

*Duty on Automobiles*

that they have paid out approximately \$20,000,000 in cash and stock dividends, I say that is a business that certainly does not require as much protection as it now enjoys. Someone quoted the *Financial Post* this afternoon as saying that if Ford had received the full value in stock and dividends for the 625 shares he got for his patent rights, he would have received \$21,812,500. I presume that is true, because it has been stated over and over again by members of this House and has not been contradicted.

I trust that the leader of the opposition (Mr. Meighen) will take this resolution seriously and will give us his views in a businesslike manner. I have great faith in the ability of the leader of the opposition, and if he would only use his ability in the right way it would be a great advantage to us.

Mr. BENNETT: Give him a chance.

Mr. TOBIN: We are going to give him a chance. The hon. member for St. Lawrence-St. George (Mr. Cahan) believes in mass production, but how are you going to get mass production by keeping prices up? Ford got mass production by lowering his prices, and that is what we want. Let us get mass production in this country by producing the cars as cheaply as possible. That is the very thing we wish to do. I do not concur in the suggestion that we should go to the officers of these firms and ask them what we should do in the matter, or that we should wait until the tariff board sits and ask them the same question. Let us deal with the matter ourselves. Let us act promptly and in a businesslike way. The country is anxiously awaiting our decision.

I want to be brief, but before I close I wish to refer to the statements of certain hon. gentlemen who have spoken during this debate. Some of them have claimed that if the duty on automobiles was reduced the automobile factories would go out of business. Instead of the factories going out of business as a result of a reduction in the duty, I would expect that they would receive a considerable stimulus. One hon. gentleman, who comes from Omaha, I believe—no, I beg pardon; Oshawa—talked of the serious effects to his town that would follow from a reduction of duty. He dilated upon the debenture debt of the town, and the nature of the different expenditures they had incurred. The tone of his argument was that they were doing very well as they were, so why not leave them alone? But besides the interests of Oshawa I suppose we have to consider the welfare of hundreds of thousands of other citizens in other parts of the country. As a

[Mr. Tobin.]

result of a reduction in duty automobiles, I think, would become cheaper, also automobile parts. I would like to see everything all down the line, even gasoline, become cheaper. That is what we are working for, I hope, in this Dominion. Then we shall have a revival of business; the industry will not be hurt in any way but rather stimulated, and an impetus will be given to other lines of business.

We read about the exports of cars from Canada. No less than 56,000 cars were exported last year. Surely these cars are not being exported at a loss? Surely this argument is not being advanced in order to influence the government with the idea of making the good Canadian people pay the difference? Of course it is quite possible for an industry to make a large enough profit at home to justify exportation on a basis of reduced profits or even losses.

I think I have indicated where I stand on this resolution. I hope it will not be referred to any tariff advisory board. The hon. member who introduced the resolution has looked into the matter, and I think the figures he brought forward, as well as his arguments, are wholly dependable. I know the hon. gentleman well and I am convinced that any arguments he brought forward would be as fair as he could possibly make them; he would not be betrayed by bias into any unfair argument. The great majority of the members of this House and of the people of Canada are earnestly looking to this government to do something to relieve the situation in order that they may get cars at a price approaching that which obtains on the other side of the international boundary line. At the present time a really good car costs in Canada \$1,000 more than across the line—a tremendous advance. I hope therefore that the House will adopt the resolution. I heartily support it.

Mr. A. M. YOUNG (Saskatoon): I wish to compliment the mover of the resolution before the House proposing a substantial reduction in the duty upon automobiles and motor trucks (Mr. Coote) for placing before the House some very valuable statistics. During my recent visit to the west I found there were two things the people seemed to be most vitally interested in: First, the Hudson Bay railway, and second, a reduction in the duty on automobiles. I think I have had more letters on this subject than on any other question since I came to Ottawa. A very short time ago hon. members were presented with a very fine copy of some statistics prepared by the Ford Motor Company of Ford, Ontario. These contained information of a