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TABLE OF CONTENTS

TUESDAY, FEBRUARY 20, 1990

	<u>PAGE</u>
Prayer	188
Ministers' Statements	
- 12-90(1) Children's Activity Books	188
- 13-90(1) Labour Standards Law Review Panel Personnel	188
Members' Statements	
- Mr. Whitford on 75th Anniversary of Rotary International	188
- Mr. Zoe on Social Assistance Food Scale	189
- Mr. Kilabuk on SCONE Report	189
- Mr. Ernerk on Uranium Mining Versus Environmental Protection	189
- Mr. Arlooktoo on Lack of Economic Development Officers in Communities	189
- Mr. Ningark on Effect of Overcrowded Houses on Children's Education	189
- Mr. Lewis on Action to Eliminate Spousal Assault	190
Returns to Oral Questions	190
Oral Questions	190
Petitions	197
Tabling of Documents	197
Consideration in Committee of the Whole of:	
- Bill 9-90(1) Appropriation Act, 1990-91	198
- Department of Transportation	198
Report of Committee of the Whole of:	210
Orders of the Day	210

YELLOWKNIFE, NORTHWEST TERRITORIES

TUESDAY, FEBRUARY 20, 1990

MEMBERS PRESENT

Hon. Titus Allooloo, Mr. Arlooktoo, Hon. Michael Ballantyne, Hon. Tom Butters, Hon. Nellie Cournoyea, Mr. Crow, Mr. Ernerk, Hon. Stephen Kakfwi, Mr. Kilabuk, Mr. Lewis, Hon. Jeannie Marie-Jewell, Mr. McLaughlin, Mr. Morin, Hon. Richard Nerysoo, Mr. Ningark, Hon. Dennis Patterson, Mr. Pedersen, Mr. Pollard, Mr. Pudluk, Mr. Whitford, Hon. Gordon Wray, Mr. Zoe

ITEM 1: PRAYER

--Prayer

SPEAKER (Hon. Richard Nerysoo): Orders for the day for Tuesday, February 20, 1990. Item 2, Ministers' statements. The honourable Member for Amittuq.

ITEM 2: MINISTERS' STATEMENTS

Ministers' Statement 12-90(1): Children's Activity Books

HON. TITUS ALLOOLOO: Thank you, Mr. Speaker. Mr. Speaker, I am pleased to provide the Members of this House with copies of three children's activity books produced by the Department of Renewable Resources. These books are about fishing, hunting and trapping in the Northwest Territories.

The future of the Northwest Territories and our renewable resources lie in the hands of our children. These books will help children learn about renewable resources and stresses their importance to northern residents. If our children understand and respect these resources today, they will use them wisely and protect them for tomorrow. Additional copies of these books are available through your local renewable resources officer. Thank you, Mr. Speaker.

--Applause

MR. SPEAKER: Thank you. Ministers' statements. The honourable Member for Sahtu.

Ministers' Statement 13-90(1): Labour Standards Law Review Panel Personnel

HON. STEPHEN KAKFWI: Mr. Speaker, last week in my reply to a question from the honourable Member for Yellowknife South, Mr. Whitford, I promised that I would inform this House about my decision regarding the article which appeared in the February 9, 1990 issue of Native Press, and which was written by a member of the labour standards law review panel.

Members will recall that I was concerned that the article demonstrated a lack of discretion, because the terms of reference for the review panel state that all public comments are to be made through the chairperson. I was also concerned that public confidence in the panel's report might be jeopardized because of the inappropriate references to some of the organizations which had made representations before the panel.

Mr. Speaker, as a result of the consultations I have held, and the advice I have received, I have decided to pursue the following course of action: First, I shall advise the individual in question, in writing, that I am disappointed in his actions and that I expect him to complete the work he agreed to undertake on the panel as the representative of the NWT workers. It is my opinion that to remove the panel member at this time would be a disservice to northern workers, and although the member's actions have demonstrated a lack of judgment, he clearly has an important task ahead of him

which must be completed. My current understanding is that members of the labour standards law review panel have agreed to submit their comments and recommendations to the chairperson by March 8, 1990, and to meet from March 8 until such time as the members of the panel have concluded their report, which must be delivered to me by March 31.

Second, I will require the individual in question to swear an oath of confidentiality. Until this time, I had depended on the panel member's word that he would exercise discretion in the media and speak only through the chairperson. Obviously, it is necessary that I obtain this individual's written agreement to maintain confidentiality.

Finally, I will request the individual to remove all references to his position as a member of the Workers' Compensation Board from the description of his identification at the bottom of his column in Native Press.

We are determined that the labour standards law review panel will continue its important work and that all members of the panel will work in accordance with the commitments made last fall. Thank you, Mr. Speaker.

MR. SPEAKER: Thank you. Ministers' statements. Ministers' statements. Item 3, Members' statements. Members' statements. The honourable Member for Yellowknife South.

ITEM 3: MEMBERS' STATEMENTS

Member's Statement On 75th Anniversary Of Rotary International

MR. WHITFORD: Thank you, Mr. Speaker. Mr. Speaker, this month marks the 75th anniversary of the foundation of the Rotary Club, better known as Rotary International. Today is the day that the Yellowknife club has chosen to mark this anniversary. Mr. Speaker, the Rotary Club was established by a lawyer by the name of Paul Harris in Chicago, in the early 1920s, in an attempt to promote good will and ethical business practices in the community. Starting with a few close associates, they would rotate from restaurant to restaurant, business to business, over lunch and talk over community issues; thus the name "rotary".

Beginning as a men's service club, Rotary is recognized around the world for its community as well as its international good will and good works. As well, in recent days, instead of being a men's service club it is now open to everyone that wishes to join.

Here in the Northwest Territories we have two clubs, one in Yellowknife and the other in Iqaluit, which together consist of some 90 members. Some of the achievements in this community are well-known, such as a student exchange program, international student exchange program and a contribution of its members to time for community projects like Caribou Carnival, Canada Day parade and various fund-raising projects like the art auction and the street auction.

On the international side, Mr. Speaker, Rotarians in the Northwest Territories have contributed greatly to the fight

against polio in the Third World; as well, they have provided badly needed supplies and equipment to countries such as Angola. Equipment was donated by this government from the old Stanton hospital and it was serviced, packaged and shipped by NWT Air on behalf of the Yellowknife clubs to clubs in the Third World to continue this good work. I stand today to salute the Rotary Club.

--Applause

MR. SPEAKER: Thank you. Members' statements. The honourable Member for Rae-Lac la Martre.

Member's Statement On Social Assistance Food Scale

MR. ZOE: Mahsi cho, Mr. Speaker. (Translation) I will be talking in Dogrib, Mr. Speaker. I am referring to the Minister of Social Services. When we talk about groceries, we want some changes but to this date there have been no changes in the social assistance. It is a very important issue, not only in my constituency, but in the whole of the Territories. We, the Dene people, we are talking on behalf of our people. When you think about it, you think about groceries. When they give social assistance in the Northwest Territories we would like to have comparable assistance. In Resolute Bay, for instance, every month they get some assistance for groceries and it is the same level as in Yellowknife. In the various communities the price varies; there are differences in price. We are not receiving enough assistance in the communities. (Translation ends)

I was wondering when the Social Services department internal review of regulations and guidelines relative to social assistance would be complete. I was told that the report would be in the Minister's office somewhere in the near future but nothing happened. In February of 1989 the Minister said, and I quote: "The results of the analysis have recently been approved pending a few minor changes and the recommendations will be submitted to cabinet in the very near future. A revised food scale reflecting price changes should be implemented in June of 1989." June came and went, Mr. Speaker, and again nothing happened.

MR. SPEAKER: Order. The honourable Member, time has expired. Members' statements. The honourable Member for Baffin Central.

Member's Statement On SCONE Report

MR. KILABUK: (Translation) Thank you, Mr. Speaker. I would like to say some words of praise concerning the SCONE report. They made a report of all the economic development that has been going on in the NWT, and that will be considered by the Government of the NWT. I feel that one of the first priorities should be that they visit our communities to find out what the potential of the communities is. It is very good to travel to all these communities to find out what economic development potential there is in the NWT. I would like to express my support for this kind of committee and I would also like to say that I am in full support of the economic development programs which are already in place. Thank you.

MR. SPEAKER: Members' statements. Honourable Member for Aivilik.

Member's Statement On Uranium Mining Versus Environmental Protection

MR. ERNERK: (Translation) Thank you, Mr. Speaker. I would like to express my concern regarding uranium mining at the proposed Kiggavik mine. Mr. Speaker, my people in Baker Lake and the Keewatin, and the NWT, are very much

concerned that there is law with regard to uranium mining in the NWT - to be able to say "no" to uranium mining. The people of the Northwest Territories are not aware of the danger of uranium. When it is being produced in the North, where are they going to market it? We do not know. I am concerned today, Mr. Speaker, that the Members of the NWT Executive Council remember last summer when we had a meeting of the Inuit Circumpolar Conference at Sisimiut, a resolution was passed to refuse uranium mining at Kiggavik at this time.

If I was going to be asked today as to which one I prefer, the protection of the land or uranium mining, I would answer that I would prefer the protection of the environment and I would refuse uranium mining at this time. Thank you.

--Applause

MR. SPEAKER: Thank you. Members' statements. The honourable Member for Baffin South.

Member's Statement On Lack Of Economic Development Officers In Communities

MR. ARLOOKTOO: (Translation) Thank you, Mr. Speaker. Yesterday I was very pleased with the results of the statement that was made with regard to our review of economic development. In some communities that were mentioned there is quite a bit of economic development going on. I was also pleased with that. One thing I am concerned about, though, is that economic development should work in communities. People in the communities seem to require a lot of help from economic development officers in order to develop their economic development aspirations. In some communities there are no economic development officers, and there is a real need for them.

Mr. Speaker, as it stands today, in my community the economic development officer is not available, and for that reason economic development is not going ahead as much as it could. Although I am very pleased with what the Minister of Economic Development tabled yesterday, if you want to see more economic development in the communities, the territorial government should provide economic development officers to those areas. Some of the communities will not be aware of what is available to them or what programs they can apply for. Although in some areas there have been some visitors from the Department of Economic Development, they leave right away so they do not have an impact on the community, and this is my real concern in some communities in the NWT, especially where my constituency is; they never had any economic development officers. We would appreciate it very much if the economic development officers could be more aware of the local concerns. For that reason some economic development possibilities could be realized in some communities.

MR. SPEAKER: Time has expired. Members' statements. The honourable Member for Natilikmiot.

Member's Statement On Effect Of Overcrowded Houses On Children's Education

MR. NINGARK: (Translation) Thank you, Mr. Speaker. I would like to state my concern over the shortage of housing in communities. We never have enough houses for the population in our communities. There is fiscal restraint on government money, but there are some people, of all ages, who are living in houses that are very overcrowded; not just old age pensioners are affected but also the school children. After the children come home from school they have to do their homework. When the house is too overcrowded and there are too many people in the house they cannot do their

homework. When they return to school in the morning the teacher will ask, "Why did you not finish your homework?" The student cannot answer for himself. It is not his fault, but the fault of the household that is too overcrowded and too noisy for the children to do their homework.

We have to be more concerned about our children going to school. Parents usually cannot help them with their homework and they cannot answer for the condition of the house that they are living in, especially for the ones that are growing up now and going to school. They will be looking after our future. They will be helping us out in the future and we should be more concerned about their well-being. Thank you.

MR. SPEAKER: Thank you. Members' statements. The honourable Member for Yellowknife Centre.

Member's Statement On Action To Eliminate Spousal Assault

MR. LEWIS: Thank you, Mr. Speaker. I would like to recognize in the gallery, again, the family violence project co-ordinators, who spent the weekend here and who are examining what needs to be done to break the cycle of violence. It really damages social life in many of our communities. I believe, Mr. Speaker, that governments throughout the country attempted from time to time to take short-term solutions to problems. They would set up, as we did, a three year spousal assault program and it makes it look as if you are taking this issue seriously. I do commend the government for having taken at least that step. However, it is such a huge problem, that having listened to Mr. Wray's discussion yesterday about our economy, it is pretty clear that even if we can get more people to work, and can get a greater sense of dignity, that this kind of depression, this gloomy future that very often leads to violence in many of our communities, is going to take a long, long time to solve, and we have to get on with it right away. Because unless we do, whatever we do with our economy, it is not going to improve the lot of people in our communities who have found themselves really locked into a cycle of violence. We all know that violence, anger and bitterness does not solve problems. Thank you, Mr. Speaker.

--Applause

MR. SPEAKER: Thank you. Members' statements. Members' statements. Item 4, returns to oral questions. Returns to oral questions. The honourable Member for Slave River.

ITEM 4: RETURNS TO ORAL QUESTIONS

Further Return To Question O14-90(1): Delays In Old Age Pensions

HON. JEANNIE MARIE-JEWELL: Thank you, Mr. Speaker. I have a return to a question asked by Mr. Ningark on February 8, 1990, in regard to delays in old age pensions. Old age security cheques are printed and sent out to all recipients on the last three banking days of the month. Any delay in receiving the cheque is primarily due to the mail service. I have instructed my officials to correspond with the regional director of income security programs, Health and Welfare Canada, to see if cheques being sent to old age security recipients in the NWT could be released at an earlier date in order to avoid unnecessary delays. I will keep the Member informed of the results. Thank you.

I also have another return to an oral question, Mr. Speaker, if

I may.

Return To Question O67-90(1): Empty Government Staff Houses, Pelly Bay

This was a question asked by Mr. Ningark on February 15, in regard to empty government staff houses in Pelly Bay. There are currently two vacant houses in Pelly Bay. They are both heated by the Department of Public Works, as to leave them unheated would cause considerable damage to the structure as well as to the mechanical systems in the winter weather. This damage would cost more to repair than the power and oil charges for this season.

One of the houses, numbered 002, is believed by the people of Pelly Bay to be haunted and they refuse to occupy this house. It was occupied in the fall of 1989 by a hamlet contractor who was brought into Pelly Bay for a month or two. Prior to that it had been vacant for over a year. The other house, numbered 001, was occupied by the hamlet recreation co-ordinator until the position was cancelled two months ago. The hamlet lease with the Department of Public Works was then terminated. These homes are required to fill the staffing needs for Pelly Bay including a waiting list of requests for accommodation. Thank you, Mr. Speaker.

MR. SPEAKER: Thank you. Returns to oral questions. Returns to oral questions. Item 5, oral questions. Oral questions. The honourable Member for Tu Nede.

ITEM 5: ORAL QUESTIONS

Question O131-90(1): Government Position On Bison Herd Eradication

MR. MORIN: Thank you, Mr. Speaker. My question is to the Minister of Renewable Resources. Mr. Minister, has your department made a written submission to the northern diseased bison environmental assessment panel to clarify and make clear the first presentation your department made to the panel? In your written submission did your department lay out, in no uncertain terms, that the eradication of the Slave River lowland buffalo herd is not to be considered as any option at all?

