

signed his name on the bottom corner. Not only do we feel a little plagiarized collectively, we feel somewhat that we have been burgled.

Mr. Arnold Peters (Timiskaming): Mr. Speaker, for some time I have read a column on wine in the *Ottawa Journal*, by Dillon O'Leary, so I was interested that in the budget the price of some wines—which had been raised in the November budget—was now reduced. In the budget brought in by Darcy McKeough in the province of Ontario it was indicated that the federal excise tax would be reduced. The increase in November was about 20 cents per bottle and Ontario is going to reduce it by 15 cents, leaving a net profit of five cents. I am surprised that Dillon O'Leary, and now the federal Minister of Finance (Mr. Turner), and the provincial treasurer find themselves enthralled with the subject of wine. Some members have become interested in it too, from a partisan position.

I would warn the hon. member who resumed his seat not to be too modest the next time he wants some assistance in the Niagara Peninsula. I have made a number of speeches in this House on grapes and cherries and other products grown in his area, when nobody else seemed to be interested. Although we do not grow grape crops in northern Ontario I have two or three vines that I have been nursing for seven or eight years—I think they lose ground every year. Certainly they are not going to be any competition for the Niagara Peninsula for many years to come.

There is a widespread interest in wine throughout the country, and the hon. member might find support if he asks for it. He has the misfortune to belong to a majority party, and even though it hurt his area he had to vote for that increase last year.

Along with a number of other people, including a strong winegrowers' association in Ontario, he has been able to convince the minister that to cut down the consumption does not necessarily mean more revenue by increasing the tax. I am sure if the hon. member seeks support he will get it from people not directly involved in the industry to any large degree—the consumption and/or the production. Through improved methods grapes have been developed that now produce a good type of wine.

As one hon. member suggested, perhaps we should persuade the Canadian airlines to serve Canadian wine. I think they compare favourably with many other table wines of the world.

The fact that some people do not grow grapes cannot be construed as a sign that they are not interested in the industry. Unfortunately the only place in Canada where we can grow grapes successfully is the Niagara Peninsula.

Bill C-66 introduced a ten cents per gallon excise tax on gasoline for the individual automobile user. Your Honour knows as well as I, because we both come from northern Ontario where distances are great, that we have had a great deal of difficulty convincing people that cars are no longer a luxury there, and that even those on welfare should be allowed a few dollars for gasoline because there is absolutely no other means of transport in those vast areas that we represent. Torontonians particularly always seemed to have the idea that people who draw welfare should not spend money on gasoline.

Mr. Brewin: Who said this?

Excise Tax Act

Mr. Peters: For many years this was an accepted view. Recipients of Ontario welfare had to put the car on jacks, had to remove the licence plates and turn them in as long as they received benefits. As the years went by it was conceded that one out of five persons on welfare in a community should have a car so that they could get together to go for groceries. It was a very Torontonian attitude toward the difficulties experienced in other parts of Canada. The automobile is not a luxury in my area.

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Most of us drive automobiles which are too large. Twenty years ago engines ranged between 65 and 80 horsepower. I am sure that if you restored a six-cylinder, 65 horsepower Chev, it could take you adequately up any hill in eastern Canada and serve quite well on our modern highways.

The Ontario government has embarked on a course which will bring it into collision with the federal government. Unfortunately this collision course will not help to solve any of the province's problems. Darcy McKeough, tongue in cheek, brought in a mini budget which removed the 5 per cent sales tax on North American cars. I point out there are few small North American cars. Most small cars come from Japan, Italy, France, Sweden, England or Germany. The Mercedes, the large Citroen, and one or two other large cars are exceptions; otherwise, those countries manufacture only small cars. There are few American cars of comparable size.

As the most efficient engines burn 14.7 parts of air to one part of gasoline, it is clear that the large the engine is the more gasoline it will burn. For the next ten years this country will face gasoline shortages. Obviously we should be demanding small automobile engines, not the sort of large engines which come with United States imports. Even the Chevrolet, one of the smaller American cars, comes with an engine of 450 horsepower. The Cadillac's engine develops 450 horsepower or over. If you want to save energy you should encourage the importation of cars with smaller engines. Otherwise the ten cents tax on gasoline is really nothing but a revenue raiser for the federal government. We shall not save oil if we encourage the importation of large cars which burn a great deal of gasoline.

Considering the prospect of future shortages of gasoline, we should adopt measures which will force people to consume less energy. Such policies have been quite successful in other countries. Personally I am offended by what Darcy McKeough did. Clearly, if speed limits were reduced to 55 miles an hour, cars would travel farther on a gallon of gasoline and we should conserve some of our precious gasoline stocks. Instead of encouraging people to buy North American gas burners which do 13 miles to the gallon, we should encourage them to buy European cars, or similar, small cars which travel 35 miles or more to the gallon. If any cars should be subsidized it should be those which consume least gasoline.

As I said, the automobile is not a luxury in northern Ontario, on the prairies, or in other areas lacking adequate public transportation. Perhaps the answer is public transportation. Although I have never studied the Toronto subway system and compared how much it costs to move