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YELLOWKNIFE, NORTHWEST TERRITORIES

THURSDAY, FEBRUARY 16, 1989

MEMBERS PRESENT

Hon. Titus Allooloo, Mr. Angottitauruq, Mr. Arlooktoo, Hon. Michael Ballantyne, Hon. Tom Butters, Hon. Nellie Cournoyea, Mr. Crow, Mr. Ernerk, Mr. Gargan, Hon. Stephen Kakfwi, Mr. Kilabuk, Mr. Lewis, Hon. Jeannie Marie-Jewell, Mr. McLaughlin, Mr. Morin, Mr. Pollard, Hon. Red Pedersen, Mr. Pudluk, Mr. Sibbeston, Mr. Whitford, Hon. Gordon Wray, Mr. Zoe

ITEM 1: PRAYER

---Prayer

SPEAKER (Hon. Red Pedersen): Orders of the day for Thursday, February 16, 1989. Item 2, Ministers' statements. Mr. Ballantyne.

ITEM 2: MINISTERS' STATEMENTS

Ministers' Statement: Announcement Of Government Leader's Absence In Ottawa

HON. MICHAEL BALLANTYNE: Mr. Speaker, I rise to inform the House that the Government Leader, Mr. Patterson, is in Ottawa for meetings with the new Minister of Indian and Northern Affairs and a number of other federal government officials. He expects to return to Yellowknife with the Minister of Indian and Northern Affairs on Tuesday night. Thank you.

MR. SPEAKER: Thank you, Mr. Ballantyne. Ministers' statements. Item 3, Members' statements. Mr. Lewis.

ITEM 3: MEMBERS' STATEMENTS

Member's Statement On Proposed Relocation Of Northwest Territorial Airways Headquarters

MR. LEWIS: Thank you, Mr. Speaker. Last night at the special committee on the northern economy meeting at Northern United Place we were told by one of the witnesses that appeared before us that there was a plan afoot for Northwest Territorial Airways to relocate its headquarters from Yellowknife to Edmonton, which would result in the loss of 100 jobs from this city. Yesterday when I had lunch with the students from Arctic College, 20 of them from Iqaluit brought over from Iqaluit at Mr. Engle's expense, whether in fact Mr. Patterson was at that luncheon, he was told the good news and the bad news: "The good news is that I am paying for these 20 students from your riding to come to this city and I am going to look after them and treat them well, but the bad news is that I have decided, or at least the company that has acquired Northwest Territorial Airways has decided, that they can no longer retain its headquarters in this city and will be moved to Edmonton."

I would like to follow that up later, Mr. Speaker, but I thought that Members should know what is on my mind.

MR. SPEAKER: Thank you, Mr. Lewis. Members' statements. Mr. Butters.

Member's Statement On False Rumour Re Loss Of Yellowknife Jobs Due To Proposed Relocation Of Northwest Territorial Airways Headquarters

HON. TOM BUTTERS: Mr. Speaker, I also have heard the rumour that 100 jobs may be lost to the transportation industry through the movement of a major company to Edmonton. I phoned Mr. Engle this morning and he advised me that it is "absolutely without any foundation whatsoever". He said there may be some reason for the rumour because the company with its two aircraft has now consolidated the maintenance for those aircraft in Edmonton. Hitherto they were maintained in Calgary and Edmonton, so the maintenance base has been consolidated in Edmonton.

MR. SPEAKER: Thank you, Mr. Butters. That statement was made in accordance with Rule 23(4). Members' statements. Mr. Whitford.

Member's Statement On Funding For Canadian Mental Health Association

MR. WHITFORD: Mr. Speaker, I would like to take this opportunity of thanking the Minister of Social Services for her immediate response to an issue that I had raised yesterday, namely the issuing of a cheque to the Canadian Mental Health Association here in Yellowknife. It helped them through their tough times for the next few days. I certainly hope that this action indicates that the Minister has moved to resolve some of the problems that were contributing to the delay, and that other organizations and agencies that are depending on funding from this department will soon be in the same position to thank the Minister for her immediate action.

MR. SPEAKER: Thank you, Mr. Whitford. Members' statements. Mr. Pudluk.

Member's Statement On Mr. Welland Phipps

MR. PUDLUK: (Translation) Thank you, Mr. Speaker. I would like to stand up to recognize a person who used to be an MLA around 1970, Mr. Welland Phipps. I doubt if he has ever been recognized. I doubt if he is alive still. He used to help the Baffin Region and started the first airline as a bush pilot using Twin Otters. We were very proud of him and he worked very hard toward northern development, more so than as a bush pilot. He was able to travel to all the communities. He would fly the medivac plane. "Whisky Whisky Papa" was his code name. I am sure you remember him. I would like to thank him very much at this time.

MR. SPEAKER: Thank you, Mr. Pudluk. The Chair would like to recognize at this time Mr. Gordon Breen, adult educator with a group of nine adult education students from the Tree of Peace. Welcome.

---Applause

The Chair would also like to recognize in the gallery 24 grade nine students from the William MacDonald School with their teacher, Alex Demello. Welcome also.

---Applause

We are on Item 3, Members' statements. Item 4, returns to oral questions. Mrs. Marie-Jewell.

ITEM 4: RETURNS TO ORAL QUESTIONS

Return To Question O87-89(1): Money Owed To Canadian Mental Health Association Of The NWT

HON. JEANNIE MARIE-JEWELL: Thank you, Mr. Speaker. In regard to returns to oral questions, for the record, I thank the Member for his comments on the issue of the NWT Mental Health Association. The Northwest Territories division of the Canadian Mental Health Association has a commitment for funding from the Department of Social Services which totals \$252,196 in the

current fiscal year. This funding includes: core funding for the association, \$52,000; community development project, Fort Simpson and Coppermine, \$121,582; community friends program, Yellowknife, \$50,500; capital renovations, \$28,114.

This funding is in the form of contributions, and the association also receives support by way of a charity lease. As of February 8, 1989, cheques had been requisitioned and/or issued for a total of \$180,884.

On February 8, 1989, the department received a letter from the association indicating that \$44,164 was outstanding as of that date. Of this amount, \$10,131 had been requisitioned on January 31, 1989. The letter brought an oversight to the attention of the department officials, and a cheque in the amount of \$21,500 was requisitioned on February 10, 1989.

The remaining \$12,533 in outstanding payments related to the community friends program. This contract required the preparation of a Financial Management Board submission, and I understand that the contract was signed on February 15, 1989. Thank you, Mr. Speaker.

MR. SPEAKER: Thank you, Madam Minister. Returns to oral questions. Ms Cournoyea.

Further Return To Question O69-89(1): Testing For Tuberculosis

HON. NELLIE COURNOYEA: Mr. Speaker, I have a return to an oral question asked by Mr. Ernerk on February 14. Mr. Ernerk requested information about the Department of Health's policy regarding testing for tuberculosis. During the 1950s and 1960s testing was mandatory because the disease was rampant. Since that time the incidence of TB has decreased dramatically, and testing of all persons is no longer done.

Testing is done during surveys, or during the follow-up of a person who may have been in contact with someone identified as having tuberculosis. In addition, testing may be a requirement for a medical certificate or prior to employment.

As in the previous years, doctors and nurses are advised not to test people who might have a bad reaction. These include babies under the age of three months, persons over the age of 40 and persons who are known to have previously had tuberculosis. In those circumstances where testing is not medically recommended by the attending health practitioner, the Department of Health will be implementing a procedure whereby the patient's request for voluntary testing would receive further consideration by the chief medical officer of Health.

MR. SPEAKER: Thank you, Ms Cournoyea. Returns to oral questions. Mr. Wray.

Further Return To Question O13-89(1): Number Of Northern Residents Employed

HON. GORDON WRAY: Thank you, Mr. Speaker. I have a return to Question O13-89(1), asked by Mr. Morin on February 9, with regard to the employees at Neptune Mines and the number of northern residents.

The Dogrib Tribal Council has been quite successful in providing employees on the project and has a list of over 200 applicants from the North willing to work on-site. As of last week when operations were cut back there were 29 people from the Dogrib communities, approximately 10 other northern natives and a total of approximately 45 to 50 northerners on-site. This amounts to approximately 50 per cent northern employment on-site. Thank you.

MR. SPEAKER: Thank you, Mr. Wray. Returns to oral questions. Ms Cournoyea.

Further Return To Question O68-89(1): Increase Of Tuberculosis In NWT

HON. NELLIE COURNOYEA: Mr. Speaker, I have a return to an oral question asked by Mr. Pudluk on February 14th, regarding the increasing number of tuberculosis cases in the NWT. In the

1940s the NWT shared with Alaska the highest rates of tuberculosis ever recorded. I am pleased to say that the rates of recorded cases have decreased dramatically since then.

The following statistics illustrate the decrease in new and reactivated cases during recent calendar years: in 1970, there were 114 cases; in 1980, there were 29 cases; in 1988, 40 cases; and in 1989, 33 cases.

In addition there are currently approximately 130 persons who have either nearly finished their treatment or are receiving protective medication.

I am sure my honourable friend, Mr. Pudluk, is concerned about the recent reports of the outbreak of TB in the Repulse Bay area. Such outbreaks can be expected to be seen occasionally for several more years, since virtually all people of the older generation have been exposed to tuberculosis at some time in their lives and can easily become infectious again with age and ill health. An active case finding program has been operating in the area, with the result that people with very early infection have been identified. The Keewatin Regional Health Board has hired additional nursing staff dedicated to tuberculosis surveillance. Thank you.

MR. SPEAKER: Thank you, Madam Minister. Returns to oral questions. Mr. Wray.

Further Return To Question O12-89(1): Recruitment Practices Of Neptune Mines

HON. GORDON WRAY: Thank you, Mr. Speaker. A return to Question O12-89(1), asked by Mr. Nerysoo with regard to the recruitment practices of Neptune Mines. As Members are aware, the refusal of the Government of Canada to provide Neptune Resources with a loan guarantee has caused the company to scale down their activities while they are re-evaluating their financial situation. It is expected that construction activity will resume by the beginning of next week. Our officials are maintaining contact with the company and keeping abreast of developments.

In answer to the Member's question, Neptune Resources Corporation has a socio-economic plan which will maximize the employment of northerners at its Colomac project and which will maximize the purchase of goods and services from northern suppliers. In order to do this the corporation has entered into a bilateral agreement with the Dogrib communities: "To ensure that to the greatest degree reasonably practicable, all training, employment, business and other entrepreneurial opportunities arising from the operations shall be made available to residents and local businesses." This agreement was developed in discussions between the Dogrib communities and the corporation and, as I am sure the Member from Rae-Lac la Martre will agree, the relationship between the two parties has been constructive and positive.

While the agreement is only to come into force when Neptune begins production at the mine, the company has made significant efforts to ensure that their contractors live up to the spirit and intent of the agreement during the construction period. The Dogrib Tribal Council has appointed a liaison person to work with the communities, local agencies, the company and its contractor to screen and recruit prospective employees. This liaison person has stated that in his opinion the company is surpassing the terms of their agreement.

In addition to the employment opportunities, the company is providing local businesses with contract opportunities. A local company had a 10-man crew of local residents working for 20 days on a clearing contract in January. The Shell agent in Rae has a contract to supply petroleum products. The development corporation is reviewing opportunities related to the supply of chemicals, catering and other possibilities and they are in daily contact with the company or its contractors. Thank you, Mr. Speaker.

MR. SPEAKER: Thank you, Mr. Wray. Returns to oral questions. Ms Cournoyea.

Further Return To Question 023-89(1): Tests For AIDS, And Question 027-89(1): Policy Regarding AIDS Testing

HON. NELLIE COURNOYEA: Mr. Speaker, I have a reply to an oral question asked by Mr. Lewis and Mr. Nerysoo on February 9th regarding AIDS testing.

The need for medical testing for a disease is usually decided by a doctor or nurse when they are consulted by a patient who is either sick or whose medical history suggests the need for testing. Ordinarily the doctor or nurse would decide what tests might be appropriate after discussion with the patient and after having made any necessary examination.

In the case of the virus that causes AIDS, the test results may not mean very much if they are negative. Therefore, doctors and nurses will usually have the test done only when the history and examination of a patient show that the person has been exposed to a significant risk of infection. In those circumstances where testing is not medically recommended by the attending health practitioner, the Department of Health will be implementing a procedure whereby the patient's request for voluntary testing would receive further consideration by the chief medical officer of Health.

Recognizing the limitations of the test for HIV infection, the Department of Health has stressed that it is more important to encourage sexual knowledge and responsibility than to rely too much on laboratory tests after possible exposure to infection.

In January, 1988, "AIDS and HIV Testing: An Information Package for Health Professionals in the Northwest Territories", was prepared by Health and Welfare Canada and the GNWT Department of Health. This package has served as a guideline for testing practices throughout the intervening year. The Department of Health is presently revising this package and is bringing forward a policy statement that will deal with communicable diseases in general, including AIDS.

I indicated to the last Legislative Assembly that I would update the House each session on the AIDS program. Therefore, during this session I will be tabling: 1) an update on AIDS in the NWT; and 2) AIDS and HIV Testing: An Information Package for Health Professionals in the Northwest Territories (1988), which includes guidelines for testing.

Thank you.

MR. SPEAKER: Thank you, Ms Cournoyea. Returns to oral questions. Item 5, oral questions. Mr. Lewis.

ITEM 5: ORAL QUESTIONS

Question O99-89(1): Refusal Of AIDS Test By Personal Physician

MR. LEWIS: My question is to the Minister of Health, Mr. Speaker. I appreciated the full answer that she gave to the questions that I asked. Further to that, Mr. Speaker, I would like to remind the Minister that the case I brought to her attention involved a person in my constituency who went to see his physician because the ads that had been placed by a department of this government had frightened him so much that he felt that he was at risk. The man asked his physician his opinion and the doctor said, "Well, you are not gay, you do not do drugs, so why do you come here?" The man, from what I understand, Mr. Speaker -- and this is a very short preamble to my question -- the man, however, was prevented during this interview from explaining to his physician that the many women that he had slept with, he had not asked for references from them. This was the reason why he was so frightened. So my question to the Minister is, will this person or persons in a similar kind of position be able to appeal the decision of his own personal physician?

MR. SPEAKER: Thank you, Mr. Lewis. Madam Minister.

Return To Question O99-89(1): Refusal Of AIDS Test By Personal Physician

HON. NELLIE COURNOYEA: Mr. Speaker, I believe in my reply to Mr. Lewis I did indicate that we will implement a procedure so that this person can be heard further. I believe that certainly in the new responsibility of health with this government, incidents such as this will guide us in how we provide medical services to patients and I certainly appreciate the information because we can refine further how we provide services to people. So certainly in my reply, given that these circumstances were brought forward by Mr. Lewis and other Members, we feel there is a need for a place where a person can go if he has not felt he has gotten all opportunities for the type of testing he wishes to have. Thank you.

MR. SPEAKER: Thank you, Madam Minister. Oral questions. Mr. Kilabuk.

