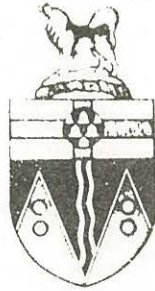


Property of
M. L. A. Lounge



The Yukon Legislative Assembly

Number 15

8th Session

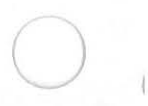
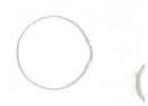
23rd Legislature

Debates & Proceedings

Thursday, March 24, 1977

Speaker: The Honourable Donald Taylor

Yukon
Legislative Assembly



Whitehorse, Yukon Territory
March 24, 1977.

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

(Prayers)

Mr. Speaker: We will proceed at this time with the Order Paper.

ROUTINE PROCEEDINGS

Mr. Speaker: Are there any documents for tabling this morning?

TABLING OF DOCUMENTS

Mr. Speaker: The Honourable Member from Whitehorse West.

Hon. Mrs. Whyard: Mr. Speaker, I would like to table a Legislative Return in response to Ms. Millard's resolution concerning the care and well-being of our senior citizens.

Mr. Speaker: Are there any other further documents for tabling this morning?
Are there any reports of Committees?
Petitions? Introduction of Bills?
Any Notices of Motion for the Production of Papers?
Any Notices of Motion or Resolution?

NOTICES OF MOTION

Mr. Speaker: The Honourable Member from Kluane?

Mrs. Watson: Yes, Mr. Speaker, I give Notice of Motion, seconded by the Honourable Member from Riverdale, that the White Papers on Standard Mileage Rate and the Territorial Lands Policy and the Green Papers on Land Rental Rates and Highway Information Signs be referred to the Committee of the Whole for further consideration.

Mr. Speaker: Are there any further Notices of Motion or Resolution?
Any Statements by Ministers?
This brings us to the Question Period. Have you any questions?

QUESTION PERIOD

Mr. Speaker: The Honourable Minister of Education.

Hon. Mr. Lang: Mr. Speaker, on March 7th, 1977, Mr. Lengerke asked a question relating to the Yukon Teacher's Association's evidence at the National Energy Board Hearing. The question was, did the YTA suggest or testify that we do not have a recognized Department of Education or education system? Please clarify if in fact the statement was adhered to by the 230 odd teachers that belong to the Association and was the brief an official document of that Association? Was it

tabled at a meeting and did all Members agree to it?

Also, pertaining to the same evidence given at the National Energy Board hearing, Mrs. Watson asked the following question. Was the Minister aware of the statistics regarding enrollment, size of facilities were erroneous, were these statistics obtained from the Department of Education before they prepared their brief?

The answer is as follows: Before it can be determined whether in fact the statements alleged to have been made by the YTA representative at the NEB hearing were in fact made, the transcript of the hearings would have to be studied. Such a transcript, in all likelihood would not be available for approximately a month.

However, in the meantime the president of the YTA, Mr. Fred Smith, and the person who appeared in front of the National Energy Board, Mr. Gerry Romanchuk, were contacted. The information provided by these two sources indicated that the document was accepted by the executive of the Yukon Teachers Association. Mr. Romanchuk denied having made any remarks that he, or the YTA, considered the Department of Education or the Yukon Education System to be inferior or not recognized.

Mr. Romanchuk's statistics were not obtained from the Department of Education but he did admit to making an error, when reading the pupil statistics in relation to one or some of the rural schools.

He did suggest that his point was that a rapid increase in the transient student population would cause the Department to utilize portable classrooms which, in his opinion, were less desirable than permanent structures.

Until the transcripts of the hearing are available, the above information is all that can be provided.

Mr. Speaker: The Honourable Member from Kluane.

Question re: Answer to question No. 14

Mrs. Watson: Yes, Mr. Speaker, I have a question for the Minister of Local Government. When can we expect an answer to my question, Number 14, regarding the Building Permit?

Mr. Speaker: The Honourable Member of Local Government.

Hon. Mr. McKinnon: Mr. Chairman, I don't know the answer to the Honourable Member's question.

Mr. Speaker: The Honourable Member from Kluane?

Mrs. Watson: Mr. Speaker, will the Minister determine when and let us know at the next sitting of this House?

Mr. Speaker: The Honourable Member of Local Government?

Hon. Mr. McKinnon: Yes, Mr. Speaker, I would be most happy to do that.

Mr. Speaker: Are there any further questions? The Honourable Member from Whitehorse South Centre.

Question re: Road into Howard Pass

Mr. Hibberd: Yes, Mr. Speaker, I have a question for perhaps the Minister in charge of Highways or for the Assistant Commissioner. Are there any plans for building a road into the Howard Pass area, particularly with reference to this year?

Mr. Speaker: The Honourable Minister of Local Government?

Hon. Mr. McKinnon: Mr. Chairman, I have to take that question as notice.

Mr. Speaker: Are there any further questions? We will then proceed to Orders of the Day. Motions?

ORDERS OF THE DAY**MOTIONS****Item Number 1**

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

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

Mrs. Watson: Yes, Mr. Speaker.

Mr. Speaker: It has been moved by the Honourable Member from Kluane, seconded by the Honourable Member from Whitehorse Riverdale, that this House respectfully requests the Minister of Indian Affairs and Northern Development, the Honourable Warren Allmand to accede without delay to requests of the Government of the Yukon for block transfers of land required for the development of established communities within the Yukon.

Mr. Speaker: The Honourable Member from Kluane?

Mrs. Watson: Yes, Mr. Speaker, I think the Honourable Member who represents the Dawson area and myself, are fully aware of the need for this resolution and the need for the rest of the Members of the House to consider giving support to this resolution.

And as the Minister of Local Government said yesterday, it may only be Dawson City and Haines Junction who are affected by the lack of land for further expansion and development but it could well be that other communities in the Yukon could be faced with the same problem within the next year, or two years.

Mr. Speaker, the community I am living in is faced with a very specific problem. The land that is required for expansion and not for speculative expansion but for expansion where there is a need, is now held in the name of the Crown. And our government, the territorial government has applied to have a block transfer of this section turned over to the territorial government so they could develop it for the use, so that people in the community or people in the Yukon, would be able to use this land on which to build homes and possibly even to establish businesses or small industry.

I think, Mr. Speaker, I can truthfully say that we have been waiting for a year now and the Minister of Indian Affairs and Northern Development and his officers, have clearly not made the decision on the Yukon government's request. I am informed, and I can well understand, that they have not made a decision because of the land claim and the Indian land claim settlement.

Mr. Speaker, I respect their recognition of this commitment that they have made, but Mr. Speaker, I also maintain that the Minister of Indian Affairs is not only the Minister of Indian Affairs but he is also the Minister of Northern Development, and Mr. Speaker, he has an obligation, not to hold up one in order to carry out his functions in the other.

And when you're looking at such a small portion of land, as these various communities require, and when you are looking at the vast land available in the Yukon Territory, and when you're looking at the resources of the federal government by which they could compensate someone who is laying a claim to a part of that land, it seems absolutely ridiculous that no decision is being made and that communities are not being allowed to develop or expand. And that the government of the Territory, our government, is impeded from being able to supply the land that the people require.

I would hope, Mr. Speaker, that everyone in this House considers this motion very seriously, because it is a very serious motion. It has many ramifications for the people of the territory and I would hope that every Member finds himself capable to support the motion.

Mr. Speaker: The Honourable Member from Whitehorse Riverdale.

Mr. Lengerke: Yes, Mr. Speaker, I certainly support the motion, as indicated by being the seconder of it. I think that it's a very, very important motion. The action that we request is key, it's essential, it's an integral part of a realistic land policy for Yukon. I think that what we're requesting is full control by direct land transfer. We must have this. It cannot just be done through a -- I know we have relations with the federal government in a consultative process with respect to the dealing and planning for land and the development, but, Mr. Speaker, I cannot but emphasize the fact that if you had land under your own control, that then you can come up with realistic policies.

And, as I say, this is only but one part of a very complex question with respect to lands, that we must make some gains on it and I would hope that all Members will agree and will support the motion.

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

Hon. Mr. McKinnon: Mr. Speaker, I just want to thank the Honourable Members for their motion. I don't say that I need all the help I can get on these issues and similar land issues, and I sincerely hope that we're going to find an answer to this dilemma and that we will see the development and expansion that is necessary in the Haines Junction area taking place this Summer, through the motion and through various other methods which already are in progress to see the block land transfer of land in the Haines Junction area and in other areas.

And, you know, it's rather amazing when I hear the total scuttlebutt about the lack of land policy in the territorial government when you're facing the difficulties of the block land transfers and you're facing the problems of mining rights on territorial block land transfers. I think we do one hell of a good job in the 371.6 miles of land that we have to develop and have to offer and we would do a better job if we had more land on which to develop, Mr. Speaker.

Mr. Speaker: The Honourable Member from Ogilvie.

Ms. Millard: Mr. Speaker, I cannot support this motion. It seems to me that this motion is pretty typical of the territorial government's attitude towards land claims. I feel that to accede without delay, to request the Minister to proceed without delay to requests of the government of block transfers of land is just interfering with negotiations with the planning that's already in process.

I can't see why the motion can't read that we should have discussions at the planning council for this, that it should have some priority, anything along this line, but I think that we are just, again, ignoring a fact that's right in front of us. There is the land claims negotiations going on. We must start organizing ourselves to cooperate with this system that is already a fact.

I am proud to say that the City of Dawson has, after it had its referendum to decide whether or not to expand its boundaries, and it was turned down, has realized that they are -- that the whole process has to be done in cooperation and a motion just passed in the last month or two by them, states that discussions will take place with the Indian organizations concerning expanding into the Tailings area for their industrial area. And I think that we should follow that lead.

I think that it's time that we took reality into perspective around here and realized that the Indian people are in the Territory, they are trying to cooperate with them and this is one of the means by which we could do it.

I don't know when we are going to start being mature around here and realize that we represent native people.

Mr. Speaker: Is there any further debate?
The Honourable Member from Hootalinqua?

Mr. Fleming: Yes, Mr. Speaker, I support this resolution, I can't agree this time with the Member on my right. She has some good points but the fact remains that we are all here in the Yukon and there are people here in the Yukon who at this time, due to the federal bureaucracy, cannot obtain a place to live, as I have said in this House before. And I think it is time -- this motion will, in effect, if it is listened to by the Minister, give us the opportunity to possibly give these people some right, as Canadian citizens, to a place to live.

I don't think this really interferes with the native problem. I realize their problem and I am one hundred per cent behind them; however, the Federal Government has lots of land, as we know, in the Yukon, and the native people have land in the Yukon, because they are not deprived of that land at any time now. I am sure they can go and build a house anywhere in the Yukon at this time and have no problem whatsoever, or have any

worries of anybody taking them away from that land, and this motion, Mr. Speaker, just is a motion to give also other Canadian citizens in this Territory a chance to obtain that same right.

I will be voting for the motion, Mr. Speaker.

Mr. Speaker: The Honourable Member from Whitehorse Porter Creek.

Hon. Mr. Lang: Mr. Speaker, I rise in support of the motion. As the Honourable Member from Kluane and the Minister of Local Government have said, it's a very important motion in relation to the development of the Yukon.

I, personally, as part of this Government, cannot accept the allegations made by the Member from Ogilvie. I know the Minister of Local Government has done everything he possibly can to co-operate with the native organizations and up to this point, to my knowledge, has not been successful.

I would like to point out that co-operate's a two-way street, not a one-way street. Also, I think it's very important in the Haines Junction area that the block land transfer does come about because we do know that there is major development in the offing in that particular area, with the highway development, which is going to bring a certain influx of people. It's my understanding, at the same time, that there could be a major construction on behalf of Parks Canada in relation to a new building which will also bring more people to the community of Haines Junction.

And I think it's time, Mr. Speaker, that the Minister of Indian Affairs and Northern Development recognizes the fact that there are Canadians, native Canadians and non-native Canadians in the Yukon, who want to prosper in the Yukon and the only way that we are going to prosper is to have land available for people to build and make their homes, so that we can make the Yukon a better place to live.

Mr. Speaker: The Honourable Member from Klondike.

Mr. Berger: Mr. Speaker, I rise in support of this motion. I would like to point out to the Honourable Member of Ogilvie that, especially the Dawson area, it is not only the Indian claim involved in this thing but also the mining has priorities to any City expansion and the whole valley was talked about - the expansion that is supposed to take place is staked right now. The staked ground and mining in the eyes of the Minister of Northern Affairs has priority and I don't think that it is right to hold up the progress and the expansion of a City.

I think the people in Whitehorse realize that, with the mining claims right in the City, and I can see no reason for this House not to support this motion.

Mr. Speaker: Is there any further debate? The Honourable Member from Kluane.

Mrs. Watson: Mr. Speaker, I am very grateful for some of the support that has been expressed in the House and I also understand the concerns of the Honourable Member from Ogilvie, but I think that all things have to be taken in their proper perspectives and I think that we also must consider that, even while the land

claims negotiations are in progress, other people must also be given the right to live, to build homes, to have job opportunities, to establish businesses.

If we put an absolute moratorium on everything, we are depriving these people of that right and it is a very narrow line. I think we have to be extremely cautious not to deprive one at the expense of the other, so, Mr. Speaker, I am certainly hopeful and very grateful for the support that has been expressed this morning.

Mr. Speaker: 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: This brings us to the end of the Order Paper. May I have your pleasure? The Honourable Member from Pelly?

Mr. McCall: I do now move that Mr. Speaker now leave the Chair, the House resolve in the Committee of the Whole.

Mr. Speaker: A seconder?

Mr. Fleming: I will second that, Mr. Speaker.

Mr. Speaker: It has been moved by the Honourable Member from Pelly River and seconded by the Honourable Member from Hootalinqua that Mr. Speaker now leave the Chair and the House resolve into the Committee of the Whole. Are you prepared for the question?

Some Members: Question.

Mr. Speaker: Are you agreed?

Some Members: Agreed.

Mr. Speaker: I do declare that the motion is carried.

(Motion carried)

(Mr. Speaker leaves Chair)

COMMITTEE OF THE WHOLE

Mr. Chairman: I shall call Committee to order and declare a brief recess.

(Recess)

Mr. Chairman: I now call this Committee to order. As for our agenda, I would like to complete the adjourned debate on Motion 18, or Resolution Number 10, and then proceed to Vote 9, and perhaps this afternoon we'll be able to get into the Recreation Development Ordinance.

Some Members: Agreed.

Mr. Chairman: We have now before us Resolution Number 10, as amended. I believe there were further amendments being considered.

Mr. Lang?

Hon. Mr. Lang: Mr. Chairman, I would like to move that Resolution Number 10 have the following words added, "THAT the report prepared by the Social-Economic Planning Unit be tabled in this House." Seconded by the Honourable Member from Whitehorse West.

Mrs. Watson: Possibly, before you read it, we could give consideration to having "at the Fall Session" added. Here we go again!

Mr. Chairman: Mr. Lang?

Hon. Mr. Lang: Mr. Chairman, I didn't include it in the resolution, but I take it that that would be prepared for the Fall Session.

Mr. Chairman: Are you concurring that this is part of your amendment?

Hon. Mr. Lang: Fine, Mr. Chairman.

Mr. Chairman: The amendment reads as follows: "It has been moved by Mr. Lang, seconded by Mrs. Whyard, that amended Resolution Number 10 have the following words added: 'That the report prepared by the Socio-Economic Planning Unit be tabled in this House for the Fall Session'."

Are you ready for the question?

Some Members: Question.

Mr. Chairman: Are you agreed?

Some Members: Agreed.

(Motion carried)

Mr. Chairman: The motion, as amended, now reads: "THAT WHEREAS a unique opportunity exists for the strengthening and stabilizing of Yukon's economic future, BE IT RESOLVED that this House recommends to the Yukon Territorial Government that the Socio-Economic Planning Unit examine in detail the feasibility and appraise the economic benefits of legalized gambling in Yukon, and in particular the question of full-time commercially-operated enterprises in the City of Dawson and seasonally-operated enterprises within other appropriate areas of Yukon, AND THAT the report prepared by the Socio-Economic Planning Unit be tabled in this House for the Fall Session."

Are you ready for the question?

Some Members: Question.

Mr. Chairman: Are you agreed?

Some Members: Agreed.

Mr. Chairman: I shall declare the motion is carried.

(Motion carried)

Mr. Chairman: We will go on to consideration of Vote Number 9.

Mr. Chairman: Mr. McKinnon?

Hon. Mr. McKinnon: Mr. Chairman, having had the portfolio responsibilities for highways and public works for only a two-month period, I don't have lengthy remarks to make in introduction of this vote, but I do have a few opening remarks, if Committee will agree, on highways and public works.

Mr. Chairman: Please carry on, Mr. McKinnon.

Hon. Mr. McKinnon: Mr. Chairman, I have copies for distribution. Mr. Chairman, the Department of Highways and Public Works is the Territory's largest department in terms of O and M expenditure and it also generates the greatest amount of dollars and recoveries from various federal agencies.

The department is responsible for a number of activities, but highway maintenance is by far the most important service provided by the department to the residents of Yukon and also to Yukon visitors from whom businesses receive considerable cash support.

In the past year, a decrease in highway traffic was evident on most roads. On the other hand, increases were noted on the Haines and Atlin roads, and the Dawson Ferry experienced an increase of 6,200 vehicles over the '75 operating season.

In the '76 fiscal year, the level of spending for territorial roads and emergency airstrips was held down to '75 levels and this action led to a decrease in maintenance. Complaints were received with respect to the Atlin Road but generally the public accepted the standard of maintenance the department was able to produce with restricted funding.

Building maintenance was another activity which suffered under 1976 fiscal restraints. There was no general repainting program undertaken anywhere in the Territory. And other building maintenance was cut to stay within financial targets. Fortunately, the mild winter that we have had the good fortune to experience has helped by reducing the number of building freeze-ups and similar problems, but in spite of this advantage we found that building maintenance expenditure was greater than the amount provided in the '76-'77 estimates.

Although there were slight reductions in the '76 estimates for those roads falling under the Engineering Services Agreement, the Dust Control Program, which is of great benefit to Yukon travellers, continued.

The Departmental staff efficiently carried out the application of the dust palliative and savings of approximately \$150,000.00 were achieved as compared with prior years of application by contract.

In the fall of 1976, the responsibility for maintenance of a further 59 miles of the Dempster Highway was accepted by the Territory. And to assist in maintenance, a temporary highway camp was established at Mile 179. We expect that this camp will be taken out of service when a permanent facility is built near the

Eagle River sometime in the future.

In the summer of 1976, a new dust palliative of emulsified asphalt was applied over a six-mile section through the Village of Teslin. Although this type is somewhat more expensive than calcium chloride, we are led to believe that it should have a greater life and should also be easier to maintain, therefore its annual cost should be less. We will require a few years of experience with this product before definite conclusions can be reached.

Work on the Haines Road was undertaken to minimize snow-drifting and this winter's experience proved this work to be beneficial. Some minor curve and grad easements were completed on the Alaska Highway, with the most significant improvement on the bad grad at the Johnson's Crossing Hill. As of this date, there have been no major traffic accidents at this location, whereas in past years the winter months usually were fraught with bad accidents, some of which unfortunately were fatal.

In co-operation with Canada Transport under the Arctic "B" and "C" Airports Program, airport works at Dawson, Mayo and Faro were completed, at an approximate cost of \$400,000.00, which amount also includes the upgrading and paving of a portion of the airport road at Watson Lake. Of great importance to the people living in the Town of Faro was the installation of an emergency runway lighting kit which now permits night-time medical evacuation flights — a great improvement over the car-lighted strip which has been used in past years. No doubt also the provision of a passenger/cargo shelter at Faro will also be greatly appreciated by air travellers to that community. In line with the Arctic Airports Policy, the Town of Faro has agreed to undertake the operation of the airport on our behalf, and this is the first Yukon community in our history that has become directly involved in community airport operations. It is a further indication of the maturity that is being exhibited by local governments in accepting a greater degree of responsibility in those matters which have a bearing on the quality of life now being offered to the Yukon's residents.

During the 1976 fiscal year, the Campbell Highway was paved between Watson Lake and the Watson Lake airport; \$361,000.00 was spent on bridge replacements on the Nahanni Range Road; crushing and stockpiling of aggregate for future paving on the Klondike Highway was completed; tenders were called for the reconstruction of the first 25 miles of the Dempster Highway and a contract was awarded to Majestic Wiley for start-up in 1977. All of this highway construction work was funded by the Department of Indian and Northern Affairs under the terms of the Engineering Services Agreement.