MR. SPEAKER: Thank you. The honourable Member for Amittuq.

Return To Question O131-90(1): Government Position On Bison Herd Eradication

HON. TITUS ALLOOLOO: Thank you, Mr. Speaker. I am not aware at the present time whether my department has made a written submission to the panel. Our position was transmitted to the panel and they understood it quite well, that the total eradication of the herd was not acceptable to us and doing nothing to the herd, in terms of trying to get rid of the disease, is not an option for us either. Thank you.

MR. SPEAKER: Thank you. Oral questions. The honourable Member for Tu Nede, supplementary.

Supplementary To Question O131-90(1): Government Position On Bison Herd Eradication

MR. MORIN: Thank you, Mr. Speaker. Supplementary, Mr. Minister. In your original presentation to the panel it was very wishy-washy, it has no bite to it. It does not say that total eradication is unacceptable to Renewable Resources. So how did you get that message to the panel so it is in the hearing

process? They are still taking written submissions. Have you made a written submission to clarify this presentation?

MR. SPEAKER: Thank you. The honourable Member for Amittuq.

Return To Question O131-90(1): Government Position On Bison Herd Eradication

HON. TITUS ALLOOLOO: Mr. Speaker, the Member is aware of my press release concerning this subject. This government does not agree with the position that was taken by Agriculture Canada for total eradication of the herd in terms of getting rid of the diseased bison. That information was transmitted to the panel. I believe that they have my press release in their information package. Thank you.

MR. SPEAKER: Thank you. Oral questions. The honourable Member for Aivilik.

Question O132-90(1): Training Provided To Nurses, Keewatin Region

MR. ERNERK: My question is directed to the Minister of Health. It is in regard to a concern that I have with the shortage of nurses. Having said this, Mr. Speaker, I am concerned about the tremendous amount of work that is placed upon the nurses in the communities. It must be just a lot of work. However, I do want to ask the Minister, with regard to the news item that was aired on February 15, 1990, through CBC, in which some members of the Keewatin Inuit Association indicated that many of the nurses in the region are not properly trained to work in remote regions. Mr. Speaker, my question is this: What kind of training is being provided to the nurses in the communities, such as the Keewatin Region?

MR. SPEAKER: Thank you. The honourable Member for Nunakput.

Return To Question O132-90(1): Training Provided To Nurses, Keewatin Region

HON. NELLIE COURNOYEA: Mr. Speaker, I believe that the nurses in the smaller communities, in a number of instances, do not have a lot of the special skills that are required to operate comfortably in the community, but I must advise that these nurses are all qualified nurses. However, because of the demands of remote locations the special additional skills that are needed, have not always been available. However, I would like to advise the honourable Member that we have just completed the first professional in-service nurses' training program. I believe three or four of the Keewatin nurses have successfully completed four modules in this pilot project. Seven people from out of the communities have participated and have just returned home, back to the communities, just two days ago. We hope that with the budget allocation and the passing of the budget we will continue to provide this speciality course and to build on modules, so that people can take time and come to a centralized location to be trained, and as well some of the modules will be delivered in the regions.

So, Mr. Speaker, the seven graduates, all professional people who were in the communities and have been there for a number of years, appreciate that they have an opportunity now to receive these special skills that are very important to enable them to deliver the type of programs that the communities are now requesting of them. Thank you.

MR. SPEAKER: Thank you. Oral questions. The honourable

Member for Natilikmiot.

Question O133-90(1): Eligibility For HAP Housing

MR. NINGARK: Thank you, Mr. Speaker. My question is directed to the Minister responsible for Housing. This is with regard to the HAP housing program. During this time of government restraint, I would like to know if the small business operators in the small communities like Pelly Bay, Gjoa Haven and Spence Bay would be given a special criteria to be eligible for HAP housing, especially those small businesses that have contributed to the local economy by hiring people. Thank you.

MR. SPEAKER: The honourable Member for Inuvik.

Return To Question O133-90(1): Eligibility For HAP Housing

HON. TOM BUTTERS: Mr. Speaker, the honourable Member put that question to me yesterday in a written form and I was expecting to answer it a little bit later in the session. However, businessmen who fall under the income criteria of the HAP housing program are eligible for acceptance in the program. If the income is such that they, like other people who are working for a living and receiving a wage, are over the CNIT, core need income threshold, then they are ineligible. My understanding is that a businessman whose income is under the CNIT is eligible for the program.

MR. SPEAKER: Thank you. Oral questions. Oral questions. The honourable Member for Baffin South.

Question O134-90(1): CITES Agreement Re Polar Bear Sport Hunting

MR. ARLOOKTOO: (Translation) Thank you, Mr. Speaker. This is directed to the Minister of Renewable Resources regarding sport hunting of polar bears by dog team. You have mentioned that there is a written agreement in place with CITES, Convention on International Trade in Endangered Species. I would like to get a copy of the written agreement so I can find out what kind of agreement there is. Thank you.

MR. SPEAKER: Honourable Member for Amittuq.

Return To Question O134-90(1): CITES Agreement Re Polar Bear Sport Hunting

HON. TITUS ALLOOLOO: (Translation) Thank you, Mr. Speaker. I could provide the Member with a copy.

MR. SPEAKER: Thank you. Oral questions. The honourable Member for High Arctic.

Question O135-90(1): Potential Compensation For People At Outpost Camps

MR. PUDLUK: (Translation) Mr. Speaker, this question is directed to the Minister of Renewable Resources. There are people living at outpost camps in the NWT. What would happen if there is any exploration near these outpost camps? Is there compensation provided to these people, because some of them have been living at the outpost camps for a long time now. Perhaps there should be compensation of some kind if there is going to be any exploration near the outpost camps. Thank you.

MR. SPEAKER: The honourable Member for Amittuq.

HON. TITUS ALLOOLOO: (Translation) Thank you, Mr.

Speaker. I will respond to that question some time later in this session.

MR. SPEAKER: The Member is taking the question as notice. Is the honourable Member taking the question as notice?

HON. TITUS ALLOOLOO: Yes, Mr. Speaker.

MR. SPEAKER: Thank you. Oral questions. The honourable Member for Yellowknife Centre.

Question O136-90(1): Response To Question O73-90(1) Requested

MR. LEWIS: Mr. Speaker, my question is to the Government Leader. Last week I asked him if he would table in this House a list of all Executive Members' travel from April 1, 1989, until the beginning of this session, and he took the question as notice. Could I ask the Government Leader when I may expect to get that information.

MR. SPEAKER: Thank you. The honourable Member for Iqaluit.

Return To Question O136-90(1): Response To Question O73-90(1) Requested

HON. DENNIS PATTERSON: Thank you, Mr. Speaker. We are working on the information requested. The best answer I can give the Member would be "soon". Thank you.

---Laughter

MR. SPEAKER: Oral questions. The honourable Member for Pine Point.

Question O137-90(1): Routing Of Natural Gas Exports

MR. McLAUGHLIN: Thank you, Mr. Speaker. As you yourself and Members are aware, there has recently been approval, subject to conditions are to be met over the next several years, to export natural gas, eventually to go to California. Recently the chairman of the regulatory panel in California turned down a recommended route which a consortium of pipeline and gas companies had proposed, so that a second route can be evaluated, involving another consortium of companies. I wonder if the Minister of Energy, Mines and Petroleum Resources can give us an idea if the choice of which consortium will be pipelining gas to the United States, to California, will affect where the source of gas might be; whether it will affect us or Alaska as a source of gas.

MR. SPEAKER: Thank you. The honourable Member for Nunakput.

Return To Question O137-90(1): Routing Of Natural Gas Exports

HON. NELLIE COURNOYEA: Mr. Speaker, first of all I would like to thank the Member for giving me notice of the question. There are two projects currently being proposed for the construction of additional gas pipelines to serve the California market. They are called the Altamont and the PGT, Pacific Gas Transmission. The California market offers an excellent opportunity for the Mackenzie Delta gas since its demand for gas is growing, and it currently offers the greatest netback or profit to producers. With continuing growth in California, Mr. Speaker, it is possible that by the time Mackenzie Delta gas is in production, both the PGT and the Altamont projects could be in operation. However, both of them could not be justified today.

I would also like to mention that with ongoing delays in the approval of the gas export licence, the Mackenzie Delta gas producers, Esso, Shell and Gulf, cannot proceed with negotiations with potential buyers in the United States, and nobody knows where the Mackenzie Delta gas will be sold. Some of it will go to California, but it will also likely be sold to other regions in the United States, as well as in Canada. I do not see that the choice between Altamont and the PGT projects could affect, or should affect, the Mackenzie Valley Pipeline, either in terms of the route or in terms of which companies would own and operate the pipeline. Both the Dempster and Mackenzie Valley routes would terminate at Caroline, Alberta, upstream of the northern extension of these two projects. I believe that both the corporate linkages and the linkages between the Mackenzie Delta gas project and the Altamont and PGT projects are indirect and should not have an important bearing on the company who would build and operate the pipeline or on the chosen route. As I mentioned, Mr. Speaker, both of these projects could be in operation by the time the Mackenzie Delta gas is on stream. Thank you.

MR. SPEAKER: Thank you. Oral questions. Oral questions. The honourable Member for Baffin South.

Question O138-90(1): Regulations For Use Of Firearms When Hunting

MR. ARLOOKTOO: (Translation) Thank you, Mr. Speaker. This question is directed to the Minister of Renewable Resources regarding firearms, ammunition or bullets. I need clarification on those. I know at one time they used to use silver bullets. They were restricted and were not to be used for caribou. Later on I found out that I cannot use them to hunt polar bears. My questions is: Is it true that we cannot use those bullets to hunt polar bears? Perhaps there are a lot of hunters in the Territories who do not have complete information about those regulations. If this is correct, all the hunters should be informed about this. Perhaps only 10 per cent of the hunters in the Northwest Territories have heard of these regulations. Thank you.

MR. SPEAKER: Thank you. The honourable Member for Amittuq.

Return To Question O138-90(1): Regulations For Use Of Firearms When Hunting

HON. TITUS ALLOOLOO: (Translation) Thank you, Mr. Speaker. According to the regulations, when we are talking about big game hunting, there are different sizes of bullets that can be used. If it is under .23 calibre, you cannot use it for big game hunting, or if the empty cartridge case is shorter than 44 millimetres in length. Also, a shotgun may not be of four or eight gauge for big game hunting. Above the tree line the rifles that can be used are .222s, .22-250 and higher power; but as for polar bears, if you do not have any general hunting licence there are certain regulations for these as well. For example, the bullets that you are using are not supposed to be less than 2065 foot-pounds of energy, ammunition such as .270 Winchester, 7x57 Mauser, 300 Savage, 7 millimetre Remington Magnum or 30.06 Springfield. These are more powerful than 2065 foot-pounds. Thank you, Mr. Speaker.

MR. SPEAKER: Thank you. Oral questions. The honourable Member for Baffin South, supplementary.

Supplementary To Question O138-90(1): Regulations For Use Of Firearms When Hunting

MR. ARLOOKTOO: (Translation) Thank you, Mr. Speaker. You have given us the numbers of the rifles that could be used in the Territories. The people have not been informed

about this. Perhaps all the hunters should be informed about this because I know we are breaking the regulations because we did not know about these regulations until now. It would be better to inform all the hunters in the Territories so the Inuit hunters could understand these regulations. Thank you.

MR. SPEAKER: The honourable Member for Amittuq.

Further Return To Question O138-90(1): Regulations For Use Of Firearms When Hunting

HON. TITUS ALLOOLOO: (Translation) Thank you, Mr. Speaker. Yes, I can write to the hunters and trappers associations in the communities and tell them what kind of regulations they should follow in their communities. Thank you.

MR. SPEAKER: Oral questions. The honourable Member for Yellowknife South.

Question O139-90(1): Contingency Plans For Disposal Of Hazardous Waste Materials

MR. WHITFORD: Thank you, Mr. Speaker. I have a question I would like to direct to the Minister responsible for Safety, in particular, emergency measures. Everyone is probably aware of the raging fire that is taking place in Ontario in the stacks of tires. My question is not so much related to stacks of tires in the Northwest Territories but to the accumulation of other types of hazardous waste materials. For example, in Hay River I understand there is a large quantity of used and contaminated oils. I wonder if this government has a contingency plan, people trained and equipment ready, in the event of an emergency such as large spills or large fires or other things of a similar nature.

MR. SPEAKER: The honourable Member for Sahtu.

HON. STEPHEN KAKFWI: Mr. Speaker, I wish to take the question as notice.

MR. SPEAKER: Thank you. Oral questions. The honourable Member for Aivilik.

Question O140-90(1): Aviation Safety

MR. ERNERK: (Translation) Thank you, Mr. Speaker. I would like to ask a question about aviation safety. It is a very long question but I will try to shorten it. On December 6, in Repulse Bay, there was a two-engined small plane in a windy area. The wind was up to 35 to 40 knots. That small plane tried to land in that wind. Just before it landed, the airport lights were turned off. The next day the plane we were using tried to take off without the fuel tank lid properly on. What I would like to ask, Mr. Speaker, is, when we find out in the communities about these accidents, who can we go to? Who can we complain to? Thank you.

MR. SPEAKER: The honourable Member for Kivallivik.

Return To Question O140-90(1): Aviation Safety

HON. GORDON WRAY: Thank you, Mr. Speaker. I would like to thank the Member for notice of this question. Unfortunately, I wish I could reward him with an answer, but I am afraid I cannot. We relayed the Member's concerns to Transport Canada and to the Canadian Aviation Safety Board who are responsible for all incidents such as this, investigating them and reporting them, and writing up a report. Unfortunately, we have not had or been able to get a reply from them as to what took place. My head of airports is actually in Ottawa right now. I have been trying to find him to see if I could get him to go over to the offices to see if we

can get an answer. So I am going to have to take the question under advice and when I can get a report, if a report was ever made, I will provide the Member with an answer.

On the second part of the question as to whom they can go to -- aviation safety in the North, indeed in all of Canada, is the responsibility of the Canadian Aviation Safety Board and Transport Canada. I would suggest that because neither of those agencies is represented in the Keewatin, except in Baker Lake and Coral Harbour because they have Transport Canada airports, that in other airports concerns should be relayed to the airport manager or to the regional airports officer who works for the Department of Transportation. We can act as a conduit to relay the request or the complaint to Transport Canada or the Canadian Aviation Safety Board. What I will do, though, in addition to that, is I will advise the Member of the names of the individuals within the federal government to whom complaints can also be referred so that he may wish to pass that along to whomever is interested. Thank you.

