

Atlantic port as well? This makes a difference to certain subsidies, you know, for grain from western Canada.

Mr. DICKSON: For the purpose of that particular section I guess we would not really quarrel with Montreal being called an Atlantic port. I think the Halifax members would be the first people to object to Montreal being classified as an Atlantic port open all the year round!

Mr. COWAN: Mr. Regan referred to a corridor through Maine. I gather it is being considered, together with trucking commercial commodities from the maritime provinces into the central Canadian market. How much do you think moves that distance by truck today? Up in Ontario and other parts of North America a piggyback system is being used for transport by rail where the railroad bed is already in existence, in many cases rock ballasted, so we do not have to spend money on building a new road? Could the truck traffic over the corridor road not move just as well by piggyback so that the crowding of the highways could be alleviated by taking off the trucks? This method has been proven by the province of Ontario.

Mr. DICKSON: This is certainly one of the alternatives to moving traffic over roads anywhere there is a rail service available, or where a piggyback service can be provided. Whether it is the best way, the cheapest way, or the most economical way to move traffic I really could not answer the question specifically.

Mr. COWAN: I think the facts speak for themselves. All you have to do is to look at the facts to see that piggyback is growing increasingly. If you have the rails, it is shorter than a truck route through New Brunswick or the building of a corridor road through Maine.

Mr. DICKSON: Piggyback rates are based on the road mileage.

Mr. COWAN: Are you objecting to it?

Mr. DICKSON: I was not objecting to it.

Mr. COWAN: This is like saying that two and two make four.

Mr. DICKSON: If your road mileage is shorter, then your piggyback rate is lower, as I understand it.

Mr. COWAN: I think this is extraneous to the subject under discussion. I just wanted to have it on the record that if you are not objecting to Montreal being called an Atlantic port, I hope that in a couple of years from now the uproar about it will not be coming from the Atlantic provinces, because of your reply this morning.

The ACTING CHAIRMAN: Are you through, Mr. Cowan. If so, then Mr. Lloyd.

Mr. LLOYD: I have a supplementary question to the supplementary. It arises from the fact that observations were made about Toronto and Montreal. I would ask my question of either Mr. Cooper or Mr. Dickson: in view of the fact that Canada historically has maintained a tariff policy for the development of manufactured industrial products in Canada, this has been a great stimulus to the central areas of Canada. How would you feel about a commission inquiry into subsidies to shippers, such as was implied in Dr. Stewart's question, to select kinds of users, bases, and products, as being more meaningful and understandably more of an economic growth within the maritime provinces? I mean direct subsidies to shippers. How would you feel about that approach to the problem? Is it practical? We have, for example, all kinds of federal policies with respect to other products, particularly wheat and automobiles. What would you say about having it related to apples?

Mr. DICKSON: If I understand you correctly, you suggest the possibility of paying a subsidy for transportation to the shipper.

Mr. LLOYD: That is correct.