In the new fiscal year, the operation and maintenance budget reflects the inflationary costs being experienced by all segments of the economy. The Highway Maintenance program will remain basically the same as last year; however, in recognition of the concerns of highway users, the budget does include an additional amount of 250,000 dollars which is earmarked for improving the standard of maintenance on certain roads and in particular the Atlin Road. No doubt this will be welcomed by our neighbours in northern British Columbia and all those Yukon residents who travel on business and pleasure to Atlin.

The Dust Control Program will continue by the application of calcium chloride on 896 miles of the major highways and the emulsified asphalt test program will be extended to two new sections of the Alaska Highway between Watson Lake and Teslin. Improvements at certain congested intersections on the Alaska Highway north of Whitehorse will be undertaken in order to speed traffic flow and to improve traffic safety.

This year will see the implementation of the highway and equipment maintenance system which has been under development for the past year in co-operation with the Department of Indian and Northern Affairs. The system's approach to highway maintenance will provide a more realistic method of determining maintenance standards and consequently the number of dollars required to achieve the proper end result. Work activities, work quantity standards, men and equipment distribution to each work activity - all have been examined and costed out to determine this year's level of service in highway maintenance. We are constantly striving to improve the highway system and we hope that, by improving management techniques, Yukoners will see better value for their tax dollars.

I might add, Mr. Chairman, that the consultant who prepared the new system of highway equipment maintenance is presently in Yukon, in Whitehorse, and I have approached him to appear before Committee if Members have questions concerning the standards for road maintenance and the reason at which they were arrived at. And he will be here at Members' convenience if they so request.

In the building maintenance area, I'm happy to report that the program of building repainting has been re-instituted in this year's estimates and \$100,000.00 has been allocated to this important part of building maintenance. Provision has also been made to catch up on work which was set aside in the last fiscal year because of financial restraints, therefore the level of service to other departments should be greatly improved in the coming year.

The approved capital expenditures for the Department of Highways and Public Works is relatively modest this fiscal year. A large portion of the 1.89 million allocated to this department will be spent in the construction and equipping of a new highway maintenance camp on the Carcross-Skagway Road. This facility will include employee accommodation and office space for Canada Customs (which, to please one of the Honourable Members, will have public washrooms!)

Hon. Mrs. Whyard: Hear, hear, hear, hear!

Hon. Mr. McKinnon:

This project illustrates the cooperative attitude of this government to federal agencies to achieve the best value for the tax dollar by eliminating as much duplication as is possible in the provision of building space.

The Town of Faro made representations last year for us to classify the road to Blind Creek as a recreation road and to undertake upgrading. I am pleased to report to the Honourable Member from Pelly that his representations and the representations of the Town of Faro have been acceded to and funds for this purpose have been included in the item for Recreation Roads.

There is no provision, Mr. Chairman, in this budget presentation for capital works which fall under the Arc-

tic Airports Program or the Engineering Services Agreement. Approval for various projects, which are 100 per cent recoverable, has not yet been received and consequently it is impossible for me to tell you what airport or highway improvements will take place this summer. However, there is no doubt that some work will proceed and this will be properly reported at supplementary estimate time later in the year.

Subsequent to the preparation of these remarks, Mr. Chairman, we have received word from the people in Ottawa, I think they're the Northern Roads Committee, that certain authorizations have been approved under the Engineering Services Agreement for the following year. It includes Klondike Highway paving, Mile 94 to 104, through Carmacks, the Nahanni Range Road, some structure replacement, surveys of future roads, some miscellaneous minor projects, the reconstruction of the Dempster Highway from Mile 0 to 25, and culverts on the Dempster Highway from Mile 25 to 42.7.

I believe, Mr. Chairman, that we will probably have to handle these through a separate money vote and a supplementary estimate, which I hope can be prepared for Members before this Session prorogues.

Mr. Chairman: Establishment 900, Administration, \$790,700.00.

Mrs. Watson?

Mrs. Watson: Mr. Chairman, I was very interested in the comments on Page 3, the bottom of the page, the implementation of the highway and equipment maintenance systems. The standards for maintenance and then the various components, which are costed to those standards and I'm wondering whether if the person who has prepared the structure or the mechanism that the territorial government wants to use, whether it would be advantageous for us, to have him as a witness and then would be much easier for us to consider the estimates, because he would be explaining at that time, I would hope, the breakdown of the various components of the various standards of highways.

Hon. Mr. McKinnon: Mr. Chairman, I have no objection to that whatsoever. I only think that he is working under the Director of Highways and if he is here, the Director of Public Works should also be present.

Mr. Chairman: Is it the Committee's wish that we have them appear as witnesses?

Mrs. Watson: Mr. Chairman, it might make it much easier for us to get through the vote if we have the witness here. Mr. Chairman, I am not suggesting that we have the witness as we go through the vote. I would suggest that we have the witness to make a presentation so that we can question him. Then it would be much easier for us to get through the vote and not waste too much time repeating our questions.

Mr. Chairman: Is it the Committee's wish that we have these gentlemen appear as witnesses at this time, I understand before we consider Vote 9?

Some Members: Agreed.

Mr. Chairman: Mr. Lengerke?

Mr. Lengerke: With respect to the witness, is he available now or is there going to be some delay in getting him?

Hon. Mr. McKinnon: Mr. Chairman, apparently he is in Whitehorse at the present time. There is a foreman's seminar presently going on that he is presenting his information to. Whether he is on tap there at the present moment or not, I don't know but we can find that out. I think that we could continue with the vote until he is available, but he has stated that he would be available for Committee when they so desire.

Mr. Chairman: Mr. Lengerke?

Mr. Lengerke: I think that would -- certainly, I would hope that Committee would agree to that, we could certainly proceed with a number of sections under this.

Mr. Chairman: Ms. Millard?

Ms. Millard: Mr. Chairman, I am just trying to figure out whether my question should be to the witness or just -- it is a general question on the standard of services that are being presented because the man years are considerably lowered in this whole Vote and it worries me that maybe either -- first of all, that we may have been over man yearred before or now we are being under man yearred. I don't have the assurance that we are really getting the level of services that we may need. I would like some assurance on that.

Hon. Mr. McKinnon: That is exactly the type of question I think that should be directed to the witness.

Mr. Chairman: Mrs. Watson?

Mrs. Watson: Mr. Chairman, may I ask a general question from the paper that was presented?

Mr. Chairman: Yes.

Mrs. Watson: Mr. Chairman, on page three, I am rather curious at the improvements at certain congested intersections on the Alaska Highway North of Whitehorse. It will be undertaken in order to speed traffic flow. I was wondering if the Minister could explain a little bit more fully that section?

Hon. Mr. McKinnon: Mr. Chairman, I am sorry that the Honourable Member from Porter Creek is not here because he has been very active in his representation about the intersections leading off the Alaska Highway, both lighting and danger wise, leading into the area which he represents. There has also been great problems in traffic flow north of the City of Whitehorse in the Kopper King area as far as a passing lane is concerned. It is the Department's intention to provide a passing lane in that area and also upgrade the turnoffs into the Porter Creek area and improve the lighting situation. We have received permission now that we will be funded part of the lighting from Whitehorse North to Porter Creek from McIntyre Creek on.

I think there is a misconception that the YTG is responsible for the lighting for the Alaska Highway. If

such was the case, we would be liable for the total costs of lighting the highway from Hillcrest through Porter Creek, which is what the Municipality of the City of Whitehorse wants. We have had to go and get funding for any of the lighting that we have been able to put presently on, under the Engineering Services Agreement.

We have a portion of it agreed to in this fiscal year and we will have to go back to try and get further funding in future fiscal years for further lighting on the Alaska Highway.

Mr. Chairman: Mr. Lengerke?

Mr. Lengerke: Mr. Chairman, I don't want to nit-pick but it says here "improvements at certain congested intersections on the Alaska Highway north of Whitehorse will be undertaken in order to speed traffic flow and improve traffic safety" and the Honourable Minister has just mentioned improvements that take place on the Alaska Highway within Whitehorse. Is Porter Creek not in Whitehorse?

Hon. Mr. McKinnon: Some of the officers in the Department of Engineering have not accepted boundary expansion up to this point in time, Mr. Chairman.

Mr. Chairman: Mr. Fleming?

Mr. Fleming: Mr. Chairman, on page 2 where it states that you will be building a maintenance camp on the new road, Carcross/Skagway, I am just wondering, do you know the location that that camp will be built at now? Is it in Carcross or is it directly on the border?

Hon. Mr. McKinnon: Mr. Chairman, it will be at Fraser.

Hon. Mr. Taylor: Yes, Mr. Chairman, just one question generally on the Budget Address given by the Honourable Minister. At the conclusion of his address, he suggested that the federal government has, in addition to what we find in our budget, approved certain other expenditures and one of them was surveys for future roads. I am wondering if the Honourable Minister has any information as to what roads will be surveyed?

Hon. Mr. McKinnon: Mr. Chairman, a telex came in just the other day and I haven't had an opportunity yet to find out just exactly what the projects are that have been agreed to under the Engineering Services Agreement at this time. I thought it would be necessary and I wanted to bring it to the attention of the House as soon as I possibly could, that certain projects had been approved for this fiscal year.

I will find out that information as soon as I can.

Mr. Chairman: Mr. Berger?

Mr. Berger: Yes, Mr. Chairman, also from the paper there, since there was an increase of 6,200 vehicles on the Dawson Ferry, I was wondering if there is enough traffic on the Stewart Crossing/Dawson road at the present time to warrant dust control programs there?

Hon. Mr. McKinnon: Interestingly enough, there has been an increase in ferry traffic but a decrease in passenger traffic on the Dawson Highway. Our present negotiations with the Engineering Services Agreement are that we need a 250 vehicle per day count before they will share under the Engineering Services Agreement in dust control and we are nowhere near that magic number where we get the costs paid under the Engineering Services Agreement by the federal government.

You know, it is like the CBC saying that if you are under 500, you don't get television, you pay your own shot if it doesn't come up to that number. It would be impossible for the government of Yukon Territory to underwrite the cost of dust control on the total Klondike Highway so we have to get up to that number before we fall under the Engineering Services Agreement, that they will pay for dust control on that road.

We'll have some advantages this year with paving of a ten mile stretch through the Carmacks area and also, because of surface conditions, we intend to do some dust control out of Stewart Crossing for about 15 miles north of the Stewart Crossing area.

Other than that dust control which we will be responsible for on our own hook, with the traffic count as it is, we can't get monies under the Engineering Services Agreement for dust control on the Klondike Highway to this point in time.

Mr. Chairman: I draw Committee's attention to the fact that we now have Mr. Richard Ciceri, Project Manager of Roy Jorgensen and Associates, and Mr. Ken Baker, Director of Highways and Public Works, with us as witnesses.

Ms. Millard?

Ms. Millard: Just further to the question from the Member from Klondike. There was some discussion previously of the count being taken in the shoulder months of the summer, rather than the most intensive period. Has there been any change in this?

Hon. Mr. McKinnon: Mr. Chairman, the counts taken at the McQuesten Bridge, June to August, 1972, showed a daily average count of 393 vehicles. In 1973, from May to September, not shoulder months, showed a drop to 239 vehicles. In April to September, in 1974, a further drop to 223 vehicles on a daily average. In 1975, from May to October, a daily average count of 182 vehicles per day and from May to September, in 1976, a further drop to only 162 vehicles per day. So these are taken in the prime months of traffic on the Klondike Highway and unless the counter's wrong, these are the actual figures of the daily traffic on that road.

Mr. Chairman: Ms. Millard?

Ms. Millard: Well, Mr. Chairman, I think that just -- I believe the count was supposed to be 250, you say? June, July and August, there's an average of 393 and, of course, those are the three months --

Hon. Mr. McKinnon: That was in '72. In '76, there were 162.

Ms. Millard: Yes, Mr. Chairman, this was what the argument was, was that the months are being stretched

to the point that -- the three months of very active traffic, when there are most accidents and there are most people on the road, have been proven, maybe it was 1972, but I think the request was made previously that those months, those concentrated months be looked at. Obviously, the criterion -- is it not set by ourselves, or is it -- and is there any way that we can have some input into maybe taking a look at those three separate months as being more important and therefore may deserve some consideration.

Hon. Mr. McKinnon: Mr. Chairman, the criterion of the Engineering Services Agreement are with the guidelines, as the Director of Highways has informed me, is a 250 per day vehicle count over a 12 month average and that is the criteria and that's the guidelines that are set before the federal government will cost-share or will pay the cost of dust control on the Yukon highways.

You know, we can argue when we go to have another Engineering Services Agreement, that it could be lowered or not, but that's the only input that we can have. They're just not willing to cost-share unless that average is reached. It will be our total cost of YTG, if the federal government does not share until that magic figure of 250 per day average is reached.

Ms. Millard: Just a supplementary to that, Mr. Chairman.

Mr. Chairman: Ms. Millard?

Ms. Millard: What I am asking is, have we argued? You know, have we actually put our case forward to that extent because I think it is a very serious situation. If there is any possibility of change, I think that we should make the effort to do so.

Mr. Chairman: Mr. Berger?

Mr. Berger: Mr. Chairman, I think I stood up here last year and I will try to say it again. I talked to different people in the Department that I think we are going to find a further decline in the traffic count on this particular section of the highway because of the change in the tourist pattern.

The tourists are now coming in on buses and I think we should actually count the amount of people that are travelling on that highway, not the actual vehicles. I think if you change to people, you will probably find a dramatic increase in that pattern. The unfortunate part, I think that what it is going to take is a real serious accident on the highway before the federal government is going to be convinced that we need a change in this pattern.

Mr. Chairman: Mr. Fleming?

Mr. Fleming: Mr. Chairman, on the budget address on page 2, if I could ask a question of the witnesses. Where the emulsified asphalt was applied or has been applied such as in the Teslin area, do you use the same ingredient, say, in the area of Teslin where it is a sort of a clay surface you are placing it on, as you would use in an area such as Whitehorse or Carcross Corner or something like that where it is very sandy material? Do you

use the same ingredient in your mixture?

Mr. Chairman: Mr. McKinnon?

Hon. Mr. McKinnon: Mr. Chairman, I refer the technical questions to the Department of Engineering.

Mr. Chairman: Mr. Baker?

Mr. Baker: Mr. Chairman, the type of asphalt would change depending on the type of mineral aggregate that you would have to deal with, so if we use a specific type for the material at Teslin, we may not use that same type of asphalt at Carcross, let's say.

Mr. Chairman: Mr. Fleming?

Mr. Fleming: Mr. Chairman, thank you. I think I did address it to the witness that last time, however, I will this time. Mr. Baker, this question, is it the practice of the government to, for instance, build a main highway now, say this summer, and then put the pavement on it directly when it's completed or would you say it was the practice to leave it for a year or so and travel on it before placing that pavement -- as of a highway south in one area, you did put it on directly last year.

Mr. Baker: Ideally, Mr. Chairman, asphalt paving should be applied in some sort of a staged program basis. The reconstruction should be done first and that reconstruction should be permitted to stabilize before you put your final asphalt in place. Now, in some cases, after construction, it is custom to put on a very thin lift of asphalt which will provide a decent driving surface for some period of time and then, perhaps one year later or two years later, put on the final lift after stabilization has completely taken place.

Mr. Fleming: Is this the case from the Lewes River Dam to the Marsh Lake area?

Mr. Baker: That is the case there.

Mr. Fleming: Thanks.

Mr. Chairman: I would like to draw Committee Members' attention to the fact that when we have a Minister responsible for vote he is responsible for answering questions regarding that vote and if he wishes the witness to answer he will make that choice. So I wish you would direct all your questions to the minister.

Some Members: Clear.

Mr. Chairman: Ms. Millard.

Ms. Millard: Mr. Chairman, then I'll direct my question again at the Minister, my general question about the man years. I would like some assurance that, with the reduction in man years in the total vote, that we are maintaining some kind of service to the taxpayers. But I'd like an answer to the question of whether we were over-manpowered before, or under-manpowered now, or are we just being far more efficient, which is really great to see?

Hon. Mr. McKinnon: Mr. Chairman, this is the question that we have the witnesses directly for. This is the implementation of the highway and equipment maintenance system and I think that probably, for all Members' information including mine, that this is the subject that we should ask the witnesses to explain to us at this time.

Mr. Chairman: Mr. Baker.

Mr. Ciceri: Just a few comments on this.

Mr. Chairman: You may sit down, Mr. Baker, you don't have to stand up.

Mr. Ciceri: In the preparation of this year's estimate and the input into it, I think, I don't know if Members have any details or not, but instead of putting it together by roads themselves and costing X number of dollars per mile of road, it's been now identified as we would identify activities and build the budget up that way.

Now, as a result of doing this approach, we are now in the position of identifying actual figures of how many men are required, how much equipment is needed and how much material is required. In the past, it's simply been an estimate and I think the reason for the reduction is that it was anticipated roughly we have, I think, 106 casuals last year. The work program for this year, going through it step by step and analysing each activity, the complement of crew and so on, we come up with a requirement of 88 casuals. And this is the reason for the reduction. Because, with the new maintenance management system, we have this capability of analyzing each activity step by step, crew size, and so on, and coming up with a detailed estimate, now, the requirements for staff.

And again, the work program is based on the total amount of mileage of the road that has to be maintained, a very characteristic number of signs to be maintained and the culverts on the road, et cetera. Last year, as was indicated, strictly a dollar estimate was given to the road program. This year it's a much more detailed type of system that we've now developed and implemented.

It leaves a lot -- one of the reasons, just to go back briefly, one of the reasons for doing this type of approach is the maintenance management system has been implemented in various Provinces and States and throughout the world. This has been the most effective approach to identifying maintenance requirements.

The Treasury Board -- the reason for the Department of Indian and Northern Affairs, in conjunction with the Territories, developing and implementing a maintenance management system is that they were unwilling to continue with the present method of financing road maintenance based on the dollar figure per mile. They wanted some substantiation for what we are getting in dollar value, how many times we are going to grade a road, how many miles of crush are we going to apply, how many miles of resurfacing are we going to do? This is what the Treasury Board required the Department of Indian and Northern Affairs, along with the Territories, to submit to them for substantiation of their claims for putting in money for road maintenance. As a result, we have gone through this approach and developed it for the Yukon Territory and we are doing the same thing for

the Northwest Territories, trying to equalize and identify the true requirements of road maintenance in a step by step procedure.

Mr. Chairman: Thank you, Mr. Ciceri. Mr. Lengerke?

Mr. Lengerke: Just a supplementary to what the witness was saying; what kind of contingency factor do you use when you are working on the kind of programming that you said, which I agree, I think this is commendable that the Department has embarked on this, but what kind of contingency factor do you build into it for the unforeseen types of maintenance?

Mr. Ciceri: For the unforeseen maintenance problems that do develop, say we get a severe wash-out, if this is what you are considering, the capability within the program is you simply go and do the emergency work and the result is that you do reduce some other maintenance work that was already programmed. Now, the only other consideration is, if you can get additional funds from the Department of Indian and Northern Affairs to cover this contingency, then you continue on with the present program. But unless additional funds are coming, you simply have no other choice but going in and identifying which activity you want to curtail because of this emergency situation.

Mr. Chairman: Mr. McKinnon?

Hon. Mr. McKinnon: I might say that, even when the roads were budgeted per mile without the systems analysis, there was no large contingency factor. But we had no problems when an absolute emergency came about in getting the additional funding for the emergency situation without curtailing other maintenance on roads.

I don't think that really has changed with the new approach to the systems approach to highway maintenance.

Mr. Chairman: Mr. Lengerke?

Mr. Lengerke: My only thought there would be, of course, if you are putting a dollar value on certain programs without really taking a look at the specifics and figure out your manpower requirements, the aggregate and the materials, of course, you could inflate that figure quite considerably and that, in fact, would be able to bring you out for some of the unforeseen circumstances that may happen. I think the program that we are embarked on now, as I said, is commendable and I know that that exercise alone, as indicated, will make the thing much more efficient.

I was wondering if there was an actual contingency put aside, but I think the explanation is quite valid and let's hope we don't have too many emergency type situations that would curtail a maintenance program.

Mr. Chairman: Mrs. Watson.

