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Quaker Puffed Rice -a glad surprise 9



The Automobile Industry has never had 35% protection---only 14^{1/2%}

The duty on the finished motor car has significance only when considered in relation to the duties applicable upon the parts and materials which it is necessary for Canadian manufacturers to import.

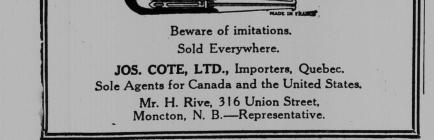
Certain parts are themselves dutiable at 35 per cent. A great many parts and materials are dutiable at rates in excess of 20 per cent.

These figures reveal the facts:

Canadian manufacturers made and sold in Canada, during \$67,500,000 1925, 84,000 motor cars whose wholesale value was If these 84,000 cars had not been made in Canada, but had been imported from the United States at prices which, after payment of 35 per cent duty, would have represented a wholesale value in Canada of \$67,500,000 the duty \$17,000,000 collected would have been After deducting all drawbacks, Canadian Manufacturers in 1925 actually paid in customs duties on parts and materials used in the cars made and sold in Canada -\$10,000,000 \$ 7,000,000 Their actual protection therefore was only - -Thus a protection of 35 per cent is actually a protection of only \$7,000,000 against \$17,000,000, leaving a NET protection of 7-17 of 35 per cent, or less than - $-14\frac{1}{2}$ per cent

Under the proposed Customs tariff, the majority of Canadian-made cars will have no protection whatsoever!

Automotive Industries of Canada



Here

Representing

25,000 workers ---- an annual production of \$107,000,000 ---- 100,000 dependents