

Emergency Powers

larly in the city of Quebec, in the district of Quebec and throughout the eastern part of the province of Quebec. As the Minister of Reconstruction and Supply (Mr. Howe) admitted last night, there is a black market with wide ramifications throughout the province of Quebec and throughout the country, and it has reached the point where they are controlling the sales of used cars and, I will add, of new cars, which item was overlooked by the minister yesterday, more efficiently than the manufacturers and the dealers themselves. The way to secure a new automobile promptly is not to go to the dealer and have your name put on a waiting list, but to go to the black market and pay \$500, \$600 or \$800 more for a new car. If you do that you can come back with a new car. Priorities on retail sales of automobiles have been abolished by the government, having been left to the good will of the automobile dealers and manufacturers, with the result that today we are at the mercy of a huge black market.

I heard the other day in this house that if this government lifted all controls overnight the law of supply and demand would work out all right. Well, it just does not work. It is the law of the jungle that prevails in too many instances. Automobile manufacturers find it more profitable today to export a substantial part of their production, leaving the Canadian people in a mess. The official figures show—and I have them here—that during 1946 Canadian exporters shipped abroad over \$78 million of new passenger cars and trucks. Where were these cars and trucks shipped to? To British East Africa, British South Africa, Southern Rhodesia, Gambia, the Gold Coast, Nigeria, British India, Hong Kong, Australia, New Zealand, Belgium, France, China. The Netherlands, Portuguese Africa and a dozen other places.

I know many veterans wearing medals on their chests who are denied the right of purchasing a new car, in our district at any rate, in the eastern part of the province, notwithstanding that a car is the only means whereby they can earn their living. Over 40,000 trucks and over 25,000 passenger cars, have been shipped to these countries, but you cannot get a car in Quebec city, nor can you get one either in my constituency or anywhere throughout the district of Quebec at the present time. Almost two years have passed since we emerged from the war, but there is not an automobile available for any Canadian who needs one in order to earn his living, unless he is prepared to pay hundreds of dollars above the ceiling price, or is willing to have his name placed on a dealer's waiting list bearing already 500, 600, 700, or 800 names.

[Mr. Arsenault.]

It is time these conditions were put an end to, and there is only one agency in Canada that has the right to put an end to them. That agency is this government. If the automobile manufacturers—and this is my last example—continue to disregard the interests of the Canadian people to the extent indicated, then here is another field where this government should obviously step in and again reestablish some sort of system of priorities, or apply a rigid control over automobile exports, if not an embargo, until this trade is brought back to normal. It should take the necessary steps to stop what I would call the shameful and harmful exploitation and profiteering which now exist in automobile marketing as a result of the lack of control.

The hon. member for Stanstead challenged us the other day. Would he or any of his colleagues now rise in the house and declare that there is not any more need for beneficial controls such as those covered by this bill? I do not think he will. My job here, Mr. Speaker, is not to fight the case of automobile manufacturers, to fight the case of Canadian manufacturers or to fight the case of monopolies or big business. My duty is to further the interests of my constituents and, in a general way, those of the Canadian people at large, which I am doing in supporting the government's control policy provided by this bill.

Mr. JOHN T. HACKETT (Stanstead): Mr. Speaker, the bill which we are considering is a trespasser upon provincial jurisdiction unless a national emergency can be established. That is, I believe, common ground to the Liberal party and to mine. It raises an important question, the existence of a national emergency. I do not wish to draw into the debate the statement made by the Minister of Justice (Mr. Ilsley) the other day, for other than one purpose. In the course of the debate the Minister of Justice said, as reported at page 1554 of *Hansard*:

... it appears to me that the true effect of the decision in the Canada Temperance Act case is that there does not have to be an emergency to found jurisdiction on the part of the dominion; that the dominion may have the power, even when there is no emergency, to legislate for the peace, order and good government of Canada, even though its legislation touches upon matters ordinarily regarded as solely within the provincial jurisdiction.

It is true that on March 24, in answer to a question addressed to him by the hon. member for Outremont (Mr. Rinfret), the Minister of Justice did say:

Our emergency legislation is based on the existence of a national emergency arising out of