

*C.N.R. Branch Lines*

The Kelowna branch constitutes a line from Kamloops Jct. passing through Kamloops and running through Armstrong and Vernon down to Kelowna, a distance of 117.5 miles, with another branch from Vernon through to Lumby a distance of 15 miles. That part of the line from Kamloops Junction to Kamloops, a distance of about 3 miles, is in operation and is used by the main transcontinental trains for connection to the town of Kamloops. Rather than duplicate the C.P.R. line it was contemplated to obtain running rights over the main line of the C.P.R. from between Kamloops and Ducks, a distance of about 12.5 miles, and also running rights from them between Armstrong and Vernon over their Okanagan branch, about the same distance, and this then left about 104.5 to construct.

In 1919 a contract was let for the grading of this line and grading was completed by the end of the season 1920, with the exception of a few small gaps amounting to about 4 miles. Practically all the ties required for the line have been produced locally and are now located at various points on the line.

It is proposed in 1924 to finish these gaps in the grade, lay the track and complete the line into Armstrong, and also to arrange for running rights referred to, with the C.P.R. In 1925, the line will be completed to Kelowna, and the branch to Lumby finished.

From Campbell Creek to the beginning of Grande Prairie, about Mile 35, the line runs through a broken hilly country with considerable scattered timber and grazing land, on which some cattle ranging is now done, and as this part of the line gets up to an elevation of 2,275 feet, it is not suitable for much actual farming, and will be confined to grazing and hay raising to feed stock.

The Grande Prairie valley is a flat bottom about  $\frac{1}{2}$  mile wide and probably ten miles long, which is fairly well developed at the present time, but when further developed should be capable of giving a fair amount of business resulting from mixed farming. At Falklands, near the foot of this valley, there is a very large and good deposit of gypsum which, if a market could be found for it, should eventually give considerable traffic.

After the end of Grande Prairie, into Armstrong, the line goes through a broken hilly country, which is only suitable for ranching and has little development on it at present.

In the district of Armstrong, which produces largely hay, oats, celery and garden products, and fruit, considerable traffic would be expected.

Vernon is the centre of a considerable area of fruit growing land (mainly apples) and the valley of Long Lake, and the valley up toward Lumby are at present tributary to Vernon.

From Vernon to Kelowna the line follows a valley parallel to and about four miles distant from Okanagan lake. From about 13 or 14 miles from Vernon, at the head of Long lake, through to Kelowna, this valley is quite extensively developed in orchards, and is susceptible of considerable more development as further water for irrigation is procured and put on the land. Our line runs down the centre of this development and would shorten the wagon haul for the producer in this district.

The first eight miles of the Lumby branch goes through a highly developed orchard district, and at this point reaches the limit of fruit growing. From there on to Lumby there is considerable development by way of mixed farming and cattle ranging, besides some development further in from there.

The business from their line will be mostly to the Pacific coast, or the prairies, so will give the main line considerable traffic, mostly of a long haul character.

There has already been expended about \$5,364,000 on these branches on the right of way, grading and [Mr. Graham.]

fencing, which are nearly completed. It is estimated it will require \$2,236,000 to complete them. It is computed that although the business from these lines will not clear sufficient to pay all the fixed charges when the amount now spent is included, it will nearly do so, which means it will give a very good return on the money now asked for to complete the line.

Note:—

Kelowna.—Assumes that running rights over C.P.R. will be used between Kamloops and Campbell Creek, and also Armstrong to Vernon, total of 24 miles.

Lumby.—Lumby must have track laid in order to reach ties for Kelowna piece.

Sir HENRY DRAYTON: We are glad to have more adequate particulars in reference to this resolution than we have received so far.

Some hon. MEMBERS: Oh, oh.

Sir HENRY DRAYTON: I do not know what the laughter is about unless hon. gentlemen think that it is impossible to take seriously anything the minister says. I still think that the particulars he has just given are more ample than he has given so far in other cases. Will hon. gentlemen dispute that fact? If not, why the laughter? It is a good thing to have these particulars and the House is entitled to them. But they are far less necessary in the case of a line which manifestly must be gone on with and which should have been gone on with last year. We have 101 miles now graded ahead of track and 4 miles of grade proposed for 1924.

Mr. JACOBS: One reason would be, that this is in British Columbia.

Mr. MEIGHEN: We took our stand on roads that ran through counties represented by members of the other group in this House.

Mr. JACOBS: We are talking about provinces.

Mr. MEIGHEN: We are represented here by counties. The hon. gentleman has not much to say for himself, even in his seat. This line is mostly built. It has had millions spent on it for some time now. I am acquainted with the whole district. I have been through it, and know the traffic in it, but that is no reason for saying we should not have the fullest information. It seems strange that, in respect of lines where the most of the money has been spent and most of the work done, we get more information than we receive about other new ventures, something that has never happened in parliament before.

Mr. MARLER: I do not see the slightest justification for this line in comparison with the other. My right hon. friend says that because the line is being graded—and the minister agrees with him—and several million