MR. SPEAKER: Thank you. The question is being taken as notice. Oral questions. The honourable Member for Rae-Lac la Martre.

Question O141-90(1): Implementation Of Water And Sewer Subsidy Program

MR. ZOE: Thank you, Mr. Speaker. Mr. Speaker, my question is directed to the Minister responsible for Municipal and Community Affairs. It is with regard to the water and sewer subsidy program. My question to the Minister is: Are the proposed changes that are being developed by the department going to be implemented by April 1st of 1990?

MR. SPEAKER: Thank you. The honourable Member for Inuvik.

HON. TOM BUTTERS: Mr. Speaker, last week on two occasions I took that question as notice. I am having prepared a voluminous reply for not only the Member opposite, but other Members who are interested in the implementation of the policy. The answer to that question will be included in that reply.

MR. SPEAKER: Does that mean that the honourable Member is taking the question as notice? Okay, the honourable Member is taking the question as notice. Oral questions. The honourable Member for Kitikmeot West.

Question O142-90(1): Meeting In Edmonton With European Parliament Members

MR. PEDERSEN: Thank you, Mr. Speaker. Mr. Speaker, my question is to the Minister of Renewable Resources. Subsequent to our caucus meeting this morning I have learned that the Minister will be leaving today, for Edmonton, to meet with members of the European Parliament. Could the Minister inform me who will be accompanying him and, also, what topics will be discussed at this important opportunity to meet with the members of the European Parliament?

MR. SPEAKER: The honourable Member for Amittuq.

Return To Question O142-90(1): Meeting In Edmonton With European Parliament Members

HON. TITUS ALLOOLOO: Mr. Speaker, the Member is correct. The members of the European Parliament are coming into the country or, in fact, they are in the country now. They are meeting today with Inuit Tapirisat of Canada and other groups in Ottawa. Later tonight they will be heading to Edmonton to see the trap research in Vegreville, tomorrow. The Member is correct that I will be leaving later this afternoon with the Member for Aivilik, the Member for Natilikmiot and the

Member for Tu Nede. These three MLAs will be accompanying me to meet with these members of the European Parliament to discuss the fur issues that are important to our economy of the Northwest Territories and to tour the trap research in Vegreville. Thank you.

MR. SPEAKER: Oral questions. The honourable Member for Kitikmeot West, supplementary.

Supplementary To Question O142-90(1): Meeting In Edmonton With European Parliament Members

MR. PEDERSEN: Thank you, Mr. Speaker, supplementary. Could the Minister confirm that the cost related to this trip will be borne by the Department of Renewable Resources?

MR. SPEAKER: Thank you. The honourable Member for Amittuq.

Further Return To Question O142-90(1): Meeting In Edmonton With European Parliament Members

HON. TITUS ALLOOLOO: Mr. Speaker, that is correct.

MR. SPEAKER: Thank you. Oral questions. The honourable Member for Tu Nede.

Question O143-90(1): Staff Housing Shortage, Snowdrift

MR. MORIN: Thank you, Mr. Speaker. My question is to the Minister of Personnel. Madam Minister, it has been brought to the attention of the regional director in the Fort Smith office, on numerous occasions, that there is a staff housing problem in Snowdrift. Presently the community of Snowdrift does not have housing to hire a band manager. There is no housing for a band manager. They cannot hire a recreation director because we do not have any housing for a recreation director. The community needs, at some point in time, to bring in outside expertise to train our own people but there is a shortage of housing. Could you make available from some department someone to come into Snowdrift and help us in developing a plan of action on how to alleviate the problem? Thank you.

MR. SPEAKER: Thank you. The honourable Member for Slave River.

Return To Question O143-90(1): Staff Housing Shortage, Snowdrift

HON. JEANNIE MARIE-JEWELL: Mr. Speaker, the process of making available appropriate units in any community is on the request of each department and we, in turn, ask the Department of Public Works to make the units available if they are in the community, or the planning of construction is the responsibility of the Department of Public Works. However, if it appears that there is a need for housing in that particular community, then it certainly can be discussed with the appropriate department officials through their appropriate Ministers. I will see in what manner I can assist the Member to look at his concern. Thank you.

MR. SPEAKER: Thank you. The honourable Member for Natilikmiot.

Question O144-90(1): Length Of Stay Of Doctors In Communities

MR. NINGARK: (Translation) Thank you, Mr. Speaker. My question is to the Minister of Health. The dentists that travel to the smaller communities and the eye doctors who go to the smaller communities, when they travel to the smaller communities they rush through the communities and they do

not help much when they do that. The smaller communities do not always have these dentists and eye doctors available all the time. Can the Minister advise the dental teams and eye teams to stay in a community until they have seen all their patients that they were supposed to see? Thank you.

MR. SPEAKER: Thank you. The honourable Member for Nunakput.

Return To Question O144-90(1): Length Of Stay Of Doctors In Communities

HON. NELLIE COURNOYEA: Mr. Speaker, yes.

MR. SPEAKER: Thank you. Oral questions. The honourable Member for Baffin Central.

Question O145-90(1): Drug Programs For Youth

MR. KILABUK: (Translation) Thank you, Mr. Speaker. I would like to ask this question of the Minister of Youth in regard to the use of alcohol and drugs. The young people are not aware of the dangers of drugs and alcohol to their future. I was told by a young person that they would like a really serious, emotional program against drugs so that it will show the young people the danger of drugs to their bodies. There is more need for promotion against drugs, especially where there is a lot of use of illegal drugs. Maybe a video tape could be made or any type of promotional program on TV, so young people can understand how destructive drugs can be.

The youth council in our community is requesting promotional material and programs that they can make use of from your department. Are there some anti-drug campaign, video tapes or promotional programs available that would help the young people? Thank you, Mr. Speaker.

MR. SPEAKER: Thank you. The honourable Member for Slave River.

Return To Question O145-90(1): Drug Programs For Youth

HON. JEANNIE MARIE-JEWELL: Mr. Speaker, yes, there are programs available from our department to try to combat the abuse of alcohol and drugs. We have a substantial amount of money, in excess of four million dollars, that is available to different communities. Many communities submit these requests through the alcohol and drug board of management and we hope that this funding will also assist individuals in the community in need of assistance for alcohol and drug abuse. There are many communities in the Territories that take advantage of this funding; I would encourage the Member to request his community to ensure, when they formulate their funding requests, that they also attempt to deal with drug abuse. Thank you.

MR. SPEAKER: Honourable Member for Yellowknife South.

Question O146-90(1): Future Of Family Violence Programs

MR. WHITFORD: Thank you, Mr. Speaker. Yesterday I directed a question to the Government Leader in the absence of the Minister responsible for Social Services. This question is very much the same and is directed to the Minister of Social Services and deals with the future of programs to combat family violence. Because of the decrease in budget in this government, does this mean that this government is reducing its priority when it comes to the area of family violence and protection of victims of violence, such as the protective homes, shelters, and things of that nature?

MR. SPEAKER: Thank you. Honourable Member for Slave

River.

Return To Question O146-90(1): Future Of Family Violence Programs

HON. JEANNIE MARIE-JEWELL: Thank you, Mr. Speaker. I want to assure the Member that in no way has this government lessened their support or indicated at any time that we do not feel family violence is a priority within this government; in addition, I also want to indicate to the Member that not only family violence but also the government has many other priorities such as child day-care, child sexual abuse, enhancement for our alcohol and drug programs, along with many other social issues.

I would like to assure the Member that there are ongoing family violence projects throughout the year and many new homes have opened in the last couple of years and assure him that the commitment is there by this government. Thank you.

MR. SPEAKER: Thank you. Oral questions. Honourable Member for Hay River.

Question O147-90(1): Funds For MLAs To Travel With Minister Of Renewable Resources

MR. POLLARD: Thank you, Mr. Speaker. Following up on Mr. Pedersen's question, through you sir, to the Minister of Renewable Resources, I would like to know what part of the Minister's budget the funds being allocated for Members of the Legislative Assembly to travel with him -- where are those funds coming from in the budget, sir?

MR. SPEAKER: Thank you. Honourable Member for Amittuq.

HON. TITUS ALLOOLOO: Mr. Speaker, I am not quite sure at this present time from which section of my department the funds will be used by MLAs who go down to Edmonton. I will get back to the Member with the information.

MR. SPEAKER: The question is being taken as notice. Oral questions. The honourable Member for Aivilik.

Question O148-90(1): Family Counselling Services In Communities

MR. ERNERK: Thank you very much, Mr. Speaker. My question is supplementary to Mr. Tony Whitford's and is directed to the Minister of Social Services about something that concerns me greatly. It is to do with family counselling services in the communities. I have noticed in some of the communities, if not all of the communities that I represent, there needs to be much better family counselling services in the communities. If a family has a problem and requires family counselling in a place like Repulse Bay, where can that couple go?

MR. SPEAKER: Thank you. The honourable Member for Slave River.

Return To Question O148-90(1): Family Counselling Services In Communities

HON. JEANNIE MARIE-JEWELL: Mr. Speaker, along with the other additional responsibilities that each social worker takes on themselves throughout the NWT, it certainly is one area where these counselling services can be made available. However, many communities do not have the privilege yet of being able to keep a social worker in their community.

However, if it is brought to the attention of the department, the department certainly makes every effort to be able to assist families that require such counselling services.

MR. SPEAKER: Thank you. Oral questions. Honourable Member for Aivilik, supplementary.

Supplementary To Question O148-90(1): Family Counselling Services In Communities

MR. ERNERK: Supplementary, Mr. Speaker, are there family counselling services in a place like Rankin Inlet?

MR. SPEAKER: Honourable Member for Slave River.

Further Return To Question O148-90(1): Family Counselling Services In Communities

HON. JEANNIE MARIE-JEWELL: Mr. Speaker, there is no particular program such as family counselling services per se in Rankin Inlet, but I can indicate to the Member that there are many Department of Social Services workers available in Rankin Inlet who can assist families that require family counselling services in Rankin Inlet.

MR. SPEAKER: Oral questions. Honourable Member for Yellowknife Centre.

Question O149-90(1): Regional Director Position, Inuvik

MR. LEWIS: Mr. Speaker, my question is to the Government Leader. Recently there was a competition for the regional director's position in Inuvik. As the critic responsible for Personnel and the whole area of affirmative action, I would like to ask the Government Leader, since I believe, a very competitive, very experienced, career public servant, was given this position, when there were other native applicants who were better qualified, I would like to ask whether affirmative action was applied in this particular situation?

MR. SPEAKER: Honourable Member for Iqaluit.

Return To Question O149-90(1): Regional Director Position, Inuvik

HON. DENNIS PATTERSON: Mr. Speaker, if I heard the honourable Member correctly, he stated he believed there was a competition for the regional director's position in Inuvik. There was no competition for the regional director's position; however, there was a competition for the assistant regional director's position. The regional director's position was filled by direct appointment. As to the Member's point about the affirmative action policy, it was applied in the competition for the assistant regional director's position.

MR. SPEAKER: Thank you. Oral questions. Honourable Member for Hay River.

Question O150-90(1): MLAs' Travel Allowance In Budget

MR. POLLARD: Thank you, Mr. Speaker. To the Minister of Finance. We have been told that in the Executive, Ministers' travel, everything is really tight -- lean and mean is what we have been told in the standing committee on finance, Mr. Speaker. I would like to know from the Minister of Finance, is there an allowance made for MLA's travel when they are putting together the budget, that takes 18 months to put together. Thank you, Mr. Speaker.

MR. SPEAKER: The honourable Member for Yellowknife North.

Return To Question O150-90(1): MLAs' Travel Allowance In Budget

HON. MICHAEL BALLANTYNE: Thank you, Mr. Speaker. I think this probably deserves a little bit more enlightenment on behalf of the Assembly. There is not specifically a line item put into the budget under the heading of MLAs' travel. The Auditor General has brought to our attention that any money expended should be voted in the House. A major concern of the Auditor General is the fact that people should be aware of what is happening. If Ministers consider it part of their overall duty to take MLAs with them, technically it would be possible to do that under Ministers' travel. It is not illegal, but as I said, the most important concern of the Auditor General is that of disclosure.

What normally happens, if there is a budget line, the Assembly votes on it, and they know what they are voting on. We do not have a specific policy because what has happened from time to time -- I took Mr. Gargan with me down to the Navajo Reserve -- Ministers have found it appropriate to include an MLA to enhance the performance of their duties, to bring to bear the MLA's experience or for the MLA to learn something of a process. There has not been a formal process, but we have found it very useful. If it is going to cause a major concern in this House, then it is something we will look at and try to come up with a process.

MR. SPEAKER: Thank you. Oral questions. The honourable Member for Hay River, supplementary.

Supplementary To Question O150-90(1): MLAs' Travel Allowance In Budget

MR. POLLARD: Mr. Speaker, if you are going to make a lean and mean budget, you have to know what you are going to spend the money on, or think you are going to spend the money on, beforehand. My specific question to the Minister of Finance is, do you allow for a certain amount of MLAs' travel in the budget that you put together at the Executive level? Thank you, Mr. Speaker.

MR. SPEAKER: The honourable Member for Yellowknife North.

Further Return To Question O150-90(1): MLAs' Travel Allowance In Budget

HON. MICHAEL BALLANTYNE: I am sorry, I thought I had answered. No, not specifically. There are other items where it can come out if it is justified.

MR. SPEAKER: Thank you. Oral questions. The honourable Member for Baffin South.

Question O151-90(1): Baffin Representation At Meeting On Fur Industry

MR. ARLOOKTOO: (Translation) Thank you, Mr. Speaker. This question is directed to the Minister of Renewable Resources. There is no one from Baffin Region going to the meeting regarding the fur industry. I wanted to ask you how you are organizing the representatives because Baffin seems to be left out. Thank you.

MR. SPEAKER: The honourable Member for Amittuq.

Return To Question O151-90(1): Baffin Representation At Meeting On Fur Industry

HON. TITUS ALLOOLOO: (Translation) Thank you, Mr. Speaker. I thought I was from Baffin Region. First of all,

there were MLAs from Europe going to Edmonton to meet and discuss the fur industry, and the aboriginal people will be attending that meeting. That is what we were told last fall, and at that time I asked during caucus at Norman Wells and the people who were chosen were Peter Ernerk, Nick Sibbeston, Don Morin and John Ningark. Thank you, Mr. Speaker.

MR. SPEAKER: Thank you. Oral questions. The honourable Member for Tu Nede.

Question O152-90(1): Applying Affirmative Action In Direct Appointments

MR. MORIN: Thank you, Mr. Speaker. My question is to the Government Leader. Why is affirmative action not used when you make a direct appointment?

--Applause

MR. SPEAKER: Thank you. The honourable Member for Iqaluit.

