

600,000,000 gallons of gas. It has entered into the cost of many things which the people of Canada use. We find it is used, not only as said at that time, for travel, but we also find it used for productive purposes. We find our farmers, for example, in western Canada using it not only in their cars but they are using it also in their gas engines, in their motor trucks, in their combines and in many operations of the field which help to increase the consumption of gasoline, and this is a great factor in the cost of production to our farmers in western Canada to-day. Not only is that true with regard to farmers, but it is also true with regard to fishermen who have gasoline launches used for fishing purposes, and in many other of our primary operations or primary industries gasoline enters to a great extent in their production and affects the cost of production. The result has been that for the last two or three years many of the people, especially in my constituency, which borders on the American line, have been wondering why it is that on the south side of the line our neighbours buy gasoline at a price so much less than on the north side, and gradually this agitation has spread until last year we found the newspapers throughout Canada, from one end to the other, beginning to take this matter up, and we found, as I said in the speech on February 11, in the *Montreal Standard* of November 28 a comparison of prices and where these prices were in 1930. The difference in price between Halifax and New York, September 1, was 4.44, and the difference in price between Halifax and New York on September 1, 1931, was 8.04. Take two cities close together—take, for example, a border city on September 1, 1930, the difference in price was 1.84 and on September 1, 1931, the difference in price was 6.84. In other words, we find a difference in the two of practically five cents a gallon. That is, in these cases where I am comparing the prices, the state tax is taken off and the gallon in each case has been reduced to the Imperial gallon. The comparison is equitable. It is the same gallon without the state tax. So, people wondered why this difference in price should exist; why there should be a difference. Now, here again, take one of the Chicago papers, the *Chicago Journal of Commerce*, Saturday, February 13, 1932, we find gasoline in the Oklahoma fields at that time quoted there on the market: U.S. Motor, below 57 octane, 2 $\frac{3}{4}$ and 3, U.S. Motor, 57-64 octane, 3 $\frac{1}{2}$ and 3 $\frac{3}{4}$, U.S. Motor, 65 and up octane, 3 $\frac{3}{4}$ and 4.

Now, we wonder why. At four cents a gallon that would be practically 4.8 cents—four cents a gallon would be 4.8 Imperial gallon without tax. Now, we wonder why when gasoline sells at that price in the Oklahoma field we in Ottawa should be paying twenty-two cents a gallon. These things probably can be explained by our oil companies and probably the difference can be explained away, and I think it is only fair and only just to the oil companies and to the people generally that this should be cleared as to why this difference in price between the American price and the Canadian price of gasoline, which the Canadian consumer has to pay, should exist. For this reason, Mr. Chairman, I have had this resolution placed on the order paper that we investigate the price of gasoline, and I may say further that I have here the *Oil and Gas Journal* of March 3, 1932. Now, here is the Oklahoma field again: U.S. Motor 60-62 400, March 1, 3 $\frac{1}{8}$; 60-62 400 3 $\frac{1}{8}$, 3 $\frac{1}{4}$; 64-66 390, U.S. Motor 3 $\frac{3}{8}$, 3 $\frac{1}{2}$, and so on down the list, the different prices of gasoline in the different fields.

Now, as I say, the price of gasoline in the United States at the present time as compared with the price of gasoline here in Canada has caused a great disturbance among the people of Canada. I might say only this, and then I am through, that when comparing our prices in the speech I made on the 11th of February I showed that whereas on the 1st of September, 1931, the difference in price between the eight average cities in Canada was eight cents a gallon, that in 1930 with the same cities the average difference in price was 4.5 cents or four and a half cents, or, in other words, there was three and a half cents