

I live on the north route of the trans-Canada highway. In the winter most truckers travel that route. In summer many take the scenic route along the north shore of Lake Superior, but that is a very difficult route in the winter.

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Truckers form a large percentage of highway traffic. It is necessary to build additional facilities for them. In my opinion, this is good. In northern Ontario most hills have an extra, paved lane for slow-moving traffic. Ontario is very frugal. Other provinces pave the shoulders of the roads; Ontario paves only the portion for driving. Paving of a slow-moving lane on hills is a necessary expense.

This raises the problem of how the provinces should be compensated. I am sure the trucking industry would give consideration to this. The industry is well aware there are expenses for operating and maintaining any type of transportation facility. Obviously, there must be some way in which the provinces can be remunerated. The responsibility of the motoring public other than truckers will be increased if licence and gas fees are removed. The trucking industry is well aware it will have to make some kind of contribution on a mileage basis or in some other way. When some national trucking companies reach a border they must put on a new licence plate. In many cases they have to change or increase their insurance in order to travel in a different province. This varies according to the type of commodity being transported. This fact must be taken into consideration.

For many years we have been interested in the problems of national transportation. Transportation within the provinces has been highly restrictive. It has created undue difficulties in my part of the country because of the licensing procedures. We have been very concerned about PCV licences in their various forms. I recently attended a meeting in northern Ontario where the matter of transportation was discussed with provincial officials. Most communities were represented. We found that there was a considerable difference between the needs of southern Ontario and northern Ontario. In northern Ontario, the recommendation was that there be no PCV licence. If somebody had a truck and wanted to move a commodity from one place to another, it was felt they should be able to do so. If they could transport something on the way back, that would obviously cut down the cost for shippers in either direction. In southern Ontario, they reasoned for retention of some form of licence in order to ensure that places that were not considered economic for the companies would still be given service.

Everyone in the trucking industry in Ontario wants to haul goods between Hamilton and Toronto. They will haul goods between other places, but they want to haul them mostly between Hamilton and Toronto. They will pay a considerable sum for a licence to haul to London or Windsor, but they will not pay very much to service an area such as London to Stratford. This example was quoted by the Ontario minister. He stated that it was difficult to get goods moved from London to Stratford, or vice versa. I think that is probably not quite true. It is a surprising thing, but people who learn to drive trucks want to do so when they are four years old. If you ask a young, aggressive boy what he wants to be, he will not say a lawyer, doctor or politician; he will want to be a truck driver. If an

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aggressive young person were able to borrow money from Household Finance or IAC to buy a truck to move commodities from London to Stratford and vice versa, I am sure there would be no more problem.

When talking about the total transportation facility in Canada consideration must be given to restrictions inside the provinces. In my opinion, the Conservatives should be violently opposed to restrictions on PCV licences. Without a doubt, free enterprisers are the most socialist of people. They want the monopoly, the socialistic life and they want the country to supply all the money possible for their socialist venture. I think a free enterpriser should get rid of all PCV licences. Let there be free trade. Let the guy who can drive the truck at the lowest cost haul the goods.

Mr. Horner (Crowfoot): Is that the policy of your party?

Mr. Peters: I suggest it should be the policy of the Conservative party. I see no reason why there should not be some competition in this field. There should be the ability to transport goods across the nation by highway transportation the same as with air and rail. We should have licences to provide for these facilities.

It may be as it is in the United States. The hon. member for Lethbridge (Mr. Hurlburt) mentioned that he travels as far as possible in the United States before getting back into Canada. I am sure he was not talking about some of the roads in the United States. If he were taking a trip to New York he would not travel on the toll road. I made that trip one time in a Volkswagen. I found that the cost of the tolls was much higher than the cost of operating the vehicle. It was approximately \$5 or \$6 more than the cost of the gasoline required to operate the vehicle. I am sure he would find that in the United States in many cases they have been able to build highways at a profit on the old capitalist principle that he who uses the facility should pay for it.

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I am sure we could work out for our national highway some arrangement which would allow maintenance of that route through national licensing and from other charges a trucker might be willing to bear in a fairly uniform way. We supported this idea at the time of the passing of part III of the CTC legislation and I am sure we would support its implementation. We cannot pass on to the hon. member for Lethbridge the sins of his forefathers in this place, though it is true that some of the fault might be on his side of the House. Today is a new day and this problem has yet to be solved.

Highway transportation is of growing importance to the unity of Canada. We should give consideration to making this form of transportation as easy as possible and removing restrictions which, I believe, truckers would find unenforceable in any case if they took the question to the courts. We should remove those restrictions as soon as possible in an effort to establish a reasonably economic and competitive transportation facility. This would assist us to utilize to the full extent the other forms of transportation which now, apparently, are setting the rate structure for all types of transportation in Canada.