

*Proposed Committee on Unemployment*

cent a year on motor-driven vehicles. I would suggest that this be increased to 25 per cent a year for non-power-driven vehicles and up to 33½ per cent for power-driven motor vehicles.

I think there is little doubt that this would help the home market. It would stimulate this market so far as the farm implement business is concerned, and certainly that is one of the industries that have been hit hardest at the present time. I cannot see that it would make a great deal of difference to the economy of the country as a whole, and certainly I think it would help sell in the home market and help this industry along. Also, of course, since most farmers use the straight-line method of depreciation, if they could sell their old machines and make a little money on them from their depreciated value such amounts would not be taxable from the capital gains point of view.

In closing let me say that in my opinion the main cause of the present unemployment situation in Canada is international economic factors, not so much home factors at all. The only way we can deal successfully with a highly complicated problem such as this is to have a standing committee of the house on industrial relations which would carefully examine the causes, and do it as quickly as possible. But I do think it would be most unwise for the government to go off on a tangent and pass laws without a proper consideration of this matter. That is why I feel the house should support the amendment of the hon. member for Vancouver-Quadra.

**Mr. Harold E. Winch (Vancouver East):** Mr. Speaker, as the representative in the House of Commons of the constituency of Vancouver East I am keenly interested in all that has been said in this discussion of the problem of unemployment as we now see it in Canada. I have no desire to repeat the arguments and presentations already made; but I do feel there are certain aspects that have not yet been put before the house. That is my reason for speaking.

The question of unemployment is most serious to all the people of Canada, but in particular to those who are unemployed. I feel that at times the viewpoint of a member can best be put forward in a word picture. In the last two days I have been trying to find the ways and means of putting before members of this honourable house a word picture of the unemployment situation. I did not find that word picture until yesterday. Indeed I did not find it until the Acting Prime Minister (Mr. Howe) spoke. But immediately he had finished I had the word picture. I regret very much that the Acting Prime Minister, because of pressure of other

[Mr. Nesbitt.]

business, is unable to be in his seat at this time. However, I want to give that word picture.

In order to do so I have to go back to June of 1924. In that month I graduated from high school. I did not have the funds to go to university and so, for two months, I served as a hod carrier for a bricklayer. Let me say that that bricklayer was one of the best in Canada, my own father. After that two months I became an apprentice in the trade of an inside wireman electrician. In the following five years, with the exception of about three jobs, I worked on the electrical construction connected with the building of wheat elevators. When I heard the Acting Prime Minister yesterday it suddenly came to my mind that on nearly every job on which I worked in the five years after 1924 the blueprints were signed by C. D. Howe, the consulting engineer in charge of the drafting and construction of a majority of the wheat elevators in British Columbia.

That brought to my mind an experience. I do not know exactly how many members understand the method of construction of a wheat elevator. I might explain that when you start pouring the concrete on the bins the concrete is poured continuously, and the forms are movable. Those forms are only about four or five feet long, and are operated by jacks. Once you start to pour you must keep right on going, 24 hours each day, until you hit the top of the bins, which is known as the bin floor.

I was working on one of the largest elevators in British Columbia. Again the consulting engineer was this man named C. D. Howe. On this particular job we had reached the bin floor. When you have reached that point you had to pour the bin floor slab, and this was still on a 24-hour basis. I was on the graveyard shift on the night the bin floor was poured. I believe there were about 50 of us on shift that night, including carpenters, electricians, labourers and rodmen. At about 12.30 in the morning, as the bin floor was being poured, the central bin began to collapse. We had warning because we saw the concrete on the central bin starting to sag. As it collapsed other bins started collapsing. As I say, the 50 workers on that graveyard shift had a warning. I leaped for the side and got hold of the jacks and the movable form.

We were very fortunate that night. Had it collapsed all of a sudden the 50 of us would have died. If we had not taken heed of the warning when the first bin started to collapse we would have died. Had the whole floor gone down, there would have been