

motor car and drivers' licenses. That is where we get the total for 1945-46 of \$634,000. We took the year 1943 as a basis of comparison. The amount in Newfoundland for 1943 was \$664,492. We did not actually get that from roads; we got it from gasoline duties collected and also motor car and drivers' licenses.

Mr. Hollett Why call it "road revenue"? It is out of place there.

Mr. Smallwood It is not.... In 1943 we had 6,700 motor vehicles and only 5,100 miles of road. Nova Scotia had 59,000 vehicles and 15,000 miles of road. If we had had 15,000 miles of road then our revenue would have been the same as Nova Scotia. It is aimed at showing that the construction of roads in Newfoundland can be used as a means of bringing revenue into the government, and to prove it we have given the cases of these other countries.

Mr. Hollett It says here that gasoline was stringently rationed in Prince Edward Island, New Brunswick and Nova Scotia; you must remember you cannot run without tires either.

Mr. Smallwood In 1943, their revenue was below normal. If they had been able to get all the gasoline they wanted, the gasoline tax would have brought in more money. If they had been able to get more cars and trucks, their revenue instead of being \$4.5 million would have been \$5.5 million as compared with Newfoundland's \$600,000. And not even \$600,000, actually, because that includes gasoline to fishermen and sawmills.

Mr. Butt I cannot remember if we made this up on a basis of comparable rates against other places or whether we took into account the actual duty collected as between one country and another.

Mr. Smallwood Road revenue in Canada does not include customs duties. No province in Canada collects customs duties; these are collected by the federal government. The \$4.5 million collected does not include customs duties. That includes the gasoline tax ... and the money collected from licences on vehicles and licences paid by drivers. The bulk of the revenue in Canada and United States is received from gasoline tax and not...

Mr. Crosbie What is the licence fee?

Mr. Smallwood That varies in the provinces and in the states. I do not know what a driver has

to pay for a licence in Canada or in the United States. I do know the bulk of the road revenue is obtained through gasoline tax.

Mr. Hollett This is misleading. You added vehicular licences and customs duties; yet you fail to mention what the gasoline tax is in Canada.

Mr. Smallwood The gasoline tax in Nova Scotia is, I think, 10 cents a gallon. That is a direct tax collected by the provincial government.

Mr. Hollett What is the duty in this country?

Mr. Smallwood 14 cents.

Mr. Butt 16 cents on the Avalon Peninsula. That takes care of something extra spent on the roads.

Mr. Smallwood If the duty on gasoline coming into this country is 14 cents, I do not think the 2 cents extra paid on the Avalon Peninsula takes care of the extra government money spent on roads in the Avalon Peninsula.

Mr. Butt I did not say that. It takes care of something extra being spent on roads. We do collect something extra, and I say that in view of the fact that others are saying the Avalon Peninsula is getting more than it should get.

Mr. Bailey For years the fishermen got a rebate on gas of 13 cents; in the Avalon Peninsula they got 11 cents. That was on Acto. We have to remember the price the Imperial Oil Co. charges — in 1929, in Newfoundland, the price was \$98 for ten barrels of gasoline to the consumer; the price for the same barrels in Nova Scotia was \$57; the price to the fishermen, and we paid tax or duties, was \$35. These are three different prices. In Bermuda they paid the same price as in Newfoundland. The freight on crude oil was \$2.40 a ton. Yet you could not buy a gallon of gas here under 18 cents. The Newfoundland fishermen have been bringing into the coffers of the Imperial Oil Co. \$400,000 a year on gasoline.

Mr. Northcott As a member of the Transportation Committee, I think the time is opportune when I should make a few remarks regarding roads and transportation, and what they can and will do for this country, if we go at it the right way. So, sir, in rising to offer a suggestion, I want it to be distinctly understood that ideals are not attained at a single bound, but only through hard work and perseverance.

Mr. Chairman, some of the delegates mentioned about getting three square meals a day. I, too, pray that each and every member will see to it that we get for our people three square meals a