



**NORTHWEST TERRITORIES  
LEGISLATIVE ASSEMBLY**

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**HANSARD**

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**The Honourable Michael A. Ballantyne, Speaker**

MEMBERS PRESENT

Mr. Allooloo, Mr. Antoine, Mr. Arngna'naaq, Mr. Arvaluk, Hon. Michael Ballantyne, Mr. Dent, Mr. Gargan, Hon. Stephen Kakfwi, Mr. Koe, Mr. Lewis, Mrs. Marie-Jewell, Hon. Rebecca Mike, Hon. Don Morin, Hon. Richard Nerysoo, Mr. Ng, Mr. Ningark, Mr. Patterson, Hon. John Pollard, Mr. Pudlat, Mr. Pudluk, Hon. John Todd, Mr. Whitford, Mr. Zoe

ITEM 1: PRAYER

---Prayer

**SPEAKER (Hon. Michael Ballantyne):**

Good afternoon. Orders of the day. Item 2, Ministers' statements. Mr. Morin.

ITEM 2: MINISTERS' STATEMENTS

Minister's Statement 21-12(4): Reinstatement Of Federal Funding For Social Housing

**HON. DON MORIN:**

Thank you, Mr. Speaker. Members of the Legislative Assembly are aware that I have just returned from Ottawa from an important meeting with the Honourable David Dingwall, the Minister responsible for CMHC.

The basic purpose of my meeting was to brief the new Minister on: the great need for social housing in the NWT, to both meet the existing backlog of 3,600 units of social housing in the NWT and new units needed to keep pace with our population growth; the extremely serious impact of total federal funding cuts for new social housing by the previous government; the unique northern factors which have resulted in our government assigning the highest possible priority to social housing; and, the urgent need for reinstatement of federal funding.

I am pleased to report to this House that the Honourable David Dingwall was sympathetic to our social housing problems and the severe impact of financial cuts imposed by the previous federal government. Through the good work of our Members of Parliament, Ethel Blondin-Andrew and Jack Anawak, he had already been made aware of many of our concerns.

He clearly understood that there were several housing factors which are unique to the NWT and which do not exist to the same extent in southern Canada where social housing is a small percentage of their overall housing stock. In the south there are many other alternatives to social housing. In most NWT communities, there is very limited private housing available.

The Minister indicated that he would support our request for an extension of six months to the January 1994 deadline, so that we might present our case further.

At this early stage of the new federal government, it was most important that we seized the opportunity to clearly state the seriousness of our housing problems and the critical role federal funding reinstatement will play in a solution.

I was impressed by Mr. Dingwall's understanding of the issues in the NWT and the level of his sincerity to work toward solutions.

I will continue to keep the House, the Advisory Committee on Housing, the Standing Committee on Finance, aboriginal organizations, communities and local housing associations and authorities fully up to date, on both our continuing strategy and efforts to restore federal funding.

I also took the opportunity to discuss our government's business incentive policy and its future application to federal projects.

I emphasized with the Minister that the business incentive policy is not a trade barrier, but is needed by northern companies to offset the higher costs of operating in the NWT and to compete with southern companies.

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It was agreed that a senior official of the departments would examine this issue further. Thank you, Mr. Speaker.

---Applause

**MR. SPEAKER:**

Mr. Morin. Item 2, Ministers' statements. Mr. Todd.

Minister's Statement 22-12(4): Canada-NWT Strategic Transportation Improvement Agreement

**HON. JOHN TODD:**

Thank you, Mr. Speaker. As Minister responsible for the Department of Transportation, I am pleased to advise the Members of this Assembly of the signing of an agreement with the federal Minister of Transport which will provide \$10 million in additional federal funding to upgrade and improve transportation and infrastructure across the NWT.

---Applause

The Department of Transportation will match the federal funds from its own capital resources for a \$20 million joint program. The agreement will enable work on a number of high priority transportation projects to be accelerated or enhanced and several new projects to be initiated.

At Coppermine, we had planned for a runway resurfacing. The agreement provides an additional \$3 million for a total of \$3.8 million, to allow us to widen the existing runway, expand the taxiway and the apron, resurface the entire airfield and replace the lighting system. This will allow jet service to be provided in this growing community. Completion is scheduled for 1995.

At Snare Lake, \$2.6 million dollars will be spent to build a new airport, including a 900-metre runway, apron, taxiway, airfield lighting and passenger shelter. The agreement has allowed this work to be advanced by a year, with work to begin this winter and be completed in 1995.

---Applause

At Deline, our original agreement with Transport Canada allowed only for minimum improvement to the airport. An additional \$3.6 million has been made available, under this agreement, to allow for relocation of the airport. This has long been a high priority for the residents of this community. This project will be completed by 1997.

At Pelly Bay, the budget has been increased by \$1.8 million, making \$4 million available to complete realignment and extension of the runway to 1,525 metres, relocate the apron and taxiway, and provide airport lighting and a passenger shelter. This project will be completed by 1995. Thank you.

---Applause

At Lutsel K'e, \$600,000 has been added to the \$2.7 million budget to complete the realignment of the 900-

metre runway, relocate the apron and taxiway, and provide airfield lighting and a passenger shelter.

An additional \$1.3 million has been allocated at Fort Good Hope, bringing the total to \$2.8 million, to complete realignment of the 900-metre runway, relocate the apron and taxiway, and provide airfield lighting and passenger shelter by 1995.

---Applause

A total of \$1.4 million will be spent at Coral Harbour to upgrade the community harbour and wharf and improve the access road to the barge landing and the airport.

At Pangnirtung, \$2 million will be spent to construct a breakwater, anchorage channel and a cargo marshalling area. This project was designed several years ago, in cooperation with the Department of Fisheries and Oceans Canada. However, funding was not available to proceed until now. Work has already started and will be completed by 1996.

At Iqaluit, \$900,000 has been budgeted to improve marine facilities for resupply and local activities. This work is scheduled for completion in 1997.

A total of \$1.5 million has been allocated to improve a marine resupply facility in Rankin Inlet. This will support improvements to resupply activities in the Keewatin aimed at major cost-savings. This program has also supported a major hydrographic survey of potential shipping lanes into a future port near Coppermine by providing a \$1.2 million contribution to the Canadian hydrographic survey.

As you will be aware, work on some of these projects has already commenced. These projects will be undertaken over five years, with the agreement expiring March 31, 1998.

Mr. Speaker, I must say there was some initial reluctance by the federal government to spend these funds on territorial priorities. However, I am pleased to say we succeeded in making a strong case for these projects. This, coupled with our willingness to match the federal contribution, resulted in the acceptance of the territorial proposals.

With the support of the Members, we will continue to upgrade our transportation infrastructure, create employment and enhance our ability to transport people and goods, safely and efficiently. I am certain you will agree with me that the NWT will benefit

significantly from this joint venture to invest in transportation facilities in the Northwest Territories.

---Applause

**MR. SPEAKER:**

Thank you, Mr. Todd. Item 2, Ministers' statements. Mr. Nerysoo.

Minister's Statement 23-12(4): Community-Based Teacher Training Programs

**HON. RICHARD NERYSOO:**

Thank you, Mr. Speaker. Mr. Speaker, during the last session of this Assembly, I announced

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four new community-based teacher education programs which will help my department reach its goal of having aboriginal people make up half of the teaching force by the year 2000. These teacher education programs have proven to be much more popular than we anticipated.

Community-based teacher education programs are currently being offered in 11 communities in the Baffin, Beaufort-Delta, Dogrib and Kitikmeot regions. A total of 130 aboriginal teacher trainees are registered in these two year training programs, which is the greatest number of aboriginal candidates enrolled at any time in the 25 year history of teacher training in the Northwest Territories.

These programs are offered through partnerships involving the Department of Education, Culture and Employment, Arctic College's teacher education programs and the divisional boards of education in each region.

In the eastern Arctic, the Baffin teacher education program has 37 full-time trainees in Arctic Bay, Igloodik and Pangnirtung, while the Kitikmeot community teacher education program has 13 full-time trainees in Cambridge Bay and Taloyoak.

In the western Arctic, the Beaufort-Delta community teacher education program has 59 full-time trainees and is offering courses in Aklavik, Fort McPherson, Inuvik and Tuktoyaktuk. The Dogrib community teacher education program has 12 full-time and nine part-time trainees in Lac La Martre and Rae-Edzo.

The community-based program offers basic teacher training and leads to the Arctic College Diploma in Education and the NWT Standard Teaching Certificate.

After completing the program, graduates can either take guaranteed teaching positions with their divisional board of education, or can continue working towards a Bachelor of Education degree at the University of Saskatchewan in Saskatoon, or McGill University in Montreal, through Arctic College's teacher education programs.

In addition to the people in the community-based programs, another 52 full-time trainees are registered in Arctic College's campus-based teacher training programs. A further 12 trainees are taking courses towards their B.Ed degrees at Thebacha campus in Fort Smith and Nunatta campus in Iqaluit.

Mr. Speaker, the improved access offered by these programs is providing new career opportunities for teacher trainees across the Northwest Territories. There are already 31 newly qualified teachers who graduated from the Keewatin teacher education program this past June, as well as ten Dogrib teachers who graduated in 1992 from the first community-based program in Rae. This initiative will soon result in a well-trained and qualified force of professional aboriginal teachers. In turn, this will help make our schools more relevant and will lead to higher levels of achievement on the part of aboriginal youth. Mahsi, Mr. Speaker.

---Applause

**MR. SPEAKER:**

Thank you, Mr. Nerysoo. Item 2, Ministers' statements. Mr. Kakfwi.

Minister's Statement 24-12(4): Teenage Sexual Assault Booklet

**HON. STEPHEN KAKFWI:**

Mr. Speaker, later today, I will distribute to Members of this Assembly, copies of a publication by the Fort Smith victim/witness assistance program entitled, Teenage Sexual Assault: What We Have To Say.

This booklet is the result of a three month public awareness project by the victim/witness assistance program, aimed at exploring questions pertinent to the youth in our communities who may have the

unfortunate experience of becoming sexual assault victims.

The booklet contains workshop plans, discussion questions and a skit called, Conflict of Interest, which was written by the PW Kaeser High School drama club of Fort Smith. It was printed by the Uncle Gabe's Friendship Centre.

Sexual assault, as we all know, is a very serious crime. I am pleased that the Department of Justice is able to financially support the Fort Smith victim/witness assistance program in the provision of community-based services to victims of crime.

---Applause

**MR. SPEAKER:**

Thank you, Mr. Kakfwi. Item 2, Ministers' statements. Mr. Morin.

Minister's Statement 25-12(4): Celebrating Aboriginal Achievements

**HON. DON MORIN:**

Thank you, Mr. Speaker. The United Nations has chosen 1993 as a year to recognize and celebrate indigenous peoples around the world. In support of this declaration, the Department of Public Works and Services has undertaken three activities.

The department has presented \$500 each, to two outstanding northern aboriginal university engineering students: Warren McLeod, from Yellowknife; and Corey Wainman, from Inuvik. The students had to be entering the first year of a post-secondary technical program and, based on their excellent high school achievements, they were judged likely to succeed in these difficult programs.

In addition, four apprentices who are working with Public Works and Services will be recognized with \$400 gift certificates to purchase tools. The apprentices are: Martha Aupaluktuq, from Baker Lake; Larry Benwell, from Fort Smith; Aime Panimera, from Igloolik; and Barney Tootoo, from Rankin Inlet. The selection of these awards was based on a combination of work performance and academic achievement.

As well, two posters of aboriginal employees -- Patty Greenley, from Cambridge Bay and Floyd Daniels, from Fort Simpson -- will be published in January, showing the employees as successful role models

and encouraging aboriginal students to stay in school. The posters stress the department's theme of "work with us."

There is a great demand in the Northwest Territories for aboriginal tradespeople and graduates of technical programs.

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Our awards recognize the success and efforts of individuals in these fields. Thank you, Mr. Speaker.

---Applause

**MR. SPEAKER:**

Thank you, Mr. Morin. Item 2, Ministers' statements. Item 3, Members' statements. Mr. Gargan.

**ITEM 3: MEMBERS' STATEMENTS**

**MR. GARGAN:**

Thank you, Mr. Speaker. Mr. Speaker, yesterday I left some papers on my desk. One of the documents was the Edmonton Journal, in which there was an article written about Kitty Nowdluk-Reynolds. It was missing this morning when I came in. I wanted to let the staff know, or whoever took it, that it is a good thing most of our statements are done by computers. I was able to retrieve a copy.

**Member's Statement On Ms. Kitty Nowdluk-Reynolds' Treatment By Justice System**

She was arrested, detained and transported from one coast to another in handcuffs. When she arrived in Igloolik, she was transported to court in the same vehicle as her attacker.

Mr. Speaker, all northerners and Members of this Assembly, men and women alike, were horrified by Ms. Nowdluk-Reynolds' treatment. Indeed, the RCMP complaints commission stated in their report that Ms. Nowdluk-Reynolds was victimized a second time by the force's careless and insensitive treatment.

Mr. Speaker, I'm delighted today that the RCMP have reached an out-of-court settlement with Ms. Nowdluk-Reynolds. The RCMP will pay Ms. Nowdluk-Reynolds \$100,000, as partial compensation for the trauma she suffered as a result of their wrongful action. In a letter to Ms. Nowdluk-Reynolds, the RCMP Commissioner, Norman Inkster, stated that he was appalled at the behaviour of several mounties.

Mr. Speaker, this settlement can only partially compensate Ms. Nowdluk-Reynolds. After she pays legal fees and possible taxes, this amount is just a drop in the bucket when viewed in comparison to the emotional trauma suffered by this woman.

Ms. Nowdluk-Reynolds will most likely always be distrustful of the justice system. She will undoubtedly always bear the scars of her rape, the scars of her treatment at the hands of the RCMP, the scars of having to repeat her story over and over again and of being subjected to vigorous cross examination during the public complaints commission held to investigate this matter. I am glad, however, that the RCMP have chosen to compensate Ms. Nowdluk-Reynolds and I can only hope that we will never again see a similar situation happen to any woman, whether native or non-native. Mahsi cho, Mr. Speaker.

---Applause

**MR. SPEAKER:**

Thank you, Mr. Gargan. Item 3, Members' statements. Mr. Whitford.

Member's Statement On Dental Specialist In The NWT

**MR. WHITFORD:**

Thank you, Mr. Speaker. Mr. Speaker, for a long time many Members of this House, including myself, have spoken in favour of encouraging medical specialists to come north to practise their professions, to set up business in their home communities. We all know the travel for medical treatment is very expensive and compounds our already high health care budget. A quick review of the O and M budget will show that the amounts are in the tens of thousands of dollars for travel.

This includes dental care, as well. The sad and shocking thing, at least in one local case, Mr. Speaker, are roadblocks from this government's departments and threats of legal actions to a dentist who is attempting to do exactly what we've been asking. Why? Because the legislation which governs denturists, the Dental Mechanics Act, is outdated and silent on the type of work denturists can perform in the Northwest Territories.

Equally important to consider is that northern people have long suffered the pain and inconvenience of poor-fitting or broken dentures. We all know that

good dental health is important, but so are proper appliances for those who have lost their natural teeth.

Mr. Speaker, northern people eat good, healthy food. However, good northern healthy food is sometimes very tough. Dentures break and because there is no dentist available, they must either wait for a dentist to come into their community, send the broken appliance out for repair or go without them. Unfortunately, all too many of our elders must suffer the indignity of going without their teeth. The indignity and discomfort of trying to cope without proper, strong and well-fitting dentures is unfair and should not be allowed to continue. But, what happens when we have a solution? The government threatens legal action. We now have a very qualified practitioner, trained in Ontario -- tops in his profession -- who independently established a clinic to serve patients, and the local dental clinics threatened with legal action if he practises not through his fault but because our act is nearly 20 years outdated and needs revision.

Mr. Speaker, I seek unanimous consent to conclude my statement.

**MR. SPEAKER:**

The honourable Member is seeking unanimous consent. Are there any nays? There are no nays. Please proceed, Mr. Whitford.

**MR. WHITFORD:**

Thank you, Mr. Speaker and my colleagues. Mr. Speaker, to conclude, I understand that there are other provinces with similar problems, but pending their own legislation, they allow for the practitioner to practise to the level of their provincial licence. Perhaps we can do the same here in the interim. Thank you.

---Applause

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**MR. SPEAKER:** Thank you, Mr. Whitford. One note of interjection here. It's been brought to my attention by a couple of Members they find it a bit awkward if they go beyond their time limit, to sit down and stand up and sit down. What I would suggest then, for Members who want to, if you go beyond your two and a half minutes, to stay standing and request unanimous consent. You don't have to sit down and then stand up again.

---Applause

Thank you. Item 3, Members' statements. Mrs. Marie-Jewell.

Member's Statement On The Late Billy Bourque

**MRS. MARIE-JEWELL:**

Thank you, Mr. Speaker. Mr. Speaker, last May my constituents were shocked and saddened by the tragic death of a well-known native pilot, Billy Bourque, who owned and operated Loon Air.

Mr. Speaker, Billy Bourque was killed in Villeneuve, Alberta while he was doing a test flight with the new plane he had purchased for his company. Mr. Speaker, his death was not a result of pilot error. His death was due to the airline cables being incorrectly installed. The cables were installed backwards.

Billy had a unique personality which always allowed his generosity and sense of humour to shine. Mr. Speaker, Billy Bourque received his private pilot's license at 18 years of age. With further work, he obtained his commercial license in 1972, at age 21. In 1980, Billy established his own business which was called Loon Air, a name and a logo which truly reflects our north. His company had four planes at the time of his death.

Billy Bourque was born in Fort Chipewyan to his proud parents, Albertine and the late Joseph Bourque. He leaves behind his wife Heather, three sons: Troy, Ivan and Scottie, and his daughter Rene. Billy is also missed by six sisters, three brothers and many nieces and nephews, uncles and aunts. He lived most of his life in Fort Smith.

Billy Bourque was a man who was held in high regard by many people in the north, particularly in Fort Smith. He was a man who respected everyone, regardless of who they were or what they did.

Mr. Speaker, nothing would please my constituents more than having the new tanker base to be built in Fort Smith named in his honour. Mr. Speaker, I would encourage this government to call the new base, when it is built, the Billy Bourque Aviation Centre. Thank you.

---Applause

**MR. SPEAKER:**

Thank you, Mrs. Marie-Jewell. Item 3, Members' statements. Mr. Patterson.

Member's Statement On Vocational Rehabilitation For Disabled Persons Program

**MR. PATTERSON:**

Thank you, Mr. Speaker. Mr. Speaker, for years there has been a cost-shared program in the Northwest Territories, which I believe exists in every province as well, called vocational rehabilitation for disabled persons, or VRDP. This program has been funded by the Government of Canada and the Government of the Northwest Territories. It was designed to be available for people with disabilities and special needs.

