

Duty on Automobiles

cars, the cheapest cars, purchased by the largest number of people. The profits made in that way may seem big. If cars to an equivalent amount of value, namely, \$67,506.26, had been imported and sold in Canada instead of having been made here, the duty collected would have amounted to approximately \$17,000,000. Against this, in 1925, motor car companies paid to the federal government, in customs duties alone, after deducting drawback, the sum of \$7,418,513.66. These figures are believed to be accurate to the cent, having been obtained from the Customs department. In addition to this, other companies in Canada, selling goods to motor car manufacturers, paid in duties to the government an amount which these various companies have estimated as closely as they could, at \$1,500,000. So that the federal government has collected, in duty alone, the sum of approximately \$9,000,000 from materials entering into the motor cars built by Canadian manufacturers and sold in Canada in 1925. This does not include many other items of duty which are more remote in relation to the industry and which could not be accumulated with accuracy. So that the net protection which manufacturers enjoyed did not exceed \$8,000,000 on a domestic production of \$67,000,000 in value. That, Mr. Speaker, is very different from the story that has been told here to-day.

In conclusion, I will place on record a summary of the results:

Number of employees in motor car factories alone (not including factories making parts and materials)	11,389
Total wages and salaries	\$17,595,282 44
Sales, excise and stamp taxes paid the federal government in addition to the duty above referred to	7,407,034 69
Amount of money spent in Canada for production material and supplies	38,663,598 65
Payments made to railroads and transportation companies	6,497,830 93
Value of goods exported	40,387,904 86

Mr. Speaker, for the reasons I have somewhat imperfectly stated, I am against this resolution. In my opinion the resolution should not be approved by the House, but the whole matter should be referred to the tariff commission for the purpose of study. If it were possible for all the members of this House to study this question as the tariff commission will be in a position to do, I would have no hesitation in saying that the members of this House would be the proper parties to deal with the matter. But there is so much involved, the question is so intricate, that it would require more time than the average member of parliament has to deal with the question adequately; therefore I have

no hesitation in saying that to refer it to the tariff commission is the proper disposition to make of the matter.

Mr. S. G. TOBIN (Wetaskiwin): Mr. Speaker, I wish to support the resolution introduced by the hon. member for Macleod (Mr. Coote). While I have nothing to add to the arguments that have been made in support of it, one may be excused for wishing to go on record in support of this resolution, as it is of so much importance to the whole of Canada. We are always glad to support resolutions that will be of benefit to our own district, particularly when such resolutions are of first importance to our own province as well as to the whole of Canada.

This, Mr. Speaker, is an automobile age. From one end of Canada to the other every man and every woman you meet wants an automobile if he or she has not got one. As the mover of the resolution has stated, Ford has said that every farmer should have three,—a truck, a runabout, and a sedan for rainy days. That would be the ideal, but we shall probably not reach that stage for some time. However, we all realize that the automobile to-day is a utility needed by all walks of life, not by farmers only more than by all classes. When we think of automobiles we naturally think of Ford, because he was the creator of the cheap automobile. He believed, as many others in other lines of business believed, that it was better to sell many units at a small profit than a few at a large profit. It seems that in Canada we have adopted the reverse idea, and that some business organizations have decided by the help of high protection that the ideal is to sell a few units at a high profit.

Some hon. gentlemen opposite said this afternoon that the people of the United States did not find fault with Ford because he made millions. No, they could not, because Ford made his millions by his genius and ability. He made cars that were sold cheaply and that could compete anywhere, and people were glad to buy them; so why should they find fault with Ford? But I say we are trying to undo the very thing he did. Certain organizations in this country are saying: Here is our opportunity to make fortunes. They do not say: Here is our chance to do a good business. They wish to take advantage of the tariff to make a fortune for themselves. That is what I am against. I wish to be fair to all business in this country, bar none. I wish all business men to profit, but when it has been shown so well to-day that an initial investment of \$125,000 by the Ford people in Canada has grown to assets amounting to \$31,000,000 to-day, and