

dollars of money have been put into this graded line, that we should immediately put further money into that line and make it a profitless railway. Did my hon. friend listen to the report which was read by the Minister of Railways and Canals? Did he see any great hope in that report of that line ever paying? Did he hear the report about the hilly country it ran through? When the Guysborough line was discussed the question came up in regard to boat service. This is for the fruit service. There is a boat service from Penticton at one end, where there is an outlet, and then there is a branch line running from Sicamous to Vernon at the other end. There are boats running all the time, and there is no justification for putting money into this line. There is just as good boat service in that district as there is in Nova Scotia. I may say there is very little to recommend the Nova Scotia line at least.

Mr. MEIGHEN: Has the hon. member the least idea of the population along the line?

Mr. MARLER: I do not think that enters into consideration.

Mr. MEIGHEN: What are railways for?

Mr. MARLER: Why this great anxiety about this particular line? Why should there not be criticism with regard to this particular line? We have been hearing criticism about other lines.

Sir HENRY DRAYTON: None about Huberdeau.

Mr. MARLER: Pardon me, I criticized it myself to-day.

Mr. MEIGHEN: The hon. gentleman did, but we did not.

Mr. MARLER: I am very much surprised that they did not, because it was very unnecessary also.

Mr. MEIGHEN: We treat these lines on their merits.

Mr. MARLER: My hon. friend is mistaken about the Huberdeau line and about this line. There is service on that lake every day in the year from one end of the year to the other.

Mr. CLARK: Every day of the year?

Mr. MARLER: So I am informed.

Mr. CLARK: Did the hon. gentleman criticize the Guysborough line to-day?

Mr. MARLER: No. I would like to criticize it very much now but I thought

there was enough criticism coming from the other side of the House, and I thought I would let my hon. friends do my work. In this particular case they are not criticizing this line, but I am criticizing it, and I say there is no justification for it at all.

Mr. JACOBS: Does this line parallel the Canadian Pacific railway?

Mr. MARLER: No, it does not parallel the Canadian Pacific. The Canadian Pacific serves this district sufficiently. I am glad the hon. member for George Etienne Cartier reminded me of that point. It brings out the very point the right hon. leader of the opposition (Mr. Meighen) expressed several times in this debate, I commend him for it. He stated time and again that where the Canadian Pacific Railway served a certain district there was no necessity to construct other lines. The Canadian Pacific Railway serves this district at one end of the lake and by a spur line it is served at the other end of the lake. There is a boat service at the other end of the lake, and during the fruit season the service is carried on and they have an admirable outlet. There is no justification for this line more than there is for the Guysborough line.

Mr. McBRIDE: I do not think the hon. member for St. Lawrence-St. George (Mr. Marler) knows the circumstances out in British Columbia quite as well as he would like to represent to this House or would make this House believe he does. In the first place, he says there is service on that lake every day in the year. There is nothing of the kind. I have known that lake to be frozen up.

Mr. MARLER: Will the hon. gentleman forgive me for interrupting? I think he is quite right in that respect. I should have stated there was a service on the lake at the necessary times in the year. I am obliged for the correction in that respect.

Mr. McBRIDE: Not at all. There is a number of cold storage buildings in that valley and the fruit requires to be moved out at all seasons of the year. And not only that, this line does not parallel the Canadian Pacific railway. It branches off the main line seventy-two miles west of Sicamous, where the Canadian Pacific branch starts. It runs through a splendid valley. The Grand Prairie is a much larger valley than some people imagine. I know that country well, and it runs down through the Okanagan district. The Canadian Pacific runs to Vernon, but this line runs down to Kelowna, much further than the Canadian Pacific railway.