

the Maritime Freight Rates Act, and you are asking have we any proposal other than simply extending the subsidy to the truckers to bring equality into the situation.

Mr. BELL (*Saint John-Albert*): Yes. We have difficulty in the maritime provinces in getting into competition with central Canada. It presents an over-all problem.

As it affects the trucking industry, how do you propose easing this disability which we have?

Mr. MAGEE: I cannot go beyond our policy, because I am appearing as a witness for an industry. Our policy is that we ask for the extension of the maritime freight rate subsidy. We have not considered any alternative proposal nor have we settled on any alternative proposal for equalizing competitive conditions between rail and truck as regards the Maritime Freight Rates Act.

I do not have time to go into what we said in our submission to the interdepartmental committee, but we went far beyond the mere question that the railways have had it since 1927, and so we should have it too. In that submission, which is a comprehensive one, we have tried to show how we think this could benefit the maritime economy by helping to promote the establishment of a type of industry that is particularly dependent on the type of service which the truck transports can give.

Mr. BROWNE (*Vancouver-Kingsway*): I would like to go back to the question on the taxation of the users of the highways, and so on. You indicated you would make some information available at some time. I would like to get some breakdown as to what percentage the for-hire operators are of the trucking industry which is using the highways, and what the other segments of the trucking industry are in relation thereto? Secondly, there was a question asked yesterday as to how many people were employed in the industry, and you gave the answer 72,000. I would like to know how that relates to that segment of the trucking industry.

Mr. MAGEE: I have here some figures. We have made some estimates of employment in the for-hire trucking industry and in the private inter-city portion of the truck transport, that is the private firms hauling their own freight and their own vehicles. It is approximately 400,000 persons.

Mr. BROWNE (*Vancouver-Kingsway*): So that the private operators as users of the roads would be a great deal more significant than the for-hire?

Mr. MAGEE: Very definitely. You will recall the figure I gave yesterday for the for-hire truck employment, which was 72,000. The dominion bureau of statistics shows the following breakdown for truck registrations. The for-hire truck industry in Canada accounts for 5.6 per cent of the total truck registration in Canada; private inter-city trucking, 25.8 per cent; private urban trucking, 33.5 per cent; and farm trucking, 35.1 per cent.

Mr. PHILLIPS: In the past it has been suggested that a through truck highway across the state of Maine be extended into the central market of Canada. Would the construction of such a highway across Maine directly to Montreal allow you to compete more favourably with the railways?

Mr. MAGEE: I am advised the answer is yes.

Mr. PHILLIPS: I meant without a subsidy comparable to the railways.

Mr. MAGEE: I have not given any study to the question. It is a very interesting point and is something which we should go into perhaps for the royal commission.

Mr. FISHER: As a result of the figures which you gave Mr. Browne there is an indication that you are only a minor segment of the trucks using the highways, so that any consideration as to the part you play in paying your way has to fit into a much larger picture?