

on shortening distances from Yarmouth. Perhaps a ferry across the Bay of Fundy might need to be involved in this.

Mr. REGAN: I was coming to that.

Mr. DICKSON: As you point out quite rightly, there is the problem of the road system in the maritime provinces themselves, and of course when we get to Newfoundland we have another great qualification because of the extra distances. There is another ferry haul and the long circuitous route from Port aux Basques to St. John's.

Mr. REGAN: From what you have said I gather you feel that as part of an efficient national transportation policy to enable truck competition to serve transportation needs in the maritime region, there should be massive federal government participation in all-weather highway construction in the maritime provinces. Is that accurate?

Mr. COOPER: We would welcome any massive federal participation.

Mr. REGAN: Of any kind. Again I feel that the ferry services between western Nova Scotia and Saint John at the present time are not adequate to serve the trucking interests. Would you elaborate on that; do you agree, under the present system of handling the goods from one railway service to another, that rail transportation into western Nova Scotia also is inefficient and that a car ferry which could handle a railway car would be needed to overcome that difficulty?

Mr. DICKSON: That is a very big question. You and I know what the situation is, but in order to get the situation fairly in all our minds, I might say that the existing ferry does not carry trucks of any size. I do not recall from memory what the largest size of truck which can be carried is, but I think it probably is in the nature of a few tons; it is nothing like the commercial unit we see today on the highway.

Mr. REGAN: Is this not a worn out ferry brought down by the C.P.R. from the west coast?

Mr. DICKSON: I would not want to agree with the adjective you used to describe the ferry, but it is not a new ferry. The service has been there for years. There is a new ferry on that service, but it is not a newly built ferry.

Mr. REGAN: And is not designed for the needs.

Mr. DICKSON: It is not designed to carry truck traffic and does not carry rail traffic. All rail traffic has to be off-loaded and reloaded. It is a freight bulk route, as we call it, technically.

Mr. REGAN: I note that you have not dealt with the question of export or import rates for cargo moving from central Canada through ports in the maritimes such as Saint John, Sydney or Halifax. I wonder whether you have any views concerning the advantages of the Maritime Freight Rates Act, or anything similar, being granted in respect of our export-import rates to enable Canadian ports to compete with United States ports which are getting a great deal of our export-import business.

Mr. DICKSON: This is a rather difficult question. We certainly are not recommending that the Maritime Freight Rates Act be extended to the export-import rates where it does not apply now. You and I understand, but so that there will be no misunderstanding I should say that the export rates on shipments originating in the maritimes are subject to the Maritime Freight Rates Act but all other freight rates are not, and no import rates are subject to the Maritime Freight Rates Act. Certainly it well might be that the special examination which we would hope would come about before too much longer might have a look at this question. The question of the export-import rates might be one of the things it could look at. I know that a number of things are being