

Mr. MURDOCK: None whatever.

Item agreed to.

Public Works—Chargeable to income—Sorel—Reconstruction of high level wharf, \$30,800.

Mr. MEIGHEN: Last year the vote was \$14,500. This is a very high wharf all right.

Mr. KING (Kootenay): This is to continue the work of reconstruction in concrete. It was commenced in 1920. Last year we spent \$14,345.24. The wharf is in very poor shape. The Marine department asked that it be rebuilt.

Item agreed to.

Public Works—Chargeable to collection of revenue—Telegraph and telephone lines, \$921,500.

Mr. BLACK (Yukon): There is one amount of \$273,500 in this item that even at this late hour, at this late date in the session concerning which I must make some remarks. The Yukon telegraph system is a hardy annual. It ought to have disappeared to a large extent from the estimates some years ago. For the year ending March 31, 1923, the item was \$255,564, for the year, 1924, it was \$277,000; for the year ending March 31, 1925, it is to be \$273,500. Last year I pointed out to the government that by installing a couple of wireless stations, one at Dawson and another at Mayo, and abandoning the land line from the Yukon boundary south the government could save in the first year \$175,000, and each succeeding year \$200,000. In these hard times that is too much money to overlook. I also pointed out last session that over \$150,000 of this item is charged up to Yukon that has nothing whatever to do with the Yukon service. For the year ending March 31, 1923, the cost of maintaining the lines in Yukon was \$41,858, and half the cost of the line in British Columbia \$65,147; there was properly chargeable to Yukon not more than \$107,000 instead of \$255,000. That is \$148,000 was charged up to Yukon which had nothing to do with the territory whatever. Take some of the items, Ashcroft-Lillooet, \$2,065; 150-mile House—Bella Coola, \$5,919; Hazelton-Prince Rupert, \$34,743; Terrace-Stewart, \$16,598. None of this expenditure had any more to do with Yukon than if the line it covered were in Prince Edward Island.

Mr. McBRIDE: Where do you get your Yukon line connected up with the outside world?

Mr. BLACK (Yukon): With the main telegraph line. But you would not charge the

telegraph line in Nova Scotia against Yukon just because we have telegraphic connection with Halifax.

Mr. McBRIDE: Was not that main line built for Yukon in the first place?

Mr. BLACK (Yukon): Yes. I say charge part of the cost of the main line to Yukon, but where you have in British Columbia branch lines with a mileage many times greater than the main line, and out of all proportion to the length of line in Yukon, why charge all the cost of the service to Yukon any more than you would charge the transcontinental telegraph line from Halifax to Dawson city to Yukon. It would be just as reasonable to charge that to Yukon as to charge the line from Prince Rupert to the main line against the Yukon Territory. Moreover the total cost of the branch lines in this item is \$71,300, which branch lines have nothing whatever to do with Yukon. Last year I pointed out the absolute waste of money in the duplicate telegraph lines from Fort Fraser to Prince Rupert. There you have the old government telegraph line paralleling the Grand Trunk Pacific Railway telegraph line.

Mr. KING (Kootenay): That has been partly attended to. We have abandoned and handed over to the Canadian National a portion of these lines.

Mr. BLACK (Yukon): I hope it will show in the next year's estimates; it does not show this year. That entails a duplicate line for 159 miles and an expense of \$50,000. Evidently no saving is anticipated this year. Take another item charged up to the Yukon, the superintendent's office at Vancouver, involving an expenditure of over \$12,000; in the last Auditor General's report it appears as \$14,470. The mileage of this line is as follows: The main line in the Yukon is 511 miles and there is a short branch line of 60 miles, a total mileage in the territory of 571, whereas the line in British Columbia is 1,226 miles long and the branch lines in British Columbia 1,491, making a total mileage in British Columbia of 2,717 as against 571 in Yukon Territory, and a total length of line in Yukon Territory and British Columbia of 3,288 miles. The mileage in Yukon is less than one-fifth of the total, yet the territory is charged with the whole cost. After all that is not the main point. The line is not self-sustaining; it is being kept up by public money. It is maintained by taxation. It is not necessary to abandon the service. The parts I advocate cutting out produce no