Initially, there were committees in each region empowered to make assessments and decide on how funds should be made available. As far as I know, there is no longer a VRDP committee in the Baffin region. In fact, as far as I know, there are no longer any funds available in the Baffin region. I am told that monies in the program were recently used to fund a consultant, based in Yellowknife, who has developed an assessment tool which replaced the regional committee approach which had been followed for years. As I understand it, the diminished funds now available are controlled by this headquarters person. I am also told that the program in recent years was transferred to the Department of Education, Culture and Employment, from the Department of Social Services. Mr. Speaker, there are disabled persons in my constituency and in the Baffin region who could benefit from the kind of long-term planning, counselling, rehabilitation and treatment which this program, in its initial conception, was designed to provide.

**MR. SPEAKER:**

Thank you, Mr. Patterson. Item 3, Members' statements. Mr. Ningark.

Member's Statement On School Bus For Gjoa Haven

**MR. NINGARK:**

(Translation) Thank you, Mr. Speaker. Mr. Speaker, the students will be running the future in our land. They will work as Members of the Legislative Assembly. They will also be in the workforce. We have to work hard towards reaching these goals and I thank the government for providing adequate schools for our children. However, at this time, the communities' populations continue to grow. They have to travel long distances to get to their schools.

Normally they do this by walking, many times in blizzards. There are dogs that are often unleashed and are a danger to these children. In Gjoa Haven, where I was voted in, this is becoming a growing concern and for a long time they have been requesting a bus for transporting the children. Since our children are our future, let's help them. Not just within the schools, but on their way to attend school and on their return. They experience hardships. When question period is upon us, I will be posing a question to that affect, Mr. Speaker. Thank you.

---Applause

**MR. SPEAKER:**

Item 3, Members' statements. Mr. Pudlat.

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Member's Statement On Airfare For Children

**MR. PUDLAT:**

(Translation) Thank you, Mr. Speaker. I too have a statement concerning Baffin South, my own constituency. This issue will probably be raised a number of times. There are some people who live in outpost camps. Economically, this is one of the most difficult places to live in prosperity. We are all aware that the airlines have to make a profit, but I am talking about children. As soon as they reach the age of two, their airfare becomes almost equivalent to the airfares of adults. In my community, we fly by Twin Air only, between 30 and 45 minutes to Iqaluit. A fare for an adult ranges between \$100 to \$120. Because of that, Mr. Speaker, I have had a concern. For children two and over, their airfares become quite close to adult rates. We should see if we can get the government to consider looking at this problem, especially in view of the lack of jobs and the economy being so poor in my region. Thank you, Mr. Speaker.

**MR. SPEAKER:**

Item 3, Members' statements. Mr. Lewis.

Member's Statement On Working Conditions For Media

**MR. LEWIS:**

I was going to keep this until tomorrow, since tomorrow is Friday. But I decided if I did that, it would be taken as being light-hearted and I don't intend that to be the case. Mr. Speaker, a long time ago, when I

was a young man, I worked for a regional newspaper. My conditions were very cramped. There were ink-stains all over the place. All the cups were chipped. There was no flat service to put a pencil down and everything seemed to get dirty. Every time you moved, something fell down. Yesterday, Mr. Speaker, in the few hours we had last night before we met in our evening session, I had an opportunity to look at the space we have allocated to the media. That may give some explanation as to the questions that have been asked about accessibility and how we feel about our local media.

I would like to point out, Mr. Speaker, that there was never any plan to put the media in a bad mood. It was something that has happened which has caused some degree of discontent. So I would like to urge all Members to be kind to our local media. There is no hidden agenda. I do confess, when I looked at the quarters they inhabit in the back, it reminded me of many chapters I read a long time ago, where Charles Dickens describes what it is like to be in the workhouse, and the terrible conditions under which people had to work many years ago.

I would like to assure the media that it was not planned and that every one of our Members will do everything they can to treat their staff in a hospitable way. We will be kind and provide them with as much information as we can on every possible occasion. Thank you, Mr. Speaker.

---Applause

**MR. SPEAKER:**

Thank you, Mr. Lewis. You are looking quite comfortable up there. Item 3, Members' statements. Mr. Alloofoo.

Member's Statement On Overcrowded Schools In Pond Inlet

**MR. ALLOOFOO:**

Thank you, Mr. Speaker. I rise today to bring up a concern that was brought to my attention by my constituents, with regard to overcrowding of schools in my constituency. I am told that the schools have to use hallways in Pond Inlet -- because of the overcrowding -- as well as porches. Later on today, I will be asking the Minister of Education why that is. It is not acceptable to the parents. I am sure it is hampering some of the teachers' ability to teach the students. Mr. Speaker, like my colleague said, our



kids are the future of our country and they need good facilities in which to learn, to get them ready for the future ahead of them. Thank you, Mr. Speaker.

---Applause

**MR. SPEAKER:**

Thank you, Mr. Alloo. Item 3, Members' statements. Ms. Mike.

Member's Statement On Inclusion Of First Nations And Metis In First Ministers' Conference

**HON. REBECCA MIKE:**

Thank you, Mr. Speaker. Mr. Speaker, I rise today to share with my colleagues how privileged I have been, not as a politician, but as an interpreter, to have worked with some distinguished politicians of the last decade. Such great leaders as Pierre Elliot Trudeau, John Amagoalik, J. B. Nooquang, Charlie Watt and the late Mark R. Gordon. It was ten years ago, this fall, that the First Ministers' conference was taking place on aboriginal issues. I would like to commend the Inuit Tapirisat of Canada, its president at that time, Mr. Amagoalik, and the Makivik Corporation in their success and their struggle to include the first nations and the Metis of our country in the First Ministers' conference, in dealing with aboriginal rights.

As the result of the Inuit Tapirisat of Canada and the Makivik Corporation's successful influence, the first nations and the Metis were finally included in the First Ministers' conference on the Charter of Rights. This is an example that we can achieve if we are all united. Thank you, Mr. Speaker.

---Applause

**MR. SPEAKER:**

Thank you, Ms. Mike. Item 3, Members' statements. Mr. Arvaluk.

Member's Statement On Overcrowded Conditions Of Victor Sammurtok School

**MR. ARVALUK:**

Thank you, Mr. Speaker. I rise today to make a Member's statement on overcrowded conditions in the Victor Sammurtok school in Chesterfield Inlet. I have been asking the government to review the situation there. As I stated earlier this year and last year, there are classes being held in the industrial arts section

and the home economics area. They are treated as regular teaching space because there is no other space available.

In fact, the last time I was there -- about a month ago -- there were students taking Inuktitut classes in the porch where the coats and boots are supposed to be. There were coats and

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boots in that porch as well. I will be tabling a petition today from Chesterfield Inlet, with community signatures, to correct these deplorable overcrowding conditions.

When Mr. Patterson was Minister of Education, he took a leadership role in making generic designs so that the schools could be expanded to suit the overcrowding conditions. This is a case where the grade extensions are occurring, students are coming back to school and students who usually drop out of school are staying. With all these conditions, overcrowding becomes inevitable. It is to the point where it has become unacceptable to the community.

I will be tabling the petition today and will be asking questions. Thank you.

**MR. SPEAKER:**

Thank you, Mr. Arvaluk. Item 3, Members' statements. Mr. Antoine.

Member's Statement On Business Incentive Policy

**MR. ANTOINE:**

Thank you, Mr. Speaker. I would like to say that the government is doing some good things with regard to the business incentive program, as well as negotiated contracts they have with the communities. In the past, whenever major projects come into smaller communities, big companies come into the region to do the projects. What happens there is that the work gets done and the revenues and profits leave with the company when they leave. That leaves very little in the communities and in the region.

With the new programs the government has, this is not occurring any more. They are giving work and contracts to the companies and the corporations in the smaller communities. This way, there is more profit and benefit to people right at the community level, where it counts. I would like to see more of that. It has helped in my constituency and I would just

like to encourage the government to continue with these programs. Mahsi.

---Applause

**MR. SPEAKER:**

Thank you, Mr. Antoine. Item 3, Members' statements. Mr. Pudluk.

Member's Statement On Wildlife Studies

**MR. PUDLUK:**

(Translation) Thank you, Mr. Speaker. I also wish to rise today to talk about concerns from the high Arctic and others. The federal government has wildlife studies. They study where the animals migrate and what kinds of food they eat in the Arctic. They also study sea mammals such as the walrus, seals and others. Just recently they did a study on the walrus. They were tagging walrus in my area. This is not a major concern in my riding of the high Arctic. They are not against tagging wildlife. However, the biologists have to put animals to sleep in order to weigh them and study them.

They have killed so many animals by putting them to sleep. This happened recently, in the summer. They were trying to tag a walrus and, without meaning to, they ended up killing the animal by tranquillizing it. Putting tranquillizers into animals to study them and ending up killing them is very unacceptable to the people I represent. This is a major concern and it will be an ongoing concern to the people of the north, particularly for those people who have to depend on these animals for food.

The biologists didn't even bring the walrus back into the community because it was full of tranquillizers. This has become a major concern to the people of the high Arctic. Thank you, Mr. Speaker.

**MR. SPEAKER:**

Thank you, Mr. Pudluk. Item 3, Members' statements. Item 4, returns to oral questions. Mr. Todd.

ITEM 4: RETURNS TO ORAL QUESTIONS

Further Return To Question 72-12(4): NWTAM Concerns Re Dissolutions Of Municipalities

**HON. JOHN TODD:**

Thank you, Mr. Speaker. I have two returns to oral questions. One asked by Mr. Dent on November 22, regarding the NWT Association of Municipalities' concerns with respect to the dissolution of municipal councils. The Department of Municipal and Community Affairs has procedures, well-established in legislation, for monitoring the financial and overall viability of municipal corporations and, in extreme cases, for the appointment of municipal administrators.

The Cities, Towns and Villages Act, the Hamlets Act and the Chartered Communities Act require municipal inspectors, appointed by the Minister of MACA, to perform annual municipal inspections. Each municipal inspection includes financial management, administrative and operational reviews. Each municipal inspection results in a written report which is forwarded to the Minister.

The written report, consistent with the requirements of the act, contains recommendations on the corrective actions to be taken by the municipal corporation or the Minister. A copy of the municipal evaluation report is also always forwarded to the mayor. A covering letter, summarizing the most significant concerns of the department, is sent by the deputy minister in the case of cities, towns and villages, and by the superintendent in the case of hamlets and chartered communities. It is the responsibility of council to ensure that the recommendations are implemented or responded to.

In most instances, the department and the municipal corporations are able to implement the recommendations in a cooperative manner. Failure to implement municipal evaluation recommendations, in addition to be the failure of council to exercise their duty, often may result in serious financial, legal or administrative problems by the municipal corporation.

In addition to conducting annual municipal inspections, the department monitors the financial position of all municipal corporations. Yearly audited financial statements are analyzed by the department. In addition, those municipal corporations which are not cities, towns or villages must furnish to the department monthly financial information. In almost all cases, the department is able to assist municipal corporations in resolving their financial difficulties.

Under section 192 of the Cities, Towns and Villages Act, section 192 of the Hamlets Act, and section 196 of the Charter Communities Act, a municipal

administrator may be appointed when a municipal corporation is incapable of meeting its

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financial obligations. When the council of a municipal corporation fails to perform a duty required of it by legislation, or if the Minister is of the opinion that for other reasons it is in the best interest of the municipal corporation that it be under the control of a municipal administrator.

It is on this legal basis that a municipal administrator was appointed for the town of Iqaluit.

The present procedures provide extensive periods of time for the department and a municipal corporation to resolve problems and to agree on corrective action arising from municipal evaluations. The process ensures frequent and extensive dialogue. The mandate assigned by Cabinet for the Department of Municipal and Community Affairs and the departmental establishment policy is for the development and maintenance of local governments, responsive and responsible to the residents. The emphasis of the department has been on positive collaboration with municipal governments, with a view to increasing their authority and responsibility.

The procedure for the appointment of a municipal administrator and the dissolution of a municipal council, although provided for in the municipal legislation is, and always has been regarded as an extreme and unfortunate remedy of last resort. Even then, the mission of the municipal administrator is always to get the administrative matters back in order as quickly as possible so that the elected municipal government can be restored.

The policy focus of the department should continue to concentrate on regular municipal inspections, cooperative dialogue and other preventive measures to avert situations requiring the appointment of municipal administrators, rather than on making procedural modifications which might actually have the effect of making conditions easier for the appointment of municipal administrators.

Return To Question 73-12(4): Options Open To Minister Of MACA Re Iqaluit Situation

I have a second return to oral question, Mr. Speaker, asked by Mr. Lewis on November 24, regarding options open to the Minister of Municipal and

Community Affairs, re the Iqaluit situation, which I was unable to answer yesterday.

The options available under the present legislation to the Minister of Municipal and Community Affairs to deal with the type of situation found in the town of Iqaluit are limited.

Sections 192 to 205 of the Cities, Towns and Villages Act make specific provision for the conditions under which a municipal administrator may be appointed by the Minister, the authority and responsibility of the municipal administrator and other matters. One feature of the Cities, Towns and Villages Act which restricts the legal options available to the Minister in extreme cases of breakdown of municipal incorporations is that the appointment of the municipal administrator, under section 193 of the Act, automatically means the retirement of the municipal council with full vacancies on the council until the ministerial order appointing the municipal administrator is revoked and new elections are held.

The Department of Municipal and Community Affairs is prepared to develop options for possible amendments of the Cities, Towns and Villages Act and other municipal legislation to allow for the provision of additional administrative and advisory support of municipal councils in extreme difficulty, without the need to go directly to the last resort of appointing a municipal administrator and retiring the council. Thank you.

**MR. SPEAKER:**

Item 4, returns to oral questions. Item 5, oral questions. Mr. Lewis.

ITEM 5: ORAL QUESTIONS

Question 85-12(4): Minister's Statement Re Reinstatement Of Social Housing

**MR. LEWIS:**

Thank you, Mr. Speaker. My heart pounded with excitement when I received the copy of Mr. Morin's minister's statement which read "reinstatement of federal funding for social housing." I'd like to ask the Minister, why is his statement entitled, "reinstatement of federal funding for social housing" when there is no indication in the rest of the text that it is being reinstated?

**MR. SPEAKER:**

Minister Morin.

Return To Question 85-12(4): Minister's Statement  
Re Reinstatement Of Social Housing

**HON. DON MORIN:**

Thank you, Mr. Speaker. Just for the Member's information, that's what I've been working on, reinstatement of the federal funding for social housing, so that's why it reads that. Thank you.

**MR. SPEAKER:**

Supplementary, Mr. Lewis.

Supplementary To Question 85-12(4): Minister's  
Statement Re Reinstatement Of Social Housing

**MR. LEWIS:**

Thanks very much, Mr. Speaker. In the text of this ministerial statement, we learn that the Honourable David Dingwall was sympathetic to our social housing problems. How exactly was that sympathy reflected in the communication that the Minister had with this Minister of Housing?

**MR. SPEAKER:**

Minister Morin.

Further Return To Question 85-12(4): Minister's  
Statement Re Reinstatement Of Social Housing

**HON. DON MORIN:**

Thank you, Mr. Speaker. Mr. Speaker, the Minister was, to me, very committed to take up our cause and take it to Cabinet on behalf of us, to try to reinstate federal funding to the NWT. It's not his decision alone but he seemed, to me, very sympathetic and very committed and understanding of our issues. Thank you.

**MR. SPEAKER:**

Supplementary, Mr. Lewis.

Supplementary To Question 85-12(4): Minister's  
Statement Re Reinstatement Of Social Housing

**MR. LEWIS:**

Thanks, Mr. Speaker. In several other meetings that the Minister has had with his counterpart in the federal

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government, we have heard things like, "sympathetic to our social housing needs," "clearly understanding," "the several factors which make us different," "the commitment to fully review our concerns and needs with staff," and yet nothing has happened. My question to the Minister, how different was this meeting with this Minister, as compared with previous meetings with the Honourable Elmer MacKay?

**MR. SPEAKER:**

Minister Morin.

Further Return To Question 85-12(4): Minister's  
Statement Re Reinstatement Of Social Housing

**HON. DON MORIN:**

Thank you, Mr. Speaker. The biggest difference between now and the meetings we had with the previous government -- previous Ministers -- previous Ministers of the CMHC were committed to try to help us but they couldn't get it on the agenda. It's as simple as that. The previous government was preoccupied with leadership conventions. They were preoccupied with elections. They were preoccupied with constitutional development and no one wanted to really address the issue. The way I read this, you have a new government. The Minister is committed to take it to Cabinet and represent our cause there, to try to get the reinstatement of funding. Thank you.

**MR. SPEAKER:**

Final supplementary, Mr. Lewis.

Supplementary To Question 85-12(4): Minister's  
Statement Re Reinstatement Of Social Housing

**MR. LEWIS:**

Thanks, Mr. Speaker. Does the phrase then, "to fully review our needs and concerns with his staff and seek support from his Cabinet colleagues", mean that he will take this concern to the Cabinet so that it will be discussed in that forum?

**MR. SPEAKER:**

Minister Morin.

Further Return To Question 85-12(4): Minister's  
Statement Re Reinstatement Of Social Housing

**HON. DON MORIN:**

Thank you, Mr. Speaker. That's my understanding. Thank you.

**MR. SPEAKER:**

I'd like to take this opportunity to welcome in the visitor's gallery, Mr. Tom Zubko, Deputy Mayor of Inuvik, and Mr. Dennie Lennie, Chairman of the Inuvik Community Corporation.

---Applause

**MR. SPEAKER:**

Item 5, oral questions. Mr. Pudlat.

Question 86-12(4): Update On Lake Harbour Airstrip

**MR. PUDLAT:**

(Translation) Thank you, Mr. Speaker. I know my question has been asked before in the House. I have asked about it and made a Member's statement on it. I would like to ask the Minister of Transportation...It's been quite a number of years, I don't know exactly how many years it's been, but we need a new airstrip in Lake Harbour. This has been a concern for quite a long time and there doesn't seem to be any progress on it. Can the Minister of Transportation provide an update as to what year we will be getting a new airstrip? If we keep planning for the future...I know it costs a lot, but prices are going up on everything. I wonder if the Minister of Transportation has any idea when they will be doing the airstrip in Lake Harbour. Thank you.

**MR. SPEAKER:**

Mr. Todd.

Return To Question 86-12(4): Update On Lake Harbour Airstrip

**HON. JOHN TODD:**

The short answer at this time is that, of course, the financial resources are not available to look at improving the airstrip in Lake Harbour. However, we were successful, as I indicated earlier in my Minister's statement, in securing money under the previous government that enabled us to improve and move ahead some of the airport projects.

I recognize the importance. It's a long, outstanding issue with Lake Harbour. It will be part of our overall strategy to try to get some long-term funding through a joint initiative between the federal government and ourselves. However, at this time we simply don't have the resources. I want to assure the honourable Member, that is my intention -- and he will see in the transportation strategy that it's part of that -- as we move forward in the coming months to discuss with our federal counterparts the idea of a joint initiative. Hopefully, we'll be able to secure some long-term money to bring the Lake Harbour airstrip and others up to the standard that will meet our future requirements. However, I don't have the money at this time, but I want to assure him that it is in our overall strategy. Thank you.

