

questions. At times both steamships and railways are involved in the same movement. In that case who sets the rate? Does it come under the Maritime Freight Rates Act, or is the rate set by the maritime commission?

Mr. DICKSON: Do you mean a movement coming from a coastal point to an inland rail point?

Mr. GRANGER: Yes, within the provinces.

Mr. DICKSON: Yes, I wanted to check to make sure that I was right. The rate for the water movement from the coastal point to the point where it connects with the railway is not the subject of the Maritime Freight Rates Act. The rate from your port to the final destination, if it is within Canada, and if the final destination is on the railway, is set by the Maritime Freight Rates Act.

Mr. GRANGER: Do you mean that there are two separate charges?

Mr. DICKSON: Yes.

Mr. GRANGER: One is not an extension of the other?

Mr. DICKSON: There might be one or two specific exceptions to that statement, I would have to re-check. But 99 and 44/100 per cent of the time there are two separate factors.

Mr. GRANGER: Perhaps this question should not be asked of you, but as a matter of fact, respecting the criteria for steamship rates, how are they established?

Mr. DICKSON: All I can say in answer to that is that it is done by the Canadian Maritime Commission.

The ACTING CHAIRMAN: Now, Mr. Southam.

Mr. SOUTHAM: I would like first of all to compliment the witnesses this morning for their very comprehensive brief and submission. For the benefit of those of you who do not know it, I come from western Canada. I note that the discussion this morning centred around transportation problems in the maritimes dealing particularly with freight rates. In the west we have a problem, of course, with rates, and with railway abandonment. There has not been any discussion of our problems. Are you people affected by railway abandonment in the maritimes at all, or are, or are there application before the board of transport commissioners for abandonment?

Mr. DICKSON: Certainly, sir; the maritimes are not affected to the same degree as western Canada in branch line abandonment. We do not have the multiplicity of branch lines that they have in western Canada. There are I think, only three applications presently before the board of transport commissioners for abandonment of different sections of line in the three mainland maritime provision. On particular line was abandoned as of January 1, 1965, in New Brunswick.

Mr. SOUTHAM: Basically your problem would be with the application of rates. Under this proposed Bill No. C-120 it is suggested that we have a rationalization authority. We have had a number of witnesses before the committee who have been somewhat critical of this proposal. They feel it is not going to have any basic authority or have enough teeth in it. Have you considered this problem, in connection with such a rationalization authority?

Mr. COOPER: We have considered it in consultation with western provinces.

Mr. SOUTHAM: Are you prepared to express your opinion on whether you would go along with the evidence of previous witnesses, either to give the rationalization authority a great deal more authority or to enlarge the scope of the present board of transport commissioners so that they could have more freedom to move in respect of adjudicating or arbitrating various problems that present themselves?