Mrs. Watson: Mr. Chairman, actually I guess I'm going to be honest. I really don't understand too clearly what the witness was telling us. Mr. Chairman, I guess I'm supposed to be directing my question through you to

the Minister, so if the Minister would convey my message -- am I correct in assuming that they are not going to be doing it on -- the estimates are not going to be prepared on a road like the Alaska Highway, the Klondike Highway, but they're going to do total miles of roads that are being maintained to a certain standard. Is this the approach that is being taken?

Mr. Chairman: Mr. McKinnon?

Hon. Mr. McKinnon: Mr. Chairman, as I understand it, and I would like the witness to elaborate on it.

Mr. Baker: That is correct. When the program is put together, we take into consideration the total mileage on the various types of road. I don't want to get technical in here, but I'd briefly indicate that each road within the Yukon Territory has been classified and based on this classification certain roads will receive a higher level of service than other roads will. On the Alaska Highway, for instance, being of higher traffic volume, it will receive more effort with regard to road maintenance than, say, will recreation roads. I think this is obvious.

Mr. Chairman: Mrs. Watson.

Mrs. Watson: Mr. Chairman, then my next question for the Minister to convey is our main highways, such as the Klondike Highway and the Alaska Highway, are they all classified in the same class?

Hon. Mr. McKinnon: Conveyed, Mr. Chairman.

Mr. Chairman: Mr. Ciceri?

Mr. Ciceri: The Whitehorse-Keno Road up to Carmacks is the same classification as the Alaska Highway. The Haines Road, the Campbell Highway from Ross River up to Dawson and the Boundary at Clinton Creek turnoff are in the same classification, as well as the Tagish, the Atlin, the Carcross Roads, the Campbell south of Ross River, the Nahanni Range Road, are in the same classification. The Canol Road, the Dempster, are in another classification. And all the recreation roads fall in the fifth classification.

Now, we do have a map that maybe we could pass out to all the Members if they indicate this type of classification, which may be of some help.

Mr. Chairman: Mrs. Whyard.

Hon. Mrs. Whyard: While that's being distributed, I wonder if I might address a question to whoever? Have we had enough time now, since the program of blacktopping or asphaltting has been continuing over a period of years, has there been sufficient time now to assess any reduction in maintenance costs or increase in maintenance costs or make a comparison of what is required for maintenance as regarding gravel and/or asphalt or blacktop? And can we expect, as additional amounts of our roads are blacktopped, that maintenance costs will go down?

Hon. Mr. McKinnon: Mr. Chairman, I will ask Mr. Baker to answer that question.

Mr. Chairman: Mr. Baker?

Mr. Baker: Mr. Chairman, for the first two or three years after the paving is laid, there is a decrease in maintenance costs during the summer months. Winter maintenance, of course, remains the same, whether it's paved or gravelled. From what I've been able to read, the maintenance of paved roads, after a period of time, would probably -- the cost of that maintenance would probably equal the cost of maintaining a gravel road, which is treated with some sort of dust palliative.

Mr. Chairman: Mrs. Whyard.

Hon. Mrs. Whyard: Mr. Chairman, well then, supplementary. Mr. Chairman, do we have any indication as yet regarding the reduction of accidents on paved and/or gravelled roads during winter conditions?

Mr. Chairman: Mr. Baker?

Mr. Baker: Mr. Chairman, we have no statistics on that, I'm afraid.

Mr. Chairman: Mr. Berger.

Mr. Berger: Yes, Mr. Chairman. Just anybody who would like to answer the question -- I was just wondering how many jobs, totally, we eliminated or will be eliminating under this new system?

Mr. Chairman: Mr. Baker.

Mr. Baker: Mr. Chairman, I wonder if I could ask Mr. Ciceri to provide this information?

Mr. Chairman: Mr. Ciceri.

Mr. Ciceri: According to the figures I guess that were presented in the estimates themselves, I think there is roughly 17 positions, if I'm not mistaken now, that were reduced overall. And mainly this is, again, in the casual hirings during the summer periods. We've identified a complement for permanent staff which has not changed, the reduction being in the summer peak workload.

Mr. Chairman: Mr. Lengerke.

Mr. Lengerke: Just clarification on that one. In the 17.5 figure, the casuals are included in that, Mr. Chairman, is that correct?

Mr. Chairman: Mr. Ciceri?

Mr. Ciceri: Right.

Mr. Chairman: Mr. Lengerke.

Mr. Lengerke: Yes, Mr. Chairman, my question is of a general nature, with respect to paving. And the first one is, on the Marsh Lake section of the Alaska Highway, the paving that was just completed last year, there is quite a number of longitudinal cracks appearing in that particular pavement. They are quite prominent. I was just wondering, in fact, if the contractor is liable to

come back and repair that or replace that pavement with no cost to the department or just what is the warranty on that?

The other question that I could ask, which I'm sure could be answered at the same time, is, when you're talking of maintenance of paved highways, what is the life expectancy, what is the life that you've put in, built into the pavement before you have to replace it? And of course, I'm asking this thinking of normal maintenance.

Mr. Chairman: Mr. Baker?

Mr. Baker: Mr. Chairman, as far as warranty work is concerned on pavements, the contractors are normally responsible for one year for maintenance after completion. In the case of the Alaska Highway, the cause of this longitudinal cracking in the pavement may not be the contractor's responsibility. It may be subsurface and therefore it would be a responsibility of government to repair, and not the contractor.

As far as the life of pavements is concerned, I think the accepted period of time is something in the range of fifteen to twenty years before replacement is necessary.

Mr. Chairman: Mr. Fleming?

Mr. Fleming: Mr. Chairman, I didn't have a question; it was just that the Honourable Minister of Health was wondering about the accidents on the pavement as opposed to gravel roads. If this is the existing gravel roads, I could give her a little information. There are so many corners on the Alaska Highway and, being crooked not paved, every one of these corners between here and Watson Lake has had a reservation this winter for an accident and I have had two or three people in them, as you will see in the holes in the snow; however, the 35 miles south of Whitehorse, on the pavement, which I have driven considerably, don't seem to have any holes in the snow at all hardly - maybe one or two between here and Marsh Lake, which I think indicates a little something.

Mr. Chairman: Ms. Millard.

Ms. Millard: Mr. Chairman, on the paving question, it was always my understanding that the maintenance cost would save us in the long run because of the heavy initial capital costs and I understand now that that is not the truth. Because we are not keeping track of accidents or anything, I am wondering why did we pave if the maintenance cost is going to be the same; we don't really know if there is any advantage and we are obviously having a heck of a time out there. Every time I come into Whitehorse, I seem to be all over the road because of the ruts. Really, what is the advantage in the paving?

Hon. Mr. McKinnon: That's a make work project.

(Laughter)

Mr. Chairman: Mrs. Watson?

Mrs. Watson: Mr. Chairman, as I understand it, the

new management system approach to budgeting, we will be determining the maintenance cost for each class of highways. How would this effect our agreement with the Alaska Highway turnover in our agreement for funding for that turnover?

Mr. Chairman: Mr. Baker?

Mr. Baker: I don't believe there will be any effect, Mr. Chairman. At the moment, the Department of Public Works provide us with funds which we feel are necessary to carry out the maintenance. We have very little argument persuading that we require so many dollars to do our particular job. Interestingly enough, on the 85/15 roads this year, we found that we required more money for maintenance than what was provided for really in the budget, which would be permitted by the Department of Indian Affairs, but we were unsuccessful in getting the additional funding. We would hope that next year that additional funds will be made available to us because of this study.

Mr. Chairman: Mrs. Watson?

Mrs. Watson: Mr. Chairman, in your review of your different classes of roads and the cost to maintain them and you're also taking into consideration your equipment of course and personnel, in your review for your different classes, have you determined that it's going to be necessary to move or eliminate maintenance camps to move personnel, or will there be a considerable shifting of equipment?

Mr. Chairman: Mr. Baker?

Mr. Baker: The answer is no to all of those questions, Mr. Chairman.

Mr. Chairman: Mr. Berger?

Mr. Berger: Yes, Mr. Chairman, on the map we all received here, I compare it with this budget and the Carmacks/Whitehorse highway is in the same classification as the Alaska Highway. And in the budget here, it says that the Alaska Highway and the Haines Road is 100 per cent recoverable. I was wondering if we also have 85/15 per cent sharing with the federal government. I wonder what the other classifications are. Category three, four and five, what cost-sharing arrangements do we have with the federal government on that?

Mr. Baker: Mr. Chairman, the Alaska Highway Maintenance is 100 per cent recoverable from the Department of Public Works of Canada. That's the red coloured road shown on this map. The section of the Klondike Highway between Whitehorse and Carmacks is shared 85/15. All the green and yellow roads are shared 85/15. The orange roads would be 100 per cent territorial.

Mr. Berger: Mr. Chairman?

Mr. Chairman: Mr. Berger?

Mr. Berger: I guess the blue is included in the green

and yellow.

Mr. Baker: I'm sorry, Mr. Chairman, the blue would be 85/15 except for the Haines Road and that would be 100 per cent recoverable from DPW.

Mr. Chairman: Mr. Berger?

Mr. Berger: Yes, Mr. Chairman, I have one more question on this on the Dawson Boundary Road, right now, partially, it's on the blue, in Category Two, and my question would be after the closure of the Clinton Creek Mine, would it be a Category Four, yellow, then?

Mr. Chairman: Mr. Baker?

Mr. Baker: Yes, Mr. Chairman, it would become yellow, but the cost would still be 85/15 shared.

Mr. Chairman: Ms. Millard?

Ms. Millard: Mr. Chairman, just a question on administration, since there has been a complete overview of the whole department, are they going to change the northern and southern areas and have more superintendents in smaller areas or is there going to be any change in that kind of structure?

Mr. Chairman: Mr. Baker?

Mr. Baker: There will be no change, Mr. Chairman. Existing regions will remain.

Mr. Chairman: Ms. Millard?

Ms. Millard: Another question on the northern area, how many of the casuals who are being laid off will be in that area?

Mr. Chairman: Mr. Baker?

Mr. Baker: Mr. Chairman, we haven't hired these casuals yet, so they won't be laid off.

Ms. Millard: Mr. Chairman, yes I realized as I sat down that I was using the wrong term. How many will not be hired compared to last year?

Mr. Chairman: Mr. Baker?

Mr. Baker: I think Mr. Chairman, that we will hire approximately the same number of casuals this coming summer as we did last year. Just because we have shown in the '75 or '76-'77 estimates, 106 casual years, doesn't really mean to say that we hired 106 people. It very likely was considerably less than that.

Mr. Chairman: Mr. Berger?

Mr. Berger: Mr. Chairman, one thing still puzzles me, in the back of my mind, I have put into five categories, roads, but with the new maintenance system established now that some of those roads are going to receive less maintenance, is this the intention of categorizing the roads? Like the main highway, I could see being maintained day by day and say category four

or three maybe are only going to receive maintenance when necessary.

Mr. Chairman: Mr. Baker?

Mr. Baker: It is true Mr. Chairman, that category four roads will receive less maintenance than category one roads. The maintenance on category four roads will be done on a planned basis and this certainly will not be "as and when required" kind of planning. It will be on a planned basis.

Mr. Chairman: Ms. Millard?

Ms. Millard: Is there any change anticipated in the Old Crow area on the maintenance of the airstrip there?

Mr. Chairman: Mr. Baker?

Mr. Baker: There will be no changes, Mr. Chairman, to what we are doing at present.

Mr. Chairman: Mrs. Whyard?

Hon. Mrs. Whyard: Mr. Chairman, just a general question. I believe that our witness today has had a similar opportunity in the Northwest Territories for maintenance, with roads for the government there. And I wondered if he would like to take a moment to do a little general comparison for us on the number of miles that we are maintaining compared to what the NWT has and whether we have exactly the same cost-sharing agreements with the federal government? And in general, I would like him really to tell us how much better our roads are than theirs? If I'm not leading the witness, Mr. Chairman.

Mr. Chairman: Mr. Ciceri.

Mr. Ciceri: There's approximately about half the mileage in Northwest Territories than you have here. The level of maintenance in the Northwest Territories is far below the Yukon Territory. One of the reasons being that there is -- the control that you have here is lacking over there and this is one of the reasons that the Department of Northern Affairs requested us to go in there as well and to put in the management system for them.

We've identified extensive needs in the way of funding in the Northwest Territories. At the same time we've also identified additional needs over here in the Yukon but a far greater percentage in the Northwest Territories. I think we put together an initial program which required about a 40 per cent increase in funding from DIAND and over here I think it came to somewhere around 10 to 15 per cent. And, as a result, DIAND is having to take a hard look at road maintenance in Northwest Territories and seeing what type of fund level they're willing to fund. They attempt, now, with the activities identified and the level of service identified for specific categories of road, they can now make the comparison between the Yukon and Northwest Territories with regard to how much it is costing to do calcium chloride over there as opposed to over here. And it gives them quite a degree of information that they lacked before. Again, before the Northwest Territories, as they did here, they just funded by per mile of

road. There are other problems over there with regard to personnel. You're fortunate over here having a pretty high calibre of operators and so on that they lack there and this has compounded the issue.

Mr. Chairman: Mrs. Whyard?

Hon. Mrs. Whyard: Supplementary, I didn't mean to infer that all the roads are not good in the NWT, there is one particular strip approaching Fort Simpson which has the most beautiful gravel I've ever seen in my life and that's why it's a very good piece of road, I am told.

I would like to ask, further, Mr. Chairman, if because of this study on the other side, there is any indication that perhaps the NWT may now show some interest in restoring the Canol on their side?

Mr. Ciceri: I really can't answer specifically about the Canol Road. Again, that is a federal policy, they cover that. And that's all I can say in that respect.

Hon. Mrs. Whyard: Mr. Chairman?

Mr. Chairman: Mrs. Whyard?

Hon. Mrs. Whyard: Perhaps Mr. Baker could assist us on this one.

Mr. Chairman: Mr. Baker?

Mr. Baker: Mr. Chairman, as far as I know, the NWT government places a very low priority on the reconstruction of the Canol road within the NWT. And, whether or not the government of Canada, that is the Department of Indian Affairs and Northern Development would be able to encourage them to place this road in a higher priority, I don't really know.

As far as we are concerned, in our conversations with the NWT people, we indicated to them that the upgrading of that particular road is of great importance to the Yukon Territory, and we would like to see the upgrading proceed at the earliest possible time.

Hon. Mrs. Whyard: Thank you, Mr. Chairman. Perhaps it's time for this House to move once again in that direction. I know that we have made efforts across the border in earlier years, which received no particular acknowledgment, but it doesn't hurt to try again.

Mr. Chairman: Mr. Lengerke?

Mr. Lengerke: Thank you, Mr. Chairman. Just as a matter of interest, maybe one of the witnesses could answer this. Is it still general practice throughout the provinces that there are one hundred per cent recoverable costs on some of the highways there? Is this still the situation that exists? I'm thinking of the Trans Canada Highway versus the Alaska Highway. What is the cost sharing on some of these types of roads?

Mr. Chairman: Mr. Ciceri?

Mr. Ciceri: As far as I know now, there is no cost sharing in any provinces with regard to road maintenance, the only being the Department of Public Works on the Alaska Highway.

Mr. Chairman: Mr. Taylor?

Hon. Mr. Taylor: Yes, Mr. Chairman, approximately a year or so ago, the Northern Roads Committee completed a study of northern road requirements, I suppose you would call it, and I note in the remarks of the Honourable Minister this morning that provision has been made by the federal government for surveys for further roads, among other projects for this forthcoming year under our budget.

I'm wondering if perhaps Mr. Baker, having been a member of that roads committee, could inform the House today, Mr. Chairman, as to whether it is the intention to survey a loop which would link the Canada Tungsten Road, or known by the government as the Nahanni Range Road, with the North Canol road at MacMillan Pass?

Mr. Chairman: Mr. Baker?

Mr. Baker: Mr. Chairman, this proposal has been looked at and it will be surveyed some time in the future. The exact date, I can't say. It depends on Treasury Board approval and it's unknown, really, when this will be forthcoming.

Mr. Chairman: Mr. Taylor?

Hon. Mr. Taylor: Supplementary to that question, Mr. Chairman, I'm wondering if Mr. Baker might be able to tell us then, if he has any knowledge of just when the government approves surveys for future roads, obviously we must have some idea of what roads we're going to survey and what are these roads?

Mr. Chairman: Mr. Baker?

Mr. Baker: It's a pretty tough one, Mr. Chairman. When the roads group was in the Yukon Territory two years ago now, approximately, I seem to recall that people in the Yukon didn't want any new roads. They wanted the existing road system upgraded. About the only new road that I recall being mentioned at all was this possible loop that Counsellor Taylor referred to. So if the consensus in the Yukon Territory is that there should be no new road construction, then I think you will see that the emphasis will be placed on reconstruction and paving and upgrading the general quality for all users in the Territory.

Mr. Chairman: Ms. Millard?

Ms. Millard: Mr. Chairman, I would like to open that dreadful can of worms called the Dempster Highway. I remember attending one of the fact finding tour meetings in Dawson where the discussion came up about the Dempster Highway. I was amazed to find that in the report that came back that there was support in the Yukon for completion of the Dempster Highway.

It amazed me because there didn't seem to be any support, partly because this House passed a motion more in support of the Carcross/Skagway road than the Dempster. Since then a lot of information has come out which shows that there shouldn't be support for the Dempster as far as I am concerned. I am wondering who makes the decision on that sort of thing? Was it the

fact finding tour? Was it Mr. Cleghorn that made the decision and how is that decision made since it seems to be against what public opinion is here?

Mr. Chairman: Mr. McKinnon?

Hon. Mr. McKinnon: Mr. Chairman, these are policy and general questions for debate this House can get into. The federal government made that decision. There is no doubt about it. The federal government will make the decision to not go ahead with the previous decision that they made. It wasn't made in the Yukon and it wasn't made by this House. It was a federal government decision. I was just wondering, Mr. Chairman, if you could keep the questions to the witnesses before the noon break so they could be excused and then we can get into the policy in general debate this afternoon.

Mr. Chairman: Mrs. Watson?

Mrs. Watson: Mr. Chairman, my questions are for the witnesses, will this new system of maintenance management require more management and administrative people?

Mr. Chairman: Mr. Baker?

Mr. Baker: Mr. Chairman, the answer to that question is no. There will be no increase in administration, in the administrative level in my department.

Mr. Chairman: Mrs. Watson?

Mrs. Watson: Mr. Chairman, will this system assist us in obtaining funding for capital projects for upgrading of existing portions of roads? Since this system could prove well that a need is there for upgrading and it seems to be a system that the federal government recognizing, could we use this as a tool for that?

Mr. Chairman: Mr. Baker?

Mr. Baker: Mr. Chairman, we intend to use it as a tool as I have described.

Mr. Chairman: Mr. Lengerke?

Mr. Lengerke: Yes, will the, Mr. Chairman, will the system be more compatible with the computer programs? Will you now be able to get use, better use of the computer for instantaneous types of information back on your maintenance costs?

Mr. Chairman: Mr. Ciceri?

Mr. Ciceri: At the present time, we are going to utilize the reports coming back from the computer that are in effect now. We are, at the same time, going manually through various reports, to get a fast turn around time. The hope is that eventually, after we get the manual debugged, that over a period of one or two years, some of these reports can come from the computer.

Mr. Chairman: Mr. Lengerke?

Mr. Lengerke: Mr. Chairman, just another question

before our noon hour break. It has to do with maintenance, but I'm concerned that -- it also has to do with the Carcross/Skagway Road. And I'd like to know if it is the intention, once the Carcross/Skagway road is completed, if it will be maintained on a year round basis?

Mr. Chairman: Mr. McKinnon?

Hon. Mr. McKinnon: Mr. Chairman, at the present time there are no plans to maintain the Carcross/Skagway Road on a year round basis.

Mr. Chairman: Mr. Lengerke?

Mr. Lengerke: Mr. Chairman, why would that decision have been made? What prompted that?

Hon. Mr. McKinnon: Mr. Baker?

Mr. Chairman: Mr. Baker?

Mr. Baker: Mr. Chairman, as I recall, when the people started talking about constructing the Skagway Road years ago, that these people said at that time that they would be satisfied if the road was maintained during the summer months only. It is on this basis that we were able to get the Department of Indian Affairs interested in constructing the road and the construction now, of course, will be completed this coming year. It will be open to traffic in 1978 and, at the moment, it will be maintained during the summer months only. Because this was the wish of everybody, as I recall, years and years ago when the project was first approached.

Mr. Chairman: Mrs. Watson.