**MR. SPEAKER:**

Supplementary, Mr. Pudlat.

Supplementary To Question 86-12(4): Update On Lake Harbour Airstrip

**MR. PUDLAT:**

(Translation) Thank you, Mr. Speaker. Supplementary to my question to the Minister of Transportation. We are aware that there are no funds available at this time. We only get twin otters in our community. There's a lot of cargo and the plane is usually full. The present airstrip we have is in a very dangerous situation. We can't get all the cargo in or out. For that reason, I wonder if the Minister of Transportation -- as he indicated before -- Mr. Speaker, maybe he can update me as to what stage they're at now, if the funding will be available in the future. Thank you, Mr. Speaker.

**MR. SPEAKER:**

Mr. Todd.

Further Return To Question 86-12(4): Update On Lake Harbour Airstrip

**HON. JOHN TODD:**

Mr. Speaker, I want to assure the honourable Member that we are taking a hard look at it. Within the next three to four years, based upon the joint initiative we took with the federal government, we'll be able to complete almost every airstrip in the Northwest Territories where we have some difficulties, whether it's in Fort Good Hope, Pelly Bay, Coppermine or other areas. I believe, if my memory serves me

correct, there are two communities that need a little more

attention. One is Lake Harbour and the other one, the one Mr. Zoe keeps telling me about, of course is Rae-Edzo.

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I want to assure the Member that both these airstrips are part of the plan. I intend to go to Ottawa in the new year to see if there is any room for negotiation, if there is the possibility of developing a joint initiative between the federal government and the territorial government. If there is, I want to assure him the expansion of the Lake Harbour strip and Mr. Zoe's will be on the table and on the agenda. Thank you.

**MR. SPEAKER:**

Item 5, oral questions. Mr. Ningark.

Question 87-12(4): School Bussing Services - Policy

**MR. NINGARK:**

Thank you, Mr. Speaker. My question is directed to -- as I indicated in my statement -- the Minister of Education. Mr. Speaker, I've had the privilege of going to work, going back home every day -- when I choose to -- by taxi. If the weather is nice, I'll walk. When the weather is bad, very cold, I take a taxi. This is not the case for most of the little kids we have as part of the population of the NWT. I'm talking about white, Dene and Inuit. They could be our children, more appropriately they could be our grandchildren, but they're kids anyway. Sometimes they have to venture outside to walk over to the school in 40, 50 or 60 below zero weather and sometimes in a storm. I asked the Minister, during the Third Session of the 12th Assembly, whether the Minister of Education has a policy in place to allow the community to acquire busing services and programs. Thank you.

**MR. SPEAKER:**

Mr. Nerysoo.

Return To Question 87-12(4): School Bussing Services - Policy

**HON. RICHARD NERYSOO:**

Thank you, Mr. Speaker. I did respond to a similar question asked by Mr. Pudlat, previously. I want to

indicate to the honourable Member that the matter of student transportation funding will be part of the normal formula financing arrangement we will, in future, have with the divisional boards of education.

There is a supplementary appropriation in this House that requires the support and approval of Members. Once that approval has been given, we will then apply the criteria for bussing which is that funding will be provided for students: five to six years old if they live .5 kilometres or more from the school; students seven to ten if they live one or more kilometres; and, students 11 and over if they live 1.5 kilometres or more from school. Hopefully, with the support of Members in this House, we will be able to equitably finance the divisional boards to ensure there is funding for student transportation.

I did indicate to the honourable Member, Mr. Pudlat, previously, that one of the purposes for us introducing the criteria and guidelines was for the ministry, myself, to really be out of the business of determining the kind of transportation services to be offered by any divisional board or any community. My personal feeling is it should be left up to the divisional boards and the CEC to resolve those particular matters, as long as the financial resources as provided to those boards to make those decisions.

**MR. SPEAKER:**

Item 5, oral questions. Supplementary, Mr. Ningark.

Supplementary To Question 87-12(4): School Bussing Services - Policy

**MR. NINGARK:**

Thank you, Mr. Speaker. It is one of the facts, Mr. Speaker, that the Kitikmeot region has, to a degree, been neglected. Would the honourable Minister assure me there would be a fair distribution of funds to the region? Thank you.

**MR. SPEAKER:**

Minister Nerysoo.

Further Return To Question 87-12(4): School Bussing Services - Policy

**HON. RICHARD NERYSOO:**

Thank you, Mr. Speaker. The honourable Member, yes, every student will be, and every divisional board

will be, treated equally. The formula will apply on a per capita basis.

**MR. SPEAKER:**

Item 5, oral questions. Mrs. Marie-Jewell.

Question 88-12(4): Allocation Of Transportation Infrastructure Funding

**MRS. MARIE-JEWELL:**

Thank you, Mr. Speaker. My question is for the Minister of Transportation, with regard to his Minister's statement today. Mr. Speaker, the Minister indicated he had signed an agreement with the federal Minister of Transportation for \$10 million in additional federal funding to upgrade and improve transportation infrastructure across the Northwest Territories. I'd like to ask the Minister of Transportation, how was this funding deemed to be allocated for transportation infrastructure across the territories?

**MR. SPEAKER:**

Mr. Todd.

Return To Question 88-12(4): Allocation Of Transportation Infrastructure Funding

**HON. JOHN TODD:**

Do you mean how was the decision made as to where the money should be spent? I don't want to make a long story, but I may as well tell you the history of this thing.

Last Christmas, there was an announcement made by the previous federal Minister, Mr. Mazankowski, that there would be a significant infrastructure, half a billion dollar program, across the country. It is my understanding -- and I stand to be corrected, of course, by Mr. Pollard who is the Finance Minister -- that the Northwest Territories wasn't a part of any discussion that took place to get some of this money.

Through Mr. Pollard's efforts and others, we were able to get, as they say, on the agenda. The federal Department of Transportation has made up their mind they were going to put the money in infrastructure that it already had money in place to do. I was determined to ensure that the \$10 million we were trying to get would be in projects that would be reflective of our needs across the territories.

The federal Minister of the Department of Transportation wanted to put the money somewhere else. On top of that, we had the former Minister of Indian Affairs -- the now deposed, the Honourable Tom Siddon -- sorry, defeated I meant -- who also wanted to put the \$10 million into hydrographic work in

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the Coppermine area. Again, I felt this was not the kind of priority that this government and this Assembly would support.

Based on consultation -- I had to do this thing in a hurry -- it was during the Christmas period, I remember, because it was done long distance. I was in St. Paul, Quebec. Based on the advice I got from the department, based on looking at what I thought the needs were and the direction I wanted to take the department -- and that is the improvement of the basic infrastructure in the territories -- and based upon the fact that Members from the east had indicated a need for some marine infrastructure, and the Members in the west had asked for upgrading of their airports, I decided, in consultation with the department in one day, to put the money where it currently sits.

**MR. SPEAKER:**

Supplementary, Mrs. Marie-Jewell.

Supplementary To Question 88-12(4): Allocation Of Transportation Infrastructure Funding

**MRS. MARIE-JEWELL:**

Thank you, Mr. Speaker. It's interesting that this Minister is in consultation with his department to determine where the money should be spent. It's generally the practice of this particular Minister to consult Members of this House, where we feel we should advise the Minister where the money should be spent. In the Minister's statement today, all this funding for transportation is to look after airports -- which I certainly welcome -- to also look after breakwater and wharves. I see an improved resupply facility in Rankin Inlet, even though we took funds out of the budget to attempt to address that. Mr. Speaker, I'd like to ask the Minister why have no funds from this \$10 million, from the federal government, been addressed to look after any of the highways across the territories? Thank you.

**MR. SPEAKER:**

Mr. Todd.

Further Return To Question 88-12(4): Allocation Of Transportation Infrastructure Funding

**HON. JOHN TODD:**

I inadvertently forgot to tell you that the federal government had to approve where this money was spent and public highway infrastructure wasn't part of the agreement. You're right, the Member is correct, I have said and I believe I have done significant consultation in my role as the Minister of Transportation and the other portfolios I have. In this particular case, I was given 24 hours to try to put together something that I felt was reflective of the needs of the Northwest Territories.

If I may, for a moment, just go through it. Deline airport, it was my understanding that was a priority of that particular area. There are some serious accidents that have occurred there, resulting in death, as in Fort Good Hope, Pelly Bay, and all airports that needed improvement, et cetera. The upgrade of the Coppermine airport, I felt was absolutely priority one. I remember saying that because of the Izok Lake project and perhaps the ability for Coppermine and the people of Kitikmeot to be a major player in the development. The Snare Lake airport construction, I think that goes without saying. On the hydrographic survey work, that was a concession I had to make at the time with the Minister of Indian Affairs, to ensure I got the rest of it because he wanted all of it. The Pagnirtung harbour, to me, was an obvious one. We have a significant fishery in that area, I understand somewhere between 30 to 40 people are involved in that activity and I felt at the time that it was an economic initiative. The Coral Harbour marine facilities, similar. Rankin Inlet, it goes without saying, we've discussed that already in the budget. I believe that I'll be able to demonstrate clearly in March, somewhere between \$1.5 million and \$2 million worth of savings to this government, money which can be put to better use elsewhere. The Iqaluit marine facility, that's a long, long, long history. I thought in my best judgement, we should stop deploying for a reasonable marine facility in that area because of the long, complicated and costly expenditures incurred with the unloading of their sea-lift on an annual basis.

So, there was a rationale for every expenditure. I didn't have the opportunity at the time to discuss it with everybody. Highways were not part of the agenda. I think, more importantly, we managed to get most of the dollars spent in areas certainly that both

the federal Department of Transportation and the Department of Indian Affairs didn't want us to spend it on. Thank you.

**MR. SPEAKER:**

Item 5, oral questions. Supplementary, Mrs. Marie-Jewell.

Supplementary To Question 88-12(4): Allocation Of Transportation Infrastructure Funding

**MRS. MARIE-JEWELL:**

Thank you, Mr. Speaker. I didn't ask the Minister to justify where he was going to spend the money, I just wanted to know why none of the funding wasn't allocated for highways. However, Mr. Speaker, I'd like to ask the Minister a supplementary question, with regard to his Minister's statement. He has indicated in his Minister's statement, and I quote, "A total of \$1.5 million has been allocated to improve a marine resupply facility in Rankin Inlet. This will support improvements to resupply activities in the Keewatin aimed at major cost-savings." I would like to ask the Minister, why has he allocated \$1.5 million of these funds to improve a marine resupply facility in Rankin Inlet when this House just yesterday, I believe -- or the day before yesterday -- deleted \$50,000 for pre-engineer studies? Knowing that this was done, he came in to make a Minister's statement stating this funding will be allocated. I would like to ask the Minister why. Thank you.

**MR. SPEAKER:**

Mr. Todd.

Further Return To Question 88-12(4): Allocation Of Transportation Infrastructure Funding

**HON. JOHN TODD:**

My Minister's statement was based upon the agreement that we signed previous to the recommendations being provided by the Standing Committee on Finance, and which I believe I have responded to in a positive manner. Thank you.

**MR. SPEAKER:**

Item 5, oral questions. Supplementary, Mrs. Marie-Jewell.

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Supplementary To Question 88-12(4): Allocation Of Transportation Infrastructure Funding

**MRS. MARIE-JEWELL:**

My last supplementary, Mr. Speaker, with regard to recognizing the motion that has gone through this House, with respect to the capital budget. I'd like to ask

the Minister, does he still intend to allocate these funds, even though a motion to delete funding for a pre-engineering study has been passed in the House?

**MR. SPEAKER:**

Mr. Todd.

Further Return To Question 88-12(4): Allocation Of Transportation Infrastructure Funding

**HON. JOHN TODD:**

I thought I had answered that while I was up before on my budget. You have passed a motion recommending certain action to take place. I've acknowledged that motion is going to take place. I've acknowledged your action, and I will act accordingly.

**MR. SPEAKER:**

I'd like to take this opportunity to welcome, in the gallery, Mr. Les Carpenter from Sachs Harbour. He is with the Inuvialuit Regional Corporation.

---Applause

I have Mr. Whitford, next.

Question 89-12(4): Licensing Restrictions Applied To Denturist

**MR. WHITFORD:**

Thank you, Mr. Speaker. I have a question I would like to direct to the Minister of Health. At the present time, anyone needing partial dentures or repairs for dentures must go through a dentist's office in order to have these appliances sent out to a dental lab, either for reconstruction or else repair, Mr. Speaker. At the present time, we have a lab that has established itself in Yellowknife, but anyone needing work must still go through a dentist's office. They cannot go directly to this lab to have the work done, even if they want to pay for it on their own, Mr. Speaker. In some cases,

on an emergency basis they find themselves in need. They can't go there on their own and have this work done because the Department of Health will not allow it as there is nothing in the act, as I said earlier on, which allows it. This matter has been discussed between all the parties and it is a badly-needed service. Can the Minister advise me on the status of this conflict?

**MR. SPEAKER:**

Mr. Pollard.

Return To Question 89-12(4): Licensing Restrictions Applied To Denturist

**HON. JOHN POLLARD:**

Mr. Speaker, the denturist in question was licensed by the Government of the Northwest Territories on June 22 of this year. The license allows the denturists to make upper plates, total plates and total lower plates. I will admit it doesn't allow this particular person to make partial plates. I realize the problem. The legislation at the present time does not cover partial plates. There were some reasons for that, because partial plates are usually in the vicinity of teeth that are still connected to the person, still alive.

---Laughter

**AN HON. MEMBER:**

(Microphone turned off)

**HON. JOHN POLLARD:**

Yes, the teeth and the person.

---Laughter

For that reason, Mr. Speaker, at the time this act was put together, it was felt that because of pressures that could be put on those teeth et cetera, that that was best left with a dentist.

Mr. Speaker, the status at the present time is that the gentleman in question, the denturist, will meet with the assistant deputy minister of Health on Wednesday of next week. We have inquired from three provinces as to how they're treating this particular situation, and their legislation is coming in to show us what they're doing. We understand Ontario is considering a change, possibly Alberta. If that's the case, and we can come to an agreement with the denturist, then I will make every effort to consult with the Dental

Association and make changes to the Dental Mechanics Act, Mr. Speaker. Thank you.

**MR. SPEAKER:**

Item 5, oral questions. Supplementary, Mr. Whitford.

Supplementary To Question 89-12(4): Licensing Restrictions Applied To Denturist

**MR. WHITFORD:**

Thank you, Mr. Speaker. I thank the Minister for the answers he has brought forward to this House on this important issue. I was going to ask, and I still will, about the act. I realize there are going to be meetings taking place here, in a very short time, between the people involved. The legislation is in the ball park of this government and the Minister recognizes, as well as this House, that the legislation is indeed outdated. Given that, I wonder what the department is already doing to put in place some revisions for this because it does take a long time to change. Is the process of revision already under way?

**MR. SPEAKER:**

Mr. Pollard.

Further Return To Question 89-12(4): Licensing Restrictions Applied To Denturist

**HON. JOHN POLLARD:**

Mr. Speaker, we've sought advice from Justice as to how we could accommodate this particular situation. Justice has told us the revisions that need to be made. But I would stress to the House, Mr. Speaker, that I have not yet instructed the department to start that review process to change the legislation. It is not a difficult thing, it is fairly simple to change. But first of all, I would like the department to sit down with the denturist to find out exactly what he wants to do and I would like to sit down with the Dental Association to discuss the issue with them. We can see if we can come to some agreement on what changes should be made in this act. There may be other problems we have to look at as well and I

would just as soon deal with the whole issue as deal with it piecemeal, Mr. Speaker. Thank you.

**MR. SPEAKER:**

Item 5, oral questions. Mr. Dent.

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Question 90-12(4): Policy For Vehicles In Maintenance Compound

**MR. DENT:**

Thank you, Mr. Speaker. My question is for the Minister of Transportation. Mr. Speaker, near the beginning of October, a vehicle rented from a local supplier was stolen from the Department of Transportation maintenance compound in Yellowknife by someone who jumped the fence and found the keys inside the vehicle. This vehicle was substantially damaged and, in spite of a clause in the rental contract which indicated the department will be responsible for damages which result from employee negligence, the department is refusing to accept financial responsibility. This leaves the northern supplier -- a small business -- stuck making a claim against their insurance, which will no doubt drive up insurance costs at renewal time. All this, as a result of an entirely preventable incident. After all, all it took was not leaving keys in the vehicle. Is it standard practice for staff to leave the keys in vehicles parked overnight and weekends in the maintenance compound in Yellowknife?

**MR. SPEAKER:**

Minister Todd.

**AN HON. MEMBER:**

(Microphone turned off)

---Laughter

Return To Question 90-12(4): Policy For Vehicles In Maintenance Compound

**HON. JOHN TODD:**

That is a heavy question. Mr. Speaker, I don't know.

**AN HON. MEMBER:**

What?

**MR. SPEAKER:**

Supplementary, Mr. Dent.

Supplementary To Question 90-12(4): Policy For Vehicles In Maintenance Compound

**MR. DENT:**

Supplementary to the same Minister, Mr. Speaker. Will the Minister find out and inform the House if employees are now directed to remove keys from vehicles when they are parked overnight and on weekends at the maintenance compound?

**MR. SPEAKER:**

Mr. Todd.

Further Return To Question 90-12(4): Policy For Vehicles In Maintenance Compound

**HON. JOHN TODD:**

I want to assure the honourable Member that I will deal with that matter post haste and ensure that it doesn't happen again. Thank you.

**MR. SPEAKER:**

Item 5, oral questions. Mr. Antoine.

Question 91-12(4): Federal Priorities for Transportation Infrastructure

**MR. ANTOINE:**

Thank you, Mr. Speaker. My question is for the Minister responsible for Transportation with regard to his Minister's statement today. The Minister stated that he has negotiated \$10 million with the federal government to develop a high priority transportation project. He also indicated that the federal government was reluctant in beginning to spend these funds in territorial priorities. In earlier questioning, he indicated that the federal government had already set some projects they wanted to work on and the Minister was able to succeed in making a strong case with the projects of the territorial government. I would like to ask the Minister which projects the federal government has in mind in doing the work with the \$10 million that he succeeded in negotiating.

**MR. SPEAKER:**

Minister Todd.

Return To Question 91-12(4): Federal Priorities for Transportation Infrastructure

**HON. JOHN TODD:**

Good question, Mr. Chairman. They wanted to upgrade the Hay River and Norman Wells airports that were already built. It is important to point out that

they already had those dollars in their budget and it was just a ploy, in my opinion, for the federal Department of Transportation to get some additional dollars. So, it was their intent to upgrade the Hay River airport and do work in the Norman Wells airport where we had just finished doing a major airport terminal building.

**MR. SPEAKER:**

Supplementary, Mr. Antoine.

