

Supply—Industry

the maritimes will receive less assistance in the near future than it received in the past. He should let industries know that amounts of money available for assistance will not be decreased. As Minister of Industry he has a responsibility to make sure that parts of the country needing assistance in industrial development do not suffer, and that moneys available to those parts of the country will not be lower.

Mr. Gilbert: Mr. Chairman, it is difficult to criticize the Minister of Industry, Trade and Commerce who is probably the happiest minister in the cabinet, as well as being the most co-operative. I merely want answers to a couple of questions.

First I want to know whether he is a continentalist or a nationalist. This is an important question. From my reading of a summary of a statement the Prime Minister made last week, in which he took an inventory of the just society, he seemed to say so far as the automotive industry is concerned, "We have lost it." Does the minister feel the same way? Is he putting up the white flag, surrendering, and saying he is an integrationalist and continentalist?

Think of Sweden, Mr. Chairman, with a population of around 8 million. It has an automotive business. Think of Italy, France, Germany, England and Japan; they all have developed automotive businesses. Yet here in Canada we are surrendering this field to the United States. When I look up in the gallery and see all those high priced officials it seems to me we could ask some of our experts in the research development area to develop this automobile business.

● (8:50 p.m.)

I hope the minister does not hold the same views as does the Prime Minister, and has ceased to be an integrationist. When I look across the chamber I try to find nationalists, but it is extremely difficult. So many are becoming continentalists. The only one I can think of who might be a nationalist is the hon. member for Scarborough East. He is an economist, and I understand he helped Walter Gordon, who is Canada's No. 1. nationalist. I should like to hear him say: "I am a nationalist." I should like to hear him set forth some of the ideas which he and Walter Gordon developed, and try to help Canada. The Postmaster General may be of the same ilk.

I should like to find as many nationalists on that side of the house as I can, because there

[Mr. Bell.]

is a terrible trend developing in Canada involving the complete collapse of any nationalist feelings. Again, I look over at the hon. member for York North who has been a very successful businessman in Canada and who has been making a great contribution to parliament up to this date. I should like to ask him whether he agrees with the trend in Canada today with regard to continentalism.

Mr. Danson: The hon. member was not around to hear my speech the other day.

Mr. Gilbert: I apologize to the hon. member if I did not hear him. I hope he developed the theme of nationalism.

Mr. Danson: I will send the hon. gentleman a copy.

Mr. Gilbert: I would certainly appreciate a copy from the hon. member. When I think of the rift which developed during the leadership race, how the former minister of trade and commerce became a continentalist, and how the present Secretary of State for External Affairs took the continentalist view—it seems that the nationalist view was put down—it occurs to me there was not at any time any forceful exposition of an expressly Canadian viewpoint. I notice that the hon. member for Scarborough East is getting agitated. I think he should; I think he should get up and express to us his views on nationalism.

There is another point I should like to bring to the attention of the likeable minister, and that is the question of the profits which manufacturers of automobiles are making. I recall that last session a special committee of the House of Commons was set up to study prices to consumers. An attempt was made to investigate car prices, but it did not succeed. If the figures given by my hon. friend from Winnipeg North are correct—and they show that in some years there was a profit of 80 or 90 per cent on capital invested in the business, and that the overall profit on the capital operation is roughly 30 per cent—it is obvious that Canadians are being charged too much for their cars.

I should like to hear the minister say in a straightforward way that he will undertake to have this question referred to the standing committee which is responsible for corporate affairs, or to some other committee, so that we might study car prices in Canada. If Canadians are getting bilked, I believe the minister would be the last person to wish to see such a situation continue.