

trucking firms are surely not helping to solve the highway transportation problem in Canada, where a truly independent and competitive method of transportation by land must be maintained.

Parliament should set policies preventing the taking over of trucking firms by railway companies. Shippers should be able to choose between two really competitive land transportation methods. Shippers would thus be sure of getting better service. Besides, they can decide in favour of maritime or air transportation.

Our policy of grants to railways is really harmful to the trucking industry. Those grants make it possible to charge lower rates and undermine competition. They are the equivalent of a preferred treatment at the expense of free enterprise because they seriously endanger the growth of the trucking industry.

Of course there is no question of minimizing the importance of our railway system which is essential like all the other transportation systems to the economic development of our country.

Recently, the trucking association of Quebec Inc. submitted to the Quebec minister of transport and communication a brief which also concerns the federal government. In that brief, resolution 18 reads as follows:

The trucking firms must be protected against the railways having access to the field of road transport.

Whereas the trucking industry in the state of Quebec is operated now, as it is generally in Canada, by private enterprise and that it is essential to protect it against the subsidized competition of the railways;

Whereas the intrusion of the railways in the operation of road services would have serious repercussions as much for the users as for the professionals of the road;

Whereas in having access to road transportation, the railways compete ridiculously against each other and that this monopoly in piggy-back transport puts an end to any real competition;

Whereas the shipping public, the industrialists, the business people, the farmers, are not complaining about the quality of the trucking services now operated by private enterprise, without direct or

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indirect state grants; and that, on the contrary, important bodies such as the Quebec chambers of commerce have made known clearly that they favour private trucking in that respect;

Whereas it is necessary to give the public a choice between two separate transportation systems which really compete against each other;

Whereas the government of the province of Quebec in its brief to the MacPherson Royal Commission on Transport states in section 203 the following—

**The Acting Speaker (Mr. Rinfret):** Order. I regret to interrupt the hon. member but I must inform him that his time has expired.

**Mr. Jean Chrétien (Parliamentary Secretary to Minister of Finance):** Mr. Speaker, first of all, I wish to thank the hon. member for Laurier (Mr. Leblanc) for the excellent speech he has just made on the situation of the trucking industry. Naturally, we are very well aware of his desire to defend the rights of the Quebec Trucking Association and, as far as I am concerned, I would be inclined to share his opinion on several of the points he raised in his speech.

As for his reference to the telegram sent to the Minister of Finance (Mr. Sharp) on April 13, 1966, by the Quebec Trucking Association Inc., with regard to the lowering of the rate of the capital cost allowance for certain assets acquired in the course of the next 18 months, the department is giving serious consideration to the representations made by the Trucking Association of the Province of Quebec which, by the way, is very alert and always ready to defend adequately its members' interests.

It goes without saying that after serious consideration of this problem, I think the possible solutions will be put before the house, upon consideration of budget resolutions, which should be brought before the house soon. The hon. member could raise the matter again at that time, and if the minister has reached a conclusion with regard to this aspect of the budget, the policy of the government will then be made known.

Motion agreed to and the house adjourned at 10.18 p.m.