



# The Yukon Legislative Assembly

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Number 41

4th Session

25th Legislature

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## **HANSARD**

Thursday, November 22, 1984 — 1:30 p.m.

Speaker: The Honourable Donald Taylor

# Yukon Legislative Assembly

SPEAKER -- Honourable Donald Taylor, MLA, Watson Lake

DEPUTY SPEAKER -- Bill Brewster, MLA, Kluane

## CABINET MINISTERS

NAME	CONSTITUENCY	PORTFOLIO
Hon. Chris Pearson	Whitehorse Riverdale North	Government Leader -- responsible for Executive Council Office; Public Service Commission; and, Finance.
Hon. Dan Lang	Whitehorse Porter Creek East	Minister responsible for Community and Transportation Services; Education; and, Government Services.
Hon. Howard Tracey	Tatchun	Minister responsible for Economic Development and Tourism; and, Renewable Resources.
Hon. Andy Philipsen	Whitehorse Porter Creek West	Minister responsible for Justice; and, Health and Human Resources.

## GOVERNMENT MEMBERS

### (Progressive Conservative)

Clarke Ashley	Klondike
Bill Brewster	Kluane
Al Falle	Hootalinqua
Bea Firth	Whitehorse Riverdale South
Kathie Nukon	Old Crow

## OPPOSITION MEMBERS

### (New Democratic Party)

Tony Penikett	Whitehorse West Leader of the Official Opposition
Maurice Byblow	Faro
Margaret Joe	Whitehorse North Centre
Roger Kimmerly	Whitehorse South Centre
Piers McDonald	Mayo
Dave Porter	Campbell

### (Independent)

Don Taylor	Watson Lake
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Clerk of the Assembly  
 Clerk Assistant (Legislative)  
 Clerk Assistant (Administrative)  
 Sergeant-at-Arms  
 Deputy Sergeant-at-Arms  
 Hansard Administrator

Patrick L. Michael  
 Missy Follwell  
 Jane Steele  
 G.I. Cameron  
 Frank Ursich  
 Dave Robertson

**Whitehorse, Yukon****Thursday, November 22, 1984 - 1:30 p.m.**

**Mr. Speaker:** I will now call the House to order. We will proceed with prayers.

*Prayers*

**DAILY ROUTINE**

**Mr. Speaker:** We will proceed with daily routine. Are there any documents for tabling?

Reports of committees?

Petitions?

Introduction of bills?

**INTRODUCTION OF BILLS****Bill No. 44: First Reading**

**Hon. Mr. Lang:** I move that Bill No. 44, entitled *An Act to Amend the Electrical Protection Act*, be now introduced and read a first time.

**Mr. Speaker:** It has been moved by the hon. Minister of Education that a bill, entitled *An Act to Amend the Electrical Protection Act*, be now introduced and read a first time.

*Motion agreed to*

**Bill No. 45: First Reading**

**Hon. Mr. Tracey:** I move that Bill No. 45, entitled *An Act to Amend the Pioneer Utility Grant Act*, be now introduced and read a first time.

**Mr. Speaker:** It has now been moved by the hon. Minister of Economic Development that a bill, entitled *An Act to Amend the Pioneer Utility Grant Act*, be now introduced and read a first time.

*Motion agreed to*

**Bill No. 46: First Reading**

**Hon. Mr. Tracey:** I move that Bill No. 46, *An Act to Amend the Health Care Insurance Plan Act*, be now introduced and read a first time.

**Mr. Speaker:** It has been moved by the hon. Minister of Economic Development that a bill, entitled *An Act to Amend the Health Care Insurance Plan Act*, be now introduced and read a first time.

*Motion agreed to*

**Mr. Speaker:** Notices of motions for the production of papers? Notices of motion?

Statements by ministers?

This then brings us to the Question Period.

**QUESTION PERIOD****Question re: Whitehorse Ski Chalet**

**Mr. Penikett:** I have a question for the minister responsible for recreation. As all members are aware, the Whitehorse Ski Chalet has been having financial trouble for some time, and is in imminent danger of closing. Given the amount of public money spent in building the chalet, is this government taking any particular steps to protect that investment by keeping the Ski Chalet open, as say, a convention centre, or to encourage winter tourism, or any other arrangement?

**Hon. Mr. Tracey:** The Ski Chalet falls under the Department of Tourism in this respect. We have met with the Ski Chalet Association on more than one occasion. It is one of the more important things in Whitehorse that we are concerned about in this department. It was at our instigation, actually, that the suggestion went to the City Council to put the new curling rink together with the Ski Chalet, to make it a viable operation.

<sup>11</sup> It is my intention to meet with the Minister of Municipal Affairs and the city to talk further about what we could do in regards to the Ski Chalet and the possibility of putting the curling rink there.

There are some other proposals that have been made, not only to us but to the Ski Chalet Association and we are quite prepared to sit down with the Ski Chalet Association at any time and try to resolve the situation. The one thing that we do not want to see is the Ski Chalet closed.

**Mr. Penikett:** I thank the minister for his answer. I would hope that, at some time, he would consider including the MLA for the riding in some of those meetings and discussions, if they are not confidential.

What discussions has the government had with interested parties including the bodies that he just identified, to consider ways of retiring the Ski Chalet's debt without which, I understand, the facility could be practically self-sustaining?

**Hon. Mr. Tracey:** There has been no consideration given to retiring the Ski Chalet's debt. The Ski Chalet took on the operation of that building and the building was built under a contract. They have tried their best to live up to that contract but, unfortunately, it has been very hard for them. It has put them in a uneconomical situation. That facility is still owned by the taxpayers. There is a great deal of money against it, and to hand that volume of money over to one organization for a few people to control is something the government has to take a long hard look at before that type of situation arises.

<sup>12</sup> **Mr. Penikett:** The minister did not respond to my request for an invitation to participate in the discussions. What steps has the government taken, or is it actively considering at this moment, in the event of a closure or the sale of facilities, to protect the extensive network of trails built with a great deal of volunteer labour and contribution of materials? Is it considering the possibility of making a park of the area containing those trails?

**Hon. Mr. Tracey:** We want the trails to be maintained there regardless of what happens with the building. You may recall that approximately a year, or a year and one-half ago, we were looking at taking the facility back and putting it out to private tender. One of the problems with the Ski Chalet Association was that they thought they were losing control of their trails. It certainly is not our intention to dispose of the trails because they are very well-used. We have to reach some resolution of what will happen with the Ski Chalet and with the situation there. It cannot continue on the way it is. They cannot meet their debt, and they are now advertizing for private participation, which, in itself, may cause some problems because of the contract that we have with them. We will do whatever we can to resolve the situation. There was one proposal put forward that was pretty quickly shot down by the city, however that issue is not dead, either.

<sup>13</sup> We are still intending to meet with the city in that regard.

**Question re: Education policy**

**Mr. Byblow:** I have a couple of important questions, however, somewhat general, to the Minister of Education. Since his appointment to the portfolio, can we anticipate any major changes in policy or direction of Yukon's educational system?

**Hon. Mr. Lang:** If there are any major changes, I will ensure that the member opposite is made aware of them. To make major changes, there would have to be discussions with school committees, as well as with the administration. Overall, my assessment of the school system is that it is working fairly well. Perhaps there are some areas of concern, but they are not major concerns as far as the general public is concerned.

**Mr. Byblow:** Extending in some measure from yesterday's debate, does the minister support a policy of establishing baseline services to rural schools — baseline services below which no school or community will go in its opportunity for educational services?

**Mr. Speaker:** Is the question asking an opinion of the minister, or did the Chair hear that correctly?

**Mr. Byblow:** My question, if it did not, ought to have asked the minister if his department had a policy on baseline services.

**Hon. Mr. Lang:** It depends how you determine baseline services. I am very pleased to be part of a government which, over the past ten years, has made a priority of the education system and, in particular, the rural schools. If one takes a look at even the budget that is before you, that will be debated either later today or

tomorrow, there is a considerable amount of dollars going towards the continual upkeep of the rural schools, with further expansions in the industrial arts, home economics areas as far as the rural schools are concerned.

Also, in the past number of years, we have had a policy of expanding the grade levels in the rural schools, which gives credit to this government. We acted upon the rural school study which was done a number of years ago, we acted upon it. Once again, I know the member will not want to hear this, I do not think we have much to apologize for from this side of the House. I think there should be a lot of bouquets thrown this way.

**Mr. Byblow:** If the minister wants flowers, I can arrange them. The minister earlier drew reference to the need for discussion between his department and school committees. What steps is the minister planning to take to encourage and increase the level of communication between his administration and parents?

**Hon. Mr. Lang:** We have just gone through the school committee elections. I will be meeting with the members of the school committees tomorrow afternoon. Further to that, over the past year, the education council was created. That is another forum as far as parental involvement is concerned. This government is taking every step to provide the opportunities for parents to become involved. If one takes a look at the school committees throughout the territory, almost every school has one and, subsequently, I think there is a great deal of parental involvement.

**Question re: Public service staff relations**

**Mr. Kimmerly:** There appears to be some turmoil in the public service with the contracting out, layoffs, job evaluations, and reorganization all at the same time. For the record, could the government leader explain the relationship between the recent reorganization, the current job evaluation, and the ongoing task force?

**Hon. Mr. Pearson:** There is no relationship whatever between the reorganization and the job evaluation. They were two different things. It is regrettable; I am sorry that we did not foresee this happening. The reorganization was started and we were hopeful it would have been completed six or eight months prior to the actual physical start of the job evaluation. What happened is that we got caught a little bit in a box, in that the reorganization took longer than we anticipated and the evaluation project started a little sooner than we anticipated, and they overlapped. It is regrettable that they did. I hope that there is no more consternation in the public service, because we have attempted to allay any misgrounded fears. There was no need for fear because there really was no correlation of the two at all.

**Mr. Kimmerly:** Given the delay of the job evaluation process as just explained, what is the reason for embarking on a major reorganization prior to the completion of the job evaluation process?

**Hon. Mr. Pearson:** Well, I must straighten out the member opposite. There has not been a delay in the job evaluation. What has taken more time than we anticipated was the reorganization. The job evaluation is going ahead: it started a little sooner than we thought and it is going ahead right on schedule. There is no correlation, nor is there any connection between the two. Both of them had to be done. They are two different and completely unrelated studies that had to be done by this government. One does not rely on the other, nor does it have anything to do with the other. We chose to do the reorganization first simply because that does affect job evaluations in the final analysis because jobs do change with reorganization.

**Mr. Kimmerly:** According to published reports in the local media, the concurrent task force reorganization and job evaluation is having a negative effect on the latter project. Can the government say how serious the damage is to the job evaluation project as a result of the timing of the reorganization?

**Hon. Mr. Pearson:** As I say, it was regrettable that the two ran into each other; however, I do not believe that there has been any kind of a negative effect. I have just finished reading a newsletter that has been put out by the job evaluation study people, saying that it has been going along very, very well and that they have completed phase two of the work now, and they are prepared to

now go into phase three, right on schedule. As I said before, it seems to be going very well.

**Question re: Ye Sa To bids on government contracts**

**Mrs. Joe:** I have a question for the minister responsible for government services and consumer and corporate affairs. Has the Government of Yukon threatened to refuse to accept Ye Sa To publication bids on government contracts?

**Hon. Mr. Tracey:** It is actually under the Minister of Justice and Consumer and Corporate Affairs, and I think the member should wait until he comes back. I do not have the information on his behalf.

**Question re: Fall cabinet tour**

**Mr. McDonald:** I have questions for the government leader. Some people have told me that the Cabinet failed to tour the territory this past fall and come face to face with community residents. Can the government leader state why the Cabinet tour failed to materialize?

**Hon. Mr. Pearson:** We had a Cabinet tour organized and we were prepared to leave on such a tour when the then prime minister of Canada decided to call a federal election. I just knew that the members opposite would not let me get away with having a Cabinet tour of the territory during that federal election. If there is anybody in the communities who are upset with us for not getting there, they can blame it all on the opposition.

**Mr. McDonald:** We were all anticipating a Cabinet tour in September, October or November. Given that the cabinet tour did not take place this past fall, when will the Cabinet next tour the territory as a Cabinet, and will they be taking the opportunity to re-announce the capital funding announced in the capital estimates currently being debated?

**Hon. Mr. Pearson:** I can truthfully say that, at the present time, there is not a Cabinet tour planned. I do not know when the Cabinet will get around the territory again, because it is very difficult, at this particular time of year, for us to get away. We are all very, very busy and it is necessary that a fair amount of time be devoted to the Cabinet tours. I am hopeful that I am going to be able to get around the territory fairly soon and fairly quickly. I am confident that each of the ministers will also be getting out to the communities as often as they possibly can. In respect to when there may be a Cabinet tour again, I cannot say anything at the present time.

**Mr. McDonald:** I look forward to meeting some of the ministers in Elsa as soon as possible.

Is the Cabinet planning to hold evening meetings in both Mayo and Elsa when they do hold a Cabinet tour for the purposes of public meetings?

**Mr. Speaker:** Order please. I do think that the question has been answered. Clearly, the answer was that there is no tour planned. I believe that should answer the question, does it not?

**Mr. McDonald:** Mr. Speaker, with all due respect, I was asking the government leader, the next time that they do hold public meetings in our district, whether or not they were going to hold evening meetings in Elsa as this is of some critical importance to those people.

**Hon. Mr. Pearson:** It sounds like a representation to me and I will take it as such.

**Question re: Bed and breakfast zoning bylaws**

**Mr. Penikett:** That was very jolly good of the government leader.

I have another question for the Minister of Tourism since he was so garrulous today on my earlier question. Recently the City of Whitehorse has been considering a proposed bed and breakfast clause for the zoning bylaw. I was wondering if the minister has been apprised of this development, and has his department considered ways and means of accommodating such facilities within the programs and activities of the branch?

**Hon. Mr. Tracey:** We have been apprised of it. Certainly anyone who reads the newspapers would know about it. The department has been looking at it. They have not made any

recommendation to me, as of this time, about what we should be doing or whether we should be doing anything about it.

**Mr. Penikett:** On this policy question, has the minister, as yet, had an opportunity to make a determination as to whether breakfast establishments will be eligible for the full range of financial assistance programs emanating from his department?

**Hon. Mr. Tracey:** There may be a problem with bed and breakfast establishments. As I said, until my department makes recommendations to me, I am not prepared to answer specific questions on it.

#### Question re: Textbooks in Yukon schools

**Mr. Byblow:** My question is to the Minister of Education again. Does this minister know, or can he advise, if there have been any policy changes that have taken place recently with regard to the issuance of textbooks in Yukon schools?

