

*Transportation*

I will make another remark, Mr. Speaker, and, this time with probably more equanimity. I was shocked to see on page 39, section 329 of this bill, something that reads thus:

(1) In this section—

—the definition of eastern ports—

(a) "Eastern port" means any of the ports of Halifax, Saint John, West Saint John and Montreal and any of the ports on the St. Lawrence River to the east of Montreal;

I do not see the name of the harbour of Trois-Rivières. It is classified among any of the ports. Mr. Speaker, the port of Trois-Rivières is proportionately the most paying of all Canadian harbours for the National Harbours Board. It could have the honour of having its name in the bill. I take it for granted that the minister will not refuse me that pleasure.

And now, Mr. Speaker, I would like to raise another point. I would like to suggest to the hon. minister to invite representatives from the Canadian Federation of Mayors when this bill is discussed in committee. They have constructive remarks to make concerning the taxes the railway companies have to pay. And this point I make to you in the most constructive manner—I know since I was for several years on the executive of the Canadian federation of mayors. Mayors of Canadian communities where huge railway installations are located are dissatisfied with the treatment of the municipalities on the question of taxes.

It is not my intention to elaborate on this, but I suggest that they be called before the committee to make known their grievances. This is simply a constructive suggestion.

And finally, Mr. Speaker, I conclude with two remarks. There was reference a while ago to disputes which might arise between provinces. To my mind a desirable formula for the establishment of this transport commission, would have been for the federal government to invite each provincial transport commission to send a delegate to that federal commission. This would have been a way to show implicitly, even in a field of federal jurisdiction, that there is a desire for co-operation between the central government and the provinces.

And in conclusion I shall say this to the house. Mr. Speaker, I have a feeling that the requirements, the problems and the sacrifices of the trucking industry in Canada are not being fully taken into account. If it is true

that the railroads have exerted a decisive influence on the economic development of this country, it is also true that the trucking industry with its own money, and against all comers has achieved something impressive, notwithstanding that it has to compete with the railways which are subsidized in the way we all know.

I think the trucking industry should enjoy special consideration; I would even go further, Mr. Speaker, and say that, in my opinion, the railroads should not be allowed to compete with the trucking industry with the taxpayers' money.

I believe the Canadian trucking industry is capable of absorbing what the railways cannot carry. The trucking industry did it up to now with their own money, with their own means. What they have done should be recognized or at least government grants should not be used to create competition.

Mr. Speaker, I wish to say in conclusion that if, by setting up this transport commission, certain railway companies persist in wanting to make a profit on economic lines while refusing to spend some of it on uneconomic lines and to give the Canadian public the service to which it is entitled, well, I for one suggest then that we had better think about nationalization. I do not favour nationalization as a general rule. But in the case of such an important service, I think we should perhaps go ahead with it. But nationalization should not then be confined to means of transportation but also to all concessions made to the C.P.R. to everything the C.P.R. has invested in other companies which are extremely well off today; all that was given to those transport companies should be returned to the Canadian public for the benefit of the Canadian public.

This being said, Mr. Speaker, I nevertheless commend the government for the timeliness of this bill. It is timely and I know people have been clamouring for it for a long time. I also suggest—and I know the government has sense enough to do it—that some of the recommendations which will be forthcoming should be taken into account, that certain people, certain representatives, should be invited to appear before the transport committee and their recommendations heeded. May I mention in this respect the representatives of the Canadian Federation of Mayors and the representatives of the Canadian trucking industry and, of course, labour representatives who expect the government to finally settle the problem which it has started to