Question O100-89(1): Community Hall In Clyde River

MR. KILABUK: (Translation) Thank you, Mr. Speaker. My question is directed to the Minister of Municipal and Community Affairs. I moved a motion in regard to the community hall in Clyde River. I was asking the Executive Council to look for some funds to have a recreation hall. Have you considered this request that I made through the motion? I would like to get an answer.

MR. SPEAKER: Mr. Wray.

Return To Question O100-89(1): Community Hall In Clyde River

HON. GORDON WRAY: Thank you, Mr. Speaker. Yes, we have considered the request. As the Member and all Members know, the dollars available to MACA are small compared to the needs out there. It was felt that the construction of the Resolute Bay and the Lake Harbour community gyms were a higher priority since at present they do not have any facilities whatsoever.

Broughton Island's community gym was seen as the next priority for Baffin. The people of Clyde River are to be commended on the extensive use of the community gym and perhaps one of the problems has been the inability of the hamlet and the education society to work out a proper joint use agreement for the facility and perhaps if it was a more workable agreement, then the facility would be available to the community for community functions more than it is at present.

However, we have given it careful consideration and if at some point in time some fairy godmother gives me a whole lot of money, then I would certainly advance it but at this point in time, the Lake Harbour and Resolute Bay gyms are a priority and that is where our funding has to go. Thank you.

MR. SPEAKER: Thank you, Mr. Wray. Supplementary, Mr. Kilabuk.

Supplementary To Question O100-89(1): Community Hall In Clyde River

MR. KILABUK: (Translation) Thank you, Mr. Speaker. Supplementary. At that time I was told that the gym would be built in 1993. I guess this is the case. If the residents were to raise or contribute money for planning purposes would the government guarantee funding for the fiscal year 1990-91? If they were to raise money for planning purposes what would the case be in this kind of situation, Mr. Minister? Thank you.

MR. SPEAKER: Mr. Wray.

Further Return To Question O100-89(1): Community Hall In Clyde River

HON. GORDON WRAY: Thank you. The planning money is not the problem, Mr. Speaker. It is the capital money for the facility itself. I cannot commit this or any government to future commitments. We still have it on our books for 1992 and at this point in time, that is the date that we see to construct that facility. It is not the availability of the planning money. The planning

money is a minor amount of the total budget. It is the capital dollars that we are lacking. Thank you.

MR. SPEAKER: Thank you, Mr. Minister. Oral questions. Mr. Lewis.

Question O101-89(1): Number Of Submissions Re Tax Options Paper

MR. LEWIS: Mr. Speaker, my question is to the Minister of Finance. His tax options paper was circulated right throughout the Territories and I read it with some interest but, having done so, decided not to respond to it. Certainly it has been on my mind. Would the Minister of Finance indicate to us how many submissions were received giving suggestions to the government on the basis of that tax options paper?

MR. SPEAKER: Mr. Minister.

Return To Question O101-89(1): Number Of Submissions Re Tax Options Paper

HON. MICHAEL BALLANTYNE: Thank you, Mr. Speaker. I can get the exact number but I think somewhere around 20.

MR. SPEAKER: Thank you, Mr. Minister. Oral questions. Mr. Morin.

Question O102-89(1): Right To Hunt Versus Privilege Of Hunting

MR. MORIN: Thank you, Mr. Speaker. My question is to the Minister of Renewable Resources. Mr. Minister, can you explain to me the difference between the right to hunt and the privilege to hunt, and who has the right to hunt and who has the privilege of hunting in the Northwest Territories?

MR. SPEAKER: Mr. Minister.

Return To Question O102-89(1): Right To Hunt Versus Privilege Of Hunting

HON. TITUS ALLOOLOO: Thank you, Mr. Speaker. First of all, if there is enough stock of a certain species that people harvest, we allow the people to harvest from that stock. My department feels that the aboriginal people in the NWT have the first privilege to harvest these animals. The people who live off these animals are the people we have to be concerned about. The right to harvest, as far as the land claims have been going, is part of the mandate of the land claimant groups. The right to harvest has been determined by these negotiations. The department must uphold these agreements in determining who has the right or who has the privilege to harvest animals. Thank you.

MR. SPEAKER: Thank you, Mr. Minister. Oral questions. Mr. Whitford.

Question O103-89(1): Date For Completion Of Chronic Care Benefits Study

MR. WHITFORD: Thank you, Mr. Speaker. My question is directed to the Minister of Health. It is concerning a letter that I received where she refers to a study of benefits for non-native and Metis under 60 years of age. This is in reference to particular requests for assistance by individuals under chronic care, in particular ulcerated colitis. The Minister indicated in her letter that the study is under way but it is not yet completed. I would like to know when this study will be completed, as we have a number of people that are waiting for a reply to see whether or not they will, in fact, receive some assistance for this very painful and debilitating illness. Can the Minister tell me when this study will be completed?

MR. SPEAKER: Ms Cournoyea.

Return To Question O103-89(1): Date For Completion Of Chronic Care Benefits Study

HON. NELLIE COURNOYEA: Mr. Speaker, I do not know how long this study will take to be completed. I cannot give you an exact time, but what I will tell the Member is that, given the number of requests for specific hardship cases, I intend, in the meantime, to come to cabinet to see if we can make a minor amendment and a certain allocation of funds that would take care, in the interim, of these specific cases. I cannot tell you how long it will take to get the information and the study and the calculation of costs, and what special cases of disease we want to move into special categories. I am attempting to be very critical about what we allow on the listing of allowable insured benefits for certain diseases, but at the same time I know it is going to take a little longer than we anticipated. At the earliest possible time we will attempt to put something forward to take care of specific cases on case-by-case requests.

MR. SPEAKER: Thank you, Madam Minister. Supplementary, Mr. Whitford.

Supplementary To Question O103-89(1): Date For Completion Of Chronic Care Benefits Study

MR. WHITFORD: Thank you, Mr. Speaker. A supplementary question to that. Will the Minister be able to indicate, or would she be interested in finding out, a couple of the ailments that have been brought to my attention in a number of letters throughout the year? One of them in particular is scoliosis, which is an ailment that affects not a large number of people but is a very expensive ailment for individuals to pay for on their own. I wonder if this particular ailment is going to be on that. If it is not, why? Is the Minister interested in my bringing these to her attention again, those very specific ones?

MR. SPEAKER: Ms Cournoyea.

Further Return To Question O103-89(1): Date For Completion Of Chronic Care Benefits Study

HON. NELLIE COURNOYEA: Mr. Speaker, I can assure the Member that it has not been determined whether that particular disease will be on the listing; but certainly I would like to also say, Mr. Speaker, that the Member has been very conscientious, and other Members, in bringing forth specific areas of concern. Certainly, I would very much appreciate, again in case there are some letters that I have not received, receiving that information from him. Thank you.

MR. SPEAKER: Thank you, Madam Minister. Oral questions. Mr. Morin.

Question O104-89(1): Campaign Against Anti-Fur Movement

MR. MORIN: Thank you, Mr. Speaker. My question is to the Minister of Renewable Resources. Mr. Minister, myself, as well as many other Members around this House, are well aware of the excellent job yourself, your deputy minister, Jim Bourque, and your department have done in your campaign to fight the anti-fur movement. What I am wondering is if you will continue the aggressive attack that your department seems to be spearheading in the fight of this anti-fur movement.

MR. SPEAKER: Mr. Minister.

Return To Question O104-89(1): Campaign Against Anti-Fur Movement

HON. TITUS ALLOOLOO: Thank you, Mr. Speaker. I would like to thank the Member for his kind words to my department and myself. Right at this point in time my deputy minister, Mr. Jim Bourque, is now in southern Canada meeting with the Fur Institute of Canada to determine what sort of work we should be doing to combat the animal rights activists. Yes, our government will continue to represent our people in the NWT in fighting against the animal rights activists. Thank you.

MR. SPEAKER: Thank you, Mr. Minister. Mr. Gargan.

Question O105-89(1): Rates Paid For Home Boarding Patients

MR. GARGAN: Thank you, Mr. Speaker. Mr. Speaker, I would like to direct my question to the Minister of Health or it could be to the Minister of Social Services. It is in regard to home boarding here in Yellowknife or in Hay River. What are the rates now being paid to private homeowners that home board patients from out of town?

MR. SPEAKER: Ms Cournoyea.

HON. NELLIE COURNOYEA: Mr. Speaker, I do not exactly recall what it is. I believe it is in the vicinity of \$20 per day but I can get you the exact figure.

MR. SPEAKER: Thank you. The question is taken as notice. Oral questions. Mr. Gargan.

Question O106-89(1): Reason For Two Cheques To Senior Citizens

MR. GARGAN: Thank you, Mr. Speaker. I would like to direct my question to the Minister of Health. Mr. Speaker, I did have a concern with regard to senior citizens and the middle of the month cheques. I understand, in phoning my own constituency, that the senior citizens did get their middle of the month increase and about two or three days later, they got the retroactive cheques to April. I would like to ask the Minister, what was the reason why the department did not consider combining the two cheques rather than having two separate cheques mailed? Is there a reason behind it, or is it just that the efficiency of the department does not exist?

MR. SPEAKER: Which Minister? Ms Cournoyea.

HON. NELLIE COURNOYEA: Mr. Speaker, somehow I do not believe that is my department. It was a question, I believe, that was referred yesterday to Mrs. Marie-Jewell in relation to the senior citizens cheques. I believe the question to Mrs. Marie-Jewell was why was there one cheque or why was there just one cheque rather than two cheques?

MR. SPEAKER: Mrs. Marie-Jewell.

HON. JEANNIE MARIE-JEWELL: Mr. Speaker, I would like to take the question under notice and get clarification.

MR. SPEAKER: Thank you, Madam Minister. The question is taken as notice. Oral questions. Mr. Whitford.

Question O107-89(1): Child Care Policy

MR. WHITFORD: Mr. Speaker, thank you. My question is directed to the Minister of Social Services again. The Minister of Social Services in her statement on February 14 said that the child care policy will not be announced until the federal Child Care Act is in place. However, a policy is needed as of April 1, 1989, to guide the implementation of the interim child care program. This must be a northern child care policy reflecting the needs of the NWT families.

Could the Minister specify why the NWT child care policy cannot be developed before the passage of the new federal Child Care Act? Amendments could be made to this territorial act later, after the federal act is passed. I wonder if the Minister would let me know why they cannot do it until the federal government moves.

MR. SPEAKER: Mrs. Marie-Jewell.

Return To Question O107-89(1): Child Care Policy

HON. JEANNIE MARIE-JEWELL: Thank you, Mr. Speaker. In regard to the Member's concern, basically if I can indicate to the Member that in the House last fall we were trying to develop a comprehensive child care policy and, because the act is not in place, it may possibly avoid our putting in elements to be addressed in the policy. I believe it is, as I had indicated in my statement, in our best interest, until we get all the elements of the federal day-care that we can adequately address under one policy, and it is difficult to be able to put in policies and, further, then place in amendments on a continual basis.

I am trying to ensure that the department develops a comprehensive policy which is in accordance with the federal day-care act. I hope this addresses the Member's concern. Thank you.

MR. SPEAKER: Thank you, Madam Minister. Oral questions. Mr. Whitford.

Supplementary To Question O107-89(1): Child Care Policy

MR. WHITFORD: Thank you, Mr. Speaker. I have heard what the Minister has said; yet I am still not certain as to why we have to hold off. Why can we not go ahead with something here in the Territories that will deal with the northern day-care issue, the child care issue, so that the people involved in it will know what general direction the departments are going in and which direction they can go in and what they can do. I do not think it is too much to ask that we make amendments later on, once we know what the federal government is going to be doing. We will get our act together.

I wonder if the Minister will look into that and see whether or not she can direct her department to start on this thing. Let us take the initiative, is what I am saying. I wonder if she will agree to at least direct her officials to take a look at that concept.

MR. SPEAKER: Madam Minister.

Further Return To Question O107-89(1): Child Care Policy

HON. JEANNIE MARIE-JEWELL: When I addressed my statement in the House on February 14th, I indicated that we were putting a set amount of money to take the initiative to try to create new child care spaces; to try to provide a subsidy directly to child care users, centres; to be able to provide support to child care providers and licensed centres, and also in homes. Basically, we developed these initiatives on principles. I had at the same time tabled guidelines to be able to deliver this program under. I guess basically I cannot see where the Member feels we are not taking initiative in addressing the issue. We had indicated to him that it is a starting issue. We do have a long way to go to address the full need of day-care in the Territories, although I think it is a good step that the government has taken. The concerns expressed by the Member, these areas and delivery of the programs will be addressed in the \$2.2 million. Thank you.

MR. SPEAKER: Thank you, Madam Minister. Oral questions. Mr. Morin.

Question O108-89(1): Hardships Imposed By Tobacco Tax

MR. MORIN: Thank you, Mr. Speaker. My question is to the Minister of Finance. Mr. Minister, when you were drawing up your taxes for 1989-90, did you take into consideration that the majority of the people that use loose tobacco, snuff and chewing tobacco are the elderly and the people of lower income? These taxes could give these people some hardships to live with. I know, as a smoker, it is hard to quit. I do not mind paying extra taxes for a package of cigarettes, but most of the elderly people use this stuff. Is there any way you could change it? What would it take as an ordinary Member to convince you to change it?

MR. SPEAKER: Mr. Ballantyne.

Return To Question O108-89(1): Hardships Imposed By Tobacco Tax

HON. MICHAEL BALLANTYNE: Thank you, Mr. Speaker. I am glad that I quit smoking six months ago or I would be in trouble in this particular debate.

---Laughter

We are aware of the fact that a number of people will experience some hardship because of raising the price of tobacco. We tried to weigh a number of factors. I think it is unfortunate that a number of the older people were not privy to the dangers of tobacco smoking when they were younger so they could give up the habit. We felt that our most important obligation right now is for the young people: to try to deter them from using tobacco products.

Studies have been done that for every 10 per cent increase in the price of tobacco, for the ordinary adult population there is a four per cent decrease in the number of people that smoke. But among the young it is a 14 per cent decrease. We felt that even though it is going to cause some hardship for the older people, our prime responsibility is for the next generation. Some of the revenue that we will be getting from the particular program we hope to be putting it into some preventive education programs for young people. Thank you, Mr. Speaker.

MR. SPEAKER: Thank you. Supplementary, Mr. Morin.

Supplementary To Question O108-89(1): Hardships Imposed By Tobacco Tax

MR. MORIN: Thank you, Mr. Speaker. Minister of Finance, you still have not answered my question. What would it take as an ordinary Member to convince you to change this?

MR. SPEAKER: Mr. Minister.

Further Return To Question O108-89(1): Hardships Imposed By Tobacco Tax

HON. MICHAEL BALLANTYNE: The government has pretty strong feelings about this and has taken a lot of initiative in the prevention of health problems because of tobacco smoking. The Member has every right to make a motion. There are a number of other mechanisms here in the House. To convince me personally, I think I understand the concern, but I think in balance we are doing the correct thing. I think that ultimately our responsibilities have to be toward those young people. The incidence now of cancer is appalling in the NWT. We are talking 200 to 300 people dying of lung cancer. People that use snuff and use chewing tobacco have mouth cancer and larynx cancer, and people are having their voice boxes taken out.