**Hon. Mr. Lang:** I understood there were some problems at the beginning of the year, but it is my understanding that they have been resolved in a number of rural schools.

**Mr. Byblow:** Then I must ask the minister why the problem took place. I have received a number of complaints with respect to orders that were placed for books last spring. They either did not materialize, or were changed substantially, or arrived very late. Why was that happening?

**Hon. Mr. Lang:** The member opposite is making some assumptions. My information is that 95 percent of the textbooks ordered by the department for the Yukon schools arrived before school began. The remainder are back-ordered because a number of them had not been printed. The problems are more of a communication and staff problem, where we had some staff turnover, and changes in teaching assignments, and subsequently there were some mix-ups between the administration and the schools in question. I just want to say that I understand the problems have been resolved. It was not a question of whether or not textbooks were available.

**Mr. Byblow:** I am not sure that my information agrees with that of the minister, however, I will pursue that when I have more information available. Part of the problem, as I understand, appears to be from what is known as a scale of issue formula that the Yukon schools use, which permits —

**Mr. Speaker:** Order, please. The hon. member is now making a statement which is contrary to the rules of the Question Period. One simple preamble to a question should be sufficient. I am wondering if the hon. member would now state his question.

**Mr. Byblow:** Given that one of the problems with regard to textbooks in Yukon schools seems to be the formula that is used by which the numbers of textbooks are determined, will the minister consider revising that formula in order that textbooks are more readily available and more realistically conformed to the needs of the classroom?

#### Speaker's Ruling

**Mr. Speaker:** Order, please. I must rule that question out of order as a representation, and not a question in fact.

#### Question re: Public service job evaluation program

**Mrs. Joe:** I have a question for the government leader. I understand that Yukon Public Service is in the process of conducting a job evaluation program that may provide a basis for implementation of equal pay for work of equal value. Is that being done?

**Hon. Mr. Pearson:** It is a fact that the job evaluation study that is being done does classify in different classes of jobs that are judged to be of an equal value to this government in a far reaching-type of way, that, in fact, may be the fact.

#### Question re: Fair wage schedule

**Mr. McDonald:** I have a question respecting the public construction projects we anticipate will go ahead in the territory next year. What measures has the government undertaken to ensure that the prevailing Yukon wages are paid on projects occurring within his jurisdiction?

**Hon. Mr. Tracey:** On behalf of the minister responsible for labour, I can only state that they are reviewing, at this time, the committee that set up the Employment Standards Committee. One of the things that they are charged with reviewing is the fair wage schedule. Until some report comes from that committee in that regard, there is very little that any one of us can do.

**Mr. McDonald:** Has the government made recommendations to the new Yukon employment standards board on the creation of a fair wage schedule, at least equivalent to the federal fair wage schedule and reflecting current Yukon conditions?

**Hon. Mr. Tracey:** I think that the member recognizes that the minister responsible for labour is not here, and it would be better for him to leave that type of question for the minister.

**Mr. Speaker:** We will proceed to orders of the day under government bills.

#### ORDERS OF THE DAY

##### Bill No. 41: Second Reading

**Mr. Clerk:** Second reading, Bill No. 41, standing in the name of the hon. Mr. Tracey.

**Hon. Mr. Tracey:** I move that Bill No. 41, *Yukon Tartan Act*, now be read a second time.

**Mr. Speaker:** It has been moved by the hon. Minister of Economic Development that Bill No. 41 be now read a second time.

**Hon. Mr. Tracey:** I am pleased to rise and speak in support of Bill No. 41, *Yukon Tartan Act*, now before the House. The history of the Yukon tartan is as colourful as the design itself. In 1966, Mrs. Janet Couture, then from Watson Lake and now resident of Faro, designed a "Yukon Centennial Tartan" as a special project for Canada's 1967 Centennial. Her design received the approval and endorsement of Yukon's Centennial Committee and on November 25, 1966, a resolution, moved by yourself, Mr. Speaker, and seconded by the then speaker, Mr. George Shaw, was unanimously approved by this House.

The design was registered in Canada and in March, 1967, application was made to the Lord Lyon King of Arms in Scotland to have the tartan recognized internationally. The Lyon's roar of refusal was heard throughout Yukon. Now known as the "Centennial Ephemeral Letter", the Lyon wrote: "I duly received your letter of 14th March with enclosures, and both I and my experts are exceedingly worried over the rash creating of purportedly permanent tartans, and the concept of my taking any notice whatever of a centennial or anniversary tartan is not to be expected. We do not, in this department, deal with ephemeral designs for this, that or the other anniversary.

"Once a tartan is registered here, which is not done without exacting consideration and evidence, it is intended to be the permanent and unchangeable tartan of such family, clan, or district and a thing with a name like a 'Centennial Tartan' stands condemned at once."

Yukoners are more than reluctant to accept negative decisions from outside and although the quest for international recognition was temporarily halted, the Yukon centennial tartan was commercially produced and extensively used by the centennial committee and Yukoners throughout the territory. Indeed, the 1967 tartan has survived the rigors of time and has been used continuously by groups such as the Highland dancers.

After a decade and a half, the issue of international recognition surfaced again when it was brought to our attention that Yukon Scottish dancers were suffering disqualification at international competitions because their tartan was not registered by Scottish authorities. The project of recognition was reactivated and, in April of 1983, the present Lord Lyon agreed that the ephemeral argument could no longer be applied and that registration of the Yukon tartan could now proceed. Subsequent communication with the Lyon revealed that Yukon tartan was not a tartan at all but a "check or plaid" and that modifications were required before it could be considered by the Lyon's tartan committee. With the advice of the original designer, Janet Couture, the design was altered to conform to tartan specifications and resubmitted. The tartan was considered

by the Lyon's committee and formally approved and registered in the Lyon court books on October 24, 1984.

The Yukon tartan is a unique design and I show it to all members. This is the official piece of the Yukon tartan. It is utilizing six colours to illustrate our natural splendor and resources: the dominant blue depicts Yukon's sparkling lakes and rivers and our clear sky; the wide yellow stripes represent our long summer midnight sun, while the narrower yellow bands indicate our wealth of gold; green is symbolic of forests; purple represents the majesty of the mountains; white depicts the winter snow that crowns the mountain peaks and blankets our broad alpine meadows; and red — or magenta — symbolizes Yukon's floral emblem, the fireweed, in late summer.

Many jurisdictions across Canada have adopted an official provincial tartan, including our neighbours to the east, Northwest Territories, and to the south, including BC, Alberta, and Saskatchewan. Official recognition of the Yukon tartan by this House will give it a similar status and degree of permanency previously accorded the floral emblem in 1958 and the flag in 1967.

Legislative identification and recognition of our territorial emblems is important in establishing Yukon's unique identity; an identity we can all be justifiably proud of.

I fully approve of this bill and am looking forward to the comments of other members of the House and anticipate unanimous support.

<sup>12</sup>

**Mr. Byblow:** The member for Mayo has advised that we support this bill. He feels a particular warmth at the ceremonial recognition that it contains. He reminds the House that his ancestors were evicted from Scotland in 1745, during the Highland clearances. His family has been fighting wealth and privilege ever since. This bill is most appropriate, but a small measure of gain in his family's battles.

I trust, too, that this House will be equally supportive of a bill that I may wish to introduce at some later time, to adopt an official Yukon Easter egg.

At this time, I would congratulate my constituent, Mrs. Janet Couture, of Faro, for her work as the originator of the tartan.

As the minister has stated, the tartan was first developed in 1966 in your riding, Mr. Speaker. It has taken the ensuing 17 years to finalize the complex adoption procedures that the minister outlined, and that has climaxed in the bill today.

We will be supporting the bill. We look forward to the minister responsible presenting us with the complimentary kilt, or tie, at the appropriate time.

*Motion agreed to*

#### **Bill No. 35: Second Reading**

**Mr. Clerk:** Second reading, Bill No. 35, standing in the name of the hon. Mr. Pearson.

**Hon. Mr. Pearson:** I move that Bill No. 35, *An Act to Amend the Legislative Assembly Act*, be now read a second time, and referred to the Standing Committee on Rules, Elections and Privileges.

**Mr. Speaker:** It has been moved by the hon. government leader that Bill No. 35 be now read a second time and be referred to the Standing Committee on Rules, Elections and Privileges.

*Motion agreed to*

#### **Bill No. 43: Second reading**

**Mr. Clerk:** Second reading, Bill No. 43, standing in the name of the hon. Mr. Pearson.

**Hon. Mr. Pearson:** I move that Bill No. 43, entitled *Fourth Appropriation Act, 1984-85*, be now read a second time.

**Mr. Speaker:** It has been moved by the hon. government leader that Bill No. 43 be now read a second time.

**Hon. Mr. Pearson:** These are some of the supplementary estimates for the fiscal year 1984-85. The total funds being requested are \$6,505,000 net of loan capital. On the O&M side, I should explain to the House, that we are covering both O&M and capital supplementaries in this bill. On the O&M side, the request is for \$2,591,000. Of that amount, \$2,260,000 represents the five

percent salary increase for all employees of this government, except the teachers.

<sup>13</sup> The teachers' salary increase is not included in here, primarily because they are still under negotiation at this time. We can anticipate having their salary increase reflected in supplementary estimates in the Spring. The remainder of the money, there is one program affected with respect to the supplementary estimates and that is for the French Cadre Program, which is totally recoverable from the federal government. There are several internal transfers reflected in the supplementary estimates, most of them are of fairly nominal amounts. The total amount of money is for the five percent increase and the French Cadre Program.

On the capital side of the supplementary estimates, we are looking for \$6,067,000. There are major capital items in the Departments of Community and Transporations Services; Economic Development and Tourism; Advanced Education and Manpower; Government Services and, finally, Justice. As we go through the supplementary estimates, I anticipate that the ministers will be able to respond to the questions that members opposite may have in respect to these appropriations.

Finally, these supplementary estimates reflect a reduction of \$2,153,000 in our borrowing authority. The main estimates include a provision to borrow for land development, but now we have found that these funds are just not required. The remaining authority is for loans to municipalities in the amount of \$1,100,000. As I said, I anticipate that there will be questions and we should go through the supplementary estimates item by item in Committee of the Whole. We will be most pleased to amplify, particularly on capital items, at that time.

**Mr. Penikett:** The scheduling of this legislation has not permitted the careful consideration to which it no doubt deserves; however, we have no hesitation in favouring the submission of this to the Committee of the Whole where, no one doubts, it will receive loving attention to detail for which this Committee of the Whole is justly famous.

*Motion agreed to*

**Hon. Mr. Lang:** I move that Mr. Speaker do now leave the Chair and that the House resolve into the Committee of the Whole.

**Mr. Speaker:** It has been moved by the hon. Minister of Education that Mr. Speaker do now leave the Chair and that the House resolve into Committee of the Whole.

*Motion agreed to*

*Mr. Speaker leaves the Chair*

#### **COMMITTEE OF THE WHOLE**

<sup>14</sup> **Mr. Chairman:** I now call the Committee of the Whole to order. We will now recess until 2:30 and when we return we will go on to the *First Appropriation Act, 1985-86*.

*Recess*

<sup>15</sup> **Mr. Chairman:** I will call Committee of the Whole to order. We will go to page 11, vote 7.

#### **First Appropriation Act, 1985-86 — continued**

*On Robinson Roadhouse*

**Mr. McDonald:** I believe we left off with Herschel Island, and we did not get a statement from the minister as to the reasons for this particular expenditure. I wonder if the minister could tell us what stage of the renovations that this \$25,000 represents, and what total costs we anticipate the entire renovations to be?

**Hon. Mr. Tracey:** I think that, contrary to what the member says, we have already cleared Herschel Island.

**Mr. Chairman:** Herschel Island. You are talking about \$25,000.

**Mr. McDonald:** Yes. I thought I said that we had cleared Herschel Island, but I was asking about a statement on Robinson Roadhouse?

**Hon. Mr. Tracey:** The \$25,000 for Robinson Roadhouse is just to stabilize it. It is to keep it from falling down. That is basically what has happened. We have already tied some of the buildings together, covered some of the windows and doors, and fixed some roof leaks. All this is doing is stabilizing it so that we can have it there for future restoration.

**Mr. McDonald:** Since we have not, as yet, done a study as to the entire costs, this is sort of a stop-gap measure?

**Hon. Mr. Tracey:** That is right.

*Robinson Roadhouse in the amount of \$25,000 agreed to  
On Canyon Creek Bridge*

*Canyon Creek Bridge in the amount of \$10,000 agreed to  
On Museum Grants*

**Mr. McDonald:** Could the minister just tell us which museums that these grants are being directed at. Are they the six museums around the territory that this government funds? Is the money spread out equally among the museums, or how is it broken down?

**Hon. Mr. Tracey:** I cannot give you the breakdown. In most cases it would be Dawson and Whitehorse that receive the majority of the money, but it is scattered out to the museums throughout the territory. It depends on what the requests are, as well, as to what their funding level is. This is an ongoing program that we have had for many years for museums.

*Museum Grants in the amount of \$45,000 agreed to  
On Conservation Projects - Museums*

**Mr. McDonald:** May I have just a short explanation, if possible?

**Hon. Mr. Tracey:** This is to provide specialized funds for local museums to purchase conservation and artifact security equipment, for example, and do environmental monitoring, and fumigation chambers, and things such as that. It is just a small portion for the benefit of the museums.

**Mr. McDonald:** Has there been any funding directed towards the renovation of the Keno Museum roof? I understand that there has been, over the last two years, a request that renovations be made on the roof of that particular museum. I believe the Museum Society was given some indication from the department that funding would be available for some renovational work.

<sup>18</sup> I wonder if the minister is aware of any commitment and if he could elaborate.

**Hon. Mr. Tracey:** I am aware of the request from the Keno museum. It is not in this budget. I believe, and I may be wrong, that I did approve some money for the Keno Museum under the tourism incentive program.

**Mr. McDonald:** Is the minister aware of what the funding for the Keno Museum under that program was directed for?

**Hon. Mr. Tracey:** I believe it was for the roof. I may be wrong and I hope everyone does not get their hopes up, but I believe that I did approve money under that program for the restoration they needed done on the building.

*Conservation Projects — Museums in the amount of \$25,000  
agreed to*

*On Point-of-Interest Signs*

**Mr. McDonald:** I understand, from what the minister said in his initial remarks in this debate, that there are a number of initiatives being taken around the territory to provide point-of-interest signs at various locations. I also mentioned at the time that the Silver Trail Tourism Association was looking forward to rather large upgrading of this kind of point-of-interest signing in the Stewart/Mayo/Elsa/Keno district. Is there any indication as to whether or not we can expect any major upgrading of point-of-interest-signs in that location?