Supplementary To Question 91-12(4): Federal Priorities For Transportation Infrastructures

**MR. ANTOINE:**

Thank you, Mr. Speaker. In Fort Simpson there is an airport. I had heard they were planning to do some work on it, but now they are not. I would like to ask the Minister if Fort Simpson was one of the airport projects that the federal government wanted to work on? Thank you.

**MR. SPEAKER:**

Mr. Todd.

**HON. JOHN TODD:**

I'm not sure, Mr. Speaker. I would have to take that question as notice and get back to the honourable Member tomorrow.

**MR. SPEAKER:**

The question has been taken as notice. Item 5, oral questions. Mr. Allooloo.

Question 92-12(4): Pupil/Teacher Ratio Under Collective Agreement

**MR. ALLOOLOO:**

Thank you, Mr. Speaker. Earlier today in my Member's statement, I made reference to overcrowding in the schools in my community of Pond Inlet. As I mentioned, the schools have to use two hallways and one foyer as classrooms to educate the kids. I would like to ask the Minister of Education, what is the student/teacher ratio under the collective agreement? Thank you.

**MR. SPEAKER:**

Mr. Nerysoo.

Return To Question 92-12(4): Pupil/Teacher Ratio Under Collective Agreement

**HON. RICHARD NERYSOO:**

Mr. Speaker, I believe for high schools, it is 17:1 and in kindergarten to grade nine, I believe it is 19:1.

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**MR. SPEAKER:**

Supplementary, Mr. Allooloo.

Supplementary To Question 92-12(4): Pupil/Teacher Ratio Under Collective Agreement

**MR. ALLOOLOO:**

Thank you, Mr. Speaker. In my schools, the ratio for the elementary levels is 22.8:1, at the present time. In the high school there are 25 kids per teacher. Is the Minister -- because he is bound by the collective agreement -- willing to address that discrepancy? Thank you.

**MR. SPEAKER:**

Mr. Nerysoo.

Further Return To Question 92-12(4): Pupil/Teacher Ratio Under Collective Agreement

**HON. RICHARD NERYSOO:**

Thank you, Mr. Speaker. Under normal circumstances, if there is a situation where the student/teacher ratio is higher than what is agreed to in the collective arrangement, certainly we would respond. We would respond after what is normally the October calculation of students who have remained in school. That is an automatic decision. It is normal and it will be part of the normal decisions of government.

**MR. SPEAKER:**

Supplementary, Mr. Allooloo.

Supplementary To Question 92-12(4): Pupil/Teacher Ratio Under Collective Agreement

**MR. ALLOOLOO:**

Thank you, Mr. Speaker. It is my knowledge, and the knowledge of this House, that a certain capital project was cancelled by the Legislative Assembly last year.

It was going to enhance the schools in Pond Inlet. Is that part of the problem? Are the schools overcrowded as a result of that cancellation? Thank you.

**MR. SPEAKER:**

Mr. Nerysoo.

Further Return To Question 92-12(4): Pupil/Teacher Ratio Under Collective Agreement

**HON. RICHARD NERYSOO:**

Thank you, Mr. Speaker. That may be one of many reasons. I pointed out to my colleagues and to the Standing Committee on Finance that there have been real, significant increases in the student population right across the Northwest Territories.

I've also indicated that there has been a shortage of financial resources for us to accommodate the significant populations of children that are either staying in school, as a result of the initiative for expanding high school programs in our communities, or for that matter, the increased birth rates in our communities. Some of our communities are expanding by three times the national birth rate. What we are seeing now are the results of those rates.

The Northwest Territories is multiplying in population by two times the national average. That is what is occurring. The problem that we are having -- and my honourable friend will recognize this -- is that several years ago there was a reduction in expenditures in the Department of Education, of approximately \$12 million. That was a result of commitments on the part of this government for what it considered to be other priorities and requests by Members of this House.

Generally speaking, I feel confident with the Report of the Standing Committee on Finance, which indicates that education is priority number one. But, again, that commitment can only be considered serious if Members of this Assembly reflect upon the kinds of commitments we make, in terms of financial resources to education, whether it is to schools or student residences for our children.

**MR. SPEAKER:**

Item 5, oral questions. Mr. Arvaluk.

Question 93-12(4): Capital Expenditures To Meet Growth In Student Population

**MR. ARVALUK:**

Thank you, Mr. Speaker. My question is for the Minister of Education, also. My question is very similar to Mr. Alloo's, the only difference is that smaller schools can not do very much to correct overcrowding conditions. When the Minister of Finance submitted his capital budget, I noticed that funding was not in the plans for an already overcrowded school, the Victor Sammutok school in Chesterfield Inlet. Although it was not a five year capital plan, but a preliminary submission, it was found out by the community education council that funds will not be available until 1998-99.

Will the Minister be making corrections to this big mistake in his capital plan?

**MR. SPEAKER:**

Mr. Nerysoo.

Return To Question 93-12(4): Capital Expenditures To Meet Growth In Student Population

**HON. RICHARD NERYSOO:**

Mr. Speaker, I do want to indicate to my honourable colleague that the capital planning process, itself, is only one portion of the work that the department does, in terms of responding to the education needs of our children, or for that matter, adults who want to attend college programs.

The problem that we all have to recognize is the very significant increase in our community populations of students. You must recognize that, in the context of the resources that have been allocated, there have been no significant increases in the Department of Education. Let's be very honest about that. There are no major, significant increases in capital expenditures that would reflect what I have identified - and what has previously been identified -- as the significant population increases in the Northwest Territories.

I have made it known to Members of this Assembly, to my colleagues in Cabinet and to the Standing Committee on Finance that we are bursting at the seams at every school in the Northwest Territories. At this particular juncture, in order for us just to keep up with the needs for this year -- so I can address the issues in Chesterfield Inlet and the issues in Igloodik and Pond Inlet, or for every community -- we're short approximately \$16 million this year. That is what we are short.

We would require an additional \$6 million for the next five years, in order for us to just keep up with the renovation requirements so that we could accommodate those increases in student population. That is what is required. Because there have been other requirements requested in this House -- what

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Members have considered priorities -- we have been unable to make the necessary major changes in capital expenditures to accommodate what I consider to be one of the more significant requirements in our communities.

**MR. SPEAKER:**

Supplementary, Mr. Arvaluk.

Supplementary To Question 93-12(4): Capital Expenditures To Meet Growth In Student Population

**MR. ARVALUK:**

Thank you, Mr. Speaker. I believe the Minister's responsible for trying to get the significant increase in funding for education. This House has been indicating to the Minister that there is a lot of pressure to get better or bigger facilities in the schools, simply because of students coming back to school, or coming into school, in great numbers. Does the Minister, then plan to table additional funding in the near future to rectify this situation?

**MR. SPEAKER:**

Mr. Nerysoo.

Further Return To Question 93-12(4): Capital Expenditures To Meet Growth In Student Population

**HON. RICHARD NERYSOO:**

Mr. Speaker, at this particular juncture, no. The fact is that the Members here have already approved the expenditures of our capital plan for this particular year, unless of course there is a major initiative on the part of all Members to reallocate resources that we are now approving in our capital plan for educational purposes. That, in my view, is a decision that all of us must be a party to.

I recognize the support my honourable colleague has given to me previously and in statements in the House during the budget session, but we must also recognize that in spite of the statements that have

been made, in spite of the decisions and the directions that have been given, there are still additional requirements that have been made of our capital expenditure. Therefore, we have not been able to address all the requirements. I pointed out these issues already to all our colleagues and I'm hoping that I can convince my colleagues along with yourselves, the importance of us trying to make the adjustments necessary. I have given all the information and I'm hoping that I can see the results of it by support of Members in this House.

**MR. SPEAKER:**

Supplementary, Mr. Arvaluk.

Supplementary To Question 93-12(4): Capital Expenditures To Meet Growth In Student Population

**MR. ARVALUK:**

Thank you, Mr. Speaker. Will the Minister take interim measures in correcting, or at least make an adjustment to, the date of the five year capital plan, from 1998, according to the report recommendation that was submitted by the Standing Committee on Finance?

**MR. SPEAKER:**

Minister Nerysoo.

Further Return To Question 93-12(4): Capital Expenditures To Meet Growth In Student Population

**HON. RICHARD NERYSOO:**

Mr. Speaker, that is a matter that I will seriously consider, except I would suggest to the honourable Member that a part of the planning process also includes the divisional boards, who I respect in terms of their decision-making. I think that for me to make an adjustment without their consideration and their involvement would either make me look very bad, in terms of the authority that I've been trying to transfer to them, or for that matter, ignore what I consider to be an important responsibility for the community. I will take the matter and consider the issue seriously as has been suggested by the honourable Member.

**MR. SPEAKER:**

Oral questions, supplementary, Mr. Arvaluk.

Supplementary To Question 93-12(4): Capital Expenditures To Meet Growth In Student Population

**MR. ARVALUK:**

Thank you, Mr. Speaker. Will the Minister then also be active in getting the enrolment criteria system done, whereby it will be easier to just enrolment figures in the future? As a result of the school design, as soon as they are complete, the schools become overcrowded. Will he be active in promoting the new type of formula for capital plans by recognizing that the enrolment is 2.5 times higher than the national average?

**MR. SPEAKER:**

Minister Nerysoo.

Further Return To Question 93-12(4): Capital Expenditures To Meet Growth In Student Population

**HON. RICHARD NERYSOO:**

Thank you, Mr. Speaker. I'd like to indicate to the honourable Member, that particular matter is already being considered and we're hoping to have our capital criteria completed and revised by December of 1993. There's another consideration. We're increasing the size of classrooms, for instance, kindergarten rooms from 70 square feet now, to 90 square feet. I've already informed the Standing Committee on Finance that that is going to be a consideration for our new schools.

**MR. SPEAKER:**

Item 5, oral questions. Mr. Gargan.

Question 94-12(4): Policy For Non-Medical Escorts

**MR. GARGAN:**

Thank you, Mr. Speaker. I have a question to the Minister of Health. Perhaps I should bring it up today under the report of the Special Committee on Health and Social Services, but they don't refer to this at all. There's nothing that even alludes to it. Even though aboriginal language is important, it doesn't seem that way to the special committee when they visited all the aboriginal communities. Mr. Speaker, my question is with regard to an incident that happened several years ago in which a young woman with tuberculosis was escorted without interpreters.

I think the department has said that a non-medical escort will be authorized by the department, if the criteria for the attached Northwest Territories medical travel policies are met. So, you go to the medical

travel policy and the policy on communication, "information and services should be provided, when possible, in the language of the resident seeking the service". Under Section 14-2 of the Official Languages Act, it states that "required services are to be provided" not when possible, but are "to be provided in aboriginal languages where there is significant demand or where the nature of the office

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makes it reasonable to expect it. Health services, by their nature, must be made available for interpreters." I'm just wondering, Mr. Speaker, why the policy for the non-medical escorts, or interpreters doesn't reflect what the Official Languages Act is saying?

**MR. SPEAKER:**

Mr. Pollard

**HON. JOHN POLLARD:**

Thank you, Mr. Speaker. Mr. Speaker, I'll take the question as notice. Thank you.

**MR. SPEAKER:**

The question has been taken as notice. I'd like to welcome in the gallery, Mr. Charlie Furlong, President of the Metis Local of Aklavik and the Director of the Gwich'in Tribal Council.

---Applause

**MR. SPEAKER:**

I have next, Mr. Whitford.

Question 95-12(4): Delays In Appeals Process

**MR. WHITFORD:**

Thank you, Mr. Speaker. Mr. Speaker, I'm sure Members experienced the same thing I did here today. On the way to work today, after lunch, I had to pass through a number of picket signs outside of the Legislative Assembly, condemning WCB and the Minister for their lack of sensitivity, the long delays in deciding on workers' appeals. This morning on the radio -- a well-known radio station here in Yellowknife -- there was an hour long phone-in show with guest speakers from the Injured Workers' Association. Lots of concerns were expressed but the main concern expressed, Mr. Speaker, was the length of time that it takes to process appeals. Up to 300 days, I think the

Minister stated here. I know of one that has been dragging on for 13 months.

Can the Minister advise me on whether or not he's aware of these concerns, aware of the sit-in that's been taking place and this phone-in show?

**MR. SPEAKER:**

Minister Todd.

Return To Question 95-12(4): Delays In Appeals Process

**HON. JOHN TODD:**

Thank you, Mr. Speaker. First of all, let me say that the Workers' Compensation board of directors, and its appeal committee, under the chairmanship of Mr. Bourque, is fully aware of the frustration of injured workers whose claims are before the appeals board. But, I think we have to put it in perspective.

Last year, the WCB took care of 3,758 claims. I stated in the House the other day that, while it is unfortunate that it does take a lengthy period -- as Mr. Whitford has said -- to deal with these issues, we have currently 44 outstanding appeals. I think there are three pending. I want to assure the honourable Member that we are equally as concerned about the appeals process as those who are appealing.

I said the other day that Mr. Bourque has made a commitment to sit for the next six months on a continuous basis, in a serious and genuine effort to clear up these appeals. Thank you.

**MR. SPEAKER:**

Item 5, oral questions. Supplementary, Mr. Whitford.

Supplementary To Question 95-12(4): Delays In Appeals Process

**MR. WHITFORD:**

Thank you, Mr. Speaker. Yes, I recognize the fact that WCB does handle quite a number of cases. I am surprised at the percentage that aren't being resolved to the satisfaction of the injured workers. There seems to be a perception, at least by the public, that it does take an awfully long time. I appreciate that Mr. Bourque and his committee are going to do good work and they are going to deal with this thing. But, there are five members on that board and six months works out to 2.5 person years.

I wonder if there is another way. If there are too many people to deal with in that short time period, then maybe an emergency board could be set up to look after these people. It is causing hardship for them. To wait 13 months for an appeal is an extremely long period of time, Mr. Speaker.

**MR. SPEAKER:**

Mr. Todd.

Further Return To Question 95-12(4): Delays In Appeals Process

**HON. JOHN TODD:**

Mr. Speaker, I said earlier this week in the House that the Workers' Compensation Board, its staff, the chairman of the committee and committee members are fully aware and are as equally disappointed as I am that we haven't been able to move the appeals process forward as quickly as we should have.

I concur with the honourable Member that it is -- if I may use the word -- ridiculous that the appeal process has taken as long as some of them have. But I do want to say that the appeal process is a long, drawn-out affair where we have to consider all the facts and give the person who is appealing the benefit of the doubt, to the best of our ability.

It is not a simple exercise where you sit down one day, debate the issue, look at the evidence and make the decision. It is a long, drawn-out process. Every effort has been made by the board. It has recognized that this is one of the areas where we have not done as well as we should have. Every effort is being made by the board to prioritize and give the fiscal resources necessary -- because this costs money -- to resolve this issue.

I'm confident that, under the stewardship of the chairman, he has the commitment, the moral fortitude and the ability, to move as quickly as possible to try to resolve the 44 appeals that are before us and the three that are pending. Hopefully, within the next six months, we will be able to bring the ones outstanding to a conclusion. We all recognize the frustration, if you're an injured worker, of having to wait for a long period of time to have some sort of decision made.

It is certainly not the intention of myself, as Minister, or the appeals chairman to prolong the debate or prolong the issue. I'm optimistic that six months from now we will be in a position where there will be fewer

appeals and a more expedient way of dealing with them. Thank you.

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**MR. SPEAKER:**

The allotted time for oral questions has lapsed. Item 6, written questions. Mr. Patterson.

**ITEM 6: WRITTEN QUESTIONS**

Written Question 15-12(4): Disabled Persons' Vocational Rehabilitation Cost-Sharing

**MR. PATTERSON:**

Thank you, Mr. Speaker. I have a written question for the Minister of Education, Culture and Employment. Firstly, is there a cost-sharing agreement now in place for the vocational rehabilitation for disabled persons' program? What funds are currently available? How have these funds been spent in the current and previous fiscal years? And, how may disabled persons in communities in need of assistance apply for this under this program? Thank you.

**MR. SPEAKER:**

Item 6, written questions. This concludes item 6. We will now take a short break.

---SHORT BREAK

**DEPUTY SPEAKER (Mr. Ludy Pudluk):**

This House will now come back to order. Item 7, returns to written questions. Point of order, Mr. Lewis.

Point Of Order

**MR. LEWIS:**

I seek unanimous consent to return to question period, Mr. Speaker.

**DEPUTY SPEAKER:**

The Member is seeking unanimous consent to return to oral questions. Are there any nays? There are no nays. Item 5, oral questions. Mr. Lewis.

**REVERT BACK TO ITEM 5: ORAL QUESTIONS**

Question 96-12(4): Issuance Of Contracts To Optical Companies By Department



**MR. LEWIS:**

Thank you, Mr. Speaker. I had intended earlier on to ask the Minister of Health -- since we were on a roll on health issues and Mr. Whitford had asked about teeth -- about eyes. An eye for an eye, and a tooth for a tooth.

---Laughter

My question to the Minister of Health is this, Mr. Speaker, is he aware that within the next few months the Department of Health will issue contracts to companies to provide eye glasses to people qualified under insured health services and to bill these costs directly to the Department of Health?

**DEPUTY SPEAKER:**

Thank you. Mr. Pollard.

Return To Question 96-12(4): Issuance Of Contracts To Optical Companies By Department

**HON. JOHN POLLARD:**

Mr. Speaker, I am aware that, shortly, we will be offering contracts to people in the Northwest Territories to bid on, yes.

**DEPUTY SPEAKER:**

Thank you. Supplementary, Mr. Lewis.

Supplementary To Question 96-12(4): Issuance Of Contracts To Optical Companies By Department

**MR. LEWIS:**

Thanks, Mr. Speaker. Much like the teeth industry, the eye industry has qualified people. Ophthalmologists, I believe, do eye surgery, optometrists do work connected with testing of eyes and so on, and opticians do the job of putting glasses together. My question to the Minister is this, is there a provision in this contract with various optical companies that there be qualified opticians on the staff to provide that service?

**DEPUTY SPEAKER:**

Thank you. Mr. Pollard.

Further Return To Question 96-12(4): Issuance Of Contracts To Optical Companies By Department

**HON. JOHN POLLARD:**

Thank you, Mr. Speaker. Mr. Speaker, in the past we have not made any allowances for opticians to perform those duties. That will be taken into consideration in the next issuing of contracts. Thank you, Mr. Speaker.

**DEPUTY SPEAKER:**

Thank you. Supplementary, Mr. Lewis.

Supplementary To Question 96-12(4): Issuance Of Contracts To Optical Companies By Department

**MR. LEWIS:**

Thanks, Mr. Speaker. When this contract issue is resolved, will the Minister make it quite clear in the request for proposals that the companies bidding for these contracts will have to have a professionally-trained optician on staff?

**DEPUTY SPEAKER:**

Thank you. Mr. Pollard.

Further Return To Question 96-12(4): Issuance Of Contracts To Optical Companies By Department

**HON. JOHN POLLARD:**

Mr. Speaker, that is one of the issues that we want to look at. I will have to examine the legislation as well. As I say, the provision of having an optician on staff will be taken into consideration. It will be a factor in our decision, Mr. Speaker. Thank you.

