

selves against the product of countries which have a depreciated currency.

I want to touch for a moment or two on the question of the tariff on automobiles. I think every member who has spoken on the budget has dealt with this subject. We have had deputations appear here and the matter has been presented in various ways from both sides of the House. The same question was before the House last year, and I notice that after the debate in the House a year ago the resolution was defeated by only nineteen votes. That would appear to me to be a pretty fair intimation to the automobile manufacturers in Canada that some legislation would be passed this session. Further than that, I think practically every newspaper in Canada has carried requests for months past in connection with the reduction in the tariff on automobiles. During the early days of this session a resolution by the hon. member for Macleod (Mr. Coote) was placed on the order paper, showing that he intended to ask for a reduction of the duty on automobiles. We know too that a good deal of lobbying was being done around this House by the automobile interests and speeches of various kinds were made in this House in the interest of the automobile industry. It strikes me as most peculiar that if it is necessary that the automobile tariff should remain where it was, no single individual either in this House or in the lobby or anywhere else seems to be able to give us a concrete instance of any industry that would suffer by a reduction in the tariff if it were made. So far as I have been able to find out, no single concrete case has been put on record to show that any factory, whether having to do with parts or automobiles, would have to close its doors by reason of a change in the tariff. Surely if the experts that have been able to get out books such as we have received from the automobile industry knew that a reduction in the tariff was going to ruin their industry, they would have been able to give us manufacturing costs and facts showing that such a reduction could not safely be made.

But it has been left for Mr. Ford to make his statement that it is quite in order to bring about the reduction, and that statement has not been met by any other manufacturer in Canada so far as I have been able to gather. I presume every hon. member has received a copy of the book that has been got out by the Ford interests, because we have had it quoted at different times. It would appear from that book that the people of Canada have given the automobile manufacturers fairly good protection. Mr. Ford in the interview that was put on Hansard by the hon.

[Mr. Bothwell.]

member for Assiniboia (Mr. McKenzie) stated that in his plant in Canada they use at least 85 per cent of Canadian material. He says in this book of his, and also in the interview that was read by the hon. member for Assiniboia, that the cost of manufacture is about equally divided between wages and material; that is, that wages and material cost about the same. This book of his says that wages paid out in 1925 amounted to \$10,138,927. Eighty-five per cent of his product is procured in Canada. If he takes the 15 per cent from the United States, that would mean on his own figures that he would bring in approximately \$1,520,838. His production cost, according to the same book on page 6, is given as \$19,329,745, being spent for production material, building construction, machinery equipment, supplies, insurance, advertising and other services. He has the money bags appear at the bottom of the picture showing that the company pay to the government \$2,962,234.

Mr. GOTT: Whom does my hon. friend mean by "he?"

Mr. BOTHWELL: I should have said the Ford Company instead of "he."

Mr. GOTT: I thought the hon. member meant Henry Ford.

Mr. BOTHWELL: That \$2,962,334 is used to pay Dominion income tax, customs duties, sales tax on purchases, provincial and municipal taxes, Canadian Government Merchant Marine and Canadian National Railways—as shown in his own publication.

Mr. SPENCER: Would it not be more correct to say that the purchaser of the automobile pays those taxes?

Mr. BOTHWELL: I am coming to that. Those figures show that the cost of manufacturing in the Ford plant at Ford, Ontario, last year amounted to \$33,951,844. He says that 47 per cent is exported. The sales amount to \$25,714,166. The value of his product would be approximately \$48,517,294, showing a surplus there of \$14,565,450. How much of that goes in paying commissions and one thing or another I do not know, but from their own book there is apparently that amount of profit on an investment of \$31,275,530.

The hon. member for Assiniboia read an interview with Henry Ford in connection with this matter. There is a little more of that conversation that I want to put on record. The interviewer continues:

"Mr. Ford," I began, "you have made two admissions that are very interesting. I wonder if you really wish them to be published?"