**Hon. Mr. Tracey:** I do not have the list of exactly where the signs are going, but certainly I would think that there are one or two in the area. I do not know whether or not there will be that many actually on the Mayo Road or between Mayo and Elsa. These signs are not cheap. We have produced them in the Renewable Resources Department but we also provide pull-outs and all of the rest of the ancillary work along with the signs is costly. This is only for ten new point-of-interest signs and the repairing of 17 other signs. If there is not one or two for that area this year, there certainly will be next year because this is an ongoing program. We intend to put

more and more point-of-interest signs up to try to keep the tourists around for a little longer.

*Point-of-Interest Signs in the amount of \$60,000 agreed to  
On Tourism Small Business Incentives*

**Mr. McDonald:** I assume that the money voted in this line item has different guidelines, of course, than money expended in the loan assistance program and any money that might be assigned in the small business loan program, once the funding comes through from the federal government. The minister mentioned at one point that he is not looking to provide grants to businesses to upgrade facilities, but could consider providing grants for things like feasibility studies to societies and nonprofit organizations which are interested in tourism development.

<sup>17</sup> We did receive a press release which did give a list of grants that were issued by the department which included things like facade rehabilitation. Are there any plans to provide grant funding of any sort for programs such as facade rehabilitation or anything else that would be directed toward small business, specifically?

**Hon. Mr. Tracey:** As the member quite rightly stated, the facade program was under this line item and it was possible that the facade program could continue. That is the type of project that I do not have that much problem giving grants for, especially when it is to some of the private people who are spending a great deal more than we are giving them on the facade. We are only giving them some basic help. That is what it is for and it is for opportunity identification. If some business sees an opportunity for a tourism attraction or business in the territory, it could provide money for them to do some basic research to see if it was a viable project. Basically, most of the money that will be made available to the tourism industry, under my guidance as a minister, will be a loan program.

**Mr. McDonald:** The opposition leader gave that answer a five, presumably out of nine or 10.

The minister mentioned that the Small Business Incentives Program might include some market research for individual businesses which may be interested in getting into some sort of tourism-related business.

My next question relates to downtown core rehabilitation in Whitehorse. Is there any plan or program to specifically target the downtown of Whitehorse as a place that ought to receive funding to beautify the community, to make it more attractive, to clean it up? Have there been any negotiations with the City of Whitehorse to cost-share a downtown beautification project?

**Hon. Mr. Tracey:** I suggest that that kind of a question be routed to the Minister of Municipal Affairs. That type of money is made available under his ministry.

**Mr. McDonald:** So, there is specifically no project under the Department of Tourism that would target the downtown of the City of Whitehorse in a beautification project?

**Hon. Mr. Tracey:** No. If the Downtown Business Association of the city for example, wanted to bring that type of project into being, they would contact the Minister of Municipal and Community Affairs who would then work together with us to put some project in place, but the funding would come through municipal affairs.

<sup>18</sup> **Mr. McDonald:** The minister mentioned on a number of occasions that he is interested in targeting most of the money towards small business in terms of low-interest loans. At the Northern Resources Conference, a spokesman for the tourism industry mentioned that they would be quite amenable to receiving no-interest loans in certain areas. Has the government considered targeting any funds for no-interest loans for any reason?

**Hon. Mr. Tracey:** I would certainly like to target to myself — it would be great. A no-interest loan is a level of help to the industry that we have not been able to reach yet. I am certainly sure that the low-interest loan money makes it viable for businesses to borrow the money and get into business. Perhaps as time goes by and we get more money available for programs, we may be able to come up with even a lower interest rate. I know what the member is saying, and I have often said it myself, but I do not think we have the capability at this time to give out no-interest loans.

**Mr. McDonald:** I assume that our experience with the grant

funding proves that the funding allocated for grants was over-subscribed. What experience do we have with the low-interest funding? Is that equally over-subscribed?

**Hon. Mr. Tracey:** As I said when this line item was dealt with before under the loan assistance program, yes, there has been a great deal of interest in it and there has been a lot of applications. We had numerous applications even before the program was in place.

*Tourism Small Business Incentives in the amount of \$300,000 agreed to*

*On Marketing and Special Events*

**Mr. McDonald:** Now, obviously the government is responding to some requests from some location in the community. We did not have this particular item last year. Has the government targeted or identified some special events as worthy of this kind of funding, or does this meet some sort of general demand?

**Hon. Mr. Tracey:** This is to meet general demand. I can give you an example. We gave money to the World Goldpanning Championship. We are now looking at some limited support for Yukon Quest. That type — usually non-profit organizations or community groups — are trying to put something on in the territory that will be of great benefit, ultimately, to the territory and help in the tourism industry.

*Marketing and Special Events in the amount of \$75,000 agreed to  
On Furnishings — Visitor Reception Centres*

*Furnishings — Visitor Reception Centres in the amount of \$10,000 agreed to*

*On Travel Film Prints*

*Travel Film Prints in the amount of \$25,000 agreed to  
On Yukon Pavilion - Expo '86*

**Mr. McDonald:** I am sure that there may be other members on this side of the House who will have questions on this. I have a couple of questions. First of all, is there a mock-up model of the Yukon Pavilion?

**Hon. Mr. Tracey:** Yes, there is, and I had the model in my room, and I had a press conference and pictures were taken of it. I understand that it is around here somewhere. I thought perhaps it was out in the foyer but, if it is not, we will soon make it available for the public to see.

**Mr. McDonald:** I assume that the minister's room was not a hotel room. The funding is fairly exact. It is \$2,000,000 even. Is this a reflection of very careful budgeting, or is this a very general understanding of what the Pavilion may cost? Is this the entire cost for the 1985-86 year, or do anticipate a good deal more, or what is the arrangement?

**Hon. Mr. Tracey:** If the members across the floor look in the supplementaries, they will see \$338,000 in there, that went to preparatory work for the Pavilion. This money here is for construction. The actual construction cost of the building is \$2.1 million. We have yet to budget the O&M for operating the building during the transport exposition.

**Mr. McDonald:** There have been some questions put to me about the expenditure, in regards to provisions of local, Yukon input, whether it be through material, whether it be through labour, whether it be through business contracts, towards this Pavilion. As much as I sympathize with the building trades and their plight in BC, we have problems, obviously, in Yukon as well. Did the government attempt to tailor, or is the government planning to attempt to tailor contracts for this Pavilion in a way so that the local contractors will have an opportunity to bid competitively, and perhaps get a chance to take part in this \$2 million-plus expenditure?

**Hon. Mr. Tracey:** We have contacted with Howard/Yano and Associates. They have calculated the cost of construction of the building, and we have tendered for a turn-key operation. We pay them, and they supply us with the building, and we are ready to move into it. Part of that agreement is that they will be supplying the labour to run the organization. The building contract will be let out by them in Vancouver, and Yukoners can participate in it. In this case we did not approve the 10 percent, because of the fact that it is outside of the territory. It is 1,500 miles away, and we felt that anyone who could compete in Vancouver, could compete on an

equitable basis down there, and that it really would not be beneficial for us to have the 10 percent edge. Most of the shows and the material that is in it will be, as much as possible, developed in the Yukon, by Yukoners.

**Mr. Byblow:** What is the intention of government to tender out the various components of the construction?

**Hon. Mr. Tracey:** We are buying a turn-key operation. The contractor, Howard/Yano and Associates, is contracting all of that out. What we are getting is the finished product.

*Yukon Pavilion - Expo '86 in the amount of \$2,000,000 agreed to*

**Mr. Chairman:** Any questions on other 1984-85 items?

Any questions on recoveries?

**Mr. McDonald:** I believe that the minister was going to review the recovery for Special ARDA. Has he had an opportunity to review the reasons why we are recovering \$237,000 and what the arrangement is with the funding with the Special ARDA program?

**Hon. Mr. Tracey:** I have not got that information back. As soon as I get it, I will pass it on to the member across the floor.

*On Total Authority*

*Total Authority in the amount of \$8,239,000 agreed to*

**Department of Economic Development and Tourism in the amount of \$8,239,000 agreed to**

**On Department of Community and Transportation Services**

**Hon. Mr. Lang:** I would like to make a couple of general comments in respect to the budget before you. I would like to begin by informing the members of the developments and achievements of the departments over the past year. At the outset, as you are all aware, there has been major reorganization within the government and Community and Transportation Services now consists of the Department of Highways and Transportation, Yukon Housing Corporation, Arts, Sports and Recreation Branch, in addition to the Department of Municipal and Community Affairs which is a major consolidation of government, and I think, in the long term, will be in the best interest as far as the general public is concerned with the efficiency and costs of delivering those services.

The other area that I would just like to mention is that since January, 1984, the *Municipal Act* was proclaimed and came into force. I am very pleased to say that all the communities that were going towards municipal status have now accepted the responsibility, with Carmacks taking that responsibility on November 1, 1984. That was the last remaining community to do so.

The *Municipal Act*, as members know, also calls for the establishment of a Yukon Municipal Board and it is has been established and in the process of having hearings in the Watson Lake area.

I would like to point out to members that, in keeping with the commitments made by both sides of the House on the subject of land availability in the communities, over the past year we have developed residential and industrial subdivisions in a number of communities. Acreage residential developments occurred in Carcross, Watson Lake, Haines Junction and Whitehorse, as well as airport and commercial lots in the community of Mayo, industrial lots in Haines Junction, and approximately \$4 million was expended to meet that particular need.

Also, during the third year, priority was placed, on the rural communities, on the upgrading and servicing of local community streets and roads. Mayo, Teslin, Watson Lake, Carmacks and Haines Junction all had substantial portions of their streets subgraded in preparation for the application of BST or, as it is commonly referred to, chip seal, with Carmacks having received some chip seal this past year. It is the intention, as per the budget that is before you, to continue and complete that program in 1985-86.

I also would like to point out that there has been considerable emphasis put on the upgrading and construction of recreational facilities. In conjunction with the City of Whitehorse, we have undertaken to cost share the construction of an ice arena. As I pointed out the other day, it is not in a Conservative riding, but we have no doubt that that riding will be blue in time. We always like to think toward the future positively. The swimming pool is completed in Pelly Crossing, and the emphasis in the area of



recreational facilities continues on in the 1985-86 budget that you have before you.

There were a number of firehalls and ambulance service stations throughout Yukon that underwent retrofitting and renovations during the past year. Also, the completion of the Carcross fire and ambulance station took place. That was an issue over the past number of years and I am pleased to report to the House that it is now in the process of being resolved.

Also, the Yukon Housing Corporation undertook significant work in the communities of Dawson City, Watson Lake and Carmacks in upgrading and stabilizing their units. This is a result of representation made in this House as well as by the Association of Yukon Communities. In fact, we are a major landlord. We undertook a significant program to upgrade the housing stock that we had in the various communities and I think that it is reflected in that fact that we are not, as members, getting that many complaints as far as the housing in Yukon is concerned.

I would also like to point out, as far as the housing in Yukon is concerned, that we are continuing on with the Five-Year Historic Facade Program in Dawson City which I am sure that the member from Klondike is very pleased to see. In Whitehorse, we completed the renovation of the Alexander Street Senior Lodge. It was undertaken, and the member for Whitehorse South Centre was there at the opening and I want to say that, once again, this emphasizes this side of the House's commitment to the senior citizens of Yukon.

22 In Old Crow, equipment has been purchased and will be available this coming December to provide the community with CBC Whitehorse radio and I am sure the member for Old Crow will be very pleased to get that service.

Also in the past year, the transportation side of the department was a very high priority as far as the government was concerned with emphasis on the upgrading of the Klondike and Dempster Highways. Approximately \$10.9 million was expended in this past year with 76 kilometres of chip seal being applied to the Klondike Highway between Carcross and Dawson City.

Under construction, and scheduled for opening this Spring, is a new weigh scale station at the Cassiar junction. During the past year emphasis also was placed, through the capital budget, on the creation of employment and I did think it supplied quite a bit of employment over the past year in the various communities. The 1985-1986 capital budget that you have before you also reflects that basic principle.

Now, looking ahead to the forthcoming year, I just want to go very quickly to the recreation facilities. We have allocated \$1.4 million for the City of Whitehorse for the construction of a new curling facility. Communities outside of Whitehorse will receive substantial cost-shared year dollars for construction and renovation of recreational facilities. For Haines Junction — hooray for Haines Junction, Mr. Chairman — \$500,000 for an ice arena; Carmacks, three sheets of curling rink for \$300,000; Watson Lake and Carcross, swimming pools for a total estimated cost of \$590,000; and in Carcross, we will be doing some renovation in the curling rink which is \$50,000.

Considerable activity will be taken during the coming year as far as community infrastructure is concerned. There will be a major upgrading of the Carcross fire alarm system this coming year and there will also a fire truck for the community. It is too bad that the member from Teslin is not here this afternoon, but there will be a truck available for the community of Ross River which will hold more water than the present one. That will be transferred to that community once we have supplied the community of Carmacks with a new truck. Also a new ambulance will be purchased this year.

Chip seals, as I indicated earlier, will continue in the communities of Teslin, Haines Junction, Mayo and Carcross. We are also completing the sewage system in Haines Junction. There also will be a technical design started for a piped water and sewer system for the community of Carcross. I am sure that the MLA from Hootalinqua will be pleased to see that we are replacing the Mile 9 dump on the Carcross road.

As far as land development is concerned, we are continuing on with our commitment in the 1985-86 year. We will have further

development of country residential lots in Watson Lake, which is 19 lots. Carmacks will have six, and Dawson City will have 20 lots. Completion of the second phase of the Mary Lake country residential development is also planned.

23 Development of industrial lots in the community of Dawson City will take place. There will be 20 lots there; Haines Junction, 20 lots; and Carmacks, 12 lots. Funding has been provided for the development of small recreational subdivisions in a variety of locations throughout Yukon. Also, I am sure that the member for Elsa-Mayo, when he stands up and praises this budget, will be very pleased to see that there has been money set aside for the re-survey of properties within the community of Keno.

Also, in the area of housing, it is our intention to proceed with the construction of two senior fourplexes, for the communities of Carmacks and Teslin. Also, within the community of Dawson City, we will be continuing the facade program under the Housing Corporation.

In the highways and transportation budget, we will continue to upgrade the transportation infrastructure in Yukon. Further funding over and above what is seen in the budget is expected from the Government of Canada for the continued upgrading of the Klondike and Dempster Highways. That will be reflected in a supplementary bill, hopefully, in the Spring session.

In addition, in the budget before you, we will be spending approximately \$4.5 million to upgrade the Klondike Highway between Carmacks and Dawson City. There will be greater emphasis on reconstruction of various secondary roads in Yukon. In particular, reconstruction will occur where necessary. We will be completing the Miles Canyon Road, Duncan Creek Road in Mayo, the Hunker Creek road in Dawson. There is a major commitment in the budget towards the Annie Lake road, if a final production decision is made regarding the Mount Skukum Mine. The total road program for Yukon for 1985-86 amounts to \$7,000,000.

I hope I have not bored everyone. I wanted to give a pretty general outline as to where the dollars were directed. I will leave it to the members opposite to raise questions.

**Mr. Penikett:** I am sure the member opposite did not intend to break the rules by calling attention, or otherwise, to the presence, or otherwise, of a member in the Chamber. Just for the record, the member for Campbell is in his constituency today, attempting to provide some balance to the municipal board, which the minister has packed with Conservatives, rather than people who have some expertise on the subject, which was contrary to his commitments made in this House.

That aside, let me ask a question of the minister. I noticed the number one objective in the Department of Community and Transportation Services is to provide local self-government. Could I ask the minister if that includes Indian band self-government?

**Hon. Mr. Lang:** If that were the case, I would have to bring legislation forward. Unlike the member opposite, I do not particularly think it should be white government or Indian government. I think there should be government there for all people in the territory, and that is primarily the purpose of the *Municipal Act*. If I were to proceed in that manner, I would have to bring the necessary legislation forward to this House. I am very pleased to report to the House that, as I indicated earlier, the *Municipal Act* was passed. A number of our communities have incorporated under that act. I would like to think that native and non-native residents of those communities will be participating. They are in many of the communities today.

24 **Mr. Penikett:** I think homogenized local government was the minister's philosophy, as he stated it.

**Some hon. member:** (Inaudible)

**Mr. Penikett:** I did not catch the minister's interventions.

**Some hon. member:** (Inaudible)

**Mr. Penikett:** I thought it was one of those rare occasions when he might have said something interesting.

I would like to ask the minister some general questions about land development or would Mr. Chairman prefer that I deal with those when we get to the specific item on land development under the budget?

**Mr. Chairman:** Yes.

**Mr. Byblow:** I have a question for general debate that does not exist in a line item, but I wish to pursue it with the minister. It is on the subject of railroads.

Without giving an extensive background of the situation facing us today with regard to White Pass, what steps is this government currently taking to resolve the dilemma facing the railroad? I suppose it would be fair to say that it is not just facing the railroad; it is facing Yukon; it is facing industrial development; it is facing the whole principle of development of a transportation network. We have had indications that the railroad may shut down by the end of the year; it may begin abandonment procedures. We have the situation where this government has gone on record, as this side has, that it is preferred to see the railroad as part of our transportation network for long term economic growth, as a tool for that growth. Combined with it, we have agreed that there is a lot of merit in promoting extension of such a network to include an eventual linkage with industrial areas of Yukon, where growth has potential, to interlink with other railroads outside our Yukon jurisdiction.

Perhaps it was the government leader who indicated, to a large extent, that this was a federal responsibility. I accept and understand that. What is taking place within this government in terms of developing a position and advancing that position? It is one thing to say you support; it is another thing to put that support into some action plan.

**Hon. Mr. Lang:** I do not have much to add to the debate. Much debate has already taken place during Question Period. The member knows that the representative, who has been appointed by the Minister of Indian Affairs and Northern Development, will be here this coming week. We will be discussing these issues with him. We will be prepared to work with the Government of Canada with respect to this outstanding question, and we hope we will have something positive to report over the course of the next month. There is nothing further I can add at the present time, Mr. Chairman, as there are no dollars in here. If it is going to cost us money, it will have to be in appropriations in the Spring session, if that were the decision.

**Mr. Byblow:** I believe the former minister and I touched on this subject to some extent last year. What is the current arrangement that exists with respect to use of the Skagway Road? Now, we have it open during the summer. It is not open during winter and there was a proposal, on an experimental basis, to try that. I need an explanation of that. The government leader has provided why that position was put forth. Is there any arrangement between this government and any jurisdiction or any industry or any corporation to promote, or not promote, the use of that road? I guess I raise that with respect to the known history where certain load limits had been restricted on that road to encourage the use of the road. Does a formal agreement of some sort exist between this government and the railroad to reduce the use of the highway?

**Hon. Mr. Lang:** There is an agreement — I am going on memory — between the White Pass and Yukon Rail, the Government of Canada and this government, that if the railway is operating then the highway will not be used for truck traffic. That is why our load limits are set at the numbers that are available to you in the regulations. I believe that is still in effect: I can doublecheck but I believe that is still the case as far as load limits are concerned.

**Mr. Byblow:** Perhaps this is not the place to explore it, but did the load limits on the Canadian side correspond to those on the American side?

**Hon. Mr. Lang:** Not to my knowledge, no. I believe that I am going on memory and believe that it is 9,000 gross vehicle weight that is permitted but there is the avenue for special permit vehicles if necessary.

**Mr. Byblow:** Can the minister at this time say what position this government will be advancing to Mr. Lassande about the future of the railroad? Is this government going to be adopting a very strong position that the railroad be continued, be subsidized; is it taking very firm positions? Has it developed this?

**Hon. Mr. Lang:** I hesitate to make a firm statement here today because we have to wait to see what the representative from the federal government has to say next week. But it is our position, as

put forward by the Minister of Economic Development, and, I think, in other forums by the government leader and myself, that there is a firm commitment by the Government of Canada to not only the rail, but the extension of the rail. We believe that is the corridor and that is the mode of transportation that should be supported. If conscious political conceptual decision is taken, then it would be our position that there should be some assistance from the Government of Canada for that mode of transportation.

**Mr. Byblow:** I appreciate that answer, because it does put on record a more firm position about this government's stand with regards to the railroad. When this question was asked of the minister in Question Period, he indicated that it was not discussed to the extent of a position being developed. But, does the concept of a Crown corporation for White Pass hold much merit with this government?

**Hon. Mr. Lang:** We have some responsibilities, but the overall responsibility in that area is with the Government of Canada. Any lead role that is going to be taken will have to be taken by the Government of Canada. They are responsible for the resources within Yukon at the present time. They are the ones that, in the good times, directly reap the benefits of those resources. We are prepared to work with the Government of Canada. There are complications in talking about a Crown corporation, as far as the rail is concerned. It is an international railway, not a national railway. So that is going to be an immediate problem. It is not as simple as it appears. My own personal preference is that, if it could be kept within the domain of the private sector, it would be in everyone's best interest. I am not ruling out all options at the present time, because they are all under discussion, as far as I know, from the Government of Canada's point of view.

**Mr. Byblow:** The minister drew reference to the private sector, and certainly he knows as well as everyone else in the House, that it is the only railroad that does not receive any portion of public support, as do other railroads. The simple fact that it is in the private sector now, and not operating, has to raise a large measure of question as to the degree of public support it ought to have, if we want that particular development at all.

I think I will leave the railroad question. I now would like to ask a couple of general questions on road construction. I realize, too, that they may more properly be put when we get into highway construction. If it gets into detail, I will give up the floor. I want to ask the minister what is taking place in terms of monitoring the changed direction of road construction here in Yukon? We have moved, in the last couple of years, to the use of BST from the standard paving surface that was used to a much lesser degree in the past. The principal reason for that is cost. It is substantially less than standard pavement. However, in travelling Yukon highways, there appears to be considerable sections that break up quickly. Because of this changed surface treatment to highways, have we changed standards of preparation of the road base? Is any examination taking place about that? We are putting in more road surface than ever before. If we are still working in a planning sense that is built around the old style of road construction, we are going to be running into a bottleneck problem when we find that the new style is not lasting as long.

<sup>27</sup> Can the minister give any elaboration on how the BST is holding up and how it is fitting into the planning component where you have to rebuild your road over so many years?

**Hon. Mr. Lang:** There are some future planning provisions within the department. I do not have all that information with me. There are some problems in some sections of the road because of the road base and how it was put in initially that subsequently affected the drainage and adversely affected the chip seal. The major problem that we have in these areas is that, if we do not rid ourselves of either the frost or the water run-off, then the chip seal does break up. There are some small sections in our highway systems that have not stood up. Overall, I think that the member opposite will agree with me that the chip seal program has worked, because our road beds are in very good shape and subsequently we get the gradings that are necessary.

It is kind of interesting that you are raising the subject. I had the opportunity to speak with the MLA for Klucane one day when we

were travelling up the highway, and we both commented how nice it was compared to what it was 15 or 20 years ago. I can recall that, with the United Keno Hill trucks running, it took you eight hours to get from the Stewart Crossing cutoff to Whitehorse. If you had a United Keno Hill ore truck in front of you, it might take you 10 because of the dust. Those things have changed and they have changed dramatically in the best interest of the travelling public and also from a safety point of view.

We are going to have to repair those areas that do come to our attention. We do run into some problems with weather and the application of BST or chip seal, similar to what we experienced a year and a half ago on Mountainview Drive. It was the weather that caused it to break up the next year. We re-applied the same type of BST and chip seal and it is now in relatively good shape. A lot of it has to do with the overall inspection and how it is put down, as well. I do not see major problems. If the member has some major problems, he can bring them to my attention but the initial concern is the actual application and the weather conditions when it is put down.

**Mr. Byblow:** It is fair to say that regardless of whatever road surface you are applying, the degree to which it will stand up to heavy use or external conditions is dependent upon the preparation of the bed for that surface. I guess what my question was alluding to was whether or not, because of a different surface which is less thick, less concentrated compared to the old pavement, we have, perhaps, changed our standards on preparation of the road beds. The minister drew reference to the need for drainage and the need for certain built-in requirements that clearly contractors have to adhere to. Very specifically, I would like to ask, and I ask it because I do not know, have the road bed standards changed?

**Hon. Mr. Lang:** No, not to my knowledge. If I was to comment, I would say that we have probably become even more precise than they have in the past with our tendering procedures and the requirements of the contractor when they do renew a road surface or a road bed, as far as the transportation corridors in Yukon are concerned. We have more sophisticated equipment for the purpose of checking out the necessary compaction. That is done by the inspectors. The granular material on crushing jobs is checked through facilities, both privately and publicly-owned. There are checks and balances in the system and I do not think that it should be inferred that we have taken away from the system. It is costing a few more dollars, I would imagine, but it is enhancing what we are doing.

#### *On Planning and Engineering*

**Hon. Mr. Lang:** This is strictly an ongoing allocation of dollars for planning within the department. We have \$120,000 projected for municipal projects. For highways, we have \$160,000 projected for planning and engineering. This provides us with the ability for various engineering jobs to be done and then they can be pulled off the shelf when capital dollars are available to do those projects. It is an ongoing amount of dollars that we have been voting over the past 10 years now.

**Mr. Penikett:** I thoroughly support the idea of having capital projects on the shelf. I think it is consistent with the very best planning policies to have well advanced plans for particular public works that can be moved ahead or delayed depending on the conditions of the local economy and the availability of public funds.

I would like to know if, as yet, the planning for those projects has taken into account the recommendations from the Public Accounts Committee accepted by this House in respect to capital project management? Let me be more precise. When the federal Treasury Board and the auditor general analyzed this program, it was a major capital project at the national level. It is a very large one. One of the most frequent problems, they discovered, was that they had what they called an inadequate needs analysis before they even went to the pre-design stage.

Let me give a hypothetical example. A minister might be advised in this government that someone in the Highways Department might need a new garage. The superintendent might say that. The minister might issue the instruction to get a garage. They say, "Well, we can get some sort of standard one for this kind of cost. But they

have some special requirements here so they go out and hire an engineer to design the garage. That has been adequate for very simple projects. However, what has been discovered in larger public works is that if you want to avoid problems down the road, in terms of the adequacy of the design, in terms of the adequacy of the space, the suitability of the particular features for the users, it is worth spending money at the front end to go in and take a careful look, at not only what those people are going to be doing with that space today, but how is the work changing that is going to effect changes in the next two or three years. In other words, is it a growing department, or is it one that is fairly static? Is it one that might be shrinking? Let us hope that our government functions in some areas which are becoming more efficient. Are they going to be computerized three years down the road, which is going to change, very radically, the way in which they use the space.

That is just one stage, whether that needs analysis is done. It does not make much sense, the minister would presumably know, to build a new garage in a place and then shut down the camp a few years later. That is not a particularly good example but, for example, last year we may have commissioned someone to plan a facility for a branch which is now being integrated into another branch because of re-organization. It is that kind of thing. There are a number of other criteria about capital budget management which would want to be looked at. I am going by memory here, but I think various deputy ministers gave commitments that that was beginning to be done by this government last year. I would like to know if that new capital management system, or procedure, is now in place in respect to the projects which are being budgeted for in this line?

**Hon. Mr. Lang:** I would have to check with department for some specific criteria. The tendering of those projects goes through government services, which does provide check and balance in the system, in that they could say that you are going to have the garage that the member speaks of. They could say, well, why are you putting this here? So there is a check and balance that is built in, inherent, in the system. The other aspect, as far as large projects are concerned, is that all departments that would be affected are contacted. One that comes to mind is the government services building in Mayo. There was an interdepartmental committee struck to look at the plans, to see what plans should be put into effect into the building for the purpose of not only meeting the immediate situation, but the long term. And that is what was done in that particular building. As far as the actual criteria and the needs of the facilities, that is an ongoing basis, I guess, depending upon the facility. In many of the cases in this budget, in Community and Transportation Services, these particular projects are mostly done in conjunction with the municipalities, and they are the ones who make the final decision as to exactly what will be incorporated into the buildings.

There is an ongoing interdepartmental liaison, as well as between the various levels of governments, if other levels of government are affected. I guess it is in the eyes of the beholder. I know what the member is getting at, but I think there also has to be some flexibility as well. I think the member opposite would agree with me. It depends upon the building, what the building is going to be used for, and where it is being put. There is a lot of times that you would like to do something different, but you are also curtailed by the amount of dollars you have. That places a limitation on what you can do as well.

**Mr. Penikett:** I would appreciate if the minister would get back to the specific question as to whether these criteria are now in place. I do not care today. I just want to mention a couple of examples which concern me, one of which I communicated to the minister that is not a territorial government facility. It happens to be one which is going into my constituency, and I will say that right off; it is a much-needed recreational facility. Notwithstanding that, I have some problems about the design.

I have some problems with the design for reasons, I think, of false economy. Perhaps the city borrowed the design from a southern jurisdiction. I am talking about the arena. There are people around here in the trades who tell me that that is going to cost the municipality a bundle of money down the road in increased energy costs. Now, they may fix it up later but the insulation standards,

they tell me, are not as great as they would have been if we had designed the building from scratch here. All that may be debatable. At some point, I may want to get back to the minister about what exactly is the review of the plans which his officials do, and whether they include features like that.

The minister will also know that there are problems in terms of the need. I was talking to someone just recently who works at the vocational school who had need of, in the addition there, 220 outlets for the equipment they use. They had been specified in the plans but, as the minister knows, as sometimes happens, it turned out they had 110, which was not what they needed. They also have a fascinating story there about how the toilet system wound up being hooked up so that somebody got the shock of their life. It turned out that there was hot water in it one morning — it just about blew the lid off, which would have been kind of exciting, I guess. If it happened to me first thing in the morning I know it would wake me up.

I do not want to get into particulars of particular buildings, but I do want to know from the minister whether he could come back perhaps Monday and tell the committee whether those new procedures are in place.

**Mr. McDonald:** I assume that the funding for the Keno town survey comes in under this particular line item. I have a number of questions which I would like to put to the minister regarding the town survey. The discussions we had with the Minister of Tourism included the request by me to mention the government's position on a name change for Keno Hill, commonly known as Keno City. Has the government given any indication to either the Silver Trail Tourism Association, Keno Community Club, or anybody in the community whether or not they would be willing to assent to a name change for that community?

**Hon. Mr. Lang:** It is the first I have heard about the changing of the name from Keno Hill to Keno City or Silver Trails or McDonald's Park or Langville. I honestly have not had any representation of any kind. Actually we could have a lot of fun in this House if we wanted to start renaming everything, depending on where the member was from and where the members would like to put their name in for future reference. But to be more serious, I have not had representation made to me. I know there was some letter written to the Minister of Tourism, I believe, about the highway perhaps being renamed Silver Trails — I thought it referred to the highway and, to my knowledge, no decision has been made on that.

**Mr. McDonald:** There has been a request to allow the government to change the highway name to something that reflects the history of the area. That was something that I was going to get to in a few minutes. If the government had not received any representations to date to change the name from Keno Hill to Keno City, he is receiving a representation now. I can assure him that we can rule out Langville as a possibility, because we want to promote development in the community rather than choke it.

*Laughter*

**Mr. McDonald:** I am making a representation. If the minister would check departmental records, he will see a representation made by the Silver Trail Tourism Association and, perhaps, the Keno Community Club, although they may not have formalized it, as yet. The community's name is commonly referred to as Keno City or Keno. It is never referred to nowadays as Keno Hill, which is the official designation. People would like the name changed. We would like the government to give that consideration.

**Hon. Mr. Lang:** This is the first I have heard of the representation. It will be given due consideration.

I just want to refer to the remarks made earlier by the member for Faro, in reference to his colleague from Mayo, when he told of the member for Mayo's forefathers being run out of Scotland. With the comments he is making, there is a good chance that he might get run out of Yukon as well.

**Mr. Byblow:** Can the minister advise, from his notes on this line item, whether an engineering study of the Campbell Highway is now complete for that section from Faro to Watson Lake, and what plans there are for any upgrading? I raise that question on the recollection of the previous minister advising that there was some

engineering work in a preparatory stage in the past.

**Hon. Mr. Lang:** Not to my knowledge. There are no expectations, at least by myself, that there will be major engineering work done on that section of the highway for quite some time.

**Mr. Byblow:** So there is no intention of any upgrading of that route?

**Hon. Mr. Lang:** No.

*Planning and Engineering in the amount of \$280,000 agreed to On Facilities and Equipment*

**Mr. McDonald:** I am not entirely sure whether this is the area in which to deal with the moving of the highway garage in Mayo. We had voted, I believe, \$60,000 last year to move this particular garage from downtown Mayo on the river to the industrial subdivision just out of town. The facility was not moved this last year. There was some preparation work done on the new lot outside of Mayo. Do we require further funding to move this highway garage beyond the monies already voted? Can we expect the moving of the highway garage this coming year?

**Hon. Mr. Lang:** I know that there was some money voted, and the lot has been cleared and some fencing done. We do have \$50,000 in this area toward that end, but I do not believe it will be for the move of the actual facility itself. The projected cost is in the neighbourhood of \$300,000 — a considerable amount of money. I think some further work can be done. We may have to make the decision to take down the present facility, or put up a new one.

**Mr. McDonald:** This is the first I have heard of the figure, \$300,000. I believe a year and a half ago, there was some question as to the situation regarding the highways' lot in Mayo. There was some overlap with private land owner's lot and the highway's lot. The indications at that time were that the highways garage would be moved — it is a single garage, of the old style — to the highways' subdivision last year. We understood at the time that there was actually some retrofitting going on within the garage simultaneously, so we were wondering as to whether or not it was ethical to be putting money into the garage in terms of retrofit, and at the same time planning to move the garage in the immediate future.

The community, or even the Village of Mayo, is anticipating this facility will be moved. They thought it was going to be moved this summer. I thought it was going to be moved this past summer. We expected, when it was not, that we would see it moved in the coming year. I had a number of questions as to the dispersal of the highways' lots in the Town of Mayo. They are choice lots, right downtown on the riverfront. I am sure that they are highly sought after. The town had anticipated that the highways' garage would be moved. Is there any plan, somewhere down the road, within the next year or two, to actually have highways move into the lot in the industrial subdivision? Is there any specific one?

**Hon. Mr. Lang:** As I indicated, there is \$50,000 projected for this year. We will see how far we get with it. The end result and the objective is to move that particular highways' garage, if possible. That is the objective. It is a question of the financial capabilities of the government to be able to do that. If we can do it for \$40,000 or \$50,000, we will go ahead and do it. The problem is that we are going to have to put a foundation in, which is fairly expensive. All these things add up. It is just a question of dollars. When we are getting our program together for the various communities, we had to make decisions. Elsa's activity room was weighed out to the garage move or to the curling rink in Whitehorse. All those things have to be taken into consideration. If you are asking about before projecting towards the ultimate end, which is to move that building, yes, there are some dollars.

**Mr. McDonald:** Can the minister tell us how much is designated for this item?

**Hon. Mr. Lang:** There is \$50,000.

**Mr. McDonald:** There is one other issue that has come to my attention quite recently and that involves the provision of radio service to Stewart Crossing. It actually had come to my attention before. I had made preliminary investigation with the CBC as to the provision of service. I have since been given indication from them that, given budgetary cutbacks, et cetera, provision of service for Stewart Crossing is not in the cards, at least in the foreseeable future. They did advise me that perhaps Stewart Crossing could opt

for the kind of solution that Old Crow and that Pelly Crossing have found to be satisfactory.

Has the minister received any request from the community to have the radio provided? Is he planning on doing anything if he has?

**Hon. Mr. Lang:** To my knowledge, I have not received any correspondence toward that end. The only letter that I recall from the community that the member refers to was a letter asking for a number of units that were going to the Board of Survey that were for sale. If the community incorporates itself once again as an association — they had legally disbanded because of not renewing their membership as an association with Consumers and Corporate Affairs — we were prepared to allocate two trailer units for a community hall for one dollar. I corresponded to them accordingly.

I have had no representation for radio service. It is not included in this budget so it will not be made available this coming year. As I indicated to the House, I am presently working on Old Crow to see what we can achieve there.

**Mr. McDonald:** What policy considerations must be taken into account if the community of Stewart Crossing were, in some way, to organize an official community request for a radio service? What sort of policy considerations are involved?

**Hon. Mr. Lang:** Significant policy considerations, I think. It does cost money. I do not have the estimates in front of me. It is a very significant amount of dollars if I recall correctly. There would have to be decisions as to whether or not it can be done and how many people are going to be receiving it. We could get to the point where we are going to have to do this for every lodge along the highway, for every highway camp. These are all decisions that we would have to take into account because once you get into a program like this, it becomes very expensive. I think all members of the House wonder about having to vote more money for VHF every year. It is an ongoing, modernized system that takes dollars to continue to maintain. There are a number of variables that would have to be taken into consideration.

Old Crow is of major importance to us. Because of the representation made by the MLA for Old Crow on the matter, we felt that we should work with CBC to see if we could instigate a service for the community. We felt that that was important to the people of Old Crow. Subsequently, we did put it into effect. We will see how it works, come mid-December. The actual licensing there would probably be put into place in February, legally, through the CRTC.

**Mr. McDonald:** I will commit to the House that I will undertake to get a very clear reading from the community as to their request for radio service. Of course, radio service for rural communities is extremely important. It is really only one of the effective means of communication for the community and for neighbouring communities.

<sup>34</sup> I would like to point out that rural members of this House do not have (*inaudible*) for expenditures directed towards the VHF system. We understand the necessity of having that system and we will continue to support it. As I said, within the near future, we, in the Stewart Crossing area, I as the representative, will put forward a plan for the minister and, hopefully, by the spring session we will receive some indication as to how he officially feels about their requests.

**Hon. Mr. Lang:** I do not accept that, and I just want to put on the record here. This is the 1985-86 capital budget. That is what we are planning for for this year, and these are the dollars that are available. If ones is going to put in requests for a given year, it should be put in four or five months prior to the tabling of the budget. We know the budget comes in in the fall. He has indicated that there will be a line item in the Spring budget; that is an O&M budget, in most part, if not total. Unless something totally unforeseen comes up that is of major consequence to the territory and more dollars are made available.

**Mr. McDonald:** I know, of course, that it is extremely difficult, especially for the people in my riding, to get concessions out of the government. I do not anticipate at all that we will get satisfaction from the minister. I do understand the budgeting process to that limited extent, and we will be looking for some

indication from the minister whether or not he is amenable to the idea of a radio service in Stewart Crossing. We will give him as much information as he thinks he requires, so that when he goes through the budgeting process for the 1986-87 fiscal year, perhaps the case will have been made one way or another.

*Facilities and Equipment in the amount of \$626,000 agreed to*  
**Mr. Chairman:** Before we go onto the next item, would you like to recess for ten minutes?

*Recess*

<sup>35</sup> **Mr. Chairman:** I will now call the Committee of the Whole to order.

We shall continue the line to line debate on Community and Transportation Services. We are on Community Roads and Streets.  
*On Community Roads and Streets*

**Mr. McDonald:** We have a substantial increase in this line item. Could the minister elaborate where it is taking place?

**Hon. Mr. Lang:** It is a combination of a number of line items from the previous budget of last year into one. Just so the member for Mayo can go home, clear in his own mind that the government is carrying out its commitments to the communities, there is \$210,000 for the purposes of street upgrading and the application of chip seal for next year.

Also, in the good community of Mayo, there is \$40,000 for purposes of drainage. In the community of Teslin there is \$105,000 budgeted for subgrade as well as the chip seal application. Haines Junction's subgrade BST is \$75,000. The Faro access road design and land acquisition is \$40,000. For Old Crow, we have \$25,000 for resurfacing. For hydro-seeding throughout the territory, there is \$75,000. In recreational roads there is \$50,000 budgeted for continued upgrading of those particular roads. The repairs to the Quartz/Mountainview Road is \$20,000. The Dawson drainage for \$70,000 should see the end of a three-year program. The Mountainview Drive will have one more application of BST, which is \$90,000. Carmacks Indian village access road work amounts to \$90,000. Pelly Crossing street resurfacing is \$16,000. Block four and block five extensions in Carcross is \$80,000, but that would be a charge-back to the owners if we went with that, and it would be with their consent if we were to put that road frontage in in that particular area. That totals out.

**Mr. Penikett:** Bear with me a second and I will find my notes. Sometime in the course of the summer, the minister and I exchanged letters about some of the BST applications. At that time, the minister put out a press release talking about new maintenance technique for the asphalt roads. Further to what he said earlier today, he talked about asphalt surfaces oxidizing over time, deterioration, and water seeping in, and the method they were using to try to prevent future damage by sealing the surface of the road with asphalt coating and stone chip.

<sup>36</sup> Could the minister indicate something more to the House about that technique and its success in application?

**Hon. Mr. Lang:** I cannot add any more than I put into the letter to the member opposite. I am basically taking the advice of the technocrats who have knowledge in this area. It is not a new technique; it is one that has been in process for many, many years, apparently in the Province of Alberta and some of the other provinces as well. It is nothing new there, but it is something new here as far as our pavement is concerned. My understanding is it will add to the life of the asphalt from five to 10 years, depending on the surface and the type of application that initially was put down. I do not have anything further to add.

**Mr. Penikett:** Actually the minister's letter did not say much at all; the press release that came later did supply some information. One of the paragraphs in the press release mentioned something which I found interesting. That was that one of the positive aspects of this new treatment is that is expected the new road surface will have a lighter colour and result in better visibility during night driving. I am curious whether that has been identified by the department as a significant safety problem.

**Hon. Mr. Lang:** Not a significant safety problem, but it definitely does enhance safety if I can put it in that context. It is

just during certain periods of the dust that perhaps would have an affect as far as safety is concerned. It is a benefit to put that type of application down. To my knowledge, I do not believe we are putting that application anywhere else in the territory this coming year. If we are, I will alert the member opposite.

I should point out the member opposite did raise the question with me and it became a matter of some publicity when it was first applied. I was quite disturbed, because I did not realize it was being put down either and, subsequently, that was why the press release was put out. I enquired into what we were doing and why we were doing it. The advice that was given me made sense, but I wanted to make sure the public was aware of what our intentions were.

**Mr. McDonald:** Last year when we discussed the chip sealing of the community of Mayo, I asked the minister whether or not he was prepared to look at providing some chip seal for the airport road — the road that leads from the village boundary to the airport and past the new subdivision. I mentioned at the time that the road was a quagmire a number of times of the year and that it is a washboard for most of the year. I understand that highways spend a good deal of their time trying to keep that road passable. Has the department given any consideration to chip sealing this short stretch of road?

**Hon. Mr. Lang:** Not to my knowledge.

**Mr. McDonald:** Will the minister undertake to find out whether the government is prepared to look at upgrading this particular short stretch of road? It would be so nice, of course, now that we are going to enjoy the chip seal in Mayo, and for that we are all grateful and happy. It would be so nice to complete the scenario by having a little chip seal on the Mayo airport road. It would complete the picture beautifully and we would all have warm feelings about the whole project.

**Hon. Mr. Lang:** It can be looked into and I am pleased to see the member for Mayo being grateful and happy. That enhances the tone of debate in the House and warms the cockles of my heart.

To be serious, I think that the monies that we have available are strictly going to take care Mayo proper, in order to get it done properly and upgrade those streets. Down the road here, I am not discounting it at all. I am aware of the avenue the member is referring to, and I recognize that there are problems, but I think that it would cost a significant amount of dollars to upgrade that section to get the bed in place, let alone putting down the chip seal. It is something that we can all look into in the future; I am not going to make any commitments today. My understanding of the dollars that we are asking be voted today really apply to Mayo proper and we will get the job done as planned in concert with the community.

