

transport board, arrived at on February 15, 1947, states that the board is unable to discover that any discrimination against these centres exists; and that, in spite of the fact that more modern equipment is now flying over that area, which should lower the costs considerably. It is also a fact that a greater amount of activity is apparent in that territory than existed during the war. Therefore pay loads will be on the increase.

It can be argued successfully that one company, on being given a monopoly, should be able to operate at more reasonable rates than if competing lines were servicing the area, and seemingly this argument is recognized inasmuch as Canadian Pacific Air Lines have the sole right to operate passenger and freight service through this area. However, when a company is forced to make a profit by the nature of the system we live under, I believe it should become apparent to the government that help should be given to outlying areas, such as Dawson city, in order to cut down their costs. This can be accomplished through paying a subsidy to the company operating the mode of transportation or by a more rigorous perusal of their accounts than seems to be the case. That discrimination exists in this area is exemplified by a night letter which was sent by Mr. H. W. Firth, secretary manager, British Columbia-Yukon chamber of mines, from Dawson city to Mr. C. S. Booth, secretary of the air transport board, room 123, No. 3 Temporary building, Ottawa, Ontario, on February 24, 1947, reading as follows:

Your letter February 1 received. We note fare Whitehorse to Edmonton now seventy-five dollars. Whitehorse to Vancouver now eighty-nine dollars. But more particularly fare from Whitehorse to Fairbanks reduced to thirty-five dollars one way. Understand run leased to Canadian Pacific Air Lines further that same is dependent upon questionable volume of passenger revenue. Apparently subsidies direct or indirect are paid to lessee to provide service into foreign country. When may we Canadians expect relief from exorbitant fare Whitehorse to Dawson, sixty dollars one way presently charged under an exclusive subsidized monopoly. Delay in rectifying apparent prima facie case of discrimination and in our opinion outright favouritism shown carrier absolutely incomprehensible to this organization.

Mr. MacNICOL: Has the hon. member the return fare from Whitehorse to Dawson?

Mr. ARCHIBALD: I am sorry I have not that data at hand.

I believe that this night letter in its way is the best example that I can give of the problem facing these people. Again the government has within its power the opportunity to solve this question by putting through a road from the Alaska highway to

Dawson city. This would provide a method of lowering rates faster than all the petitions that could be made before such boards as the air transport board. It would also give an opportunity for small independent businesses to be established in such towns as Dawson. For example, the Dawson city miners have been trying to operate a co-operative store there but, owing to the fact that they have to bring in such large quantities of goods in a short time during the summer season, they simply cannot get far enough ahead in order to carry a sufficient stock to make that business grow. Now that the Alaska highway is in that country, I believe it would be an economic proposition to ask the government to tie in with it existing industrial centres so that they could be given a chance to grow and develop.

Again, I should like to point out that other countries are developing their northern districts with all the aid that the power of the state can command. If we expect to keep pace and at the same time prove the ability of our democracy to exist, we must do likewise.

On motion of Mr. Benidickson the debate was adjourned.

#### SUPPLY

The house in committee of supply, Mr. Golding in the chair.

#### DEPARTMENT OF NATIONAL HEALTH AND WELFARE

200. Departmental administration, \$531,954.

Item stands.

#### DEPARTMENT OF NATIONAL REVENUE

244. General administration, \$1,168,648.

Item stands.

Progress reported.

It being five minutes after eleven o'clock, the house adjourned, without question put, pursuant to standing order.

### Wednesday, May 14, 1947

The house met at three o'clock.

#### THE ROYAL ASSENT

Mr. SPEAKER: I have the honour to inform the house that I have received the following communication:

Ottawa, May 13, 1947.

Sir:

I have the honour to inform you that the Hon. Thibaudeau Rinfret, Chief Justice of Canada, acting as deputy of His Excellency the Governor