

Mr. DUNNING: Now that we have had a speech from each side on the question of buses and magazines, I wonder if we could consider wrought iron, the item before the committee.

Mr. CHURCH: The hon. member for Brantford (Mr. Macdonald) is labouring under a misapprehension. Just the other night his colleague from Brant (Mr. Wood) rose in this house and attacked the financial position of the city of Toronto, which is one of the most solvent cities in Canada, with a sinking fund of nearly \$30,000,000 available to meet its obligations. It owns all its public utilities, which are operated at cost, and each one has a large surplus.

The CHAIRMAN: Order.

Mr. CHURCH: I am coming to the item; I am pretty close to it. In reply to the hon. member for Brantford I may say that the city of Toronto operates its transportation system through a commission. The service is furnished at cost, and that commission is managed so efficiently that it does not find it necessary to exceed its estimates at any time. When the commission took over the transportation system it was found that the facilities were not sufficient to furnish the materials needed, and many of the orders had to be filled in Montreal and by the Westinghouse people in Hamilton. It is true that the commission have shops of their own in which a good deal of the work can be done, but wrought iron and many other parts must be brought in. Let me tell the hon. member that the steam railways cannot serve all the people and refuse commutation tickets, and if it were not for the buses a large portion of our population would not have any transportation service at all. The Toronto Transportation Commission is not asking for any favours in connection with wrought iron or anything else. This is the first time I have ever heard of Toronto getting anything free in connection with wrought iron or anything else.

Mr. SPENCE: I am glad the hon. member for Brantford drew to the attention of members of this house from Toronto the fact that these buses bought by the Toronto Transportation System were purchased in the United States. Of course there may have been some reason for that; they may have called for tenders, and the tender from Brantford may have been much higher than the others. Personally, however, I should be glad to see

these buses bought in Canada even if they did cost a little more money. This again brings up the question of an irresponsible commission which is not under the control of the city council of Toronto or anyone else. They take it upon themselves to do this sort of thing without consulting the members of this house, the members of the city council or anyone. We have several commissions of the same type under this government, however, and they do not seem to be criticized.

Mr. HARRIS: I should like to say just a word, Mr. Chairman. Perhaps the dumping provisions might be invoked in connection with these articles which contain a certain amount of wrought iron. Then if the tariff were made sufficiently substantial so that these goods could be manufactured in Canada, the Toronto Transportation Commission would not be able to buy these articles in the United States.

Mr. MAYBANK: I move that these apologies be accepted.

Item agreed to.

Customs tariff—377c. Ingots, cogged ingots, blooms, slabs billets, n.o.p., of iron or steel, of a class or kind not made in Canada, when imported by manufacturers of forgings for use exclusively in the manufacture of forgings, in their own factories, under regulations prescribed by the minister: rate of duty, free.

Mr. DUNNING: No change.

Item agreed to.

Customs tariff—ex 378. Bars and rods, of iron or steel; billets, of iron or steel, weighing less than 60 pounds per lineal yard:

(b) Not further processed than hammered or pressed, n.o.p.: rate of duty, 10 per cent.

(c) Cold rolled, drawn, reeled, turned or ground, n.o.p.: rate of duty, 10 per cent.

(d) Hot rolled, valued at not less than 4 cents per pound, n.o.p.: rate of duty, free.

Mr. DUNNING: This is a reduction in rate.

Item agreed to.

Customs tariff—ex 378a. Bars or rods, of iron or steel, hot rolled, viz:

Rounds over $4\frac{7}{8}$ inches in diameter and squares over 4 inches: rate of duty, free.

Item agreed to.

Customs tariff—ex 379. Bars or rods, of iron or steel, including billets weighing less than 60 pounds per lineal yard, not rolled, as hereunder defined, under regulations prescribed by the minister: