

So far there has been no necessity for public assistance in the promotion of pipelines, but the national interest has been protected by placing the interprovincial lines under the jurisdiction of the Board of Transport Commissioners. Moreover, during the time when the preparedness programme required that some private investment projects be discouraged, the fact that pipeline projects were allowed to proceed was in itself an expression of policy.

From these remarks you will see that a great emphasis has been placed on the positive, constructive side of national transportation policy with a profound influence on our economic development. This was particularly true in the early formative years, but it remains true today.

Turning to the other side of transportation policy, the matter of regulation in the public interest, this always has been a matter of governmental concern as well. The Board of Railway Commissioners was first established in 1903, later becoming the Board of Transport Commissioners. The Board has extensive powers in railway regulation, and a clear and equitable set of rules has evolved for dealing with railway rates and other matters. The Board is also responsible for regulations respecting pipelines, and has a limited jurisdiction in other fields including express companies and including the licensing and rates of ships on the Great Lakes and Mackenzie River.

The Canadian Maritime Commission, established in 1947, is not a regulatory body in the same sense, but its powers and duties affect water transport. For example, it administers the subventions for coastal steamships voted by Parliament each year. In this administration it enters into contracts with the companies, containing provisions as to the tolls to be charged,

The Air Transport Board was established in 1944 with extensive regulatory powers in the field of air transport.

At present the regulation of highway traffic is left entirely to provincial authorities. The Royal Commission on Transportation studied the problem and recommended that the Federal Government move to regulate interprovincial and international traffic. Meanwhile the question of federal jurisdiction has been involved in litigation in the case of the MacKenzie Coach Lines, which is now on appeal before the Privy Council. The Government has not taken any action and of course will not take any before the appeal is heard and the questions involved have been adjudicated.

In this connection I should like to point out that, while bus registrations in Canada total under 9,000, well over 700,000 motor trucks are registered. The great majority of these trucks are operated directly in the service of the owner, comparatively few are operated for hire. "For-hire" trucks include those operating as common carriers and those carrying goods by contract. Accurate statistics are lacking, but the Royal Commission quotes one estimate that places the total of for-hire trucks at only about 50,000 out of which not more than 1,500 operate in interprovincial or