Mrs. Watson: Mr. Chairman, one last question, sort of a detail, I guess. We referred to work quantities standards. When we establish work quantities standards, do we fit them or take into consideration or use the existing employee classification and work and job descriptions or will it be necessary in order to meet these work quantity standards to change some of the classifications and change some of the job descriptions for employees?

Mr. Chairman: Mr. Ciceri.

Mr. Ciceri: There is an attempt now to change the classification; the existing classification of employees will not change.

Mrs. Watson: Mr. Chairman, you used the ones that are in existence?

Mr. Ciceri: That is right.

Mr. Chairman: Mr. Lengerke.

Mr. Lengerke: Mr. Chairman, just supplementary to the Carcross-Skagway Road question, on the maintenance, and I direct this question to Mr. Baker because he certainly is more knowledgeable about the road systems and the type of conditions that prevail than anybody else. If he doesn't know the answer, well, that is fine too, but in your opinion, Mr. Baker, would maintenance on the Carcross-Skagway Road be such that you

don't see, ever, the full-time or the opening of that road on a year-round basis? Is the maintenance factor that high in preventing this to happen?

Mr. Chairman: Mr. Baker?

Mr. Baker: Mr. Chairman, I expect some time in the future it will be maintained on a twelve-month basis. If this ever does come about, it will be an extremely costly proposition because of the high snow removal costs that we will be faced with. It will be similar, in this respect, to the maintaining of the Haines Road which costs a very large amount of money every year.

Mr. Chairman: Is the Government of British Columbia undertaking any maintenance for the portion of that road in B.C.?

Mr. Baker: Mr. Chairman, the maintenance of the Haines Road and the Carcross/Skagway Road will not be participated in by the Province of B.C.

Mr. Chairman: Mrs. Whyard?

Hon. Mrs. Whyard: This may be beyond the range, Mr. Chairman, of the witnesses. Projecting the efficiencies in the economies which will result from this study and the new management system, are we looking at a reduction in requirements for trained operators who, for example, are students at the Vocational and Technical Training Centre or will we always require a steady flow of such graduates?

Mr. Chairman: Mr. Ciceri?

Mr. Ciceri: I would anticipate now, with additional mileage of road coming on in the future and hopefully the additional funding level that we get, hopefully next year that there would be an increase in requirements for operators. As a result, the operators trained at the vocational school would be still required in the road network.

Hon. Mrs. Whyard: Thank you, Mr. Chairman.

Mr. Chairman: Are there any further questions for the witnesses?

Thank you, Mr. Ciceri, Mr. Baker.
Committee will recess until 1:30.

(Adjourned)

Mr. Chairman: I now call this Committee to order. Establishment 900, clear?

Some Members: Clear.

Mr. Chairman: 901, Building Maintenance, \$963,800.00. I refer you to Appendix, page 24.

Ms. Millard?

Ms. Millard: Mr. Chairman, I'm a little confused about the relationship between the Building Maintenance section and the Housing Corporation and its maintenance considerations.

Is it eventually planned to have the two under one heading or is that always going to be a separate kind of thing? I understand the Housing Corporation does its own maintenance on its own buildings, is that correct?

Hon. Mr. McKinnon: Yes, Mr. Chairman, there are no plans at the present to mould the two.

The Territorial Government building maintenance is on Territorial Government institutions and buildings; the Yukon Housing Corporation's buildings are completely independent and not part of government's arm.

Mr. Chairman: Ms. Millard?

Ms. Millard: So, does your department do no maintenance on staff housing?

Hon. Mr. McKinnon: Yes, staff housing is YTG's housing. Everything but Yukon Housing Corporation, which are not part of this government's housing; they are the Yukon Housing Corporation's housing.

Mr. Chairman: Ms. Millard?

Ms. Millard: It sounds like it is as confusing as I figured it was and I'm surprised there is no plan for the future to kind of put the two under one heading, although I can see the difficulty with the Housing Corporation being a corporation and us being the government department. Is that what's different about it?

Hon. Mr. McKinnon: The Yukon Housing Corporation considers itself to be independent of government completely and our Honourable colleague, the Minister of Education, can speak for the Housing Corporation, but as I understand it there's no plans and it's not desirable and not wanted by either Engineering or the Yukon Housing Corporation to have the maintenance of the Housing Corporation houses under the Department of Engineering.

Mr. Chairman: Mr. Berger?

Mr. Berger: Yes, Mr. Chairman, I'm probably in the completely wrong vote here, but I was wondering if the Minister could tell us what plans are under way on the buildings and camp maintenance side of Eagle River on the Dempster Highway?

Hon. Mr. McKinnon: Mr. Chairman, at the Eagle River, I think there's monies in the capital side of the vote for part of at least the planning and maybe some construction of an Eagle River complex. It is our intention, once we have the plans available, to see whether there is a private entrepreneur who would like to build the complex and government would rent the facilities from him — the camp, the kitchen facilities, the bunk facilities — and they would also be available for private use of travellers on the Dempster Highway.

If that cannot come about, then it would appear that government would have to provide these facilities for themselves and probably for any travellers who find their way up the Dempster Highway to the Eagle River also.

Mr. Chairman: Mr. Lengerke?

Mr. Lengerke: Yes, Mr. Chairman, the Minister would probably want to answer this one.

Just to make it clear in my mind, last year, under Building Maintenance, we did do some maintenance for Yukon Housing Corporation, did we not?

Hon. Mr. McKinnon: Not to my knowledge at the present time, Mr. Chairman, unless Treasury can tell me differently.

Mr. Chairman: Mr. Williams.

Mr. Williams: Yes, Mr. Chairman. The Department of Highways and Public Works does do a limited amount of building maintenance for the Yukon Housing Corporation. I believe at one point in time they did the majority of it, but it's been the policy over the last couple of years to more and more move to the private sector. Within this budget in 901, it is contemplated that the Housing Corporation will be buying about \$20,000.00 worth of maintenance services from Highways and Public Works and that's included in this \$93,000.00 chargeback.

But, by and large, they spend their maintenance money with local people.

Mr. Chairman: Mr. Lengerke.

Mr. Lengerke: The reason for my question was, I see the man years are the same and I was just wondering, I thought there might be a significant workload shift from building maintenance under this particular vote to Yukon Housing and so therefore I thought there wouldn't be the workload and possibly there could have been a reduction in man years. But if it wasn't that significant in the first place, then it's understandable.

Mr. Chairman: Mr. McKinnon.

Hon. Mr. McKinnon: Mr. Chairman, I had problems when even the building maintenance was set up in the Department of Engineering with their own foremen, electricians, plumbers and carpenters, because I thought that that was taking away from small contractors and private enterprise.

We had a pretty good debate in this House at one time and it was shown that, because of places where they couldn't get tradesmen, which is always very difficult, to go to the smaller communities, as Members realize, to have any satisfaction from people in staff housing and in the different maintenance camps, that we had to set up our own maintenance crew in engineering. And I just wouldn't be a part of further diluting the money that comes from organizations and crown corporations to the smaller communities for private enterprise to do these contracts. I think that we could stand accused, and quite rightly so, if we tried to put the Yukon Housing Corporation maintenance also into the hands of government. You know, we're not leaving very much for the small entrepreneur to get his fingers into anything.

Mr. Chairman: Mr. Lang?

Hon. Mr. Lang: Mr. Chairman, in Vote 18, of the Yukon Housing Corporation, if the Members have had a chance to look at that particular vote they will see that

there is one page devoted to delineating the various programs that the Housing Corporation delivers.

There is a section which specifically outlines for maintenance which is in an area of \$126,000.00, it amounts to that much, for the Housing Corporation responsibility to maintain the various units that they have in the particular -- in the various programs. In some cases it is private individuals; in most cases it is private individuals, and in other times where we are in -- the way I understand it, that we are in more or less a small government camp, then we would be utilizing some of the manpower from the Department of Public Works but that money would be charged back to us, is the way I understand it.

Mr. Chairman: Mr. Lengerke?

Mr. Lengerke: I thank the Honourable Members for the explanation. I don't know if they really caught what I was saying or not. I was just wondering if there has been a significant shift of workload that would be attributable to Yukon Housing Corporation maintenance from this particular vote, 901.

I say that I see the manpower is just exactly the same, that is what my question is, if you shifted a certain amount of responsibility then there could have been a decrease of manpower. I've got an explanation and I thank you for it. The other thing is that I'd like to ask, Mr. Chairman, under Primary 20, which is \$15,500.00 I think, under Building, I think that is for Professional Services. Perhaps the Minister could give me an explanation of what that is and also under Primary 50 you've got \$189,000.00 and I believe that is for the purchase of certain materials and what have you. I haven't got the other sheet in front of me; I was just wondering if you could give me some kind of a breakdown there. How did you arrive at that 189,000?

Hon. Mr. McKinnon: I know what the \$15,000.00 is for. I am going to need some help with the 189. The \$15,000.00 is to try and find someone who can come to the Yukon and put the proper climate controls working in all the Yukon schools and public buildings in the Yukon. I don't think that I've found one of the schools or public buildings that is properly climatically controlled for the amount of capital investment we have in the heating and circulating systems. They just aren't working and there isn't anybody in the Yukon who can make them work, and we are going to have to get somebody to increase the efficiency of the heating and air and circulating systems in public buildings in the Yukon. It is a highly technical sophisticated business, as I understand, and we have to go outside and get one to do it.

Mr. Chairman, I haven't got a breakdown of the other question that Mr. Lengerke asked and perhaps Treasury can help you with that.

Mr. Chairman: Mr. Williams.

Mr. Williams: Mr. Chairman, with respect to Primary 50, I can only give you a very general answer. If you look at the appendix on Page 24, you will see that over the last several years, at least, using the ratio which the Department of Highways uses, the amount of maintenance has been declining and so for 1977-78 they have asked for and received an additional approximately

\$100,000.00 to improve their overall building maintenance. I frankly don't know, at this point in time specifically, what their maintenance program is but the extra \$100,000.00 was given to them so that they can increase their overall building maintenance program which has fallen behind over the last two or three years.

Mr. Chairman: Mr. Lengerke?

Mr. Lengerke: \$100,000.00 is a pretty significant amount of money and it would be very interesting just to find out what they have in mind. I wonder if we could maybe get a little further clarification to that?

Mr. Chairman: Could we have that?

Hon. Mr. McKinnon: Yes, Mr. Chairman.

Mr. Chairman: Ms. Millard?

Ms. Millard: Just to clarify my confused mind about the building maintenance, I presume then that the buildings that come under this vote are actually public buildings -- schools, offices and that kind of thing, where the housing, staff housing, et cetera, comes under the Housing Corporation. Am I correct?

Hon. Mr. McKinnon: Yes.

Ms. Millard: Yes, good, it's clear in my head now; I can separate the buildings in my head. My next question is, Primary 50 was an increase of about 100 per cent under cartage, I'm wondering about that, and under 70 there's quite an increase. Does this have anything to do with the reorganizing of the whole department?

Hon. Mr. McKinnon: Mr. Chairman, the breakdown of 50 is what Mr. Lengerke asked for and we'll be bringing back to the Members. Neither Treasury nor I have a detailed breakdown.

Primary 7, in Building Maintenance, is the repair and maintenance of buildings and painting contracts and we have a schedule which wasn't put into effect last year because of the financial position of the Government of the Yukon and we will be reactivating that painting contract schedule this year, and buildings which haven't been painted, some as far back as '68, will get a paint job this year. Just a partial list is the Beaver Creek School, Destruction Bay School, Dawson School, F. H. Collins, Whitehorse Elementary. It is on the basis of so many years when they haven't been painted that they should get a coat of paint again.

Mr. Chairman: Mr. Lengerke?

Mr. Lengerke: Yes, just again further to 901 on page 24, Maintenance of Territorial Buildings, there's an increase of fifteen buildings and I was just wondering if any of those are pretty significant structures. Probably I would think -- assume the administrative building that we're in now is one of those, but perhaps the Minister again could tell me what the fifteen buildings are. Are they of any significant nature or not?

Hon. Mr. McKinnon: No, Mr. Chairman, I don't have a breakdown of the extra fifteen buildings that we

took over in the course of last year.

Mr. Lengerke: I don't want to be unreasonable on that one, because it might mean the little maintenance sheds or what have you, but if there's an addition in that fifteen I'd like to know the significant ones.

Hon. Mr. McKinnon: Do you have that information?

Mr. Williams: Mr. Chairman, I don't have the schedule but, just comparing the dollar amounts that go with the buildings, there's about an increase of \$3,000,000.00 in the fifteen buildings. I'll have to try and find out what those fifteen buildings are, but I don't know what they are offhand.

Mr. Chairman: Mrs. Watson.

Mrs. Watson: Mr. Chairman, a question for the Minister and he was saying that they require to get some expertise in to provide the technical advice and knowledge so that they can properly use the heating and ventilating systems that we have in so many of our schools and large territorial buildings. And I'm quite familiar with the problem that the Yukon is encountering in this regard. My question is, why do we continue to put systems like this into our buildings, design them this way, when we know full well that we don't have the capability to maintain them?

Hon. Mr. McKinnon: Mr. Chairman, I just don't know how to answer that question because if we don't have the sophisticated type of heating and air circulation arrangements, we'd be the first to hear from the parents in the various communities that they want this type of system for the health of their children in the school systems. And we've been trying desperately to get a person on staff in Yukon, for years, who, this would be his job and he just can't be found at this point in time.

But I don't think that the Department of Education or the Library Services want to go back to the barrel stove in the corner which everybody knows how to control.

Mr. Chairman: Mrs. Watson.

Mrs. Watson: Mr. Chairman, I appreciate the Honourable Member's remarks, but when he's saying that people would complain because if they weren't having the proper ventilating system and heating systems, but the point is, we have these grand systems in our schools and nobody knows how to work them. This is our problem, you can't even go and turn up the thermostat. It's either 90 or it's 40, this is the type of thing that's happening. And we are getting complaints from parents, I'm sure we're getting many complaints from people who are on the custodial staff. We're getting complaints from teaching staff. Because they're so sophisticated, nobody can repair them and it makes it worse because if you have a simpler system at least you can turn up the thermostat or do something.

With so many of these systems that we have, you just can't do anything to rectify it and my question still holds. Is it necessary, when you design our buildings and I've always wondered about this, why does it have to be that complicated, sophisticated type of arrangement?

Hon. Mr. McKinnon: Mr. Chairman, I'm not even going to try and pretend I'm an expert on this subject because I just am not and I would have to ask for technical help and advice on this matter.

Mr. Chairman: Mr. Berger.

Mr. Berger: Yes, Mr. Chairman, I don't think it's fair that the building maintenance crews, to accuse them of not being able to repair them, because I know they do repair them. But I think the accusation has to be pointed at the administration. When they first build the building, they one type of heating system or air condition system in there. A year or two later, they find that the building wasn't large enough so they have to add on another section of the building and then they find themselves in trouble because the heating system was not designed for the enlarged building. So this is when people start to complain about it because one section of the building is ice cold and the other section's so hot that nobody can stand it anymore. And this is what I think the main problem is, especially with schools around the Territory.

And I don't want to say that the building maintenance crews are all at fault. I think it's the designers and the original planners of the building that are at fault.

Mr. Chairman: Mr. Lengerke.

Mr. Lengerke: Thank you, Mr. Chairman, I'm afraid it will probably be a motherhood statement that I'm going to make about the maintenance on these types of systems, but it isn't unique. I can assure the Member from Kluane it isn't a unique situation for the Yukon. Because, certainly just about anywhere you want to go with new buildings, it seems to be the problem of trying to maintain a heating or an air conditioning system.

And I guess it must be the complexity of the controls that are put in, of course, and certainly you ask the question of why do we continue? Well, every time we get a plan drawn up the architects that do provide those plans and the engineers that do provide those plans, incorporate into the design, a very complicated system. These are the systems that we've had before across the country and I guess we're going to have to live with them or an administrative decision is going to have to be made that we're going back to a simple type of heating system.

I guess that is the answer and it really lies with that decision. And that's about all I can say, but certainly, as I say, I can assure you I was sitting here recalling when I was involved with the Kelsey school division in another northern community and where we were looking at a number of schools in the millions of dollars costing and again, systems that just didn't operate, the same thing. It was just like a re-run of another movie, sitting here, Mr. Chairman, listening to this and that's about all I can say, so--

Mr. Chairman: Mr. Fleming.

Mr. Fleming: Well, thank you, Mr. Chairman, however, you thought I had my hand up, so I will say... I know the Teslin school for instance, is a very bad one. And has been for many, many years. There's nothing new. When we first put in the new school, we had the

same problem and nothing, nobody could change it and at that time we put, and the teachers and so forth, could take the thermostats and change them however, it didn't seem to do any good. It was 90 in there anyway.

There is a solution to the problem, though. Sometimes, if your wife is having a problem with here furnace and it's too hot and it's too cold, she keeps turning it up, or the school, I would say to put the thermostat somewhere else where one person looks after it and leave them a dummy thermostat in there and they will set it where they want and everything will be fixed.

(Laughter)

Mr. Chairman: Mr. Williams.

Mr. Williams: Mr. Chairman, I think I've discovered where most of the fifteen buildings are. They are the buildings that are supposed to be built during 1977-'78 and for instance, there's the Mayo Administration building, there's two general purpose huts and there's several buildings at the Carcross-Skagway maintenance camp. I think the fifteen is probably just a guesstimate, but that would be where most of them are going to be.

Mr. Chairman: Mrs. Watson?

Mrs. Watson: Mr. Chairman, then when we are including brand new buildings, I would hope that the percentage of maintenance costs, compared to the capital costs for the building, is a little misleading because I'm sure with some of the older buildings, or maybe with the newer ones, the older buildings, the percentage is much greater for the maintenance costs.

Do we have any sort of a scale that shows this and how long--how high does your percentage of your maintenance costs have to be to the capital costs before you considering replacing a building, and is that taken into consideration when we go for a new building?

Mr. Chairman: Mr. Williams?

Mr. Williams: Mr. Chairman, the Member raises a very good point, that figure is a very crude one. It's a figure that is used by a lot of people but, at best, it is just a guesstimate because you can't really go on an overall basis, you do have to look at your inventory of buildings. If all your buildings are brand new, well, then you wouldn't need 4 per cent maintenance every year. If your buildings were all very old you might need significantly more than 3 per cent.

So it is a very crude guesstimate. The ratio has to be taken in that light.

Mr. Chairman: 901, are we clear?
Mrs. Watson.

Mrs. Watson: Mr. Chairman, one last question for me, on 901, that \$15,000.00 for grounds, that's not the ground improvement program that the Members were speaking of?

Mr. Chairman: Mr. Lang.

Hon. Mr. Lang: Mr. Chairman, I know that there is a

definite line item in the budget in relation to the ground improvements for schools. I don't know what that particular item is for but we have a definite program for the schools in relation to the ground improvement.

Mrs. Watson: I wonder if I could get an answer to what that refers to?

Mr. Chairman: Mr. Williams.

Mr. Williams: Mr. Chairman, I believe that relates to repair of parking lots and that sort of thing at government buildings.

Mr. Lengerke: Just again, before we leave that one, we might have had the answer to this one on primary 70, the \$27,000.00 for exterior painting, that is for quite a number of buildings isn't it or is it--or maybe there is a schedule for the paint?

Hon. Mr. McKinnon: Mr. Chairman, there is a list of about 15 or 20 buildings for both exterior and interior painting in the current fiscal year.

Mr. Chairman: 902, Highways and Maintenance, \$15,111,000.00, continued on Page 187 and on appendix pages 25 and 26.

Mr. Berger: Mr. Chairman, I see in the appendix on Page 25, that the roads I questioned a little while ago in the supplementaries as recreation roads like the Bonanza Creek road, the Hunker Creek road and so forth, are still under the recreational roads. I wonder if the Minister could assure me that there is ways and means of getting more maintenance on those roads for this year or to shift them to a working road or some other type of road.

Hon. Mr. McKinnon: Mr. Chairman, the only really sound method of getting a change in the maintenance is getting them upgraded from a recreational road to a territorial road where the Federal Government, under the Engineering Services Agreement, will give us an 85-15 split on. I can assure the Honourable Member that there are attempts made on the two particular roads that he's talking about, Hunker and Bonanza, to have them classified under the Engineering Services Agreement as territorial roads so that they will be maintained year around and they will also be cost-shared by the Federal Government on an 85-15 split.

I think that I can say that we have some optimism in this regard, but this may come about in the current fiscal year.

Mr. Chairman: Mr. Mr. Fleming?

