

10-cent saving per case. The difference of approximately 25 cents represents more than the profit margin that the reconstituted orange juice processors in Canada have been working on for many years.

Not only will there be a number of jobs lost directly in the processing industry, but those jobs which affect the supply of containers, packing, labels and transportation will also be lost to Canadians. In my riding alone, one small factory would lose about 30 employees in this particular line. The seriousness of the matter is amplified when you realize that this is the type of business that is normally handled by a very small manufacturer, one that does not have the flexibility to increase or decrease its product lines.

We understand from discussions with the minister and members of his staff there has been an agreement by the department to remit to those processors the tariff collected already on unused concentrate and unsold juice made from concentrate. While this is generous of the department, it nonetheless does not solve the problem. The removal of the tariff by the minister comes at a particularly difficult time, following a huge surplus crop in Florida which is being placed on the Canadian market at extremely low prices. If the minister should reconsider the matter and replace the tariff in the early months of next year, it would of course come after another crop year when Canadian warehouses would be full to overflowing.

The point we are making is that the juices bought by Canadian consumers are not disproportionately high in price, that market fluctuations are affecting the resale price and bargains are available to Canadian consumers. If the minister persists in this reduction, however, jobs in not only my riding but in others will be greatly prejudiced. I strongly urge the minister to reconsider this rather hasty move.

Mr. Dan McKenzie (Winnipeg South Centre): Mr. Speaker, it is my understanding that certain farm equipment may be imported from the United States duty-free, but it has been brought to my attention that hay barges are subject to 17½ per cent duty and 12 per cent sales tax. Manitoba distributors feel these hay barges that are manufactured in the United States should be imported duty and sales tax exempt for farm use. The distributors are willing to record all sales and submit farm and user certificates to substantiate the fact that all sales were to farmers for farm use only. Several items should be considered in establishing this as farm equipment. The first is width. The hay barge is 12 feet wide and does not qualify to travel on highways and other roads. It therefore can only be used on private property.

The second item to be considered is construction. The hay barge is not constructed for high speeds or commercial application. It is being manufactured and sold in the United States strictly for farm use and should be allowed to enter Canada for this purpose. Shortage of farm labour and shortage of food should persuade us to allow Canadian farmers to produce food in the most economical way. I will be only too happy to supply the minister with the correspondence on this subject for his consideration.

Mr. William C. Frank (Middlesex): Mr. Speaker, I appreciate the opportunity to take part in this debate on

Customs Tariff (No. 2)

Bill C-195 as it relates to changes in the Customs tariff. As we all know, there are dozens of tariff changes but to the ordinary layman they appear insignificant, particularly when they amount to only 1 per cent here, 2 per cent there, and so on. However, I would like to deal specifically with one change that could be quite easily overlooked in scrutinizing the total list. This is the change from 17½ per cent to 15 per cent as it relates to trailers manufactured in Canada.

No member of this House has more responsibility to speak out against this decrease in tariff on behalf of Canadian mobile home and travel trailer companies than myself, because within my riding I have one of the largest, if not the largest, totally Canadian-owned trailer manufacturer in Canada, namely, Glendale Mobile Homes Limited, with their head office in Strathroy, Ontario. When I speak on behalf of this particular company I know I speak for all trailer manufacturers in Canada, and just for the information of hon. members I would like to take a minute to list how many manufacturers there are across Canada.

There are seven in British Columbia, thirteen in Alberta, three in Saskatchewan, two in Manitoba, sixteen in Ontario, nine in Quebec, two in New Brunswick and one in Nova Scotia. There are 53 trailer manufacturers across this great country of ours. Thousands of employees are involved in these 53 companies. Unfortunately, time did not permit me to research how many but I know that in Glendale alone, in the Strathroy plant, there are approximately 550 employees, and Glendale employs another 800 employees in their three factories located in Alberta, Quebec and New Brunswick, making a total of 1,350 employees of this one company alone.

The trailer manufacturing industry was absolutely dismayed at the government's decision, brought down in the budget at the beginning of the year, to reduce the Customs tariff on mobile home and trailer imports from the United States. They sympathized with the government's objective of dampening the upward extra pressure on prices. However, they did not expect it would be done because it would have an adverse effect on Canadian production and employment. It is difficult to realize why this government and this minister would go ahead and lower the tariff if they were aware that approximately 20 per cent of the mobile homes and 17 per cent of travel trailers now purchased in Canada are imported from the United States.

Let me cite some figures on recent imports into Canada. In the first nine months of 1971 in respect of class 584-65 mobile homes, there were 2,400 for a total value of \$11,706,000. In the first nine months of 1972, there were almost 3,500 of the same type of trailer for a total value of \$15 million. This is a 25 per cent increase in trailers and a 28 per cent increase in dollar value. In the class 584-66 travel trailers, in the first nine months of 1971 there were over 2,800 imported, at an approximate total value of \$5½ million. In the first nine months of 1972, of this same type of trailer there were almost 3,800 imported, with a total value of \$8,700,000. In this particular group it represented a 33 per cent increase in imports of the trailers themselves, with a 57 per cent increase in dollar value.

In the United States, for conventional housing in 1973 expectations are that there will be a slight decrease. However, mobile home shipments are projected to increase, but