

development of a country, and not have some security so far as transportation is concerned. Quite recently, through a misunderstanding of a post office inspector with regard to correspondence between the Canadian Pacific Railway Company and his department, letters were sent to a postmaster at an Arrow lake point, indicating that the Canadian Pacific Railway Company was likely to discontinue the passenger service on the lake. It was a mistake, of course, but the information in that letter was widely circulated throughout the whole district. I received letters from several, inquiring about the matter, because they know their position, so far as transportation is concerned, is insecure.

During the summer months, instead of a daily service north and a daily service south each day on the Arrow lakes we now have a bi-weekly service which has killed the soft fruits business, so far as the prairie market is concerned. You cannot pick strawberries and raspberries and leave them standing two or three days to wait for a steamer. They should be picked today and delivered the following morning. In the winter months the service is split because of the low water in the narrows above the swift water.

On the upper lake we have a tri-weekly service, which is not such a serious disadvantage in the winter months. In the lower lake we have what might be called a passenger tug, the *Columbia*, which has served the people who have lived there a good many years.

Quite recently—during the winter—I was on the boat for twelve hours in a small cabin eighteen feet long by ten feet wide. In it were housed twenty-two people, men, women and children. No food is served on the boat, and there is no other refreshment accommodation. That is not good enough passenger service for the people of the district. If an accident occurs during the winter months they are entirely dependent upon small launches to bring out those injured, and the same conditions apply to sudden illness.

When it comes to freight transportation, this very small and obsolete tug pushes a barge in front of it, on which carloads of fruit are loaded in winter weather. Because of the size of the boat it can handle only one carload at a time from landings to railhead. Fruit which has been picked and grown at great cost must be hauled in near zero weather on an open barge. As I said before in this session, hundreds of tons of hay were on order and the purchasers were waiting for it for months because this little tug and the small barge it pushes could bring only one carload of hay down the lakes at a trip. It

[Mr. Herridge.]

is not good enough that these people who have developed the country, who have spent their lives and invested their money in the country, should be subject to the caprice of a railroad corporation so far as satisfactory transportation is concerned. I urge the minister to give this matter his serious consideration. What are the reasons for not bringing the Canadian Pacific steamship service on the Kootenay, Arrow and Slocan lakes under the act and thus under the jurisdiction of the board of transport commissioners?

Mr. CHEVRIER: The answer is set out clearly in the Transport Act, which states that the jurisdiction of the board of transport commissioners with reference to steamers over the tonnage referred to applies only to the Mackenzie river area.

Mr. BURTON: Mr. Chairman, the greater part of the evening has been spent in asking for the filling in of transportation gaps here and there across the country. I should like to bring to the attention of the minister a matter which no doubt his officials have been aware of for a considerable number of years. This matter has been allowed to go on all that time without receiving proper consideration and I feel obliged to bring it to the attention of the minister tonight.

The old Canadian Northern main line from Winnipeg to Edmonton and on to Vancouver runs east and west through the centre of Humboldt constituency. When the Canadian Northern was in operation there was a daily passenger service on that line on week days and Sundays. After the amalgamation with the Canadian National Railways, that stretch of line was more or less relegated to the position of a branch line; at least it has received only branch line service. The result is that there is no passenger or mail service on that old Canadian National line on Sundays. Train No. 9 leaves Winnipeg on Saturday nights, but it goes only as far as Dauphin, and from there on to Saskatoon there is no service on Sundays on that line. I am also given to understand that on the greater part of that line, if not all, a similar condition exists with reference to service from the west. After the amalgamation to which I referred took place, instead of the trains running through to Edmonton the passenger service was switched to run from Humboldt to Saskatoon and from there to Calgary. I understand that the train from the west comes through on Saturday nights and then makes a turn-about which leaves a gap in the service.

That is bad enough, but something else has occurred through the years which is of more concern to the people. A considerable amount of the freight that originates on the old Cana-