I think, as a government, that we have a responsibility to do everything within our power to deter young people from developing the habit. One of the major problems that we found with loose tobacco was that because the price was so low it was providing an encouragement for young people to use it. We hope by raising that price that fewer young people will come into contact with it. Thank you.

MR. SPEAKER: Thank you. Mr. Gargan was next.

Question O109-89(1): Request For Information Re Payments To Reserve

MR. GARGAN: Mr. Speaker, I would like to direct my question to the Minister of Municipal and Community Affairs. I understand that the Minister gets upset when we direct questions to him, implying that we are not doing our job as Members when we ask too many questions in the House. However, it is exactly a month now since I wrote a letter to the Minister regarding a concern that the reserve has regarding providing municipal services and payments to the reserve. The reserve is not under any municipal jurisdiction or under the Charter Communities Act, the Hamlets Act or the Cities, Towns and Villages Act. For this reason they have been treated on the

basis that payment is made only upon receipts. If you are a chartered community, naturally you get your payments at the beginning of the fiscal year to operate for one full year.

I would like to ask the Minister whether or not this particular concern was addressed and whether or not it was acted upon during the meeting that was held on the reserve. I was not available because I had to medivac a child to Yellowknife.

MR. SPEAKER: Mr. Minister.

Return To Question O109-89(1): Request For Information Re Payments To Reserve

HON. GORDON WRAY: Thank you, Mr. Speaker. I do not know where the Member gets the impression that I get upset at answering questions.

The Member did write to me a month ago and the problem was solved two and a half weeks ago at a meeting on February 1st with the band. The problem was solved. They are happy. We are happy. It is unfortunate the Member is not happy but that is his problem, not ours. The advance and the solution that we put into effect on April 1st -- the problem was one of cash flow that the band had, but the problem was solved two and a half weeks ago. Thank you.

MR. SPEAKER: Thank you, Mr. Minister. Supplementary, Mr. Gargan.

Supplementary To Question O109-89(1): Request For Information Re Payments To Reserve

MR. GARGAN: Mr. Speaker, if the Minister is happy, I am happy.

---Laughter

The only unhappiness I have with regard to that response is that I did not receive any correspondence, or the courtesy of correspondence, from the Minister once the issue was resolved.

MR. SPEAKER: Mr. Minister, do you have a happy comment?

Further Return To Question O109-89(1): Request For Information Re Payments To Reserve

HON. GORDON WRAY: Certainly, Mr. Speaker. I try to avoid writing letters and just fix the problems. Writing letters is a bureaucratic way to deal with it.

MR. SPEAKER: Oral questions. Mr. Pudluk was next.

Question O110-89(1): Taxes On Tobacco

MR. PUDLUK: (Translation) Thank you, Mr. Speaker. Supplementary to the question asked by the Member for Tu Nede. My question is directed to the Minister of Finance. It is in regard to taxes on tobacco and cigarettes. It is going to hurt the older people in the NWT who are depending on their social security cheques. I think it is going to hurt the older people here. Will the prices of the cigarettes and tobacco go up again next year? Perhaps if you let us know beforehand we will be a little bit more prepared if you have to increase our taxes again next year. Thank you.

MR. SPEAKER: Mr. Minister.

Return To Question O110-89(1): Taxes On Tobacco

HON. MICHAEL BALLANTYNE: Thank you, Mr. Speaker. As I said before, I think we were aware of the fact that it could cause some difficulty for the older people who use tobacco, but as I said, we tried to weigh all the factors and thought it more important to concentrate on the preventive aspect and try to keep youth from developing the habit. I think it is a little bit premature to talk

about next year but I will undertake to discuss the general subject of taxation with the standing committee if they want to talk about it.

If we develop the protocol I was talking about, we could even probably get into specifics. I would be interested to hear what Members' views are next year and if Members could bring me examples, if this increase goes through, of what the effect actually was on people. For cigarettes, we are talking about just a 20 cents a pack increase. The bigger increase will be on loose tobacco, which is going up by about 70 per cent. Does that answer the Member's question? Thank you.

MR. SPEAKER: Supplementary, Mr. Pudluk.

MR. PUDLUK: (Translation) Thank you, Mr. Speaker. This is directed to the Government Leader. I wonder if we could get a co-ordinator who can assist us in trying to quit smoking. Thank you.

MR. SPEAKER: Mr. Pudluk, to whom was that question directed again?

MR. PUDLUK: Mr. Speaker, I would like to ask the acting Government Leader, could they establish one, Mr. Minister, for tobacco and cigarettes for those second areas?

MR. SPEAKER: Mr. Deputy Government Leader.

MR. PUDLUK: Mr. Speaker, that is okay. It was not really a question. Forget it. They are not going to do it anyway.

---Laughter

MR. SPEAKER: Very well done, Mr. Pudluk. You get your point across without saying anything officially. Oral questions. Mr. Whitford.

Question O111-89(1): Internal Management In Department Of Social Services

MR. WHITFORD: Thank you, Mr. Speaker. Question to the Minister of Social Services again. I wonder if the Minister of Social Services is aware of a little item in one of the local papers here, I think it was News North of this past week, about the Auditor General's report. Kenneth Dye reports that in the 1987-88 fiscal year, the Department of Social Services lost an estimated \$800,000 through mismanagement of the young offenders program by not submitting regular monthly cost estimates and payments. Consequently then, payments were not made. There are quite a number of dollars that were not received by the department because of some problem internally.

I guess the question I have here, is the Minister aware of this and is she doing anything about it? Can you imagine what \$800,000 would do for the child care program? And if she is aware of it, what is she doing to tighten this up so we do not have this next year?

MR. SPEAKER: Madam Minister.

Return To Question O111-89(1): Internal Management In Department Of Social Services

HON. JEANNIE MARIE-JEWELL: Thank you, Mr. Speaker. I certainly am aware of it. I did get a copy of the report. What I am doing about it is that I did ask for a tender call and it has recently been completed. I do not know if the department has awarded it. However we are to get a thorough review on the financial area in our department. I was somewhat concerned about the amount of money that we did not, unfortunately, take advantage of. The issue, through our finance division in our department, is being addressed. Thank you.

MR. SPEAKER: Thank you. Oral questions. Mr. Ernerk is next.

Question O112-89(1): Polar Bear Hunting Seasons

MR. ERNERK: Thank you, Mr. Speaker. My question is directed to the Minister of Renewable Resources and it is in regard to Question O88-89(1). I asked the Minister yesterday in regard to hunting seasons in Repulse Bay. I would like to do this for clarification purposes, Mr. Speaker. I know that there are four hunting seasons or openings for polar bear hunting in Repulse Bay. I want to be able to provide these to the Minister a little bit later on by way of perhaps a written question. The question that I asked yesterday, Mr. Speaker, is this: Why are there four different hunting seasons for polar bears in the Repulse Bay area when the Minister knows the fact that there has been some negotiations, discussions to have one hunting season for polar bears in Repulse Bay?

MR. SPEAKER: Mr. Minister.

Return To Question O112-89(1): Polar Bear Hunting Seasons

HON. TITUS ALLOOLOO: Thank you, Mr. Speaker. The polar bear hunting season in the NWT is from October 1 to May 31 for all of the NWT, but there have been special negotiations done by my department and the communities. In certain communities we have not allowed the community to start harvesting on the set date, October 1st. We have negotiated differently for each community depending on how the stock is affected by hunting. Basically we are concerned about pregnant female polar bears. In some cases we have increased quotas, depending on the negotiations with the community, for the pregnant females that are denning. I can think of a few communities who are not allowing polar bears to be harvested until the females are in their dens. We have allowed some flexibility to encourage the communities to not start harvesting until the females are in the dens. For Sudleet our department has negotiated with the people from that community for the opening dates. Thank you.

MR. SPEAKER: Thank you, Mr. Minister. Oral questions. Item 6, written questions. Mr. Allooloo, point of privilege.

Point Of Privilege

HON. TITUS ALLOOLOO: Thank you. I rise on a point of privilege, Mr. Speaker. On reviewing the transcripts of last Friday, February 10, I noticed that the Member for Deh Cho stated that: "In my opinion the Minister misled this House." Mr. Speaker, I would ask that you ask the Member for Deh Cho to withdraw his remarks and apologize for suggesting that I misled this House as it is unparliamentary language. Mr. Speaker, I would be pleased to elaborate if you entertain debate according to the rules. Thank you.

Speaker's Ruling

MR. SPEAKER: Thank you, Mr. Allooloo. According to Rule 31(2) under privilege of this House, it states: "A Member may always raise a question of privilege in the Assembly immediately after the words are uttered or the events occur that give rise to the question." Further, under 31(3), it says: "The Speaker may allow such debate as he thinks appropriate..." and it ends by saying "...of the privilege has taken place and that the matter is being raised at the earliest opportunity." Mr. Allooloo, seeing that this happened on February 10, and the transcripts were available to us over the weekend, I do not feel that this was raised at the earliest opportunity, and therefore it does not constitute privilege. I will, however, should Mr. Gargan wish to make any comments on it, allow him to do so, but that does not constitute a question of privilege because it was not raised at the appropriate time. Mr. Gargan, have you any comments, or do you wish to do anything?

MR. GARGAN: Mr. Speaker, I did table a document regarding a motion that was passed by the Denendeh Conservation Board regarding the tag allocation...

MR. SPEAKER: Point of order. Mr. Allooloo.

Point Of Order

HON. TITUS ALLOOLOO: Point of order, Mr. Speaker. The very document that he tabled last Friday -- it says at the bottom: "No vote was called for this motion." Mr. Speaker, to my understanding he cannot call it a motion until the motion has been passed. He cannot call the motion "voted on" until the motion was passed by the Denendeh Conservation Board. Thank you.

MR. SPEAKER: Mr. Allooloo, I did rule that, because of the time lag, it was not a point of privilege. Mr. Gargan, the opportunity I gave to you to review it, you answered in debate. There is no point of privilege and we will carry on to the next item on the agenda. We are on Item 6, written questions.

DEPUTY SPEAKER (Mr. Gargan): We are on Item 6, written questions.

Item 7, returns to written questions.

Item 8, replies to Opening Address. Mr. Lewis.

MR. LEWIS: There is quite a noise in the House, Mr. Speaker, and I am not quite sure whether we are on the item I thought you said we were. Are we on Item 9, replies to Budget Address?

DEPUTY SPEAKER (Mr. Gargan): Yes, we are now on Item 9, replies to Budget Address. Mr. Lewis.

ITEM 9: REPLIES TO BUDGET ADDRESS

Mr. Lewis's Reply

MR. LEWIS: Mr. Speaker, I rise, then, to make a response to the Minister of Finance's Budget Address. If you recall, it was given to us on Monday, and the document is finally produced on very high quality paper and was very well read by the Minister of Finance. You will also recall, Mr. Speaker, that he wore that day some brand new \$300 shoes made out of high quality sealskin, which I am sure will find a market, and which will find a buyer in me when they come down a little bit lower, since today in my response, Mr. Speaker, I am wearing shoes that cost me \$29.95.

Mr. Speaker, I do not have a prepared text. I do not have a huge staff to help and guide me, but I have made a few notes on an envelope here from the NWT Association of Municipalities because, like the Commissioner, I can be very frugal sometimes and like writing notes on bits of paper before I throw them into the garbage.

Mr. Speaker, I was not going to respond to the Budget Address until I had some kind of feel of the response to it from different parts of the Territories, and maybe as reported in the press, on the streets, and so on. There has been quite a deafening silence. In fact, just a few minutes ago, I got my first piece of paper delivered by hand from the Yellowknife Chamber of Commerce. I would not call this document a rave review, Mr. Speaker, but actually, for a change, the chamber is quite moderate in its remarks and gives the Minister some credit for having listened to such groups as the chamber, and having come up with a budget which, although it is not perfect, perhaps reflects the realities of our times.

However, Mr. Speaker, the job of our House is to maybe look at a budget like this in the more global sense. I have always been interested in economics from a very young age but must confess that I remember words a lot more easily than I remember figures, and that is why I have taken the liberty of writing down some of these figures on a piece of paper here.

The budget that we had presented to us the other day was what I would call a false budget. It is a false budget in the sense that it contains projected expenditures of something like \$955 million, but there is a hidden little \$20 million which the Minister has pointed out will probably be used as a surplus, which will be supplementary to this amount of money, bringing us up to a \$955

million budget, bringing us very close, Mr. Speaker, for the very first time in our history to a billion dollar budget and that no doubt will be the next one that we will have to deal with. A billion dollar budget. And I will probably still be in this House to see that event, a benchmark if you like.

Mr. Speaker, when we look at government, the government that we have, one of the basic principles of it is that the people pay for it. One of the first laws of economics is, the government that you have got, you pay for it. When we were little kids we probably had heard stories about the bad old king, you know when we used to have kings that went around with nasty tax collectors and the tax collectors went around threatening people with swords, cudgels telling them that the king needed money. Usually the king would say, "Well, I need this money to protect me. If I do not get the money then how can we have a government?" Well, in those days the government was one dictator, one guy, and he was the one that decided the level of security that people should have. In order to give himself and his followers as much of the resources as they needed, it was usually by going to war. You went to war, you raped and pillaged and you stole gold and silver and you made your kingdom strong in that way.

Well, fortunately today we are a bit more civilized. We do not go around with swords and cudgels any more; we have governments and in a very civilized fashion we decide to raise this money without threatening people. It is done through a system of taxation; taxation either directly or indirectly. Now I suppose the chamber is happy because the Minister has looked at this whole issue of what we need to serve the people and he is not going to nail everybody through directly taxing their income or other assets they may have. What he has decided to do is to depend upon what he calls the wise management of our government, to make use of all our savings and to use that money to provide the basic level of service that our people would like to have.

GNWT Has An Accumulated Surplus

The reality is that we are a very good government, a fortunate government, because over many, many years, due to the prudence of previous administrations, we have been able to build up what is called a surplus. Most other governments have debts. I think our mother House in Ottawa has something like \$300 billion debt, something like that. That has been accumulating over the years as we have borrowed against our future. Every year we find that we have developed a level of service that requires that we carry a \$30 million deficit every year in order just to keep the level of service that people want. We are fortunate, therefore, to have a bank account and that bank account is really something like \$61 million, with expectations that we can still depend upon the federal government to give us three quarters of our budget, plus we have some room to raise money on our own.

The Minister of Finance has decided that yes, we should raise money through taxes, the civilized way, and he wisely decided that he would only tax the consumer. What is good about that is that there is choice. In other words, instead of making it mandatory that John and Bill and Ann have to pay money through taxation on their income, it will be your choice really whether you pay this tax, because if you do not want to pay tax, what you do is you do not buy tobacco and you do not buy beer and so on. So the tax on the consumer is something which people have a choice about.

However, what worries me about this particular move of the Minister in developing a modest tax regime that will give him \$3.7 million extra is that we are doing it in a time when we have a huge surplus. It does not make any sense to the people. Why would the Minister suddenly decide to raise taxes? It does not make any sense because we have enough money to do what we want to do. It was not because of good management that we got that \$20 million extra. The reason why we have it is because the deal we made with the federal government allowed us to accumulate some money because the rule allowed us to escalate the formula a little bit.

