

Supply—Transport

detail. Before I sit down, however, there is one rather minor matter, but still it has an element of importance, which I should like to draw to the minister's attention. I have in my hand copies of three forms. The numbers are 2068/2-43; 2036/2-49 and 2038/5-45. These forms are all printed under the name of the Department of Transport and relate to the application for a certificate for proficiency in radio. On one of these forms entitled "Application to attend examination for certificate of proficiency in radio", I find a number of requirements. In the lower half of this form I read that this application must be accompanied by the following documents, and then there is a list following that. No. 3 in that list reads:

Two reference letters, from persons of British parentage (not being relatives) testifying . . .

My question is as to the reason for that phrase "British parentage" as being required before a person can write a letter of reference for one making this application. It so happens that the person from whom I received these forms, on making his application went for one of these letters of reference to the minister of his church. The minister happens to be a well known and highly respected minister of one of the churches in the city in Winnipeg. He looked over this form and said, "Well, I am afraid I cannot sign it because my parents are Icelandic." I am sure that this wording is not in accord with whatever was the intention of the department. I do not know what the version of this phrase is in the French translation of this form, but I presume there is one. I do not know what happens in that case, but it should be quite interesting.

At any rate, I have drawn it to the attention of the minister, and perhaps he will look into it. At some stage in the discussion he could tell us why that phrase is there, or preferably tell us it has been changed to something else. It seems to me that what counts when you ask for a letter of reference is the qualification of the person who is writing the letter, and not something with respect to his parents. I hope that matter will be looked into as well as the others I have drawn to the minister's attention, particularly the problem of the Canadian National retired pensioners on \$25 a month.

Mr. Johnston: I wish to take part in this debate at this time, Mr. Chairman, because the subject which I have in mind does not seem to come under any particular item of the estimates. A serious national problem has arisen regarding transportation. This problem concerns the very existence of an important and essential part of our national life. The continuance of truck transportation is being threatened by the railways entering

into agreements with western oil companies, namely, Imperial Oil and North Star Oil Company, under the agreed charges section of the act. These agreements cover about 75 per cent of their products, and set exceptionally low rates in that area lying west of Winnipeg. This low rate would force truckers out of this field entirely. This becomes an exceptionally serious problem, Mr. Chairman, when we of the western provinces must depend upon truck transportation for the greater portion of our transportation facilities.

The other day I had occasion to read an article with regard to this subject in the magazine entitled *Bus and Truck Transport*. This magazine is edited by Mr. Arthur F. Hailey who is not in any way connected with the trucking industry. I believe this magazine is published by the Maclean publishing establishment and that it is a well recognized magazine throughout Canada. This young man, Mr. Arthur Hailey, has spent a large part of his time in becoming thoroughly acquainted with trucking problems and has been appointed editor of this magazine. In the issue of March, 1952, at page 44 he has this to say:

New Rail "Agreed Charge" Threatens Tank Truckers

A new "agreed charge" plan for petroleum products is likely to have a big effect on western Canadian tank truck operators. In some cases the truckers may be forced out of business altogether.

The agreed charge proposal was announced March 1 by the Canadian Freight Association on behalf of the Canadian National Railways, Canadian Pacific Railways, and Northern Alberta and Winnipeg River Railways.

The contracting parties are Imperial Oil Ltd., and North Star Oil Ltd. All shipments of both companies between the head of the lakes and the Pacific coast will be affected.

Then he goes on to speak further about the matter.

This agreed charge, to which reference is made in the article which I have just quoted, is part of the Transport Act which was first brought down in this house in the discussion in 1937, and was enacted in 1938. Part V is the section which deals with the agreed charge. When the royal commission on transportation was having its hearings, it had to do with this section on agreed charges, and at page 88 of that report "agreed charge" is defined in this manner:

An "agreed charge" is a rate agreed upon by a carrier for the transport of all or any part of the goods of any shipper or group of shippers.

As I said a moment ago, this Transport Act, of which agreed charge is a part, was passed in this house in 1938. In the United Kingdom there is a similar act, called the Road and Rail Traffic Act, which was passed back in 1933, and which has to do with a similar problem. The great difference between the