Return To Question O152-90(1): Applying Affirmative Action In Direct Appointments

HON. DENNIS PATTERSON: Mr. Speaker, I do not quite understand the honourable Member's question because the affirmative action policy applies where there are a number of candidates and where all other things being equal, it is decided that the government should appoint a particular person because that class of person is under-represented in the public service. For direct appointments there is no competition; therefore there are no other candidates, therefore the policy could not apply because it primarily is used to compare different candidates. When there is only one appointee being recommended to cabinet, then I do not see how the policy could apply.

Having said that, Mr. Speaker, many of the people that are directly appointed, that is without competition, in my experience are in fact themselves eligible under the affirmative action policy in any event. Thank you.

MR. SPEAKER: Thank you. Oral questions. Honourable Member for Tu Nede, supplementary.

Supplementary To Question O152-90(1): Applying Affirmative Action In Direct Appointments

MR. MORIN: Thank you, Mr. Speaker. Supplementary to the Government Leader. So is this just a way to short-circuit the system so you do not have to use affirmative action?

MR. SPEAKER: Thank you. The honourable Member for Iqaluit.

Further Return To Question O152-90(1): Applying Affirmative Action In Direct Appointments

HON. DENNIS PATTERSON: No way, Mr. Speaker, no way. I resent the suggestion, Mr. Speaker. It is imputing a motive, Mr. Speaker, it is suggesting that some trick was done to avoid applying a policy. I happen to believe that the particular candidate who was appointed to the regional director's position would meet the requirements of the affirmative action policy in any event. For both those reasons, Mr. Speaker, I would deny the Member's suggestion. Thank you.

MR. SPEAKER: Oral questions. The honourable Member for Tu Nede, supplementary.

Supplementary To Question O152-90(1): Applying Affirmative Action In Direct Appointments

MR. MORIN: Thank you, Mr. Speaker. A supplementary to the Government Leader. Why would you make a direct appointment then, other than to short-circuit the system?

MR. SPEAKER: Thank you. Honourable Member for Iqaluit.

Further Return To Question O152-90(1): Applying Affirmative Action In Direct Appointments

HON. DENNIS PATTERSON: Mr. Speaker, I have said it already in this session, I am reluctant to discuss the particulars of a competition or a direct appointment where it requires me to reveal information about applicants and their career plans that I do not think is appropriately discussed in public, Mr. Speaker. I am put in a difficult position by the Member's question. I will say that it is part of a career plan for that particular individual and it is part of a career plan for other people in the Inuvik Region which required the rare use of the direct appointment process. I am not prepared to go into greater detail, Mr. Speaker, because I do not think it is fair to the individual in question that our discussions about his or her career, that were held in private, should be discussed in public, in this Legislature. Thank you, Mr. Speaker.

MR. SPEAKER: Thank you. Oral questions. Supplementary, the honourable Member for Tu Nede.

Supplementary To Question O152-90(1): Applying Affirmative Action In Direct Appointments

MR. MORIN: Thank you, Mr. Speaker. Supplementary, Mr. Government Leader. I guess I do not quite understand the process here. What do you do? Do you sit down with these civil servants and discuss their career plans and say, "You do this; we are going to appoint you regional director and this is what you are going to get appointed to next."? How does this work? I do not understand that at all.

MR. SPEAKER: The honourable Member for Iqaluit.

Further Return To Question O152-90(1): Applying Affirmative Action In Direct Appointments

HON. DENNIS PATTERSON: Mr. Speaker, yes, of course we discuss career plans with senior managers in this government. In fact, most supervisors should be discussing career planning with the people that report to them. That is part of the annual performance review. Yes, there is a discussion about the employees' long-term aspirations and discussions take place along the lines of, "If you perform satisfactorily in this position you can expect to move ahead in the public service." That is a very important management tool, I believe, Mr. Speaker, to encourage employees to improve themselves. This Legislature has approved substantial moneys toward training, both inside and outside the affirmative action program, so that employees can move upward toward fulfilling their aspirations within the public service. Thank you.

MR. SPEAKER: Time period for oral questions has expired. The honourable Member for Yellowknife North.

Motion To Adjourn For Federal Budget Speech, Carried

HON. MICHAEL BALLANTYNE: Thank you, Mr. Speaker. I would like to move a motion. I move, seconded by the honourable Member for Iqaluit that the Assembly now adjourn to hear the federal Budget Speech and reconvene at its conclusion.

MR. SPEAKER: The motion is in order.

AN HON. MEMBER: Question.

MR. SPEAKER: All those in favour of the motion? All those opposed? The motion is carried.

—Carried

We shall adjourn to hear the federal Budget Speech and reconvene at its conclusion.

—SHORT RECESS

Item 6, written questions. Written questions.

Item 7, returns to written questions. Returns to written questions.

Item 8, replies to Opening Address. Replies to Opening Address.

Item 9, replies to Budget Address. Replies to Budget Address. I would like to remind Members that this is the last day on which this particular item will appear on the orders of the day. Item 10, petitions. Petitions. The honourable Member for Aivilik.

ITEM 10: PETITIONS

MR. ERNERK: Thank you, Mr. Speaker. I would like to table petition No. 1 containing 53 signatures from Katudgevik Co-operative in Coral Harbour, Northwest Territories. This was sent to me dated January 30, 1990, in which the signatures to the petition indicate that the names contained in this petition oppose the new postal rates for parcels for the Northwest Territories residents. Thank you, Mr. Speaker.

MR. SPEAKER: Thank you. Petitions.

Item 11, reports of standing and special committees. Reports of standing and special committees. Item 12, tabling of documents. The honourable Member for Aivilik.

ITEM 12: TABLING OF DOCUMENTS

MR. ERNERK: Thank you, Mr. Speaker. Mr. Speaker, I would like to table Tabled Document 20-90(1), Resolution No. 8-90, which I received today from the Keewatin Inuit Association, who recently completed their annual general meeting, entitled Inuktitut Speakers in Senior Government Positions. Mr. Speaker, this document, this resolution, urges the Government of the Northwest Territories to recognize the importance of having people who are fluent in Inuktitut in senior government positions at the regional level. Thank you, Mr. Speaker.

MR. SPEAKER: Thank you. Tabling of documents. The honourable Member for Aivilik.

MR. ERNERK: Thank you, Mr. Speaker. Mr. Speaker, I would like to table Tabled Document 21-90(1), Resolution No. 4-90, entitled Inuit Circumpolar Conference Initiative to Research the Feasibility of a Common Inuit Orthography. The "therefore" clause indicates that the 1990 annual general meeting of the Keewatin Inuit Association, having carefully reviewed ICC resolution 89-34, is in complete support of the intent of this resolution and will do everything possible to encourage and facilitate the work of the committee to be formed as a result of this resolution.

Mr. Speaker, the Inuit Circumpolar Conference, during their meeting in Sisimiut in the summer of 1989, passed a resolution asking the circumpolar Inuit communities to develop a common writing system between the four countries: the Soviet Union, Greenland, Canada, as well as the state of

Alaska. Thank you.

MR. SPEAKER: Thank you. I just want to remind Members that, during tabling of documents, you do not have to read the content of the document as opposed to the general description of the document. Tabling of documents. Tabling of documents. The honourable Member for Aivilik.

MR. ERNERK: Thank you, Mr. Speaker. I wish to table Tabled Document 22-90(1), Resolution No. 12-90, from the Keewatin Inuit Association annual meeting regarding the Royal Canadian Mounted Police. The resolution, Mr. Speaker, supports the efforts being made by the Royal Canadian Mounted Police to encourage young aboriginal people to join the force. The second part of the "therefore" clause indicates that the Keewatin Inuit Association also supports the emphasis being placed by the RCMP on preventative drug and alcohol awareness programs. Thank you, Mr. Speaker.

--Applause

MR. SPEAKER: Tabling of documents. The honourable Member for Rae-Lac la Martre.

MR. ZOE: Thank you, Mr. Speaker. Mr. Speaker, I would like to table Tabled Document 23-90(1), a response received by the NWT Association of Municipalities on their comments with regard to the proposed water and sewer subsidy program. These responses are from Chesterfield Inlet and Cambridge Bay. Thank you.

MR. SPEAKER: Tabling of documents. The honourable Member for Aivilik.

MR. ERNERK: Thank you, Mr. Speaker. I would like to table Tabled Document 24-90(1), Resolution No. 9-90, regarding transient centres. The "therefore" clause indicates that the Keewatin Inuit Association annual general meeting urges the Keewatin Regional Health Board to make every effort to turn the transient centres in Churchill and Winnipeg into supportive workplaces which stimulate their Inuit staff and encourage them to develop commitments to health care professions. Thank you, Mr. Speaker.

MR. SPEAKER: Thank you. Tabling of documents. Tabling of documents.

Item 13, notices of motion. Notices of motion.

Item 14, notices of motion for first reading of bills. Notices of motion for first reading of bills.

Item 15, motions. Motions.

Item 16, first reading of bills. First reading of bills.

Item 17, second reading of bills. Second reading of bills.
Item 18, consideration in committee of the whole of bills and other matters: Committee Report 1-90(1), Report of the Standing Committee on Finance on the 1990-91 Main Estimates; Bill 9-90(1), Appropriation Act, 1990-91; Committee Report 2-90(1), Special Committee on Northern Economy Report, "Building Our Economic Future", with Mr. Pudluk in the chair.

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

Bill 9-90(1): Appropriation Act, 1990-91

CHAIRMAN (Mr. Pudluk): I will call the committee to order. We are on Bill 9-90(1), Appropriation Act, 1990-91. I wonder if the Government House Leader would make his comments.

HON. MICHAEL BALLANTYNE: It is our understanding that the committee would like a little bit more time to study the documents distributed by Mr. Wray on Economic Development; so we are proposing to go today with the Department of Transportation.

CHAIRMAN (Mr. Pudluk): Is this committee agreed?

SOME HON. MEMBERS: Agreed.

--Agreed

Department Of Transportation

CHAIRMAN (Mr. Pudluk): Page 11.09. Mr. Wray, it is your department, I believe. You have your opening remarks.

Minister's Opening Remarks

HON. GORDON WRAY: Thank you, Mr. Chairman. I am pleased to present to the Legislative Assembly the proposed 1990-91 main estimates for the Department of Transportation, and to provide a brief overview of the proposed plans and objectives of the department for the coming year.

In accordance with the directions of this government and the Legislative Assembly, the department is giving high priority to the development of transportation infrastructure. Transportation is one of the key factors in the improvement of the economic situation in the Northwest Territories. Without adequate access, residents and visitors, and the goods and services required, cannot reach the smaller communities at a reasonable cost. However, there is not sufficient funding currently available to ensure that the facilities to support improved access are provided. Our own NWT resources must be supplemented by increased federal funding. The extent of the existing shortfall in facilities is now being determined.

Development Of Transportation Strategy

At this time the department is undertaking the development of a long-term strategy for the provision of essential transportation facilities across the North. This transportation strategy will complement the overall economic strategy of the GNWT, with its focus on jobs, income opportunities, and improved employment-directed training for residents in the smaller communities. Implementation of the transportation strategy will provide improved access to jobs and training, reduce the costs of goods and services, and encourage tourism into these less developed areas.

I hope to be able to present a summary of the strategy to the Members of the Legislative Assembly before the end of the session. The output from the transportation strategy will also be reflected in the final report of the capital needs review process. This strategy underlines our belief in the importance of adequate transportation facilities to the development of the northern economy.

This past year has seen the accomplishment of several departmental objectives, including the establishment of a regional office in Inuvik. In the highway reconstruction program, effort has been concentrated on the improvement of the most heavily travelled road in the Territories, the road from the Alberta border to Yellowknife. This summer will see the completion of reconstruction and paving on highway one between the border and Enterprise. I am pleased to say that Hay River and Enterprise will be the first NWT communities to be linked to the rest of Canada by a paved highway which approaches national standards.

The highway to Yellowknife is also one of our most important tourism routes, and over the next decade it is hoped to have

most of it upgraded and paved. As you are no doubt aware, this road has been plagued with problems over the past several years, with the section between Fort Providence and Rae-Edzo being the worst in terms of dust and rough conditions. We are beginning this winter with the production of granular material to reconstruct this section and will be taking steps in the spring to increase substantially the length of dust-free driving on those sections which will not be reconstructed in the immediate future.

With the increased traffic on our highways, providing safe operating conditions requires a higher level of maintenance effort and an increase in public and driver awareness with respect to highway safety matters. I am concerned with the loss of life and the financial costs which result from traffic accidents. This department will continue to work on improvements to the road network and on program designed to foster awareness in the driving public of their responsibilities while driving on our roads. I have, therefore, directed my department to ensure that those activities contributing to a safer driving environment are not cut back in this time of restraint.

I am also pleased to advise that this department has embarked on a co-operative program with the Department of Economic Development and Tourism, to support and encourage the tourism traffic which comes to the NWT by road. This program will see the development of additional roadside pullouts and information signs along the major routes, including the Dempster highway. In this way we hope to encourage more tourists to come to the North for a pleasant travelling experience and to spend more time up here.

In light of the recent funding reductions imposed by the federal government, the proposed departmental funding has been increased by only \$1,338,000 to \$28,447,000, despite the significantly increased demand for transportation facilities and services.

In reviewing this department's budget, you will note some minor reallocations of budget between salaries and other O and M, and activity to activity, and some more major budget adjustments between headquarters and the Inuvik Region. The minor adjustments are a result of the "settling-in" period of this new department and the subsequent revisions that are required to ensure the optimum utilization of the resources available. The major adjustments from headquarters to Inuvik reflect my commitment to provide the management and delivery of our programs as close to the end user as possible.

Transfer Of Responsibilities From Federal Government

The department will continue to actively pursue the devolution of increased responsibility to the Government of the Northwest Territories for the provision of transportation facilities and services which are normally provincial in scope. In the past, these activities have been undertaken by the federal government, which is not always responsive to the special needs and desires of the residents of the North. Hopefully, future decisions and priorities determined in the North, with the participation of NWT residents, will more closely reflect all of our needs.

Transfers to the GNWT to date include highway maintenance and intra-territorial reconstruction activities. I wish to advise the Assembly that negotiations for the transfer of responsibility for inter-territorial road reconstruction and Arctic B and C airports are still in process. The highway transfer is expected to be approved by the federal government soon, with retroactive effect back to April 1, 1989. I am also hopeful that the airports transfer will be finalized and come into effect on April 1, 1990.

In the design, construction and maintenance of the various transportation infrastructure projects the department will, to further the aims of the government's economic strategy, continue to play a major role in employment creation and economic development in the NWT, both directly and indirectly. The directions followed previously by the department will be continued: policies, procedures and practices which encourage and promote local and northern involvement will be utilized to ensure maximum benefit to the northern economy. Additional effort will also be made to have federal transportation capital projects implemented by the GNWT, using GNWT contract procedures which give preference to northern contractors utilizing local and northern employees and businesses.

