

Atlantic Regional Freight Assistance Act

In other words, if the disadvantage is because of location or smallness of volume of traffic there is no appeal to the new C.T.C.

I asked the Atlantic transportation people about this section. I asked whether they felt they had ample room to appeal any case under it to the C.T.C. They immediately replied no because this provision prohibits an appeal on the ground of location or smallness of traffic. I suggested removing the word "beyond" from the subsection and they said that would improve the act 100 per cent and would give them an opportunity to appeal any unfair rate that may be imposed upon them, whether it be because of their location or because of the small amount of traffic. This would not be a subsidy. This would not be a grant of money. It would just give them an equal opportunity with persons in other regions to appeal to the Canadian Transport Commission.

The minister has told us that a more permanent piece of legislation with respect to the Maritime Freight Rates Act will be coming before the house in the fall. I repeat that I recommend to him that he give consideration to removing the word "beyond" from section 16(3) of the National Transportation Act. There is no question in my mind that this subsection does not apply to Ontario central Canada, although it might apply to some vast regions of the west. But as it is now worded it certainly does apply to the Atlantic region.

If the minister is going to make a subsidy available to the trucking industry he should do so in such a way that the benefit will be passed on to the shipper. Second, he should give consideration in more permanent legislation to provisions governing outgoing export traffic similar to those provisions covering the eastern export of grain. Containerization can add to the permanency of some of the great all-winter ports that we have on the east coast. My third suggestion is that he delete the word "beyond" from section 16(3) of the National Transportation Act.

● (12:50 p.m.)

I also suggest, if the freeze on non-competitive rates is to continue, that it should not continue just until the end of the year. Let us give some permanency to it if it is justified because of there being no corridor road through the state of Maine or because of a number of other reasons such as there being no causeway to Prince Edward Island. A number of reasons could be brought forward for the freeze remaining, but let us not have

[Mr. Horner.]

it at the prerogative of the Governor in Council so that it may be discontinued at the end of a six month period. Certainly the minister, who comes from this great region of Canada, should not demand that this be on a temporary basis at the whim of the Governor in Council. In the permanent legislation which is to be brought in this fall I hope the minister can do better than that.

Motion agreed to, bill read the second time and, pursuant to special order made this day, the house went into committee thereon, Mr. Faulkner in the chair.

The Chairman: House in Committee of the Whole on Bill C-207. Clause 1 stands.

On clause 2—*Definitions.*

Mr. McGrath: Mr. Chairman, I wonder whether the house would be disposed to call it one o'clock. We have been sitting since ten o'clock and we are to sit again at two o'clock.

Mr. Jamieson: Mr. Chairman, that would be agreeable to me. I think it is clear that we would not get through before the normal time of rising. If other hon. members wish to speak, I have no objection to rising at this time.

Progress reported.

Mr. Deputy Speaker: It being one o'clock the business now before the house stands adjourned pursuant to special order made Friday, June 13, 1969. I do now leave the chair until 2 p.m.

At one o'clock the house took recess.

AFTER RECESS

The house resumed at 2 p.m.

ROUTINE PROCEEDINGS

[*Translation*]

COMMITTEES OF THE HOUSE

Twelfth report of the Standing Committee on Transport and Communications, in French and in English—Mr. Lessard (LaSalle).

[*English*]

Fourth report of Standing Committee on Regional Development—Mr. Morison.

[*Editor's Note: For reports of Committees above referred to, see today's Votes and Proceedings.*]