**Mr. Byblow:** In this line item, is any money identified for any upgrading in Ross River, of the streets and road within the community?

**Hon. Mr. Lang:** No, I do not believe there is.

*Community Roads and Streets in the amount of \$1,063,000 agreed to*

*On Whitehorse General (CAP)*

*Whitehorse General (CAP) in the amount of \$1,000,000 agreed to On Recreation*

**Mr. Byblow:** This will require some explanation from the minister of where the \$2.84 million is being spent.

**Hon. Mr. Lang:** I outlined it earlier in my opening remarks: Haines Junction arena, Carmacks curling rink, Whitehorse curling rink, Watson Lake pool, Carcross curling rink and Carcross pool.

**Mr. McDonald:** We have just spent some part of our afternoon healing many wounds that have been created from past debates and, at this point, I am not going to encourage the re-opening of those wounds. I would, however, like to put on the record a funding request for Elsa. I would like to just break down the situation as far as the Elsa pool is concerned. The capital funding for the pool is going to be in the neighbourhood of \$75,000. The community is going to provide the labour entirely free. The company in Elsa has provided \$20,000, so far, toward the capital funding. The Lions Club of Elsa has put forward \$20,000 which leaves \$35,000 remaining. That money will be necessary before the actual installation of the pool can be affected. So, in effect, we have a shortfall of \$35,000 for this pool, a year-round pool because it will

be built adjacent to the boiler houses and it will take advantage of waste heat from the boiler houses.

If the minister feels magnanimous toward this community as far as recreation funding is concerned, there is a very specific dollar figure of \$35,000 which he can consider in the future — in the very near future hopefully — which would go a long way in providing a pool for this community by finishing off the expenditure. Without being argumentative, I would like the request on record for my constituents and for the territory as a whole to consider.

*38 Recreation in the amount of \$2,840,000 agreed to*

*On Public Health and Safety*

**Mr. McDonald:** I keep coming up with these constituency questions. I have a constituency question which has arisen out of some very fairly recent developments in Mayo regarding the community ambulance. There are some electrical problems with the ambulance. It was actually a major topic of discussion last night at the village meeting in Mayo. It transpires that, despite the efforts to fix it locally, the ambulance is still inoperative, which is rather serious for the rural communities who really do depend on this kind of service to protect community residents. The Mayo ambulance does cover much more than just the Village of Mayo. It covers the rural residents in the district. I wonder if the minister is aware of the situation and whether or not he is taking remedial action or is prepared to take such action?

**Hon. Mr. Lang:** I was not aware of any immediate problem. I will let the department know and we will be checking it out. There are dollars allocated in this section, \$35,000 for a new ambulance for the Mayo constituency. So once again, I just want to point out to the member for Mayo that the member for Porter Creek East looks at the Yukon in a global sense. If there is a problem, we will see if we can overcome that problem.

**Mr. McDonald:** I would like to keep this funding flowing so perhaps I will do the traditional thing and thank the minister for the expenditure for the new ambulance in Mayo. The sooner the ambulance arrives in Mayo, the better.

**Hon. Mr. Lang:** I just rise, looking at the leader of the opposition, hoping to see the number 10 come up.

*Public Health and Safety in the amount of \$1,681,000 agreed to On Land Development*

**Mr. Penikett:** I am not being helped by my landless friend from Faro here. Perhaps this will not come as a surprise, but I have a couple of questions on this item.

A question arises from a newspaper story that I read yesterday in which an official of his department was quoted as saying that while it had not been the case recently, namely this summer, in the future they might be inclined to do geotechnical work before they do engineering work on the new residential subdivisions. Could the minister indicate if that is his intention?

**Hon. Mr. Lang:** It will depend on the demands. I feel badly about what I have been reading about that particular subdivision. All I have been informed of by my staff and by the technical people is that there are very minor problems as far as the quality of the line is concerned. I have been told that in most communities in Alberta, the quality of the granular material there is much, much worse than what it is here and they have always overcome those problems if septic tanks have to be implemented. I think it has been given a bad connotation as far as the credibility of the subdivision is concerned. I hope the media corrects it, because it is a minor problem.

**39** The problem can be overcome. I have no dollar figures but I understand the cost would not be much greater than what a normal septic tank installation would be. I am a little concerned about that, but as far as geotechnical work being done, it will depend on how quickly land is needed. There is always some basic geotechnical work done in any event. There was geotechnical work done in the Mary Lake subdivision as far back as 1977. It is a question of being able to apply it and put these into effect. If there is a two-year time frame that could be made available, there is no question we could use the two years. The decision was to do it in one year so that we could put this block of land out early in this coming Spring, so people can buy and construct over that period of time as opposed to a late fall sale, where they lose the year.

**Mr. Penikett:** Rather than the minister and I getting into some

kind of wrangle about what is minor and what is major, would the minister be prepared to table the geotechnical consultant's report commissioned by his engineer, which identifies the problems with the lots?

**Hon. Mr. Lang:** I have not had a chance to go through it in detail, so I do not want to make that commitment at this time.

**Mr. Penikett:** That could save some time, because the reason I am asking the geotechnical question is not frivolous and not because I think it is a minor issue, but the information that has been indicated to me is that the geotechnical report, which the minister and I talked about a moment ago, indicates not only problems for septic tanks, but also raises some concern about water supply — the adequacy of the water supply and the quality and quantity of the water. Is that the minister's information or does he have information to the contrary?

**Hon. Mr. Lang:** Well, some reservations, I gather, have been pointed out, but my understanding from discussions with the consultants and other people who are knowledgeable on these subjects — much more so than the member opposite and myself — is that those problems are minor problems. Water is available at a reasonable level, and there is good drinking water in the wells we have dug, and the septic tanks can be installed and, therefore, the land can be sold once we have totally determined the value per lot and people can purchase them and start to build in the Spring.

**Mr. Penikett:** The official of the minister's department, quoted in the newspaper yesterday, indicated that the problems, which the minister describes as minor, would require the purchasers of those lots to do, 'some engineering work themselves'. Now 'some engineering work' could mean anything. As I understand it, it could mean in respect to septic tanks; that they might have to do some significant excavation, change the material, perhaps put gravel around them and then put in the septic tank, or some other arrangement. I assume this would be a fairly significant cost to the purchaser.

<sup>40</sup> That is why I am particularly interested in the time relationship between the geotechnical work and the engineering work. The minister says, in answer to my question earlier, that it is a question of demand. If the demand is there, and it is a problem of urgency, then it has been done ahead of time. Obviously, in this territory, at this particular point in time, there is still a fairly high demand for land and, therefore, that can be an excuse for, it seems to me, embarking on what could be a very expensive procedure. The land demand is very high. People want land, not at any price, but certainly country-residential land is in very high demand. It seems to me it is asking for problems down the road if the water and sewer situation is not satisfactory. I know the minister will understand that because, even today, in my constituency in Canyon Creek, there are people there who have significant well problems and water problems. The problems are very old, and crop up every so often.

Let me ask the minister something about the Mary Lake subdivision in this respect. I understand they went about the project a little differently. Could the minister tell me, what are the main ways in which they went about the development differently than was, say, the case in Golden Horn or Wolf Creek, both in terms of the planning timeframe and the scheduling of the implementing and the decision to go ahead and do the development?

**Hon. Mr. Lang:** There was very basic geotechnical work that was done. The decision was made regarding the Golden Horn subdivision basically within the same timeframe that Wolf Creek was under consideration. There was geotechnical work done on this Mary Lake subdivision. It was positive and I maintain it is positive, and we proceeded accordingly. We went further into more refined geotechnical study of the area, which is going to give us more information to provide to those buyers, so they are aware of what the land is, and what is there in granular material, and give them ideas on how they can best install septic tanks. What I was told, 20 lots out of 58 lots could well be affected — portions of those lots, not in total.

The planning was done in conjunction with the City of Whitehorse, which we have always done. Preliminary geotechnical work was done, and further refined geotechnical work was done. I maintain there is being an issue made of the subdivision which I do

not think has to be made. It can be overcome. I cannot speak for the official that the member opposite is speaking of. Obviously it is not the same official I am talking to, and I do not understand why he would think that was the gospel as opposed to what I have been informed of. I have every reason to believe it to be true, and I have informed this House. I have never misled this House, and it would never be my intention to do that. I am giving the information that has been provided to me. If there had been a mistake made, I would have freely stood up and said there was a mistake. In this case, I am saying there was not.

**Mr. Penikett:** I am not looking at this point for *mea culpas*. My interest in the thing was particularly engaged in the first day that I asked the minister about this matter, and he said that he did not know. On the same day, as I mentioned to him previously, an official of his ministry, for whom he is accountable, advised someone making a public inquiry that there were problems.

<sup>41</sup> Now, that is not the point. The minister is talking about the process. He refers to the geotechnical work done in 1977, which I think was two holes, at the same time as there was work being done where there were four holes drilled. This summer, there were six more done. On the basis of two holes, the government committed itself to a \$700,000 expenditure. More holes were drilled this summer after the engineering work was underway. As I understand it from the report — the minister can solve this by tabling the report — there were problems identified. That suggests to me that there is something wrong with the process. It suggests to me that there has not been due regard for economy. It suggests to me that, if there are problems — which perhaps are not going to cost the government down the road — it may cost the purchasers' money or purchasers' inconvenience, or diminish considerably their satisfaction and enjoyment from the property and we should be reassessing that procedure very carefully.

Let me go through that point with the minister. This is a hypothetical question. Should the investigations by the minister, and the examinations and assessments, reach the conclusion that some of the lots are unsaleable in this subdivision or in any future subdivision — I want to ask about his policy in that regard — how will that affect the development costs?

Rather than talking about Mary Lake, let me ask about a hypothetical subdivision where we have 10 lots and we are talking about selling them at \$10,000 apiece. The development costs were \$100,000. If, for any reason, health standards are not met or for some other reason, three of those lots did not sell, is it the policy of this government that the full development costs should be charged against the seven lots which are saleable, rather than the 10? In other words, given the choice between the government absorbing the \$30,000 loss, or the choice of passing on the costs to the seven purchasers, what is the position of the government?

**Hon. Mr. Lang:** Eventually, it would have to be written off by the government, I would suspect. It is a hypothetical question. I am very pleased to report to the member opposite that it has never happened, to my knowledge. We have always been able to sell our land and recover the money. If it were to happen, obviously those lots would be there. They would be for sale and if they could not be sold, then the minister of the day would have to go before his Cabinet colleagues and say that serious consideration has to be given to writing off these lots. Each lot would have a price tag. That is a decision that would have to be made at that time; I do not expect that to happen.

**Mr. Penikett:** Let us hope it does not happen. Let us hope that everything is wonderful. I assume that the minister, in his benign mood today, would not want to be in the situation of selling lots that had an inadequate water supply. Or worse, since it is not unheard of in this day and age, water supply that was unsatisfactory from a health point of view. I will ask the minister if, in the case of the lots in Mary Lake or in other major subdivisions in advance to the development, there have been any tests as to the water quality and quantity as a matter of routine?

<sup>42</sup> **Hon. Mr. Lang:** Yes, in a number of our subdivisions there were test wells put down and that information was given to the buyers. It should be pointed out that we do not go to every lot and drill a well and water is not guaranteed. There is water delivery

supplied to people, if they wish to go that route. There are a number of options available. I do not want to leave the impression that we guarantee that water will be made available. I think that it would be very improper of myself and the government on behalf of the taxpayers to say that, because no guarantees could be put forward that would guarantee water being made available.

Everything is done in the best interest of the purchasers. All information is made available and they are made well aware of the circumstances of what they are being presented with. In the Golden Horn subdivision, I believe that we were successful with one well out of three or four that were drilled. That information was supplied. I do not know what more we can do. We have to deal with the land in close proximity to, in this case, Whitehorse, because we have only got so much topography to deal with.

**Mr. Penikett:** I heard very well what the minister is saying just now. I understand that you cannot drill a well on every lot. It is not a practical proposal. But, in respect to the Mary Lake subdivision, were any questions raised about the water quality in the geotechnical report received by the minister?

**Hon. Mr. Lang:** The information that I have is that no, there was not. Now, I will doublecheck this, but the information I have from the officials who advise me on these matters, as opposed to the source that the member opposite is referring to, that, in most cases, wells will be successful, from their knowledge of the terrain and the water is of good quality.

**Mr. Penikett:** As a matter of practice, in a geotechnical report which raises questions about the quality of the water from a health point of view, what is the practice of the department? Does it order further tests, further holes or, if it found in its tests the water quality to be unhealthy, what next steps would the department take from that? I am asking the question of the minister in all seriousness, because this is a question which has been raised.

**Hon. Mr. Lang:** I really do not know. I would assume they would go for a second test to make sure that the first test was accurate. If that were the case, then they would make it very clear that in that particular lot, or in that particular portion of the subdivision, that the wells that had been dug and the knowledge that they have is that this water is perhaps not to the standard that people would like to have and, therefore, maybe it would be recommended that they have water delivered.

**Mr. Penikett:** Could I ask the minister, if in consultation with his officials, he discovers that there were, in the geotechnical reports, questions raised about the water quality, he will be ordering tests, or he will be making a recommendation that they go to truck water system?

**Hon. Mr. Lang:** I am not prepared to make that commitment as of yet. I will check up on the statements that the member has made. The knowledge that I have at the present time indicates to me that what he has said is not an accurate statement. Unless that is proven to the contrary, I have no reason to doubt what I have said, because I am accepting the advice that has been brought forward by officials from within the department to me on this particular question raised by the member opposite. My understanding is that, in close proximity to where the member speaks, the Wolf Creek subdivision, they have been successful in drilling wells there as well and it has been good quality water.

<sup>41</sup> My understanding is that the water in the wells we have drilled in the Mary Lake subdivision is of good quality.

**Mr. Penikett:** Yes, I know about the water in Wolf Creek, but I was asking about the water in Mary Lake. Can I suggest to the minister again that we could probably satisfy my curiosity and foreshorten this debate considerably if the minister were prepared to table the consultant's report that we have been discussing.

Let me ask the minister about the engineering work on this subdivision. I would like to ask him to explain to me if it was different than the customary way of arranging the engineering work on the subdivision. Yesterday I asked him about the tendering of the engineering contract, and the minister seemed to indicate that he did not know much about it, and would check into it. I had been told that there was no tender invitation proposal, but the contract had simply been given to this firm. The minister seemed surprised at that information and seemed to feel that that was contrary to his

knowledge. I wonder if he could explain a little bit about that today?