Also we did not obtain that extra \$20 million because of good management but because of bad management, because of projects that we put money in our account to do and then we did not do them. So there is no argument about the need to raise money. We could argue that we are trying to do it because we need to show responsibility. We want to show the federal government

that we can raise money and although we do not need it, we are going to do it anyway, just to show everybody how tough we can be and how responsible we are.

Effect Of Taxation On Social Behaviour

The only argument I have heard to date, Mr. Speaker, the only argument I have heard is that we can influence social actions, social results. We can, perhaps, by putting money on tobacco and money on other commodities, changing the pricing regime for alcohol, get people to change their behaviour. That is absolutely phoney. I have heard the same argument made by Ministers of Finance for the last 40 years, but he is not predicting a change of habit on behalf of people at all. He is not going to be able to get his \$3.7 million if people decide suddenly not to drink or not to smoke or not to do this or not to do that. The argument that you are going to change people's behaviour through a tax regime is just not true. The facts of history do not prove the case.

Mr. Speaker, having listened to some of the remarks made by the Minister and having taken the opportunity to read this short document in just a couple of minutes, I point out that being a Minister of Finance is a very difficult job. There are very few people that want to take it on. I suppose what the Government Leader did when he decided to hand out portfolios was to say, "Well, Ballantyne, he could probably handle Finance. And safety, he could probably handle safety. He could probably handle Justice because that is where all the traffic is going to be." And I would not want to live down to the Government Leader's expectation by giving Mr. Ballantyne an easy time.

So, Mr. Speaker, what I would like to do today is to go over what this budget is attempting to do. What it tries to do is to indicate to the public some degree of responsibility, some indication that we do plan. We have put aside \$25 million for the development of infrastructure. I, in the past, have been very critical of people that want to borrow against the future. I have hated those regimes that used old laws and old theories of economics that you throw money at a problem and suddenly the public sector is going to get involved and all kinds of things are going to happen. We can go deeper and deeper in the hole. That is great. Spend, spend, spend. And we spend our way out of trouble.

The last government in their last year did precisely that. They threw money all over the place. It was not accountable and what happened was that nobody that I can recall got up and said, "Okay, you spent that huge surplus. Now can you tell us what you achieved by it?" The old economists did not say that you spend your way out of trouble. What they said was that you are to plan, try to get things going; try to get businesses started; try to create employment; get more people working so that we get more taxpayers. That is what they meant when they said the public sector can get involved and go into the hole to stimulate the economy.

My hope is, Mr. Speaker, that in this planned \$25 million reserve and in the \$15 million reserve, that it will not be just simply funny money, play money. What you will do is to look at whether you really do intend to do things which will affect our economy and not just simply ensure your re-election because that is what the last spending outburst was all about and everybody knows it. The shame would be on the Minister if, in fact, my words proved to be true, Mr. Speaker.

What I would like to do then, Mr. Speaker, is, having said those things and made the points that I wanted to make, just in general, to indicate that what this government has done because of the nature of our consensus is to be responsive to the pressures that were put on it. First of all to retain the level of service that we have but also to respond in the areas of education, in the area of day-care and in the area of housing.

Commitment To Economic Growth Lacking

The business community throughout the NWT will say, "Well look, I thought the focus of this budget was economic development." Well, in a sense it is. What we do not have in this budget is a commitment to what we call economic growth. Economic growth which means that next year,

this is going to happen or next month that is going to happen, where we will get an increase in wealth in a short period of time.

I am pleased to see the government taking the long view and in fact, avoiding charges of simply taking the short, immediate, easy way out. By looking at the issue of economic development in a global sense, we are going to be able to at least make some beginnings to a long-range plan for the improvement of our economy.

However, having begun my very, very short presentation today in response to the Minister's Budget Address, Mr. Speaker, I indicate to the Minister that although I am not against taxing things like alcohol, in fact I would have made it higher, especially in the area of alcohol, and it is not really a tax I know. It is just a new pricing regime, a new way of funding it. I feel that in one small area, if the Minister thought a little bit more carefully he could have perhaps been a little kinder to the afflicted, to the older people in our society who depend upon chewing tobacco, snuff and loose tobacco.

I do not have that many bad habits any more because I am too old to enjoy them, Mr. Speaker. The odd time when I go fishing or when I visit my cabin I sometimes buy a little packet of loose tobacco and I roll myself a cigarette as I troll along the lake but I am not a smoker in the sense that I have to smoke. Now and again I feel like lighting up and I buy that cheap stuff simply because I enjoy the pleasure of rolling them and enjoy just the manufacturing of a little product which I can take from the beginning to the end. I do not inhale. It just burns at the end of my lip.

---Laughter

Every year or two, Mr. Speaker, a young lady, Ernestine, my birthday present to her is a small package of snuff. Although no doubt I can afford to pay the extra cost of giving that small gift I feel it is just a little thing where maybe if there had been some consultation and we said, "Look, don't, that is peanuts. Nothing. Why deny people of their snuff? Why deny people of their loose tobacco if they want to smoke one, maybe three or four times a year?"

I had a grandfather who was a coal miner. He, after working for many, many years down in the mine, was advised by one of the most famous physicians in the world at that time, who was credited with being the first person to introduce cremation into Great Britain. He burned his son, whose name was Jesus Christ by the way, close to my village. That man, in his consultation with miners, told him that after being down in that hole and inhaling all that dust that what he should do to help him expectorate is to take twist. When you chew that stuff you get a lot of that bad stuff out of your lungs. I am not saying that people chew tobacco in the NWT in order to give them an excuse to clear their lungs but there are very few pleasures that old people have in our life. Some of them are in their 70s and 80s and I think it would be a terrible burden that you have chosen that little segment of the population, many of them in their 70s and 80s, elders whom we respect and who are not going to change their habits.

Members Kept In Ignorance Of Taxation

Finally, I think I have a minute or two, Mr. Speaker, what I would like to suggest to the Minister is that I am not going to accuse him of misleading me or of misleading our committee but he certainly kept us in ignorance of his intention to introduce taxation measures in this House. If he had in fact confided in us in the same way that he had confided in us about providing this big fat document with all kinds of detail, all kinds of scrumptious stuff, all marked confidential and which we in good faith kept confidential. In the second year in this committee I have not breathed one word of stuff I read in this book. Neither have my colleagues. Yet, in the case of taxation, the Minister has chosen to keep us in ignorance. I believe that ignorance is not an unparliamentary word. But we do not appreciate being kept in ignorance; in a consensus system of government, it is my understanding that we share the knowledge that we have. I know that many Members of my committee probably would have said, "You know, booze, we could tell you a better job than that one maybe. We could tell you that you could gain far more if you let those few old people

that enjoy their pleasures not to be burdened by this tax." It is not going to really do more than raise you a very, very small amount of money. In fact, Mr. Scrooge Ballantyne, I think that the older people of this territory who are too old to change will not appreciate that small increase in taxation. However, sir, I appreciate the difficulty of your job. I think you are the man to do it. However, you are going to take crap from people on this side now and again on small issues such as the one I have raised. Thank you.

MR. DEPUTY SPEAKER: Thank you, Mr. Lewis. Your timing was right on. Item 9, replies to the Budget Address. Item 10, petitions.

ITEM 10: PETITIONS

MR. KILABUK: (Translation) Mr. Speaker, I have Petition 2-89(1), from the Kittaq local women's group in Pangnirtung requesting funding for operation and maintenance and also for cultural inclusion in the education system in Pangnirtung. They would like to continue this kind of education, traditional sewing and traditional hunting. This is a petition from the Pangnirtung Kittaq women's group. I table this document. Thank you, Mr. Speaker.

MR. DEPUTY SPEAKER: Thank you, Mr. Kilabuk. Item 10, petitions. Mr. Ballantyne, a point of order.

HON. MICHAEL BALLANTYNE: Mr. Speaker, I have been waiting for the Speaker to return. There was a point of order raised earlier and the Speaker left the House. If I could put a point of order to the Speaker in the chair now, if I am correct and I will read the rule: "In debate a Member will be called to order by the Speaker if he makes allegations against another Member." My question is that, as there was an allegation made by an honourable Member against a Member the question is why did the Speaker not call that Member to order?

MR. DEPUTY SPEAKER: Mr. Ballantyne, with regard to your point of order, you cannot question the Speaker on his actions. However, during the point of allegation, a point of order should have been raised at that time. You do not have a point of order.

HON. MICHAEL BALLANTYNE: Point of order.

---Laughter

MR. DEPUTY SPEAKER: Mr. Ballantyne, your point of order.

HON. MICHAEL BALLANTYNE: Obviously, I would in no way question the Speaker, but in the normal course of events is it not the Speaker's responsibility to ensure orderly conduct in the House and to ensure that if there is an unparliamentary remark made, then a Member is brought to order? Is that not the responsibility of the Speaker, sir?

MR. DEPUTY SPEAKER: Mr. Ballantyne, regarding your point of order, it is the duty of the Speaker to keep order in this House. With regard to your question, I cannot speak for why or why the Speaker did not act at that time. This is something you should probably discuss when the Speaker gets back.

---Laughter

Item 10, petitions.

Item 11, reports of standing and special committees.

Item 12, tabling of documents. Item 13, notices of motion. Mr. Arlooktoo.

ITEM 13: NOTICES OF MOTION

Notice Of Motion 3-89(1): Tabled Documents 23-89(1) To 26-89(1) To Committee Of The Whole

MR. ARLOOKTOO: (Translation) Thank you, Mr. Speaker. Mr. Speaker, I give notice that on Monday, February 20, 1989, I will move the following motion: I move, seconded by the honourable Member for Baffin Central, that Tabled Documents 23-89(1), 24-89(1), 25-89(1) and 26-89(1) be moved into committee of the whole for consideration. Thank you.

MR. DEPUTY SPEAKER: Thank you, Mr. Arlooktoo. Item 13, notices of motion.

Item 14, notices of motion for first reading of bills. Ms Cournoyea.

HON. NELLIE COURNOYEA: Mr. Speaker, I move, seconded by the honourable Member for Amittuq, that Bill 8-89(1), the Public Utilities Act, be read for the first time.

MR. DEPUTY SPEAKER: Madam Minister, we are on Item 14, notices of motion for first reading of bills.

Item 15, motions. Item 16, first reading of bills. Madam Minister.

ITEM 16: FIRST READING OF BILLS

First Reading Of Bill 8-89(1): Public Utilities Act

HON. NELLIE COURNOYEA: My apologies, Mr. Speaker. I thought you did say Item 16 previously. Mr. Speaker, I move, seconded by the honourable Member for Amittuq, that Bill 8-89(1), Public Utilities Act, be read for the first time.

MR. DEPUTY SPEAKER: Thank you, Madam Minister. Your motion is in order. To the motion.

AN HON. MEMBER: Question.

MR. DEPUTY SPEAKER: Question is being called. All those in favour? All those opposed? The motion is carried.

---Carried

Bill 8-89(1), Public Utilities Act, has had its first reading. Item 16, first reading of bills.

Item 17, second reading of bills. Item 18, consideration in committee of the whole of bills and other matters: Bill 1-89(1), Appropriation Act, 1989-90; CR 1-89(1), Report on the Review of the 1989-90 Main Estimates, with Mr. Zoe in the chair.

ITEM 18: CONSIDERATION IN COMMITTEE OF THE WHOLE OF BILLS AND OTHER MATTERS

PROCEEDINGS IN COMMITTEE OF THE WHOLE TO CONSIDER COMMITTEE REPORT 1-89(1), REPORT ON THE REVIEW OF THE 1989-90 MAIN ESTIMATES; BILL 1-89(1), APPROPRIATION ACT, 1989-90

Department Of Transportation

CHAIRMAN (Mr. Zoe): I would like to call the committee back to order. We are dealing with the Department of Transportation. Madam Minister, are you prepared to bring in your witnesses?

HON. NELLIE COURNOYEA: Yes, Mr. Chairman, I would request that the deputy minister, Larry Elkin, and the director of finance, Dave Waddell, join me at the table.

CHAIRMAN (Mr. Zoe): Thank you. Does the committee agree?

SOME HON. MEMBERS: Agreed.

--Agreed

CHAIRMAN (Mr. Zoe): Thank you. Yesterday our committee concluded on general comments. Our first item is general comments. We did not get into the details of the department yet. Are there any further general comments? Mr. Ernerk.

MR. ERNERK: Thank you, Mr. Chairman, and good afternoon. Good afternoon, Madam Minister and Ministers. I would just like to make a few comments with regard to Repulse Bay under "airports". When we concluded last night, I wanted to speak some more on this issue, basically on two points.

CHAIRMAN (Mr. Zoe): Can I have order? Order! Proceed, Mr. Ernerk.

MR. ERNERK: Thank you. This will concern the Minister of MACA, as well as the Minister of Transportation and the Minister of Housing. I mentioned this last year, during the winter session of the Legislative Assembly in 1988, but I would like to carry on just a little bit further on this to emphasize it a little bit more.

Moving Of Airstrip Facility In Repulse Bay

As the Minister of Housing probably noticed during his visit to Repulse Bay, there is very little room to grow in terms of building more houses within the community itself because of the present airstrip in that community. In other words, if the people of Repulse Bay receive their request to move the airstrip from the present site to another location, then Repulse Bay would have a lot of room to build more houses within the community itself.

I recognize that under this particular objective, when the government indicated that they want to be able to develop a comprehensive arctic airports facilities policy, that it would require a certain amount of planning for the future to be able to relocate the present airstrip facility in Repulse Bay to another location. I, both personally and professionally, feel that the relocation of the present airstrip to another location would be good for employment opportunities for a number of people in Repulse. I would think that small companies such as the establishment of a taxi company would be created and would employ one or two persons in that community.

I guess my question, again, to the Minister responsible for airports is, how much planning has the government done so far in terms of thinking about perhaps relocating this airstrip to another location in Repulse Bay so that we have more room to build more houses or buildings sometime in the near future? Thank you, Mr. Chairman.

CHAIRMAN (Mr. Zoe): Thank you. Madam Minister.

Many Communities Growing Past Airstrip

HON. NELLIE COURNOYEA: Yes, Mr. Chairman, I will let the Minister of MACA comment on that, but I would like to express to the Member that there is a very large number of communities that have outgrown the airstrip location; and in the Department of Public Works and Highways and, in effect, in Housing, we know that these situations exist in several communities across the NWT. Certainly, with the planning, it is anticipated that would be part of the overall plan but I suppose that a lot of the communities came into existence a number of years ago and at that time the airport was out of town. Many communities have grown to such an extent that now the airport is in town. I can let the Minister responsible for MACA speak because I believe this is an overall planning issue and he can relate to some of the problems that have occurred in attempting to plan these communities.

CHAIRMAN (Mr. Zoe): Mr. Wray, would you like to add comments from your former department?

