

ada can be obtained in the United States for \$1,000. Is it any wonder that these people begin to say, "the automobile industry is against us, the railways are against us, yes, every man's hand is against us" and they are almost inclined to give up hope of ever obtaining any relief in this country.

Mr. MORAND: Do they ever consider the difference in the freight rates between Canada and the United States?

Mr. DONNELLY: Surely they do. We have cheaper freight rates now in Canada than they have in the States; we have the cheapest freight rates in the world in this country.

Mr. MORAND: Yes, but we have deficits on our National Railways.

Mr. DONNELLY: My profession is that of medical practitioner. I have travelled through this district and have seen many families where the women and children have not been to town for four, five, six, and even seven years. The reason for it is that it requires three or four days to make a trip of sixty miles with a horse and rig and costs too much. Therefore they do not go into town; they cannot get in. It is almost essential for these people that an opportunity be afforded them of getting a cheap automobile or a cheap truck in order to be able to get into town and carry on their business. I would therefore urge upon the government that they provide a means whereby our people may be able to purchase a cheap automobile or a cheap truck. Then we may render contented settlers of the class to which I have referred and save them for our country till the railway is built.

I shall only say in conclusion that the automobile industry is expecting a reduction of the duty on automobiles. We read this in the press and we hear it on the street. The people themselves are expecting such a reduction. Why then should we disappoint them? Why not give them a reduction in the tariff? Let me say that although production in the automobile trade during the month of February has been the greatest, with the exception of one month in the whole history of the industry, yet the public generally and the automobile dealers are not buying automobiles, believing that the duty is going to be cut, and that on that account there will be a downward tendency in the price of automobiles. Let me therefore say to this government, "Do not wait for any tariff advisory board to investigate the situation and to recommend what should be done." Let the

government act and act at once, in order that the public generally may know where they stand with regard to the prices of automobiles. Let them get down to business, so that the country may get back to normal conditions.

Mr. T. GERVAIS (Berthier and Maskinongé) (Translation): Mr. Speaker, first, I wish to congratulate the hon. member for Macleod (Mr. Coote) for the perseverance which he has shown in moving once more the resolution under discussion. I was under the impression that the resolutions moved in previous years differed somewhat from the present motion. I think that I remember, without having them before me, that the resolutions of previous years were more of a free-trade character than the one we are actually discussing. This question of tariff reduction as you may judge, Sir, brings back the protection and free-trade issues of days gone by. One could, I think, fill a whole library with the speeches which were delivered on the subject, both in the House and on the hustings. I remember that in my childhood, it was at a time when Sir John A. Macdonald had expounded his national policy, a protective policy, and I grew up amid the din of discussions which took place on free trade and protection. Later on, faced with the responsibilities of office we were forced to give closer study to this question of free-trade and protection, with the idea not only of discussing them as mere theories, but with the idea of applying them to the needs of the particular situation which arises in this country.

The doctrine of free trade! How delightful it was, the first years, to listen to our friends the Progressives and especially to one of them who is no more in this House, how delightful, I say, it was to listen to him debating on unrestricted free trade. Absolutely unrestricted trade, no barriers, no frontier anywhere; a sublime humane impulse on the part of nations bartering freely and in a brotherly way their products and living in the happiest possible manner on this terrestrial globe! In short, it was a dream, a humanitarian dream but unrealizable. However, the system opposed to it, protection, has given rise, in the business world to many abuses, and I think—perhaps my ideas may be wrong—however, I believe that if there had not been any tariff wall in Europe, if the whole of Europe had been under the same tariff system, if there had but existed a legitimate competition, I think that there would have been no war nor would there be any in the future. It is trade rivalry created by different conditions which give rise to disturbances