

Last fall a flourishing vegetables industry in my constituency found a market for carrots in Michigan. It shipped several thousand tons of carrots from Brooks, Alberta, to the state of Michigan using United States trucks because those are the only trucks that can haul such a shipment economically. Our trucks cannot use the trans-Canada highway for such shipments because they must cross provincial boundaries where there are restrictions in respect of licensing, load limit, vehicle height, and so on. Even across the flat prairie the powers that be are worried about the height of vehicles. It is a sin to allow this sort of thing to be continued in a country which from time to time expresses a desire for unity. I suggest this is just talk.

I sincerely urge that this matter be referred to the committee, if for no other reason than to air the question publicly and bring pressure on provincial governments to reach agreement on standardization. Perhaps then consumers would realize that some of our distribution costs are unnecessarily causing an increase in the price of food. If we talk out this motion, and I realize it will be talked out by five o'clock if I do not soon conclude my remarks, it will die and be forgotten forever. If we send it to the committee and this House happens to remain in existence for another month or two, the whole matter can be aired and public pressure can be built up. Following that perhaps we could get part III of the National Transportation Act proclaimed and then make greater use of the trans-Canada highway.

**An hon. Member:** Question.

**Mr. Horner (Crowfoot):** I have a couple of minutes more.

**An hon. Member:** You are talking it out.

**Mr. Horner (Crowfoot):** No, I am not. When the trans-Canada highway was built back in 1949, the federal government contributed as much as 90 per cent of the cost in some areas. It should have stated at that time that this was to be a turnpike on which produce was to move freely. There was never unity in the European Common Market, but the powers realized that in order to have one economic unit they would have to adopt a common licensing system for the movement of goods between countries. Such a common licensing bureau was established and 120

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lorries, as they call them, were licensed to truck goods over certain roads. They are not licensed to deliver off the roads but to travel the major roads throughout the European Common Market. This is a sensible approach and perhaps one we should adopt.

I sincerely urge the parliamentary Secretary to the Minister of Transport (Mr. Guay) to allow this matter to be referred to the committee. Perhaps some new members could be put to work on that committee where this question could be aired thoroughly. Witnesses from the trucking industry as well as consumers could appear. Perhaps in that way we could speed up the day when the provinces will agree to a standardization which would in the long run lower the cost of Canadian goods to the Canadian consumer.

**Mr. Maurice Foster (Algoma):** Mr. Speaker, it is very good to have an opportunity to speak on the motion of the hon. member for Lethbridge (Mr. Hurlburt) concerning the licensing of interprovincial trucks. It is interesting to note, as we look around the House this afternoon, that the hon. members who have spoken on this matter are from western Canada, being hon. members from Alberta, Manitoba and northern Ontario. Of course, we have also heard from the parliamentary secretary from St. Boniface.

It is appropriate that we are discussing this motion at this time because in the throne speech delivered by His Excellency the Governor General there is mention of a proposed series of meetings to take place this year between federal and provincial governments relating to freight rates. It is proposed that these government representatives will discuss and study the effects of freight rates on the economy both in respect of consumer prices and economic development. It seems to me it would not be very hard to tell—

**Mr. Knowles (Winnipeg North Centre):** It seems to me it is five o'clock.

**Mr. Deputy Speaker:** Order, please. The hour provided for the consideration of private members' business has now expired.

At 5 p.m. the House adjourned, without question put, pursuant to Standing Order.