

half an hour. I would ask that the committee nominate an interim chairman to take the chair for today.

Mr. REGAN: Mr. Chairman, would you accept a nomination?

The VICE CHAIRMAN: Yes.

Mr. REGAN: I will nominate Mrs. Rideout to act as temporary chairman today.

Mr. CANTIN: I will second the motion.

The VICE CHAIRMAN: Are there any more nominations?

All those in favour? Contrary?

Motion agreed to.

I announced at the last meeting of this committee last Thursday that since we have had the brief of the Canadian Industrial Traffic League for a week, we will take the brief as read. It will be printed as an appendix to today's Minutes of Proceedings and Evidence. Mr. Gracey will touch only on certain highlights and make some other comments on the brief, and then he and his delegation will be open to questioning. We will do the same with the brief from the Maritime Transportation Commission. However, there is a supplemental submission from them which will be put in your hands. I feel that this perhaps can be read by the commission when they present their brief.

Mr. GRACEY: The brief is quite short. On the first page we mention that this submission does not abridge the rights of any of the league's individual members to withdraw from any of the things we state.

On page 2 we refer to clause 3, section 45A. The league wishes clarification of this statement.

We also refer to clause 5, section 156(1), and we would like to have an interpretation of the words "transportation company" and "common carrier".

On page 3 we discuss clauses 9, 10, 11 and 12 and certain sections of the act. We request that the bill be altered to provide for an appeal board for shippers. We notice that the proposed section 317 provides certain relief but we do not feel that this is a satisfactory safeguard for industry or for shippers.

At the foot of page 3 we deal with clause 15, section 326. What we ask for here is that the railways publish a price list of the class rates.

On page 4 of our brief we discuss clause 18, section 333. We suggest that the commercial terms of sale are now generally made on a basis of 30 days, and we request that any increases in rates be effective only after 30 days.

In dealing with clause 19, section 335—this is the captive traffic clause—we feel that the statutory provisions suggested here are too arbitrary and we feel that they are too rigid. We feel that they should be deleted.

On page 5 we make a suggestion dealing with clause 1 that a new paragraph be added dealing with the appeal board provision. We would like a new section to be added which would read as follows:

"(d) Each mode of transport, as far as practicable, applies equitable rates and conditions, under similar circumstances, to all users."

Our main point is the provision of an appeal board to deal with captive traffic.

We also have two exhibits, the first one being an example of rates to be fixed on captive traffic. That has been prepared by our consultant, Mr. Paul. The other item is the transportation policy for Canada which was just adopted by the annual meeting of the league on February 23rd. It ties in quite interestingly with this proposed Bill No. C-120.

We would be pleased if you would direct your questions to either Mr. Paul, Mr. Cunningham or to myself.