

three and one-half pence a pound was the price at which dead beef sold in England. I asked, "What about the price of Canadian cattle?" He said that the Canadian cattle sold for nine pence a pound. If we can get such a price as that we do not want to go into the lower market. Ireland wants to keep Canada out of the road; she does not want this Dominion to get into the Old Country market. Those who do not understand the trade are the ones who are advocating the shipment of dead meat. Very recently a vessel carrying cattle to the Old Country drifted to the Azores and the opponents of Canada are pointing to the mishaps that they say are likely to occur, as an argument for the keeping of our cattle out of the British market.

I appeal to the Minister of Railways (Mr. Dunning), who comes from a great producing district in the west, to do something in the interest of the cattle trade. He reminded me the other day that he had sold me cattle twenty years ago. I remember when he was up in that country driving oxen. He knows something about the cattle trade, therefore, and I think we can look to him to take measures that will be in the interest of the industry. Hon. gentlemen opposite are in power through the support of our friends the Progressives and our friends the Labour men. I ask them to do something in behalf of the cattle industry, not to expend all their efforts in the interest of the grain industry. I repeat that the Minister of Railways was identified with the cattle industry and with the building up of the west in the old pioneer days. He knows how badly it stands in need of a helping hand and should be prepared to do something for it.

Mr. DUNNING: I should like to sell you a few cattle now if I could.

Mr. MULLINS: I am sorry, but I am not in the business. I got old in the trade, and now I feel that a man is so much handicapped by present conditions that he had better be out of it. I feel satisfied that if hon. gentlemen on this side had the reins of power action would be taken very promptly, and that the cattle industry would be on the way to a stable basis within five months. Holding the views I do I would not sit in this House if some action were not taken to obtain redress for the live stock industry, to build up and protect that industry.

Some hon. MEMBERS: Carried.

Mr. LAPOINTE: Unanimously.

Motion agreed to.

DUTY ON AUTOMOBILES AND MOTOR TRUCKS

SUBSTANTIAL REDUCTION IN TARIFF PROPOSED BY MR. COOTE

Mr. G. G. COOTE (MacLeod) moved:

That, in the opinion of this House a substantial reduction should be made in the customs tariff on automobiles and motor trucks.

He said: The subject dealt with in this resolution is one of very great importance to this country. Canada is a land stretching 4,000 miles from east to west. We cover an immense territory. We have a population of nine million odd scattered over this large area. For that reason transportation is one of the greatest questions confronting us to-day. The greatest improvement in transportation facilities since the invention of the steam locomotive is the automobile, both freight and passenger. The greatest competitor that Canada has to-day is the United States. The United States has motor trucks available to her population at two-thirds the price at which they can be purchased by the people in Canada. The United States has one motor car for every six of her population, while Canada has one to every fourteen of her population. On account of our sparse settlement in this country, we really require more motor trucks and automobiles proportionally than the people of the United States. The only reason that I can see why we have only one car to fourteen of our population, and the United States one to every six is that cars are too expensive in this country and the people cannot afford to buy them. The *Ford Times* a year ago published this statement:

The development of the automotive industry is only a logical sequence of the demand for transportation facilities, which have always played a major part in opening up a land to its fullest possibilities. With vast unopened areas in our land of huge distances, proper railroad service could not be a paying or a practical proposition. The need for transportation still remains and is of prime importance in changing these waste spaces into productive areas. No country can rise to its full height of importance without adequate transportation.

What is the truth? Let us apply such facts as are available to the solution of this involved problem.

The automobile industry could never have attained its present tremendous totals over a period of 23 years had not its product more than justified itself economically.

Its proper use lengthens life, increases efficiency, stimulates general business and promotes the wealth and stability of the nation.

There we have in a paper published by the largest manufacturers of automobiles in Canada a very good argument as to why automobiles and trucks should be cheaper in this country—because they are so necessary to development and production. Because of the development of our social and economic life, cars to-day