

sion. That commission is a body authorized and supported by the governments of the Atlantic provinces. It was formed in 1925, and except for a period of four years in the early 1930's, it has been in continuous operation since that time. The commission is affiliated with the maritime provinces board of trade, and its *raison d'être* is to secure improvements in the economy of the Atlantic provinces in the particular field which is its responsibility, namely, transportation.

The submission presented to you today has the approval of the premiers of the provinces of Nova Scotia, New Brunswick, Prince Edward Island, and Newfoundland, and in addition it has been approved by the members of the Maritime Transportation Commission appointed by the government, and by the maritimes board of trade. The members of the commission so-called, in effect act as a board of directors of the commission. They are permanent business and professional men of the Atlantic provinces representing the region's many economic interests.

As the Chairman has said, there is present here today Mr. Craig S. Dickson, executive manager of the commission, and Mr. R. M. F. Armitage, secretary of the commission. Mr. Dickson will be prepared to deal with questions which members of the committee may wish to put to him on technical aspects and indeed on other aspects of the submission, and in particular, Mr. Dickson will deal with the appendices to the submission.

I would like now, Madam Chairman, to turn to the submission and merely mention some of the points which are made in it.

Mr. PASCOE: Before we proceed, Madam Chairman, has it been agreed that this submission will be printed in the report? Do we not have to agree to it ahead of time?

The ACTING CHAIRMAN: It was agreed to, before.

Mr. COOPER: I refer to the submission at page 1 where national policy and national transportation policy are mentioned in the light of the MacPherson royal commission report, and particularly to paragraph 3 which makes the point that this submission is particularly concerned with that manifestation of national policy contained in the Maritime Freight Rates Act.

On page 2, historical aspects of transportation in the Atlantic provinces are dealt with from the time of the first expression of the lower level of rates in the maritime provinces in the Intercolonial Railway rate structure, and on to the passage of the Maritime Freight Rates Act in 1927.

On page 3 transportation developments are reviewed in the light of the Maritime Freight Rates Act, and on that page appendices 2 to 7 are referred to. It is realized that the Maritime Freight Rates Act is not repealed in whole or in part by Bill No. C-120; but the brief or submission on pages 4 and 5 makes the point that it is the contention of the maritime provinces that the relative advantage which the maritime provinces, now the Atlantic provinces obtained under the Maritime Freight Rates Act has not been maintained, and that the development of transportation in the maritime provinces has deteriorated and has continued to deteriorate relative to shippers in other provinces. That is really the central point of the submission.

It is that situation which gives maritime transportation such concern. On page 7 reference is made in paragraph 27 to the submission of the Right Hon. Lester Pearson, Prime Minister of Canada, when he stated in the House of Commons on October 20, 1964, that a special examination into problems relating to the maritime transportation and the Maritime Freight Rates Act was to be undertaken. I think, Madam Chairman, it can be said beyond all measure of doubt, therefore, that the special problem of the Atlantic provinces has been recognized, and that an inquiry will be conducted into this problem in order to determine what can be done respecting our position.