HON. GORDON WRAY: Thank you, Mr. Chairman. I acknowledge the Member's problem. It is a problem that is becoming more and more common and the Minister of Public Works is correct inasmuch as many of those airports were built a number of years ago and I guess there was not much thought given either to town planning or to the fact that the populations have begun to grow so fast. We have a number of communities that are, in fact, in an even more critical situation at present, as in Pelly Bay. I believe the community of Lac la Martre, for example, is one where they are now having to look at physically building on the other side of the airport. Pangnirtung, Tuk, Rae Lakes, Pelly Bay -- there are a number of communities now where the community is starting to infringe upon the airport boundaries. Even the Member's home community of Rankin Inlet -- the town is now going past the airport, and while we are somewhat lucky in Rankin that we are able to go a different way, the fact is that there are problems and there will continue to be problems.

We are really caught in a bind. It is like other segments of the municipal infrastructure. We have communities where there are no airports at all, or there are airports that have to be rebuilt and we have not even been able to finish those, and we are already looking at having to replace existing airports because of the physical location of them; just as we are in other municipal infrastructure where not only are we unable to invite people with new infrastructure, but we are now having to spend a lot of money on replacement infrastructure for communities that got it 20 years ago.

Setting Of Priorities

There is a major problem developing for us and it is not a problem that is either going to go away or get better. I guess all I can say is, in the order of priorities what we have decided is that first and foremost our priorities have to be building airports in the communities that have no airstrips. That has to be our top priority. On the next level of priorities is looking at the communities that have a major problem with expansion because of the airport location and simply trying to prioritize them in terms of which ones are most critical. We admit they are all problems but there is a community, for example, Lac la Martre I would say is a community that has a higher priority than Repulse Bay, simply because Lac la Martre is already there. They are already at the point where they cannot expand their community.

It is a degree of prioritizing, acknowledging the problem and attempting to look for funds to do this kind of work. That is why we have had so many problems in this whole devolution transfer with Transport Canada because, looking into the future and doing some crystal ball gazing, we know that new airports plus relocation of existing airports is an extremely expensive proposition. It is not \$100,000 or \$200,000. We are looking at literally tens and tens of millions of dollars, depending on who you talk to, but suffice to say that the relocation of an airport is an extremely expensive proposition. We do not want to take airports over and then be stuck with looking at finding the money out of a base that is already small, perhaps to the tune of \$50 million to \$100 million, to do this kind of work. That is why we are attempting to negotiate with Transport Canada some kind of funding that will allow us not only to provide for the construction of the airports but to anticipate these relocation problems that are going to become more common as the communities grow.

Subcommunities May Be Necessary

Pangnirtung is a major problem. We literally have an airport dividing the community in two and if you look down the road, 10 or 15 years from now, knowing the exploding population that we have got, we have got some major problems developing in the communities in terms of just room. Where are we going to build? Where are we going to put houses? We may have to look at developing even subcommunities in some places and going perhaps three and four and five miles away from an existing community to build housing simply because we are running out of land.

A lot of our communities were built in places at a time when nobody ever thought there were going to be 1000 or 2000 people living there. There were 40 or 50 people at the time. They were hunting camps, a lot of the areas. It is a major problem. With specific regard to Repulse Bay, we have a problem but we do not have as critical a problem as they have in other communities and so we are looking at -- we may have the luxury of about seven years in Repulse before we are at the point where there is absolutely nowhere else to go. So we have a little bit of planning time. But I can assure the Member that in the future town planning of the community, that is a serious consideration for us.

As I indicated to the Member from Lake Harbour yesterday, we are at the point now in Lake Harbour, for example, where we have run out of land and we are going to have to spend a large amount of money on land development just for housing and it is a time for us to look at maybe taking that money and money that we know Transport Canada has, to upgrade the existing airport and perhaps build a new runway and use the existing airport for land development. We are going to be doing that in Arctic Bay, where the same situation exists. We are going to have to build a new runway and use the existing runway there to put the recreation centre and housing in.

It is something that is becoming more and more of a problem. But what worries me is the extent of the problem and the high number of dollars involved, because it is extremely costly and we have no money in our base and we have no method of obtaining money for that purpose right now, unless we can get those funds from the federal government. That is where the whole devolution talks on airports have stalled. Because obviously right now they are very eager to transfer the airports to us, with no money, because they, too, know how much of a problem it is going to be. So we are very cognizant of it and we will be taking it into account in Repulse Bay's town planning or when we do the town planning for Repulse Bay. Thank you, Mr. Chairman.

CHAIRMAN (Mr. Zoe): Thank you. Mr. Ernerk.

MR. ERNERK: Thank you, Mr. Chairman. I just want to thank the Minister for his complete answer.

CHAIRMAN (Mr. Zoe): General comments. Member for Hay River.

MR. POLLARD: Mr. Chairman, I am given to understand that handout we got yesterday, it has 122 at the top right hand corner, the extreme right hand column, totalling \$12.6 million, that is the way the funds are going to be used in this particular year? Would I be correct in assuming that that more accurately reflects the priorities of the Government of the NWT?

CHAIRMAN (Mr. Zoe): Madam Minister.

HON. NELLIE COURNOYEA: Mr. Chairman, on the listing that the Member refers to, this is being proposed. We have not brought it to cabinet at this time, but I felt it appropriate because of our new message from Ottawa. But this is just a proposal and we have not passed it through cabinet at this time.

CHAIRMAN (Mr. Zoe): Mr. Pollard.

MR. POLLARD: Thank you, Mr. Chairman. Are there any plans for any new ferries in your department? This year or next year or the year after?

CHAIRMAN (Mr. Zoe): Madam Minister.

HON. NELLIE COURNOYEA: Mr. Chairman, in 1989-90 we propose to call for a design of a new vessel to replace the MV Johnny Berens at Fort Simpson. This will be located at Camsell Bend when the new vessel is available. That will be in 1991. Also, we will continue to improve the living and working conditions at the various remote ferry camps. This will be accomplished by purchasing and erecting a maintenance workshop at Arctic Red, a heated garage at Fort

Providence and an accommodation unit at the Peel River. Sanitary waste disposal systems will be installed on the ferries at the Peel and Liard Rivers.

CHAIRMAN (Mr. Zoe): Before I continue, we are having some technical difficulties with our recording system, so the Chair will take a break until the problem is rectified.

---SHORT RECESS

I will call the committee back to order. General comments. Member for Tu Nede.

Contracts For Northerners

MR. MORIN: Thank you, Mr. Chairman. Madam Minister, on this paper you supplied to us, there is quite a bit of spending going to happen in the next few years, up to 1993, approximately \$33 million going to be spent on the paving of highways in the North in various places. I have brought up this concern before of these paving programs, major highway repair programs. It seems like the money is funnelled south to the major contractors from the South, like Everall. I am wondering if there is some way -- as a matter of fact I have a motion to request your department to work out these contracts, scale them down, or at least take an inventory of what equipment you do have available in the North, so that the contractors in the North could be the ones that bid on these contracts and get them, even if it takes putting out a contract over a five year period. There has been a contract that was let by Renewable Resources to a helicopter company for five years. So that would possibly ensure that people like Stan Dean and Sons, or Robinsons or whoever, some of these major equipment holders in the North, could buy equipment and do these contracts. It bothers me when I see 30 or 40 Alberta trucks hauling on our roads. Basically that money is going south. I am wondering if you could have a five year plan. You must know how many highways you are going to pave in five years, and let a contract so a contractor can bid on it from the North and hopefully keep the money in the North.

HON. NELLIE COURNOYEA: Mr. Chairman, that type of planning is well on its way and certainly with this new decision to turn it over, it will allow more time to plan that type of action. I know the Member has brought up that issue before, looking at some ways that we can support our northern truckers. I think you suggested some kind of identification so we could bring them into some of this construction for a longer period of time. We are well on our way to trying to establish that. Certainly with this turnover it will allow us to plan better on a longer-term basis. So certainly the Member's comments from the last session have not fallen upon deaf ears.

CHAIRMAN (Mr. Zoe): Mr. Morin.

MR. MORIN: Thank you, Mr. Chairman. Madam Minister, for example, this summer there will be paving done around Hay River, mile 0 to 44, \$2.7 million to be completed by 1990. Would that contract be looked at as two parts or spread over a longer period so a northern contractor could bid on it?

HON. NELLIE COURNOYEA: In reply to that, I do not know whether we would spread it over two years or a longer period of time to allow a northern contractor to bid. There may be two northern contractors that would want to take part in that. We have not made that decision yet, but certainly the intent is to maximize the northern contractors within the tender, so we will evaluate it, but at this point in time it is scheduled to be spent -- Mr. Chairman, it appears from the notes that it is over two years.

CHAIRMAN (Mr. Zoe): Thank you. Mr. Morin.

MR. MORIN: Thank you, Mr. Chairman. Madam Minister, if it is two years, will that be one contract for two years, or is it going to be two separate contracts?

CHAIRMAN (Mr. Zoe): Madam Minister.

HON. NELLIE COURNOYEA: Mr. Chairman, we are looking at both those options. We have not determined that yet, because we would like to do, as the Member had suggested, an assessment of what is available out there before the tenders come out. I believe the department is already very well on its way making an assessment of the northern contractors that are available to do this kind of work. I am sure this will be part of how the contracts will be let. However, we are prepared to look at more than one option.

CHAIRMAN (Mr. Zoe): Thank you. Mr. Morin.

MR. MORIN: Thank you, Mr. Chairman. Madam Minister, for the past three years now I have noticed quite a few Alberta trucks with the Territories' sticker on them. I understand from truckers in the Hay River area that these are major contractors -- they pay these people from Alberta a very minimum amount. It costs the northern trucker a lot more money to operate in the North and live here year round. Is there any way that, in your tender document, when you tender your contracts, you could somehow work it that in order for these trucks to come and work for that short period of time, it will cost them a lot of money so that it will discourage major contractors from bringing in these trucks?

CHAIRMAN (Mr. Zoe): Thank you. Madam Minister.

HON. NELLIE COURNOYEA: Yes, Mr. Chairman, that is part of the evaluation we are doing now, as the Member should be aware. Also the new 10 per cent that is going to subcontractors will help out to a certain degree. There are options on how to put out a contract to maybe limit it or make it more favourable to northern contractors to take part. I am not quite sure exactly how we can do that because these are quite large contracts, but we are exploring those options.

CHAIRMAN (Mr. Zoe): Thank you. General comments. Mr. Gargan.

MR. GARGAN: Thank you, Mr. Chairman. Yesterday I did raise a concern regarding a lady from Hay River that lost her husband. She was having difficulty in getting road maintenance done to her access road to her property. I have dealt with this issue for about three years now, and I have been informed by Mr. Pollard that this lady has now got herself a four wheel drive pickup. I thought I would let the Minister know that that is the type of action that this lady had to take in order to get from her property to work, mainly because of a lack of response from this government. I would like to also say that I do appreciate that the Minister is making an effort to try and resolve it through the person that has a property beyond this lady's property. Hopefully, the individual himself would be able to do it. As far as highway maintenance goes, people are out there when they have to be out there for snow removal and that. It would not take much effort for these highway maintenance men to go less than a mile to clear a path for this certain individual. Thank you.

CHAIRMAN (Mr. Zoe): Any comments, Madam Minister.

HON. NELLIE COURNOYEA: Not in reply. I believe that was a statement made by the Member. I just wanted to say, for the record, that Mr. Butters, with Government Services, and Mr. Wray, with MACA with regard to airports, will be answering questions when it is required. I just thought I should mention this for the record.

CHAIRMAN (Mr. Zoe): Thank you. Mr. Pudluk.

Docking Facilities, Resolute Bay

MR. PUDLUK: (Translation) Thank you, Mr. Chairman. We are really concerned about the docking facilities in Resolute Bay. Fisheries and Oceans are also very concerned and they would like us to push the federal government so that we could get docking facilities. Can the Minister say which community will be prioritized to have docking facilities, and which community will be last to get facilities? If you have any listing, I would like to get some information, please. Thank you.

CHAIRMAN (Mr. Zoe): Thank you. Madam Minister.

HON. NELLIE COURNOYEA: Mr. Chairman, I cannot give you anything past the 1989-90 season because I do not believe they have been prioritized yet, but this year the following will be done, \$100,000 spent on Cape Dorset to start construction of rock fill in the winter of 1988-89; Igloolik, \$95,000 to start construction of rock fill; Eskimo Point, \$91,000 to start construction of rock fill; Baker Lake, \$30,000 for repairs to the rock fill caused by ice damage in the spring; Chesterfield Inlet, \$45,000 for completion of a wharf started in 1987; Iqaluit, \$70,000 for improvements to the community wharf; Pangnirtung, \$25,000 to help offset the cost of the wharf being constructed by the hamlet; Lac la Martre, \$60,000 for design and start of construction for a wharf; Nahanni Butte, \$25,000 for design and construction of a floating dock and access road. Those are the communities that will be serviced this year, and I do not believe that we have finalized what is on the agenda for the 1990-91 season yet.

CHAIRMAN (Mr. Zoe): Thank you. Mr. Pudluk.

MR. PUDLUK: (Translation) Thank you, Mr. Chairman. The amount of money that you just mentioned. Is this all from the federal government?

CHAIRMAN (Mr. Zoe): Madam Minister.

HON. NELLIE COURNOYEA: Mr. Chairman, as I stated earlier, the territorial government does have some money for smaller projects. This is the entire NWT funding that we will be spending; this is funding from the territorial government, not the federal government.

CHAIRMAN (Mr. Zoe): Thank you. Mr. Pudluk.

MR. PUDLUK: (Translation) Mr. Chairman, I would like to make a motion, but I have to rewrite it and put it into English. I am not going to bring it up right now. If I could have time to bring it up before the department is finished I will be making the motion.

CHAIRMAN (Mr. Zoe): Okay. General comments. Mr. Kilabuk.

Paving Of Community Roads

MR. KILABUK: (Translation) Thank you, Mr. Chairman. Since yesterday I have been raising my hand. I thank you for noticing me at this time. I do not have that much to say and I have just listened to what the Minister said about the information that was brought up. There are communities that do have highways and which are growing rapidly. Their roads are in really bad condition. I think we have to start thinking about paving the roads, looking at the future. It looks like it is going to cost a lot of money if they are not properly fixed every year. They will be using a lot of funds if we do not start putting pavement into the bigger communities. In Pangnirtung the roads deteriorate very quickly because of the winds that we get, even though we do not have any highways. But the vehicles servicing the communities break down easily because of the condition of the roads. Expensive vehicles break down.

Myself I feel that for bigger communities because they use longer roads, perhaps they should start now looking at putting in pavement. I believe there are increased funds for highway improvement even though we do not have highways in some communities especially in the East.

I would like you to keep this in mind because they want pavement, especially in Pangnirtung but also in other communities in Baffin Island. This has been brought up by people from Cape Dorset. I do not think we should think only about the West with regard to paving the roads because we also have really bad road conditions. I have never brought this up since I have been here but I am bringing it up now because our communities are getting bigger. I know that it will be impossible to get all this done because there are a lot of other things that have to be done and we will not be able to get everything. Perhaps we can start looking at each community because in looking at each department, maybe we could prioritize some of these projects. Every year

there is a lot of money spent in what seems like just one department. Perhaps we can look at other things that have to be fixed and just bring it up for consideration.

