

and they get decent pay and decent working conditions, and it does not cost us anything, then it is a bargain for us to let Britain dominate Gander in the international field. That's the thought as I see it.

**Mr. Higgins** Thank you very much for your short answer, Mr. Smallwood. I move that we increase the landing fees of Mr. Smallwood in the future!

**Mr. Miller** I can only infer from Mr. Smallwood's remarks that the British government exploited us, and that the British government were traitors to us. I won't say any more on that, but if I think that Mr. Smallwood is bound, as a Newfoundlander, to incorporate this in the general report that he has given.... Gander as was and as is are two different things. It was necessary to spend more money to change over to a peacetime basis. Who is to find that money? Newfoundland. Who is to find it next year? Newfoundland. Who is to get the accommodation? The British government. I am quite sure that Great Britain will recover her economic security in the near future, and I don't see why we should go on year after year spending money to keep Gander alive. What is more, it is still a big question as to whether Gander will be a success or not. Are we going to pay for the experiment? If it is a flop, we are a flop with it.

**Mr. Smallwood** I am very much in sympathy with what Mr. Miller says, but I don't think he quoted me right. I did not say that the British government exploited us. I did not say that, because I did not think it. If the British government is footing the bills, and if 1,000 or 1,200 Newfoundlanders are getting work and decent wages, that is not exploitation. If it is, God send a lot more like it. If we get work at Gander under decent conditions, and there is a loss of a million a year to do it, and Britain pays that loss, not Newfoundland, that is not exploitation...

**Mr. Higgins** I am still in doubt if he really feels that we can get \$300 as a landing fee or not.

**Mr. Smallwood** I will say this very briefly. If we had our own government, responsible government, and I am opposed to it just as much as Major Cashin is for it, but if we had it, we could charge what we liked to land at Gander. We could charge \$5,000, or \$5 million or \$300. If we charged \$300, the airlines would pay it and use Gander, but we would only break even, and we

break even now if Britain pays the difference.

**Mr. Higgins** I follow you, but there are too many "ifs" in it as far as I am concerned.

**Mr. Smallwood** Well, it is not my fault that we have no responsible government is it? ...

**Mr. Higgins** To get down to tin tacks. Will you get any plane company to pay those fees? If not why talk about it?

**Mr. Smallwood** If it would pay them to skip Gander they would skip it, but how could they do it? It's a question of gas, from New York to Gander, the number of extra passengers that a plane can take on knowing that she can refuel at Gander. Up to \$300 would pay any plane. It is true that in December, you may remember, some planes overflew Gander, nonstop from New York to Ireland, which they did because they only had a part load of passengers. They are always filled coming from Europe to America, but sometimes they are only half full going from America to Europe.... Under ordinary conditions, for years to come, planes must land at Gander....

**Mr. Crosbie** I can't understand Mr. Smallwood's figuring. On \$85 per flight for landing the loss would be approximately \$1 million a year. If we charge \$300, that is increase the landing fee almost four times, according to Mr. Smallwood we are still only breaking even. That does not make sense to me.

**Mr. Smallwood** Yes, Mr. Chairman, it is all very hypothetical.

**Mr. Bailey** I can't understand why the British government, if they are going to pay this difference, can't tell us and let us stop this hackling. I think until they say they are going to pay us, we have got to pay it.

**Mr. Higgins** I move that the report be received.

**Mr. Chairman** Any further discussion?

**Mr. Ashbourne** I am afraid that I am unable to venture any opinion this afternoon as to what would be a just and equitable charge for these airplanes that have to use our soil, but one thing I know is that when they land on Gander they are landing on Newfoundland soil, and I think the time will have to come when we shall have to protect our natural resources and our assets for the benefit of the people of Newfoundland. Now I can understand why the British government and the Dominions Office are in a dual capacity when they are protecting the interests of the air routes of the British Empire and the people of New-