

One of the things that obviously will happen is that as the railway companies move in to this traffic with their integration of trucking interests and water interests, the independent truckers, or the non-railway owned truckers, will be put in a tougher and tougher situation.

At the very least, if one is paying more than lip service to free enterprise, one would say they should have the right to come before a board. I happen to represent a party that is not always doing obeisance to free enterprise, but if this is the general rule of the game to which one subscribes, why not make it fair for everybody?

Mr. CUNNINGHAM: We would if the trucking industry were subject to the same control by the board of transport commissioners as the railways. This is an amendment to the Railway Act. The board has control only over the railways.

I think we would subscribe to your suggestion if the trucking industry were also regulated and controlled or had to file their rates or tariffs with the federal transport board.

Mr. FISHER: What do you feel about all trucking between provinces coming under this particular board?

Mr. GRACEY: We state in our national policy, under item 9, that the league believes that the federal government should regulate interprovincial and international common carriers in the areas of public safety, uniform documentation and liability.

That is our statement.

Mr. CUNNINGHAM: In another place we indicate that carriers should file their rates. Therefore, in effect we say that for interprovincial trucking we are in favour of control by a federal body, just as the railways are controlled by a federal body and as the water carriage industry is controlled by a federal body.

Mr. FISHER: If this particular section of the bill spelled out a means whereby representation by the trucking industry could be made, not by the individual carrier but by a recognized national association, at least they would have the opportunity to come forward and express their views. Would that be agreeable?

Mr. CUNNINGHAM: We would not accept that unless the trucking industry were controlled by a federal board of transport commissioners. This national trucking association could in effect accomplish, we feel, the same delay in tactics as an individual trucker.

Mr. FISHER: Perhaps this is a hard question. Has your league come to any opinion about the horizontal integration that is taking place in the transportation industry?

Mr. CUNNINGHAM: We are in favour of and are supporting this to the utmost. We advocated and suggested this in our brief to the MacPherson royal commission.

Mr. FISHER: You want horizontal integration and yet you are not prepared to be even a bit more flexible so far as the board is concerned. You are not prepared to go so far as to suggest a master board for all forms of transportation?

Mr. CUNNINGHAM: We do not feel it would be fair to the railways or to the shippers who use the railways to allow another mode of transport, that is not in any way controlled by this federal board, to come in and delay the railways in their efforts to secure business. The railways do not have the right to appear before the provincial boards to stop the truckers from publishing a rate or a service that they may wish to put in in order to capture some traffic from the railways: We feel it would not be fair to the railways to do this. If