

The Address—Mr. Graftey

would like to see removed from the automobile it is the bayonet in the front seat—the steering column. The automobile industry has done little, if any, research in this regard. Why, in crashes at speeds of under 45 miles an hour do seats become detached, causing people to be injured or killed unnecessarily? It is because they are not built into the frame of the automobile. Why in rear end accidents, do instruments come through the trunk, becoming lethal weapons which kill and injure human beings? It is because between the trunk and the rear seat there is cardboard in cars. What has been done in this regard? The same conditions exist now. Then we have the tires scandal, which we certainly cannot go into at the present time.

I should like to say, Mr. Speaker, that the automobile industry tells us time and time again, as the hon. member who has just spoken has declared, that the primary reason for deaths and injuries is human failure in judgment. Of course there is human failure in judgment in almost every accident; but because I make a human error of judgment at 35 miles an hour between my home in the village and the post office, and strike a tree at 35 miles an hour, do I deserve to die, because some well-paid executive in the automobile industry calls me a nut behind the wheel? I say no, Mr. Speaker, and I say they are delinquent in this regard.

● (4:50 p.m.)

It is not my desire to start a one-man war against the automobile industry. Last July I co-authored a brief on this subject which was submitted to the Prime Minister. I should like to thank the Prime Minister (Mr. Pearson) for the constructive reply he gave me after the presentation of this brief. Since this brief was presented to the government last year I have had no contact directly or indirectly, verbally, by visit, or by letter from any official of the automobile industry. And contrary to a statement made by the president of one of the large Canadian automobile industries recently, I have never been invited to their research proving grounds.

I will tell you one thing, Mr. Speaker. Legislators to whom I have spoken in the United States and legislators to whom I have spoken in New York say that it is almost a waste of time. They will wine you and dine you and put you into the best hotels, but they can show very little because next to no research has been done.

[Mr. Graftey.]

I will also say this: That we can expect in this session a great lobby from the automobile industry, in the weeks and in the months ahead, for the government not to act. Some of the legislators I spoke to in the United States, told me that one needs only to go to Senators Robert Kennedy, Nelson, Ribicoff and legislators of the State of New York, and they will tell you, Mr. Speaker, something about the automobile lobby in the United States when they started to act.

It has been inferred, Mr. Speaker, by officials of the industry that I am just a young politician seeking publicity. I do not want publicity, Mr. Speaker. I am concerned, with action as are all members of parliament.

Why has nothing been done up to now? Nothing has been done, sir, because the style experts and designers overrule, time and time again, the engineering departments of the automobile industry on such safety measures. As one Detroit vice president said, \$10 worth of chrome will sell many more automobiles than \$100 worth of safety. They say, "People will not buy safety". That is ridiculous, Mr. Speaker. The automobile industry in the past has done little if anything about safety.

Suppose that tomorrow morning at nine o'clock I were to see my doctor. I would have to place myself into the doctor's hands. I would assume, under the oath that the doctor had taken, that he would treat me with the latest scientific findings to improve my health. Should we not expect the same thing from the automobile industry? They do not have to sell safety; but should they not include in automobiles as standard equipment safety features which are scientifically proven? It would save several hundreds of thousands, and their families, from loss of life and injuries. And the added cost of such units is very small.

If the motor car companies took all their responsibilities seriously the added costs per unit would be approximately \$150, to say nothing of the reduced costs in insurance. Why has nothing been done?—because governments and the automobile industry have done next to nothing in regard to research. The chairman and president of General Motors went before the United States subcommittee. Mr. Donner, the Chairman of General Motors and Mr. Roche, the President, testified:

Kennedy: What was the profit of General Motors last year?

Roche: I don't think that has anything to do—

Kennedy: I would like to have that answer if I may. I think I am entitled to know that figure. I