**Hon. Mr. Lang:** I have not got the full details. I was going to get it tomorrow with respect to that question that the member raised. I recall that there was a decision taken, in order to expedite the work and get the work done this year so that the lots could be made for sale this winter for the purpose of building this coming summer, to offer a package to a locally based engineering firm. I am going on memory, but I believe it was under the understanding that the work that was done in various other communities, that, of the two, or three, or four engineering firms, everybody would get a fair portion of the work that was available. That was the method that was employed.

**Mr. Penikett:** In regard to the sharing of the government's work among the consulting engineers, has the minister had a meeting with the Consulting Engineers Association, which exists in this territory, on that subject?

**Hon. Mr. Lang:** I have not recently. I have talked to a number of them separately, and that was quite some time ago, on an individual basis and on individual problems. Nobody has come to me directly on this matter that the member has raised. My understanding is that, for the most part, they were satisfied that we were doing the best we could with the dollars we had to spread around, in view of the economic times that we face.

**Mr. Penikett:** From my information, that is exactly the position of the consulting engineers: that they believe that it is desirable to have the work spread around, that there be tendering procedures when that is acceptable, and that proposals be invited on other occasions. The minister should know — and I will be perfectly frank here and hope that when he gets the information for me, he will respond to this — and understand that the sentiment which I am bringing into the House is not mine, but that there is some special relationship between this government and this firm, and that the particular firm that got this job had more than its share of work from the government. In fact, that is why there was a particular question raised about why there was not a tender.

<sup>42</sup> **Hon. Mr. Lang:** I want to assure you that there is no special relationship, because I am not even too sure the consultants were for the Mary Lake subdivision. I do know that it was spread all around among the consultants involved in the territory, to the best of the department's ability. I gather that the work we were getting met the terms and conditions being requested.

I would like those people who are making those allegations to come and see me personally, because I find that the innuendo behind those allegations to be very very serious. I want to go on record here, and I want to take the leader of the opposition on in this. If there are constituents who have those problems, prior to raising them in the House, they should come see me directly. I will find out and I will give them an answer.

That brings into disrespect the credibility of the consulting and engineering firm that did the work in the subdivision in question. That is very serious. You are dealing with a company's reputation and I am going to take exception to it, because I think the leader of the opposition would be very upset if I were to bring up something here without going to him privately and telling him what I have: these are very serious allegations that he should check out and have verified one way or the other.

I want to go on the record: there is no special relationship of any kind. I want to assure the member opposite of that, and I will definitely stake my seat on it. There is no special relationship.

**Mr. Penikett:** The minister can keep his seat. I just want to say that, were such charges made against me, I would be equally upset and offended and that is why I raised it in the terms I did in the House the other day in order to find out the particulars.

It would not surprise me if the Consulting Engineers Association, such as this is, does not seek a meeting with him at some time, to discuss this subject. He might want to prepare himself for that meeting by getting, as you might in the House, a list of the contracts that have been given and how they have been divided among the firms. That factual information might well satisfy any doubts that anybody has on that score, in the same way as my questions about the content of the consultant's report could be



satisfied by the tabling of that report.

**Hon. Mr. Lang:** I want to go on record here. I am saying to the member opposite, he has soiled the reputation — if I can use that terminology and that adjective — of that consulting firm that did the work at Mary Lake. Why the innuendo that somebody made to him — it came third hand — that this is what was told to him. I am saying that I think it is an inappropriate statement to make in the House.

I will get the information for the member opposite. I have never denied the member opposite information and I will have it lined out. I am just concerned about what was said about the reputation of the organization in question. Like I say, I will confirm exactly who that particular organization is.

**Mr. Penikett:** I wish the minister would spare us his 'holier than thou' speeches, because he has not been at all hesitant, anytime in this House, to attack the reputations of members of this side, and bring hearsay and innuendos into this House, which he has done on many, many occasions.

« Spare us the 'holier than thou' stuff. Spare us that.

I have, for three days now, asked questions which I have not had answers to. For three days, I have seen answers in the press which contradicted what the minister said in the House. I am trying to get some facts.

**Hon. Mr. Lang:** I did provide, in Question Period, an answer to all the questions that the member asked of me yesterday, to the best of my ability from the information that was provided to me through the department. I felt it was that serious and that is how expeditiously I felt those questions should be answered, because of the allegations that are behind such statements being made and I felt it was imperative that I brought them forward. I answered them with the information that had been supplied to me, with no thought that I was misinforming or misleading the House.

If the member opposite prefers to go along the route of the consultant to find out how we divided the work up — no problem. That question was not put; the question was put this afternoon. I am not a mind reader. I am concerned about the integrity of an organization that has done work for this government. To my knowledge, it has met all the terms, conditions and obligations. That is the point I am making. As far as the inquiry as to how we do it, and how we have done it, I have no problems answering those questions. I am just concerned about a third party who has done work for us and that their reputation is coming into question and I do not really think it is appropriate.

**Mr. Penikett:** The point is well made, and I have no wish to besmirch the reputation of the third party. All I wanted the minister to understand is the context of the questions in terms of the complaints that are being made to me; that was all. The minister makes the further point that he has answered the questions to the best of his ability. If the minister goes back over the record, he will understand that there are a number of questions that I asked that the minister responded to but he did not answer the precise question. Would he respond to those enquiries in the simplest way by making a commitment here to table that report now?

**Hon. Mr. Lang:** No.

**Mr. Kimmerly:** Will the minister identify, in the Mary Lake subdivision, precisely which of the lots there may be problems with and attach a description of what the particular problem is about that particular lot?

**Hon. Mr. Lang:** That was our intention. If the member opposite had been listening in Question Period, he would have heard that we would be putting a pamphlet together. In the pamphlet, each lot would be identified if the granular material was not that conducive to septic tanks, and putting that in as a notice to a buyer and also providing options of how septic tanks could be put in so that, in the long term, there were no problems for that particular purpose. We will be taking all those steps in making sure that that information was being supplied directly to the buyer so that they were aware of what they were purchasing.

« **Mr. Penikett:** When the minister is identifying the lots that have problems, if some lots have sufficiently high costs associated with them, in terms of the engineering work referred to by the officials of the Department of Highways, it is going to cost the

future resident a lot of money to correct the septic tank problem. Will that additional cost to the homeowner be reflected in a reduced price for the lot?

**Hon. Mr. Lang:** No. The price of the lots is very clear and it will be put out accordingly to what those prices are. We are supplying a service here — more refined geotechnical work — that has never really been supplied before as far as the sale of lots is concerned. To my knowledge it was not done in depth. For example, in the Wolf Creek area and, in years back in Crestview, if you want hard pan where there are very major difficulties with septic tanks, that is a fine example. That is why I say here, honestly, that those problems can be overcome. It will cost a few more dollars for more gravel being hauled in, for further excavation for fields, but it can be overcome to the satisfaction of the purchaser. I do not know what the prices are but I would think that we are looking at \$200 to \$400 depending on the ground and where you are at. That information will be supplied, but it will not be taken off the price because that means that what you are asking people in Whitehorse West to — and you are representing a constituency — pick up that difference in costs. We are just developing the land. We are providing the service and we are selling the service. Unfortunately for the buyer, it is a development cost. It is not a market cost and subsequently it keeps the cost of the land down.

**Mr. Penikett:** I had a very good reason for asking the question. Can the minister cast his mind back to the Wolf Creek subdivision. I believe that in cases there, where there were test wells drilled for water on those particular lots, that the homeowners who purchased those lots, who therefore had the benefit — if you like — of having a well sunk on their property, were charged for the price of that test well. The minister will recall that there was a dispute and I know one case for sure where the test well was drilled not to the minimum level to test the water, but further down to test the lower strata. The homeowner, in that case, petitioned the government to have the charge for the well drilling reduced by that amount beyond which there was water discovered. The minister will understand that such things have been a matter of contention in the past.

**Mr. McDonald:** The minister gave me to believe that the cost of the Keno town survey would be allocated under this line item; so for that reason I would like to ask questions now.

Last year, I approached the department to look into the possibilities of a town re-survey. I know that there was an individual in Keno who undertook to map out existing land use in the community in order to allow for a comparison analysis of existing land use and the 1922 survey, conducted by the Dominion Land Survey Office. Anybody who could see the difference would remark that the community residents, over time, had paid little or no attention to the grid pattern which was established by the Dominion Land Survey. This has created a number of problems for the community development, obviously. There are cases in the community of Keno where people are paying taxes on land that is not situated beneath their homes. In fact, they are squatting on other people's land, on highways, meadows, road easements, rights-of-way, and for that reason there, obviously, was a crying need for a town survey.

As I understand it, the government has undertaken to do a number of preliminary things this past summer. When I called the department to ask for an update on their activities I was told that I should save all such things for the House, for this time during the capital estimates, because everything would be made good at this point so I am looking forward to the minister's remarks.

The department had undertaken to do a number of things. One was to establish land ownership under the old survey in the community. One was to certify a private individual's survey of the community, and I believe, thirdly, that they would encourage aerial photographs of the community to be taken. Following that, there would obviously be a need to do a survey of existing land use, to do a brand-new survey of the town, and that was the cost that was going to be associated following the developments this past summer.

The new survey of the town would obviously mean that certain things would have to be done and the department would have to

show all the sensitivity it could muster, and people would have to show as much consideration as possible considering the difficulties that could be anticipated. I would like the minister to respond to a few of my remarks. Perhaps I could ask him a few other questions regarding the town survey and the concerns people might have in the future.

**Hon. Mr. Lang:** I do not have much information with me as far as the procedure that will be taking place. The principle that we are looking at is, as per the request from the member for Mayo, to allocate dollars for the purpose of getting the present situation rectified as far as the purpose of a legal survey for the purposes of private ownership within that community. We have budgeted \$150,000. Once we get the steps down as to how we are going to proceed with it, I am sure the member will be involved. We will contact the community hall or community organization to find out how much interest there is in the community and from there proceed, if it is deemed to be in the best interest of the community.

We are taking the first initial steps and we are prepared to do it. If we only find only two or three people interested, then we have to seriously look at our allocation of dollars to see if we are going to recoup those dollars. The idea of putting those dollars forward is that we will refund those dollars with the sales of those lands for the purposes of private ownership. I hope that the member opposite can assure me that we will recoup the dollars because land development is on the borrowing situation where we go to the bank, put the dollars out and, over a period of time, recover those costs. Right now, the department has given me an estimate of \$150,000, which is included in this estimate. I would like the assurance from the member Mayo that we will recover those dollars over a period of time.

**Mr. McDonald:** One aspect of the minister's answer encourages me to believe that he is not entirely aware of what the details are. Therefore, I will not press him on details at the moment. I will try meet with his department, with the people who are familiar with the issue. I will attempt to discuss the nitty gritty — the real details of this proposal. As I have said, there are problems associated with rectifying a bad survey. And there are problems associated with the situation in the community right at the moment where people own land on which other people's houses are situated. The people have houses on right-of-ways. The result has been that there has been a land freeze in the community. People do not sell land. The government does not sell its land. There are all sorts of problems associated with this and it has to be rectified. I want to assure the minister and the rest of the House that, if I felt that there were only three people interested in a land survey in Keno, a property survey, I would never have done anything so irresponsible as to suggest that money should be expended on a survey now.

The minister is asking whether or not the government will recover the money that they are expending. There are a number of options that the government could take to resurveying the town, which could mean a great deal in terms of cost absorption to various individuals. You could survey the town and load all the costs on people who live there now. You could survey out extra lots and load part of the costs onto the new lots. It is an incidental aspect of this situation that I was not aware that the survey cost would be in the neighbourhood of \$150,000. I had been given to believe in Question Period that the cost would be in the neighbourhood of \$40,000.

<sup>39</sup> Initially, when I asked the question shortly after election, the cost for labour was 35, then that jumped to 40, 45 or something. The figure of \$150,000 is really a fantastic sum of money, considering the sorts of things the minister was saying previously. We really are going to have to sit down with the people who are knowledgeable about this issue, and find out the nitty gritty. Obviously, the minister's claims betray the fact that, to a certain extent, he does not understand or is not perfectly aware of all the details. I am certainly willing, in negotiations or in discussions with the minister's department or with the minister himself — if he wants to take the trouble to attend — to really iron out what it is going to mean to the community. It would be, actually, quite plausible for the minister to attend, so that we can reduce the amount of delay in terms of the actual decision making. As far as getting the

community to accept the survey, obviously that is for them to work out for themselves.

As far as my part in this equation, I will do everything that I can to make sure the process is as smooth as possible. I recognize that there is a problem, but I recognize that there is hesitancy on the part of some people of Keno, that they are going to have to bear the costs of a re-survey of the town. Even though they have titled lots, they are going to bear a large portion of the cost for a survey which they had no part in making and the development of the town in which they took no part either. There are some significant problems, depending on what the minister has to say. I am not sure that questioning this at this point would be productive at all. I would like to have the minister sit down with department officials from the lands department to largely hammer out what exactly is being offered here. I can give the minister an indication of what I think the community's sentiments are. I have a good indication of what they are. It is not simply the individual who conducted the town survey, or the individual company which conducted the town survey, it is also the 20 people who came out to at least one town meeting. There is another town meeting this weekend to discuss just this kind of thing, and the ramifications of the land development proposal are going to be quite significant to those people. If they feel that the entire cost of this bad mistake is going to be loaded up to existing taxpayers, I can guarantee that they will not opt for it. But, if some arrangements can be made to survey extra lots for future development, obviously the costs will be borne by the government over a longer period of time, then they would be more willing to look at it in that light.

Having said that, I would like to reiterate that we would like to do the responsible thing for Keno. I am sure the minister will partake in that. I would like to do the responsible thing for Keno. I know that there is hesitancy in the community. We, meaning the member representing the community and the representatives of the community, agree that these things are going to have to be ironed out. The indications that I got from the department officials in lands is that they would be rather sensitive about the issue too. I think, from my reading of their opinions, they would be willing to take the trouble to understand exactly what is going on in the community, as well. <sup>50</sup> One request of this town survey was that the community boundaries would be expanded. There are difficulties with all the mineral claims in the district. There is a desire in the community to extend the boundaries of that community. I would like to know if the minister has had any negotiations with federal authorities to look at extending into federal crown land.

**Hon. Mr. Lang:** It is the first I have heard of it.

**Mr. McDonald:** The minister says it is the first he has heard of it. He has heard of it now and I hope that he will take that into consideration. Having said that, we will defer discussion on this subject until we have the people — the technocrats, who will understand the situation — have a greater understanding of the details; until we can all sit down and discuss this thing and hammer it out. I would put the department officials and the minister on notice that I request that they come to the community themselves and try to explain the situation to the main community residents, who obviously want to know what is going on. If the minister has any response he wants to make, I would certainly allow him to make that now. I would like to get into a little bit of discussion on agricultural land development.

