

Supply—Transport

and Housing Corporation I do know charge the Department of National Defence for services that it performs, but it does not indicate here how that amount is recovered. I shall have to get that information and give it to the hon. member.

Item agreed to.

DEPARTMENT OF TRANSPORT

604. Departmental administration—further amount required, \$161,000.

Mr. Herridge: I must take this my first opportunity with you in the chair to say what a number of the people in my district have asked me to say. I represent the riding in which our deputy chairman first saw the light of day. On behalf of these old-timers I want to congratulate you on your appointment as deputy chairman. I recall one lady who said, "I was quite sure our Teddy would make his mark when he got to Ottawa."

I want to take the time of the house for a few minutes on this administration item of the Department of Transport, to introduce an important matter. I was going to do it when we were going into supply a few days ago, but I did not because I did not want to delay the debate on external affairs. It was suggested that I do not do so upon going into supply today so that these estimates could proceed. Perhaps if I take a few minutes at this time I shall have the good will of the house because I cannot wait to raise this matter until the regular estimates of the department are before the committee. I refer to a question that is vital to some three thousand of my constituents, to a lot of people in British Columbia, a good many people in Canada, and in fact a good many people in the United States who have been using the steamer service on the Arrow lakes during the summer months for many years.

The Canadian Pacific made the following announcement recently:

The Canadian Pacific Railway Company will withdraw all steamer service on the Arrow lakes. The last trip from West Robson on April 23 and the last trip from Nakusp to Arrowhead and return on April 24. Effective on these dates all steamer service provided by the above company will be cancelled.

This will mean there will be no steamer service for a distance of 120 miles on the Arrow lakes between Robson and Arrowhead. This announcement was made without any consultation with the people or the district organizations concerned; the public were simply informed through this notice in the

[Mr. Abbott.]

press and a letter to the chamber of commerce. It is very upsetting to these people I represent because it is a serious matter to them.

This company was incorporated by an act of this parliament in 1890, and sold to the Canadian Pacific later. The Canadian Pacific has operated steamers on these lakes since about 1896. In fact, it was the main route of the Canadian Pacific from the interior of British Columbia to the coast until the Kettle Valley railroad was built. If one peruses the minutes of the Canadian Pacific Railway Company up until the early twenties, one can see that the company made substantial profits out of the operation of this steamship service until that time. However, we admit that during the last years increasing losses have been incurred. Because of the changing circumstances a great deal of the traffic that formerly went up the lake is now going over the Kettle Valley railroad.

As a matter of fact, the company has discouraged traffic on this steamship service by failure to advertise. I know many people who tried to buy tickets for this service from agents in various parts of Canada, and they were told there was no service operating. The company in recent years has rerouted all the heavy freight, and instead of carrying it on the steamers have carried it on the railroad. This means a loss of credit to the steamers in question. I know that during the summer months last year this service was packed. Hundreds of cars, for which no reservations had been made, were turned away during the season and this happened at Nakusp, Arrowhead and West Robson at which points cars are taken aboard. This matter is of serious concern to the people I represent.

Strangely enough, while there has been an operating loss of something like \$100,000 a year for the last two or three years, this loss has occurred in one of the best paying divisions of the Canadian Pacific Railway. Indeed, the plants of the Consolidated Mining and Smelting Company are situated in the district and according to the latest balance sheet of the C. M. and S. Company the Canadian Pacific will derive a net revenue of something over \$10 million from this source alone. As I said, this service is of vital concern to many of my constituents, until other means of transportation is provided. It is essential to the settlers and the fruit farmers, who depend upon it for shipping fruit, in carload lots or less. It is important to the general farmers who ship carloads of hay and the