Mr. Fleming: Yes, Mr. Chairman, I haven't a question, actually, but I would like to comment and I think the Minister of Local Government and the department are doing the best they can on the recreation roads; however, I wish to make a point at this time in reference to the Tagish Road from the main road to the recreational sub-division, the new one that has been developed there. In the past, and as of now, it is the policy of the government not to maintain these roads year around if they are just recreational roads. However, there has

been, in the new sub-division, they have fifty some lots sold I think, and the neighborhood of the Tagish area there are some two hundred lots that have been sold to people, or leased, or so forth and so on, that are being taxed at least \$100.00 per lot.

I feel that that road, if there has been people living on it before, should be, possibly, maintained a little better than it has been in the past. Due to the fact that the Federal Government put that sub-division in there, I don't think the people in Tagish asked them to put it in there, they put it in there, it is being used ten times as much as it would be during the summer months, the early spring and the early fall, they can make a mess of a road, and even though it freezes in the winter time it can still stay a mess if you try to maintain it yourself. So merely to bring the attention to the Minister, that we are collecting a pile of taxes out there and possibly that couple of miles should be looked into a little bit more than has been in the past.

Hon. Mr. McKinnon: Mr. Chairman, this House is going to have to state the policy that either all recreational roads are going to be maintained on a year round basis, or they are not. I can give you a cost figure that will blow your mind. It's just going to be completely astronomical, the cost to the tax payers of the Yukon of keeping all the recreational roads open on a year round basis. And if you do one, you're dead because there's people scattered on those recreational roads just about throughout the length and depth of the Yukon. They're going to say if it's done here there's no reason, and they're absolutely right, that it can't be done for me also.

On recreational roads, I just have to impress once again that they are 100 per cent costed to the taxpayer of the Yukon Territory. We get not one cent in Federal funds for them. You'll be looking at a bill that I just don't think that we can afford at this time.

Now, how you make the Solomon-like decision that we'll do this road, but not that one, do this one in this Member's constituency, and not that one, is one that I sure want this House to make because I'm not making it on my own. There is no doubt about it.

Until I get clear direction by Motion on certain roads that Members think should be maintained year round at the expense of other roads, and not having a policy where you then do it to all recreational roads, which I'll give you a cost, which you know, even without me bringing it that we can't afford, we're really in a problem area. I don't mind admitting that it. It's been a problem area for years, and one that we haven't been able to solve equitably at this time and I don't see a solution around the corner.

Mr. Chairman: Mr. Fleming?

Mr. Fleming: Mr. Chairman, I sympathize with the Member's problem, no problem with me at all, in that respect. However, possibly it's worth thinking about. The federal government also collects taxes from these areas over which they go and develop, so maybe we should be looking into checking with the federal government on cost-sharing.

Hon. Mr. McKinnon: Mr. Chairman, I've stated before in this House and I'll state it again, that we were

never told that there was going to be Tagish subdivision and another subdivision and once the subdivision was in and the federal government sold the lots and we, then, as territorial taxpayers take up the maintenance of that as a recreational road without any dollar involvement from the federal government.

So, you know, it's really great, this dear old government system where people can go out and do whatever they want on Yukon lands, wherever they want, and then the bills come home to roost to the Yukon taxpayers who have no control, no input and no direction over the original plans, the same as the garbage dump. You know, there's agricultural grazing leases all over the place and the Department of Environment - the federal government gave out the leases, or the title and then the Department of Environment comes along and says now look it, guys, you build a waste disposal system. You build a garbage dump and you maintain it and you service it or we're going to bring you to jail.

Mr. Chairman: Mrs. Watson?

Mrs. Watson: Mr. Chairman, we do have a problem on recreational roads and every year our recreational roads, we have more and more of them and I appreciate the concerns with the Member from Hootalinqua and also the concerns of the Minister. I think that we're going to have to come to grips with the problem, particularly where people live along some of these roads.

I think of my own riding, where they have Deep Creek and Horse Creek out to Lake LaBarge, and we have quite a large permanent settlement there, the people have not asked for this to be changed. They would like to have it but they're prepared to accept the fact that -- they wanted to live outside of an organized community and they're prepared to accept the fact that they will be responsible for that road for the months that it isn't maintained by the government.

On the other hand, we must also remember that these people are paying property taxes. People in other areas in organized areas in the Territory are paying property taxes and they receive the benefits of those property taxes. I think somewhere along the line, the territorial government is going to have to give very serious consideration to having some forms of local government all across the Territory, be it county or region or municipal or whatever it is, so that these small groups of people can use their tax dollars to maintain the roads and make such a priority on what roads they want maintained.

I think that, in some way, will help the situation these people at Tagish are facing and will help, to some degree, the situation that my constituents in the Deep Creek and Horse Creek area are facing.

But there is one area where I do feel that the territorial government, very much, has a responsibility. The Minister referred to it in his paper on land policy. It's the maintenance and snow plowing of abandoned roadways created by the relocation and straightening of the highway system are some problems. And I think, and other jurisdictions recognize this, and I have a very specific problem at Milepost 928, I believe that's it, just outside the city limits, where the Alaska Highway was rerouted and the people who lived along the Alaska Highway before, the old road has just been abandoned. There's not been any more money spent on it at all.

Now, when they first moved there, there was a road.

There was a maintained road. Now, in mid-stream, somebody has changed that road. I think there should be some arrangement made and some responsibility accepted by the territorial government for maintaining, at least to a minimal standard, the road, the old abandoned road.

I am very aware of the problem unless we get some recognition of this problem from the government, when they straighten that ten miles we're going to have a big problem. There are many people living there and they are living along a maintained road. They are going to be living along an abandoned road and an abandoned road is even worse than a recreational road.

I would urge, very strongly, that the territorial government look at this and include the maintenance of these roads and we're looking at not a great deal of money. You're looking at a few thousand dollars and it makes a great deal of difference to people who live there. Now we can easily, I was going to say blow, spend \$20,000.00 on a study, \$40,000.00 on a study, \$50,000.00 on a study. \$50,000.00 would maintain some of those abandoned roads for an awfully long time, and it would provide quite a service to those people who live there.

They don't receive any other municipal service and they're not asking for it. So they are paying taxes. Even somehow or other, the territorial government looked at the revenue from their taxes and used it to establish some standard for that road. That would be more equitable and fair than what we have now, just saying, "no".

Mr. Chairman: Mr. Lengerke?

Mr. Lengerke: Mr. Chairman, just following on those lines, I'm just wondering if the government has given any consideration to a new classification for this road system. I just kind of wonder if recreational roads, who's kidding who? Isn't it time that we did something with respect to moving some of these roads into a classification that we well know that we have to maintain and getting some criteria set out. Certainly, you know, to guise it under recreational roads is not right.

Hon. Mr. McKinnon: Mr. Chairman, we don't care what you call it. Call it anything you want, we want money, is what we want, to be able to maintain them.

You know, here we go again, the Alaska Highway is the case in point. We don't ask for the design to be done, we don't ask for the relocation of the Alaska Highway, we don't ask to have any part in the process of it. It's a federal government agency which has the total control of design and money with what they do on the Alaska Highway, so they go ahead and do it.

It then becomes the responsibility of the territorial government to provide the access for all those people who have now been cut off from access because the federal government agency has decided to redesign and rebuild a federal road. So, you know, here we go deeper and deeper.

If we could get a different classification, like the roads the Honourable Member talks about, and get some kind of a split under the Engineering Services Agreement because of these problems that are being thrust on us, through no fault of our own, and I just find it distasteful for my tax dollar going to something of which I have not been a part, which I haven't said go ahead and do, but all I do is pay the bill.

Mr. Chairman: Mr. Berger?

Mr. Berger: Yes, Mr. Chairman, I am in full agreement with the Honourable Member from Kluane and I completely disagree with the Honourable Member from Whitehorse North Centre. It's not always the fault of the federal government. I can name a couple of cases in the Dawson area that was the whole responsibility of the territorial government to maintain those old roads and it was the territorial government who rerouted and straightened out some of their own roads there, and now there's people --

There's one particular case, I'm thinking of two old ladies in their eighties completely cut off from any service and they've been living there for seventy some odd years in that particular spot and they can't get anybody to maintain their road.

And this is what I saw saying, I am in agreement with the Honourable Member from Kluane.

Mr. Chairman: Mrs. Watson?

Mrs. Watson: Mr. Chairman, I'm rather surprised that the Minister stood up and said the Alaska Highway, we have nothing to do with it under the Highways Ordinance. The Alaska Highway is under our direction and control and any rerouting of the Highway can be interceded by the territorial government and if that ten miles on the North Alaska Highway are straightened, it's going to be to the benefit of everybody who travels that road.

But, we should just build in the cost of maintaining that road, the abandoned road. There should be no question about it. Every time we embark upon such a program, there are people living along the abandoned road, that's part of the responsibility of relocation. And we have the authority under the Alaska Highway Ordinance -- the Highways Ordinance, it is our road.

Mr. Chairman: Mr. Fleming?

Mr. Fleming: Mr. Chairman, as I understand it from the Minister now, would I be right in saying that possibly we are the ones here that should be bringing forth some sort of motion to suggest to the federal government and when they do these things, they do not just leave the access to people's homes filled in and you can't get to the road and this sort of thing and that they are responsible and that they should do that. Did I get that from your --

Hon. Mr. McKinnon: Mr. Chairman, in all the years I have been here, we get in this very same debate every year. There is never, ever been a satisfactory solution to the individual complaints of all Members, from my constituents, from your constituents, in an individual and specified area.

I don't know the answer to the problem. I am just stating that we couldn't afford to classify all the recreational roads as territorial roads and pay the bill. If they are special roads for special circumstances, I am just saying to Members that there is people on just about all of these roads and all of them will have a particular case and if you deal with one, you are going to have to deal with them all, if you are going to be fair.

After all the debating every year, that comes up at

every budget session, we still haven't found the solution to these problems. I don't think, presently, that we have enough money to find the solution to this problem if it is done on an equitable basis.

Mr. Chairman: Mr. Berger?

Mr. Berger: Mr. Chairman, I think that all we are asking for right now is just to have a continuous maintenance of abandoned roadways where the Highway has rerouted and I think that is all that this House is asking for right now. What I would like to ask the Minister is, could he give us the assurance that those abandoned roadways, by rerouting the Highway, will be continued maintenance by the territorial government.

Hon. Mr. McKinnon: Mr. Chairman, I won't give that until I have a cost figure and bring that before this House, because I am not going to commit this House to an expenditure that they may not see fit.

I will bring the information I can, where all the abandoned roads are and I haven't got a clue where they all are. I am sure that Honourable Members will have to have Engineering to pin point all the instances of abandoned roads which should be maintained on a year round basis by the Yukon territorial government. If those facts can be found, I will put a dollar figure to them and bring that to the House but that I would ask that all Members give me the particulars of the circumstances when such abandoned roads, with people living on them, where they feel they should be maintained, so that we can put a cost figure to it and bring it to this House as to whether or not we can afford to maintain just those abandoned roads or not.

Mr. Chairman: Mr. Lengerke?

Mr. Lengerke: Mr. Chairman, just a question again for my own information, interest. Of the recreational roads you have listed here in 902, do all these roads get maintained at the same frequency? Can we split out just exactly, specifically how many times they have been maintained by YTG, like if plowing does take place and that they do get graded. Can we get that kind of information?

Hon. Mr. McKinnon: Certainly the information is available, I don't know how long it will take to break down every recreational road and every bit of work that was done on them during the last fiscal year but I think it would be a very difficult task.

Mr. Chairman: Mr. Lengerke?

Mr. Lengerke: Mr. Chairman, no, I don't want to know every little bit of work that was done on it but for instance, certainly you could give us a count as to how many times a particular road had been graded in the year or how many times new surfacing had taken place or how many times it had been snow plowed. What I am trying to get at, and I don't particularly want to put this House through that kind of exercise, but I would suggest that this is how we are going to get to some kind of solution for coming up with a policy for these roads that we are speaking of, where people do live.

I think through some kind of a system where we look

at the population along each road, where we look at the frequency of service that has been attributed to them now, we could come up with an equitable policy.

Mr. Chairman: Mr. Lang?

Hon. Mr. Lang: Mr. Chairman, it's my understanding that at least a part of this problem was solved in relation to having a third party agreement in some of these outlying areas, outside the municipal boundary of the various municipalities and L.I.D.s where there is government equipment and there is time, they can make an agreement with the government to have them come in two or three or four times a year to plow out the road. This is my understanding and maybe the Minister could correct me if I'm wrong, but this is my understanding that there was the availability of a third party agreement with a private individual if they wanted to be serviced, if the machinery was available.

Hon. Mr. McKinnon: Yes, Mr. Chairman, you'll see a recovery section in the estimates for third party services, which is exactly this type of thing. People who want the services of a government grader, who pay the cost, but most of the people in the Yukon don't feel that they should be taking the services of government and paying for it.

Mr. Chairman: Mrs. Whyard.

Hon. Mr. Whyard: Mr. Chairman, this is not a subject that I'm well versed in because they don't relocate many roads in my particular constituency. But I bow to the superior experience and knowledge of the Honourable Member from Kluane, and Mr. Chairman, I wonder if she can inform us if we can get to a specific road relocation problem, when the Alaska Highway relocated this side of Kluane Lake and cut off a certain lodge operator with resulting problems I am told that there was some kind of a meeting to and from the people of the area that this was going to take place. Can we be told whether, at that time, anyone asked regarding relocation costs or maintenance of the cut-off portion of the road? Has anyone ever put it to the crunch at such a time?

Mr. Chairman: Mrs. Watson.

Mrs. Watson: Mr. Chairman, that's a good question because that -- what the Honourable Member referred to, the Minister at that time DPW did it. It was a decision by DPW. And at that time there was a commitment made to the people involved that they would, because it was a business establishment, that they would maintain the access road into their establishment. But then you have a different example where no commitment is made and no services provided. So it isn't a consistent type of policy. In one place it is provided; in another place it isn't.

The third party services, and this is also a good question that was brought up by the Minister of Education, I thought, that this was a policy of the Territorial Government that people could hire the equipment, to get the equipment from the Territorial Government, for a fee, an hourly basis, to plow out these roads. But in the areas around Whitehorse now, they don't do this because they

have to get private enterprise. Apparently there has been some policy where government does not want to interfere with private enterprise. So it involves getting a piece of equipment out from Whitehorse rather than being able to rent the grader that's going by the road for an hour or half an hour, they're going to have to get a piece of equipment all of the way out. And this makes another problem on top of it. So it's not as simple as it appears. I am very hopeful that the Minister will endeavour to do some work on the areas where there are abandoned roads.

Now, I'm not talking about abandoned roads for thirty to forty years, or something like this. I'm talking about situations that have been caused within the recent years, and if we could get a cost, the number of miles we're looking at; I don't think they're that great; and then we get a cost of what it would be to maintain.

And I also think the Member from Riverdale made a good point because I don't think all of the recreational roads that are listed in the Appendix are maintained to the same level. It would be a very, very expensive project to embark upon, but I still maintain that recreational roads are recreational roads, but where people or a group of people live along them they should, somehow or other, be given the right to use even a portion of their tax dollars to maintain that road. Even a portion. It may not be a great deal, but at least they'll feel that their taxes are going for some type of service that they benefit from.

hon. Mr. McKinnon: Mr. Chairman, as I say, it's a good debate every year, the same one. One I did a certain amount of study on, it was in the Honourable Member from Hootalinqua's constituency and he had made some representations to me. And first, I went into the history of people who were living along the Annie Lake Road and most of them were federal grazing or agricultural leases and in all the leases, every one of them, it says — we covenant, we understand that there will be no provision for road maintenance, no provision for school busing, no provision for any of this; sign on the dotted line. So when I went and looked at how much, of course, they were paying in taxes, all of them were on the hundred dollar minimum and had been under that, prior to it.

Then I went and looked at the number of children in the busing contracts, and each one of those kids was costing the Territorial Government about \$1,500.00 per year, with the school and the busing system, and then we are maintaining the road up to about \$3,500.00 a year maintenance also. If any of them are sick, it's \$150.00 a day it costs us in the hospital per day for any of them. We took a look, because of the complaints of them on the road maintenance, and we found there was really nothing we could do with the road other than the grading which costs us from \$3,000.00 a year because the road is really a trench well below the surrounding terrain and has as many drainage problems. It's difficult to maintain and unsatisfactory to most travellers. What it would cost us to reconstruct that road to any kind of a standard is a quarter of a million dollars.

We've got to be really reasonable and practical about people can expect from Governments who originate, "this is what I want because I want a distinctive, separate type of life style". And we say, "Alright", you know, and, Mr. Chairman, it's happened over and

over and over again that once the land is gotten for \$100.00 an acre and once \$100.00 a year in taxes is paid, then it's never -- it's just history that all the goods and services are demanded from the other taxpayers of Yukon.

I just don't think it's fair for the cost that it is costing and will cost if we go ahead and provide even more services than are presently being provided. With the cost of education, the cost of busing, the cost of hospitalization, the cost of medical services, I think people do pretty good for their \$100.00 that are on these acreage properties outside the City.

Mr. Chairman: Mr. Taylor?

Hon. Mr. Taylor: Yes, Mr. Chairman, my concern was in the question asked, I believe, by the Honourable Member from Riverdale, asking for a breakdown of all these recreation roads, when they were plowed, or what frequency they were maintained. This is going to put the administration to a great deal of work and cost and we have always understood that the policy behind recreation roads was on an as-need basis.

It seems to me that, without going to find out how many times the Watson Lake ski hill was plowed, I mean some of these are winter maintenance, some of these are summer maintenance, some of them are -- you know, there are different circumstances. Some of them perhaps, such as the Takhini Hot Springs Road, would be maintained on a year-round basis, you know, showing where the individual need was for the individual road. I can't at this point understand what, you know, if you put the administration to all this work to drag out all these figures, how many times -- you couldn't draw any conclusions from it.

But I have a lot of sympathy with the argument that is being made about these abandoned roads, but there must be some other way of approaching it. That's my concern -- that the administration would be put to this futile task and nothing could be derived from it.

Mr. Chairman: Mr. Berger?

Mr. Berger: Yes, Mr. Chairman, the thing is that, I'll state again, I didn't say before, the recreation roads -- I think what I asked the Minister to do is abandoned roads. Where there once was a main highway or main roadway, abandoned by the Territorial Government. And I'm in full agreement with the Minister when he says when the people go out and get a haying lease and put a house on it, we are creating problems. I do not ask for that information. All that I want him to bring is the information for the abandoned highways and how much the cost figure would be to maintain those roads.

Mr. Chairman: Mr. Fleming?

Mr. Fleming: Yes, Mr. Chairman, I sympathize with all the Members, but I also sympathize with the Member from Watson Lake in these problems, he's worried about the government having problems and he never has before; however, I think possibly you might be looking at it the wrong way. I would say that the members themselves, nobody has a very large portion of recreation road, and I have to agree; the Annie Lake Road, for instance, is a bad one, and on the other hand

there's a difference between that one and the Tagish one, which is two miles to be maintained possibly in the winter and there is at least \$5,000.00 worth of taxes in one little area right there at the end of it that comes to this government.

I can agree with the Honourable Member in lots of these things but it's, you know, a problem. But I do not agree with what the Minister of Local Government said a little while ago about these people costing too much money.

I cannot agree that a person on the Annie Lake Road who is paying \$5.00 in taxes or 3¢ in taxes, alongside of somebody in Riverdale or in Porter Creek or in Teslin, in the centre of it or anywhere else, is paying \$500.00 taxes, is any different or costing the government any more money than they are, anybody in the country.

Their money that they spend in this country from working and everything goes right here, the school taxes are paid by everybody. You may pay \$500.00 for taxes in town here, but I would like to ask you where that \$500.00 goes? That \$500.00 goes towards improvements around your home and near your home and the pavement you are driving on, the sidewalks you walk on and the sewer and water you have in your house, and the light outside the door. But don't forget that that person costs this government probably hundreds of dollars more than that \$500.00 worth of taxes to keep him in that position.

He is paying exactly the same as that person that is out there. We all are paying our share. I think that these people are entitled to just our thoughts, at least, that we might be able to do something for them. I feel that possibly the Honourable Members in this House, if they have a problem with their roads, that I think I will in my area not only bring it to the attention of the Minister, which I have many times, and that that probably cannot be solved and I don't blame the Minister; I think that possibly we should ourselves go to our constituents out there, sit down and figure out how much it would cost to run that road in the winter time, so many times to be plowed and so forth, and bring it forth to the House for his information. And if he believes it or not, it makes no difference but we can tell him and I am quite confident that we can come up with just as good an answer as the government can if they surveyed it.

