

Proceedings on Adjournment Motion

Canada. In that particular exhibit we had one section which was devoted to the consumer and which suggested that the consumer should always buy by grade. I recall quite vividly the sections of the exhibit which dealt with canned fruit, canned vegetables and so on, which were packed in various grades such as fancy quality and others. Then there was a section which dealt with the grades of eggs which were available to consumers at that particular time. So, my early experience is in keeping with the question which has been asked by the hon. member for Kootenay West.

I am particularly happy to be able to say tonight that the department has undertaken to prepare a compendium, if you like to call it that, of all the grades affecting products such as have been mentioned by the hon. member. This will be available in the near future and will be available for fairly liberal—fairly free distribution.—

Mr. Douglas: Be careful.

Mr. Beer:—to consumers and to members of this house. It will be available for wide distribution, and I think this is a publication we all look forward to having in our possession. I believe it will be most informative on the matter of grades of farm products and other products which are available to the consumer.

*[Translation]*FINANCE—REDUCTION IN DEPRECIATION
MOBILE EQUIPMENT

Mr. Fernand E. Leblanc (Laurier): Mr. Speaker, on April 13, the Truckers Association of Quebec Inc. sent the following telegram to the Minister of Finance (Mr. Sharp):

Urgent Stop Reduction of depreciation rate on spare parts of automobile equipment from thirty to 20 per cent will seriously affect already weakened financial position of trucking industry Stop Earnestly request reconsider maintaining present 30 per cent depreciation rate for replacement truck, tractors and trailers Stop This is vital economic security factor Stop Announced budget provides no change in depreciation rate of competing railway and shipping interests.

(Signed) Camille Archambault
Truckers Association of Quebec Inc.

In addition, the Canadian Trucking Association Inc. which, like our Parliament, represents every province in the country, advises its members in its Bulletin of April 15, 1966 that in spite of the desirable objective of the government to restrain the demand for the production of services to reduce

[Mr. Beer.]

the pressure of inflation, the government has failed to solve the special problems of the trucking industry. The reduction of the depreciation rate on automobile equipment will increase the operating costs of some industries by raising taxes. The 11 per cent sales tax on tire recapping will also increase operating costs since manufacturers estimate that this change in the excise tax will increase cost from three to four dollars per recapped tire.

The federal government can surely not be accused of over-protecting the trucking industry, since the competitive railway companies have been enjoying since 1959 the bounteous gifts of that government.

It should be kept in mind that when the federal government affects the operations of the trucking industry, by the same token, it affects all the suppliers of that industry and I need not emphasize in this house the economic importance of that group. However, I would be remiss if I failed to point out that this industry represents a capital investment of over \$1 billion in rolling stock and facilities, of which more than 90 per cent are controlled by Canadian interests. The industry directly employs over 125,000 people.

In 1964, I put on the order paper a notice of motion which was not discussed due to the time limit set for the discussion of private members' business. This notice of motion read as follows:

That, in the opinion of this house, the government should not implement the recommendations of the royal commission on transportation, better known as the MacPherson Commission, which suggests, among other things, that railway companies should be free to set up a trucking system.

It is unthinkable that the federal government should subsidize an enterprise when the latter, thanks to those subsidies, enters into an unfair competition with a private enterprise which has all the required facilities to serve the country adequately.

The trucking industry has never asked Ottawa for special privileges. On the contrary, it kept on organizing its services to meet the ever increasing needs of Canadian shippers, and it contributed materially to the development of several regions of Canada. Wherever there are highways, the cost of which is partly paid by the trucking industry, there are trucks serving those areas.

• (10.10 p.m.)

In the United States and the United Kingdom, access of railways into the trucking field is prohibited, and the same should apply in Canada. Railway companies buying