**DEPUTY SPEAKER:**

Thank you. Item 5, oral questions. Mr. Patterson.

Question 97-12(4): Date Of Federal Minister's Response On Housing

**MR. PATTERSON:**

Thank you, Mr. Speaker. This is to the Minister of Housing. I would like to thank the Minister for his report on his visit to Ottawa on the housing crisis. Further to the Minister's statement -- given that the federal portion of cost-sharing for new housing in next year's budget is not in the budget for 1994-95 now before this House, and given the urgency of making commitments to tender and get materials on the winter road in the western Arctic, particularly -- did the federal Minister of Housing say when he would provide his response on the cutbacks on social

housing to the Minister for Housing for the Northwest Territories? Thank you.

**DEPUTY SPEAKER:**

Thank you. Mr. Morin.

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Return To Question 97-12(4): Date Of Federal Minister's Response On Housing

**HON. DON MORIN:**

Thank you, Mr. Speaker. I made sure that the federal Minister of Housing was well aware of our issue of winter road delivery, as well as preparing for the sea lift and the unique circumstances that we have in the Northwest Territories of delivering our material into the communities. I requested the Minister of Housing to respond to us one way or the other by the end of December. Thank you.

**DEPUTY SPEAKER:**

Thank you. Supplementary, Mr. Patterson.

Supplementary To Question 97-12(4): Date Of Federal Minister's Response On Housing

**MR. PATTERSON:**

Yes, thank you, Mr. Speaker. Do I take it then, Mr. Speaker, that Mr. Morin will have a yes or no answer for us on whether the new federal government will make up the social housing shortfall, by the time we consider the budget for the Housing Corporation for 1994-95, before the end of this session? Thank you.

**DEPUTY SPEAKER:**

Thank you. Minister Morin.

Further Return To Question 97-12(4): Date Of Federal Minister's Response On Housing

**HON. DON MORIN:**

Thank you, Mr. Speaker. When I was explaining our situation to the Minister in Ottawa, I knew it would be unrealistic for him to get back within the next week to ten days. I figured it would be realistic for him to get back to us before the end of December and I had requested an answer by the end of December. So we would not have that information when the budget is in this House. Thank you.

**DEPUTY SPEAKER:**

Thank you. Item 5, oral questions. Supplementary, Mr. Patterson.

Supplementary To Question 97-12(4): Date Of Federal Minister's Response On Housing

**MR. PATTERSON:**

Thank you, Mr. Speaker. Mr. Speaker, I know that the Minister of Housing understands that an important aspect of this problem is the issue of the federal fiduciary obligation to aboriginal people, to provide funding for "native housing" in the Northwest Territories. I'd like to ask the Minister -- he's met with the Minister of Housing, the Minister responsible for CMHC -- what strategy is in place to deal with the federal Minister of Indian and Northern Affairs to pursue the federal fiduciary obligations to native people, which I believe would be primarily the responsibility of the Minister of Indian and Northern Affairs. Thank you.

**DEPUTY SPEAKER:**

Thank you. Minister Morin.

Further Return To Question 97-12(4): Date Of Federal Minister's Response On Housing

**HON. DON MORIN:**

Thank you, Mr. Speaker. We have already met with Minister Irwin, the Minister responsible for Indian Affairs, when he was in Yellowknife. We fully briefed him on the housing situation in the Northwest Territories. We told him, and we showed him that in southern Canada, the funding for on-reserve housing for aboriginal people has not changed over the past few years. In the Northwest Territories, it's been continuing to fall off to the point where finally, we don't have any money for next year. The Minister responded, when he met with us in Cabinet, that he would go to bat for the Northwest Territories in the attempt to get reinstatement of federal funding of whatever kind to assist us.

**DEPUTY SPEAKER:**

Thank you. Last supplementary, Mr. Patterson.

Supplementary To Question 97-12(4): Date Of Federal Minister's Response On Housing

**MR. PATTERSON:**

Thank you, Mr. Speaker. Given the same factors of urgency that I mentioned earlier, I'd like to ask the Minister of Housing, did he request, of the Minister of Indian and Northern Affairs, a firm yes or no answer on making up the short fall within a firm deadline this year? Thank you.

**DEPUTY SPEAKER:**

Minister Morin.

Further Return To Question 97-12(4): Date Of Federal Minister's Response On Housing

**HON. DON MORIN:**

Thank you, Mr. Speaker. It is the cutbacks by the previous government that put us into this situation. The main Minister that I'm dealing with on this issue is Minister David Dingwall. I had requested for him to get back to us by the end of December. Thank you.

**DEPUTY SPEAKER:**

Item 5, oral questions. Mr. Lewis.

Question 98-12(4): Reason For GNWT Issuing Contracts To Optical Companies Vs Consumers Choosing Suppliers

**MR. LEWIS:**

Thanks, Mr. Speaker. To the Minister of Health, a new question, but still on the subject of eyes. I'd like to ask the Minister -- because I know he's very interested in economic matters -- what's the purpose of the government interfering in the market place by requiring contracts be given to one, two or a limited number of companies, rather than let the consumer decide where he or she would like to get their eye glasses?

**DEPUTY SPEAKER:**

Thank you, Mr. Pollard.

Return To Question 98-12(4): Reason For GNWT Issuing Contracts To Optical Companies Vs Consumers Choosing Suppliers

**HON. JOHN POLLARD:**

Thank you, Mr. Speaker. Mr. Speaker, it's not interference. It's the provision of services to different regions across the Northwest Territories, by the eye team that is operated by Stanton Yellowknife Hospital.

As you know, Mr. Speaker, there are a number of technicians there who make visits out to communities, that make visits out to regions and actually test the eyes, and refract the eyes, of patients. Once they've refracted those eyes and the prescription is written, then the person takes that prescription to a contractor who usually accompanies the eye specialist as they are moving around the Northwest Territories. So in order to provide that service and encourage those people to go to those communities, we do it by way of contract. Now, Mr.

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Speaker, I must admit that Yellowknife is a little different matter because people are able to go to several outlets in the city to get prescription glasses made. There's a bit of an anomaly where the service is provided in Yellowknife and it's readily available, but in other communities it's not available and teams have to travel to those particular communities.

The last time that we let the contracts, Mr. Speaker, we called for the provision of services in a particular region of the Northwest Territories. We also said in that call for proposals or contracts, that that service must be delivered also in Yellowknife. When we eventually let the contracts, we did say that if there were eligible people in Yellowknife who walked into a particular facility, the contractor -- where they had facilities in this particular city -- would have to provide the same kinds of services. Yellowknife is a little bit of a grey area at the present time, Mr. Speaker, and that's what I intend to try and resolve when we let the next round of contracts.

In effect, Yellowknife may be a community whereby it's open to private sector and yet we still let contracts out to ensure that those eye specialists go to other regions and other communities in the Northwest Territories. Thank you, Mr. Speaker.

**DEPUTY SPEAKER:**

Thank you. Supplementary, Mr. Lewis.

Supplementary To Question 98-12(4): Reason For GNWT Issuing Contracts To Optical Companies Vs Consumers Choosing Suppliers

**MR. LEWIS:**

Thanks, Mr. Speaker. I'd like to ask the Minister, is he aware that there are people from the Northwest Territories who, since we have a very mobile population, can go to the West Edmonton Mall. There

are many people from Yellowknife who go to the West Edmonton Mall. They can go into a store where they make eye glasses and that individual in Edmonton can bill the Department of Health directly and yet that same courtesy is not available to local companies. Is he aware of that?

**DEPUTY SPEAKER:**

Thank you, Mr. Pollard.

Further Return To Question 98-12(4): Reason For GNWT Issuing Contracts To Optical Companies Vs Consumers Choosing Suppliers

**HON. JOHN POLLARD:**

Thank you, Mr. Speaker. Mr. Speaker, we do have a provision for people of the Northwest Territories who reside in Alberta -- students and so on -- whereby they can receive services in Alberta and, consequently, if the person who is dispensing the prescription phones first to the regional health board - - wherever that customer is from -- and gets clearance, yes, they can bill the government of the Northwest Territories.

Mr. Speaker, there is a local contractor who does not have that ability -- I believe that contractor is Eye to Eye Optics -- to bill direct to the government of the Northwest Territories, at the present time. The practice that has been used in the last little while, is that the person who is requiring spectacles goes to Eye to Eye Optic and pays the actual bill and then seeks funds back from the Government of the Northwest Territories. The reason for that is that Eye to Eye Optics did not bid on, or receive, a contract in the Northwest Territories, in any region, to supply services.

Now, I realize it is a bit of a problem and that is what I'm trying to resolve at the present time. I've asked for a legal opinion on the contracts we have with the other two outlets, Mr. Speaker, to see if we can avoid this problem the next time we let contracts. Thank you.

**DEPUTY SPEAKER:**

Thank you. Supplementary, Mr. Lewis.

Supplementary To Question 98-12(4): Reason For GNWT Issuing Contracts To Optical Companies Vs Consumers Choosing Suppliers

**MR. LEWIS:**

I would like to ask the Minister, is he aware that if an individual wants eye glasses and goes to one of the contractors within the city to perform that service, that sometimes they are unable to provide eye glasses within ten weeks? There is another company that can provide same-day service. But the individual who wants to get glasses right away, and is forced to go to another contractor, may have to wait up to ten weeks to get delivery of those eye glasses.

**DEPUTY SPEAKER:**

Thank you. Mr. Pollard.

Further Return To Question 98-12(4): Reason For GNWT Issuing Contracts To Optical Companies Vs Consumers Choosing Suppliers

**HON. JOHN POLLARD:**

Mr. Speaker, I wear spectacles myself. I know how important it is to have that device on my nose and around my ears. If there are cases where somebody is having to wait ten weeks, I think that's very unreasonable, Mr. Speaker. I will take action this afternoon to ensure that, if contractors are taking that amount of time to provide what would otherwise be readily available, I will make sure that unfair time period is reduced. I will make every effort to do that this afternoon.

**DEPUTY SPEAKER:**

Thank you. Item 5, oral questions. Mr. Allooloo.

Question 99-12(4): Assistance For Pond Inlet Student In Ottawa

**MR. ALLOOLOO:**

Thank you, Mr. Speaker. I have a question for the Minister of Education. I have a student from Pond Inlet who has been sent to Ottawa for high school. This person is an aboriginal person, 100 per cent Inuk. The parents have to pay everything, his lodging, air tickets and tuition fees. He has asked for assistance from our government. He is not receiving anything. He recently got a letter from the department saying that they will not assist this student with his education.

The reason why he is now in Ottawa, Mr. Speaker, is because this student is very bright and the parents would like him to take advanced courses rather than general courses. Only general courses are available in Pond Inlet. The divisional board of education has

said that he should go to Iqaluit. Even though he was accepted to go to Iqaluit, the divisional board

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refused to pay any part of the transportation from Pond Inlet to Ottawa.

I wonder if the Minister could look after this problem. Thank you.

**DEPUTY SPEAKER:**

Thank you. Mr. Nerysoo.

Return To Question 99-12(4): Assistance For Pond Inlet Student In Ottawa

**HON. RICHARD NERYSOO:**

Mr. Speaker, I will check into the matter. However, I do want to say that the general policy of our government is that when programs are available in a particular region or within a divisional board area, that the first commitment is for that student to attend school in the Northwest Territories. It makes it very difficult for anyone to provide for special circumstances, if those circumstances are not generally applied throughout the Northwest Territories.

We would create a great deal of confusion about the general policies of government, first of all. And, secondly, it is our intention as a government to try to move matriculation into the communities and provide them in every high school in the Northwest Territories. That is our intention. I will check into the matter, but I do want the honourable Member to recognize that our first commitment and our obligation is to, first, ensure that the programs are available in the Northwest Territories, and then provide the best options in the Northwest Territories, before we provide services to students in southern Canada. Just so that you're aware of that. Thank you, Mr. Speaker.

**DEPUTY SPEAKER:**

Thank you. Supplementary, Mr. Allooloo.

**MR. ALLOOLOO:**

Thank you, Mr. Speaker. I would like to thank the Minister for his answer and also his commitment to look into the matter. Mr. Speaker, I would like to say that it is creating hardship for the parents because his parents are not working. His tuition fees are in

excess of \$7,000 a year and his air ticket is over \$3,000 a year. He is not getting any assistance. If he were to go down to Iqaluit, the government would pay his ticket to go there and his ticket to come back at Christmas.

Plus, the government would have to house this person. If he were to be in Iqaluit, the government would be paying his accommodation, his meals and, on top of that, the students receive allowances every week or every two weeks. The government is not doing that. If you take everything into account, if you pay his way to go there and back -- in my view and in the parent's view -- it would still cost less to this government if they only pay his transportation, since the parents are paying for the rest of it. Thank you.

**DEPUTY SPEAKER:**

I don't hear any question. It sounds more like a Member's statement to me. Could you indicate your question, please.

Supplementary To Question 99-12(4): Assistance For Pond Inlet Student In Ottawa

**MR. ALLOOLOO:**

Mr. Speaker, I'm learning. My question is, would the Minister look at the expense that the government would normally have to pay if the student were to be shipped from Pond Inlet -- which the department offered to do -- to Iqaluit, where the government would pay for his accommodation, meals and allowances? Would they make that assessment and give a portion of such assistance to the parents so they can not be in a financially difficult situation? Thank you.

**DEPUTY SPEAKER:**

Thank you. Mr. Nerysoo.

Further Return To Question 99-12(4): Assistance For Pond Inlet Student In Ottawa

**HON. RICHARD NERYSOO:**

Thank you, Mr. Speaker. Just a word of caution on that particular matter. We have a policy at the moment where all our students are to be either educated in their community or close to their community, in their region. If the provision of services is not available in that particular region, then it is our intention to consider providing educational

programming somewhere in the Northwest Territories, depending on whether the board agrees.

The other issue is that it is not a department decision that has been made about supporting the student, but a board decision. In conclusion, our government funding one student has very significant consequences for any other students and parents being allowed to make a decision about where that student can attend school.

There could be situations where parents and students make the choice of attending high school in Edmonton, or for that matter, in Winnipeg or in Ottawa. That has not been the intention of the direction that we are undertaking in the area of education. We are trying to move programming to the communities to serve our students closer to home. I think if we can continue in that direction, we will recognize tremendous success -- as has been the case so far -- of high school students remaining in school and graduating. Thank you, very much.

**DEPUTY SPEAKER:**

Thank you. Supplementary, Mr. Alloofoo.

**MR. ALLOOFOO:**

Mr. Speaker, the fact is, that students are able to be educated is being sacrificed right now. Parents are not in the position to pay for their son to be educated where they think is the best. The other option is for him to go back to Pond Inlet and be educated in the hallways or foyers of schools. To them, that is not an option. I would like the Minister to sincerely consider all the facts when he is making a decision whether to assist the parents or sacrifice the kid's education. Mr. Speaker, advanced education is not available in the community. It is general education that is available. Thank you.

**DEPUTY SPEAKER:**

I don't hear any question again. The Minister already indicated they are looking into this and will get back to the Member. This will be your final supplementary, Mr. Alloofoo.

**MR. ALLOOFOO:**

Thank you, Mr. Speaker. I think the Minister has heard my questions and he will take them into account in making his assessment. Thank you.

**DEPUTY SPEAKER:**

Again, there is no question. Item 5, oral questions. Mr. Whitford.

Question 100-12(4): Lake Harbour Airport - Move Up Date For Improvements

**MR. WHITFORD:**

Thank you, Mr. Speaker. You look good in the chair. Mr. Speaker, I have a question I'd like to direct to the Minister of Transportation. It follows along the lines of questions that my friend, Mr. Pudlat, asked earlier, concerning the airport at Lake Harbour. I'd like to ask the Minister if he's been to Lake Harbour on an airplane and if he's ever landed at that airport. The second part of the question...After that experience, what priority would he put on the plans to move that project ahead before something happens, given the configuration of that airport and the slope. In fact, there's a big hill there. Has he been to Lake Harbour airport in an airplane?

**DEPUTY SPEAKER:**

Mr. Todd.

Return To Question 100-12(4): Lake Harbour Airport - Move Up Date For Improvements

**HON. JOHN TODD:**

Mr. Speaker, I have been to Lake Harbour in the good old days when I was a regional development officer of Local Government, in 1975. I covered all of the Baffin regions and enjoyed my two year stay while I was there. We do recognize the importance of this Lake Harbour airstrip as we recognize others, as I said earlier, such as Mr. Zoe's in Rae.

It is our intention to make it part of our strategy to seek the joint initiative of the federal government to assist in funding this down the road. As I said earlier today, there is no money in the current budget to work on that strip. But, I've made a commitment to my colleague in Nunavut Caucus, and I'll make a commitment to my colleague in the Western Caucus, that I will make every effort to try to find and seek the appropriate funding to work out a plan to improve the facilities that currently are used in Lake Harbour. Thank you.

**DEPUTY SPEAKER:**

Thank you. Item 5, oral questions. Mr. Ningark.

Question 101-12(4): Construction Of Community Access Road - Gjoa Haven

**MR. NINGARK:**

Thank you, Mr. Deputy Speaker. My question is directed to the honourable Minister responsible for Transportation. About one year ago, I asked the honourable Minister of Transportation whether in fact there is a way in which we can accommodate the community needs to have a road built to hunting areas. These roads would facilitate hunting, tourism and recreation, which would ensure the well-being of the community socially and economically. Every time I rest my feet on the road in Yellowknife, it reminds me of people back home who only dream of having gravel roads.

---Laughter

The honourable Minister stated recently that he was committed to having a plan or policy to allow the community to construct access roads to hunting areas. I wonder if the honourable Minister is still committed, would he tell the House what he has told me, that he is in fact planning to have a road constructed in Pelly Bay and Gjoa Haven, on a yearly basis until the project is completed. Is the honourable Minister still committed to that? Thank you.

**DEPUTY SPEAKER:**

Thank you. Mr. Todd.

Return To Question 101-12(4): Construction Of Community Access Road - Gjoa Haven

**HON. JOHN TODD:**

It was the honourable Member, Mr. Ningark, who raised the issue of community access roads, in the House, last year. A number of other Members also raised it. The previous budget under the former Minister, Mr. Whitford, was \$250,000. I think I said in my opening comments earlier this week, that I see community access roads as an important policy or program to allow people -- as Mr. Ningark said -- to access whether it's fishing, hunting or recreational areas. It is our intention to...We've moved the budget to \$650,000 in 1994-95 and, I believe, it's projected to move to \$1 million in 1996-97. There will be a policy in place very shortly which will allow us to move forward with a joint initiative between the departments and municipalities or other groups where we can provide, hopefully, over a period of time, some dollars to build what we call access roads. I would caution

everybody, when we talk about access roads we're not talking about highways. We're talking about a road that would be capable of a four-wheel truck or a recreational vehicle. It is our intention to move forward with that. It is in the budget.