In the past, it has been my understanding that people who wanted agricultural land, have identified the land that they wanted. Subsequently, the soil tests were made, a reading of the land climatic factors were taken and that was really the extent of it. Is the government planning to identify good agriculture equities, closer communities, and develop the land in the same manner that they would develop a recreation subdivision? Are they going to go out and identify places of access?

**Hon. Mr. Lang:** Yes, we are prepared to. We have some dollars allocated for Whitehorse North, Whitehorse South and Watson Lake for the purposes of identification. Identification would be done by the Department of Renewable Resources not by Municipal Affairs. The decision we are taking is that there was an area that we should go ahead and survey and provide access. Then

we would develop, similar to any other line, and sell them for those costs. Now there are two policy options: one is the one that you have outlined for an interested person who wants to get involved in that type of activity and the other is that we, as government, are prepared to consider it if we feel it is in the best interest of those people affected. So those two options are available with the passage of this budget.

I want to make it very clear that the identification of the areas would have to be done by the Department of Renewable Resources, in concern with some outside groups if necessary, and then we would be strictly the developer.

**Mr. McDonald:** I think that this option that the government is offering is a good one. I hate to say that I encouraged them to do this some time ago and that was not looked upon at the time. Nevertheless, I understand that policies do change and this is a good policy. The minister mentioned that the areas that would be developed would be Whitehorse North and South, and Watson Lake. There is considerable interest in agricultural development both in Dawson and Mayo.

<sup>51</sup> Are there any plans in the future to identify cultural plots in those districts and, perhaps, have those areas developed?

**Hon. Mr. Lang:** I would not discount that. These are areas that the most interest has been exhibited and, therefore, those are the areas we have identified at the present time. I am not discounting that further down the road that might be the case in the Mayo and Dawson areas.

**Mr. Byblow:** Just to expand on the just announced agricultural policy change. With regard to communities and land within municipalities, is that policy option then open to municipalities to take advantage of? The minister just outlined that it is the intention of his government to address a request for agricultural need by actually going in, surveying and making agricultural plots, if you will, available. Clearly that would be done in consultation with the jurisdiction. Is such a policy then applicable to a place like Faro?

**Hon. Mr. Lang:** I would say no, because I do not believe the boundaries of the Town of Faro encompasses any agricultural land. I guess if we were requested by the municipality to consider it, we would. If they felt there was some viability and real interest as far as the general public was concerned. But it is all going to depend on the identification process, which is really through the Department of Renewable Resources of whether the land or the climate are conducive to that type of activity. It varies so much between the community of Faro and the area around Faro as opposed to Haines Junction or Watson Lake.

**Mr. Byblow:** As the minister knows the Faro municipality is quite a large one and there are people within the municipality who believe that there is some viable agricultural land within that municipality. There have been discussions in the last several months within the municipality towards establishing some process by which land is identified and eventually released for agricultural purpose. The policy announcement that the minister makes would appear to be a positive step in expediting that process. I am interpreting from what the minister said that if the municipality of Faro makes a request to this government that a particular area within the municipality be surveyed and identified, tested and ultimately released, this government would be prepared to look at that.

**Hon. Mr. Lang:** I think it would be safe to say we would entertain it. It is a new area we are getting involved here and we are going to have to take it very slowly. But if the municipality said it would like an area identified, to see whether or not it had potential, I am sure we could meet the timeframes of the officials involved and that it could be tested. Also, the converse is that the individual could test it themselves. There are methods that individuals could employ and it has been done around Whitehorse and other communities in Yukon where people are interested in agriculture and taken tests themselves to get an idea of the soil and what has to be done.

<sup>52</sup> **Mr. Byblow:** To define the policy that the minister talks about, is the eventual release of agricultural plots that have been prepared under this policy based on recovery of development costs?

**Hon. Mr. Lang:** You are darn right. The idea is that we are

providing a service and we should get paid for that service.

**Mr. McDonald:** Other than by way of representation, I am not sure whether the minister's department has received requests for the following but, in any case, whether or not he has, I am making, as a representative for the district, representation on their behalf.

People in Keno have complained to me about drainage and traffic control signs in the community. Believe it or not, there is just a small traffic control problem in the community. There is a need for yield signs, stop signs, et cetera. Perhaps, the minister could take as notice a desire from the community to have a drainage survey because the community is faced with some drainage problems. Also, there is a desire from the community to erect some traffic control signs.

Of course, there is not an organized body in the community, apart from the community club which is more interested in recreation, to deal with these problems. Generally speaking, they come to their representative in the legislature and I am now transferring those concerns to the minister's department. He is on notice that, when I stand next Fall to repeat the same requests, the issue will have a history.

*Land Development in the amount of \$3,738,000 agreed to On Highway Construction*

**Hon. Mr. Lang:** I will give a very brief outline. On the Klondike Highway No. Two there is \$2,539,000 budgeted. That is between Carmacks and between kilometres 360 and 388 as well as 16 kilometres north of Carmacks. Gravel base and chip seal will be applied at Midway and 86 kilometres to what is referred to as the old winter road; the kilometres are 424 to 510. That amount is \$1,380,000. There will be crushing for the gravel apron to Flat Creek hill — kilometres 538 to 661 — which amounts to projected costs of \$435,000. There will be some remedial work done on the Atlin Road, from kilometres zero to 42, which is \$130,000. On Klondike Highway No. Two, there are repairs to the Takhini River bridge, kilometre 195, at \$150,000. And, the South Canol Road No. 6 is \$104,000, which would be a culvert. The total there for highway construction is \$4,738,000.

Reconstruction of other roads, so that you are aware of what they are: Miles Canyon Road, construction of six kilometres is \$410,000, which is to complete the program that was started last year; the Annie Lake Road-Carcross, which is approximately five kilometres this side of the lake, is \$1,060,000; Bonanza Creek Road-Klondike Hwy to Grand Forks, 16 kilometres, is \$36,000; Kusawa Road to the campsite, which is 25 kilometres, is \$125,000; the culvert and engineering at Field Creek, at kilometre 10 of the road, \$255,000.

<sup>53</sup> I would be interested to hear the member for Mayo's comments on that to see whether or not we should proceed. Hunker-Sulphur-Dominion loop road, the first 23 of 92 kilometres, \$125,000, and then there is miscellaneous reconstruction of various other roads, which amounts to \$250,000. There will also be further work done, as far as access road development into further wood lots, about a net total of \$60,000, for a total of \$2,311,000.

**Mr. Byblow:** I am sure that, while the member from Mayo is preparing his accolades, I can place a question to the minister. I noticed that there was only consideration for one bridge on either of the two Canol roads. Is there not any upgrading work on either of those two roads this year?

**Hon. Mr. Lang:** The North Canol, I do not have the information, but that is a federal project. On the South Canol, we have provisions for one.

**Mr. McDonald:** I wonder if the minister can briefly explain, once again, what sort of development work is going to be done on the Klondike Highway, north of Carmacks. In the section immediately north of Carmacks to Five Finger Rapids, or to Frenchman-Tatchun Lake, is that development work going to include chip seal, or is it just going to be engineering work to stop up some of the hills and turns?

**Hon. Mr. Lang:** From kilometres 360 to 388 is just strictly reconstruction. The chip seal would be applied next year. The gravel base, BST or chip seal, is at Midway Lodge, 86 kilometres to the old winter road to kilometres 524 to 510; that is \$1,380,000. That is the breakdown I have before me.

**Mr. McDonald:** I do not measure the road in kilometre distances from Whitehorse, I measure it in kilometre distances from Mayo. Could the minister also reiterate what the BST application is for the area north of Stewart Crossing. He mentioned Flat Creek onwards. Could he just repeat that please?

**Hon. Mr. Lang:** The one I just outlined goes from Midway to the old winter road. Measuring backwards I do not know how that would apply, and I leave it to my colleague, who is obviously a mathematical wizard. There is a major crushing of gravel going to take place at Flat Creek hill, which I was referring to, and that amounts to approximately \$435,000. We are completing the gravel resource there that we have crushed, and we have to go into another gravel contract.

**Mr. McDonald:** Is that engineering work that is going to be done on the area immediately north of Carmacks complete, for the most part, the work necessary prior to BST application to hook up the area 16 kilometres north of Carmacks? Is that sufficient to link up the base preparation to the chip seal application north of Frenchman-Tatchun Lake?

**Hon. Mr. Lang:** I would have to check that, but I would also have to forewarn and give the member from Mayo notice that I will be giving him kilometres from Whitehorse going north, unless he wishes me to have the department go from the north to the south, with respect to the information I am providing.

**Mr. McDonald:** A typical, permanent eccentric attitude.

<sup>4</sup> We, in rural areas, regard the distances as not not necessarily coming from north to south, but from the real world into the city.

I would like to mention to the minister a couple of problems that people have expressed to me in recent months pertaining to the work that was done immediately north of Pelly and the work that was done at Minto. The softening of the curves and the straightening of the curves and the new causeway that were built in both locations have proven to me, on a number of occasions, rather dangerous. I understand that we did budget about \$500,000 for both of these two projects. Could the minister explain why the engineered work required that the highway was built so narrowly.

One impression that people had was that the purpose of this kind of work was so that the hills and the curves would not be quite so treacherous but, certainly from personal driving experience and from others who use the highway on a regular basis, it has proven to me that we have difficulty in maintaining highway speeds on these hills. If we are going to be spending \$500,000 to work on these hills why can we not experience hills that would permit highway speeds.

**Hon. Mr. Lang:** All I can say is that they are built to a standard and there is an engineering technique. I can recall a debate between the member for Mayo and myself, when I was Minister of Highways. I was going to provide him with all the books he wanted to read as far as standards were concerned because there is a basic standard. It is laid out in the tender documents and it is expected to follow accordingly. I do not know what more I can add. We have been following those standards for years and overall have been very good as far as the territory is concerned, especially in the areas we have operated in. If there are problems in these two particular hills it is something that has come to my attention for the first time.

**Mr. McDonald:** The minister is going to have to understand that he is speaking to somebody who has travelled the road quite regularly. For somebody who has never travelled the road before that explanation may be quite legitimate. People may believe it. But I travel the highway and know what the road conditions are like. People have expressed this to me and I am merely relaying their concern to the minister and to the Cabinet.

**Hon. Mr. Lang:** You do not seem to have a problem; you get in.

**Mr. McDonald:** The government leader would like me to repeat what hills I am referring to. I can repeat if he likes. The hills are the hills immediately north of Minto Landing and the hill immediately north of Pelly Crossing. All right? Now both of these hills, whether they were done to tender specifications or not — and they may well have been — one hill more so than the other does not permit highway speeds on travelling down it. It is also extremely narrow to a driver travelling that road. It is worrisome and has been

expressed to me on a number of occasions that the hill north of Minto especially is dangerous.

<sup>55</sup> Now I am merely, in open faith, relating that to the minister. What use the minister would like to make of that is up to him. I am merely restating a concern. Whether construction has been to tender specifications is irrelevant to me. I am not interested in looking at the highway engineering documents. I am merely stating that there is concern with this highway. No matter what bureaucratic reasons the minister may want to give me for reasons for the way this road was constructed, are irrelevant to me.

**Hon. Mr. Pearson:** I might be able to give the member a little bit of background. My experience dictates that I have spent a fair amount of time designing and building roads in the areas that he is talking about. In both of those cases, the whole road, all the way from Whitehorse to the United Keno Hill Mine, has been designed to a standard that calls for curves of a specific degree, and inclines of a specific degree. In respect to the inclines, the maximum incline in the sand that we are talking about is an eight percent grade. There are probably five or six places on that road where the grade exceeds eight percent. In each case it was done not for bureaucratic reasons, but for economic reasons. But in each case, also, where that has happened, if we could not build the roads to grade, then it was widened as a result. I think possibly, with all due respect, the hon. member will find that if he measured the road on those hills, it is wider than it is just before he went on to the hill. It is a perception that it is narrow, but the fact is that it is wider. Sure, those places are dangerous, because they are steeper. The cost of making them any less steep, at that time, was astronomical and out of the question.

Over the years, we are slowly getting the roads in better and better shape. As they are being rebuilt now, no matter what the cost, those criteria are being met this time around. But when this was done in the 1960s, we just ran into this. We only had so much money, and we were only getting so much money a year, and we wanted to build as much road as possible. In some places, there were compromises made. I know for sure that those are two of the places.

**Hon. Mr. Tracey:** Those two sections were rebuilt this year. They were built to the standard that the Klondike Highway is being built to, and that is a 32 foot top.

<sup>56</sup> Those two rebuilt sections meet that requirement of, I believe, a 32 foot top, that is on the road. They meet those requirements. It might seem narrower to the rest of the road but it is actually developed to the standard that is required.

**Mr. McDonald:** I certainly will defer to the member from Riverdale North's experience with regard to the history of road-building in the territory and to the Minister of Economic Development, whose riding these two hills are situated in. I will defer to his experience as the ex-minister responsible for the reconstruction. I do not want to belabour this point. There are, of course, treacherous turns and curves and hills on that road and we all recognize that. We would like to think, of course, that when we are reconstructing the roads that some of these things will be rectified. Of course, there are costs associated with that. It may be, too, that the road width is the same as it is in the road just before and after the hill. Nevertheless, I would like to reiterate that concerns have been expressed to me and I am passing them on to the legislature. To a certain extent, the information provided by the government leader has allowed us to understand the issue a little bit more carefully. In any case, the fears about the safety are still there and I am just making that point as a matter of information.

We are running out of time, Mr. Chairman, and I do not know whether or not you would like to continue.

**Hon. Mr. Lang:** I would move that we report progress on Bill No. 39.

*Motion agreed to*

<sup>57</sup>

*Mr. Speaker resumes the Chair*

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

**Mr. Brewster:** The Committee of the Whole has considered

Bill No. 39, *First Appropriation Act, 1985-1986*, and directed me to report progress on same.

**Mr. Speaker:** You have heard the report of the Chairman of Committee. Are you agreed?

**Some hon. members:** Agreed.

**Mr. Speaker:** May I have your further pleasure?

**Hon. Mrs. Firth:** I move that the House do now adjourn.

**Mr. Speaker:** It has been moved by the hon. member for Whitehorse Riverdale South that the House do not adjourn.

*Motion agreed to*

**Mr. Speaker:** This House now stands adjourned until 1:30 p.m. Monday next.

*The House adjourned at 5:25 p.m.*

