

Mr. MAGEE: I know of no motor associations in Canada claiming we do not pay our fair share. I may be wrong, but I am not aware of any automobile associations in Canada which have claimed we do not pay our fair share of taxes.

Mr. KENNEDY: I think probably you should check on the submissions some of them are making to the provincial authorities.

Mr. MAGEE: I see. As you know, in British Columbia we are now at a position where there are going to be adjustments made in the taxes in that province. Recently there were adjustments made in the province of Ontario. As I said, the picture is constantly under review by the provincial authorities and where they find there is a need for increased taxation the taxes are increased.

Mr. KENNEDY: You have no figures to substantiate the position you are taking?

Mr. MAGEE: I can obtain figures to substantiate my position, but I would have to do it over the ten provinces because the taxation is on a provincial basis. It would take a great deal of the time of this committee.

Mr. KENNEDY: I ask that we have these figures to substantiate this, and that Mr. Magee be good enough to present them to the committee.

Mr. MAGEE: We can obtain taxation figures and present them, but to get them into the form in which you would like to have them will take a little while. However, we will be more than glad to do it. Incidentally, we suspect it is a matter which the royal commission will be looking into and we intend to be ready to substantiate our position there; but we do not feel this is related to the type of subsidy in the bill.

As I explained yesterday, this type of subsidy about which we are speaking now is a roadbed subsidy, and in talking about that, the claim which may exist in any province of Canada—and it certainly does not exist Canada-wide; but as it exists in any province—it is related to land grants, cash grants, bond guarantees, mineral rights and other things given to the railways in order to build their roadbeds across Canada.

Mr. KENNEDY: Has your organization made any attempt to compare on the one hand your total contribution to government, both provincial and federal, through taxes, tolls, fees and so on, as against the total cost of railway maintenance or roadbed and traffic control and capitalization?

Mr. MAGEE: Not in comparison to the railways. Again I do not think it is relevant to this picture, because it is taking only one part of the railway cost picture. If the railways have passengers and other types of operations which are not freight, I do not see how the impact of the measures which you mention upon those types of transport can enter into an analysis of that situation.

Mr. KENNEDY: Do you not include passenger transport in your association?

Mr. MAGEE: No, sir; just freight.

Mr. CHOWN: I wish to go back to the labour relations problem. First of all, would you tell me who negotiates your labour union contracts and as to whether or not they are handled provincially by your trucking associations? Did you remark that it was not done on a national basis, and did your remarks imply that the wage rates vary from province to province?

Mr. MAGEE: Yes, sir. Undoubtedly there are differentials from province to province. There may even be differentials between settlements signed in the different municipalities which cover highway operations out of those municipalities. In the big, heavily unionized provinces, usually the labour negotiations with the teamsters union are carried on by a committee, or bureau, of operators through a board of directors which deals collectively with the union and signs