

*Transportation*

coal, forest products, fertilizers and other commodities from the smelter, pulp products and other things produced in this district.

I know the hon. member for Kootenay East has been interested in this question for some time, because I have read the reports of the committees. In minutes of proceedings of evidence of Tuesday, March 8, No. 4, of the standing committee on transport and communications I noticed the hon. gentleman showed his interest by the questions he asked. At page 170 I see the following:

Mr. Byrne: Some years ago—two years I believe, to be exact—the Canadian Pacific Railway abandoned, if I may use the term loosely—

I am not clear what that means

—the passenger service on what is known as the Crowsnest-Kettle valley railway line. I am particularly interested in this because it runs to the East Kootenay and, incidentally, the West Kootenay—

Mr. Sinclair: Yes, I know exactly where those are. I know why you put in "incidentally" in regard to the West Kootenay.

I should like to know what Mr. Sinclair means by that. Continuing:

Mr. Byrne: At that time there was, of course, great consternation; but again we heard the charge that the Canadian Pacific Railway was given large mineral, land and forest grants to provide the building of the famous Crowsnest railway.

Mr. Sinclair: Yes.

Mr. Byrne: And we heard that for that reason they should continue to give railway passenger service until perhaps the end of time or until there was some indication that there was absolutely no requirement whatsoever.

Later in the same hearing I read this:

Mr. Byrne: I am quite in agreement with that. My purpose in asking the question is and was to identify this story that I and many others in politics had to contend with at the time of the abandonment of the railway.

The Chairman: Of what, Mr. Byrne?

Mr. Byrne: Passenger service on the now famous Kettle valley and Crowsnest line. I think it is important that we hear both sides of the story. I have not been able to get these figures straight in the past and I am glad to have them on the record.

Mr. Sinclair: There was no obligation, Mr. Byrne, by statute; there was no obligation by any agreement to provide passenger service. That line, like all other lines, became a part of the Canadian Pacific Railway and became subject to the jurisdiction of the Board of Transport Commissioners when it was formulated in the early 1900's. I think the first board was set up in 1903. Therefore, before passenger service could be withdrawn in the Kootenay it required the approval of the Board of Transport Commissioners and that was secured and received after hearings held in the Kootenays and elsewhere before the service was discontinued. If I may go on for one moment, Mr. Chairman, the service was discontinued and I have been in the

Kootenays. I have not seen, as I said earlier, any withering on the vine of such places as Cranbrook, Castlegar, Nelson.

Mr. Byrne: The members are withering.

Mr. Sinclair: The members are withering?

Mr. Byrne: The members of parliament.

Mr. Sinclair: They are maturing.

I wonder what Mr. Sinclair means by that. By maturing, does he mean that hon. members accept the policy of the Canadian Pacific?

On page 173 we find the following:

Mr. Byrne: One final question, sir. How much land does the railway still maintain under the original grant, not any new acquisition?

Mr. Sinclair: Well, Mr. Byrne, there are some townsite lands which have never been sold; some of them have come back on our hands; I would suggest about 600,000 acres, including what is being referred to by some people unkindly as moose pastures.

I now want to quote briefly from a brief. This is from the brief presented at the hearings when the question of the abandonment of the line was being considered by the Board of Transport Commissioners, and I quote this to show what the public attitude was, Mr. Chairman. As I said before over 150,000 people are denied passenger service over this line which runs from Vancouver, in effect, to Medicine Hat. These are the people who appeared: F. C. Hislop for Fernie and District Chamber of Commerce; J. H. Ward, alderman, city of Cranbrook; Lloyd J. Hoole, representing Cranbrook Chamber of Commerce; C. W. Sims, representing the Brotherhood of Locomotive Engineers; W. H. Towey, representing the Brotherhood of Railroad Trainmen; E. B. Ferguson, Industrial Co-ordinator, city of Lethbridge; S. Cimolini, representing the village of Natal; H. C. McKay, M.L.A., Fernie; L. M. McBride, Q.C., for the Nelson Chamber of Commerce; Leo Gansner, for the city of Nelson; J. G. Flanagan, representing Local 480 of International Union of Mine, Mill and Smelter Workers; Mrs. Mae Johnston, representing Tye, B.C.; Rev. Ernest Hanson, representing Kootenay Lake Bible Camp; C. W. Brazier, Q.C., representing the government of British Columbia, and F. H. Herbert, for the city of Penticton.

That shows the interest there was in this problem at that time. The representations made before the Board of Transport Commissioners were on a very wide scale indeed.