

would have grave consequences for the Atlantic region. But no such collapse will result from bill C-38, and I have no better authority for this statement than the remarks made by Mr. Magee on page 5 of the Canadian trucking associations brief, and I quote: "The expenditure of \$20 million on a twelve month reduction on the class and commodity rates of our competitors, the railroads, may have little if any immediate"—and the word "immediate" is underscored—"impact on the trucking industry". That is the end of the quote.

Now may I deal with some of the matters raised in the extremely able presentation made to the committee by the Canadian trucking associations. Following the presentation of the brief submitted by Canadian trucking associations, as I mentioned earlier, some of the members of the committee felt that they would like to have opinions expressed by the provincial representatives, on the points made in that submission and I hope I have your permission to deal with some of these points now.

We would like to deal with some of these points for yet another reason, and to refer to this reason may I quote from page 6 of the Canadian trucking associations' submission I think that all of us representing provinces are quoting the same passage, because the passage, I am afraid, stuck with us and struck us rather deeply, and perhaps you will forgive me if I repeat it again. "Freight rate increases in Canada since World War II have, through propaganda and emotional, rather than reasoned, response been whipped up into a public issue of far more serious proportions than the facts justify".

It comes as a distinct shock to those of us who have laboured in the admittedly tangled and overgrown vineyard of freight rates to be so curtly labelled as mere propagandists and whippers-up of public opinion. While I may be biased about the work done in my part of the country, my rather close association with my colleagues representing the western provinces certainly leads me to a different conclusion than that they are propagandists and have an emotional approach to the freight rate issue.

I do not intend to meet the case so forcefully presented by Canadian trucking associations. To do so fully would require more preparation than has been possible for us. At any rate, I would suggest that it is a case which is, perhaps, better made to the forthcoming royal commission than within the framework of a discussion of Bill C-38.

What I would like to do is to deal with only a few of the important matters raised in the submission of the trucking industry. I would like to confine my remarks as much as possible to the Atlantic provinces. In commenting on the submission of the Canadian trucking industry, I would like to emphasize as much as I can that the trucking industry, the motor carrier industry, in all its segments is of importance and of very great importance to the Atlantic provinces. I hope that we have shown both by the action of our four provinces and by the close cooperation which has existed between the Maritime Transportation Commission and the Maritime Motor Transport Association, which is Mr. Magee's regional affiliate in our part of the country, that we regard the motor carrier industry extremely highly. I noticed a passing reference that the Canadian Trucking Association brief had to the effect that perhaps our Commission might be well advised to devote as much attention to the trucking industry as we appear to have devoted to other carriers. I hope this sentence crept into the submission inadvertently. I am sure that the representatives of the trucking industry will remember, for instance, that the question of the introduction of a uniform regional bill of lading for the trucking industry was brought to the attention of the trucking industry in the Atlantic provinces by the Maritimes Transportation Commission. We worked very closely with the industry on this and we hope we will have a model result from it.—The