As indicated above, training of local personnel to undertake the work required to maintain the transportation infrastructure will also be a key objective of the department.

Privatization Of Transportation Operations

The privatization of many transportation operations is another major thrust of the department. Currently the ferry operations are fully privatized to northern contractors, and over 50 per cent of the highway maintenance effort is provided by northern contractors. All road, airport and wharf construction and reconstruction projects are similarly undertaken by the private sector.

In response to the continuing demand for improved small craft facilities in those communities so dependent on access to water, the department is increasing its efforts in this area. Co-operative programs with the federal Department of Fisheries and Oceans and with Transport Canada are in preparation to provide infrastructure to support renewable marine resource harvesting and tourism activities.

Forty-one existing secondary airports in the NWT are administered by the GNWT, most of them on behalf of and in co-operation with Transport Canada. In most cases the local hamlet or settlement operates the facility, with financial support and technical advice provided through the Arctic airports division. It is anticipated that negotiations to transfer responsibility and funding sufficient to construct or improve airports at those communities requiring improved facilities, as well as to operate and maintain existing airport facilities, will be completed in the near future. Recent negotiations involving the federal Minister of Transport and myself will hopefully lead to a resolution of the current problems with respect to funding for improved facilities at Paulatuk, Rae Lakes, Snowdrift, Lac la Martre, Fort Good Hope and Pelly Bay, and for the completion of other projects initiated by Transport Canada.

The motor vehicles division maintains a computerized registry of motor vehicles and drivers in the NWT, in accordance with the Motor Vehicles Act and regulations. Substantial revisions to the registry system are being made to enable the data base to provide up-to-date responses to enquiries about motor carrier operations and drivers.

To summarize, Mr. Chairman, the Department of Transportation's proposed 1990-91 budget provides some \$28.5 million for O and M. The main estimates do not include the funding which will be transferred following devolution of the road and airport programs from the federal government.

In developing the 1990-91 budget for the Department of Transportation I have attempted to keep the demand for new resources to a minimum, without compromising on service to the public. I am sure you will concur that this is a modest increase, notwithstanding the impact of inflation and the higher

level of demand across the NWT for essential transportation infrastructure.

The programs delivered by this department have a major impact on all communities and are an important factor in the economic and social well-being of the North. Not only do transportation development projects provide direct economic benefits to NWT residents through employment, but the cost of delivery of goods and services, and passengers, is directly affected by the level of services provided.

It is this department's intention to develop a transportation infrastructure which provides the most benefit for the least cost to all residents across the Territories. Improvement of the transportation facilities in all modes is essential if the Northwest Territories is to advance both economically and socially. Thank you, Mr. Chairman.

CHAIRMAN (Mr. Pudluk): Thank you, Mr. Minister. Does the chairman of the standing committee on finance have any opening remarks?

Comments From Standing Committee On Finance

MR. POLLARD: Thank you, Mr. Chairman. Mr. Chairman, first of all with negotiated versus tendered contracts -- I might add that the Minister has just said "the most benefit at the least cost", Mr. Chairman. The Minister explained the rationale behind negotiating a contract rather than using the normal tender process. The committee has two concerns with the negotiation of contracts. First, contracts involve the expenditure of public funds and there should be the same accountability and value for the public dollar regardless of whether the contract is tendered or negotiated. Secondly, Mr. Chairman, Members are concerned that the corporations that get negotiated contracts are not learning the skills necessary to compete in the normal tendering situation.

With respect to bid bonding, Mr. Chairman, the Minister and his department seem to recognize the difficulties bid bonding imposes on small northern companies which are attempting to grow and bid on large projects. While the issue of removing the bid bonding requirement or modifying it for qualified northern companies is complex, Mr. Chairman, the committee believes that the department must explore various options as part of the GNWT's effort to encourage local involvement and the growth of the NWT economy.

Recommendation 25 this year, Mr. Chairman, would be: "The committee recommends that the Department of Transportation review the rules governing bid bonding and consider options to assist northern businesses."

With regard to a transportation tax, Mr. Chairman, the committee supports the implementation of a transportation tax which would allow companies which make the most use of the highway and road system to contribute toward the cost of construction and reconstruction.

There was a local concern, and that was the travel to Dettah, Mr. Chairman. The Department of Transportation provides support for both a land road and an ice road to Dettah during the winter. The committee questions the need, particularly in times of financial restraint, for both roads. Thank you, Mr. Chairman.

CHAIRMAN (Mr. Pudluk): Thank you. Mr. Minister, do you wish to bring in any witnesses at this time?

HON. GORDON WRAY: Yes, Mr. Chairman.

CHAIRMAN (Mr. Pudluk): Does the committee agree?

SOME HON. MEMBERS: Agreed.

--Agreed

CHAIRMAN (Mr. Pudluk): Thank you. Mr. Minister, for the record, could you introduce your witnesses?

HON. GORDON WRAY: Thank you, Mr. Chairman. I have with me Mr. Gordon Barber, assistant deputy minister for the Department of Transportation, and Mr. Jim Windsor, director of finance and administration for the Department of Transportation.

CHAIRMAN (Mr. Pudluk): Thank you. General comments. General comments. Does the committee wish to go to details now? Agreed? Mr. Whitford.

Deterioration Of Mackenzie Highway

MR. WHITFORD: Thank you, Mr. Chairman. I guess somebody has to bell the cat here. During the review of the budget earlier on in December there were things said at the time of some significance to some of the recommendations that we made. Certainly the local issue here in time of restraint was why we have two roads running to Dettah during the winter. We have the one across the ice which is not open until late November or December and then we have the one that is maintained almost 100 per cent all the way around. There was certainly a concern over that. I do not know what the department thinks on that particular question.

More seriously, going back to the condition of the highways, I said then and I will say it again, back in the early 1960s when the road was being built I was working on it, and I have seen a continuous deterioration of this road over the years. It is really sad in a country where we depend so much on highways. In this particular case it is the road between the river and here that has suffered the most damage over the years and it has never really been rebuilt. That road was built back in the late 1950s and early 1960s to accommodate the traffic of the time, and I do not think it was foreseen that there would ever be A-trains and B-trains carrying the amount of weight and the numbers of trucks and heavy hauls that have been over that road in the years subsequent to the building. I would think that the department, or perhaps the federal government because they were ultimately responsible for the building and maintenance over the years, never really paid much attention to that. We have always talked about how resources are important and how roads were important, but once that road was built, everything was left at that.

I think there have been some minor changes. I say minor because it only involved a short piece of the road back in the 1970s that was straightened between Yellowknife and Fort Rae -- at least an attempt was made at straightening it. There are some pretty sharp curves there, but the road conditions improved a bit even though there were still a lot of curves. Per mile I think we have the most curves in Canada on that road between here and Rae. Some attempt has been made to change that. But other than that I saw only periodic digging out of soft spots and replacing the materials with other things.

In my opinion again, Mr. Chairman, to a large degree that road is built on a very good foundation. Some of the places that I recall, all we had to do was to take off the overburden or the surface, the moss, the trees and those big boulders, and for the rest of it we just pushed material up from the ditch and packed it on the road. The material underneath had been sitting there for 50,000 to 100,000 years, placed there by the glaciers, and I do not think it needed much improvement over that, it was just a matter straightening it out. There were

odd spots, of course, that we had to go over muskeg to fill. But getting back to the thrust of my comments here, that is, the steady declining of that condition -- you drive over it now and it looks like a trail. You come off the highways in Alberta and you swear that you are running into the bush. It has improved a little bit between the border and Enterprise but from then on I think it requires an awful lot of work. I am glad to see the Minister, in his five year forecast here, is looking very seriously at rebuilding this road to accommodate the type of traffic that we are going to be experiencing and are experiencing already.

There has been a lot of talk about building bridges across the Mackenzie River but give me a good road before you give me a bridge. I think the people of this area certainly will be much happier, and the tourists will also be happier to drive over a road that does not threaten their lives rather than have the convenience of crossing over a bridge instead of waiting for a ferry. I think the ferry is a good system and a system that we can keep for a number of years yet without any difficulty. The new and improved building of that ice road across the Mackenzie is going to shorten the length of time between freeze-up and break-up -- the time we can get commercial traffic across that river.

Accommodation Of Heavy Commercial Traffic

I think the main thing is the upgrading of the road to accommodate the type of traffic that we have today. I think that people have, for quite a while now, expressed their fears about this road and I think the department is making strides toward improving that. I guess it always boils down to who is going to pay for this. I think that, ultimately, the public will pay in one way or the other but there are some suggestions of putting a tax on it for the users. I say this because it is the bigger trucks that are wrecking the road. Just looking at the road between Yellowknife and the cottage area, there is a strip of road there that received a tremendous amount of abuse and it does not take an expert to really point a finger at who the abusers were. It is certainly not the holiday camper that comes to visit us from the South and it certainly is not the little car pulling a boat trailer to the lake that is doing the damage. I think it is the heavy haul vehicles that use the road at certain times of the year. I said last year and I will maintain until somebody can prove me wrong, that these vehicles were far from running within their legal requirements. I have seen trucks there with boulders on them that were on the verge of falling off. I have seen trucks from which boulders, in fact, did fall onto the road. All it takes, as we well know, is a little bit of time, a rock here today and a rock tomorrow and a rock the next day and pretty soon you have got this road pounded to bits. You get rain that soaks through the cracks in the pavement and the heavy truck comes over the top of it that is not supposed to be hauling that heavy a load and it pushes out a little bit more of the dirt.

It has improved, I agree, since last year and I think the department is to be commended for the emergency work that it has done and certainly the department is to be commended for the emergency work they did on that highway last year. I think the public was somewhat relieved to see some work being done on it, between Providence and Yellowknife, where there were some soft spots. There is a long way to go yet but I am anxious to see, and I think the travelling public is anxious to see, the improvements that will come about this year as a result of the improvements that the Minister is forecasting for this year.

I noted in his opening comments that they are stockpiling granular material and I certainly hope that they do not use the same type of material that the Minister mentioned last year as an explanation as to why trucks were sliding off the road. I think we have got some good gravel around the country, rock

and granite that might improve things, and I am sure that all of these things will be taken into consideration.

Improved Signage Required For Roads Under Construction

I think that in order to protect public safety in the construction season that is coming up that the department should take extraordinary steps to ensure that the public are aware of what is happening on that highway. I did travel over it last year at one point in time and it was really difficult to tell at times where the construction was beginning because of the signs. I realize that a little red triangle means a bump but I think that there should be an adequate sign to explain the seriousness of the construction work taking place and a warning of loose gravel, of the possibilities of hitting this gravel suddenly and the looseness of it that will sway the vehicles so much that they are going to lose control.

I know that they have put up signs that tell you to slow down and I know that they have put up signs that tell you that there is construction for the next few miles but somehow or other it did not convey the message of the danger that the public would face when they come to these soft spots. I think that was the biggest complaint that I heard last year, that there were some very touchy areas when it came to driving and that you hit them very suddenly. I think that in the construction year coming up the government should take one step more than just what they did last year to warn the travelling public that the department is working on their behalf and they are doing everything to ensure their safety but really to hit home that point that this road is dangerous to travel on at greater than the normal speed for a particular period of time. A lot of it is in excellent shape, I must admit, for a gravel road that is over 25 years old. I just wanted to point that out and hope the department will take that into consideration. I think, Mr. Chairman, for the time being that will be my opening remarks.

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

Financial Restraints May Limit Expansion Of Road Network

MR. LEWIS: Thank you, Mr. Chairman. I was just listening to the Finance Minister giving his budget and it struck me, as I was listening to the numbers there, that for a population of just 52,000 we spend a billion dollars and for all of Canada we spend \$100 billion. In other words, we spend one per cent of the total federal budget for 52,000 people.

When I looked at some of the plans that we had for the future I know that many people have said, "Well, even with all the money we get for the small population, there are so many things that we do not have here that southern Canadians have and we feel we have a right to have them." But, given the kind of financial situation that we see ahead of us and the need to build up infrastructure, it seems that all the great plans -- even though I think we do have a lot of money still to serve the size of population that we have -- and the kinds of transportation challenges that we have over the next several decades, will demand the kind of money that I just do not see becoming available, the way things currently stand.

I know that the government had set aside some money, I cannot remember the exact figure now, but there was the intention to set aside some money for transportation infrastructure, but it seems that given the news that we received from Ottawa just before Christmas, that we have to be a bit more realistic about what we are going to be able to do to develop some kind of transportation network -- I am thinking now particularly of roads, Mr. Chairman.

I know that there has been a dream for a long time to build roads, for example, to the Arctic Coast. That has been a dream for a long, long time. We were assured when we met

with the NWT Chamber of Mines some time ago that it will be very possible to build a road to the Arctic Coast and if it were built in a certain way, they would be in a position to show the government where, in fact, that road would achieve the purpose of reaching the coast and also go by beauty spots and so on that would be of interest to tourists, but also would be close enough to mineral deposits that would help to stimulate the mineral industry over a period of time. I know that there was a committee set up to look at this issue of transportation infrastructure.

Another dream that many people have had for a long time is to have some kind of road that will go from this road here, the road into Yellowknife, and extend it as far as Hudson Bay. We would begin having then, into the foreseeable future, some vision of a transportation network, because we cannot just assume that we can develop by making use of air travel, air freight, and so on. To really develop as an economic unit, we have to find some way of building roads. That is a huge challenge and I do not see any simple solution to it because we do not have the kind of capacity that the other jurisdictions have to raise revenue. We just cannot go to the market and borrow the \$300 million to begin work on these megaprojects, which perhaps in the long run are needed.

I am just wondering whether that plan to develop that infrastructure now has to be really radically addressed, simply because now we have to face new economic, new financial realities, given the kind of budget that we are looking at this month and also looking at the news that we saw today about what Mr. Wilson has to do.

CHAIRMAN (Mr. Pudluk): General comments. Mr. Arlooktoo.

MR. ARLOOKTOO: (Translation) Thank you, Mr. Chairman. Although it does not seem to be very much of a concern to the Department of Transportation, our transportation facilities are not of a concern here because we do not have any real highway. In your budget I do not see what responsibilities your department would have in the Baffin area. There does not seem to be any budget for it.

CHAIRMAN (Mr. Pudluk): Mr. Wray.

HON. GORDON WRAY: Contained in the budget is the funding for all airports in the Baffin Region and for some work on minor dock programs in the Baffin Region. The reason it does not show up in detail is because all the work that we do in airports is on behalf of third parties and that is where it shows up in our budget.

