

hand and the truckers on the other, arise out of the fact that there is no control over one of the groups whereas there is a stringent, in fact very tight, control accorded to the railways over the other branch of transportation?

Mr. MAGEE: I would like to give as frank an answer as I can. I am bound in some ways by the policy of our association which remains that we prefer control by the provincial boards. In respect of the competitive operations of the railways, we say that there is no stringent control there, that the shackles or the restrictions about which the railways speak do not exist in regard to their ability to compete on a day-to-day basis with the trucking industry, and that the transport board has recognized that the railways, as competitors of trucking, must be able to meet trucking competition on a day-to-day basis.

The railways themselves have testified they can give competitive rates on the telephone if the necessity arises in respect of trucking rates. If the railways are met with some new competition by the trucking companies, they can act today without going to the board to meet that competition and file the competitive rates within, I think, three days. However they can act immediately to meet our competition both in competitive rates and in agreed charges.

Mr. CHEVRIER: I am sure most of us feel sympathetic to your position, but if we wanted to help you how could we do it unless there was some control from the federal government; and there is no control over the trucking industry from the federal government.

Mr. MAGEE: That is correct; there is no control over the trucks from the federal government, but the trucking industry extra-provincially is being controlled by virtue of federal legislation.

Under the Motor Vehicle Transport Act of 1944 it is parliament's decision that extra-provincial trucking shall be federally controlled by provincial boards really acting as agents for the federal government.

Mr. CHEVRIER: Really, all that did was to give authority to the federal government over interprovincial and international trucking; but there is no over-all body which would at the same time control railways and trucking; so how can we possibly be of any help to you, so long as you are outside the scope of federal jurisdiction?

Mr. MAGEE: We are outside the scope of regulation, but not federal jurisdiction.

Mr. CHEVRIER: Perhaps I did not make that too clear. Assume you are outside the scope of federal control.

Mr. MAGEE: Yes.

Mr. CHEVRIER: How can we be of any use to you under those circumstances?

Mr. MAGEE: Parliament has decided this is the way the control will be carried out. The jurisdiction which is federal was confirmed by the Privy Council and then Parliament said the control will be exercised by provincial boards, and when these boards are controlling extra-provincially the legal position is they are acting as federal control boards with just as much status as a federal control board if the board was actually centred right here in Ottawa. That is the position of our association, if parliament is going to continue to say that is where the control should be—with the provinces—and because it is there we cannot do anything for you, even though we have the jurisdiction and have some legal responsibility for a very large segment of the trucking industry.

Mr. CHEVRIER: You are pretty good at answering questions. Let me add this. Would not the answer be that you would have to come under the jurisdiction of the board of transport commissioners in order to get the assistance for which you are, in fact, asking?