We are getting requests from the communities and we're trying to work out a plan to do that. We have a request from Gjoa Haven and Pelly Bay. We also have a request from Arviat, Baker Lake and Coral Harbour, Mr. Zoe. There are a number of requests out there because of this policy. We're going to endeavour to do the best we can with the limited resources we have. Thank you.

**DEPUTY SPEAKER:**

Thank you. Item 5, oral questions. Item 7, returns to written questions. Mr. Todd.

**HON. JOHN TODD:**

Pardon me, was that returns to written questions?

**DEPUTY SPEAKER:**

I believe item 6, written questions has already been passed. If anybody wants to go back to item 6, they have to ask for unanimous consent. Item 7, returns to written questions. Mr. Todd.

ITEM 7: RETURNS TO WRITTEN QUESTIONS

Return To Written Question 14-12(4): Iqaluit Council Dissolution Discussions

**HON. JOHN TODD:**

Thank you, Mr. Speaker. I have a return to a written question by Mr. Patterson, yesterday, on the Iqaluit council dissolution discussions. Both Mr. Patterson and myself have agreed it would be appropriate to read the response into the record.

This is with respect to the Iqaluit council dissolution discussions.

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The president of the Northwest Territories Association of Municipalities, Mayor Pat McMahan, informed a municipal inspector, in January of 1993, that representatives from the town of Iqaluit were concerned that the debenture dilemma could lead to the appointment of the municipal administrator in Iqaluit. The president informed the inspector that she

was available to lend assistance to the department and the town in resolving this dispute.

On the morning of Wednesday, February 17, 1993 the superintendent of Municipal and Community Affairs for the Baffin region met in Iqaluit with Mayor Ruttan and gave him an advance copy of the 1992 municipal evaluation report. This report was discussed for a considerable length of time. The superintendent conveyed to the mayor the seriousness of a report with more than 50 recommendations for corrective action on the part of the town.

The superintendent made reference to a lack of administrative direction and expressed concern about the senior administration officer's ability to manage the town administration properly. The superintendent believes that the mayor understood the message but shortly thereafter, the mayor wrote to the Minister of Municipal and Community Affairs and requested the evaluation report be withdrawn.

On Wednesday, February 24, 1993, the superintendent met with town councillor, Chris Groves. The superintendent and councillor Groves discussed the councillor's serious concerns about the way the town was being managed and the poor performance of the senior administration officer. Councillor Groves also expressed questions on the municipal evaluation he had yet to receive. The possibility of appointment of a municipal administrator was raised.

On March 4 and 5, 1993, senior officials of the Department of Municipal and Community Affairs met in the town of Iqaluit and held several meetings -- some with town administration, some with town councillors, and some with town administration and town councillors together -- to discuss the report of the municipal evaluation that had been conducted by the department in November, 1992. The tone of the meetings was set by the town and can be characterized as defensive and adversarial.

At the March 5 luncheon meeting with the mayor, five town councillors, the SAO and the auditor, the seriousness of both the evaluation report and the land development debenture issue were discussed at length, including the ultimate solution of placing a municipal administrator in Iqaluit. The departmental officials answered in the affirmative when members of council asked direct questions about the potential for the appointment of a municipal administrator. Some councillors made reference to the fact that a municipal administrator had been appointed in 1976.

After the March 5 luncheon meeting, Mayor Ruttan and the assistant deputy minister of operations for the Department of Municipal and Community Affairs held a private meeting. The meeting lasted about one hour. The overall theme of the meeting was that the town administration had failed the council and that the senior administration officer was at the root of the problems. The assistant deputy minister suggested that, in the opinion of the department, the senior administration officer had to be removed. The assistant deputy minister added that problems would continue to arise regardless of what fix was developed, unless the SAO was removed from her position. The discussion also centred on the severity of the problems and that, although it would not be what the department would desire, the problems were serious enough to have the town placed under a municipal administrator.

The Baffin regional superintendent's telephone log for October, 1993 shows that Mayor Ruttan either visited the superintendent's office or telephoned the superintendent five times between October 14, 1993 and October 28, 1993. On these occasions, the mayor discussed problems, concerns and legal questions regarding the current operation of the town. The mayor made reference to the question of dissolving the town council and placing a municipal administrator in the town.

I have been advised by a number of persons, including the Baffin regional director, that the issue of lack of effective performance of the town senior administration officer was a subject of common discussion among ratepayers and members of the business community in Iqaluit. It is inconceivable that Mayor Ruttan could not have known, well before the appointment of the municipal administrator on November 12, 1993, that the performance of the town senior administration office was a major issue. Thank you.

**DEPUTY SPEAKER:**

Item 7, returns to written questions. Mr. Clerk.

**CLERK OF THE HOUSE (Mr. Hamilton):**

Mr. Speaker, return to Written Question 11-12(4) asked by Mr. Arngna'naaq to the Minister of Municipal and Community Affairs concerning the policy and funds for missing persons.

Return To Written Question 11-12(4): Policy Of Funds For Missing Persons



The policy on contributions for community organized searches for missing persons provides for the Government of the Northwest Territories to make contributions of up to \$1,000 to a community council to offset the costs associated with a community council under the authority of the Civil Emergency Measures Act.

The common procedure under the policy, when a person is missing from a community is as follows:

1. the community council determines that a search for a missing person or persons is necessary. A council may determine that the search is necessary either before or

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after a public search by the RCMP or other federal agency;

2. the community council makes an official request to the regional director to authorize a community organized search;

3. the regional director authorizes the community organized search.

Where there is no recognized community council, the regional director may offer financial assistance under the policy to an appropriate group or organization, such as a hunters' and trappers' association.

Funding is not set aside in advance for search and rescue in communities. Under the policy, the provision of financial assistance for community-organized searches is done on an application basis, at the time that a search is considered necessary by the community council.

Under the policy, the regional director has the authority to approve search-related expenditures and to determine reasonable costs associated with conducting a community-organized search. Aircraft charter costs, the purchase of groceries, fuel, lubricants and minor machine parts may be eligible expenditures.

**DEPUTY SPEAKER:**

Thank you. Item 8, replies to opening address. Item 9, replies to budget address. Item 10, petitions.

**ITEM 10: PETITIONS**

**MR. ALLOOLOO:**

Thank you, Mr. Speaker. I have Petition 2-12(4) from the hamlet council and the Pond Inlet Housing Association. They are jointly initiating this petition, in opposition to the Government of the Northwest Territories proposal to privatize the NWTPC. There are over 298 signatures. Thank you.

**DEPUTY SPEAKER:**

Thank you. Item 10, petitions. Mr. Arvaluk.

**MR. ARVALUK:**

Thank you, Mr. Speaker. I wish to table Petition 3-12(4) from parents and community members of Chesterfield Inlet. The 99 signatories of this petition request that the Minister of Education reconsider the planned expansion of the Victor Sammurtok school in the 1998-99 fiscal year to the 1994-95 fiscal year.

Mr. Speaker, the school has used the library resource centre, industrial arts and home economics areas. In fact, Mr. Speaker, the porch area where coats and boots are placed, is being used as a teaching space for Inuktitut classes. Because of the increase in student numbers, I would ask that the Minister look very seriously at this request. Thank you, Mr. Speaker.

**DEPUTY SPEAKER:**

Thank you. Item 10, petitions. Item 11, reports of standing and special committees. Mr. Zoe.

**ITEM 11: REPORTS OF STANDING AND SPECIAL COMMITTEES**

Committee Report 6-12(4): Report Of The Standing Committee On Public Accounts Summary Report On The Review Of The Financial Statements Of The Government Of The Northwest Territories And The Report Of The Auditor General For Canada For The Year Ending March 31, 1992

**MR. ZOE:**

Thank you, Mr. Speaker. Mr. Speaker, the Standing Committee on Public Accounts is pleased to present its Report on the Review of the Financial Statements of the Government of the Northwest Territories and the Report of the Auditor General for Canada for the fiscal year ending March 31, 1992.

**Section One: The Hearings**

The Auditor General's Report For 1991-92

Earlier this year, the Auditor General of Canada, Mr. L. Denis Desautels, forwarded his Report of the Auditor General to the Legislative Assembly to the Speaker, the Honourable Michael Ballantyne. This document, along with the Public Accounts of the Northwest Territories for the year ending March 31, 1992, became the focal point for four days of public hearings in May 1993 and five days of follow-up work, in September 1993.

#### In Camera Meetings

In addition to the public hearings, the committee met in camera on several occasions in May and in September to prepare for the public meetings, to discuss the issues raised during the public hearings, and to develop this report to the Legislative Assembly.

#### Section Two: The Process

##### Timing And Presentation Of The Public Accounts

##### **MR. ZOE:**

Thank you, Mr. Speaker. During the May meetings of the Public Accounts Committee, the Comptroller General indicated that an attempt would be made to provide the standing committee with financial statements earlier than has been done in the past.

Mr. Speaker, preliminary 1992-93 financial statements were provided to the committee on Friday, September 10, 1993, in preparation for the meetings which commenced the following Monday. Although the committee was pleased to receive this critical information early in the cycle, Members noted that this did not provide enough time for our staff to prepare for the committee and for translation. A detailed, formal presentation of the 1992-93 financial statements was given to the committee on Thursday, September 16, 1993. The committee, Mr. Speaker, found this presentation beneficial and informative.

The Comptroller General, Mr. Speaker, also undertook to investigate ways and means of presenting the public accounts in plain language -- language understandable to the average layman. The committee recognizes, however, in this undertaking, care must be taken to ensure that the public accounts meet the necessary accounting standards.

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Departmental Commitment To The Public Accounts Process

In terms of the Departmental commitment to the public accounts process, Mr. Speaker, the committee noted that while most departments were represented at the May 1993 meetings by the deputy ministers, a few departments were represented by assistant deputy ministers. The committee would like to emphasize the importance of having deputy ministers, who are ultimately accountable for the administration of their departments, present at meetings of the Public Accounts Committee.

#### Changes To The Financial Administration Act

Mr. Speaker, the NWT Financial Act has been changed effective April 1992, to raise the level of accountability away from the smaller level of activities to a departmental level. The rationale behind the change is to give the Deputy Minister more authority over the spending and revenues of their particular departments and to hold them accountable for significant variances where they overspend their entire departmental budget.

Mr. Speaker, at our May meetings, the Auditor General's Office announced that, due to these changes in the Financial Administration Act, this would probably be the final year for which they would be commenting on overexpenditures at the activity level. Overexpenditures will be brought to the attention of the Assembly through the Audit Report, only if the department over expends its total budget. However, the Public Accounts Committee announced that it will continue to monitor at the activity level, where overexpenditures occur. The committee feels, given past experience, that it is important that the committee and the public be able to determine where large overexpenditures are occurring at the activity level of reporting.

The information required to monitor at the activity level will continue to be available in schedule two of the public accounts and the Auditor General indicated that his office would provide assistance to the Public Accounts Committee to look into any specific expenditures at the activity level.

#### Section Three: Issues And Concerns

Mr. Speaker, during our public hearings in May of 1993, the committee discussed various issues raised by the Auditor General with senior departmental officials. At these meetings, the committee requested additional information about these issues from many of the departmental officials who appeared before the committee. In September, the committee reviewed

the departmental information submissions, discussed the issues further and prepared this report.

Mr. Speaker, the third section of the committee report provides a detailed summary of the issues and concerns raised and discussed and presents the committee's comments.

Motion To Receive And Adopt Committee Report 6-12(4), Carried

Mr. Speaker, that concludes my presentation of the committee's report. I, therefore move, seconded by the honourable Member for Deh Cho, that the report of the

Standing Committee on Public Accounts be received and adopted. Thank you.

**DEPUTY SPEAKER:**

Thank you. Motion is in order. To the motion.

**AN HON. MEMBER:**

Question.

**DEPUTY SPEAKER:**

Question has been called. All those in favour? Opposed? Motion is carried.

---Carried

**DEPUTY SPEAKER:**

Item 11, reports of standing and special committees. Item 12, reports of committees on the review of bills. Item 13, tabling of documents. Member for Thebacha.

**ITEM 13: TABLING OF DOCUMENTS**

**MRS. MARIE-JEWELL:**

Thank you, Mr. Speaker. I wish to table Tabled Document 23-12(4), which is a letter dated October 28, to myself with regard to concerns of my constituents, advising me of the unfair practice by the Government of Northwest Territories in respect to charging a fee for parking at their place of employment. Thank you.

**DEPUTY SPEAKER:**

Thank you. Item 13, tabling of documents. Item 14, notices of motion. Item 15, notices of motions for first

reading of bills. Item 16, motions. Item 17, first reading of bills. Item 18, second reading of bills. Mr. Pollard.

**ITEM 18: SECOND READING OF BILLS**

Bill 2: An Act To Amend The Charter Communities Act

**HON. JOHN POLLARD:**

Thank you, Mr. Speaker. Mr. Speaker, I move, seconded by the honourable Member for Baffin Central, that Bill 2, an Act to Amend the Charter Communities Act be read for the second time.

Mr. Speaker, this bill enhances the powers of a municipal corporation to acquire, use and dispose of real and personal property. It also requires a municipal corporation to pass a land administration by-law before it disposes of real property and makes the enactment of the by-law subject to the approval of the Minister. In addition, the bill clarifies the powers of a municipal corporation to carry on business. Thank you, Mr. Speaker.

**DEPUTY SPEAKER:**

Thank you. The motion is in order. All those in favour? Opposed? Motion is carried.

---Carried

**DEPUTY SPEAKER:**

Bill 2 has had second reading and bill stands referred to committee. Item 18, second reading of bills. Mr. Pollard.

Bill 3: An Act To Amend The Cities, Towns And Villages Act

**HON. JOHN POLLARD:**

Thank you, Mr. Speaker. Mr. Speaker, I move, seconded by the honourable Member for

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Baffin Central, that Bill 3, an Act to Amend the Cities, Towns and Villages Act, be read for the second time.

Mr. Speaker, this bill enhances the powers of a municipal corporation to acquire, use and dispose of real and personal property. It also requires a municipal corporation to pass a land administration by-law before it disposes of real property and makes

the enactment of the by-law subject to the approval of the Minister. In addition, the bill clarifies the powers of a municipal corporation to carry on business. Thank you, Mr. Speaker.

**DEPUTY SPEAKER:**

Thank you. The motion is in order. To the principle of the bill.

**AN HON. MEMBER:**

Question.

**DEPUTY SPEAKER:**

Question has been called. All those in favour? All those opposed? Motion is carried.

---Carried

Bill 3 has had second reading, and accordingly the bill stands referred to committee. Item 18, second reading of bills. Mr. Pollard.

Bill 4: An Act To Amend The Hamlets Act

**HON. JOHN POLLARD:**

Thank you, Mr. Speaker. I move, seconded by the honourable Member for Baffin Central, that Bill 4, an Act to Amend the Hamlets Act be read for the second time.

Mr. Speaker, this bill enhances the powers of a municipal corporation to acquire, use and dispose of real and personal property. It also requires a municipal corporation to pass a land administration by-law before it disposes of real property, and makes the enactment of the by-law subject to the approval of the Minister. In addition, the bill clarifies the powers of a municipal corporation to carry on business. Thank you, Mr. Speaker.

**DEPUTY SPEAKER:**

Thank you. Your motion is in order. To the principle of the bill.

**AN HON. MEMBER:**

Question.

**DEPUTY SPEAKER:**

Question has been called. All those in favour? All those opposed? Motion is carried.

---Carried

Bill 4 has had second reading, and accordingly the bill stands referred to a committee. Item 18, second reading of bills. Item 19, consideration in committee of the whole of bills and other matters: Minister's Statement 3-12(4), Sessional Statement; Bill 1, Appropriation Act, No. 1, 1994-95; Committee Report 1-12(4), Talking and Working Together; and, Committee Report 3-12(4), Review of the 1994-95 Capital Estimates, with Mr. Ningark in the chair.

**ITEM 19: CONSIDERATION IN COMMITTEE OF THE WHOLE OF BILLS AND OTHER MATTERS**

**CHAIRMAN (Mr. Ningark):**

Thank you. I feel somewhat in the spotlight here. It's too bright. The committee will now come to order. The items we have under item 19, consideration in committee of the whole of bills and other matters are: Minister's Statement 3-12(4), Sessional Statement; Bill 1, Appropriation Act, No. 1, 1994-95; Committee Report 1-12(4), Talking and Working Together; and, Committee Report 3-12(4), Review of the 1994-95 Capital Estimates. What is the wish of the committee? Chairperson for OMC, Madam Marie-Jewell.

**MRS. MARIE-JEWELL:**

Thank you, Mr. Chairman. We'll report progress? Is that what you're agreeing upon?

---Laughter

Thank you, Mr. Chairman. The committee would like to address -- hopefully, try to conclude and make every effort to conclude -- the Department of Transportation's budget. If we can finish that, we'll continue on with the Special Committee on Health and Social Service's report. Thank you.

**CHAIRMAN (Mr. Ningark):**

Does the committee agree?

**SOME HON. MEMBERS:**

Agreed.

---Agreed

Bill 1: Appropriation Act, No. 1, 1994-95

Committee Report 3-12(4), Review Of The 1994-95  
Capital Estimates

**CHAIRMAN (Mr. Ningark):**

Thank you. What happened yesterday? I wasn't here.

Department Of Transportation

Okay, you concluded the day before yesterday -- when I wasn't here -- you were doing the 1994-95 capital estimates, details of capital on page 09-16.

I believe the Minister is now ready at the witness table. Would the honourable Minister like to bring in his witness?

**HON. JOHN TODD:**

I'd like to but he's not here. No, I will just hammer on my own until such time that Mr. Gamble comes. Thank you.

Arctic Airports

**CHAIRMAN (Mr. Ningark):**

Thank you, Mr. Minister. On page 09-16, total activity, I am told we have yet to call this number, \$4.255 million. Agreed?

**SOME HON. MEMBERS:**

Agreed.

---Agreed

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Transportation Planning

**CHAIRMAN (Mr. Ningark):**

Thank you. On page 09-19 of the capital estimates for 1994-95, detail of capital, transportation planning, buildings and works, headquarters, total region, \$2.685 million. Agreed?

**SOME HON. MEMBERS:**

Agreed.

---Agreed

**CHAIRMAN (Mr. Ningark):**

Thank you. Any comments? Mrs. Marie-Jewell.

**MRS. MARIE-JEWELL:**

No, reluctantly agreed.

**CHAIRMAN (Mr. Ningark):**

Thank you, Mrs. Marie-Jewell. Total region, \$2.685 million.

**SOME HON. MEMBERS:**

Agreed.

---Agreed

**CHAIRMAN (Mr. Ningark):**

Thank you. We'll move on to the next page. Fort Smith, total region \$20 million. Agreed? Mrs. Marie-Jewell.

**MRS. MARIE-JEWELL:**

Mr. Chairman, I have to make this comment for the record. Not only for the record, but I want to make it directly to the Minister as the Member for Thebacha. I want the Minister to know that I'm very concerned that throughout this \$20 million that's allocated, \$7.465 million is allocated for highway 3 reconstruction and paving. In addition to that, another \$6.3 million for highway 3 for reconstruction and paving, totalling \$13.7 million.