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

Possible Funding For Ice Roads In The Baffin

MR. ARLOOKTOO: (Translation) Thank you, Mr. Chairman. Yes, that is exactly how it is. Airport maintenance is in there, I can see that. In the Baffin Region we do not use many ice roads, although it is possible if there was funding available to maintain ice roads. If a person was from Cape Dorset he could build a road to Fish Lake during the winter. As well, as if somebody was living in Lake Harbour, they could build a road to go part way to Fish Lake. For people from Iqaluit to Cape Dorset, they could probably build ice roads too, along the bay.

I am sure if there were such transportation facilities available it would be much easier for the people. If we make a proposal, would it be possible to get funding from the Department of Transportation? As well, for people going to Iqaluit, the ice and snow are very rough, so maybe we could get some funding to maintain the road. There could be a proposal to make funding available. Here in the West you

have ice roads as well as highways which are regularly maintained. Could the people from the Baffin make a proposal to have a road built? Even from Pangnirtung an ice road could be built, if you could even consider such a proposal.

In Yellowknife there are some runways down on Great Slave Lake and in Pangnirtung there are not good runways. If you want to use runways on the bay, would clearing the bay be possible?

CHAIRMAN (Mr. Pudluk): Mr. Minister.

Ice Road Program Federal Responsibility

HON. GORDON WRAY: Thank you, Mr. Chairman. I can somewhat sympathize with the Member, coming from the Eastern Arctic myself, that when you see the highway and ice road network in the West you tend to get a little jealous. I guess for us in the East it is unfortunate because so much of this work was controlled by DIAND and to this date it is still controlled by Indian Affairs; that for whatever reason, and I do not pretend to know because I was not around in the 60s and 70s when these decisions were made, the federal government seemed to assume that there could be no highway or ice road operations in the Eastern Arctic -- in the Keewatin, Kitikmeot, Baffin Regions. Consequently they never, never did put money into their budgets or fund them. And unfortunately the bottom line for the Member's questions is to this day they still will not fund them.

We still do not control all of the highway work that goes on. The only work that we control at present is the intra-reconstruction program, which we negotiated from the federal government in 1986. For example, for ice roads, because they are classified as new roads, the money comes from the federal government. It is still the federal government's responsibility for new ice roads. That program still lies with the federal government. The program that Mr. Arlooktoo was referring to in terms of smaller community roads out to Fish Lake or picnic sites, whatever, that still lies with the federal government. It comes under what is called the community resource access program. We are negotiating at this point in time the takeover of those programs. The problem is that the federal government never put money into those programs for the Eastern Arctic and have consistently refused to fund initiatives in the East.

With regard to the airports, it is pretty much the same state. We are responsible for the O and M in the airports, but that is money that is transferred to us by the federal government. Really the only program that is ours, that is a territorial government program that we have control of -- and the Legislature ultimately has control of -- is still the intra-reconstruction program.

At this point in time, I am not particularly hopeful that we will be able to do anything unless we get new sources of money. That goes back to what Mr. Lewis was alluding to; we are now developing a transportation strategy. For the first time ever in the history of the North we have sat down and we have put into one book the requirements for transportation all across the Arctic. As part of that transportation strategy, there will be identified things like ports and docks in Baffin, highways in some of the Eastern Arctic, community resource access roads. But that does not mean that we are going to be able to do them. The next step will be to go to Ottawa to negotiate new funding. As Mr. Lewis has said, they are going to be pretty tough negotiations.

The federal government has never had money for any of these initiatives, so we are talking about a whole new program, and I guess our only hope is that we can convince the federal

government that these things are just not necessarily in the interests of Northerners, but they are in the interests of Canada as a whole. That is our only hope of negotiating new funding. When I say that, I say that if we ever hope to see a highway from Northern Manitoba into the Keewatin, or a fully paved Mackenzie highway, or an extension of the highway to the Arctic Coast, or proper docks in Baffin, or proper airports, then we have to show that there is going to be economic benefit to southern Canada as well as northern Canada for the very simple reason that Mr. Lewis explained -- the federal government takes a look at us and sees 55,000 people and they say, "We just do not want to spend one or two billion dollars on 55,000 people."

It is going to be extremely difficult. I have no illusions about how tough it is going to be. The biggest problem and the bottom line, and why we have seen nothing and why we probably will not see anything with regard to what Mr. Arlooktoo is talking about, is that the federal government, for whatever reason, has never seemed to acknowledge the need for the kind of transportation infrastructure in the East that you now have in the West. It is going to have to be all new funding and all new negotiations, and it is going to be pretty tough.

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

Construction Of Dock In Pangnirtung

MR. KILABUK: (Translation) Thank you, Mr. Chairman. I will make this short, but I also have a question. In my community, as of a year ago, they have tried to get a dock. They have been requesting this for quite some time now. Perhaps the Department of Transportation could support us in trying to get this project going in the summertime. Will the Minister be supporting us to build a dock this summer?

Also, Clyde River is trying to get airport equipment. Is the runway going to be upgraded or extended, or do you know what they are going to do to that airstrip? There is some equipment there already. Do you know what is going on, or are they going to go ahead and extend the runway in Clyde River? Thank you.

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

HON. GORDON WRAY: Thank you, Mr. Chairman. With regard to the dock in Pangnirtung, and the Department of Transportation support, I think our role is a little bit stronger than just support. We are the lead agency in trying to promote this dock. We are presently in negotiations with the federal Department of Fisheries and Oceans to see if, under the small crafts harbour program, we can access federal funding to put the dock in. It is our desire to put a dock in there and we think there may be a chance to get some money from the federal government to do it. Those negotiations have not been completed, they are still under way. I will keep the Member informed as we keep negotiations going.

With regard to improvements to the airport at Clyde River, those are a purely federal responsibility. I cannot make a commitment obviously that they are going to be done. What I can do is inform the Member that the best information that we have available to us from the federal government -- and remember this can be changed by the federal government at any time so I do not want the Member to think that I am telling him that definitely these things will go ahead -- is that, yes, improvements will be carried out to the Clyde River airport beginning in the year 1990-91. That is all I know. I do not have the details as to what is going to be done or how much they are going to spend. All we know is that they are planning to do some work -- but remember they told me last

year that they were going to construct a terminal building in Arviat and they never did it. Just because they have told us that they are going to do it, does not mean it is going to happen.

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

Channel For Information Re Federal Programs

MR. ARLOOKTOO: (Translation) Thank you, Mr. Chairman. I will make this short. I have a question. Since we never have any information from the federal government as to what kind of programs they have, who is our agent, who is our information official between federal programs and territorial programs? Perhaps you are our main information source between the federal and territorial governments. There must be somebody that they are reporting to, somebody from the territorial government -- although we have a Minister who is reporting to the federal government -- perhaps one of the territorial Ministers. Thank you.

CHAIRMAN (Mr. Pudluk): Mr. Minister.

HON. GORDON WRAY: Thank you. I do not know if the federal government reports to anybody. They are supposed to disclose information to us, but sometimes they do not. Remember, in airports we deal with three very different offices. We deal with Montreal, we deal with Winnipeg and we deal with Edmonton. We have, shall we say, more success in getting information from the Edmonton office than we do from the Montreal office. But we have not had great success in pinning down Transport Canada in exactly what their plans are, because their plans seem to be able to change very quickly. They are supposed to keep us informed through a joint federal-territorial committee as to what capital projects they are planning but many, many times, and not just in transport but in other joint programs, we find that information feedback breaks down and we hear about things on the radio about the same time as the public. So it is pretty hit and miss. There is no proper reporting relationship. The federal government has always maintained its right to make whatever decisions it wants and inform us when and if it feels like it.

In terms of the Clyde River situation, they have told us they are going to do some work but we have not had confirmation yet as to whether or not they are going to go ahead with it.

CHAIRMAN (Mr. Pudluk): Thank you. General comments. General comments. Does this committee wish to go to details now? Mr. McLaughlin.

Road Reconstruction On Faulty Bases Poor Solution

MR. McLAUGHLIN: Thank you, Mr. Chairman. I just have one general comment and a few questions on highways. I would like to mention one thing that has bothered me over the years and that is the capital program that was put in place several years ago to widen and straighten and pave the highway between the Alberta border and Enterprise. Several years ago I told them that instead of reworking and rebuilding this road they would be better off constructing a new road, paralleling the existing road. They came up with all these facts and figures about how widening and straightening the existing road would save us so much money. In that period of time they have spent approximately three times the amount of money they originally planned to do this and it is still not paved from the border to Enterprise.

I think one of the problems was that the original base of that road, some of which was built in the 1940s and 1950s by pushing logs into swamps and stuff like that, is still built into the base of that original road. I have a lot of difficulty when

I hear about these plans that they are going to do and I also look at this reconstruction they are proposing from Rae-Edzo to Yellowknife with the same concern; you are going to try and rebuild existing roads which are faulty to start with, they have a lot of curves in them and you are going to kill dozens of people while you do this. This has happened between Pine Point and Hay River and between Hay River and the Alberta border, during construction, with the dust and the heavy equipment driving around. Sometimes it was the contractor's fault and sometimes it was the general public's bad driving habits that cause these deaths but the point is that it happened.

I do not think you have a permanent solution when you rework some of these old bases. I think one of the best ways to test out how good your base is, is to do the type of asphalt coating that was done between Pine Point and Hay River over a good gravel based road. It was also done between the Pine Point maintenance highways camp and the area south toward Fort Smith, toward Wood Buffalo Park. A lot of times this asphalt coating breaks up on the surface and sometimes it washboards. If you ask anybody from Pine Point, Fort Resolution, Fort Smith how good it is to finally reach that asphalt coating and be out of that dust, which is dangerous, they will say it is a better situation than having just a gravel road.

The other thing that asphalt coating does is tell you where your base is no good. I think you should do a lot more of the asphalt coating before you undertake a lot of these major road rebuilding programs. The asphalt coating is cheaper, it causes you not to have to grade the gravel roads in the summer and it also kills the dust. I cannot remember anyone being killed on the highway between Pine Point and Hay River once they concluded the asphalt coating, except a few times when there was road reconstruction there were a few fatal accidents. Basically, the asphalt coating with all its faults -- it breaks up in a few places, it washboards a bit -- generally saves lives and it indicates to you what your road base is like. If it breaks up it means that your base is no good and you should do something there before you eventually pave the road with hot asphalt coating.

So I would like to ask the Minister if he has reconsidered what he is doing in this asphalt coating area which, I think, saves O and M. The places to do it are from the northern boundary of Wood Buffalo Park and continue down toward Fort Smith to make it so that tourists can get there without having to drive through flying rocks and gravel. Also, another prime area is from Enterprise to the Fort Providence crossing. That road basically weaves along an old gravel ridge. In some places it is even actually on some limestone bedrock and has good drainage. That is an excellent area where you could do the cheap asphalt coating and cut down the cost of operating the vehicles and cut down the fatalities and dust, and also find out how good your base is, and then reconstruct where you have to before you pave. What happened between Hay River and the Alberta border is they kept throwing more pavement on top. I can remember when I first came up here, if you drove off the road there you went down about a foot or a foot and a half and then you got towed back on the road. If you go off the road there now it is a 10 foot drop. All you have done is you have put gravel on top of gravel, on top of clay and you have never fixed the base and the drainage in there to start with. That is apparently being done now, finally, but that was the solution that should have been done a long time ago.

I think reconstructing existing roads, if you are not going to change the old bases, is a mistake. You should be looking at between here and Enterprise, building parallel roads to the existing road and taking out all the curves. It will take you longer to do it, it will be more expensive but you will not have

the maintenance in the long run. I do not have any faith in all these engineering predictions about how we are going to save money by doing this. I have seen good money just go after bad money, over and over and over again in that one area. I do not think your department has changed its habits as far as that goes. I think cheap asphalt coating will immediately solve the problem along great distances of roads, and you will find out when you do that where you have problems because the asphalt coating is going to break up where your base is bad.

I would not mind asking the Minister to make some comments and also if he will consider re-looking at this asphalt coating, rather than reconstruction and paving as a solution to everything.

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

HON. GORDON WRAY: Thank you, Mr. Chairman. First of all I have to remind the Member; he talks about when he first comes up here, well I do not even know if the territorial government even existed then. It was a federal program and a federal department. The territorial Department of Transportation is a fairly new organization. I acknowledge that there were mistakes made in the past but they were in the past and by different organizations. I am glad the Member acknowledges that we are not doing some of these things any more, he just acknowledged that. That is because, essentially, our designing and construction did change about three years ago more to the way in which the Member is talking than in the past.

With regard to the two major improvements that we are talking about right now; everything, obviously, is dictated by money and I would love nothing more than to give every road in the Territories asphalt coating. I just do not have the money, it is as simple as that.

The Enterprise to Providence section of the highway is still a federal responsibility. That is part of the interterritorial highway network and it is still a federal responsibility. We do have some influence, but it is still part of the federal program.

The road from Providence to Yellowknife is ours. Now what we are doing on the Providence to Rae-Edzo section, is much what the Member suggested. We are going to be realigning, replacing the base, and asphalt coating or chip sealing 20 kilometre sections. As we rebuild them, put in new base where we have to, realign them. So we are going to be doing those things on the Providence to Rae-Edzo section and if we can get the turnover of the Enterprise-Providence section into our hands, then we will do the same thing. But hopefully we are learning over the years.

We are not the only jurisdiction to have problems. The technology that was used years ago was the technology that we acquired from Alaska, British Columbia and Alberta, and the problems that we had were problems that they had and they experienced the same kinds of failures that we experienced. So I do not think it was a case of incompetence. I think it was just a case of not knowing how to do it properly.

I respect the Member saying that there were others around that had a pretty good idea of how it should have been done. Many times you will find that the ordinary lay person, who lives and works in that area, does know better than engineers. But there have always been problems with so-called experts not wanting to listen to the ordinary person, but I think those problems have also been overcome. There is a lot more attention paid to community input and people outside of the department, in terms of the best way to do things. So hopefully we have learned and we will not repeat the mistakes of the past. Thank you.

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

Regulations Re Pilot Car Requirements

MR. POLLARD: Thank you, Mr. Chairman. With regard to the change in regulations in respect to pilot car requirements, I have a letter from the Minister, I think most Members received that letter. The Minister states in there that the new regulations do reduce the transportation costs of moving loads which are between 3.05 metres and 3.85 metres. I wonder how the Minister intends to make sure that the reduced costs of transportation that he predicts will be passed on to the customer.

CHAIRMAN (Mr. Zoe): Mr. Minister.

HON. GORDON WRAY: Thank you. I think I also stated in the letter that economic considerations were not a major factor. That is information that was given to us by the transport association, and I do not intend to make sure that those costs are passed on. I assume that the consumers and the people in the know will watch very carefully to see if, in fact, the costs are passed on, and if they are not then I would anticipate that the communities affected should have some very tough questions for the trucking industry. But that was information that we got from them. But it certainly was not a factor in our decision, it was merely an aside.