I don't think it will run into the millions of dollars to just maintain the road. I feel that this might just be a worthwhile project. I hope to undertake it myself, knowing that I can't get anything any other way now.

Hon. Mr. McKinnon: Mr. Chairman, I don't disagree with any of the remarks. All I am saying is that the government shouldn't have to be investing a quarter of a million dollars in road reconstruction. My answer to the people is, "I am sorry"; then we would be giving too much in government funds to make this major investment on that highway. Other than that, I agree completely with the Honourable Member.

Mr. Chairman: Mrs. Watson?

Mrs. Watson: Mr. Chairman, the Honourable Minister's remarks were very enlightening and it was very interesting this morning, when we had the witness here, and the Carcross/Skagway Road was brought up. Everyone in the Yukon Territory should know full

well that the Carcross/Skagway Road was lobbied for on the basis that it would be a seasonal road and maintained in the summertime only. The road isn't even finished yet, and they will start lobbying for it to be maintained on a twelve-month basis. This is very natural, so don't be so shocked when people move out on a road and you get a group of them there, that they are going to ask for that road to be maintained. It is human nature, we are doing it every day with the Federal Government.

Another thing, I do resent the comparison of taxes that people pay, with property taxes, and property taxes are a very different thing. Now, nobody's property tax in the Yukon Territory goes to hospital nor does it go to ambulance services, and don't say that people who are not paying a great deal of property taxes are getting more medical benefits than other people.

Education, yes; the school bus goes to some of these areas, very true, and it is expensive. But your school bus also drives around Whitehorse quite extensively. That is a service that the government is providing. Some people in Whitehorse, within two miles, can't get the benefit from it and yet they are paying money towards that service. Other people can, and they are paying the same amount of money. It has to be an equalization thing.

The point that I think that the Member of Hootalinqua and I were trying to make is -- well, if we have people living in some of these areas and they want some assistance with the maintenance of their roads, those chose to live there, can't we consider that some of their property taxes, and they are on an equitable basis with everyone else in the Yukon, and nobody else is subsidizing their hospital or medical care, can't some of their property taxes be applied to the maintenance of those roads?

Mr. Chairman: Mrs. Whyard.

Hon. Mrs. Whyard: Well, Mr. Chairman, we're long past the point I was rising to speak on, the comment I was going to make was unworthy of me, but irresistible. In the light of the comment from the Honourable Member from Watson Lake, regarding the cost of information about certain roads requested by the other Honourable Member, because my branch, at the moment, is spending several hundred of the taxpayer's dollars to obtain for the Honourable Member from Watson Lake, a computerized breakdown of doctors' salaries and fees paid under Medicare.

Thank you, Mr. Chairman.

Mr. Chairman: Mr. Taylor.

Hon. Mr. Taylor: I appreciate the comments of the Honourable Member and I hope that perhaps we might reach something conclusive from the information she may bring forward to the House. I, of course, can see nothing conclusive arising from the information asked for by the Honourable Member from Whitehorse Riverdale.

Mr. Lengerke: First, I have to have that information then we'll see what kind of results we're going to get. However, as I said earlier, I'm not going to hold up a vote or I don't want that. I don't expect that information

to be sitting on my desk tomorrow. I don't think that somebody should embark upon a great—I asked the Honourable Minister if, in fact, they had some figures from their maintenance records, if this kind of information is available. And if it isn't, well, he's going to tell me, I'm sure. And I'll have some other thoughts with respect to this. That's all, it was a very simple request and, as I say, it doesn't impose on the Minister a special study. And if he can't get me the information, well, I'm a fairly reasonable person, I'm sure I can settle it with the Minister.

Mr. Chairman: Mr. Williams.

Mr. Williams: Mr. Chairman, I just was going to say that one of the advantages of the new management system, which Highways is now using, is that this type of information can be made available in the future. I think if we went back and tried to derive it historically, we would have an awful lot of trouble.

But, for instance, I could use an example that most of the recreation roads, not all of them but most of them, but most of the recreation roads would be called Category Five, which on the map are, where they are marked in, are marked in an orange. And, for instance, a Category Five road, it is anticipated will get four gradings per year so one of the advantages of the new management system is that this kind of information can be made available. If you know what Category of road you're talking about, well then you could quickly look at highway standards and those standards would tell you how often it's going to get plowed, graded, et cetera.

Mr. Chairman: Mrs. Watson.

Mrs. Watson: Mr. Chairman, if no one minds, I'd like to get back to 902, we're looking at \$15,000,000.00 and we've spent an hour over \$15,000.00 for recreation roads and nobody seems to be worried about the \$15,000,000.00. I'm just as much to blame.

Mr. Chairman, I'd like to ask the Minister, with the system's approach to maintenance, will the format of the budget be different classification of the roads? Or will we follow the existing format? If we follow this one, it's going to be very difficult to relate to your maintenance management system.

Hon. Mr. McKinnon: I think that question would be more aptly answered by the Treasurer, Mr. Chairman.

Mr. Chairman: Mr. Williams.

Mr. Williams: Mr. Chairman, this present format has, in fact, been developed by the consultant as part of his study so that this is the general format he'll be using. The only further breakdown he makes is that, where he's got much more detail inventory records, but he goes on step further to further breakdown these costs by camp. As far as the consultant is concerned, it is the camp that's the cost centre and they look at the number of miles of roads in each of the categories which are maintained by a camp and they've built up their budget that way. They set the standard for each category of road, they look at the number of miles of each category road services by a camp and by applying the standards with the inventory, they then derive the costs. So this

format has been developed by the consultant.

Mr. Chairman: Mr. Fleming.

Mr. Fleming: Mr. Chairman, I wonder if the Minister could tell me if the, it says the services, drainages, roadside winter bridges. Are these bridges, Mr. Minister, or culverts and where would they be? If they are bridges, I'm an where would they be?

Hon. Mr. McKinnon: Mr. Chairman, I don't have that right now. Perhaps Mr. Treasurer has.

Mr. Chairman: Mr. Williams.

Mr. Williams: Mr. Chairman, I believe this refer strictly to bridges as opposed to culverts. The information that I've got is just that it's bridge cleaning. It would probably vary with the size of the culvert and perhaps a large culvert that has got a decking over it, would fall into the bridge category, but I'm sorry, I don't have any very specific details on that.

Mr. Chairman: Mr. Taylor?

Hon. Mr. Taylor: Mr. Chairman, under 902, Highways Maintenance, the \$50,000.00 for maintenance study, is this the study that we were discussing this morning in changing systems or is this a different study?

Mr. Chairman: Mr. Williams?

Mr. Williams: Mr. Chairman, that's correct, and I've been informed in the last couple of days that this \$50,000.00 is in fact going to be paid directly by Ottawa, so that \$50,000.00 will be available to reallocate to other categories of road maintenance.

It was originally proposed that we would pay the consultant and recover 100 per cent through the Engineering Services Agreement. I am now told that Ottawa is going to pay the consultant directly and still leave us \$50,000.00 within the Engineering Services Agreement to be spent on Engineering Services Agreement roads.

Mr. Chairman: Ms. Millard?

Ms. Millard: Mr. Chairman, I'm curious about the section called "Overhead". I can't understand why it is a separate section, it should come under "Establishments" or--What is "overhead"?

Mr. Chairman: Mr. Williams?

Mr. Williams: Mr. Chairman, there are a lot of things that get lumped into the category of Overhead. These are costs which are encouraged at and by the various maintenance camps, but they can't be allocated directly to one of the activities such as Snow Clearing or Grading. Some of the items which are included in Overhead, perhaps I can give you some examples, for instance, the VHF costs which are paid for by Highways. The portion which gets charged against the Highways amount to some \$100,000.00. That's included in Overhead.

In two communities, Highways does provide an ambulance service and that costs \$15,000.00. The biggest

portion though, I think, is the cost of foremen, salaries of foremen, and that sort of thing, so there are various things that get charged against that Overhead, Overhead Account.

Mr. Chairman: Mrs. Watson?

Mrs. Watson: Would the standards that are being used for the various categories be available to us, or are they rather complex?

Mr. Chairman: Mr. Williams?

Mr. Williams: Mr. Chairman, I've got a rough schedule and whether or not it's complex, I suppose depends on how much you know about road maintenance and that sort of thing. Some of the things are hard to understand, but I do have a bit more back-up information.

Precisely how the standards are derived I don't know, they've been derived by the consultant. Presumably, some compromise between what they would theoretically like to have and the amount of money they've got available, so how, for instance, they decide a category 5 road gets two passes with a grader and a category 4 road gets four passes, I don't know. You would have to get the consultant to explain it. I do have a bit more back-up if the Members would like it.

Mr. Chairman: Mrs. Watson?

Mrs. Watson: If he has something available, that's fine, but I don't expect him to go to a great deal of work to give us a great deal of technical information.

Mr. Chairman: Mr. McKinnon?

Hon. Mr. McKinnon: Mr. Chairman, they are broken out on what they call a road maintenance budget work sheet and they are complicated and they are difficult. That's one of the reasons I asked for the consultant this morning, because I was going through that information and I couldn't make heads or tails out of it.

Mr. Chairman: I think it's time for a recess.

(Recess)

Mr. Chairman: I now call Committee to order. Mr. Fleming?

Mr. Fleming: Mr. Chairman, I would like to go back to that bridges for an instant again. In the papers you gave us here, there was bridge cleaning and ice bridge constructions and so forth and general bridge maintenance. Is this all grouped together and is that what that figure stands for?

Mr. Chairman: Mr. Williams.

Mr. Williams: Mr. Chairman, of that maintenance budget work sheet, the item which we have got summarized as bridges, comprises all those activities in the 500's, so this includes bridge cleaning, general bridge maintenance, and timber and deck repair.

Mr. Chairman: Mr. Fleming.

Mr. Fleming: Just a question, Mr. Chairman, on the ice bridge in Dawson City, is that a responsibility of the Territorial Government or Federal Government or Clinton Creek, or who?

Mr. Chairman: Mr. Williams?

Mr. Williams: Mr. Chairman, I believe that is a Territorial Government's responsibility. The sky line, for instance, is this shared 100 per cent with the Federal Government. I think that the ice bridge itself is maintained and constructed by the Territorial Government and it is under the Engineering Services Agreement.

Hon. Mr. McKinnon: It's recoverable 85-15 Mr. Chairman, from the Federal Government.

Mr. Chairman: Mr. Taylor?

Hon. Mr. Taylor: Mr. Chairman, I am wondering, under 902, Traffic Services in the amount of \$200,000, is this road signing or what would that include?

Hon. Mr. McKinnon: I am led to believe it is erecting new signs and signing and sign posts maintenance and that type of thing.

Mr. Chairman: Mr. Taylor?

Hon. Mr. Taylor: Mr. Chairman, would this then--this amount be covering the new proposed signing system for the Yukon Territory? Is this why the amount is so high or is this a normal annual expenditure?

Mr. Chairman: Mr. Williams?

Mr. Williams: Mr. Chairman, I have a rough breakdown of that once again. It's included in the detailed working papers that we passed out. But 43,000 of that is for the erection of new signs, 88,000 is for maintaining the existing signs, and there is some \$22,000.00 set aside for installing new lighting and \$38,000.00 for painting of traffic lines.

Mr. Chairman: Mr. Fleming.

Mr. Fleming: Could I get a definition of snow plowing? Zones 1, 2, 3, 4, 5, is this certain Highway numbers or is this zoning areas?

Mr. Chairman: Mr. Williams.

Mr. Williams: Mr. Chairman, I believe it relates to snowfall zones. Certain areas receive a higher snowfall than others. I believe that is what the relationship is.

Mr. Chairman: 902, are we clear?

Some Members: Clear.

Mr. Chairman: 905, Third Party Services, \$210,000.00. Clear? Mr. Taylor?

Hon. Mr. Taylor: I have only one question at this point

and that is Vehicle Recovery under Third Party Services. Just what is implied here?

Mr. Chairman: Mr. Williams?

Mr. Williams: Mr. Chairman, all these figures are just estimates. They depend, of course, on the demand from the public, but vehicle recovery I believe relates to pulling cars out that have gone off the road and into a creek, or over a sharp embankment, that sort of thing.

Mr. Chairman: Ms. Millard?

Ms. Millard: Mr. Chairman, I'm curious about the man years, 4½ man years. Surely we don't have 4½ people just working for the general public.

Mr. Chairman: Mr. Williams?

Mr. Williams: Mr. Chairman, that just relates to the man year equivalent of the time that's spent, but the work is actually done by the camps, the regular maintenance camps.

Mr. Chairman: Mr. Lengerke?

Mr. Lengerke: Why do we do the spot patching for them?

Mr. Chairman: Mr. Williams?

Mr. Williams: I would presume, Mr. Chairman, that it could be done for any private individual, somebody that might happen to have a long private road, or into a private business.

Mr. Chairman: Mr. Lengerke?

Mr. Lengerke: Mr. Chairman, I was just wondering, if that represented any recoveries from the Federal Government or any--?

Mr. Chairman: Mr. Williams?

Mr. Williams: No, Mr. Chairman, these third party services, I suppose conceivably it could be done for another government, but by and large they're done for private individuals.

Mr. Chairman: 905, Clear?

Some Members: Clear.

Mr. Chairman: 906, Northern Exploration Facilities Program, \$125,000.00. Mr. Taylor?

Hon. Mr. Taylor: Yes, Mr. Chairman. First of all, I can't recall the detail behind the Northern Exploration Facilities Program. I'm wondering if we could just have a brief explanation of the program and also is this 100 per cent recoverable from the Federal Government?

Mr. Chairman: Mr. Williams?

Mr. Williams: Mr. Chairman--

Hon. Mr. McKinnon: Mr. Chairman, it used to be called a Tote Road Program and everything gets fancy names these days.

Hon. Mr. Taylor: Mr. Chairman, one additional question, then, if this is Tote trails, how much money of the total amount allocated in the current fiscal year has been spent to date. Has it been over-subscribed or under-subscribed?

Hon. Mr. McKinnon: Mr. Chairman, we'll have to give you a supplementary because the program had not been subscribed up to the amount we had been voting in the budget every year. So last year we only put in \$50,000.00 and I believe our--I have the figures and Mr. Williams can give them also, that we had an estimate in the supplementaries, I believe they were somewhere near another \$50,000.00 and we are budgeting next year on that basis for some \$125,000.00 which we hope will be realistic.

Mr. Chairman: Mr. Williams?

Mr. Williams: Mr. Chairman, in the 1976-77 fiscal year, the committee which examines applications have approved applications up to the amount of about \$90,000.00. The actual payments to February 24th were only \$60,000.00. The way it works is that an applicant applies and gets his project approved but he might not necessarily then go ahead and construct his road or whatever, so, it's hard to know exactly how much will be spent but the maximum so far this year is that it could be \$90,000.00.

Mr. Chairman: 906, clear?

Some Members: Clear.

Mr. Chairman: 910, Office Accommodation. We have a zero figure here, I wonder if that could be explained.

Mr. Taylor?

Hon. Mr. Taylor: Yes, Mr. Chairman, what business have we in the government of the Yukon Territory got maintaining the Federal Building in Whitehorse? May I have an answer to that one, please?

Mr. Chairman: Mr. McKinnon?

Hon. Mr. McKinnon: Mr. Chairman, we must pay rental to the federal government for the space that we still have in the Federal Building which consists of the Magistrate's Court, the Magistrate's offices, the Sheriff's office and the Legal Administrator's office, and that's the charge that we pay to the federal government for the footage space that we still have in the Federal Building.

Perhaps we should be happy that we got through the Highways Maintenance portion of the section before the guests in the gallery arrived because I'm sure they would have been in hysterics listening to me try to explain the highways maintenance operations of the Yukon Territory. And of course, I think that we just have to welcome the foremen from the various maintenance camps from around the Yukon who I see are present

in the Gallery and welcome them to our Chambers.

(Applause)

Mr. Chairman: Yes, Mrs. Whyard.

Hon. Mrs. Whyard: Yes, Mr. Chairman, perhaps the Minister would like to run through them again now that he knows the answers.

Mr. Chairman: I guess that's one way of communicating.
910, clear?

Some Members: Clear.

Mr. Chairman: 915, VHF System. \$68,900.00.
915, clear?
Mrs. Watson?

Mrs. Watson: Mr. Chairman, who do we have the contracts with for the maintenance under this VHF system?

Mr. Chairman: Mr. McKinnon?

Hon. Mr. McKinnon: Total North Communications, Mr. Chairman.

Mr. Chairman: Mr. Lengerke?

Mr. Lengerke: This contract for maintenance, is that put out for bid, whenever it expires or how is it obtained?

Mr. Chairman: Mr. McKinnon?

Hon. Mr. McKinnon: It will be, Mr. Chairman, once the project is completed which should be with this fiscal year and then there'll be a yearly service contract that will go out to bid.

Mr. Chairman: Mrs. Watson?

Mrs. Watson: Mr. Chairman, do we use any of the lines or facilities of CNT? Are we obligated in this system?

Mr. Chairman: Mr. McKinnon?

Hon. Mr. McKinnon: We have charges when we go through the Cn system. They're billed as a normal user when we use the CN portion of the system.

Mr. Chairman: Mr. Lengerke?

Mr. Lengerke: Yeah, on the maintenance, is it strictly a maintenance contract as far as outside people or do we have anybody employed within the government that is involved in the maintenance of the system itself?

Mr. Chairman: Mr. McKinnon?

Hon. Mr. McKinnon: Not that I know of, Mr. Chairman, I could be corrected, but I think it's a total outside

contract. I don't believe there's anybody on staff that is working with our VHF system directly.

Mr. Chairman: Ms. Millard?

Ms. Millard: Mr. Chairman, I'm curious why there's nothing in the '76-'77 estimate.

Mr. Chairman: Mr. McKinnon?

Hon. Mr. McKinnon: Well, Mr. Chairman, the system in '76-'77 was in the installation stage which in this year, we'll see the final installation stage of it. But it was the first full year of operation that needs the service and maintenance now on the system as it is operable.

Mr. Chairman: Mrs. Watson?

Mrs. Watson: Mr. Chairman, of the Minister, am I not correct in saying that the VHF system was originally designed and built as a single unit separate and apart from the CNT facilities and lines and we would have operated it without paying the service charge to the CNT and then they stepped in and said, no, you must use our lines in the Whitehorse area? And as a result of that, we now have to pay a fairly substantial rental charge to them?

Mr. Chairman: Mr. McKinnon?

Hon. Mr. McKinnon: Mr. Chairman, I'm not an expert on the history of the VHF system and if that is the case, it's new information to me, I wasn't aware of that.

Mr. Chairman: Mrs. Watson?

Mrs. Watson: Mr. Chairman, I'm not proposing that I am an expert on it but I would certainly like this checked out and I would like to know just exactly what the service charge fee is, that we have to pay CNT or whether in fact we do have to pay it to them.

Mr. Chairman: Mr. McKinnon?

Hon. Mr. McKinnon: I believe the Treasurer has some information.

Mr. Chairman: Mr. Williams?

Mr. Williams: Mr. Chairman, the activity entitled "line charges", represents what we do pay to CNT. I don't have the complete history but I am told that where our system would have duplicated their existing facilities, we opted or were told, I don't know which was the case, that we would use CNT facilities and that is what the \$83,000.00 represents, payments made to CNT.

Mr. Chairman: Mrs. Watson?

Mrs. Watson: Mr. Chairman, I still would like it checked out, because this is an ongoing charge - \$83,000.00 and that is a great deal of money. Had we been able to use our own, we wouldn't have to continue to this \$83,000.00 every year.

Hon. Mr. McKinnon: Mr. Chairman, I have a

breakdown of the CNT line charges and there is an east trunk from Whitehorse to Watson Lake and a North trunk from Whitehorse to Ross River to Galena Site to Dawson City, a West trunk from Whitehorse to Beaver Creek. We are also charged by CNT for space in the CNT buildings for loop charges and for Whitehorse switching facilities. So it seems that CN has us pretty good, to the tune of \$83,000.00.

Mr. Chairman: Mrs. Watson?

Mrs. Watson: Mr. Chairman, I would like the Honourable Minister to get the history on this for us because I think there is quite a history on it.

Mr. Chairman: Mr. Lengerke?

