

Supply—Transport

dairy farmers who ship produce to Nelson, Trail, Revelstoke and other points. We have two summer resorts on the upper lakes. One is at Halcyon, which is fairly large with accommodation for fifty guests and to which there will be no steamer service and no access by road. The same thing is true of St. Leon, where there are a thirty-five room hotel, hot springs and resort facilities.

This steamer also provides service for the logging operations along the lake which, in the last year, produced timber products to the value of about \$1 million and in doing so, created considerable rail traffic for the C.P.R. I have mentioned the farmers and the loggers, as these people are the real backbone of the community. As a result of this announcement on the part of the Canadian Pacific, the people in the district have been very agitated. I have received a lot of letters from individuals and telegrams and letters from various organizations concerned. The people from the whole length of the lake attended a public meeting at Nakusp, called under the auspices of the Nakusp chamber of commerce on March 22 of this year. At this meeting all the angles of the question were discussed.

The people want to be fair about this but, as a result of that meeting attended by some 175 delegates from all points between Castlegar and Revelstoke, this resolution was passed:

That this meeting of 175 Arrow lakes citizens Deer Park to Arrowhead vigorously protest the discontinuance of steamer service on Arrow lakes. We respectfully request both federal and provincial government intervention and protest. We further request that the present lake transport service be maintained until an alternate satisfactory service is made available.

The resolution is supported by the West Kootenay central farmers institute; the associated growers of British Columbia, Kootenay section; the women's institutes of the district; all the co-operative fruit unions; by editorials and letters in the press and by dozens of letters that I have received. Yesterday I was informed that the government of British Columbia has also protested the announcement of the C.P.R. that the steamer service will be discontinued, and so informed the Minister of Transport.

It has been suggested that there will be a tugboat and barge service on the lower lake. So far as the people around the lower lakes are concerned, this is an entirely unsatisfactory arrangement, especially for handling soft and other fruits. When dealing with this question I want to emphasize to the minister, and I am sure he will bring my

remarks to the attention of the Minister of Transport, that the people of the district speak with one voice because they are very concerned and united about this matter. In my opinion, the responsibility for the maintenance of the service should be jointly shared by the federal government, the provincial government and the C.P.R. This steamship line was incorporated under an act of this parliament in 1890, and the crews who serve on these steamers come under federal labour legislation and the board of transport commissioners has issued certain directives concerning the operations of these steamers throughout the years. In my opinion the provincial government is also the government responsible for providing road transportation. Road transportation has been promised by successive provincial governments in British Columbia to service this lake area so that the steamship service would not be so essential. In election after election, from the McBride government on, these people have been promised road transportation along the lake. I say the Canadian Pacific Railway is responsible partly because the steamship service was established as part of its national operations. It received land grants from the federal government in the area so that it could build its railway lines and establish this steamship service. The railway company also promoted the settlement of the district. As a matter of fact my family was one of the victims of that early settlement promotion. Land was sold to early settlers; in fact half the town of Nakusp was given to the C.P.R. This land was sold at high prices to pioneers in the early days of the century.

I say the company has a moral responsibility to the people directly concerned. It is all right to talk about losses; one might just as well talk of losses along the north shore of lake Superior, for which provision has to be made by subsidies from this government. However, the service to which I have referred is an essential one, and I feel sure other hon. members from British Columbia share my views in this matter. I feel sure they hold the opinion that this service must be maintained until an alternative form of transportation is provided.

I have hurried along in order not to take up unnecessarily the time of the committee in a discussion of this item. However I would urge that the minister's department take action before the order of the C.P.R. goes into effect. There should be a conference of representatives of the Department of Transport, of officials of the provincial government, which has indicated its interest by protesting