

matic tires, larger than thirty inches by five inches, steering gears and front and rear axles, and complete parts thereof, all of a class or kind not made in Canada, when imported by manufacturers of motor trucks with standard equipment (not for use on railways or tramways), not to include machines or other articles mounted thereon or attached thereto for purposes other than for loading or unloading the truck, for use only in the manufacture of such motor trucks: British preferential tariff, free; intermediate tariff, 17½ per cent; general tariff, 20 per cent.

Mr. COOTE: Would the minister explain the significance of this item?

Mr. RHODES: The phrase "internal combustion" is substituted for the word "gasoline" in order that the manufacturers of motor trucks may import engines of the diesel or semi-diesel type; and, secondly, the phrase "of the foregoing" is substituted for the word "thereof" in line 8, as being a clearer rendering. Otherwise the item, which covers chiefly goods of a class or kind not made in Canada, is not changed in rates or wording.

Mr. COOTE: Is there no change in the rate of duty at all?

Mr. RHODES: No, except of course that the construction placed on "internal combustion" by enlarging the definition from "gasoline" will to that extent mean a reduction in all tariffs.

Mr. COOTE: May I direct the attention of the minister to something very peculiar in connection with the price of motor trucks in Canada? I notice that from Great Britain they are free, subject to 17½ per cent duty under the intermediate tariff and 20 per cent of the general tariff. But the prices which we are compelled to pay for them in Canada, compared with prices in the United States, are considerably more than 20 per cent higher. I do not know how to account for it.

Also on April 1, an answer was given to a question which I placed on the order paper asking for the number and average value of the motor trucks produced in Canada and exported in the years 1933 and 1934, and the number and average value of motor trucks produced in Canada for home consumption in each of those years. The answer gave the number exported and their value for those two years, but said that information was not available as to the value of those produced in Canada for home consumption. I am unable to understand why the department would have a record of the number of trucks exported and their value, but no record of the value of those produced in Canada for home consumption. One of my reasons for calling

[Mr. Neill.]

attention to the matter is that the average value of all motor trucks produced in Canada for export in 1934 was \$348. That sounds like a reasonable price for a motor truck. One of the cheap trucks produced in Canada is the Chevrolet half-ton delivery truck, which is priced at \$685 at the factory at Oshawa. I do not think there is a smaller truck made than the half-ton size. In other words, the price of the cheapest truck at the factory in Canada is \$337 more than the average value given for all trucks exported. These figures seem to indicate that we are being compelled to pay far too much for our trucks. I hope the minister will see his way clear, while he is still Minister of Finance and before this session is over, to reduce the duty on motor trucks. A motor truck to-day is one of our farm implements, in many districts it has entirely displaced waggons, and we cannot afford to pay these very high prices. There is a good deal I should like to say about motor trucks and also motor cars, but I will content myself with again urging the minister to see that the necessary action is taken to make motor trucks available to us in Canada at a price nearer that which our competitors in other countries must pay. I feel satisfied that the trucks which are exported are sold to our competitors outside of Canada at a lower price than we in Canada must pay for them. I do not think there is any doubt about that; certainly these figures indicate it.

Mr. RHODES: My hon. friend of course will appreciate that this administration have placed motor cars, including motor trucks, on the free list under the British preference. With respect to the general question of motor cars, my hon. friend would not expect me to enter into a discussion of the matter for the reason that the whole question has been referred to the tariff board, who are now conducting an exhaustive inquiry into it. Until they have reported, in any event, no action could be taken.

Mr. COOTE: Does that inquiry cover trucks as well as cars?

Mr. RHODES: Yes, the whole motor industry.

Item agreed to.

Customs tariff—1021. Rolled round wire rods in the coil, of iron or steel, not over three-eighths of an inch in diameter; when used in the manufacture of galvanized iron or steel wire, curved or not, numbers nine, twelve and thirteen gauge, with variations from such gauges not exceeding four one-thousandths of an inch: drawback, 99 per cent.