

Mr. PASCOE: None at all?

Mr. GRACEY: No.

Mr. ORLIKOW: I would like to direct a question to the delegation in regard to some of the things which are in this submission of transportation policy in Canada.

Clause 3 is headed government ownership versus private enterprise. The league says it firmly believes in the principle of free, private enterprise, in the transportation industry as the best method of obtaining efficient and progressive transportation. Then it goes on to say that government ownership of transportation equipment and facilities should be limited to those instances relating to national development and pioneering where private enterprise cannot serve because of high initial and development costs. Does not the league feel that this is a case where one has his cake and eats it too; in other words, if private enterprise can make money in transportation it should have the business but when it cannot and there is some risk or loss involved, then the government should take over. In other words: heads, you win; tails, I lose.

Mr. GRACEY: May I say, under item 4, we believe that the free enterprise system is the most effective way, but it also contains the right to fail; otherwise, it is subject to undesirable restraints. But, we know from history that our country has been built by the government pioneering initially and developing the country. But, once the country has been developed and once the resources are tapped, then we should turn it over, in our opinion, to private enterprise to the greatest degree possible.

Mr. ORLIKOW: With regard to clause 4, have we ever had free enterprise in the transportation industry in Canada, even before Canada was a country? Has there not always been government subsidy, regulations, directions and financing?

Mr. GRACEY: That might be true to a certain extent but there are many firms, which are private enterprisers now, which are operating in the transportation field.

Mr. ORLIKOW: But are they not all subject to regulations?

Mr. GRACEY: They are subject to regulations. But, we are all subject to regulations of some kind or another. But, there is free enterprise; many of the trucking companies are companies formed by individuals who start into business. Certainly they use government facilities but they have to pay taxes of some sort for the use of these facilities. There are privately owned aviation companies which use government facilities but they have to pay for the privilege of using them. Also, there are shipping companies of the same type.

Mr. CAMERON (*Nanaimo-Cowichan-The Islands*): Is any other transportation organization free to enter the field at any time? Are they not subject to governmental decisions whether or not they should be granted a license?

Mr. GRACEY: That is true.

Mr. CAMERON (*Nanaimo-Cowichan-The Islands*): In fact, the government farms out certain privileges to private enterprise.

Mr. GRACEY: Yes.

The VICE CHAIRMAN: Would you proceed, Mr. Fisher.

Mr. FISHER: From clause 3 of the presentation I would take it that there is not any sympathy in the Canadian Industrial Traffic League for the Canadian Trucking Association? Do I read that into your recommendation?

Mr. CUNNINGHAM: When our committee was considering this particular section we felt this was an amendment to the Railway Act and, needless to say, we are in sympathy with the trucking industry in Canada, and we are