

ment of Mines and Resources has this under consideration and I sincerely hope that it can see its way clear to start that work this year.

The British Columbia-Yukon chamber of mines has, since 1945, carried on a struggle to have the freight rates and passenger rates of the Canadian Pacific Air Lines Limited lowered to those prevailing on the main line. To any government interested in such key points as our northern territories, especially those of northern British Columbia and the Yukon, it should be apparent that aid should be given to the people of those territories in their struggle to live in and develop the territories. The cost of living for people in those areas is such that it makes it difficult for them to operate and continue to live in that part of the country. I should like to give details of the cost of some of the things they buy, and these prices are as late as January 8 of this year:

Bread .....	25 cents a loaf
Milk .....	25 cents a quart
Eggs .....	90 cents a dozen
Potatoes .....	10 cents a pound
Oranges .....	\$1.80 cents a dozen
Gasoline .....	80 cents a gallon
Wood .....	\$25.00 a cord

Electricity 25 cents a kilowatt hour, plus eight per cent federal tax on the amount.

I understand that the rates for electricity in the more heavily settled portions of the country range from two to four cents per kilowatt hour, while these people have to pay twenty-five cents. The returns paid to industry and the worker are not a great deal higher than would be paid to workers and industry in more accessible parts. Some governments are showing an interest in northern development and are seeing to it that special considerations are given to their people in such areas. It behooves our government to do likewise if they wish people to settle in our northern territories.

Perhaps the greatest barrier to the development of the Atlin and Yukon territories is the complete monopoly in transportation and, unless this monopoly is recognized and dealt with, it will in the final analysis have a detrimental effect upon the development of the territory. For example, with transportation as it is at present, Atlin may well be regarded as being completely isolated. During the period from June 1 to October 15, the district is serviced by lake transportation. This service is given by the White Pass and Yukon Railways, which have a franchise on the lakes. Therefore, having their high freight rates and service protected by lack of competition, they have for the past ten

years not given any passenger service on Atlin lake, thus leaving all such travel to the one and only air line serving the district, namely, Northern Airways. The capacity of the White Pass and Yukon railway equipment is limited and inefficient, making the transportation of big machinery out of the question, and the handling of tonnage too small to interest large mining operations. During the remainder of the year, the only method of obtaining freight is by air, unless the ice is suitable for travel; then freight is brought in by tractors and, if very good, by trucks. This mode of travel is not always safe, because there have been several cases of equipment going through the ice.

To bring freight in by air costs five cents a pound air freight and eight cents air express. This is brought in from Carcross, Yukon Territory, to Atlin, British Columbia, a distance of seventy-five miles, or approximately forty-five minutes flying time. The service is very poor, because they make trips with freight at their convenience, when they have a full load. The passenger service is the biggest headache. Rarely does the plane have even a single seat, because the majority of the passengers are crowded in with the freight and mail. The present year-round rate for passenger fare is \$23 one way, or a little over thirty-two cents a mile, compared with 6.86 cents a mile from Whitehorse to Vancouver. It may be argued that this high price is necessary owing to the shortage of pay-loads regularly, but only twenty-seven miles of road have to be built by the federal government in order to alleviate the condition. The competition of road service would no doubt bring down the cost of air transportation and at the same time would facilitate the expansion industrially of that area. Surely a government which believes in competition would aid in bringing about that happy state rather than leave it in the present condition.

The British Columbia-Yukon chamber of mines has been fighting the high costs of passenger and freight charged by Canadian Pacific Air Lines between Whitehorse, Mayo and Dawson city. Their original complaint with respect to the service of the Canadian Pacific Air Lines and discrimination in tolls charged was dated June 15, 1945. They have carried on voluminous correspondence with Canadian Pacific Air Lines and the air transport board over this matter since that time. During this long struggle, they have seen an improvement in the type of equipment come into effect, equipment that should be able to operate more cheaply than the original equipment could. However, a decision of the air