

adopt the attitude of a roving commission to go into any subject under the sun, and deal with things he was not prepared to deal with.

**Mr. Ashbourne** We know that the Commissioner for Finance, Mr. Wild, appeared before the Convention before he left and seemed quite ready to answer any questions put to him by the members. If the Commissioner did not have all the information available at the time, he could submit it at a later date. That would do away with the necessity of having him appear a second time. Personally I would not want to bring in an amendment unless I feel other members might wish to ask for certain other information. Since no other members have spoken, I do not feel like amending the motion.

**Mr. Hickman** I am inclined to agree with Mr. Ashbourne, but as Mr. Smallwood says, we should be specific. He is responsible only for his department; perhaps if we add the words "public works, roads and railway." I make that as an amendment.

**Mr. Chairman** I do not wish to dictate to the Convention, but may I suggest to the mover and seconder that we add these words: "and to discuss any other public matter with which the Commissioner may be prepared to deal." That in itself leaves open the possibility and probability should the occasion arise that you may have another session with the Commissioner.

**Mr. Jackman** Would that take in our strategic position as well?

**Mr. Chairman** If he is not prepared to deal with any matter, we have no authority to compel him.

**Mr. Jackman** About two years ago in New York a prominent member of the Republican party said, "We should turn our eyes towards Newfoundland, and if we cannot get it by peaceful means, we will have to do it by other means." Since then, six months ago, a very prominent member of the Quebec legislature said they were going in and take Labrador regardless of who is going to try and stop them. Probably Mr. Neill might be able to tell us something about that.<sup>1</sup>

#### Report of the on Transportation and Communications Committee:<sup>2</sup> Committee of the Whole

**Mr. Smallwood** I would suggest that this afternoon we deal with the section on roads and bridges.<sup>3</sup> I would ask the Secretary to read that section.

*[The Secretary read the report]*

**Mr. Smallwood** There is only one appendix to this report,<sup>4</sup> and that was prepared by the department dealing with local roads and bridges, describing the system the government has of helping the maintaining of local roads. In view of the fact that we are on the air it ought to be read, not at the present moment, but the information in it is so important to the whole country, it ought to be read before the debate is over.

**Mr. Hollett** What is intended by the comparison of Newfoundland (1943) with Prince Edward Island? It looks to me, as far as road revenue is concerned, we received much more revenue from fewer cars.

**Mr. Smallwood** That is an important point. The

table is given to show the possibilities that exist, in Newfoundland, at least in theory, of getting revenue from roads. We have therefore shown what the actual revenue is in such nearby places as Prince Edward Island, Nova Scotia and New Brunswick. Road revenue in Canada and the United States is a clearly defined thing. In Newfoundland it is not. You cannot say exactly how much revenue Newfoundland is now getting from roads. You can only add up what they get from motor car and drivers' licenses. That revenue would not exist if there were no roads. What we have done is add in the customs duties received on gasoline. Unfortunately, there is no separation made between the revenue received from gasoline used by motor cars on the one hand, and customs duties received on gasoline used by fishermen, mills, farms, on the other hand. We took the total amount received on all gasoline; added that to what was received on

<sup>1</sup>The Commissioner never appeared before the Convention, though he did meet with the Committee on Transportation and Communications.

<sup>2</sup>Volume II:75.

<sup>3</sup>Volume II:85.

<sup>4</sup>Volume II:91.