

*Supply—Transport*

right behind the Minister of Agriculture with regard to his criticisms of the Canadian Pacific.

I am not going to speak at any length or repeat the excellent arguments advanced by various members of the opposition parties on this important question. I wish to support wholeheartedly the remarks of those members who have opposed the present policy of the Canadian Pacific in respect of the discontinuance of passenger service, including the "Dominion" and other services. I wish to compliment the hon. member for Kamloops—he is not present now but somebody will tell him about it—upon his effective analysis of the transportation system in Canada today and his support for the arguments which have been put forward by members of this group throughout the years.

The hon. member for Kamloops did not suggest any radical remedy except that which lay within the purview of the Canadian Pacific, a private corporation. Other members of his party suggested more drastic measures. We were very pleased to hear his analysis of the situation. I think he made an excellent speech, and I can see that so far as the member for Kamloops is concerned one could almost quote the hymn, "Almost Persuaded".

We can expect to hear something from the hon. member for Okanagan-Revelstoke on this matter. He is not in the house now. I suppose he got bored with the previous argument. I wish to emphasize the opposition of a great many residents of British Columbia to the withdrawal of the Kettle Valley passenger service. I expect a great deal of support from the Parliamentary Secretary on this question because of his elevation to his present office. Before this service was withdrawn the Chambers of Commerce, labour organizations, farmers organizations, women's organizations and organizations representing all the people in the interior of British Columbia were opposed to the withdrawal of this service. However, it was withdrawn.

I cannot understand why the company is permitted to divide the revenues it receives from freight service from those it receives from passenger service and set up fictitious costs. We know that Kettle Valley is one of the most profitable lines in the Canadian Pacific system. I do not understand why the company is allowed, with regard to the discontinuance of passenger service, to present fictitious costs for the maintenance of track, snow removal and other matters which bear

no relationship to the actual service being withdrawn. I trust that the withdrawal of the Kettle Valley passenger service will receive the attention of the committee that is going to examine the officials of the Canadian Pacific. I expect allies from all sides of the house on this question and I am looking forward to a victory in this respect.

I want to deal briefly with the application of the Canadian Pacific for an order to abandon part of its Rossland subdivision between Warfield and Rossland, which I think is about 7.5 miles. Representations were made by various groups, including the Chamber of Commerce of the City of Rossland, the Chairman of the Transportation Committee of the Rossland Chamber of Commerce, and others.

● (5:40 p.m.)

The judgment of the Board of Transport Commissioners granted the C.P.R. the right to discontinue the operation of this 7.5 miles of track and to close its station in Rossland. Here is a city with four to five thousand people situated in my constituency which is not served by the railroad and has no depot within its confines. In any event, the decision has been made.

The Rossland Chamber of Commerce made some excellent suggestions, I think, to the officials of the Board of Transport Commissioners as a result of their experience in presenting evidence to the board, and I am going to read their proposals because I think they should be seriously considered by the minister and by the board. This is a letter which the Rossland Chamber of Commerce wrote to the Mr. H. H. Griffin, Assistant Chief Commissioner of the Board of Transport Commissioners for Canada, Ottawa, dated February 3, 1966

Dear Mr. Griffin:

It is with regret that we received your order No. 119677, authorizing the Canadian Pacific Railway to abandon their trackage from Warfield to Rossland.

However, this letter is written with the thought in mind of assisting future hearings, so that all parties concerned will view the results with understanding, if not with satisfaction.

(1) All exhibits filed re the application should have a glossary, so that anyone reading the documents will understand the terms of reference.

(2) It should definitely be established that the railway company offering a service to a district, should be the organization to document fully the possibilities for business within the districts concerned. The hearing should have a full background knowledge of:

(A) Why the railway line was established.

(B) What the line carried over its history.

(C) Revenue expense picture over the last 10 years.