

- (g) The concomitant situation whereby the member for Coast-Chilcotin, in order to get from the coastal areas of his riding (which themselves extend over some 480 miles) to the Williams Lake and interior area, will, in practice, have to drive or fly another 250 miles from the coast, through three other constituencies, including the Kamloops riding, to get from the one part to the other of his riding.
 - (h) With respect to distances, it is essential not only that it be practically possible for members to cover their constituencies, it is also a principle to be followed that constituents should be able physically to gain access to the member to discuss business with him. In three constituencies newly-created, the constituent who wishes to go to do business with his M.P., from Powell River to Williams Lake, from Fernie to Vernon, or from Quesnel to Kamloops—or vice versa—will face a return journey in the order of 820 miles, 800 miles, and 540 miles respectively. In other words, given any time at all for the transaction of business itself, a visit to their M.P. for these constituents would involve a two- or three-day undertaking.
 - (i) The failure of the Commission to take into account the relative rate of growth of the areas of Vancouver ordinarily called the West End and Kitsilano since the 1961 census, resulting in the new riding of Vancouver-Centre having a presently estimated population well in excess of the applicable limit.
 - (j) The Commission failed to give due effect and weight to the representations made and, in particular, failed to give effect to the quite reasonable representations that if large areas of the former ridings of Vancouver Centre and Vancouver-Burrard were to be combined into a new riding, that the new riding be called Vancouver-Granville.
 - (k) The subtraction of the Municipality of Esquimalt from the Victoria Riding separates two areas which have many years of close historical association, as well as a remarkable community of interests. The trend of population growths in B.C. is such that at the next Redistribution there is every likelihood the boundaries will be broadened again and, for the foregoing reasons, the Municipality of Esquimalt is the logical area to then be restored once more to the Victoria Riding. It would appear to be advantageous from all points of view to leave the Municipality of Esquimalt in the Victoria Riding as at present, particularly since the population of the total area is within the limits allowed to the Commission as was the expressed wish of the Reeve and the Council of the Municipality of Esquimalt.
7. Application of the principles heretofore referred to, and avoidance of the anomalies and inequities herein listed, would have the result that the two proposed ridings of Coast-Chilcotin and Okanagan-Kootenay could not be brought into existence as presently recommended. They should be eliminated from proposals for new ridings in British Columbia and a new set of riding boundaries for B.C. drawn accordingly.