CHAIRMAN (Mr. McLaughlin): Mr. Pollard.

MR. POLLARD: Thank you, Mr. Chairman. The Minister does make mention of that and the other thing the Minister makes mention of is that you would probably agree that their benefit to the trucking industry as a whole, should outweigh the loss in business for the two pilot car services affected. While there is no guarantee that any cost savings are going to be passed on to the general public, there is a guarantee that that company that is in the NWT at Enterprise, is going to lose some business. I wonder if the Minister would consider some kind of rules and regulations that says that once wide loads do get to the NWT border, the 60th parallel, that they can only be accompanied by a company whose ownership is in the NWT, a pilot car company of that nature. Thank you, Mr. Chairman.

CHAIRMAN (Mr. McLaughlin): Mr. Minister.

HON. GORDON WRAY: I really cannot answer that. That is a legal question that I would have to discuss with the Highway Transport Board, to see what operating authorities the trucking companies have. I know that some of the trucking companies actually have their own pilot cars. They do not all necessarily use the private companies that are in the business. But as to whether we can do that legally or not, I really do not know and it is something I would have to research and get back to the Member on. I am not saying it is not possible and that I would not consider it, I just do not know if it is possible at this time.

CHAIRMAN (Mr. McLaughlin): Mr. Pollard.

MR. POLLARD: Mr. Chairman, I still do not really understand of the reasons that these rules were changed. You know if the Minister is not going to ensure that any cost saving is passed on to the customer, then there is no benefit there. The medical profession in my area which handles a lot of people who are injured on the highways, are not convinced that it is going to be a safer method of warning people of wide loads. They are concerned that the same Minister, under his hat as Minister of Economic Development and Tourism, wants more visitors to come to the NWT. And yet people in my community feel that he is providing less protection to

those people when they do travel the roads into the NWT. One of the things raised there is that the roads in the NWT are not nearly as wide as the roads in other provinces to the south of us. So I wonder what really triggered this? Was the Minister lobbied to some extent by these large trucking organizations? Was their view of the situation clouded by the lobby versus what would happen in the area of safety? Just what triggered this change in regulation? Thank you, Mr. Chairman.

CHAIRMAN (Mr. McLaughlin): Mr. Minister.

HON. GORDON WRAY: Apparently what triggered it was a thrust by all jurisdictions to bring in weights and dimensions to conform with each jurisdiction. Really what triggered it was bringing ourselves in line with the provinces, particularly the western provinces, and trying to have the same standards in terms of weights and dimensions throughout the country. That was what triggered it.

CHAIRMAN (Mr. McLaughlin): Mr. Pollard.

MR. POLLARD: But do we have the same kind of roads? Do we have the same kind of widths? Do we have the same kind of maintenance? Do we have the same kind of services? Do we have the same kind of signs? Are our curves and hills and line of sight regulations all the same as the highways in the South? Are we absolutely on parallel course with them as far as our quality of our highways is concerned in order that we can be the same as them with regard to wide loads? Thank you, Mr. Chairman.

CHAIRMAN (Mr. McLaughlin): Mr. Minister.

HON. GORDON WRAY: Obviously the Member knows that we are not equal to the provinces in all respects. Our signage is identical to the provinces, that is standard throughout the country. Quality of our roads -- in some cases our roads are worse and in some cases they are better. Not everywhere has a 401 or a Queen Elizabeth Way running through it either. I have been in many parts of the provinces, in the northern parts of provinces and northern Atlantic provinces where the roads are even in worse shape than ours. So I do not think you can say with absolute certainty that our roads are any better or worse. In some cases they are better and in some cases they are worse.

In terms of curves and that, I do not think our roads are any worse than many provincial roads. But by and large I would have to say that no, our roads are not as good as some of the major highways in the provinces, but that is something that we are working toward.

In terms of useable width, I have asked the department to provide me with a comparison in terms of the useable width between ourselves, Alberta and BC after the request by Mr. Whitford. I do not have that information yet. The department is still putting it together. When I have that information I will be in a better position to judge just how we compare with at least our two neighbours.

CHAIRMAN (Mr. McLaughlin): Mr. Pollard.

MR. POLLARD: Thank you, Mr. Chairman. I wonder if the Minister could tell us if the regulations governing travel on NWT highways for wider loads are the same as they are in Alberta or BC. Thank you, Mr. Chairman.

CHAIRMAN (Mr. McLaughlin): Mr. Minister.

HON. GORDON WRAY: Our best guess is that they are exactly the same. My expert is not here. I have an expert who could say, yes they are exactly the same, but the

consensus from this group is that, yes they are the same; but do not hold me to it.

CHAIRMAN (Mr. McLaughlin): Mr. Pollard.

MR. POLLARD: Mr. Chairman, recognizing that the Minister's expert is not with him, if he does find out that the regulations are not the same south of the 60th parallel as they are in the NWT, would he then give me an assurance, and give this House an assurance, that he will make sure that drivers of pilot cars who are not resident of the NWT would take an examination to make sure that they are familiar with the NWT regulations? Thank you, Mr. Chairman.

CHAIRMAN (Mr. McLaughlin): Mr. Minister.

HON. GORDON WRAY: Again, Mr. Chairman, I just do not know what legal authority I have. It is a shared jurisdiction between our department and the Highway Transport Board in terms of operating authority. I believe the Member is making a reasonable request and if I legally can do it, then yes, I can give an assurance to the Member that the driver of any pilot car coming into the North would have to be familiar with northern conditions. I will really have to get back to the Member in terms of what our legal authority is in this area.

CHAIRMAN (Mr. McLaughlin): Mr. Pollard.

MR. POLLARD: Mr. Chairman, I do not want to appear to be hogging the microphone. If there is somebody else that wants to press on I am quite prepared to relinquish it even though I have more to say.

CHAIRMAN (Mr. McLaughlin): I believe Mr. Zoe had a line of questioning he wanted to pursue. Is that correct, Mr. Zoe? Mr. Zoe.

Reconstruction Of Access Road To Rae

MR. ZOE: Thank you, Mr. Speaker. I would like to ask the Minister with regard to capital for the Department of Transportation, last year in March I made a press release on behalf of the Minister, Ms Cournoyea, for the reconstruction of the Rae access road. This project was a five million dollar, three year project. Looking through the capital for the Department of Transportation, Mr. Chairman, there is nothing there that continues on this reconstruction of the access road. Could the Minister give the rationale why this project is not going ahead this year?

CHAIRMAN (Mr. McLaughlin): Mr. Minister.

HON. GORDON WRAY: Thank you. The project was deferred because of lack of funding.

CHAIRMAN (Mr. McLaughlin): Mr. Zoe.

MR. ZOE: Mr. Chairman, there we go again. It seems like it is happening all the time. It does not matter which department it is. They get the expectations of the people that live in certain areas high. When this project was announced they assumed it was going to be completed over a three year period. Now it has been delayed again, and God knows when this project will be completed. As I indicated earlier in the SCOF review, this type of thing should not be occurring. If they are not going to stick to the commitments they make, they should not be making them. Thank you.

CHAIRMAN (Mr. McLaughlin): Mr. Minister, do you have a comment?

HON. GORDON WRAY: Thank you. Only to say that the department has spent \$3.5 million on this road so far, which

is a considerable amount of money given the number of priorities that exist in the Territories for transportation funds. But the Member knows full well that every year when the capital goes before FMB there are no guarantees. When funding crunches come, or when money is needed for other projects, or when there are other projects with higher priority, some things give.

I can understand the Member's frustration. We have to deal with those frustrations all the time.

I can remember my colleague from Nunakput who had announced a new airport in Paulatuk three years ago, only to have the rug cut out from under her feet because the project could not go ahead, period, because there was no funding. It happens. All I can say is that it is deferred. It still remains a priority of the department, and when funds become available within the government for this work then hopefully we will get it back on track.

CHAIRMAN (Mr. McLaughlin): Mr. Zoe.

MR. ZOE: Mr. Chairman, the former Minister, Ms Cournoyea, said that the government sees the project as a high priority for the Rae residents and businesses, and the work was expected to be completed by the fall of 1991. It is a high priority of the government, and now it seems that after the first year of construction it is not a priority for them any more. In the press release that was made, it also stated that the project involves rebuilding the road to required standards. That means that right now the road is in a very poor condition and the curves were supposed to be eliminated and the road widened and resurfaced. The project is already started and they have, basically, stopped in the middle of it. It is even worse now than it was before they started the project, so I cannot see the rationale for stopping in the middle of a project, the second year of a three year project.

CHAIRMAN (Mr. McLaughlin): Mr. Minister.

HON. GORDON WRAY: I can only repeat, lack of funding. There were other projects that were competing for funds that were of a higher priority and this project was deferred. All transportation requirements are high priority.

AN HON. MEMBER: Hear, hear!

HON. GORDON WRAY: I cannot think of one transportation project that is not a high priority. Unfortunately, when you listen to the public and others, everything is a high priority nowadays. It had to compete with other projects, and it has been deferred. It has not been cancelled. If there is a saving grace, it is that it has not been cancelled. It could have been cancelled outright. It has merely been deferred, and hopefully we will be able to get it back on track.

CHAIRMAN (Mr. McLaughlin): Mr. Zoe.

MR. ZOE: Mr. Chairman, I am on the losing end here, but again I cannot see the department cutting off a project that is already in progress. I notice that there are other projects that are starting off that are just in the planning stage. Why does the department not go ahead with the proposed projects and complete the ones that are already in the works? I think they have their priorities backwards here.

CHAIRMAN (Mr. McLaughlin): Mr. Minister, would you like to comment?

HON. GORDON WRAY: I guess it depends on which constituency you live in, in terms of what you think is a priority. I am sure if you talk to Mr. Gargan he will tell you that upgrading from Providence to Rae is a higher priority

than the Rae access. If you talk to Mr. Pollard I am sure he will tell you that completing Hay River to Enterprise is a higher priority than the Rae access. It depends on from what perspective you look at it.

I have to say, the first priority must be to the major highway itself, the major carrier of traffic. That has to be the top priority. It is unfortunate and, like I say, all I can do is hope that the funding situation gets a little better and we will be able to complete the project at some point in time.

CHAIRMAN (Mr. McLaughlin): General comments. Mr. Pollard.

MR. POLLARD: The Minister raises the point, Mr. Chairman, about the highway south of Hay River and I must say that Hay Riverites are very grateful for the fact that they have year round access to Alberta, 24 hours a day, 365 days a year and that it is well maintained and that in the summer we are very fortunate that it is blacktop. I think that does a lot for our community. I also recognize the advantage of that particular situation when I have travelled to other parts of the Northwest Territories, Mr. Chairman, and have been in communities that do not have any road link at all or they still do not have blacktop roads. So I want the Minister to know that we really appreciate that.

The second thing is that there has been some activity in the area of signage for the highway system and I must say that at last somebody is doing something about uniform signs and they have accepted public input and I think that is important, Mr. Chairman. There was a lot of concern with the department not taking any notice before, but it is now; and I would compliment the Minister on that.

Road Damage By Trucks

I have some concerns, Mr. Chairman, when Hay River is bringing in a lot of fuel by rail and it is transported up the road to Yellowknife, to the various mines and so on and so forth, by truck. I wonder at the amount of damage those trucks are doing to our highway. Inasmuch as it is good for my constituency because of the traffic of fuel through there, when we look at this thing as a government overall, and we are spending money on a highway system, is the economic development stimulation that these trucks provide to the Northwest Territories and the mining, what we get out of the mining, is that enough to pay for the wear and tear on the roads and the constant upgrading, the constant fixing? I wonder if the Minister has ever considered that, Mr. Chairman.

CHAIRMAN (Mr. McLaughlin): Mr. Minister, do you have any comments?

HON. GORDON WRAY: I guess I would have to say that the vast majority of the damage being done to that main road and to the Ingraham Trail is being done by those trucks. But, after saying that, I do not want to give the illusion that these trucks are running illegally or that they are overloaded; they are not. The problem is that the road itself was never constructed to take the proper weights. It is the road that is the problem, not the fact that the trucks are running on it.

What we are doing now, in the reconstruction program, is that the roads are being designed and constructed in order that there be no load bans or weight bans in the spring. So they are being constructed now to take those heavy loads. They were never built to take those heavy loads in the first place. It is unfortunate that they do the damage but I do not want anybody to have the illusion that they are doing something illegal; they are not. It is just that the road is at fault, not the trucks. So when we do reconstruct, we are reconstructing to the high standard.

CHAIRMAN (Mr. McLaughlin): Mr. Pollard.

Loss Of Tourists Due To Roads

MR. POLLARD: Thank you, Mr. Chairman. Mr. Chairman, I am in the tourist business myself, my wife and myself, and so that kind of information seems to filter back to us. Last year there were, I think, in a three day period, at least a dozen vehicles that turned back at Providence from coming to Yellowknife and these are recreational vehicles. The significance is that that was noticed in a period of a few days.

The reason was because people, first of all, did not want to drive that highway and know that they have to come back down that same highway. The second reason, and by far the one that carried the most weight, was that they just did not want to drive up a road that was gravel, was dusty and had a lot of large vehicles moving on it.

I think that what we are doing is, we bring people into the Territories from Alberta and they merely shoot across the bottom of the Territories and out again into BC; and while they may have planned to come to Yellowknife, because it is the capital and it is a major attraction, they probably spent those extra days in BC, if they were coming from Alberta, and in Alberta, if they were coming from BC. I will draw that to the Minister's attention.

Secondly, I would like to ask the Minister if there is anything being done about a road from Fort Smith into Alberta to make a loop down in that corner. It is my understanding, sir, that there is an old right of way that is there. I know that right now, in the winter, a lot of people are travelling from the South Mackenzie to Fort McMurray over the winter road and I was quite surprised at the amount of use that road was getting. Are there any plans to look into the situation with the Fort Smith road? Thank you, Mr. Chairman.

CHAIRMAN (Mr. McLaughlin): Mr. Minister.

HON. GORDON WRAY: Thank you. Yes, indeed, there is. The town council in Fort Smith is leading a study on that very road. However, I guess for the public records so that it does not come back to haunt me, the fact is that this road would be in Alberta; therefore, it would not be subject to funds from the territorial government. This road would be in Alberta and, as such, would have to be the responsibility of the Alberta and federal governments.

CHAIRMAN (Mr. McLaughlin): Mr. Pollard.

MR. POLLARD: Can I take it, then, that the Minister is supporting this initiative, Mr. Chairman?

CHAIRMAN (Mr. McLaughlin): Mr. Minister.

HON. GORDON WRAY: Financially, as well as morally.

