

bureau of statistics defines in respect of trucking as animals, live poultry, butter, cheese, eggs, cattle, calves, hogs, dressed meats, packing house products, fish, hides and skins, milk and cream, wool and other animal products.

The trucking industry in the haulage of that type of traffic accounted for 132,838,000 net ton miles in 1957, with the average haul per ton being 684.7 miles.

Mr. HORNER (*Acadia*): Referring to the statement of the average haul of 500 miles, that would hardly take you out of Ontario. When you consider the fact that it takes six box cars of grain to move one million bushels of wheat, and Canada exported over 300 million bushels last year, I think that your part in the grain movement is very, very small. I do not think your figures hold water at all.

Mr. MAGEE: We are not an industry which is over 100 years old. A lot of very remarkable things are happening in the trucking field. There is a thruway in the United States now which is a four-lane highway with one-way traffic in each direction on which they are permitting the use of truck trains. They have questioned every motorist who used the highway ever since they started some weeks ago as to whether or not they noticed anything different on the thruway since that began. All of them replied that they have not, when the fact of the matter is they are running trucks of much greater length on that highway. They detach one of the trailers at the end of the thruway.

I say again that the potentialities of trucking are never static and we do not know what will happen in the future. This contribution to the haulage of the many products of the farming community probably could not have been known 15 years ago. Now it is developing to this point and is growing all the time.

Mr. CHEVRIER: Could we find out who are the members of this interdepartmental committee which was mentioned?

Mr. HEES: There are four regular members representing three departments, the Deputy Minister of Transport, Mr. Baldwin, the director of economic policy of the Department of Transport, Mr. George Scott, Mr. Bryce, Clerk of the Privy Council representing the Privy Council office, and Mr. Ken Taylor, Deputy Minister of Finance. Those are the four regular members.

Then there are certain ad hoc members who are called when matters are concerned affecting their department.

Mr. CHEVRIER: I suppose certain ministers?

Mr. HEES: No. This is an interdepartmental committee on that basis; it is not a committee of ministers.

Mr. CHEVRIER: Then may I ask Mr. Magee if he made representations along those lines to the interdepartmental committee covering the increase in the maritime outward movement, the maritime freight rates subsidy? Did he make any representation to the interdepartmental committee in connection with this subsidy.

Mr. MAGEE: No, sir. If this subsidy had been applied to railroad competitive rates and agreed charges, we would have asked the government to apply this subsidy also to the trucking industry.

Mr. CHEVRIER: Is that the only reason why you made no representations, either to the interdepartmental or to this committee to be included in this particular subsidy.

Mr. MAGEE: Yes, sir.

The VICE-CHAIRMAN: Is the trucking done, for instance, by the creameries who own their own trucks and the agricultural cooperatives who have their