

*Atlantic Regional Freight Assistance Act*

**Mr. Jamieson:** When the hon. member began his speech he said there was a great deal of confusion in the Atlantic provinces regarding the outbound and intra. These are the semantics we are trapped in at the moment. All I can say to the hon. member is that I was in on the drafting of this bill. While I am not a legal person, I do understand its implications. I am now putting on the record what I understand it to mean.

As far as the outbound is concerned, there is no limitation on the amount that will be paid either to truckers or the railways. This 30 per cent is designated the same as for shipments out of the Atlantic provinces under the Maritime Freight Rates Act. There is no limit as far as that is concerned.

Insofar as the hon. member's question is concerned, a fixed amount is paid in any one year on intra. I am sure my hon. friend understands that. What I am saying is that the amount to be used for purposes other than an intra subsidy would not be less than the amount, insofar as the railways are concerned, if it applied only to the railways. It is the same sum of dollars, merely moving them from one to another. This does not apply insofar as the westbound 30 per cent subsidy is concerned. I hope that makes it reasonably clear.

**Mr. Thomas (Moncton):** Clause 5(1) seems to be causing all the trouble. This refers to what the minister is calling intra-traffic, traffic within the select territory. Intra-traffic refers to traffic such as that between Fredericton and Halifax. That is what I call intra-traffic within the territory. Outbound shipments would be from the select territory west.

**Mr. Jamieson:** The hon. member is quite right, Mr. Chairman. Traffic moving between points within the select territory is intra-traffic. Perhaps it might be more effective if we used the term westbound for any other kind of traffic, that is, traffic flowing out of the select territory.

**Mr. Thomas (Moncton):** Clause 5(1) states:—  
—the Governor in Council may vary or remove the reduction in tariffs for the preferred movements of traffic described in paragraph (a) or (c) of sub-section (1) of section 4 of that act—

That refers to intra only.

**Mr. Jamieson:** Yes, Mr. Chairman.

**Mr. Thomas (Moncton):** It does not refer to shipments from the select territory west.

**Mr. Jamieson:** That is right.

[Mr. Nowlan.]

**Mr. Lundrigan:** Mr. Chairman, I apologize for not hearing the minister's earlier statement and the other statements. Consequently my questions may have already been answered. If that is the case, the minister can remind me. I wish to ask four questions.

First, I gather from one of the remarks of the minister that he hopes the provinces will agree to Bill C-207 which we are now discussing. I am aware of the fact the principle recommended by the premiers in their recent recommendations regarding transportation may be embodied in the bill. My question is whether the minister has given the premiers an opportunity to react to this legislation.

Second, the committee seems to be something like the premiers had in mind but it is not mentioned specifically in the legislation. How does the minister plan to set up this committee? Possibly the minister has already answered this question. Will the committee members be paid? What kind of representation does the minister hope the various provinces will have? Will the committee members be civil servants or other people who are already receiving pay? I feel these questions should be answered for the purpose of clarification.

My other two questions are very simple. I will not get involved in academic, theoretical situations and dialectics as some hon. members did. My question refers to trucking firms that are already doing business in the Atlantic provinces. An example would be freight being moved from Truro to another part of Nova Scotia or from Port aux Basques to St. John's. I previously wrote to the minister with a similar query. Will these firms be entitled to some assistance under the act as it is slated to come into existence, or through some future legislation the minister hopes to introduce?

My third question is with regard to the present subsidies being paid on eastbound freight. An example would be freight originating in Montreal and being shipped to Prince Edward Island or Newfoundland. Will there be a continuation of these subsidies? I do not know on what basis the subsidy used to be paid to Clarke Steamships. A specific example is that last year this company received a subsidy of \$75,000 for moving freight from Montreal to Botwood. The reason I ask this question is that approximately two years ago the Department of Public Works built a beautiful structure, which was stated to have cost \$2 million. The \$75,000 subsidy was removed. It meant that approximately