

on all cars over \$1,200; and there is also the duty payable on parts that enter into the manufacture of cars. Adding all these charges together, we find that 30 per cent of the value of the car is represented by some form of taxation. Now, if the Canadian public wants a cheaper car our public men must not lose sight of these factors to which I have referred; and if it is decided that the revenues at present derived from the various duties and imposts levied on automobiles shall be raised from some other source, then the problem of producing cheaper cars in Can-

ada is greatly simplified. The automobile men assure me that they can reduce the price by 30 or 40 per cent if the government will comply with certain requirements which they indicate as necessary to a reduction in the cost of production. I have here a table of revenues which the country has derived during the last four or five years from automobiles, and to save time I will simply hand it to Hansard. I need not read the list because I think hon. gentlemen are reasonably familiar with the facts it discloses.

The statement is as follows:

Statement of imports of automobiles and parts entered for consumption in Canada with Customs duties and Excise taxes collected thereon during the fiscal years ended March, 1922 to 1925, and for the period from April 1st to December 31st, 1925.

Item and Year	No.	Value	Customs Duties	Excise Taxes
Automobiles, Freight—				
Fiscal year 1922..	806	\$1,537,765	\$ 533,541 39	.....
Fiscal year 1923..	1,032	1,839,105	651,540 69	.....
Fiscal year 1924..	1,340	1,910,808	661,565 57	.....
Fiscal year 1925..	934	1,364,664	466,068 40	.....
April to December, 1925..	853	1,245,654	429,391 56	.....
Automobiles, Passenger—				
Fiscal year 1922..	7,181	\$ 9,501,362	\$3,278,259 23	\$ 996 08
Fiscal year 1923..	11,402	11,857,165	4,133,321 38	706,722 16
Fiscal year 1924..	9,549	9,532,350	3,316,369 99	790,083 05
Fiscal year 1925..	8,835	8,726,714	3,038,851 33	684,562 72
April to December, 1925..	11,494	10,847,171	3,776,664 53	866,308 62
Automobile engines—				
Fiscal year 1922..	12,177	\$3,119,926	\$ 857,718 72	.....
Fiscal year 1923..	26,225	4,153,926	1,140,783 51	.....
Fiscal year 1924..	33,744	5,056,302	1,389,706 54	.....
Fiscal year 1925..	30,732	4,313,598	1,185,566 23	.....
April to December 1925..	53,315	6,519,656	1,792,142 13	.....
Automobile parts, n.o.p.—				
Fiscal year 1922.. . . . .	.....	\$10,211,791	\$3,053,875 00	.....
Fiscal year 1923.. . . . .	.....	14,134,874	4,313,673 95	.....
Fiscal year 1924.. . . . .	.....	16,808,323	5,123,078 47	.....
Fiscal year 1925.. . . . .	.....	14,188,715	4,290,851 37	.....
April to December, 1925.. . . . .	.....	15,922,965	4,852,785 57	.....

I want to state just a few facts in relation to this great industry that we have in the city of Oshawa. The following table will speak for itself:

The General Motors of Canada, Ltd., is responsible for Employment in Canada

General Motors employees..	3,743
Dealers and staffs..	2,739
Estimate of salesmen on comm..	3,500
Estimate of associate dealers, etc..	2,000
Estimate of employees of manufacturers supplying materials to General Motors of Canada, Ltd., and dealers..	4,000
	<hr/>
	14,982

Using generally accepted statistics, this means that the number of Canadian residents deriving a living from General Motors of Canada, Ltd., 74,910.

1923—Employees 3,758—payroll..	\$4,646,644
1924—Employees 3,390—payroll..	4,118,876
1925—Employees 3,743—payroll..	5,187,859

What the withdrawal of General Motors of Canada Limited would mean to Canada is shown in the following statement:

Loss to employees..	\$5,187,859
Loss of Wages.	
Loss of homes.	
Loss of purchasing power affecting all lines of trade.	
Loss of ability to pay taxes.	
Loss to Canadian suppliers..	12,000,000
Depreciation of invested capital.	
Reduction in employees.	
Reduced purchasing power affecting Guelph, Border Cities, London, Gananogue, Toronto, Montreal, Peterboro, Oshawa, Chatham, Waterloo, Hamilton, St. Catharines, etc.	
Loss to dealers—	
Reduction in value of used car stocks.	
Reduction in value of new car stocks.	
Reduction in gross business due to reduced car values.	
Loss to railways on freight on raw materials and due to direct north and south distribution of finished cars.	
Loss to shipping companies.	
Loss to banking and financial institutions.	
Loss to Newspapers—advertising and printing.	
Loss to professional men—legal, engineering, etc.	
Loss to government (millions of dollars).	
Loss of duty.	
Loss of C.N.R. freight.	
Loss of taxes paid by employees.	