

Transportation

some difficulties. The railways and interprovincial trucking come into conflict quite often with regard to the delivery of permits and the initiative which should or should not be left to the railways to add to their services a trucking service to round out their obligations. In fact, it seems that the railways must use trailers or trucking systems to compete with the private trucking industry.

The Department of Transport also seems to think that it is a good thing to have the trucking industry and the other means of transport come under the same commission, because the MacPherson commission, which studied all those complicated problems, recommended it and, in the areas where competition between the various systems of transportation is particularly keen, it would be better that only one act, one set of rules apply to all transportation systems in Canada.

Finally, according to this study committee and certain declarations which were made previously by the hon. Minister of Transport, and the hon. Minister without Portfolio (Mr. Turner), who is with the Department of Transport, it appears that this would enable the central government to fulfil its obligations, as he says, to control economic development in Canada from sea to sea.

If the federal government is considering taking over highway transport, I believe this would be doing a certain injustice particularly toward the Canadian Trucking Association and the private truckers, and also toward the Quebec Trucking Association, Incorporated. Because, in hard times, say for the past ten years, while they extended further within the provinces, from one province to the other. Does the member for Levis (Mr. Guay) have some comments to make from his seat?

Mr. Guay: Indeed, his speech is so instructive at present. We shall see later.

• (5:20 p.m.)

Mr. Allard: Of course, the hon. member for Levis gives the impression in this house of coming here more often than not just to wear out the seat of his pants. It is unfortunate, Mr. Speaker, that in this house, while we are seriously debating so important a piece of legislation, presented by the hon. minister, there should be members, that I shall call parasites who, instead of listening in silence in the house—and if someone has a speech or comment to make, we will be happy to listen to him—

[Mr. Allard.]

Mr. Speaker: Order. Would the hon. member resume consideration of the legislation presently before the house?

Mr. Guay: He has nothing to say on this bill.

Mr. Allard: I accept your invitation with pleasure, Mr. Speaker, but I would also appreciate it very much if you pointed out to the member who keeps interrupting at untimely moments, the standing orders of the house according to which he must remain silent and let speak those who are seriously interested in legislation here in Ottawa.

Perhaps we may have the pleasure of hearing his comments, after my speech. We do not very often have the chance, in the house, to hear the hon. member for Levis seriously discuss important Quebec or Canadian issues.

Mr. Speaker: Order.

Mr. Guay: Mr. Speaker, on a question of privilege. Contrary to the impression that the hon. member for Sherbrooke (Mr. Allard) is giving, namely that I very seldom make a speech in the house, I am taking part in the debates of the house as actively as himself, and when I have a speech to make I will try to make it intelligently.

Some hon. Members: Hear, hear.

Mr. Allard: Mr. Speaker, it is unfortunate that, in the house, there are members wasting their time—

Mr. Speaker: Order.

Mr. Allard:—and who are applauded by their colleagues for such nonsense.

Mr. Speaker: Order, please. I think the hon. member could now forget the intervention just made by certain members and revert to the more serious business of the bill before the house.

Mr. Allard: Mr. Speaker, I accept both your ruling and your invitation and I will go on with my remarks, while I wait for any light coming from the hon. member for Lévis.

By placing interprovincial trucking under its own jurisdiction, the federal government is obviously hurting directly the interprovincial trucking industry. As a matter of fact, representatives of this industry, that is the Canadian Trucking Association and the Quebec Trucking Association, have already made representations to the government and to the minister in this regard.