

in 1927. The experience of the past coupled with discernible trends points to neither an improvement in the relative position of the Atlantic Provinces nor an arrest of the deterioration with the passage of Bill C-120. Instead, it is submitted that passage of the Bill would further aggravate the position of the Atlantic Provinces.

*Special Examination*

27. The Right Honourable Lester B. Pearson, Prime Minister of Canada, indicated the Government's appreciation of the problems respecting transportation in the Atlantic Provinces by his announcement in the House of Commons on October 20, 1964 that a "special examination into the problems relating to Maritime transportation and the Maritime Freight Rates Act" was to be undertaken. The Atlantic Provinces welcome this announced intention of the Government of Canada. It is submitted that such an examination must have as its primary objective the restoration, in this competitive transportation era, of the national policy respecting transportation for this region of Canada that was originally expressed in the intercolonial Railway rate structure and reaffirmed by the passage of the Maritime Freight Rates Act in 1927.

*Conclusion*

28. It is submitted that the rate "freeze" now in effect under the Freight Rates Reduction Act should be maintained for Atlantic Provinces' rates until the special examination referred to above has been conducted, completed and acted upon and, therefore, that Bill C-120 be amended by adding a clause thereto to the effect that, notwithstanding anything contained in the Bill, the freight rates in effect as of January 1, 1965 under the Freight Rates Reduction Act for the movement of traffic from, to and within the "select territory" as defined in the Maritime Freight Rates Act shall not be increased.

Respectfully submitted

THE MARITIMES TRANSPORTATION  
COMMISSION

on behalf of the Provinces of Nova Scotia,  
New Brunswick, Prince Edward Island  
and Newfoundland

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Moncton, N.B.,  
March 17, 1965.