

appeared before the commission. In my opinion the competition from motor trucks and private automobiles is one of the questions which must be solved if we are going to see any daylight in our railway problem. The following appears in paragraph 165:

The railways themselves should be empowered to provide and operate services of road vehicles, subject to whatever restrictions are imposed upon other road transport operators.

I think most hon. members will agree that up to the present time the railways have been more or less asleep as far as the meeting of this type of competition is concerned.

An hon. MEMBER: How would they meet it?

Mr. BOWMAN: They could meet it in the manner suggested by the paragraph I have just quoted. Certain of the railroads in the United States have already gone into this class of business.

Mr. CHAPLIN: Some of the provinces prohibit the railway companies from entering that type of business.

Mr. BOWMAN: I am not so sure that they do.

Mr. CHAPLIN: The province of Ontario has done it already.

Mr. BOWMAN: To what extent?

Mr. CHAPLIN: They control the highways and the granting of charters.

Mr. BOWMAN: There can be no question but that up to the present time the competition has been unfair as between the motor truck, the private automobile and the railways. I think this fact can be summarized best by reading another sentence or two from the report. Paragraph 166 contains the following:

By concentrating less on mutual competition and by turning their energies to the coordination of the services they provide, a properly coordinated system of transport will be evolved.

That is the finding the commission arrived at after investigating this matter carefully for some months. Paragraph 167 reads:

The federal and provincial governments in cooperation should, however, examine this question of the regulation and taxation of road motor vehicles with a view to equalizing the conditions under which road and rail transport is carried on, and to securing uniformity throughout the dominion. A joint inquiry in which both federal and provincial governments were represented should enable a measure of agreement to be reached upon the general principles which should govern the regulation and taxation of motor vehicles using the public highways.

An finally in paragraph 168:

In our view the general principles upon which operators of road passenger services and common and contract carriers of freight should be regulated are as follows:

(i) Schedules of rates and charges should be published.

(ii) Within those schedules common carriers of freight should accept and carry what is offered to them without discrimination between customers and commodities.

(iii) Operators should be insured against all risks, including third party risks.

(iv) Operators should keep accounts on a prescribed system and render returns to appropriate public authority on a common basis.

(v) Minimum standards in regard to working conditions, including wages and hours of labour, should be required.

(vi) In the interests of the safety of the public, a standard of fitness should be required of all operators in regard to their vehicles.

(vii) Due regard should be had to the preservation of road surfaces, and, to this end, restrictions should be imposed upon the size and weight of road vehicles in accordance with the type and character of the highway.

Finally the commission suggested that there should be a uniform system of licensing based upon and providing for the maintenance of highways. I understood from a remark of the Minister of Railways when this bill was introduced that at the last interprovincial conference in January this question came up, and that a resolution was passed by that conference, and it was agreed that the Minister of Railways should submit to the provinces a questionnaire dealing with matters relating to the regulation of truck and motor bus service, and that after the information had been assembled and studied a conference of the appropriate officials of the dominion and the provinces would be called to consider the whole situation. It was further agreed that the dominion statistician should assist the Minister of Railways in preparing the questionnaire. I was subsequently informed by the Minister of Railways himself that the questionnaire had been prepared and sent out to the various provinces. I should like to ask the minister if any report has since come to hand from the provinces on that question, and if so what was the general purport of their replies.

Mr. MANION: There have been no replies received as yet to the questionnaire beyond the acknowledgment of receipt and stating that instructions were being given by those receiving the questionnaire, the provincial premiers in most cases, to the appropriate officials to prepare the information required.

Mr. BOWMAN: Perhaps the minister, without divulging something which the house