Mr. Lengerke: Mr. Chairman, it would be very interesting to see just how much of the \$83,000.00 is attributed to the actual line charges. The Honourable Minister has mentioned that we are renting some facilities as well, or being charged for the use of facilities, but the line charges would be an interesting thing to see what sort of ongoing expense we have there. It almost appears like it could be a one time situation and maybe we should be looking at that.

Hon. Mr. McKinnon: You are looking at the communications game, they don't sell you a line, they lease or rent one to you yearly, that is the game.

Mr. Chairman: 915, clear?

Some Members: Clear.

Hon. Mr. McKinnon: Maybe Honourable Members would be interested in knowing the use that the VHF system is put to. I think one can see from the numbers of departments that do use it, that at least somebody needed a VHF system throughout Yukon.

The RCMP, NCPC, IAND, Environmental Protection Services, Fisheries, Canada Customs, DPW, CBC and Canada Tungsten Mining Company all use our VHF system so I imagine the traffic does get pretty heavy at times on it.

Mr. Chairman: Mr. Lengerke?

Mr. Lengerke: Mr. Chairman, I would hope that just because we asked a couple of questions about it, doesn't indicate that we feel the VHF system is not a good system because certainly, I am well aware of the people that do use it and certainly, the satisfaction has been indicated.

I am also aware that of other systems in place across Canada, certainly in prairie regions where you would think that there would be no problem with communication, and here we have a system in a very mountainous region where we have a lot of remote situations, and we probably have one of the best communications systems going. I would just like to say that.

Certainly, the questioning is not a reflection on trying to say that we haven't got a good system.

Mr. Chairman: Mr. Berger?

Mr. Berger: It is very interesting, Mr. Chairman, to hear the Honourable Minister mention CBC. How are CBC using the system?

Hon. Mr. McKinnon: The technicians only. We realize the political sensitivity of the matter so we have been very strict that there will be no news gathering on the VHF system.

Mr. Chairman: Expenditure recoveries. I would like to refer you to page 210 at this point, Project Capital. Establishment 2005, \$40,000.00, Territorial Administration Building.

Mr. Lengerke?

Mr. Lengerke: Yes, the \$40,000.00 to complete the landscaping, just exactly where is that going to take place? Is that somewhere around the back of the grounds here along the riverside? Is that what's planned?

Hon. Mr. McKinnon: Mr. Chairman, it's a revote of last year's funds, they couldn't finish the landscaping before the weather set in, so it's exterior landscaping, some shrubs and trees and grass. Nice, real nice.

Mr. Chairman: Mr. Berger?

Mr. Berger: Yes, Mr. Chairman, it's just that again, I was wondering if there are any plans in the wind of expanding this building and that this landscaping would be a little bit premature. Maybe we should wait 'til the expansion plans are made or have been made.

Mr. Chairman: Mr. McKinnon?

Hon. Mr. McKinnon: I don't know of any plans of expansion, maybe the Members are planning an expansion of the Legislature and not letting me in on it, or something.

Mr. Chairman: Mr. Berger?

Mr. Berger: Mr. Chairman, it seems so obvious, I mean, just looking at our office space we have as Members of the Legislative Assembly, and now we're talking about expanding the Legislative Assembly, where are we going to put the Members?

Hon. Mr. McKinnon: In the shrubs.

Mr. Chairman: 2005, clear?

Some Members: Clear.

Mr. Chairman: 2900, \$324,200.00, Road Equipment. Mr. Taylor?

Hon. Mr. Taylor: I look and I see, "to provide funds for the purchase of new equipment and to replace equipment which is obsolete and has no revenue potential." I hope that the Minister in looking for the vehicle for the Fire Chief, doesn't pick up something that's too old or too obsolete?

Mr. Chairman: Mr. Fleming?

Mr. Fleming: Yes, Mr. Chairman, I hope the Honourable Member from Watson does get his vehicle. I find it very strange that any equipment that the Department of Public Works would have no revenue potential whatsoever. I think you very seldom wear anything out completely before they set it aside and I'm wondering if you could just explain that as to why this has no revenue potential at all?

Mr. Chairman: Mr. McKinnon?

Hon. Mr. McKinnon: Mr. Chairman, I really don't know why that last line was put in because the only thing I can see it is to provide funds for the purchase of new equipment for the opening of the Carcross/Skagway road and it's for the maintenance camp of that road that the total new equipment is - two graders, two dump trucks, two pick-ups, a loader and a D-6 Cat, and how that has anything to do with the -- which is obsolete and has no revenue potential is, I don't know. I'd ask Mr. Williams if he has any further information.

Mr. Chairman: Mr. Williams?

Mr. Williams: Mr. Chairman, in addition to the equipment which the Minister just mentioned, there is also a provision in there for a car for municipal engineering, a car for the corrections branch, and I believe, either two or probably three trucks for the game department and those are the ones that are meant when we talk about revenue potential. Most of the heavy equipment is bought out of capital, and then from that point on, the cost, the people who use that equipment pay so much per hour for using it and then that money goes back into the fund and replacements are bought out of that fund.

With respect to the smaller vehicles held by ordinary departments, the cost of the vehicle is absorbed by capital and there are no charges against the O & M so by no revenue charge, that just refers to the vehicles that are run by departments.

Mr. Chairman: Mr. Lengerke?

Mr. Lengerke: Yes, of this equipment, is there any equipment that's scheduled to be purchased that cannot be purchased through dealers in Yukon? Is there any specialized equipment that will be looked for from outside the Yukon? Like outside existing dealers?

Mr. Chairman: Mr. McKinnon?

Hon. Mr. McKinnon: It appears that everything, the dump trucks are six yard, the pick-ups are half-ton, the loaders are 950 and the crawler Cat is a D-6, so it appears that they can be purchased through local dealers.

Mr. Chairman: Mrs. Watson?

Mrs. Watson: Mr. Chairman, it was my understanding that at one time there was set up a revolving fund to replace equipment that was required for highway maintenance. Why would we be voting separate money now and not be just using, voting money for that revolving

fund?

Mr. Chairman: Mr. McKinnon?

Hon. Mr. McKinnon: This is an equipment replacement fund. This new equipment will be then part of the equipment replacement fund. New equipment has to be purchased but it's over and above the equipment that is in the replacement, the revolving replacement items that it has to have to get there originally. It has to have a line item budget as new equipment.

Mrs. Watson: But you do say to replace equipment?

Mr. Chairman: Yes, Mr. McKinnon?

Hon. Mr. McKinnon: Mr. Chairman, all the information I have is that it's the purchase of new equipment to the tune of \$300,000.00 for the planned opening of the Carcross/Skagway road. I believe, and I'd like to know if my explanation is correct, on that type of new equipment, before it becomes part of the revolving equipment fund, that we have to have the monies originally for the new equipment.

Mr. Chairman: **Mr. Williams:** Mr. Chairman, I think the confusion is because there is basically two types of items under Establishment 2900. First of all, with respect to the Heavy Road Maintenance Equipment, of that \$324,000.00, \$289,000.00 is being spent to initially equip the Carcross/Skagway Road. Now, with that particular equipment -- when it's time for equipment to replace, it will be replaced from the revolving fund, equipment replacement revolving fund, but the initial costs from the line item in the budget -- the replacement which is referred to in the vote wording refers to the vehicles that are held by other departments, from Game trucks being replaced and the truck in Municipal Engineering being replaced, and one in Corrections, I believe, that's being replaced.

Mr. Chairman: Mr. Lengerke.

Mr. Lengerke: I just want to again ask about the equipment replacement fund. I think I discussed that briefly when we were in the Supplementaries. And I just want to know for sure if in fact we do now have in place an equipment replacement fund, based on the usual criteria. Or is this something that you're thinking about doing?

Mr. Chairman: Mr. McKinnon.

Hon. Mr. McKinnon: It is in place, Mr. Chairman.

Mr. Chairman: Mr. Berger.

Mr. Berger: Yes, Mr. Chairman. The other equipment, Mr. Chairman, for the Game Department and the Department of Local Government, are they paying rent on that equipment to the Department of Highways and Public Works or are they, that money, is that funding going to be replaced to this department again?

Mr. Chairman: Mr. McKinnon?

Hon. Mr. McKinnon: I don't know.

Mr. Chairman: Mr. Williams?

Mr. Williams: Mr. Chairman, if Mr. Berger is thinking of the situation where Local Government might use a highway's grader to do road maintenance in an unorganized community, then the answer is yes, they do pay rent. They pay so much power for that equipment. But if you're thinking of ordinary cars that are held by other departments, the answer is no, the cost is paid for out of capital vote and then from that point on the only charge to the department is the actual O and M cost of running that car, the gas and oil and the maintenance.

Mr. Chairman: Mr. Berger.

Mr. Berger: Yes, Mr. Chairman, I was referring to this Vote 2900, and Mr. Williams was telling us that part of the money is being, going to be used to purchase four-by-fours for the Game Department and a car for the Department of Local Government and Corrections and I was wondering if this Department is going to pay rent for this equipment, because it is actually going to be coming out of the Vote 20, Highways and Public Works.

Mr. Chairman: Mr. Williams.

Mr. Williams: Mr. Chairman, the Establishment for the purchasing of this type of vehicle is pooled, just like, for instance, in the Establishment 2201, I believe it is, we pool everybody's office equipment. Similarly, for vehicles, all the vehicles are pooled into this one Establishment and bought from Establishment 2900.

Mr. Chairman: Mr. Berger.

Mr. Berger: Yes, Mr. Chairman, I'm very curious about it now, because I think it would make much more sense if each department has a budget as they have right now but pay their expenses out of it, all expenses, for the car pool and everything. Wouldn't it be possible, Mr. Chairman?

Mr. Chairman: Mr. Williams.

Mr. Williams: Mr. Chairman, the list of requirements does come from departments, and there's no reason, I suppose, why it can't be changed, but traditionally every department that needs a vehicle goes through the normal budgeting process identifying what vehicles they need, and then this list is compiled into one Establishment, called 2900. There would be nothing -- For instance, in Local Government, we can have one Establishment for their one vehicle and in Game we could have one Establishment for their one vehicle. That could be done, but this is just being done on a consistent basis with other years.

Mr. Chairman: Mr. Berger.

Mr. Berger: Mr. Chairman, I think it would be more realistic in the figures for this House here when we look at the budget and see that there's so much money going to be spent on cars and travel. I mean, I know the main complaint that I receive from the Highway right now is that dozens and dozens of government vehicles are run-

ning up and down the highway with one government official in it. I think if we -- if those departments could justify expenditures on that, I think that we could check it that much closer.

Mr. Chairman: Mr. Williams.

Mr. Williams: Mr. Chairman, I would just say that that is a good point. It is perhaps for that reason, in the Appendix we have always listed which departments are getting the vehicles. It is on page 33. But, as I say, there is no reason why we couldn't set up a separate Establishment for each Department. Traditionally, it has all been put into the one Establishment. I think that if, for no other reason, to assure a consistency of purchase, rather than four departments calling for tenders for cars separately, the Department of Highways and Public Works will call a tender for cars. You don't get a department buying some car that can't be serviced in the Yukon.

That is probably the reason why they have been pooled.

Mr. Chairman: Mrs. Watson?

Mrs. Watson: Mr. Chairman, that is very interesting, that the Member from Klondike brought it up, and I am sure that the Member from Mayo remembers, before this system was put in, before you have your pooling of cars, there was a great competition between each department of who could get the best car or have the most cars, a fleet of cars, and they not necessarily were all the same colour, and if nobody knew it was a government car maybe you could take your wife and kids out fishing on a Sunday.

This is exactly the type of situation that existed quite a number of years ago, but it can't exist if you leave it this way. That is why I think that the government has gone this route where they standardized the type of car that is required by the Department of Education and Welfare people, these people who are on the roads. They all get the same kinds of car.

They have done the same thing with office furniture. The competition went on. One director would have a desk that big and another one would order one just a little bit bigger and another one would order one with just a little bit more exotic a book-case. It gets to be almost a ridiculous situation and so they standardized it and everyone has to go through a pool.

I can remember when I first came into the -- as a representative, at that time, they were still buying their cars through their own departments and it was quite an interesting thing, the requests you used to get for vehicles. I think although that this is a -- it regimented it, makes it bureaucratic, but I think the options to what we are doing now could be disastrous.

Mr. Chairman: Mr. Berger.

Mr. Berger: Mr. Chairman, I wasn't once suggesting to get away from the pool. I was talking about that the different departments should pay for the use of the car to the pool. The thing is, they should be accountable for them because then the fundings -- Mr. Williams told us there is no revenue potential. The thing is that if that money comes into the pool, this could be set up as re-

venue coming into the pool then.

Mr. Chairman: Mr. Lengerke?

Mr. Lengerke: Mr. Chairman, I think that goes to the question that I was asking the other day. I think that Mr. Williams did give me another answer on that, and that it goes to the equipment replacement fund. You charge each department an internal rental rate for the cars, say, and does that go into the fund as that registered as—it's really a bookkeeping entry. I think that you did mention to me that you did this with heavy equipment, but you are not doing it with cars and trucks and some of the smaller equipment and I think that this is probably what Mr. Berger was getting at. Have you considered doing this because if you look at—you know, I can think of industry again and other government departments that do in fact set up an equipment replacement fund on that very basis, even for the smallest item—I am not getting down to the hammers and saws and that kind of thing, any kind of—you know, what we would class as major pieces of equipment. There is an internal rental rate and this is costed against the department and you end up with a replacement fund and you know exactly when you replaced that car or piece of equipment with no problem whatsoever.

Mr. Chairman: Yes, Mr. McKinnon.

Hon. Mr. McKinnon: I'm totally confused, I thought that's exactly what the YTG did. I've got all kinds of money in all of my votes for monies that I have to pay for pool cars. A certain amount per mile that I have to pay everytime one of my inspectors goes on a trip, that is, part of my budget costs, that I have to pay pool car costs. And I understood this was all in place and that's what's happening.

Mr. Chairman: Mr. Lengerke?

Mr. Lengerke: Well, that is exactly my concern, because the other day I didn't get that answer. I was told that we do not charge an internal charge towards cars and trucks. That this was happening with respect to the replacement equipment fund for the major equipment and I'm sure Mr. Williams is going to give me an answer.

Mr. Chairman: Are you directing your question to the Minister, Mr. Lengerke?

Mr. Lengerke: I'm directing my question through the Chair, to the Minister and the Minister, I'm sure, will ask Mr. Williams.

Mr. Chairman: Mr. Williams.
Mr. McKinnon.

Hon. Mr. McKinnon: That's the way it is and Mr. Williams can confirm it.

Mr. Chairman: Mr. Williams.

Mr. Williams: Mr. Chairman, vehicles are charged out on a per mile basis, the difference being for the heavy pieces of construction equipment, the basis in-

cludes an allowance for overhead. Or rather, for depreciation. For the smaller vehicles such as cars, the per mile rate does not include a factor for depreciation. There might be some merit in adding a depreciation factor into the pro car charge-out rate, but at the moment there is no depreciation factor built in. It's strictly an O and M factor, gas, oil, maintenance, that sort of thing.

Mr. Chairman: Clear?

Some Members: Clear.

Mr. Chairman: Twenty-nine oh two. \$112,000.00. Sundry Equipment.

Twenty-nine oh two, clear?

Some Members: Clear.

Mr. Chairman: Twenty-nine oh three. \$20,000.00. Garage Tools and Equipment.

Yes, Mr. Taylor.

Hon. Mr. Taylor: What is involved in the \$10,000.00 for the Metric Conversion?

Mr. Chairman: Mr. McKinnon.

Hon. Mr. McKinnon: Mr. Chairman, the substantiation I have on my working sheets is that Establishment 2904 is provided for the purchase of garage tools over and above the tools that each mechanic is required to own, for example, large wrenches, grinders, drills, compressors, pullers and such tools. Provision is also made in that establishment to re-tool due to metrication and I don't know what portion of the budget that is, but it means changing the inch wrenches to a metric wrench.

Mr. Chairman: Twenty-nine oh three, clear?

Some Members: Clear.

Mr. Chairman: Twenty-nine oh four, \$176,000.00, VHF Radio Communication System.

Mr. Lengerke: Mr. Chairman, could I address a question to the Minister, to Mr. Williams? When are we actually finished paying for the VHF system. I've been here almost three years and we seem to always have a line item.

Mr. Chairman: Mr. McKinnon.

Hon. Mr. McKinnon: Mr. Chairman, I am assured by the Director that this is the final, final charge phase of the VHF system and the only items that we'll be seeing in Capital for it is the provision of the actual radio signal into additional vehicles as we purchase them. I'm from Missouri and I probably believe him, Mr. Chairman.

Mr. Chairman: Mr. Berger?

Mr. Berger: Mr. Chairman, I was just wondering if the Honourable Minister could tell us where the new installations are going to be or if they have any other new installations planned? Especially along the De-

mpster Highway?

Mr. Chairman: Mr. McKinnon.

Hon. Mr. McKinnon: Yes, Mr. Speaker, the work plan for this year on the completion of the VHF communications system on the Dempster Highway, the relocation of the Peel Ridge and conversion to propane heating, the installation of a bay station and mobiles at the Eagle River camp, the installation of a mobile coverage and trunk equipment at Rat Pass and the installation of four wire terminations at Dawson City.

On the Skagway road an installation of a new repeater for mobile coverage and trunking to Caribou, the conversion of Caribou to a back to back repeater and the installation of base station and mobiles at the Fraser-Skagway road camps. On the Dawson-Keno highway, the change-out of coverage antenna at Minto and the relocation of repeater from Miller's Ridge to Berdoe. The Campbell Highway, the relocation of mobile antenna at Salmon to the new CNT Tower and the change out of equipment at Salmon from R.F. electronics to Micore and an associated frequency change from F-2 to F-4.

On the Canol road, the extension of mobile coverage along the South Canol road, two mountain top repeaters will be required, the reconfiguration of Hayes Peak site to the terminal to a back to back trunk repeater, the overall system testing and performance verification and the revision of the operator's handbook. The equipment related cost breakdown to \$70,000.00, the installation related cost to \$53,000.00, project management and engineering \$37,000.00, contingency \$16,000.00 for a total of \$176,000.00 which will bring the grand total of the finished VF communication system this year to \$1,363,532.00.

Mr. Chairman: Mr. Berger?

Mr. Berger: Yes, Mr. Chairman, now since we have such an elaborate system, and a good system, I was wondering if we could use this particular system to provide radio coverage in some communities, especially through CBC?

Mr. Chairman: 2904, Clear?

Mr. Berger: I didn't get an answer, Mr. Chairman.

Mr. Chairman: Mr. McKinnon?

Hon. Mr. McKinnon: Mr. Chairman, as far as I know, I don't think that the system can be used for the provision of CBC Radio to the communities of Pelly and Old Crow.

Mr. Chairman: Mr. Berger?

Mr. Berger: Mr. Chairman, the CBC tells me on CBC Television that they have a very high frequency radio program on short wave and I was wondering if this system could, I have never heard of it in the North, in the Yukon, I was wondering if this program could be incorporated under this system?

Mr. Chairman: You probably won't hear it, Mr.

Berger, it probably only goes about one mile from the studio and that's why it's short wave. 2904, Clear? Mr. McKinnon?

Hon. Mr. McKinnon: I have friends in the communications consulting business and I'll certainly pose the question to them.

Mr. Chairman: 2904, Clear?

Some Members: Clear.

Mr. Chairman: 2906, \$75,000.00 Highway Maintenance Complex, Eagle River. Mr. Berger?

Mr. Berger: Yes, Mr. Chairman, I was going to ask the same question I think I asked before. What kind of camps are they going to be? It is my understanding they're going to be an elaborate set-up. Game Department, Forestry, RCMP, and Highway Maintenance and possibly a private lodge or so, maybe the Minister could elaborate on that.

Mr. Chairman: Mr. McKinnon.

Hon. Mr. McKinnon: We don't have any working plans as yet, Mr. Chairman. As you see, it is for the pre-engineering work for the construction.

We are looking at a major maintenance camp which will include staff quarters, dining and recreational facilities, equipment repair and storage as well as overnight and dining accommodations which is to be used for the travelling public.

It will be planned at the Eagle River, at this strategic point between Inuvik and Dawson City. The date of the project completion, as of this time, is set for 1980, Mr. Chairman.

Mr. Chairman: Mr. Lengerke?

Mr. Lengerke: Mr. Chairman, in those plans what are you using for projections as to the required manpower in that camp. What is going to be the capacity of personnel?

Mr. Chairman: Mr. McKinnon.

