman: Thank you, Mrs. Whyard? Any--Mr. Lang?

Mr. Lang: Mr. Chairman, I see they have \$600.00 for blacktopping at the Pelly River School. I have gone through the budget here and I have seen that a lot of monies there that have been put out that I can't see that can be spent.

I can't understand how you are going to blacktop an area twenty by thirty at Pelly River School unless you are going to truck the asphalt from Whitehorse. There is no paving plant in that are to begin with.

Mr. Miller: Mr. Chairman, I asked the same question and I will repeat the answer I got. They intend to use a cold mix, not a hot mix.

Mr. Chairman: Mr. Fleming?

Mr. Fleming: I would like to support Mrs. Whyard on the same principle. Black topping parking area in front of school, paving equipment is at hand. This is Teslin, for instance.

I say again, and I think our Minister moreorless, Territorial Government may agree with this, should, I think, before we spread too much pavement around, and this type of thing, have the services into the town first.

I think this is, more or less, a waste of money at any time to put blacktop in any area until the services are into those towns. It isn't that I want to do away, or take anybody -- take anything away from anybody or any schools, but, anytime you do put down blacktop and then you have to put in sewerage and water and things like this into these schools or anywhere else, you are immediately going to tear it all up at cost -- at another big cost to the government again.

I think the money could be used at many other spots rather than that.

I see a thousand dollars there, if the paving equipment is at hand in Teslin I am very glad of that because I know it won't be at hand and we will possibly use the money somewhere else. I hope.

Mr. Miller: Mr. Chairman, again we would intend to use a cold mix at that Teslin School.

Now, I suppose if the citizens don't want black top in front of the school we would be quite happy not to provide it.

Mr. Chairman: Mr. Berger?

Mr. Berger: I think this is just for information. I think the main intent of all those paving projects in front of schools is just dust control in order to keep the dust conditions out of the class rooms --

A Member: And mud.

Mr. Berger: --and mud conditions.

Mr. Miller: That is part of it Mr. Chairman, the other part of it is that it seems today children today don't want to play on dirt. They want to play on blacktop with their basketballs and this type of thing. It is providing two things. It is cutting down on the wear and tear and the mud tracked into the building plus, it is also providing them with a place where they can play with balls, basketballs and this type of thing.

Mr. Chairman: Mrs. Watson?

Hon. Mrs. Watson: Mr. Chairman, just a little further to what Mr. Miller said. I agree, I don't think that black top for parking is that necessary. In many areas it is certainly necessary to have the blacktop for the play area.

You can't maintain lawns in this country and still have children play on them. It is almost an impossibility. So we have gravel, we have sand and we have mud. The only other alternative is the blacktopping.

I would support any black topping play area in any school ground whereas I do have some reservations about the parking area.

Mr. Chairman: Thank you. Any further comments or questions? Clear?

Some Members: Clear.

Mr. Chairman: I think that this might be an opportune time to stop.

I would entertain a motion that the Speaker do now resume the Chair, but before I do that I would like to thank the witnesses for attending. Would it be possible to be here same time, same station tomorrow?

The Witnesses: Thank you, Mr. Chairman.

Mr. Lang: I move that Mr. Speaker do now resume the Chair.

A Member: You do that every night.

Mr. McCall: I second that.

Mr. Chairman: It has been moved by Mr. Lang and seconded by Mr. McCall that Mr. Speaker take the Chair.

Question?

Some Members: Question.

Mr. Chairman: Agreed?

Some Members: Agreed.

Mr. Chairman: I declare that motion carried.

Motion Carried

Mr. Speaker Resumes the Chair

Mr. Speaker: At this time I will call the House to order.

May we have a report from the Chairman of Committees?

Mr. Phelps: Yes, Mr. Speaker, the Committee of the Whole convened at 10:25 a.m. to consider Bills, Papers and Motions. In the morning we had Mr. Miller, Mr. Huberdeau and Mr. Gillespie as witnesses. It was agreed amongst the members of Committee that we ask the Supervisor and Inspector of The R.C.M.P. to appear before this committee during the afternoon.

The Committee recessed at 12 noon and reconvened at 2:15.

In the afternoon we had as witnesses Inspector Hunter, Superintendent Nixon, Corporal Sveinbjornson and Mr. Gillespie as well as Mr. Miller and Mr. Huberdeau.

I can report progress on Bill Number 2.

It was moved by Mr. Lang and seconded by Mr. McCall that Mr. Speaker take the Chair.

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

Some Members: Agreed.

Mr. Speaker: What is your further pleasure?

Mr. Fleming: I would move that we call it five o'clock.

Mr. Speaker: Is there a seconder?

Mr. Lang: I will second that.

Mr. Speaker: It has been moved by the Honourable Member from Hootalinqua, seconded by the Honourable Member from Whitehorse Porter Creek that we now call it five o'clock.

Are you prepared for the question?

Some Members: Question.

Mr. Speaker: Are you agreed?

Some Members: Agreed.

Mr. Speaker: I shall declare the motion carried.

Motion Carried

Mr. Speaker: This House now stands adjourned until 10:00 a.m. Friday morning.

Adjourned



