

We have never had any relief from general freight rate increases by virtue of having the Maritime Freight Rates Act. So there is a very definite distinction between an unchangeable rate and a changeable rate system such as the Maritime Freight Rates Act.

Mr. DRYSDALE: But you are happy with the Maritime Freight Rates Act as it is now?

Mr. MANN: No, we are not.

Mr. HORNER (*Jasper-Edson*): I just wondered if these figures in this table included the assistance from the Maritime Freight Rates Act?

Mr. MANN: No, Dr. Horner, the rates are taken from the waybill study and the waybill study publishes figures at the rate paid by the shipper. That rate does not include the Maritime Freight Rates Act.

Mr. CREAGHAN: First of all, Mr. Mann, in conclusion you made a statement on the net ton mile per head of population to the effect that the maritime trucking industry is not lagging behind the rest of Canada, or words to that effect. With that part of your statement I am inclined to disagree, in looking at the table.

In the first place on three headings you show Newfoundland and secondly, the only column I think is of any consequence today is the for-hire column. If I am wrong in that, please correct me. But the for-hire column would indicate to me the trucks that are for hire are in competition with the railways. The private inter-city is not in competition with the railways and the farm vehicle is not in competition with the railways. But if you confine yourself to the for-hire column you will find the maritime has eight, nine and ten places with the exception of Newfoundland.

If I am right that the for-hire is the column that is in competition I do not think your statement is correct, when you say the maritimes is not lagging behind.

Mr. MANN: Would you like me to answer that?

Mr. HORNER (*Jasper-Edson*): Those are your figures.

Mr. MANN: If I may answer it, there are a number of points you have made. First of all, with regard to Newfoundland you would expect Newfoundland to be at the bottom of the list, you would expect it to be at the bottom of the list because Newfoundland has, I believe, just about 290 miles of paved road at the moment. That is, I think, about 98 per cent of it—apart from the road from Corner Brook to Deer Lake on the west coast—98 per cent is in the Avalon peninsula on the east coast, where about one-third of the population of Newfoundland lives and where trucks are concentrated.

Therefore, what you have there is a series of short-haul movements, developing very few ton miles. There is very little distance. You would not expect to find any different figures as far as Newfoundland is concerned.

Also the total absence of truck-carrying facilities between Newfoundland and the mainland makes it rather self-contained in transportation.

The for-hire segment is by far the most important one in so far as competition with the railways is concerned, but it is not the only one. It is conceivable—as matter of fact, that private carriage is a very important consideration for the railways. Let me give you a theoretical example. For instance, if a refinery now ships its outbound products by rail tank car and decides tomorrow to put on its own fleet of trucks or to build a pipeline, the pipeline or the privately owned tank truck of the refinery becomes a competitive means to the railway.