

Supply—Transport

was laid up in April of 1954, to the great regret of all the residents along the lakes who were very sorry indeed that the provincial government of that day failed to go in with the federal government fifty-fifty toward the \$60,000 subsidy that was considered necessary by the C.P.R.

Because of my fond memories of that ship I cannot help telling a short story of the early days in connection with that boat. Going down the lakes one day on the vessel was one of our early Anglican clergymen who was reading his Bible. The skipper went up to him and said, "Padre, does the good Lord say anything about the old steamer *Minto*?" The clergyman said, "Just a minute, captain. Let me have a look. I am quite sure the good Lord would not overlook such a good vessel as this." At this point the clergyman turned back to the beginning of his Bible. He said, "Here it is captain, right in Genesis"; and he read, "and then the Lord made all creeping things".

As I said before, we were extremely sorry to see that vessel discontinued, and we are very pleased that we have a substitute service in the ferry *Arrow Park* now operated by the provincial government of British Columbia. When the steamer *Minto* ceased to run the government of British Columbia called for tenders for the operation of a service between Arrowhead and Robson. The Interior Tug and Transport Company were the successful tenderers, and received a subsidy of \$60,000 per annum. They operated for about 12 months and then fell into difficulties and finally, last fall, the provincial government bought the company out, bought the vessel and is now operating it.

What I have been asked to raise arises out of an incident that occurred last summer. I might explain that when the vessel *Arrow Park* commenced operation it also took over a run formerly undertaken by the steamer *Beaton*. Consequently the steamer *Beaton* was laid up. Last summer the Revelstoke chamber of commerce wanted to charter the *Beaton* for a run from Arrowhead to Beaton in order to attend a district conference of chambers of commerce at Trout Lake that was called to discuss the Jumbo pass proposals in connection with the route of the trans-Canada highway. They were informed by the captain of the steamship *Beaton* that he was unable to leave the dock, I am informed, owing to an order issued by the provincial government of British Columbia. I believe this order was issued as the result of some clause in the provincial ferries act.

This order forbids anyone to operate a vessel for passenger purposes on the Arrow lakes. Now, what does that mean? It means in the first instance that the steamer *Beaton*, which only two or three years ago had \$125,000 expended on it for repairs and improvements, is tied up at the dock. The investment, so far as the owners are concerned, is lost. Second, it means that there is no opportunity provided for organizations who wish to charter or rent this or other small vessels to go on trips which in no way interfere with the scheduled run of the ferry *Arrow Park*. In view of the provincial government operating the ferry *Arrow Park*, a service about which we are pleased, I can quite understand they want to protect the revenues of that vessel; but our people cannot understand why the government should forbid the steamship *Beaton* and other small craft from providing passenger service for excursions and for emergencies which in no way conflict with the ferry *Arrow Park* and could not be undertaken by the ferry *Arrow Park* because that vessel is on a scheduled run.

In my opinion, Mr. Chairman, this is unfair to the owners of the vessel. I might say I am placed in a somewhat unusual position this afternoon. I am all for the public ferry service that is being operated on the Arrow lakes by the provincial government, and recognize its usefulness. We in this group are very fair indeed, and we want to be fair to all economic interests. Furthermore it is not to the advantage of any district, whatever your political opinions are, to have a vessel of the type of the steamer *Beaton* tied up at a dock unable to undertake any passenger service when that service could be of value to the district on certain occasions.

I mention this matter because of the numbers of people of all parties who have asked me to raise it. They are of the opinion that there must be some misunderstanding. They think it is an entirely unnecessary regulation. I do not see how it can be constitutional that a provincial government under some section of a provincial act can prevent companies or individuals from operating passenger services on navigable waters such as the Arrow lakes and sections of the Columbia river. When the Kootenay Steam Navigation Company was operating and when the Canadian Pacific Railway Company was operating on the lakes and the river, the steamer *Beaton* was operating on another run, and various small craft were chartered from time to time for excursions and for emergency purposes.