CHAIRMAN (Mr. McLaughlin): Mr. Pollard.

Ferry Maintenance

MR. POLLARD: In the area of ferries, Mr. Chairman, there have been some complaints that the department is gradually hiring more and more people to do the maintenance on the ferries as opposed to contracting it out as they have in previous years. In fact, there is one shipyard in Hay River right now that is doing nothing and part of it is up for sale, Mr. Chairman.

I would say that the contractors who are south of the lake believe that they could do the work on those ferries cheaper than hiring someone on a year round basis and having those

commitments of those PYs. So, I would ask the Minister if that is the plan, to put more and more maintenance people on staff as opposed to contracting out the repairs and maintenance on those vessels? Thank you, Mr. Chairman.

CHAIRMAN (Mr. McLaughlin): Mr. Minister.

HON. GORDON WRAY: No, there is no intention to have permanent maintenance staff in the department to do work on those vessels. We do occasionally hire casuals but the majority of the work is still contracted out and the majority of the work will continue to be contracted out.

CHAIRMAN (Mr. McLaughlin): Mr. Pollard.

Transportation Subsidy

MR. POLLARD: Thank you, Mr. Chairman. Mr. Chairman, I wonder if the Minister would consider some kind of transportation or freight subsidy to people who are bringing things into the Northwest Territories? Does he feel, as the Minister of Transportation, that it would fall within his jurisdiction? Secondly, does he think that it might not be a bad idea? Thank you, Mr. Chairman.

CHAIRMAN (Mr. McLaughlin): Mr. Minister.

HON. GORDON WRAY: Thank you. As to whether or not it would fall within our jurisdiction, I really do not know. At present, the only freight subsidies that we operate come under Government Services, which is principally the Pelly Bay subsidy. I think that if the government decided to go into a transportation subsidy in a major way, then at that time cabinet would probably have to decide who would look after it.

In terms of whether or not I think it is a good idea, I would like to see the options first. As part of the transportation strategy, I have directed the consultants and the department to give me all the options on possible transportation subsidies. Coming from where I do in the NWT, I would have to say that personally, yes, I think that if we are ever going to be able to go anywhere, or compete with the South, or compete even with each other, there is going to have to be some kind of subsidy for the communities where there is an extremely high cost of doing business and getting in and out.

As to where that subsidy should come from and what shape it takes, I do not know and I do not have any comments on that. I essentially think that at some point in time in the North we are going to have to come up with a transportation subsidy of some kind. When they built the CPR, the Crow rate was essentially a freight subsidy. There are subsidies in the St. Lawrence Seaway; there are subsidies in Atlantic Canada. I think that even in Alberta they have subsidies. I think we have to recognize that there are some areas in which people live in the North where if we continue to operate on what they call the economic rate, the cost, they will never be competitive. Yes, I guess in principle I agree that there should be a subsidy but I am not willing to commit myself until I see the options and the costs, and where that money is going to come from. I think, quite frankly, the federal government should be part and parcel of any subsidy up here because they are part and parcel of most of the costs.

CHAIRMAN (Mr. McLaughlin): Mr. Pollard.

MR. POLLARD: Just for the record, Mr. Chairman, I am going to say this to all the Ministers that are involved. There are a lot of hazardous materials being moved up and down the highway to Inuvik, to Yellowknife and to Hay River. There are no hazardous materials vehicles available to the fire departments who are constantly being called out on to the

highway, and I would ask the Minister if he would take that into consideration as part of this responsibility rests with him in his capacity as Minister of Transportation. Thank you, Mr. Chairman.

CHAIRMAN (Mr. McLaughlin): Mr. Minister, do you have any comments? Mr. Pedersen.

NWT Highway System Is Transportation Subsidy

MR. PEDERSEN: Thank you, Mr. Chairman. Just to go a little further on what Mr. Pollard raised on transportation subsidies. I do not think there is any disagreement that that is one of the main obstacles to development, both because of higher in-costs, but also because of remoteness; and all aspects of development are retarded when you do not have a transportation infrastructure or subsidy. I would just, for the record, like to say that as far as I am concerned -- and I would like to hear the Minister's comments on it -- we already have a transportation subsidy and a very extensive one in the NWT. We call it a highway system and if that is not a transportation subsidy I do not know what it is. Yellowknife, Hay River, Fort Simpson, Rae-Edzo, and all the points on the highway system, if we did not have that highway, would also be high cost areas, both to get into and to get things out of. I would urge the Minister and the government, and in fact the entire Legislature, to view the highway system of the NWT and the money we spend on that highway system as a transportation subsidy. It is nothing more and nothing less than a transportation subsidy, and if we can accept that we have one already, then I do not think it will be all that difficult to accept that the principle of it should be applied to all residents of the NWT so we could all be treated equally. Thank you, Mr. Chairman.

CHAIRMAN (Mr. McLaughlin): Mr. Minister, do you have any comments on that?

HON. GORDON WRAY: In that mine field, are you kidding? I guess, depending on the way you look at it, you could call it a subsidy. I prefer to think of transportation infrastructure as an investment and not a subsidy. There are some who may argue that, yes, we have highways but we do not have the multi-million dollar airports either that some other communities have. I did not say all, I said some; and there are some communities on this side of the Arctic that have nowhere near the airport facilities that we have in the East. I am not saying that they are comparable, but that argument could be made by people over here. Rather than get into an argument about whether some communities are subsidized or not, I think what we should be looking for is equal treatment for all communities. If that means that in whatever shape or form we have to subsidize the cost of goods or people to a predetermined amount in the NWT -- whether it be a Hay River level or a Yellowknife level -- that is what we should be aiming for and not worrying about who has what in the meantime.

In the comments I made earlier to Mr. Arlooktoo, I mentioned that one of the frustrations of coming from the East was the fact that for some reason the powers-that-be determined that we were not eligible for these kinds of programs or for highways. I do not know why, although I know that Mr. Diefenbaker at one time wanted to drive a road to Coppermine, but they determined that the West is where development should take place. Maybe it was spurred by the mineral developments in the West, by the gold mines and the oil and gas, who knows? At some point in time the East has to catch up. I think that is where we have to head.

CHAIRMAN (Mr. McLaughlin): Mr. Pedersen.

MR. PEDERSEN: Thank you, Mr. Chairman. I certainly agree

with the Minister that it is, as I said, the equality of all people that we should be looking for. I think that airports obviously have to be considered in there, but when we do make this consideration for expenditure of public funds, let us never forget the price difference between driving 400 miles on the highway here and for me to fly 400 miles to get home. I would prefer the cost of the highway.

CHAIRMAN (Mr. McLaughlin): General comments. Mr. Kilabuk.

Roads Past Tiedwater Line

MR. KILABUK: (Translation) Thank you, Mr. Chairman. I would like clarification. Since the municipalities handle the road maintenance, can the roads to the shoreline and past the tiedwater line be included in the hamlet maintenance of roads? Our shoreline and tidal lines are very rough for skidoos to go through. I know that can be handled by the hamlets, but can that funding be made available for maintaining roads to the shoreline and tidal line for people who are carrying heavy loads, like hunters or fishermen? There is a lot of snow as well as the rough ice. Can hamlet maintenance be budgeted for maintaining the shoreline as well as the tiedwater line? Has there ever been an application for funding for that type of maintenance on the ice?

CHAIRMAN (Mr. McLaughlin): Mr. Minister.

HON. GORDON WRAY: I am not aware of any application made to the Department of Transportation. I think that question should probably be addressed to the Minister of Municipal and Community Affairs who is responsible for that funding. I know the Department of Municipal and Community Affairs has a formula through which they fund hamlets and community roads but I just do not know enough about the formula to indicate what funding is available for and what it is not for.

CHAIRMAN (Mr. McLaughlin): General comments. Mr. Whitford.

Changes After Tenders Are Opened

MR. WHITFORD: Thank you, Mr. Chairman. I did have a couple of questions for the Minister that were brought up during the earlier hearings on the budget. One of them had to do with contracts and tenders, tender calls. At the time I had wondered why contracts or tenders were called and then later, after the tenders were opened, there were changes made that tended to exclude or make it so that a tender would either be dropped or changed.

Specifically it would be in the area of bid bonding. I brought to his attention a matter that a tender was called and when all tenders came in only one of the tenders included a mandatory bid bond of 10 per cent but after the tender was open it was discovered that other people, other bidders, the other bidders had not been made aware that the bid bonding had been waived. The dates for that would have been, I think, early June of 1989, where a contract was called and I think the tender was opened somewhere around the 26th. After it was discovered that all people had not been informed of the waiving of the bid bond, they had decided to re-tender this contract. By this time all the information that is in these tenders were public knowledge. When I asked the Minister about that he said that once a tender is opened you cannot change the conditions of the tender and I have a letter here from a company that had said exactly the opposite.

I just wondered if such was the case and if in future that his department will make it known when the tender is being called that bid bonding is not required or bid bonding is required

and if somebody does not read the writing it is just their tough luck. It works both ways; those that put the effort into putting together a complete bid and those that do not. If you do not do all the work, you do not get the job. The Minister indicated at the time, Mr. Chairman, that once a tender is opened you do not change them. I have a letter that states that you did change it. Maybe he would like to comment on this.

CHAIRMAN (Mr. McLaughlin): Mr. Minister.

HON. GORDON WRAY: I really, honestly, cannot remember the specifics of the contract. I will have to get the information from the Member again and go back in and check it out. Perhaps after the session he can give me that information.

CHAIRMAN (Mr. McLaughlin): Mr. Whitford.

MR. WHITFORD: Thank you, Mr. Chairman. I will, by way of copy of these letters that were copied to me, pass this on to the Minister so that he can review it. Again, I wonder how much credence I can put into thinking he will get back to me because later on that same day I asked him another question about affirmative action and he said, "Well, I will get back to you on that" and I am still waiting for an answer.

Affirmative Action Within Transportation Department

The next area that I wanted to touch on, Mr. Chairman, deals with affirmative action. I asked earlier about how many local people or native people he had working for his new department because it was an area that I thought native people tend to migrate to; it is outdoors and there is a propensity there to be more attracted to heavy equipment and things mechanical than to office work. I thought it would be a natural for local people to migrate to his Department of Transportation because of the nature of it. I asked about affirmative action and wondered if there was any stimulus there within the department to take people that are already in the lower positions and through a series of career plan moves, to move them up to the middle management area. I know there are a lot of people that start off -- maybe all they want to do is drive trucks or measure roads or something like that. But after a while they get more interested in working for the department and want to get into the management area. I know myself, when I was with the power commission years ago, I wanted to get into the management area but was told that I did not have enough education or enough experience. Consequently I had to leave to find that. Once I did get it, I did not go back to them. But rather than lose people, maybe the department should take a look at interested native people in their department.

I asked in December if they had any plan in the affirmative action area and the Minister said that there was no actual plan in place but they were working on one. I am just wondering if this plan has yet been formulated. The Minister did indicate earlier that it was being formulated. I wonder if they are still working on that, and can you give me an update on it?

CHAIRMAN (Mr. McLaughlin): Mr. Minister.

HON. GORDON WRAY: Not wishing to correct the Member because he is very much a gentleman, but I did forward all the information that he requested to the standing committee on finance, including the percentage of affirmative action people, the resources for affirmative action, the make-up of the department, the information on engineering programs that we run at the University of Manitoba, our career awareness programs, our summer employment orientation to engineering programs, our math/science awards in grades seven, eight, nine, and our information manual on careers in transportation. So I did, in fact, forward all of that information.

Just for the record, native employees make up 32.5 per cent of our work force, or 62 people; women are 14.6 per cent, or 28 people; and indigenous, non-aboriginal -- I guess that is us white boys that have lived here for more than half of our lives...

---Laughter

...make up 16 per cent, or 32 people; and none of our employees have identified themselves as disabled. But this information was all sent out. I will give the Member a copy of it again. He probably just misplaced it in all the paperwork that he has. I know, because he is a very conscientious man.

CHAIRMAN (Mr. McLaughlin): Mr. Whitford.

MR. WHITFORD: Thank you, Mr. Chairman. Yes, I thank the Minister for the information that he has given to this committee, but I did not receive this. It is probably through no fault of his own; I do not doubt the Minister did send it to the committee. But he did state -- and I am just referring back to my notes again -- he says, "I can get them for you." It was a period after "you" so I assumed it was going to be me. Now, I do admit that I do have a clutter on my desk but that is one thing that I keep a very close eye on. It has not come to me yet by way of the committee, and I thank him for his efforts in getting that information. I am glad to see that there is some future in his department for indigenous people.

CHAIRMAN (Mr. McLaughlin): Mr. Minister, do you have any comments on that?

HON. GORDON WRAY: When I used the word "you" in the standing committee on finance I meant it in the collective sense. I mean I will get it for the committee. That is what I mean by "you".

CHAIRMAN (Mr. McLaughlin): General comments. Mr. Lewis, is that a motion to recognize the clock?

MR. LEWIS: Yes.

CHAIRMAN (Mr. McLaughlin): There is a motion on the floor which is non-debatable, to recognize the clock. To the motion. All those in favour? Opposed, if any? The motion is carried.

---Carried

This committee is adjourned and I thank the Minister and his witnesses. I will now rise and report progress.

ITEM 19: REPORT OF COMMITTEE OF THE WHOLE

MR. SPEAKER: Report of committee of the whole. The honourable Member for Pine Point.

MR. McLAUGHLIN: Mr. Speaker, your committee has been considering Bill 9-90(1) and CR 1-90(1), and wishes to report progress.

MR. SPEAKER: Thank you. You have heard the report of the chairman of committee of the whole. Are you agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

MR. SPEAKER: Thank you.

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

CLERK OF THE HOUSE (Mr. Hamilton): Announcements, Mr. Speaker. There will be a meeting of ajauqtit at 9:00 a.m. tomorrow morning and a meeting at 10:00 a.m. of the standing committees on finance and legislation.

ITEM 21: ORDERS OF THE DAY

Orders of the day for Wednesday, February 21st.

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. Petitions
10. Reports of Standing and Special Committees
11. Tabling of Documents
12. Notices of Motion
13. Notices of Motion for First Reading of Bills
14. Motions
15. First Reading of Bills: Bills 2-90(1), 3-90(1), 4-90(1), 5-90(1), 6-90(1) and 7-90(1)
16. Second Reading of Bills: Bill 1-90(1)
17. Consideration in Committee of the Whole of Bills and Other Matters: Committee Report 1-90(1); Bill 9-90(1); Committee Report 2-90(1)
18. Report of Committee of the Whole
19. Third Reading of Bills
20. Orders of the Day

MR. SPEAKER: Thank you, Mr. Clerk. This House stands adjourned until Wednesday, February 21, 1990, at 1:00 p.m.

---ADJOURNMENT

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