

licence? Surely the provisions of clause 3 are not fair. It is not fair for people to have to beg the Governor in Council for permission to do anything. Why should anyone have to go on bended knee and ask for assistance?

Mr. Jamieson: Mr. Speaker, I know the hon. member does not wish to misrepresent the case. He was not here when I made my opening statement. I mentioned that a federal-provincial committee will be formed to be made up of representatives of the four provinces as well as federal representatives. That committee will consider just such cases as the hon. member has alluded to.

Mr. Horner: What difference does that make, Mr. Speaker? We now have another committee, another board. I agree with the hon. member for Fraser Valley West (Mr. Rose) that there may be some justification for giving truckers the assistance formerly available under the Maritime Freight Rates Act, but I am very suspicious. Any assistance made available to the trucking industry may not be passed on to shippers. In other words, shippers may not benefit. It is well known that the railways set the basic freight rates and that truckers tag along. If truckers are to be given a subsidy it may mean that they will make greater profits and not pass on to shippers the benefits of any assistance. Frankly, I doubt very much that the trucking industry will pass on to its customers the benefit of any assistance. I do not think this legislation will have much effect on truckers hauling goods out of the maritime region. I think this is a disappointing piece of legislation which does not go far enough in meeting the very serious transportation problems the maritime region has experienced almost since confederation. It will do little to improve those economic factors that tie our country together.

An hon. Member: It is discrimination.

Mr. Horner: In my hand I have a news release dated June 13, 1969. It says in part:

The new bill incorporates the substances of Bill C-182 introduced on March 19, 1969, under which it was proposed to extend for one year the existing freeze on non-competitive carload rail freight rates on Atlantic region shipments, but it provides that the freeze can be terminated before the end of the year by the Governor in Council.

What kind of security are we giving the transportation industry of the maritime region? The freeze is to be extended for one year. Yet, as the news release says, the freeze can be terminated at any time before the end

Atlantic Regional Freight Assistance Act

of this year—before December 31, 1969. How can the government act with such permanency on some matters and yet take such temporary action with regard to some of the more important economic factors that bind us together? These economic factors must be made cohesive.

● (12:40 p.m.)

This bill does not go far enough. It does not ensure that the shipper will receive the benefits. It does not give any real benefit to the trucking industry except to the large trucking firms, and it gives all power to the committee that the minister is establishing.

I have one suggestion to make to the minister. I know it will be difficult for him to follow me without having a copy of the National Transportation Act in front of him. The Maritime Freight Rates Act has been in existence for many years, but even the National Transportation Act makes special provision for the movement of grain for export over railroads leading to eastern ports. This is the eastern grain policy. It was promoted to provide for the continued development of harbours such as Halifax and Saint John. I believe it would also be possible to build another large port on Bay d'Espoir.

Surely the concept of the development and continuance of the harbours in the Atlantic region should be incorporated into a new Maritime Freight Rates Act. When the standing committee visited the maritimes we received many briefs about containerization which will modernize the whole transportation industry. Surely such transportation legislation should give consideration to inbound freight arriving at Halifax for transportation into the interior of the country.

The other point I wish to raise with the minister concerns the right of appeal by a carrier within a region. I discussed this matter with knowledgeable men serving on the Atlantic Transportation Commission. Section 16(3) of the National Transportation Act reads:

In conducting an investigation under this section, the Commission shall have regard to all considerations that appear to it to be relevant, including, without limiting the generality of the foregoing,

(a) whether the tolls or conditions specified for the carriage of traffic under the rate so established are such as to create

(i) an unfair disadvantage beyond any disadvantage that may be deemed to be inherent in the location or volume of the traffic, the scale of operation connected therewith, or the type of traffic or service involved—