

dated than the one driven by the hon. member for Shelburne-Yarmouth. These regulations have reference to the circumstance that the importation of air craft is in itself a peculiar procedure. They do not come in by rail or by boat, but in many cases fly in. Those craft must come in under certain regulations as to where they shall land, to what inspection they shall be subjected, to whom they shall report, customs inspection and so on. That is the point to which the regulations will have reference.

Mr. RALSTON: It has not to do with the rate?

Mr. RHODES: No, nothing at all.

Mr. RALSTON: Or does not permit the exclusion of certain aircraft?

Mr. RHODES: No.

Mr. POULIOT: What was the revenue derived from this ten per cent from the time it was imposed until to-day?

Mr. RHODES: I have not the information before me, but I could get it from the Department of National Revenue.

Mr. POULIOT: I suppose if the duty is removed there will be no more money available for petty dredging around minister's property?

Mr. COOTE: Could the minister tell us the number and value of aeroplanes made in Canada during 1934. He gave us statistics about importations.

Mr. RHODES: The last information in that connection is for 1932. It shows that aeroplanes and hydroplanes manufactured in Canada were valued at \$128,000 and parts and supplies at \$138,000. That is the last information I have, but I assume there must be information later than that which I have not before me.

Mr. COOTE: I have only a final word to say regarding the duty on aeroplanes. In Canada we have a great deal of territory in which there are no railways or motor roads; I refer to that part of Canada sometimes known as the great north. The planes being used to open that country must carry large quantities of supplies. In many instances they are really freight vehicles. I wish to repeat what has been said to the minister—and I do not claim to know anything more than what I have been told—that aeroplanes which can be bought in the United States are much better adapted to the kind of work I have mentioned than any planes available in England. I was quite interested in the statements made concerning automobiles. The tariff on

aeroplanes in my view corresponds closely to that on automobiles. I understand that automobiles may enter free from England, but that fact does not seem to hinder the price of automobiles from being unduly high in Canada. Surely those prices must be much too high when we find ministers and ex-ministers driving cars seven years old. Many of the rest of us are driving old cars, too,—but that only serves to indicate the situation.

If we do not do something about the matter of reducing tariffs on aeroplanes we will be building up in Canada an aeroplane industry, something which I suggest we cannot afford. I am sure we cannot afford a motor industry, and I have heard that men in high places have recently made the same statement. We have built up an industry, and now we do not know what to do about it. It is too expensive to keep up, and we cannot close it up without a lot of trouble. So far as automobiles are concerned the result is quite apparent. When I was home recently a man in my constituency told me he paid \$1,430 for a six cylinder Studebaker Dictator, with a built in trunk. When he was in Kalispell, Montana, immediately south of us, he saw a similar car priced at \$974, indicating a difference of \$456 or 47 per cent. I give the minister the facts as they are handed to me.

I suggest that eventually we will build up in Canada the same situation in regard to aeroplanes as now obtains in connection with automobiles. Now is the time to deal with the question, before too many assembling plants have been set up. If one wishes to buy a Belanca plane, one very popular in the United States, one must buy it through the Belanca corporation in Montreal. I know of one man who wrote this corporation in the United States asking for prices on their machines at factories in that country, but he did not receive even a reply to his letter. He wrote the same company in Montreal and received a very prompt reply giving the prices.

An hon. MEMBER: How much.

Mr. COOTE: I have not the letter before me; it is upstairs. I did not expect to have an opportunity to discuss the matter. I am deeply interested in air service for Canada. Flying in this country has a great future and I suggest all these artificial handicaps should be removed. Undoubtedly the opening up of the north country depends upon aeroplane service. That is the only sensible way of opening up the country, and I suggest we should make the aeroplane available as cheaply as possible to those people who wish to go in to develop the country. I believe we would be paying a tremendous price for