I want to make a point, Mr. Chairman. I know it was the commitment of the government to attempt to complete the highway from the border, to Providence, to Yellowknife. It was a political commitment when there was a lot of money available and I know the government is trying to address this. However, since we are now in times of restraint, the government must -- and I cannot emphasize more -- look at fair, equitable distribution of these dollars.

Next year, as a Member I don't want to sit here and not see any dollars being considered for highway 5 because that's not fair and equitable. I'm going to stress this to the Minister for the last time. Thank you.

**CHAIRMAN (Mr. Ningark):**

Thank you, Member for Thebacha. Mr. Minister, would you like to comment on that?

**HON. JOHN TODD:**

No, that's fine, Mr. Chairman. I appreciate the comments of the honourable Member and other

Members. I've made a commitment to revisit the financial expenditures. I hope I can accommodate their concerns. Thank you.

**CHAIRMAN (Mr. Ningark):**

Thank you. Total region, Fort Smith, \$20 million. Mr. Zoe.

**MR. ZOE:**

Thank you, Mr. Chairman. I think this is the activity that also includes community wharves, new and also renovate existing wharves. In the Fort Smith region, Mr. Chairman, I don't see any money in capital put aside for wharf improvement. Could I ask the Minister why money wasn't allocated for the Fort Smith region? We do have a number of community wharves that need repairs. Why wasn't this included in the capital budget?

**CHAIRMAN (Mr. Ningark):**

Thank you, Mr. Zoe. Mr. Todd.

**HON. JOHN TODD:**

The wharves in the Fort Smith region were not viewed as a priority with respect to the dollars we have. We have assigned, as we said, \$20 million into highways and bridge rehabilitation costs. As the previous Member said, there's a limitation to what we can do. From what I remember reading, I don't think it was a high priority from any of the requests that came in from the communities. Whereas, if I may use the issue of places like Pangnirtung, Coral Harbour, et cetera, it appeared that these communities felt wharves were of a higher priority because they didn't have highways and they use marine transportation on a more frequent basis than the communities that have highways. It's just a limitation of dollars, nothing else.

**CHAIRMAN (Mr. Ningark):**

Qujannamiik. General comments. Mr. Zoe.

**MR. ZOE:**

Mr. Chairman, I know anything over \$5,000 is usually considered capital. For minor repairs to existing docks and wharves in the Fort Smith region, is it possible it could be funded through O and M through the Department of Transportation?

**CHAIRMAN (Mr. Ningark):**

Thank you. Mr. Minister.

**HON. JOHN TODD:**

I'm not aware of any specific requests for upgrading in that particular area. However, I would say to the honourable Member, should I be given specific requests we would look at it and see what we can do. I caution you again, when we talk about fair and equitable treatment of capital dollars, that's what we've endeavoured to do. We've endeavoured to put it into what we see as the priority on the highway system. That's what we've done with \$20 million. It may not be in the roads to everyone's satisfaction, but the dollars are there.

In the east we've put it into airport and marine infrastructure. So, if there are some specific requests that come forward from the communities we would look at them, but only in the fiscal framework that we're operating within. Thank you.

**CHAIRMAN (Mr. Ningark):**

Thank you. Mr. Zoe.

**MR. ZOE:**

Just to make a point, Mr. Chairman, the Minister is assuming that all communities in the Fort Smith region are on the highway system. That's not the case, Mr. Chairman, particularly in my riding. I think the majority of communities are on the highway system except for three communities in my riding, just to clarify for the record, Mr. Chairman. The Minister is alluding that everything is going into the highway system because communities are on the road system. That's not the case, I have a number of communities that are isolated and only have access by winter roads and float planes.

**CHAIRMAN (Mr. Ningark):**

Thank you. Mr. Minister.

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**HON. JOHN TODD:**

I agree, Mr. Zoe is correct. However, in my best judgement, the judgement of the department and the input we received from the communities, this is where we prioritized the dollars. If there is a specific request from a specific community, we would only be too happy to look at it within the fiscal framework in which we're all operating.

**CHAIRMAN (Mr. Ningark):**

Thank you. Detail of capital. Mr. Patterson.

**MR. PATTERSON:**

Thank you, Mr. Chairman. I just want to say, again as I've said about this department before, that I am very pleased with the way the department involves the hunters' and trappers' association in Iqaluit in developing their plans for the beach improvements. The \$40,000 -- I believe it was -- that was spent this summer -- which may not seem like a lot of money -- was nonetheless spent with the full advice and involvement of the HTA, I think to great effect. There has now been some significant improvements in sheltering small craft from the high winds that occur -- particularly in the fall season which are aggravated by the high tides which can be over 40 feet -- damage small vessels, which are the livelihood of my constituents.

I want to thank the department, in particular, and the Minister for the good work that was done this summer. I also want to express my gratitude for the monies that have been secured to do major improvements, in future, under the federal infrastructure program. I think it was quite an accomplishment to have secured those funds. I realize they were in jeopardy for a while. I thank the Minister for his efforts and for making sure that the needs of subsistence users in Iqaluit were identified amongst the many priorities and pressures that were upon the Minister.

There is one question I would like to ask about that. I know a statement was made on that issue in this House. Some projects are happening earlier and some are later, and I know that one can't always be at the head of the list, but the projects that are scheduled for completion in 1997...Who knows, I may no longer be a Member of this House in 1997? Who knows, the Minister may no longer be the Minister of Transportation in 1997, heaven forbid. I understand these funds are secured in agreements that have been secured with the federal government. Do I understand that now that they've been announced, and now that the agreements have been signed, that I can assure my constituents that that project of harbour improvements in Iqaluit in the two years leading up to 1997 are secure, are not dependent on annual appropriations in either the federal or territorial government, but are in fact commitments that my constituents can rely on and patiently wait to unfold? Thank you.

**CHAIRMAN (Mr. Ningark):**

Thank you, Mr. Patterson. Mr. Minister.

**HON. JOHN TODD:**

Technically, they would be subject to annual appropriations. Maybe it would be a lot easier for everybody because Mr. Antoine raised the issue earlier today that I could table the agreement between the federal government and the territorial government so you can see the conditions in which these dollars were assigned.

**CHAIRMAN (Mr. Ningark):**

Thank you. Agreed?

**SOME HON. MEMBERS:**

Agreed.

---Agreed

**CHAIRMAN (Mr. Ningark):**

Detail of capital. Mr. Antoine.

**MR. ANTOINE:**

Thank you, Mr. Chairman. I just wanted to say something about this area. I think I missed it, it was under community access roads. I just want to mention that Jean Marie River still wants to be included. In previous years, Jean Marie River had their own line in this section to build an access road to the highway. Last year it was taken out, and I'm told it's in the community access roads. I just wanted to ask the Minister if they're still included in the community access roads' budget.

**CHAIRMAN (Mr. Ningark):**

Thank you. Mr. Minister.

**HON. JOHN TODD:**

I want to assure my honourable colleague that it is in the budget. I did make a commitment to him and to the community. There is \$200,000 this coming year and we will continue to fund that until such time as the road is complete. Thank you.

**CHAIRMAN (Mr. Ningark):**

Thank you. Mr. Antoine.

**MR. ANTOINE:**

Mr. Chairman, I just wanted it in the public record. Another item I am concerned about is highway 1 that goes to Fort Simpson. For the last couple of years certain sections have been unsafe. A lot of it is very rough and I have raised concerns in the past that this section needs to be fixed. It is specifically the area from kilometre 220-230 that has been causing a lot of problem.

I think it is because of poor construction. When it was built, bad materials were used and what needs to be done are major repairs to smooth that out. I was wondering if the department is aware of that particular section and, if so, are they going to do anything to repair it? I don't know where it would fit into this budget at this time.

**CHAIRMAN (Mr. Ningark):**

Thank you. Minister of Transportation, Mr. Todd.

**HON. JOHN TODD:**

I did make a commitment to the Members that we would look at trying to find a way to accommodate -- and I stress the words "try to find a way to accommodate" -- the concerns raised by the honourable Member and the other honourable Members who have equal concerns.

It may be that we may be able to deal with this particular road under maintenance. I would like to have that freedom. I will take a look at it. I do want to assure everybody that we are going to make every effort to do the best we can with the limited resources we have. I guess that would be the way I would answer that, Mr. Chairman.

**CHAIRMAN (Mr. Ningark):**

Thank you. Mr. Koe.

**MR. KOE:**

Mahsi. Are we still on Fort Smith or are we on general?

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**CHAIRMAN (Mr. Ningark):**

Mr. Koe, we are under total region, Fort Smith, \$20 million. Page 09-20. Mr. Koe.

**MR. KOE:**

Just a comment on the prior discussion on docks and wharves. I think one of the reasons you are probably not getting numerous requests from western communities is that they are probably unaware that monies are available under this department. Prior to this, it was a federal program under Fisheries and Oceans. Now it is under this Department of Transportation.

I am fairly certain that a lot of communities in the west aren't aware that funding is available for docks and wharves for their communities. I just wanted to make that observation.

**CHAIRMAN (Mr. Ningark):**

Thank you, Mr. Koe. I believe the honourable Minister wanted to respond. Mr. Minister.

**HON. JOHN TODD:**

I apologize if I misled everybody by saying there wasn't any interest. I did meet recently with Mr. Furlong from Aklavik and the chief from Arctic Red River. There was also some interest expressed from Fort McPherson. The interest is there. We are trying to put together a strategy so we can look for new monies, whether it is for highways or for marine infrastructure.

What we are trying to do with the existing budget we have is try to look at the priorities in each of the areas and try to spend the money in as equitable and as fair a way as possible. I want to assure the Member that he is right, there is some interest there. At this time we are initiating discussions in Aklavik, Arctic Red River and Fort McPherson. They've asked us and we intend to do that in the coming months. This summer I believe we did some small work in Fort Simpson, but very significant. We are aware of this and we are going to make every effort to incorporate their needs, the same as we have done in other communities. Thank you.

**CHAIRMAN (Mr. Ningark):**

Thank you, Mr. Minister. Transportation, detail of capital, total region, \$20 million.

**SOME HON. MEMBERS:**

Agreed.

---Agreed



**CHAIRMAN (Mr. Ningark):**

Thank you. Inuvik, total region, \$2.640 million.  
Member for Inuvik.

**MR. KOE:**

I'd be remiss if I didn't mention the comments of my colleague from Thebacha on the allocation for highway 8. In the briefing that we were presented on the status, condition, safety, widths, grades and dust of that highway were of major concern. I know it is a definite concern of people who drive that highway; truckers and visitors. I want to make a point that I feel a little more could be allocated to this highway. That's the motion we passed the other day. I hope the Minister will take that into consideration. I know there is a long-term plan for highway 8 and, of course, I would like to see that accelerated and fast-tracked. As long as it is a priority in the department.

**CHAIRMAN (Mr. Ningark):**

Thank you. I believe that was a point but there is a response from the Minister.

**HON. JOHN TODD:**

Only that I agree with my honourable colleague and I'll do what I can with respect to finding additional resources. But, again, it is difficult. There is no question of that. The importance of that highway is recognized, especially considering the tourism. It is an area I believe that Inuvik, particularly, is getting into with the acquisition of a visitors' centre and stuff like that.

I am told that there is somewhere around -- I could be wrong, Mr. Koe, correct me -- 17,000 people moving in during the summer?

**MR. KOE:**

There were 5,000.

**HON. JOHN TODD:**

Oh, okay. I recognize it, it is not that I don't recognize it. I'll do what I can. Hopefully, we'll be able to make it better. That's all I can say at this time.

**CHAIRMAN (Mr. Ningark):**

Thank you. Inuvik region, total region, \$2.640 million.  
Member for Inuvik, Mr. Koe.

**MR. KOE:**

The construction of winter roads are from that capital or does it come under O and M monies?

**CHAIRMAN (Mr. Ningark):**

Mr. Minister, some clarification?

**HON. JOHN TODD:**

O and M monies, Mr. Chairman.

**CHAIRMAN (Mr. Ningark):**

Mr. Koe.

**MR. KOE:**

Highway construction and maintenance of winter roads are O and M dollars?

**CHAIRMAN (Mr. Ningark):**

Mr. Minister.

**HON. JOHN TODD:**

I'm told by Mr. Gamble that is correct. All the construction of winter roads is under O and M. We occasionally put a bridge in, which is capital. But, generally speaking, it is O and M for the ice roads, yes.

**CHAIRMAN (Mr. Ningark):**

Thank you. Inuvik region, total region, \$2.640 million.

**SOME HON. MEMBERS:**

Agreed.

---Agreed

**CHAIRMAN (Mr. Ningark):**

Thank you. Over to the next page. Where are we? Oh, yes. Baffin, pardon me. Total region, \$900,000. Mr. Pudlat.

**MR. PUDLAT:**

(Translation) Mr. Chairman, I would like to ask a question of the Minister of Transportation. In Baffin South, in Lake Harbour, the boats usually sink. I didn't see any this summer, but the residents of Lake Harbour have long requested some kind of wharf or harbour for the boats to be safely placed. I don't see

anything in this capital budget for Lake Harbour. Perhaps we have to request some funding in order to get our request approved. Every year there are boats that sink because of the rough water in that area. I don't see anything that is going to be done in Lake Harbour in this regard. I just wondered whether the Minister could tell me how we can rectify the problem that we have had every summer with regard to boats sinking in Lake Harbour. Thank you.

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**CHAIRMAN (Mr. Ningark):**

Mr. Minister.

**HON. JOHN TODD:**

I have instructed the department, if that's the correct term, or advised them that I see a reinfastructure, particularly in the areas that don't have a highway system, as a priority. All of us from communities, as Mr. Zoe pointed out, who use the water for both commercial and residential purposes. What we've been responding to are the priorities that have been established by the municipal and hamlet councils.

I want to assure the Member that in our long range plan, Lake Harbour is on the agenda and I will work with him to see what we can do in terms prioritizing, if the council feels it's a priority, development of a wharf facility. It certainly, in my eyes, is a priority in those communities and I would encourage the Members to encourage the municipalities and the hamlets to bring forward letters of recommendation. We do have some good technical people out there who can go in and work with the council and your local contractors to build these wharves. I understand the importance of these in small communities. Thank you.

**CHAIRMAN (Mr. Ningark):**

(Translation) Thank you. We are under Baffin region, total \$900,000. Mr. Alloofoo.

**MR. ALLOOFOO:**

Thank you, Mr. Chairman. I don't disagree with the plan to construct harbours at Pangnirtung, Iqaluit and Broughton Island. Like the Minister says, these are very positive and very popular projects even though they are relatively small compared to the whole picture. How many more breakwaters are you having constructed in the Baffin region? How many more communities?

**CHAIRMAN (Mr. Ningark):**

Thank you. Mr. Minister.

**HON. JOHN TODD:**

Would that be, how many more do we have to construct or how many have we constructed?

**CHAIRMAN (Mr. Ningark):**

Mr. Alloofoo.

**MR. ALLOOFOO:**

How many communities don't have breakwaters that require breakwaters?

**CHAIRMAN (Mr. Ningark):**

Thank you. Mr. Minister.

**HON. JOHN TODD:**

I don't have that off the top of my head. Mr. Gamble estimates that we think somewhere between six to eight communities don't have breakwaters. Six to eight communities out of the 13, but I could get that information for you. I don't have it at my fingertips.

**CHAIRMAN (Mr. Ningark):**

Thank you, I believe we are talking about communities that requested it. Mr. Alloofoo.

**MR. ALLOOFOO:**

My last question, Mr. Chairman. I'll be fair to the Minister. Mr. Chairman, I know the community of Hall Beach has been asking to have their community breakwater in place. They are anxious to get that capital plan. Is the department preparing some sort of meeting with the community of Hall Beach to plan for that breakwater? If not, are they open to that suggestion? Thank you.

**CHAIRMAN (Mr. Ningark):**

Thank you. Mr. Minister, what is your transportation plan?

**HON. JOHN TODD:**

With respect to the transportation planning process, there's nothing in the books here for Hall Beach. For Baffin Island future marine projects, we're looking at based upon the letters and requests we have from the

region, Clyde River, Grise Fiord, Lake Harbour and Pond Inlet. However, if Hall Beach is interested, we would be only too happy to take a look at that and fit it into the plans. We don't, at this time, have a request, Mr. Chairman. Thank you.

**CHAIRMAN (Mr. Ningark):**

Thank you. Baffin region, total region \$900,000. Mr. Pudlat.

**MR. PUDLAT:**

(Translation) I would like to ask the Minister of Transportation something that we have already requested for his department to look at the problem that we have to be able to get what we requested. Perhaps, the request has long been forgotten. I don't know. I understand, Mr. Chairman, that the Minister stated that there's a long-term plan for Lake Harbour, but we have been requesting this project to be done for quite some time. Perhaps it's been forgotten, I'm not sure. Thank you.

**CHAIRMAN (Mr. Ningark):**

(Translation) Thank you, Mr. Pudlat. Mr. Minister.

**HON. JOHN TODD:**

(Microphone turned off)...forgotten or not. I know it's in the plan. It's one of the areas that we want to take a look at. What I will do is I will revisit the issue and see if we can take a look at when it is possible to at least do an evaluation of what the needs are of that community, by some of the transportation people who are qualified in that field. I'll make that commitment to Mr. Pudlat now.

**CHAIRMAN (Mr. Ningark):**

(Translation) Total Baffin region, \$900,000. Thank you. Keewatin, total Keewatin, \$500,000. Mr. Arvaluk.

**MR. ARVALUK:**

Thank you, Mr. Chairman. I think the Minister gave us a new schedule for funding wharf projects in the Keewatin region. I thought there was an indication that there would be changes made in respect to the breakwater and anchorage for Coral Harbour. What's the status of this one now? It doesn't reflect in this capital budget.

**CHAIRMAN (Mr. Ningark):**

(Translation) Thank you, Mr. Minister.

**HON. JOHN TODD:**

(Microphone turned off) ...in consultation with the community. Based upon the advice that's given from Mr. Arvaluk, we are doing the pre-engineering work this summer. That's what the \$50,000 is in there for. The pre-engineering work to determine what has to be done on the wharf...What has to be done in terms of the drainage of the bay and the work can SNAFU.

We will do the rest of the work over 1995-96. We're currently in discussions with the community, in particular the contractors, to develop a schedule. There may be some consideration given to negotiating that contract to ensure that the maximum benefits are accrued to the communities. There was no money in 1994, we've moved it up. It's only \$50,000, but it's to get the

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pre-engineering work done. I want to assure Mr. Arvaluk, that in 1995-96 we will conclude the work. In discussions with the contractors there, we're trying to work out a program that would ensure that the majority of these dollars would stay in the community and that's an ongoing discussion that is going on at this time. Thank you.

**CHAIRMAN (Mr. Ningark):**

Thank you. Keewatin, total region, \$500,000. Mrs. Marie-Jewell.

