

*Railway Act*

and the question is naturally asked—is the C.P.R.'s concern for its passenger run crews genuine when they appear to ignore the safety of the personnel on the freight runs?

**Instituted Embargo**

We have been informed by various farmers and poultrymen in the west Kootenay area that the railway has instituted virtual embargoes on the shipments of livestock and poultry. Indeed one of our members, a pigeon fancier, has protested to this union that he and his group can no longer transport their racing birds by rail and that the only alternative, truck travel, is unsuitable to their needs. Surely this is going too far when groups such as this are so sorely inconvenienced by a whim of the C.P.R."

I might say in this connection—

**An hon. Member:** From what are you reading?

**Mr. Herridge:** I explained at the start that I was reading from the *Trail Daily Times*, which is a Conservative paper owned by a very close relative of the Minister of Public Works. I might mention on this last point that there has been, I think, some remedy with respect to the matters complained of by the pigeon fanciers' association and the canary breeders' association, which are the only ones in my district who had redress for their grievances.

"Here again this union maintains that the needs of the Kootenays are being entirely ignored by the C.P.R.'s apparent refusal to give service for which their franchise was granted to them to the exclusion of all others and that they are not living up to their commitments to this community and therefore the country as a whole.

We urge you, Mr. Minister, to use your power in such a way as to redress all these grievances and force the Canadian Pacific Railway to provide these necessary daily services, upon which the people of the whole southern interior of B.C. depend.

**Unemployment**

As a union we cannot ignore the fact that these moves aggravate the mounting unemployment problem in Canada and this area in particular. We maintain that from this viewpoint alone, the Canadian Pacific Railway has a responsibility in the general economic welfare, and that by maintenance of adequate service between fifty and one hundred workmen would again be gainfully employed.

**Canadian Pacific Airlines**

Your government recently saw fit to bring to an end the sole right of the Trans-Canada Air Lines to provide east and west air travel, which the Canadian Pacific Company, among others, after pressing for many years, hailed as a proper move in the so-called free enterprise of our nation. We cannot refrain from commenting here that in areas such as the Kootenays, where the Canadian Pacific Railway is apparently engrossed, apart from all considerations of the public welfare in cutting service, their entry into the trans-Canada air travel field is unearned.

We feel it only fair to say that as a union we oppose this company being given further franchises when they apparently wish to curtail necessary services to the public in areas where they hold an exclusive railway franchise, as they do in the Kootenays.

[Mr. Herridge.]

**100th Birthday**

As you know, Mr. Minister, 1958 is a proud year in the history of the province of British Columbia. We are celebrating our 100th birthday—100 years of dynamic progress in productive and cultural contributions to the welfare of our nation, and our people.

It is somewhat ironic that precisely at this moment the C.P.R. seeks to turn the clock back instead of forward. Instead of looking forward to improvements in rail travel, in step with our general progress, the C.P.R. blithely institutes retrograde actions, such as they have instituted in these recent months.

Throughout the whole of 1958, it is anticipated there will be thousands upon thousands of visitors to every part of the province where the great centennial events are being programmed. We ask you sir what their estimation of B.C. as a thriving province, would be when our visitors are forced to endure rail travel of the nature that is presently available to them through the courtesy of the Canadian Pacific Railway, who advertise themselves throughout the world as the world's largest and most progressive travel organization.

On behalf of our union, and indeed the union men and general public of this province, we urge you to use your power to ensure that these conditions be rectified, and soon.

Mr. Speaker, I have read at considerable length from this brief because it deals with the question very thoroughly. As I said earlier, it has attracted much favourable comment throughout the district and of course has received very large support.

When the brief had been presented to him, and when representations regarding it had been made—and I am informed that the minister appeared to the delegation to be a very likeable person,—he replied to the delegation with these words: "I have no power to tell the Canadian Pacific Railway what to do". I understand that according to the law as it stands at the present time that is so. That was when the minister agreed to talk to Mr. Crump of the C.P.R.

A long time has passed since the hon. minister had this opportunity to talk to Mr. Crump. I am sure that after he said he would discuss this matter with Mr. Crump and the members of the transport commission he did do so, but the same situation exists. There has been no improvement whatever. We still have to put up with this bi-weekly service between Penticton and Nelson, and with the Budd car.

It is admitted that the Budd car service is somewhat more rapid; it is a very nice day coach, one might say. But the service is not sufficient, and the Budd car does not provide sufficient conveniences for older people, people with children, people who are ill and others who for various reasons cannot easily sit up in a day coach on the journey between Vancouver and Lethbridge, for example.

As far as food is concerned, one has to rely upon a boy who comes along periodically.