As I said, in November, Clyde River wanted to get some docking facilities and I was told that they were going to do some studying and the answer I got was that, and I just heard about that information. Since Clyde River was not mentioned I do not know whether there was a study done or not. If there was I would like to get some answer whether the study was done or not.

Suggestions For Community Projects

The Minister of Municipal and Community Affairs stated that there are a lot of problems with the airstrips in the communities but I will not touch upon this one. I know that you are aware that there have always been problems concerning the airports and at the present time they are trying to lengthen the airstrip in Pangnirtung. When they close up the fencing at the airport you will have to go the long way to get from point A to point B in Pangnirtung. Perhaps they could construct a road beneath the airstrip so that the students who have to walk to school can get to school faster that way. Maybe for the people who have to go down to the store perhaps they will be able to get there faster and it will be beneficial to the people. I know that the airstrip will be used for another 20 years. This is just a suggestion so that you can consider this. You can reply to me if you would like to because we need a road constructed beneath the airstrip.

My constituency would like to get a docking facility, like Broughton Island wanted a docking facility constructed when I was first elected. I do not see any plans in making wharves in Broughton Island. I would like you to consider these situations in the future especially since we live on the shores in communities where they have high and low tides. I think that you should consider these differences of tides. These are just suggestions that I have given to you. Also our airstrip is too short especially during the dark season. The planes, the 748s, cannot land there during the dark season. The camps have a road by the lake. Would it be possible to make an airstrip on the ice and make lights on the ice? Would it be possible to get an ice airstrip during the wintertime during the dark season in Pangnirtung? I know this would be kind of impossible, what I am trying to request. These are the major items I have, and I would like you to consider them. I would like the Minister to reply to me, or if anybody else has a reply to this one. Thank you.

CHAIRMAN (Mr. Gargan): Thank you, Mr. Kilabuk. Madam Minister.

HON. NELLIE COURNOYEA: Mr. Chairman, I will have some of the other subjects answered by the Minister of Municipal and Community Affairs, but on the docking facilities, I believe the Member has brought that up previously and there is going to be a study on the placement of a dock this summer. The planning part of it has come up, so this summer there will be people in Clyde River to look at the areas that the community might consider as being the area for a future docking facility. Certainly, because the Member has brought it up previously, the study will be taking place this summer. With regard to community roads, I would suggest that the Minister of Municipal and Community Affairs should answer that.

CHAIRMAN (Mr. Gargan): Mr. Wray.

Problems With Paving Community Roads

HON. GORDON WRAY: Thank you. I should clarify for the Members that the Department of Transportation will not be responsible for roads within communities. That still stays with Municipal and Community Affairs from a budget point of view. The idea of paving community roads is a good one and it is not a new one. About four years ago, we took a real hard look at some of the bigger communities for putting -- I would not say pavement -- some kind of hard surface in there, because of the problems that the Member talked about, the constant need to repair them, etc., and the problem, quite simply, is just money. It is extremely expensive, and combine that with the fact that a lot of our equipment, particularly cats, for example, are tracked vehicles, we would have to convert all our vehicles to wheeled vehicles, or else the pavement

would never stand up. It just made the expense too prohibitive, and so we shelved the idea for the time being. I can tell the Member that at some point in time some of the larger communities will eventually have pavement, or whatever you want to call it, in the large communities.

With regard to the airstrip in Pangnirtung, I realize that the Hawker-Siddeley 748 cannot land in Pangnirtung right now. However, once the extension is completed next summer the 748 will be able to land there in the wintertime. That should take care of the Member's problem in terms of the 748. Once that extension is completed, it will be able to land in Pangnirtung in the winter. Thank you.

CHAIRMAN (Mr. Gargan): Thank you. Mr. Kilabuk.

MR. KILABUK: (Translation) Mr. Chairman, he has not replied to one of the comments I made. My constituents have been requesting a road beneath the airstrip. Thank you.

CHAIRMAN (Mr. Gargan): Mr. Wray.

HON. GORDON WRAY: It is a neat idea, but I have to be honest. The money it would cost is just not available. First of all, I do not know if the Aeronautics Act would allow us to construct such a road and, secondly, I would say a conservative estimate for such a tunnel or road would probably be in the neighbourhood of three to five million dollars. While it is a neat idea, the reality is that I doubt if it would be practical.

CHAIRMAN (Mr. Gargan): Thank you. Mr. Kilabuk.

MR. KILABUK: (Translation) Thank you, Mr. Chairman. I like your reply, but I was thinking that some young people -- there are a lot of young people who are capable of working who are under the assistance of Social Services. Instead of being recipients of social assistance, maybe they could be employed to make such a road. Thank you, Mr. Chairman.

CHAIRMAN (Mr. Gargan): Thank you. General comments. Mr. Pudluk.

Motion To Recommend That Federal Government Be Directed To Give Priority To Resolute Bay Docking Facilities

MR. PUDLUK: (Translation) Thank you, Mr. Chairman. I tabled a document last fall that was written by Fisheries and Oceans from Resolute Bay about docking facilities. I would like to make a motion now. I move that the Department of Transportation direct the federal government that Resolute Bay be considered as one of the priorities for docking facilities due to the problems with high winds and ice movement. Thank you.

CHAIRMAN (Mr. Gargan): Thank you, Mr. Pudluk. Can I have a copy?

MR. PUDLUK: Do you want the Inuktitut or English?

CHAIRMAN (Mr. Gargan): Mr. Pudluk, your motion is in order. We will take a 10 minute break to get this translated and circulated.

---SHORT RECESS

CHAIRMAN (Mr. Zoe): I would like to call the committee back to order. Mr. Pudluk, Member for High Arctic, would you like to read your motion for the benefit of the committee Members?

MR. PUDLUK: (Translation) Thank you, Mr. Chairman. I move that during the committee of the whole the Department of Transportation direct the federal government that Resolute Bay be considered as one of the priorities for docking facilities due to the problems with high winds and ice movement.

CHAIRMAN (Mr. Zoe): I believe Members all have copies of the committee motion in front of them. Mr. Pudluk, your motion is in order. To the motion. Mr. Arlooktoo.

MR. ARLOOKTOO: (Translation) Thank you, Mr. Chairman. If the motion is carried -- some of the communities are in the planning process of getting a dock so I am afraid that we are going to defer some of the communities that are already in the planning process for receiving docking facilities. Perhaps I would like Madam Minister to reply to it, if any one of the communities will be deferred in getting a docking facility. If that will be the case, I will not support the motion. I would like to get a reply as soon as possible. Thank you.

CHAIRMAN (Mr. Zoe): Thank you. Madam Minister.

HON. NELLIE COURNOYEA: Mr. Chairman, I do not believe that this motion will affect the other docking facilities that are being planned.

Motion To Recommend That Federal Government Be Directed To Give Priority To Resolute Bay Docking Facilities, Carried

CHAIRMAN (Mr. Zoe): Thank you. Mr. Arlooktoo. Question is being called. All those in favour? All those opposed? Motion is carried.

---Carried

General comments. Member for Tu Nede.

Motion To Request Reduction Of Size And Extension Of Time Limit On Highway Contracts, Withdrawn

MR. MORIN: Thank you, Mr. Chairman. I would like to make a motion. I move that we request the Department of Transportation to reduce the size of their contracts and extend the time limit on the same contracts for highway repairs and paving.

CHAIRMAN (Mr. Zoe): Thank you. I have a motion on the floor. Could I request a copy, Mr. Morin? Mr. Morin.

MR. MORIN: I withdraw that motion.

CHAIRMAN (Mr. Zoe): Thank you. At this time, the Member is withdrawing the motion. General comments. Mr. Gargan.

MR. GARGAN: Mr. Chairman, I have another motion that I would like to deal with in regard to the Department of Transportation, or Highways and Transportation, but we do not have a Minister of Transportation as of yet.

---Laughter

Motion To Recommend That Executive Council Consider And Report On Proposed Schedule For Hay River Reserve Access Road

I will read the motion. I move that the committee recommend to the Executive Council that it consider implementing as a priority the following schedules for the Hay River Reserve access

road: planning and design for 1989-90; reconstruction in 1990-91; and paving in 1991-92; and further, request the Executive Council to consider the proposed schedule and report its finding prior to the conclusion of this session. Thank you, Mr. Chairman.

CHAIRMAN (Mr. Zoe): Mr. Gargan, your motion is in order and for the benefit of the Members it is being circulated at this time and translated. To the motion, Mr. Gargan.

MR. GARGAN: Mr. Chairman, I did express a concern during my general comments regarding the access road. The Minister is aware of it and I would like her to maybe consider that a priority be made on roads. I realize that there are priorities being implemented now for this year but I am not aware of any other priorities being implemented for next year or the year after, so at least we would have an idea of where our constituency is, with regard to the type of priorities being implemented.

For this reason, because I have not got any kind of assurance or guarantee or forecast of where and when the access road to the Hay River Reserve will be constructed, I am just reassuring myself by having a motion that, if it is implemented in this House and supported, I would remind the Minister of such a motion being in the House and perhaps request what the updates are with regard to such a motion. I would like to ask the Members to support me, including the Minister, on this particular motion.

CHAIRMAN (Mr. Zoe): Thank you. To the motion. I have a motion on the floor. To the motion. Mr. Sibbeston.

MR. SIBBESTON: It is interesting and I suppose not harmful to make a request such as this, but I am just wondering what this does to an area or a road that may have a higher priority, as in my case, the airport road from the highway, from the airport in Simpson to the town. We had hoped that with the Pope coming there, we would have had it paved but even I, involved in the government at the time, could not accomplish that. Whereas I think it is good to have motions that are in favour of a particular project in one's constituency or area, I am just wondering what that will do to the general plan in terms of the most-needed improvement done on a rational kind of basis.

If I can be persuaded that the government is not going to be detracted from its plan to fix the most-needed highways, then I would be in favour. Otherwise then, I guess we all could make a motion indicating the need for work to be done in our own area. So I am just curious to see how the Minister and the government would respond to a motion such as this.

CHAIRMAN (Mr. Zoe): Thank you. Any comments, Madam Minister?

HON. NELLIE COURNOYEA: Mr. Chairman, at the present time and down the road, this suggestion is not in the plans but I certainly concur and recognize what the honourable Member is attempting to say. Even if the motion is adopted, I would think that the government would continue to plan according to the objectives and the criteria for planning as stated previously. We can take a look at it, but certainly in the little bit of knowledge I have, there are other areas that have much, much higher priority than the Hay River Reserve access road. As a responsible person, in planning out programs and developing road structures for the benefit of all residents, I would think that the department would be very hard put not to live by the criteria set out and recognize that there are many areas that have to be served. Certainly we would pay attention to this motion. However, it will not be putting other areas in delinquency because we feel that the motion has been on the floor. All motions, as far as I feel, should be treated with due respect.

Area Would Be Considered Along With Others

However, I believe that with the work that we have been doing over this last year, more than likely I will have to come back and give some kind of suggestion to the Member, as he has requested. Perhaps the answer at this early time of looking at the particular area is that he is suggesting this should have a priority. I do not believe he is saying a priority over others, but it would have to be considered along with the other areas that certainly have been identified already in the general

program in the needs area. Giving the Member due respect, it would be considered, but we may not be able to give him very much comfort that it is going to be brought into the time frame that he is anticipating and putting forward to other Members to support.

CHAIRMAN (Mr. Zoe): Thank you. To the motion. Mr. Gargan.

MR. GARGAN: Thank you, Mr. Chairman. I would just like to say that I do not know, as far as priorities go, how the government prioritizes, or how they get this implemented in their overall plan. The purpose of this motion is that I would hope that it does have an effect on the overall plan and have it in there as one of the projects that would be forecast perhaps next summer or the following summer, or at least during the 11th Assembly. The other thing is that, as far as priorities go, it is in the constituency, and I do consider it as a priority, mainly because it is used as a transportation route between Hay River and the reserve. It is also used for transporting students to and from the reserve, and senior students from Hay River, too. There are a lot of reasons why the road should be improved. I do not know whether access roads are classified as highways too, or whether or not it falls within the municipal council or not, but I understand it to be used as a service road. Again, it is a different category altogether from what the Minister refers to as investing into your investment. At one time, the priorities were based on the traffic flow and the purpose, for a road being called a highway or an access road or service road. Depending on the classification, that was what it was based on. Now the whole thing has changed and it is based on investment or the level of investment. So again, the criteria have changed quite slightly. As new definitions come up, the further it goes from getting those possibilities actually being implemented. I am afraid that the further the government defines priorities, the less possible it would be for me to get such a program in my own constituency. I guess this is one of the main reasons I would like to have this motion supported. It might have an overall effect on the direction the government is taking with regard to the planning and priorities exercise.

CHAIRMAN (Mr. Zoe): Thank you. To the motion.

AN HON. MEMBER: Question.

Motion To Recommend That Executive Council Consider And Report On Proposed Schedule For Hay River Reserve Access Road, Carried

CHAIRMAN (Mr. Zoe): Question is being called. All those in favour? Opposed? The motion is carried.

---Carried

General comments. Mr. Ernerk.

Motion To Recommend That Executive Council Consider Extending Highways Program Into Nunatsiaq Wherever Appropriate

MR. ERNERK: Thank you, Mr. Chairman. I do want to make a motion as well, with your permission. Thank you. I move that this committee recommend to the Executive Council that they consider extending the highways program into Nunatsiaq wherever appropriate.

CHAIRMAN (Mr. Zoe): Thank you. Could the Chair have a copy of your motion, Mr. Ernerk? Thank you. Your motion is in order. To the motion. Mr. Ernerk.

MR. ERNERK: Thank you, Mr. Chairman. Yesterday we spent quite a bit of time talking about roads in the East. I noticed that we spent quite a lot of money in the West on roads and highways. What I would like to see, Mr. Chairman, is that we extend this matter of roads and highways to the Eastern Arctic, and I used the word "Nunatsiaq" in that motion basically because I was thinking about all of above the tree line regions within the NWT. I think the government should be considering two things; winter roads wherever possible and wherever appropriate, as well as all-weather roads. If it means that you want to build the extension of a transportation system, say from Churchill to the communities along the Hudson Bay coastal region, why not do it? If it

means that you want to build highways, winter roads, in the East, all-weather roads, the same in the Natilikmiot region, why not? When I listened to the Minister yesterday -- they have a lot of activity in terms of building winter roads in her riding -- I think that is a fantastic idea because it improves the transportation system all around. Mr. Chairman, I just wanted to make those comments for that motion. Thank you.

AN HON. MEMBER: Question.

Motion To Recommend That Executive Council Consider Extending Highways Program Into Nunatsiq Wherever Appropriate, Carried

CHAIRMAN (Mr. Zoe): Thank you. To the motion. Question is being called. All those in favour? Opposed? Motion is carried.

