

directors who are citizens of Windsor and citizens of Canada, but on behalf also of the vast majority of the workmen employed by the Ford Motor Company of Canada, who I am sure would walk out of that plant if they felt that the general characterization which the hon. member for Rosetown-Biggar has made was justified. I feel, Mr. Speaker, that the hon. member owes an apology or some explanation at least to his fellow citizens who happen to be of the Ford Motor company, either in the executive or in the working end. Surely they cannot be held responsible for the president of a separate legal entity which operates in another country, whose views I am sure are not at all shared in by them, indeed are just as repugnant to them as they are to the hon. gentleman himself.

Hon. C. D. HOWE (Minister of Munitions and Supply): Mr. Speaker, perhaps there is little I need say in this matter after what the hon. member for Essex East (Mr. Martin) has said. Mr. Henry Ford is a citizen of the United States, and the Ford Motor company is a family corporation owned in the United States by Mr. Ford and his immediate family. We believe that Mr. Henry Ford has taken an attitude that is distinctly unfriendly to the British empire and every part of it, and I think we can say that he has been dealt with by the United States government as perhaps the circumstances warranted. He refused to accept the British part of an order for aeroplane motors, and if newspaper reports are correct, that part of the order for United States account has been cancelled by the United States government.

But the Ford Motor Company of Canada is a corporation situated in the Dominion of Canada. It is not a family corporation. It is a corporation of shareholders, and while Mr. Henry Ford probably has a very considerable interest in it, nevertheless the Canadian company is a public corporation owned in considerable part by Canadian citizens. I believe that the government must judge the Ford Motor Company of Canada by its own conduct and not by the conduct of one who is only a shareholder in this company.

As the hon. member for Essex East has said, the president of the Canadian company has shown perhaps as keen a desire to assist in Canada's war effort as any other citizen of this dominion. His corporation since the outbreak of the war has done and is doing very important work for Canada's war effort, in the way of building motor transport and universal carriers. The company has placed itself entirely in the hands of the government as to the terms of the contract which it has had. A contract, providing for a fixed price

as low as we could find any basis for asking, was worked out; an overriding provision was inserted that the books of the company would be audited and if the stipulated price produced a profit more than a very low percentage indeed, that price would be scaled down accordingly. In other words, the work of the Ford Motor Company of Canada, its attitude toward the war, and its ability to assist in Canada's war effort, have been, so far as I have been able to observe, beyond criticism.

I may say this, and I say it not particularly about the Ford Motor Company of Canada but about any plant in Canada: if there is the slightest indication that any corporation capable of making war materials is not doing so energetically and in a way which will afford maximum assistance, the government will not hesitate to take over that plant and see that it is operated for government account. The powers which we have under the first munitions and supply bill provide definitely for that contingency. We have not used to this extent the powers conferred under the bill, although on a few occasions we have threatened to do so. I suppose it is obvious to all of us that the mere fact of our having those powers avoids to a large extent the necessity of using them.

I regard it as entirely unfair to judge one company by an action of its affiliate or a company with the same name located in another part of the continent. I could mention a motor car company which is doing good work for the allies in the United States, good work for us in Canada, good work for the British government in Great Britain, and also, I assume, for Hitler in a plant owned by the same company in Germany. I do not know how these situations can be avoided. I think that we, as the government of Canada, must look after residents in our own area and ensure that there is no lack of effort on their part so far as Canada's war contribution is concerned.

Mr. NICHOLSON: Can the minister tell us whether Mr. Ford controls fifty per cent or more of the stock in the Canadian company?

Mr. HOWE: I do not know.

Hon. R. B. HANSON (Leader of the Opposition): I am glad that the hon. member has acquitted me of any motive of this kind in starting this discussion. When I asked the question which I did ask, it was designed not to draw any special statement from the government at this time, but to call attention to what I considered an improper attitude on the part of a great industrialist in the United States, and to accentuate it—that, and that