

Mr. MAURO: I think that Mr. Magee's statistics concerning the number of for hire trucks on the highway as opposed to the private trucks and inter-city trucks, you will remember he gave a figure of 5.62 per cent being for hire trucks, is somewhat misleading. Mr. Magee will correct me if I am wrong because the next question to Mr. Magee should have been: what percentage of the ton mileage on highways is for-hire trucks. While they are few in numbers, that 5.62 per cent is the registration, all the wear and tear on our highways is not caused by the numbers of vehicles on the highways but the weight per axle. While they only bear 5.62 per cent of the vehicle registrations, for-hire trucking is a far greater percentage of the tonnage moved over our highways.

I have not yet had it satisfactorily demonstrated to me that the truckers are paying the amount that it costs the provinces to maintain these thruways. I am not taking any position on it because Mr. Magee comes back with some very cogent arguments concerning sales taxes and one thing and another, which have to be taken into consideration. However, there can be no question in my mind as to the comparative costs of maintaining thruways and highways and maintaining a similar length of track because the maintenance costs on the railway are fantastic. I think if we are ever going to solve this transportation problem in Canada, we are going to have to take some refreshing new views on line abandonments, of changes in our railway line structure, because we cannot continue to demand that the railways give services, such as they have been giving, at rates which do not make a proper return on their investment.

Certainly the province of Manitoba's view is that this royal commission will have to make a frank appraisal and reappraisal of this whole problem.

Mr. FISHER: Has Manitoba given any suggestion to the interdepartmental committee or to the government as to what they think the terms of reference of this commission should be?

Mr. MAURO: We have not.

Mr. FISHER: Since the matter has been raised here I do not think it would be impertinent for me to ask you to give a suggestion as to what you think the terms of reference should be.

Mr. MAURO: I think, Mr. Fisher, our feeling on it is, that the terms of reference be broad enough so as to permit the commission to make a complete and thorough investigation of the transportation picture in Canada, and I hope that is not taken as a facile type of answer. That is our feeling about it. I think the terms of reference should be broad and general, to bring in the truck, rail and lake rates and all these other rates.

Mr. BELL (*Saint John-Albert*): Mr. Chairman, just for the record might I ask a question? Was this interdepartmental committee not dealing particularly with the maritime provinces? I think that is important.

The CHAIRMAN: Can you answer that, Mr. Knowles?

Mr. L. J. KNOWLES (*Commissioner, Board of Transport Commissioners*): I did not hear the question. Would you kindly repeat it?

Mr. BELL (*Saint John-Albert*): Yesterday the representatives of the railways made a brief statement on the interdepartmental committee, a four-man committee that has been reporting to the cabinet, and I understood at that time the reference was mainly with respect to the problem of the maritime freight rates.

Mr. KNOWLES: I think the minister's statement was correct, but I am not a member of the committee, neither is any other official or member of the Board of Transport Commissioners. It is purely a Department of Transport committee as I understand it.