---Carried

General comments. Are there any further general comments? If not, does the committee agree we get into the details of the budget for the Department of Transportation. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

Directorate, Total O And M, Agreed

CHAIRMAN (Mr. Zoe): Thank you. The Department of Transportation is on page 12.10. Directorate. In your main estimate books. Directorate. Total O and M, \$2,298,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

Transportation Engineering, Total O And M, Agreed

CHAIRMAN (Mr. Zoe): Thank you. Transportation engineering. Total O and M, \$1,660,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

Marine Operations, Total O And M

CHAIRMAN (Mr. Zoe): Thank you. Marine operations. Total O and M, \$4,155,000. Mr. Sibbeston.

MR. SIBBESTON: Mr. Chairman, I would just like to query the Minister on the department's plans with respect to the ferry at Camsell Bend and just what year would a ferry be launched?

CHAIRMAN (Mr. Zoe): Mahsi cho. Madam Minister.

HON. NELLIE COURNOYEA: Mr. Chairman, I believe 1989-90. This coming building season we will be calling for proposals for that new vessel to replace the Johnny Berens at Fort Simpson and a new vessel should be available in 1991.

CHAIRMAN (Mr. Zoe): Mahsi cho. Member for Nahendeh.

MR. SIBBESTON: I appreciate that information but she is at the wrong place. I noticed some capital money to replace the ferry in Fort Simpson but I was thinking of the ferry actually further down the river at Camsell Bend.

CHAIRMAN (Mr. Zoe): Thank you. Madam Minister.

HON. NELLIE COURNOYEA: Mr. Chairman, the Johnny Berens will be moved to Camsell Bend and the new ferry will be in the location of Fort Simpson.

CHAIRMAN (Mr. Zoe): Thank you. Marine operations. Total O and M. Mr. Ernerk.

MR. ERNERK: Thank you, Mr. Chairman. Mr. Chairman, I do not think Mr. Angottitauruq will be angry with me if I ask this question to the Minister of Transportation. Have there been further studies into the possibility of establishing a shipping route or whatever to Pelly Bay?

HON. NELLIE COURNOYEA: Mr. Chairman, I am not aware -- just a moment, perhaps that would be better responded to by Mr. Butters of Government Services.

CHAIRMAN (Mr. Zoe): Thank you. Mr. Butters.

HON. TOM BUTTERS: The issue remains open. There had been some discussion at the senior bureaucratic level between this government and Ramsey Withers, who was the deputy minister of the department, but there has not been a great deal of movement by the department to actually do the necessary navigation researching, whatever it is they do to determine if there is an operable route to get into Pelly Bay in the summertime. So no, there has not been an adequate marine survey worked out as yet. They did something in 1985 but it was very superficial. The Department of Government Services is still after them to do a survey of a waterway, of a safe channel to serve that community but it has not occurred as yet.

Marine Operations, Total O And M, Agreed

CHAIRMAN (Mr. Zoe): Thank you. Marine operations. Total O and M, \$4,155,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

Highways Operations, Total O And M

CHAIRMAN (Mr. Zoe): Thank you. Highways operations. Member for Tu Nede.

MR. MORIN: Thank you, Mr. Chairman. As the Minister is aware, in highway maintenance contracts, you have negotiated highway maintenance contracts with native development corporations in some of the areas in the Western Arctic in the past. I think that is a very good way of giving out contracts. Without putting them out to tender you sit down with the people who live in that area and who can benefit the most. That is where you get the most benefit from any contract, by sitting down and negotiating with the people in that area. This way they can start a business and develop their business and they are responsible directly to the public in that area. If the road is not maintained properly, they make sure they have a high degree of maintenance on that road. They do the work with expert workmanship.

The only problem with that is the same as anybody else getting into business. The length of contract is not very long, only three years, so I would encourage you to look at five year contracts, because as other Members of the special committee on the northern economy will tell you, the thing that we have been hearing travelling around the North, is longer contracts.

It is basically a service contract that you could negotiate with the communities that are affected. That is why I feel that would be a wise way for your department, as a new Department of Transportation now; that you sit down and renegotiate these contracts with the people that have them already, for a five year contract. I understand that some of them, their equipment is in pretty rough shape. That would help keep the contract price down because you can run it out for a longer period of time at the bank.

Motion To Recommend Renegotiation Of Existing Maintenance Contracts With Native Development Corporations

As a matter of fact, I have a motion for that: I move that this committee recommends to the Department of Transportation that it consider renegotiating the existing maintenance contracts that exist with native development corporations up to a period of five years. That is it.

CHAIRMAN (Mr. Zoe): Mr. Morin, your motion is in order and the Pages will be distributing the committee motion. To the motion. Mr. Morin.

MR. MORIN: Thank you, Mr. Chairman. As everyone is well aware, when you start into business there are a lot of things that you have to overcome, especially when you are in a native business, a native development corporation, which is a little bit different than a private business. You have to deal with a board and try to meet people's needs. I could speak on one development corporation that I am well aware of, the Nuni (Ye) Development Corporation that is operated out of Fort Resolution. It has been doing the highway maintenance contract from Fort Resolution to Hay River and 40 miles toward Fort Smith. There were a lot of complaints, and it was on CBC, when the government was doing that contract, about poor quality maintenance and people rolling their cars when they hit the washboard but there have not been any complaints since Nuni took over that operation. They have done an excellent job. They are continually training our own people to carry out that work. There is a lot of economic spinoff to the community of Hay River because that is basically where they buy most of their parts and the kids whose parents work out on that job go to school there as well.

Long-Term Contracts Allow Development

Without that type of contract, our development corporation would not have a chance in hell. You need a contract that lasts for a long period of time. That is something that keeps the bread and butter on the table and it helps to develop that development corporation so that it can get better at operating the business and it can start looking at doing other things in the community and helping the community to take over some of the government projects that are happening in the community. That is basically what it has done. It has given the community some pride and some get-up-and-go and then enabled them to negotiate doing a community arena. It is a good way of doing business.

I commend the government on the original negotiations of this contract. But when our company did negotiate that contract, it was negotiated with a very shrewd Minister and he was very lean and mean, they called him "lean, mean Gordon", and we ended up at the end of three years, basically what we were supposed to end up with, one grader. That was your profit margin, that you could replace one machine.

I congratulate the Minister on that. We learned from that and we will be back at the table again. Hopefully we can do a little better. The equipment has all been analyzed by caterpillar and oil tests and all these things have been done. It is basically hard to meet the government standards now when it comes time to renegotiate or if it was put out to tender we would not have any chance at all of tendering on it because we would not meet the government's standards. The equipment has been well-maintained, but it was basically old government equipment when we took it over three years ago. The government itself usually writes off equipment after 10 years, and most of this stuff is over 10 years old. The Department of Economic Development has helped the Nuni (Ye) Development Corporation to put together a proposal to negotiate with the government to renew their contract.

I would just like Members to be aware that when you negotiate a contract, there is not a big amount of profit in it. It is a service you provide and in return you get money, and in return you get jobs in the community. It is not a money grabbing type thing. The government gets a good service. You do not get many complaints because the people are the ones maintaining the road themselves, and they are proud of what they are doing, and they are doing a good job. As opening remarks, that is all I have to say on that right now.

CHAIRMAN (Mr. Zoe): To the motion. Mr. Sibbeston.

MR. SIBBESTON: Mr. Chairman, I was around back in 1982 when the government embarked on this approach of negotiating contracts with local band development corporations. I believe it started off with Nogha Enterprises in Fort Simpson, and since then the government has become involved and negotiated contracts with other communities along the highway. I would like to encourage the department and government to continue the process. In Fort Liard a couple of years ago, the government decided to put the maintenance of the Liard highway out to public tender, and as it happened the local band company, Beaver Enterprises, bid on it but was not the lowest tender, so lost the contract. There was quite an uproar and a great deal of disappointment in the community because of this. In Fort Simpson, with Nogha Enterprises, they had entered into one contract initially for three years, and when that was concluded the government entered into another three year contract, and this contract will end sometime this summer, in June. The general feeling is that the government should continue and extend, and enter into another three or five year contract with Nogha. The rationale is that inasmuch as the local people have gained a tremendous amount of knowledge and experience in doing the work, the company is still not prepared or ready to compete out on the open market. The reality is that, with respect to the band in Fort Simpson, this is the only economic venture that they are presently involved in. If they lose the contract, the native people in Fort Simpson will not have anything going, as it were. They really are dependent on the highway maintenance contract to gain experience and eventually get on their economic feet.

Training For Highway Maintenance Contractors

I am aware that the department has been working with the community of Wrigley in preparing them for involvement in the highway maintenance contract. I notice that this is one of the department's objectives for this coming fiscal year. I know back in 1982 those were the days when the people were not very sure as to what kind of relationship or rapport they would have with the government, and I know that negotiating contracts with the bands really did a lot to make them feel that this government was indeed their government, and sympathetic and understanding of their plight, as it were. Through the years, this relationship -- the fact that the government was prepared to take these steps really did a lot to assure the people that the government was interested in them and was indeed their government.

We are in a situation now inasmuch as land claims are at the stage they are, where there is an initial agreement, but there is still occasionally some uncertainty as to native people's involvement with this government. In many ways, in terms of business in Fort Simpson, this maintenance contract is the only relationship that they have with the government. I really encourage the government to be bold inasmuch as there is likely going to be some criticism; the government should be bold and go ahead anyway and enter into a negotiated contract with the people. I am aware that the Department of Economic Development in Fort Simpson has done a study on the state of Nogha Enterprises, the band's development corporation, to find out whether the company is really strong enough to go on its own, to compete with other contractors. The answer was that they still needed some time and experience in the highway maintenance business. They still need some experience before they are able to compete. I guess this lends further argument to the idea that the government should enter into a negotiated contract with the people.

The bottom line in all of this -- because I was around in the 1970s when there was a tremendous amount of discussion about whether highways should be built in the North -- and I was in Fort Simpson, I was in Fort Liard, when the federal Minister of Indian Affairs was there to talk with the people about the possibility of extending the highways. The argument at that time was that if highways were built in our area, then as native people we would have to benefit because it is essentially people's land over which the highway goes. I remember federal authorities assuring local people that if a highway was built, indeed they would benefit. They would benefit by doing work on the highway, doing some work on the construction and also on the maintenance. There is nothing in writing in a formal document that says that, but I know at the meetings there was a general agreement that highways, if they were to be built, local native people would benefit, in part because it was their land over which the highway was traversing, and they would reap some

of the benefits of the highway. I am aware of that background, and it is with that that I am encouraging the government to act properly and follow the wishes of the Assembly if this motion passes. Mahsi cho.

CHAIRMAN (Mr. Zoe): Thank you. To the motion. Mr. McLaughlin.

Road Maintenance Well Done By Nuni (Ye) Development Corporation

MR. McLAUGHLIN: Thank you, Mr. Chairman. I would like to speak in favour of the motion. When this contract in my area first came up, with the Fort Resolution corporation doing it, I was a little bit concerned about it. Most of the complaints I received were about government employees being laid off. There were a few initial, what I would call spiteful, complaints that occurred when the contract first began. Mr. Wray was with me at a town council meeting in Pine Point, and he can probably vouch for the attitude that some people took at the time, and their concerns.

I have been the Member from there since 1979. I did not get many complaints in the summertime because between Pine Point and Hay River the road was paved. In the winter, snow removal and freezing rain would be the biggest problems. During the years that the contract has been with Fort Resolution, I never had one single phone call or complaint about the maintenance of that road. I think that the band's corporation has done a better job than the government was doing. I know that a lot of times there was pressure on the foreman to keep within his budget, and they would not maybe have as much overtime as necessary; they maybe would not work on weekends. Yet weekends were when people would drive back and forth between Hay River and Pine Point. I can absolutely and honestly say that I have never received a written or verbal complaint, except for the first couple of months, once the Fort Resolution organization took over.

I would, however, like to point out that I differentiate between this type of a contract and a construction contract. I believe this is a service contract, a maintenance-type contract, that was primarily being performed by government employees before. The private sector was not doing it, so no jobs were taken away from them. We merely made the decision to have local people do the work in this manner, rather than government employees. I am in favour of negotiating contracts that take the maintenance of roads out of government employees' hands and into a local community development corporation, and continuing to renegotiate those. I think you have enough contracts like this now that you do not have to tender out to test the wind any more. You have enough experience as a government, having done the job yourselves and you have got more than one contractor working in this system so that I think you have a handle on what is reasonable and what is not reasonable when you are negotiating.

I encourage the continuation of this but when it comes to new road construction or reconstruction projects or pavement, I would still prefer to see a public tender go ahead. Then each project is unique and you want to make sure you spend the least amount of government money. But definitely on these road maintenance contracts I would like to see the existing contracts renegotiated whenever it is practical.

CHAIRMAN (Mr. Zoe): Thank you. To the motion. Member for Hay River.

MR. POLLARD: Thank you, Mr. Chairman. As opposed to the previous three speakers, I am opposed to the process of negotiating contracts, Mr. Chairman. I believe in the tender process. When you are spending public funds, at least let the public know what is being tendered and the amounts that were tendered for those services required. When I hear about native development corporations who are struggling to get going, that it is the only job that they have, how they are having difficulty in finding other work, I think it is a good exercise for them to go through a tender process so that if some other construction happens in their area, their pencils are sharp and they can get involved in other things besides contracts on the highway.

If during the tender process and after the tender opening the GNWT wishes to negotiate with the band or with a development corporation, that is the political decision of the government. But let us at least go through the tender process. Let us account to the public for the use of its public funds and let us let the people tendering go through the exercise, which I think, as I say, is a

learning process and it is the only way to get into business and compete. To be in there and learn how to do it. I am going to be opposing the motion, Mr. Chairman.

CHAIRMAN (Mr. Zoe): Thank you. To the motion. Mr. Arlooktoo.

MR. ARLOOKTOO: (Translation) Thank you, Mr. Chairman. I would like the motion to be reread because I do not have the translation on hand. I would like the motion to be translated and reread. Thank you.

CHAIRMAN (Mr. Zoe): Thank you, Mr. Arlooktoo. I believe you have the translation in your hands now. To the motion.

AN HON. MEMBER: Question.

Motion To Recommend Renegotiation Of Existing Maintenance Contracts With Native Development Corporations, Carried

CHAIRMAN (Mr. Zoe): Question is being called. All those in favour? Opposed? Motion is carried.

---Carried

Highways operation. Mr. Pollard.

MR. POLLARD: Thank you, Mr. Chairman. I noticed that it says that "highways operations activity is responsible for ensuring that the highways in the NWT are maintained to the level consistent with approved standards," etc. One of my constituents phoned recently, Mr. Chairman, and complained that the Dempster highway had been closed for some seven days. I wonder if the Minister could explain if, in fact, it was closed and for what reason. Thank you, Mr. Chairman.

CHAIRMAN (Mr. Zoe): Thank you. Madam Minister.

HON. NELLIE COURNOYEA: Mr. Chairman, I believe because of weather conditions and high wind velocity that all the NWT was experiencing, the Dempster highway was closed from February 1 to 8, for a period of seven days.

CHAIRMAN (Mr. Zoe): Thank you. Mr. Morin.

