

in Saskatchewan want the right to purchase as freely as possible. Then we shall be able to sell our goods, and make a fair exchange.

I should like to touch on one or two other features of this budget. I congratulate the minister upon what he has done with respect to the duties on agricultural implements. It is vital to us that we obtain these implements at the lowest possible prices. When we came to power there was a duty of 25 per cent, plus this three per cent excise tax, on agricultural implements coming into Canada. Under the trade agreement with the United States, which applies the intermediate tariff to goods of that country, the rate was reduced to 12½ per cent, but just as soon as we came to office we found that the agricultural implement producers actually increased their prices. No man in this chamber can tell me that those prices were increased because of the reduction of duty, and I congratulate the minister upon accepting the challenge of the implement manufacturers by again reducing that tariff, this time to 7½ per cent. But it is not only 7½ per cent; there is also the three per cent excise tax, and if these prices continue at their present levels I suggest that at some subsequent time we should take further action.

The question of automobiles has aroused a great deal of controversy. There is manufactured in Detroit a car which sells wholesale for \$518. The retail price of that car to the purchaser in Windsor exceeds the retail price to the consumer in Detroit by \$177. To my mind, there is something wrong when an article which can be produced and sold wholesale in Detroit for \$518 retails to the purchaser in Canada for \$177 more than the retail price in the United States.

Mr. ROWE (Dufferin): Would the hon. member permit a question? How much more do cars cost than they did before the budget was brought down?

Mr. YOUNG: They have increased in price by approximately the amount of the two per cent increase in the sales tax. What I was going to say is that if that industry cannot sell cars in Canada for a smaller differential than there is at the present time, there is still something wrong with regard to our tariff or the industry is not a legitimate one in this country. If the industry cannot do better than that it may be classed as one which is not of any great advantage to this dominion. I would also say to the automobile manufacturers that I think they had better look very carefully over the price lists which they issue for Canadian consumers, otherwise on some

subsequent occasion something further may have to be done with regard to the tariff on cars.

I might say the same thing in regard to gasoline. We have this year reduced the tariff on gasoline by one and a half cents a gallon under the Canada-United States trade agreement and the present budget. But I have not noticed that the price of gasoline has gone down accordingly. I trust that the oil companies also will take notice and reduce their prices. I suppose it is not recognized by everyone that where the gasoline manufacturers get their greatest protection is in the differential in the freight rates on crude oil and gasoline brought into this country, a differential of at least five or six cents a gallon. So with this additional one cent a gallon still remaining under the tariff they should take great care to see that the consumers of Canada are not penalized any longer. I might say a great deal more about that, I feel very keenly about some of these matters. I feel that the prices the consumer is paying in this country are too great.

But I want to pass on to the financial picture as I see it. The Minister of Finance clearly pointed out all the details. He did a great service not only to the members of this house but to the whole country in placing before them exactly what has taken place. He showed that last year we had in Canada a deficit of about \$162,000,000. That is a very serious matter. If we go back to the year 1914, the total debt of Canada was then \$335,000,000. We paid less than three and a half per cent interest, and the total interest on the national debt was less than \$13,000,000. That is a striking fact, that the entire debt of Canada from 1867 to 1914 amounted only to \$335,000,000, and the interest to less than \$13,000,000. After the war that debt rose by 1923 to about \$2,400,000,000, and we paid a total yearly interest bill of \$140,000,000 in round figures. That is a serious matter. During the past five years the public debt increased by about \$800,000,000; perhaps I might be more nearly right if I said \$1,000,000,000. The total amount of the debt is now \$3,265,287,604. Surely that is something to make every one of us pause and think it over. The Minister of Finance told us that to-day we are paying \$134,000,000 interest yearly. For soldiers' pensions we are paying between \$40,000,000 and \$45,000,000 and other grants and allowances to soldiers bring the amount up to probably \$50,000,000. If we put this into percentages, the interest on the debt of Canada last year was 36.19 per cent of the total revenue; European war pensions,