Hon. Mr. McKinnon: Mr. Chairman, I don't have a personnel breakdown of what the Eagle River camp will consist of and I'm sure the engineering can give me those figures though.

Mr. Chairman: Mr. Berger?

Mr. Berger: Mr. Chairman, that probably will be a gas pump up in there for the use of the public and will that gas be imported from the Northwest Territories, because it is probably cheaper than coming all the way up from Whitehorse.

Mr. Chairman: Mr. McKinnon.

Hon. Mr. McKinnon: Wherever the price is best, Mr. Chairman.

Mr. Chairman: 2906, Clear?

Some Members: Clear.

Mr. Chairman: 2907, \$30,000.00, Fencing-Watson Lake Compound. Mr. Berger.

Mr. Berger: I was just wondering, Mr. Chairman, how high a fence they are going to erect around Watson Lake?

Mr. Chairman: Mr. McKinnon?

Hon. Mr. McKinnon: It would be 2500 feet and 12 feet high.

(Laughter)

Mr. Chairman: 2907--Clear?

Some Members: Clear.

Mr. Chairman: 2908, \$750,000.00, Highway Maintenance Complex--Skagway Road. Yes, Mrs. Whyard?

Hon. Mrs. Whyard: I know I am not supposed to be asking questions, Mr. Chairman, but I meant to get to this this morning when we were discussing highways in general and we were closed off at noon. I wonder if I could just take a moment to ask if the Minister could tell us whether there will be any--or whether there has been any plans made yet, regarding customs clearance on that road. If so, whether the customs people will be at the border or back at Carcross or whether they will be in Whitehorse, or perhaps the Federal Department hasn't notified us yet.

Mr. Chairman: Mr. McKinnon?

Hon. Mr. McKinnon: Well, Mr. Speaker, in this new ecumenical age that we are living in, the customs have already stated that they will be a part of the complex and there is a twenty by twenty four area in the building for customs at the Highway Maintenance complex at Fraser. It will include office and living quarters for Canada Customs as well as our Highway Maintenance people.

Hon. Mrs. Whyard: Thank you, Mr. Chairman.

Mr. Chairman: Mr. Taylor?

Hon. Mr. Taylor: Yes, Mr. Chairman, some--not too long ago but some weeks ago, I heard a report on the local media, radio media that there was some suggestion that the government were perplexed over whether or not this road was going to be a commercial road or a tourist road and it has always been my understanding from the day we started building this highway that it was going to be open for everybody and everything.

Is there, in fact, a question as reported by the media that there is some question between as to whether it is going to be a recreational, a tourist type road or a commercial traffic to be allowed on it or something along this line?

Mr. Chairman: Mr. McKinnon.

Hon. Mr. McKinnon: Mr. Chairman, if the Honourable Member believes what he hears on the radio that is his problem, not mine but this is a road that is going to be open to everyone.

Hon. Mr. Taylor: That just goes to show you that you can't believe what you hear on the radio these days.

Mr. Chairman: That is very true. Mr. Berger.

Mr. Berger: Yes. Mr. Chairman, on that same road, what will the maximum load allowance be on this particular highway?

Mr. Chairman: Mr. McKinnon?

Hon. Mr. McKinnon: I'll have to seek out engineering advice on that one. You've got me.

Mr. Chairman: Mr. Lengerke.

Mr. Lengerke: Mr. Chairman, that very question there, that could very well limit the kind of use that's going to be made of that road, if in fact, your bridges are of such a rating and if in fact the road bed itself has been constructed in such a way that it is going to limit certain traffic. It would be very interesting to find out what the bridge ratings are on that. I wonder if we could have that?

Mr. Chairman: Mrs. Watson.

Mrs. Watson: Mr. Chairman, the Highway maintenance complex on the Skagway road, I refer to Page 4 of the address this morning, and it states a facility will include employee accommodation and office space for Canada Customs. Will the complex also include employee accommodations for people who are working on the maintenance, working at the camp and will the employee accommodation, if it is to be located there, will it be built by the Housing Corporation as all other employee accommodation is being done at the present time?

Mr. Chairman: Mr. McKinnon.

Hon. Mr. McKinnon: The living quarters will be a part of the total complex and it will be given in a single contract for the total complex at Fraser. The living quarters of the complex that will comprise a 40 by 96 area, 7,680 feet, so it's quite extensive.

Mr. Chairman: Mrs. Watson.

Mrs. Watson: Mr. Chairman, I'm trying to determine, if the complex is going to be there for employees, whether the Housing Corporation will be in fact involved with the planning of the complex and whether they will be in charge of the administration of the employee housing at that location? And also, at the camp that's going to be constructed at the Depster or are we going to make a difference for those employees who are living in those two stations?

Hon. Mr. McKinnon: I don't know the answer to that one. I'll find out, Mr. Chairman.

Mr. Chairman: Mr. Berger.

Mr. Berger: Mr. Chairman, I think the Honourable Member from Kluane is completely wrong. I mean, the camps do not belong to the Yukon Housing Corporation, the camp facilities, they all belong to Highways and Public Works.

Mr. Chairman: Mrs. Watson.

Mrs. Watson: Mr. Chairman, I believe that in all of the maintenance camps, the Housing Corporation, they've been turned over to the - the homes have been turned over to the Housing Corporation and they administer and do the maintenance and provide the utilities and everything.

Where is the Minister, I hope he knows. Maybe the witnesses might know?

Mr. Chairman: Mr. Williams.

Mr. Williams: Mr. Chairman, where bunkhouse type of accommodation is provided, it's administered by the Department of Highways and those costs are included in the cost of the Highways and they're recovered under the cost shared program. I believe where there's self-contained single family residents, I believe they have been turned over to the Housing Corporation.

Mr. Chairman: Mr. Taylor.

Hon. Mr. Taylor: I'll just go one bit further than that. I believe that the camps at Tuchitua where you just have one or two dwellings, in the small camps, I think this still comes under control of the Department of Public Works, as far as I know. At least they're the ones maintaining them.

Mr. Chairman: Mr. Williams.

Mr. Williams: In that particular case I think that's true. By and large the distinction is though that the single family residences have been turned over to the Housing Corporation and bunkhouses are maintained by Highways.

Mr. Chairman: Mrs. Watson:

Mrs. Watson: I wonder why the Highway Maintenance complex on the Skagway road, which would be how many miles from Whitehorse, not that great a distance, why would it be a bunkhouse type of operation?

Hon. Mr. McKinnon: It won't be permanent family accommodations, Mr. Chairman. It will be a seasonal road at the beginning and it will be people who will just be working there during the week and undoubtedly returning to Whitehorse during the weekend. We don't intend to set up a separate Yukon village at Fraser. We don't want to get into that problem if we can help it.

Mr. Chairman: Mr. Lengerke?

Mr. Lengerke: Mr. Chairman, when is it anticipated that work will commence on the camp and when is the completion date?

Hon. Mr. McKinnon: Mr. Chairman, we expect to let the contract and spend the entire \$750,000.00 during this fiscal year, so I would imagine that we would hope that it would be pretty well in place by fall of this year.

Mr. Chairman: Mr. Lengerke?

Mr. Lengerke: Mr. Chairman, I don't particularly like going back, but we were talking of the Highway Maintenance Camp and I did have a question on 2906 and that was the maintenance complex at Eagle River. It is \$75,000.00 to provide funds to commence pre-engineering work for the construction, is that pre-engineering work, is that done by private consultants, or is that an in-house engineering?

Hon. Mr. McKinnon: These major complexes are done by consultants or architectural firms. We don't have our own architect on staff any longer, or our own draftsmen and the reason being that we don't have that many major capital projects around any longer so this will be done by an engineer-architect.

Mr. Chairman: 2908 has been stood over pending further information. 2908, are we clear?

Some Members: Clear.

Mr. Chairman: 2909, \$50,000.00, Building Contingency Fund. Mr. McCall?

Mr. McCall: Yes, I'm just curious about this particular item. The letter in there, "it says to carry out miscellaneous and minor items of a capital nature which cannot be foreseen during the preparation of the estimates." What is this a supplementary of the main estimates?

Hon. Mr. McKinnon: Mr. Chairman, things come up during the course of a year. The Honourable Member, Mrs. Whyard, decided that she could save the taxpayers a lot of money, instead of going to a major project of building an additional wing or an extension on the Whitehorse Correction Institute, by doing some minor renovations and increasing the capacity of the Correctional Institute.

Originally it appeared that we were going to be looking at a cost of some half a million dollars for a major expansion program and because we could keep it in-house and do some minor renovations, a considerable saving will come about. These things just happen constantly in government.

Instead of staying on in the Wood Street laboratory in the Game Department, we've got a building which was surplus to other needs down in the Territorial Compound which was a large area, which is a place where you can store game, where you can hold trapper schools, and rather than continue at the high expense of the Wood Street property, which is a valuable property, with \$5,000.00 in renovations, we can have a real dan good game workshop in quarters down in the YTG compound. We didn't know that building was going to come open, it was going to be available for a use such of that nature, so I don't think it's unreasonable to have a \$50,000.00 fund which is flexible to take advantage of

those situations when they do come up in a \$70,000,000.00 business, which government is.

Mr. Chairman: Mr. McCall?

Mr. McCall: Considering those two points that you have just put forward, and the amount of money you have tabled under this particular item or estimate, I'm just wondering whether it is enough, because if they are going to move the laboratory up to another building, maybe we should convert the building we have now to a senior citizens home, I don't know.

Hon. Mr. McKinnon: That's one of the ideas. We hope so, Mr. Chairman.

Mr. Chairman: 2909, are we clear?

Some Members: Agreed.

Mr. Chairman: 2910, Pre-Engineering Territorial Projects, \$100,000.00. Mr. Lengerke?

Mr. Lengerke: Again, this pre-engineering, is this done by outside firms or is this in-house? If it's in-house, how many man hours are represented?

Hon. Mr. McKinnon: Mr. Chairman, I believe that this is the in-house item and this is the area in which we are doing the planning over the winter months and the collection of data which our surveyors and engineers have collected during the summer and planning the next year's construction projects. As far as I understand, this is completely recoverable under the Engineering Services Agreement and it was put in because we had an awful problem in past years in getting out our tenders and contracts early enough to take advantage of a total year's contract.

Mr. Chairman: Clear?
Twenty-nine eleven, Recreation Roads, \$15,000.00.

Mr. Berger: Mr. Chairman, I was wondering how one declares a recreation road? I mean there's a couple of roads in the Dawson area that could stand being on the list of recreation roads and I was wondering what one has to do to declare this a recreation road?

Hon. Mr. McKinnon: Mr. Chairman, 6,000 of these dollars is allocated to the Blind Creek Road and the reason it's there is because the Honourable Member from Pelly mounted an effective lobbying with me, so I imagine this is how it's done.

Mr. Chairman: Mr. McCall.

Mr. McCall: So, what the Minister is actually saying is that you stomp around in his office a couple of months.

Mr. Chairman: Mrs. Watson.

Mrs. Watson: Does the Minister know where they're going to put the boat ramps?

Hon. Mr. McKinnon: No, Mr. Chairman, and we're always open to suggestions from all Honourable Mem-

bers.

Mr. Chairman: Clear?

Some Members: Clear.

Mr. Chairman: Two nine one four, Whitehorse Workshop Extension, \$40,000.00.
Mr. Berger?

Mr. Berger: Yes, Mr. Chairman, I was wondering if they were going to install the sewer along the Quartz Road first, before they start paving around the Workshop?

Mr. Chairman: Mr. Lengerke.

Mr. Lengerke: Mr. Chairman, I see the subject of paving here and I was wondering maybe the Minister could tell me if the Department are thinking or have given some consideration to getting into the paving business themselves, into a batch plant and into that type of facility in view of the fact that we do have more paving going on in the Territory?

I'm just asking that, and it may be a leading question but I know that -- I also know that we have private enterprise in that business, but I was just wondering, I've heard rumours that the Territorial Government are thinking of getting into that?

Hon. Mr. McKinnon: I've never heard the matter considered, Mr. Chairman, and I don't even think that I heard the question.

Mr. Chairman: Clear?
Two nine one five, Sewer Installation — Quartz Road, \$100,000.00.

Some Members: Clear.

Mr. Chairman: Two nine one six, Weigh Scales, \$18,000.00.
Mr. McCall.

Mr. McCall: What is this particular item for? I was just wondering if the Minister could advise us on it, Mr. Chairman?

Hon. Mr. McKinnon: Mr. Chairman, the scales at Whitehorse, Watson Lake and Haines Junction are to be converted to the metric system in line with the Government of Canada's planned program for 1978. The three stations will cost \$1,000.00 each for \$3,000.00 and the biggest cost is the provision to purchase weights to be used in calibrating and checking scales by the Inspector of Weights and Measures, and I'm informed that one set of 20 weights costs \$15,000.00.

Mr. McCall: I guess my information is incorrect then, Mr. Chairman, that there was a considered expansion in this particular weigh scales at Whitehorse here in order to accommodate the large capacity volume that White Pass is doing. That is the ore concentrate.

Hon. Mr. McKinnon: Mr. Chairman, I see nothing in

the capital part of Highways and Public Works' budget for a conversion of an expansion of the Whitehorse Weigh Scale and, if such a conversion is necessary, I'd be pleased if the Honourable Member would provide me with the information.

Mr. Chairman: Two nine one six, clear?

Two nine one seven, Building Maintenance Workshop, \$40,000.00. Mr. Lengerke?

Mr. Lengerke: How big a facility will that be for \$40,000.00?

Hon. Mr. McKinnon: I don't have any actual sizes in my worksheets, Mr. Chairman. The information that I had that the Building Maintenance personnel permanently located in areas outside of Whitehorse, it is necessary to construct small shops for equipment and storage of materials for small work projects in connection with repairs to government buildings on a regional base. This will provide funds to move a GP hut from Whitehorse to Dawson City and for suitable alterations, depending on if you know what the size of the GP hut is.

Mr. Lengerke: The reason I asked the question is because the \$40,000.00 doesn't represent -- you know, you couldn't put up much of a building for that. It explains it then if they're moving another building. That's fine.

Mr. Chairman: Two nine one seven — are we clear?

Some Members: Clear.

Mr. Chairman: Vote Number 9, \$17,269,400.00. Clear?

Some Members: Agreed.

Mr. Chairman: Mr. Lang, are you prepared to introduce the Yukon Housing Corporation budget?

Hon. Mr. Lang: Mr. Chairman, I was under the opinion that we wouldn't be getting into the Yukon Housing Corporation this afternoon. I would like to have Mr. Schneider and Mr. Owens, who is Chairman of the Housing Corporation, here as witnesses. It is the Territorial Crown Corporation and I think we should start treating it as independent from government and the Chairman should be answering for the Board in relation to administration matters as they pertain to the Housing programs that are implemented in the Yukon. So I don't know what Committee's wish is, whether they want to go into the Recreation Ordinance or what other business you would like to pursue, Mr. Chairman.

Mr. Chairman: I don't think it would be very wise to get into the Recreation Ordinance at this time of the day, because I'm sure that it will last longer than the fifteen or twenty minutes we have available. Mr. Berger?

Mr. Berger: Just a question, Mr. Chairman, under this Vote, I see that the Commissioner is head of the Yukon Housing Corporation. I wonder if that's true?

Mr. Chairman: Mr. Lang?

Hon. Mr. Lang: I don't know what Committee wishes, Mr. Chairman, whether or not they want to go back to a particular vote that we've gone over or whatever.

Mr. Chairman: I think we'll call it a day if you're not prepared to go into it. It's too late in the day to start an Ordinance.

Hon. Mr. McKinnon: I understand that there are quite a few of us that want to get a committee meeting going as quickly as possible and I'd sure appreciate it if we could get into that as quickly as possible. I would appreciate it if we could ask Mr. Speaker to resume the Chair, Mr. Chairman.

Mr. Chairman: Mr. McCall?

Mr. McCall: Yes, I would move that Mr. Speaker now resume the Chair.

Mr. Fleming: I second that.

Mr. Chairman: It has been moved by Mr. McCall, seconded by Mr. Fleming, that Mr. Speaker do now resume the Chair. Are you ready for the question?

Some Members: Question.

Mr. Chairman: Are you agreed?

Some Members: Agreed.

Mr. Chairman: The motion is carried.

(Motion carried)

(Mr. Speaker resumes the Chair)

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

Mr. Hibberd: Mr. Speaker, the Committee of the Whole considered Bill Number 2, First Appropriation Ordinance 1977-78 and directs me to report progress on same.

Committee has also considered Resolution Number 11 respecting legalized gambling and directed me to report the same with amendments.

The Committee have also asked leave to sit again.

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

Some Members: Agreed.

Mr. Speaker: Leave is so granted. May I have your further pleasure? The Honourable Member from Whitehorse Riverdale?

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

Ms. Millard: I second that.

Mr. Speaker: It has been moved by the Honourable Member from Whitehorse Riverdale and seconded by the Honourable Member from Ogilvie that we do now call it 5 o'clock. 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: This House now stands adjourned until 10 a.m. Monday next.

(Adjourned)

LEGISLATIVE RETURN
1977 (First Session)

Mr. Speaker
Members of the Assembly

On March 9, 1977 the Assembly requested the Administration to look into the following areas of concern:

1. Encouragement by the YTC of involvement by non-profit organizations in the field of seniors' housing;
2. Discussions with the Yukon Housing Corporation concerning take-over by them of present Welfare Branch seniors' housing;
3. Expansion of seniors' housing programs to the smaller communities through the co-operation of the Welfare Branch, Yukon Housing Corporation, non-profit organizations, Indian Affairs, native organizations and all other interested parties;
4. Programs within and without government housing which will promote and ensure the independence of our seniors.

The answers to the above questions are as follows:

1. In the last year contacts have been made with Y.O.P. and the Lions regarding the needs of senior citizens. A representative of New Horizons has visited Yukon twice in the past six months and the New Horizons programs in Whitehorse have provided basic information on needs of senior citizens. As a result of the information gathered from these contacts, it is the commitment of my department that no action be taken at this time to involve non-profit organizations in the field of seniors' housing until the department has the opportunity to complete an intensive senior citizen visiting program to determine housing and other needs that senior citizens may have. This survey was in fact initiated by the staff of my department prior to the motion presented to this House to which I am responding. It is important that our planning for senior citizens, particularly in the areas of housing and in services in their own home, should be based on the needs as perceived by senior citizens themselves rather than the needs as perceived by individuals who will not be recipients of the program. It is my department's belief that serious errors can be made by planning on an ad hoc basis and it is particularly important in the Yukon to plan for seniors' needs after conducting a careful survey. The information before me at present is that this survey should be completed within the next three to four months.
2. I should make it clear that the Welfare Branch is not responsible for the operation of senior citizens' housing, with the exception of the operation of the two Lodges, namely Maculay Lodge and McDonald Lodge. You will note that in the spring of last year discussions took place which concluded with the transfer of Alexander Street Senior Citizens' Home to the auspices of Yukon Housing Corporation. Upon completion of the survey regarding senior citizens' needs, it is the intention of my department to pursue discussions with Yukon Housing Corporation regarding the possible take-over of McDonald Lodge. In view of this, I personally have held discussions with a representative from C.M.H.C., Prince George, in the last few months. Once more I shall emphasize that we do not wish to rush into any arrangement with Yukon Housing Corporation before completion of the survey. It is possible that the results of the survey will lead us to the conclusion that McDonald Lodge would better serve the community as a multi-purpose facility to meet the needs of senior citizens and others rather than as a straightforward residential situation.
3. Again I would repeat that it is the intention of my department to become involved in the co-ordination of services to senior citizens, particularly in the smaller communities and this will of course involve other departments such as Yukon Housing Corporation, non-profit organizations, Indian Affairs, native organizations and any others interested. Some of this co-ordination will in fact be taking place during the survey but the detailed planning in regard to seniors' housing programs and other services will come about as a result of information gathered by the survey.
4. It is the philosophy of my department to ensure that future programs and existing programs will be planned and adapted within and without government housing and in other program areas to promote and ensure the independence of our seniors. However, I will reiterate that my department believes that these programs should be developed by the involvement of seniors in the planning and should be geared to meet the needs of seniors as seen by seniors and not as perceived by others.

In summary, my department will produce by the end of the summer a report on the needs of all old people as perceived by senior citizens themselves and together with this report will present to me program ideas and suggestions, some of which can be initiated immediately and some which may take more careful planning.

March 23, 1977

J. Whyard