**MRS. MARIE-JEWELL:**

Thank you, Mr. Chairman. With regard to this particular region we do have a motion that I'd like to move.

Committee Motion 15-12(4): To Delete \$50,000 For Rankin Inlet Marine Resupply Terminal, Carried

I move that the 1994-95 capital estimates for the Department of Transportation under the activity transportation planning for the item Rankin Inlet marine resupply terminal, in the amount of \$50,000 be deleted. Thank you.

**CHAIRMAN (Mr. Ningark):**

Thank you. The motion is in order. To the motion. Any comments on the motion? Going once.

**AN HON. MEMBER:**

Question.

**CHAIRMAN (Mr. Ningark):**

Question has been called. All those in favour of the motion, please signify. All those opposed? Motion is carried.

---Carried

Total region, \$450,000.

**SOME HON. MEMBERS:**

Agreed.

---Agreed

**CHAIRMAN (Mr. Ningark):**

Thank you very much. Kitikmeot, total region, \$4.230 million. Agreed?

**SOME HON. MEMBERS:**

Agreed.

---Agreed

**CHAIRMAN (Mr. Ningark):**

Thank you. Mr. Whitford.

**MR. WHITFORD:**

Thank you, Mr. Chairman. I would like to know whether the harbour enhancement at Pelly Bay is part of this new resupply scheme that is being undertaken for some of the communities that have no other access than by air. Pelly Bay was one of them but now it has access by the sea for sea-lift. I wonder if this is in connection with the sea-lift or is it something else, Mr. Chairman. I recall being in Pelly Bay and speaking to the Member about this, along with other communities that are coastal in nature where there is no real harbour for parking boats, schooners and stuff like that that people so depend on. In many places I've seen boats just pulled up on the beach on the rocks and they receive a beating from the waves and stuff. The community has asked, in some places, that they clear away the rocks in order for the boats to sit on a softer bottom than rocks. Is this part of that kind of enhancement? Is it including small boats, those kinds of things, or is it merely for the larger ships and off-loading stuff?

**CHAIRMAN (Mr. Ningark):**

Mr. Whitford, I thank you. Mr. Minister.

**HON. JOHN TODD:**

Mr. Chairman, we're all aware that last year and the year before we managed to, for the first time, bring a ship into Pelly Bay to deliver the POL products. It's our intention to continue with that program. It saved significant dollars for this government.

The intent in 1994-95 is that we'll construct a new landing area to support the resupply operations in Pelly Bay. It's also our intention, not only to facilitate the larger ships, but the resupply of POL products and, hopefully, down the road try cargo. It is also our intention to ensure that whatever improvements we do will facilitate the use for local boats as we've done in other regions. Thank you.

**CHAIRMAN (Mr. Ningark):**

Thank you. Kitikmeot, total region, \$4.230 million. Mr. Arvaluk.

**MR. ARVALUK:**

Thank you, Mr. Chairman. I'm curious because it's the Kitikmeot and there are no highways or winter roads. I don't think I will find it anywhere, Mr. Chairman. We have been going to Fort Good Hope, Fort Franklin, Tuktoyaktuk and Aklavik by winter roads because it's cheaper. We've found out the only way to get to Pelly Bay is by plane, let alone roads, winter roads or any other type including marine shipping. Why isn't there a road being built there from the nearest shipping port, for example Repulse Bay or Spence Bay? Why hasn't there been anything done for the winter road in the past?

**CHAIRMAN (Mr. Ningark):**

That you. Mr. Minister.

**HON. JOHN TODD:**

It's my understanding that the department actually looked at investigating the possibilities of winter roads from Repulse and Taloyoak. In their investigations as to the costs and cost-benefit analysis that would be accrued by doing this, it was determined that the most appropriate, cost-effective course of action was what we're currently doing. That is, trying to resupply Pelly Bay with ships, which wasn't done in the past.

There was some research done, but it was determined through the investigations the most cost-effective way was the utilization of ship directly into Pelly Bay.

**CHAIRMAN (Mr. Whitford):**

Thank you, Minister Todd. Kitikmeot region. The chair recognizes Mr. Ningark.

**MR. NINGARK:**

Thank you, Mr. Chairman. The options of providing supplies to Pelly Bay either by air, barge, ship or winter road from Repulse Bay or Taloyoak has been reviewed, I believe when Mr. Gordon Wray was a Minister. According to my understanding, the saving we could provide to this government is by barge or by ship. Unfortunately the only means of transportation by sea is with an ice breaker. That would be an option for the government because that would provide a savings to the government, and the savings could be used for other meaningful programs for the people of the NWT.

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**CHAIRMAN (Mr. Whitford):**

Thank you, Member for Natilikmiot. Mr. Minister, any comment on that? Okay, the item is Kitikmeot. Any further comments on that item? Total region, \$4.230 million.

**SOME HON. MEMBERS:**

Agreed.

---Agreed

**CHAIRMAN (Mr. Whitford):**

Total buildings and works, revised, \$30,905 million.

**SOME HON. MEMBERS:**

Agreed.

---Agreed

**CHAIRMAN (Mr. Whitford):**

Total activity, \$30,905 million.

**SOME HON. MEMBERS:**

Agreed.

---Agreed

Department summary, total capital expenditures, \$37.358 million. That's revised. It's in your book as \$37.408 million. It's been revised to reflect the changes. Let's go back over it again. Total capital expenditures, \$37.358 million.

**SOME HON. MEMBERS:**

Agreed.

---Agreed

**CHAIRMAN (Mr. Whitford):**

We're in agreement. Do we agree that this department is concluded?

**SOME HON. MEMBERS:**

Agreed.

---Agreed

**CHAIRMAN (Mr. Whitford):**

What is the committee's wish? Mrs. Marie-Jewell.

**MRS. MARIE-JEWELL:**

Mr. Chairman, the committee would like to continue addressing the Special Committee on Health and Social Services' report.

**SOME HON. MEMBERS:**

Agreed.

---Agreed

Committee Report 1-12(4), Talking And Working Together

**CHAIRMAN (Mr. Whitford):**

The committee concurs. We will continue with Committee Report 1-12(4), Talking and Working Together. When we left off we were on page 27, recommendation 11. Who will be start off? Member for Thebacha, Mrs. Marie-Jewell.

**MRS. MARIE-JEWELL:**

Thank you, Mr. Chairman. Air transportation is a vital link in our system of health and social services. But this link is in desperate need of repair. A complete

review of this service is urgently required. The relationship between northern preference policies and the cost of this service must be examined. We must determine whether the most appropriate aircraft are being used. The method of awarding contracts must also be reviewed.

Committee Motion 16-12(4): To Adopt Recommendation 11, Carried

Therefore, Mr. Chairman, I move that this committee recommend that an independent review of the medical air transportation program is required immediately. The results should be presented to the 1994 fall session of the Legislative Assembly. Thank you.

**CHAIRMAN (Mr. Whitford):**

Thank you, Member for Thebacha. We have a motion on the floor. To the motion. Member for Hay River.

**HON. JOHN POLLARD:**

Thank you, Mr. Chairman. I agree with the recommendation totally. This issue has to be looked at. The problem I have, Mr. Chairman...I feel I should advise the committee that we're already looking at this issue. Review is under way. Consultation is under way. Standardization of the kinds of aircraft we need is under way. There is some research being done right now, in-house. This calls for an independent review. I certainly would hope that I could move on this particular thing as early as the winter session, Mr. Chairman. It is a pressing issue. So, just to advise the committee that a lot of this work is under way at the present time and is being done in-house, in consultation with the industry. Thank you, Mr. Chairman.

**CHAIRMAN (Mr. Whitford):**

Thank you, Minister Pollard. Great minds think alike. The chair recognizes the Member for Yellowknife Frame Lake, Mr. Dent.

**MR. DENT:**

Mr. Chairman, I think our concern is that a number of operators told us they had some concerns with how the department was supervising the operation right now. When the Minister says that the review is being done internally, I think the reason we suggested it should be done as an independent review was to reflect the concerns we had heard about the department's oversight at present on this program.

It's going to call into question the methods used. The government has always had its option to take or not take the advice of this committee, but I would suggest if we look at any study that comes back, we could call into question the methodology and whether or not it was done on an impartial basis and looked at with a non-biased and non-jaundiced eye. We'll have to assess that situation at that time. I think as far as the committee is concerned, we saw reason to feel it was important to have somebody independent take a look at the situation.

**CHAIRMAN (Mr. Whitford):**

Thank you, Mr. Dent. To the motion.

**AN HON. MEMBER:**

Question.

**CHAIRMAN (Mr. Whitford):**

Question has been called. Do we have a quorum? I will sound the bells to summon one more

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person. Thank you very much. We have a motion on the floor and question has been called. All those in favour? All those opposed? The motion is carried.

---Carried

General comments. Recommendation 12. Member for Thebacha, Mrs. Marie-Jewell.

**MRS. MARIE-JEWELL:**

Mr. Chairman, the availability of adequate ground transportation must also be addressed. The cost of providing every health centre with a vehicle is simply too great. Other, more community-based solutions must be found. These solutions could involve the pooling or sharing of existing resources. Volunteers and organizations like local fire departments should be approached to participate in these arrangements.

Committee Motion 17-12(4): To Adopt Recommendation 12, Carried

Therefore, Mr. Chairman, I move that this committee recommend that communities should be encouraged and assisted in developing their own medical ground transportation services.

**CHAIRMAN (Mr. Whitford):**

Thank you, Mrs. Marie-Jewell. We have a motion on the floor. The motion is in order. To the motion.

**AN HON. MEMBER:**

Question.

**CHAIRMAN (Mr. Whitford):**

Question has been called. All those in favour? All those opposed? Motion is carried.

---Carried

**CHAIRMAN (Mr. Whitford):**

Thank you. The chair recognizes Mr. Ningark, Member for Natilikmiot.

**MR. NINGARK:**

Thank you, Mr. Chairman. Let me get organized here first. Mr. Chairman, at the same time, it is clear that a number of recipients of assistants...Where are we?

**CHAIRMAN (Mr. Whitford):**

There seems to be two documents you're reading from. I think one is a script and the page may not coincide with the brown book, which is page 27. We seem to have that in order now. Proceed, Mr. Ningark.

**MR. NINGARK:**

Thank you, Mr. Chairman. Local health centres should be open during hours that are most convenient for the residents they serve. It is difficult to assist patients if clinic hours do not reflect the needs of the community. More local input should be allowed in setting these schedules.

Committee Motion 18-12(4): To Adopt Recommendation 13, Carried

Therefore, Mr. Chairman, I move that this committee recommends that the Department of Health should encourage regional health boards to examine how health centre clinic schedules could better meet the needs of the community.

**CHAIRMAN (Mr. Whitford):**

Thank you, Mr. Ningark. We have a motion on the floor. The motion is in order. To the motion.

**AN HON. MEMBER:**

Question.

**CHAIRMAN (Mr. Whitford):**

Question has been called. All those in favour? All those opposed? Motion is carried.

---Carried

Recommendation 14. Mr. Ningark.

**MR. NINGARK:**

Mr. Chairman, we also need to determine if our social services are truly meeting the needs of the community. The government is currently conducting a review of the income support system. The review should examine whether recipients of income assistance in fact become trapped in lives of dependency. People told us that this system is tough to get into and even tougher to get out of. Every step should be taken to encourage pride, a desire to work and a sense of initiative in people who receive income support.

Committee Motion 19-12(4): To Adopt Recommendation 14, Carried

Therefore, Mr. Chairman, I move that this committee recommend that regulations must be changed to allow people on social assistance to receive a greater portion of money earned through economic activity.

**CHAIRMAN (Mr. Whitford):**

Thank you, Mr. Ningark. We have a motion on the floor. The motion is in order. To the motion.

**AN HON. MEMBER:**

Question.

**CHAIRMAN (Mr. Whitford):**

Question has been called. All those in favour? All those opposed? Motion is carried.

---Carried

**CHAIRMAN (Mr. Whitford):**

Page 28. The chair recognizes Mr. Ningark.

**MR. NINGARK:**

Thank you, Mr. Chairman. At the same time, it is clear that a number of recipients of assistance have

difficulty in managing their financial affairs. These people should be encouraged to take part in activities that will help them to manage and budget their money.

Committee Motion 20-12(4): To Adopt Recommendation 15, Carried

Therefore, Mr. Chairman, I move that this committee recommends that a money and budget management program should be developed and made available to long-term social assistance recipients. Thank you.

**CHAIRMAN (Mr. Whitford):**

Thank you, Member for Natilikmiot. We have a motion on the floor. The motion is in order. To the motion. The chair recognizes Mr. Antoine.

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**MR. ANTOINE:**

Mr. Chairman, I'm speaking in support of this motion. It says here, "A money and budget management program should be developed and made available to long-term social assistance recipients." It more or less leaves it up to the social assistance recipients to decide whether they are going to take part in money and budget management. In some cases that I'm aware of, it should perhaps be mandatory for some recipients to take these programs.

I know there are cases where it is necessary to do that. It would be good if it were a mandatory obligation for them to take this program. Thank you.

**CHAIRMAN (Mr. Whitford):**

Thank you, Mr. Antoine. To the motion. The chair recognizes Mr. Ningark.

**MR. NINGARK:**

Thank you, Mr. Chairman. I agree with Mr. Antoine. However, I don't think we should try and force people to do things they don't really want to. If there is a demand for this from the public, I don't see any reason why we can not make it mandatory or compulsory for people who receive assistance to go into a program, if you will. This has not been requested, according to my understanding. Mr. Dent can go on from here. But I don't think it was demanded. There was some concern, however, that people who were receiving social assistance were not managing their money wisely. That is the reason why

this is a motion of the Special Committee on Health and Social Services. If Mr. Dent wishes to explain further, that would be your discretion. Thank you.

**CHAIRMAN (Mr. Whitford):**

Thank you, Mr. Ningark. To the motion. The chair recognizes Mr. Dent.

**MR. DENT:**

Thank you, Mr. Chairman. A number of the Members of the committee were of the opinion that this was a program that was needed by a number of people in the Northwest Territories. I think the committee would have probably been in favour of a mandatory program, but it has to do with the Charter of Rights -- I believe -- making that kind of program mandatory.

We can't refuse to provide social assistance to people. I think what we can do is try and make sure that this sort of program is made readily available to them and that all encouragement is provided for them to take the program, if the need is demonstrated. But, I believe we would be contravening the Canadian law if we tried to make such a program mandatory.

**CHAIRMAN (Mr. Whitford):**

Thank you, Mr. Dent. To the motion. Mr. Zoe.

**MR. ZOE:**

Mr. Chairman, in general terms, I agree with the motion we have in front of us. But I don't think it is going to work if the previous motion is not adopted by the government, that, "Regulations must be changed to allow people on social assistance to receive a greater portion of money earned through economic activity."

This is additional revenue that they may receive. Currently, our system doesn't give the recipient encouragement to make more money. Even if it is carving money, bingo winnings or a gift, it has to be reported as income. That's where we're having problems. When the recipients are trying to get ahead of the game through the winning of bingo or a game of chance of some sort, then it has to be recorded as income for that particular month.

A lot of recipients do use the extra money they get for essential things, like repairs to snowmobiles so the family can go hunting, et cetera. The current regulations don't allow this. Until the government changes its regulations, it may be more appropriate



for the recipients to take this money and budget management program. If the regulations stay the same, then the only money they'll be able to budget and manage would be the money they receive from social assistance. That money is based on a formula through the social assistance program.

It is basically a little budget already. It tells you how much you're going to get for clothing, for food et cetera. They already have a little budget. In a lot of cases, a number of people expend it all in one shot. They don't budget properly. That's why I think the committee has suggested that this particular program be suggested to the government. Mr. Chairman, that concludes my remarks pertaining to this particular motion.

**CHAIRMAN (Mr. Whitford):**

Thank you, Mr. Zoe. The chair recognizes Mr. Antoine. We have two minutes left.

**MR. ANTOINE:**

I just have a question for the chairman of the Special Committee on Health and Social Services pertaining to this motion. He made reference to the Charter of Rights. I want to ask him if he got a legal opinion on this one. Thank you.

**CHAIRMAN (Mr. Whitford):**

Thank you, Mr. Antoine. Mr. Dent.

**MR. DENT:**

No, Mr. Chairman, we didn't get a legal opinion. It was the opinion of the Members of the committee and we did have the experience of former Ministers of the department, on the committee.

**CHAIRMAN (Mr. Whitford):**

Can't get any better than that, I guess. To the motion. Mr. Antoine.

**MR. ANTOINE:**

I just wanted to know. There was no legal opinion per se but you took the words of the former ministers. Is that correct?

**CHAIRMAN (Mr. Whitford):**

I'll have to check Hansard and see what he said. The chair recognizes the clock. It's now several seconds

after 6:00 pm. I shall rise and report progress, unless I get some other direction.

**MR. SPEAKER:**

Item 20, report of committee of the whole. Mr. Chairman.

ITEM 20: REPORT OF COMMITTEE OF THE WHOLE

**CHAIRMAN (Mr. Whitford):**

Mr. Speaker, your committee has been considering Bill 1, Committee Report 3-12(4) and Committee Report 1-12(4) and would like to report progress with five motions being adopted. Mr. Speaker, I move that the report of the committee of the whole be concurred with.

**MR. SPEAKER:**

Motion is in order. All those in favour? All those opposed? Motion is carried.

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---Carried

**MR. SPEAKER:**

Item 21, third reading of bills. Item 22, Mr. Clerk, orders of the day.

ITEM 22: ORDERS OF THE DAY

**CLERK OF THE HOUSE (Mr. Hamilton):**

Mr. Speaker, there is a meeting of the Nunavut Caucus after adjournment this evening, and at 9:00 am tomorrow morning of the Ordinary Members' Caucus. Orders of the day for Friday, November 26, 1993.

1. Prayer
2. Ministers' Statements
3. Members' Statements
4. Returns to Oral Questions
5. Oral Questions
6. Written Questions
7. Returns to Written Questions

8. Replies to Opening Address
9. Replies to Budget Address
10. Petitions
11. Reports of Standing and Special Committees
12. Reports of Committees on the Review of Bills
13. Tabling of Documents
14. Notices of Motion
15. Notices of Motions for First Reading of Bills
16. Motions

- Motion 2-12(4), Tabled Document 11-12(4)

Report from the Fort Providence/Cambridge Bay Strategic Planning Workshop to Committee of the Whole

17. First Reading of Bills
18. Second Reading of Bills
19. Consideration in Committee of the Whole of Bills and Other Matters

- Minister's Statement 3-12(4), Sessional Statement

- Bill 1, Appropriation Act, No. 1, 1994-95

- Committee Report 1-12(4), Talking and Working Together

- Committee Report 3-12(4), Review of the 1994-95 Capital Estimates

20. Report of Committee of the Whole
21. Third Reading of Bills
22. Orders of the Day

**MR. SPEAKER:**

Thank you, Mr. Clerk. This House stands adjourned until Friday, November 26, 1993 at 10:00 am.

---ADJOURNMENT