

Public Works Act

undertaking to construct barracks in Germany or any place else under such arrangements as these. It is not likely that Germany will be the only place that may be under consideration. Before any positive declaration is made that we are going to do certain things within a certain time limit in a certain area, I submit that the statement of policy should be enunciated here and that the members of the house should have an opportunity of passing upon it.

Mr. St. Laurent: The statement of policy will be enunciated here and will not be in the form of newspaper reports of interviews with any individual.

Mr. Drew: I am glad that the Prime Minister made the statement he has just made, because the whole point that was raised as a matter of privilege was that the members of this house do not want policy to be announced by ministers through the press; they want it to be announced here in this house.

PUBLIC WORKS ACT

TENDERS BY PUBLIC ADVERTISEMENT FOR EXECUTION OF WORK

Hon. Alphonse Fournier (Minister of Public Works) moved for leave to introduce Bill No. 26, to amend the Public Works Act.

Mr. Green: Explain.

Mr. Fournier (Hull): This proposed bill will be consequential on the passing of Bill No. 25, which received first reading yesterday, to provide for the financial administration of the government of Canada, audit of the public accounts and the financial control of crown corporations. Paragraph (c) of section 1 will be amended and subsection 2 of the old act will be deleted to conform with the provisions of the bill I have just mentioned.

Motion agreed to and bill read the first time.

RAILWAY ACT

AMENDMENT TO INCREASE SALARIES OF CHIEF COMMISSIONER AND OTHER COMMISSIONERS OF TRANSPORT BOARD, ETC.

Hon. Lionel Chevrier (Minister of Transport) moved that the house go into committee at the next sitting to consider the following resolution:

That it is expedient to provide in the proposed measure to amend the Railway Act, Bill 12, now before the house, that the salaries of the chief commissioner of the transport board and of the other commissioners be increased and that the present chief commissioner be now, and that any subsequent appointee to that office become, on retirement therefrom, an additional puisne judge of the exchequer court.

[Mr. Drew.]

He said: His Excellency the Governor General, having been made acquainted with the subject matter of this resolution, recommends it to the consideration of the house.

Motion agreed to.

MOTOR VEHICLES

REQUEST FOR AMOUNT OF SALES IN CANADA IN 1950 AND 1951

On the orders of the day:

Mr. G. T. Fulford (Leeds): In view of the expensive and scurrilous propaganda sheets being sent out by the Vancouver Motor Vehicle Association, copies of which I hold in my hand, I should like to direct a question to the parliamentary assistant to the Minister of Finance. Can the hon. member give the figures on the sales of motor vehicles in Canada in 1950 and 1951?

Mr. James Sinclair (Parliamentary Assistant to the Minister of Finance): The hon. member was good enough to give me notice of the question, and more than that, when I myself received this scurrilous advertisement I realized that questions would be asked. I must confess that it is in the same class as the Labour-Progressive party publication referred to by the leader of the opposition. The figures I submit illustrate most clearly the weak premise of the advertisement. In the first nine months of 1950, the biggest year of car sales in Canada's history, 331,244 new motor vehicles were sold. In the first nine months of this year, after added taxes and credit restrictions, 320,322 new motor vehicles were sold. As far as value is concerned the total sales by motor vehicle dealers, including sales of cars, parts and services, in 1950 were \$1,053 million. In 1951 the figures were \$1,294 million.

Mr. Drew: It might be very helpful if the parliamentary assistant would bring down the 1951 figures up to the date when the new taxes came into effect and afterwards, because that would be more informative.

Mr. Sinclair: I will obtain that. The hon. member did not give notice of that, but I will obtain it for him. The fact of the matter is, as far as dealers are concerned, it is not the effect on their business for one month that they are interested in, but the effect on their business year in and year out. Here is the nine months' business of 1951 as contrasted with nine months' business of 1950.

Mr. Drew: I think the hon. member is well aware that the advertisement to which he