

*Transportation*

serious as it sounded. I spoke to some of them on occasions. I asked them how they reconciled blowing up a railway track with their philosophy of life. They told me: "Mr. Herridge, we wait until the train goes by and then we blow up the tracks". However, these incidents were seized on at once by the C.P.R. as one of the reasons for discontinuing the service, though at the same time freight trains were moving every day from our district to coastal ports. I cannot see any great difference between running passenger trains and running freight trains.

Then the train service was split at Penticton. Passengers had to lie there overnight before going on with their journey the next day. This discouraged passengers and in my opinion that timetable was set by the company in order to lower its passenger receipts. This is also the opinion of a great many people with whom I have discussed this question in the constituency I have the honour to represent.

There are good reasons for the maintenance of passenger service here. The people are not asking much. They would like a daily passenger service between Vancouver and Medicine Hat. All that is required to give that service is an engine, a day coach and a café sleeper car. I am sure that if the service were resumed and if people knew they could travel from Vancouver to Medicine Hat or vice versa in one day, the line would soon receive patronage.

What are the reasons for requiring this passenger service in addition to those which have been mentioned? First, there are the severe weather conditions experienced in this area in the winter. We have heavy snowfalls in British Columbia, and certain portions of the road are unsafe for travel, particularly along the Salmo-Creston cut-off and the Hope-Princeton highway. These portions are often closed to traffic because they are unsafe. The road from Princeton to Hope is extremely dangerous at certain times of the winter. Then again, air travel from Castlegar and other points in the interior is uncertain in wintertime.

Our people—and I am sure I am speaking for many of those who live in Kootenay East—have asked me to draw these matters to the attention of the committee and to urge that there should be due consideration of this question by the Board of Transport Commissioners and by those who are responsible for transport policy. I urge that this question be reconsidered in order that the passenger service of the Kettle Valley railway may be

resumed and the company persuaded to accept its responsibility to the 150,000 people in southeastern British Columbia who at the present time are denied the benefit of a passenger service because of the ruling of the Board of Transport Commissioners. This is the ruling:

The Canadian Pacific Railway Company, on or after the 16th day of January, 1964, is authorized to discontinue operations of trains 45 and 46 between Lethbridge, Alberta, and Spence's Bridge, British Columbia, upon sixty days' prior notice filed with the board and posted in each railway station served by the said trains.

The said notice shall also be published in one issue of a newspaper published or having general circulation in each of Fernie, Cranbrook, Creston, Nelson, Trail, Penticton, Princeton and Merritt.

H. H. GRIFFIN,

Assistant Chief Commissioner,  
The Board of Transport Commissioners for Canada.

The district which I have the honour to represent is in strong opposition to this order for the discontinuance of passenger service of the Kettle Valley railway, and the people who live there trust that this important matter will receive the consideration of those who are responsible for the administration of transport policy in Canada.

• (9:10 p.m.)

**Mr. Hugh:** Has the line been completely abandoned for passenger service? There are no passenger trains running through Penticton now, nor have there been for some time. Can the hon. member give the date of the last Kettle Valley train to run in his area?

**Mr. Herridge:** I think it was some time in the spring of 1964.

**Mr. Webb:** May I ask the hon. member whether the C.B.C. covers the entire area he represents?

**Mr. Pickersgill:** I really wonder what this has to do with the transport bill.

**Mr. Webb:** In reply to the minister I would just say that the railways are heavily subsidized by the taxpayers, as is the C.B.C., and I was just wondering if it would be fair to give both services to that area.

**Mr. Ballard:** When this bill was being discussed in the standing committee, one term that was used over and over again was rationalization of the modes of transport in Canada. It was the avowed interest of everybody concerned that we should make transportation a rational thing, and I must compliment the minister on fairly well achieving