MR. MORIN: Thank you, Mr. Chairman. Madam Minister, as you are aware, there is a motion passed to negotiate, to recommend to your department to consider negotiations. Did you consider it and if so, when would you like me to set up a meeting with yourself and Nuni (Ye) Development Corporation to start negotiating? I could help you to arrange that type of meeting.

---Laughter

CHAIRMAN (Mr. Zoe): I would like to thank the Member for his comments. Madam Minister, do you have any comments?

HON. NELLIE COURNOYEA: Mr. Chairman, I feel that I should tell the honourable Member that the proposal has already been received by the Department of Public Works and Highways as well as the Department of Economic Development. It is being analysed and the meetings will be set up in the near future. I am not quite sure exactly when, but we can keep in contact with the honourable Member.

CHAIRMAN (Mr. Zoe): Thank you. Highways operations. Mr. Sibbeston.

MR. SIBBESTON: Mr. Chairman, last summer saw an unusual amount of rainfall in our area, the Deh Cho area, and the southwestern part of the North, and subsequently the Liard highway between Fort Simpson and Liard got wiped out in quite a number of spots. I was just recently on the road, this past weekend, and saw that a lot of the work has been done but there is yet

some to be done. I would like to ask the Minister, what was the amount of money spent on repairing the Liard highway to date and also, what is left to do and what has been the federal government's contribution toward this repair cost?

CHAIRMAN (Mr. Zoe): Thank you. Madam Minister.

HON. NELLIE COURNOYEA: Mr. Chairman, my understanding is that there was \$800,000 of federal money spent on the repairs to the highway and also the Poplar River bridge was replaced for a cost of \$1.5 million. The outstanding issue with the federal government is the clearing up of exactly who has the responsibility for the \$1.5 million. These negotiations are still going on.

CHAIRMAN (Mr. Zoe): Thank you. Highways operations. Member for Nahendeh.

MR. SIBBESTON: Just to commend the Minister for being on the spot last summer when the rain came and when the situation actually warranted the Minister's presence and I wanted to commend her and her department for doing a good job in tending to the matter at hand and getting the road back so that traffic can use it.

CHAIRMAN (Mr. Zoe): Thank you. Madam Minister.

HON. NELLIE COURNOYEA: I certainly appreciate that compliment but I would also like to let the honourable Member know that I almost fell into the river.

CHAIRMAN (Mr. Zoe): Thank you. Highways operations. Mr. Sibbeston.

MR. SIBBESTON: Just a point on winter roads. I think winter roads were spoken of earlier, but in my area of the North for the past number of winters there have been winter roads to Nahanni Butte, Trout Lake and Wrigley. The communities appreciate this very much, and, I think, now expect that there will be winter roads to their communities every year. It had not been the case in past years. Was it the department's plan to continue on an annual basis with these winter roads, and can communities expect these winter roads as a matter of course now?

CHAIRMAN (Mr. Zoe): Madam Minister.

HON. NELLIE COURNOYEA: Mr. Chairman, as you know, once you give a community anything it is very difficult to take it away, so it was not anticipated that when we went ahead with some of those projects, that we would have to take them away. We fully realize that there would be that expectation, and the intent is to continue with those roads, unless they are not needed or something else comes up to replace them. It is not the intent to take away once you have given, because I know that is a difficult thing to do. As long as they are needed and these particular areas are well utilized and makes a lot of sense, we will continue to run those winter roads as they exist today.

CHAIRMAN (Mr. Zoe): Thank you. Highways operation. Mr. Morin.

Motion To Recommend That Maintenance On Highway To Fort Resolution Not Be Diminished, Carried

MR. MORIN: Thank you, Mr. Chairman. I have another motion here. I move that this committee request the Department of Transportation to ensure that the present level of maintenance be continued on the highway from Hay River to Fort Resolution, to ensure that the maintenance does not diminish as a result of the closure of the Pine Point mine.

CHAIRMAN (Mr. Zoe): Thank you. Your motion is in order. To the motion. For the Members' benefit it is being circulated by the Pages. Mr. Morin.

MR. MORIN: Thank you, Mr. Chairman. The reason I made this motion is because in the budget book you say here: "The highways operations activity is responsible for ensuring that highways in the Northwest Territories are maintained to a level consistent with approved standards, based

on the traffic use." The traffic use on this highway is going to drop for sure since the Pine Point mine has closed. You do have a good road, and you have to keep the maintenance up or else it is going to end up costing you more money in the future if you let the maintenance down on that road. You have to maintain it daily. Just because fewer people are travelling over it does not mean that it has to have less maintenance. It still has to be kept open in the winter, keep snow off it, you still have to do the basic regravelling in the summer in certain areas that go through the bog. I heard yesterday that it only takes one overloaded truck to kill a road, one trip. It does not matter how much traffic because it is only that one overloaded truck and that is what will wreck your road. That is what I heard here yesterday. We do not have overloaded trucks, that is right, but you never know. That is all I have to say to the motion. I do not want to see the maintenance of our highway decreased in any way. If the Minister could assure me that that would not happen.

CHAIRMAN (Mr. Zoe): Thank you. To the motion.

AN HON. MEMBER: Question.

CHAIRMAN (Mr. Zoe): Question is being called. All those in favour? Opposed? The motion is carried.

---Carried

Highways operations. Mr. Morin.

MR. MORIN: I have another motion.

---Laughter

Motion To Recommend That Highway Repair And Paving Contracts Be Reduced In Amount And Lengthened In Time

I move that this committee recommend that the Department of Transportation reduce the dollar amounts of their contracts for highway repairing and paving, and further, consider increasing the length of the contracts to more than one year.

CHAIRMAN (Mr. Zoe): Thank you. Your motion is in order. To the motion. Mr. Morin.

MR. MORIN: Thank you, Mr. Chairman. I will explain this motion. When I refer to reducing the dollar amounts of the contracts for highway repair and paving, it is basically that the contracts are too high, and northern contractors cannot bid on that type of contract. To reduce it from -- if it is a five million dollar contract, maybe you can reduce it to one million dollars so that people in the North can bid on it. By increasing the length of the contract, what I am saying is that if you make it a five year contract, instead of a one year contract, then our northern contractors can buy paving equipment or whatever they need to bid on the contract to enable them to do it. That is the basic objective of this motion.

CHAIRMAN (Mr. Zoe): To the motion.

AN HON. MEMBER: Question.

CHAIRMAN (Mr. Zoe): Question is being called. Mr. Whitford.

MR. WHITFORD: Mr. Chairman, I realize what Mr. Morin said, but when I read this it sounds like he wants the amount of money diminished and the contracts, rather than reduce the size of the contracts down to more manageable pieces. If I looked at this, and I were the Minister of Transportation, I would say, certainly I will cut the dollars down in your area here and save money. I think Mr. Morin is looking at the size of the contract to more bite size pieces so that perhaps local business people can handle them, rather than major contractors such as those that come from Edmonton and other places to do the paving. Perhaps we can employ the paving companies

from Hay River. The local contractors would have a better chance at getting a piece of action if the contracts are smaller and more manageable.

CHAIRMAN (Mr. Zoe): To the motion. Madam Minister.

HON. NELLIE COURNOYEA: Mr. Chairman, I realize the wording could imply that it is a message for the Minister to reduce a contract. However, even though the wording is awkward, I believe that the explanation that was followed up by the Member in support of the motion certainly clarified that. It was not the intent of the motion to reduce the dollar amount, but rather to spread the work over a longer period of time. I certainly understand the intent of the motion.

Motion To Recommend That Highway Repair And Paving Contracts Be Reduced In Amount And Lengthened In Time, Carried

CHAIRMAN (Mr. Zoe): Thank you. Question is being called. All those in favour? Opposed? The motion is carried.

---Carried

Highways Operations, Total O And M, Agreed

Highways operations, total O and M, \$16,874,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

Arctic Airports, Total O And M, Agreed

CHAIRMAN (Mr. Zoe): Thank you. Arctic airports, total O and M, \$822,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

Motor Vehicles, Total O And M, Agreed

CHAIRMAN (Mr. Zoe): Thank you. Motor vehicles, total O and M, \$725,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

CHAIRMAN (Mr. Zoe): Thank you. Information item on page 12.16, detail of work performed on behalf of third parties. Any questions? Information item on page 12.22, revenues, recoveries and transfer payments. Any questions?

Total O And M, Agreed

Total O and M for the Department of Transportation, \$26,534,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

CHAIRMAN (Mr. Zoe): Thank you. That concludes the O and M for the Department of Transportation. We will move to our capital estimate books, page 12.09, detail of capital. Capital expenditures for the Department of Transportation.

Detail Of Capital

Transportation Engineering

Buildings And Works, Headquarters, Total Capital, Agreed

Transportation engineering. Buildings and works. Headquarters. Total headquarters, \$1,170,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

Buildings And Works, Fort Smith, Total Capital, Agreed

CHAIRMAN (Mr. Zoe): Thank you. Fort Smith. Total Fort Smith, \$4,982,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

Transportation Engineering, Total Capital, Agreed

CHAIRMAN (Mr. Zoe): Thank you. Total transportation engineering. Buildings and works, \$6,152,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

Marine Operations

Buildings And Works, Headquarters, Total Capital, Agreed

CHAIRMAN (Mr. Zoe): Thank you. Marine operations. Buildings and works. Headquarters. Total headquarters, \$453,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

Buildings And Works, Fort Smith, Total Capital, Agreed

CHAIRMAN (Mr. Zoe): Thank you. Fort Smith. Total Fort Smith, \$150,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

Buildings And Works, Total Capital, Agreed

CHAIRMAN (Mr. Zoe): Thank you. Total buildings and works, \$603,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

Equipment Acquisition, Headquarters, Total Capital, Agreed

CHAIRMAN (Mr. Zoe): Equipment acquisition. Total headquarters, equipment acquisition, \$17,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

Marine Operations, Total Capital, Agreed

CHAIRMAN (Mr. Zoe): Thank you. Total marine operations, \$620,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

Highways Operations

Buildings And Works, Headquarters, Total Capital, Agreed

CHAIRMAN (Mr. Zoe): Thank you. Highways operations. Buildings and works, headquarters. Total headquarters, \$105,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

Buildings And Works, Fort Smith, Total Capital, Agreed

CHAIRMAN (Mr. Zoe): Thank you. Fort Smith. Total Fort Smith, \$41,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

Buildings And Works, Inuvik, Total Capital, Agreed

CHAIRMAN (Mr. Zoe): Thank you. Inuvik. Total Inuvik, \$112,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

Buildings And Works, Total Capital, Agreed

CHAIRMAN (Mr. Zoe): Thank you. Total buildings and works, \$258,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

Equipment Acquisition, Headquarters, Total Capital

CHAIRMAN (Mr. Zoe): Thank you. Equipment acquisition. Headquarters. Total headquarters, equipment acquisition, \$1,299,000. Mr. Whitford. I am on page 12.15.

MR. WHITFORD: Just a question. I do not know whether it is going to fit in here or not but does your constituency of Rae come into this or Fort Smith? Mr. Chairman, it is in respect to the tragic fire in Rae and the replacement of equipment. Is that going to be covered in the budget?

CHAIRMAN (Mr. Zoe): Mr. Whitford, your line of questioning is okay but the chairman is not the Minister of Transportation so I would prefer you questioning the Minister rather than the Chair. Madam Minister.

HON. NELLIE COURNOYEA: Thank you, Mr. Chairman. I believe the equipment that was destroyed was really community council equipment and my understanding is that this equipment is covered by insurance.

CHAIRMAN (Mr. Zoe): Thank you. Mr. Wray, further clarification.

HON. GORDON WRAY: The garage's truck belonged to the hamlet council and they are fully insured, is my understanding.

CHAIRMAN (Mr. Zoe): Thank you. Any further questions or comments, Mr. Whitford? If not, I will continue on.

Equipment Acquisition, Headquarters, Total Capital, Agreed

Total equipment acquisition for headquarters, \$1,299,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

Highways Operations, Total Capital, Agreed

CHAIRMAN (Mr. Zoe): Thank you. Total highways operations, \$1,557,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

Arctic Airports

Buildings And Works, Fort Smith, Total Capital, Agreed

CHAIRMAN (Mr. Zoe): Thank you. Arctic airports, buildings and works. Fort Smith. Total Fort Smith, \$210,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

Buildings And Works, Inuvik, Total Capital, Agreed

CHAIRMAN (Mr. Zoe): Thank you. Inuvik. Total Inuvik, \$30,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

Buildings And Works, Total Capital, Agreed

CHAIRMAN (Mr. Zoe): Thank you. Total buildings and works. Arctic airports, \$240,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

Arctic Airports, Total Capital, Agreed

CHAIRMAN (Mr. Zoe): Thank you. Total arctic airports, \$240,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

Total Capital, Agreed

CHAIRMAN (Mr. Zoe): Thank you. Total capital expenditure for the Department of Transportation, \$8,569,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

CHAIRMAN (Mr. Zoe): Thank you. That concludes the Department of Transportation. I would like to thank the two witnesses for appearing before our committee and all three Ministers that participated in this committee. What is the committee's wish at this time? Acting Government House Leader? Mr. Butters.

HON. TOM BUTTERS: I do not know if I am that, Mr. Chairman, but I would like to report progress at this time. I think we have had a pretty successful day.

CHAIRMAN (Mr. Zoe): I have a motion on the floor that is not debatable but the Chair does not recognize a quorum. Mr. Clerk, could you ring the bells please? The committee will come back to order. Order! I have a motion on the floor to report progress. It is not debatable. All those in favour? Opposed? The motion is carried.

---Carried

I will now rise and report progress.

MR. SPEAKER: The House will come back to order. Mr. Zoe.

ITEM 19: REPORT OF COMMITTEE OF THE WHOLE

REPORT OF COMMITTEE OF THE WHOLE OF COMMITTEE REPORT 1-89(1), REPORT ON THE REVIEW OF THE 1989-90 MAIN ESTIMATES; BILL 1-89(1), APPROPRIATION ACT, 1989-90

MR. ZOE: Mr. Speaker, your committee has been considering Bill 1-89(1) and CR 1-89(1), and wish to report progress.

MR. SPEAKER: Thank you, Mr. Zoe. The House has heard the report of the chairman of committee of the whole. Are you agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

MR. SPEAKER: Item 20, third reading of bills. Item 21, Mr. Clerk, orders of the day.

ITEM 21: ORDERS OF THE DAY

CLERK OF THE HOUSE (Mr. Hamilton): Orders of the day for Friday, February 17th.

- 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. Tabling of Documents**
- 13. Notices of Motion**
- 14. Notices of Motion for First Reading of Bills**
- 15. Motions**
- 16. First Reading of Bills**
- 17. Second Reading of Bills**
- 18. Consideration in Committee of the Whole of Bills and Other Matters:**
CR 1-89(1); Bill 1-89(1)
- 19. Report of Committee of the Whole**
- 20. Third Reading of Bills**
- 21. Orders of the Day**

MR. SPEAKER: Thank you, Mr. Clerk. This House stands adjourned until Friday, February 17th, at 10:00 a.m.

---ADJOURNMENT

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