

Mr. MAGEE: Yes. We are a federation of all the provincial trucking associations in Canada. Our members are the provincial associations. Their members are the truck operators and their total membership is somewhere between 6,000 and 7,000 operators. That includes everything from one truck owner drivers, of which we have hundreds, right through the medium-sized operators and up to the largest trucking companies in Canada. The total employed in the trucking industry is approximately 72,000, and that is direct employment.

Mr. FISHER: You make the point that the railways are getting into this truck competition with integrated service; do they play any part either at a provincial or federal level?

Mr. MAGEE: They do at the provincial level but they are barred by the by-laws of the Canadian trucking associations from playing any part in our activities at the federal level; in other words, in the national association. No employee of any form of transport competitive with the trucking industry can be a delegate to any meeting of Canadian trucking associations. That covers our senior policy-making body, which is our annual meeting; it covers our board and committee meetings. So far as the national association is concerned, it is the creature of the provincial associations. It is the policy of some of the provincial associations to accept into their membership railway truck lines, but to keep the national association as an association of independent trucking companies in Canada.

Mr. FISHER: You have indicated a number of trends, but you have not given any indication. The movement of the railways into this field is going to have an impact upon you. In your brief you have tended to separate railways and trucking and shown them as purely competitive. Would you not have a competitive situation that would work out to reduce rates in the long run? The railways are right into this field themselves, and has that not a bearing upon your presentation?

Mr. MAGEE: Well, is it your point that if the railways proceed too deeply into the trucking field there will be a lessening of competition in regard to rates?

Mr. FISHER: Yes.

Mr. MAGEE: Up to the present time the only company that is purchasing truck lines is the Canadian Pacific. The Canadian National has not entered the trucking industry by purchasing any of our independent companies. The Canadian Pacific is on the highways now from Vancouver Island to Prince Edward Island; they have achieved that through the purchase of four or five large companies. But as for any thought that they could get a monopoly or get into a position of monopoly, or into a position that if their interest in the trucking industry became so great, the parent company might instruct the management to ease up on rate competition so the parent company would have a more favourable time—I do not think it is likely to come to fruition. I say this because the entry into the trucking industry, while it is controlled in many provinces, can still be achieved by any person who wants to make an application and who can persuade the provincial regulatory board he should be admitted. And even if the railway got a stanglehold on the hire trucking industry, the development of private trucking, which is becoming the greatest threat to the railways and ourselves—and I am talking about the trucking industry—would mitigate against monopoly rate situations.

Mr. FISHER: Would you define private trucking?

Mr. MAGEE: The shipper who buys his own vehicle and sets up his own transportation department to haul his own goods in his own vehicles.