to $1,267,872, which bears a large proportion to the money spent on material.

We have heard about the duties paid by the automobile industry into the treasury of Canada. Well, the duty less drawback, together with sales and excise taxes paid into the Dominion—and these figures are obtained from the Customs department—total, from this one company alone, $924,401 or very nearly $1,000,000, while in freight and express paid to the railways and express companies the company has distributed $318,925. In plant additions they have spent over $26,900 and in miscellaneous expenditures, such as advertising, branch operations, and so on, $801,277. In other words, we find that this one company alone has expended in Canada for the year 1925 $5,947,343. In connection with that expenditure I would point out that the salaries and wages, which is a very important item to the people of my constituency, represent to the city of Toronto alone $998,686, which is a large sum of money. In Winnipeg the company pays out in wages and salaries $44,519; in Regina, $13,218, and in Montreal $111,447 or a total of $1,267,872. This total paid to employees represents about one-half of the amount spent by the company in materials used in the construction of their automobiles.

It is interesting to see what expenditures are made in the various cities and towns throughout Canada by this company. They spent altogether $3,436,146 in various parts of the Dominion, most of which, I may observe, was expended in the cities and towns of Ontario. I will not give all the figures, but I notice that the city of Toronto alone received from the Willys-Overland people for materials used in construction $1,315,322 while the city of Montreal received $163,112 and the city of Winnipeg $17,832. These figures indicate that the company is doing a Canadian business, paying out a large amount of money to Canadian workmen in wages and salaries, and purchasing Canadian material. It is a Canadian concern and this money is largely spent in Canada. It is noteworthy that the cars of to-day are sold at probably 20 per cent less than they were sold in 1914—that is to say, for 80 cents one can get as much in automobile purchase as could be got for a dollar in 1914. Compare this with other products. Commodities in general cost 59 per cent more to-day than they did in 1914, while the general cost of living is upwards of 50 per cent greater than it was at that time. It is clear, therefore, that the automobile industry has endeavoured to meet the desire of the people for a cheaper car.

This industry is seventh on a list of forty leading industries in the Dominion. Its invested capital amounts to $47,761,964. The cost of the materials used throughout the whole industry is $54,408,719, and the value of the production $81,956,429. These are considerable figures, and they prove that the industry is of immense importance to the country. So that any reduction in the tariff which would materially affect the stability and the progress of any of the concerns operating in the production of automobiles would seriously injure not only the manufacturers themselves but all those interested in allied industries, and in any concerns in Canada engaged in supplying material used in connection with the automobile industry proper.

For the purpose of comparing American and Canadian prices perhaps the Overland No. 91 may be taken as an ideal illustration. This is a touring car and of all the models produced by this particular company it enjoys the greatest sale. A car of similar make is sold on the American side also. The American quoted sale price is $495 as against the Canadian sale price of $695, and naturally the question is asked, how is the difference of $200 made up? Well, to begin with, the United States model corresponding to the Canadian Overland No. 91 does not include certain parts with which the Canadian car is equipped. It does not include, for instance, in its quoted price a speedometer which is valued at $15, nor does it include cord tires. It has only fabric tires, and this makes a difference of $25. Again, the American car uses the single texture for the top and side, whereas the car manufactured in Canada is equipped with double texture which is stronger and better. This accounts for a difference of $20. These items alone amount to $60, so that the American quotation for a car of similar design would be really $555. The price of the Canadian car is quoted at $695, and it includes these extras I have mentioned. Besides this, the Canadian company pays $72.87 in duty on manufactured parts imported from the American side for use in the Overland No. 91. So when we consider all the facts, the protection afforded the product on this side is simply the difference between $555 plus $72.87 or say $627.87—and $695, about $67.13. That is the extent of the protection given to the Willys-Overland people on that particular car, and the protection on their other models is proportionate. The protection they enjoy is therefore not 35 per cent, as has been suggested, but a much smaller percentage.