

The VICE-CHAIRMAN: We cannot have questions from witnesses until such time as they take their place here.

Mr. CHARNOCK: Some of the statements made here need correction.

The VICE-CHAIRMAN: You will have a chance to do that later on, Mr. Charnock.

Mr. HORNER (*Acadia*): I agree that things should be kept on a competitive basis, but there are one or two things which have to be considered. One is the fact that the railways, particularly in western Canada, started many communities there and they are more or less concerned with the fact that they have to serve those communities. I have seen trucks loaded with freight going into a lot of small towns; they will run there for a couple of months, as long as they can make a dollar at it, and then they will drop out and the people have to go back to the railroads.

It is fortunate for the people concerned that the railroads are still there and still running, and that they take over the business during the winter months, while the truckers take it over during the summer.

In view of the fact that the railroads have to serve these communities, perhaps they should be given a little consideration. They are bound to serve a great many communities, while the trucking industry is not.

Mr. MAGEE: I realize that the railroads are required to do that; but I think there are very few communities in Canada which are not supplied with sufficient competitive trucking service so that in the event of a failure by an operator that community would never be left without any highway freight service.

Mr. HORNER (*Acadia*): There are quite a few in western Canada in the winter time, particularly when the roads are clogged up.

Mr. MAGEE: If we can get the roads cleared, we will go there.

Mr. HORNER (*Acadia*): In my own area I have seen places where the trucks could not move over the roads for two months in the winter, because they were not ploughed and it was impossible to get them ploughed.

Mr. MAGEE: In the province of Quebec before the provincial government proceeded to plough the roads, we ploughed them ourselves in order to keep the trucks going. I know you have heard it said that the trucks run in good weather but do not care to run in bad weather. However, we ploughed the roads.

Mr. HORNER (*Acadia*): That is news to me.

Mr. PAYNE: According to your submission before the committee there is a claim that you carry your fair share of the cost of the rights-of-way on which you operate. In view of these submissions which has been presented to at least two provincial governments to my knowledge—I mean the provinces of British Columbia and Alberta—it is truck revenue, as far as the provincial treasurers are concerned, which is the source—I mean the gas tax, and the vehicle licensing—but it does not cover the replacement cost, let alone the capital costs. The truck revenue, as far as the provincial treasuries are concerned, from such sources as gas taxes and vehicle licences, would not cover the wear and tear and replacement costs, let alone capital costs. Over the past fourteen years data and information has been supplied to the provincial departments or highways indicating these facts. What do you submit to this committee to establish your fundamental claim? Have you facts and figures to indicate you are in fact paying your share of highway costs? There are motor associations claiming that you are in fact subsidized by the provinces.