

*Transportation*

parts of the west. But according to the theory we hear the competition between the various modes of transportation, rail lines and trucking lines, should keep the rates down, so I do not see where the extra revenue will come in there.

I expect that in Canada in the future as in the past there will be a large amount of money coming from the public treasury to subsidize railway transportation. I do not think the Canadian people are shocked by this. It is something we always have had to do and likely will have to do in the future. I am not a member of the committee on transport and communications, but I suggest to the members of the committee that staff people should try to give them some rather concrete figures about where the extra revenue is to come from, if the various sectors I have just mentioned are to be excluded.

I am interested in the question of inter-provincial trucking. The explanatory note on the page opposite page 14 of the bill reads:

Extra-provincial motor vehicle transport is, at the present time, regulated by the transport board of each province under the authority of the Motor Vehicle Transport Act. If it becomes desirable, in terms of the objectives of the national transportation policy, to regulate extra-provincial transport at the federal level, the new transport commission would be the regulatory authority. The necessary regulatory powers would be provided by this Part.

However, the minister has said that this will be done only if it is considered necessary. This is another question I have in mind. The Canadian Transport Commission will continue to set the rates for the railway lines in certain areas but they will not set them for the trucking lines. It seems to me less than sensible that if people are going to be engaged in the same sort of business in the same area the same board should not regulate the rates.

On the question of competition within a province let us take, for example, the line running from Windsor to, say, Kingston or Belleville which is all within a province but quite a good distance. You have the transport board of the province of Ontario setting trucking rates there and for the railway lines you have rates set by the Board of Transport Commissioners at the present time. If, because this is an area where competition exists, the railways are to be freed from having their rates fixed by the new transportation commission, what happens concerning trucking within that province? Will the Ontario Transport Board not regulate the rates for the truckers? Will they then be left to compete with the railways or will the transport

board in Ontario set the rates for both the truckers and the railways in that sort of sector which is completely within a province?

Again, this is another question which comes to mind. A very good point in the bill, of course, which has been mentioned by other speakers, is the fact that a research agency will be established which will carry on continuous studies on the question of the economics of transportation in Canada. I hope the government will pay sufficiently well to get good people for this and then pay sufficient salaries to keep them. My fear is that we may get some people who will begin to understand the transportation economics of this country and will then be hired away perhaps by the C.P.R. or some other company in the transportation field. This certainly is a most important field. The hon. member for Qu'Appelle made reference to that the other night.

Frankly, Mr. Speaker, this is the sort of bill in respect of which I would rather not be called upon to vote on second reading. It is so complex and deals with so many subjects that it is difficult to comprehend them at one time. It seems to me it would have been more useful had we done what I believe happened in 1964 when the subject matter of the bill was referred to the committee and when, after views had been heard from various organizations and questions had been answered by experts, the matter then came back to the house. I think in this way members would be in a much better position to evaluate the legislation we have here, because it is so important and so very complex.

I should like to conclude with a reference to one other subject which I have mentioned from time to time. At earlier times I have suggested we should have a minister of civil aviation in this country. I suppose that idea does not stand up any more because we are to have this over-all transportation commission which is to regulate air as well as rail, water and road traffic. I have always felt, however, that the Department of Transport is such a large department with so many responsibilities that, as in the case of the Department of National Defence, there should be more than one minister. I know that at the present time on a temporary basis the Minister without Portfolio (Mr. Turner) is assisting the minister, but in view of the importance of the transportation life of Canada it seems to me the government should consider bringing in other legislation the next time the