

monwealth in its hour of need, deserve more than passing reference in this House of Commons. I am impelled to make this statement because throughout Europe in recent days treachery to the cause of democracy has not been wholly on the part of a few submerged elements within those countries. It has come frequently from very powerful individuals and from industrial and economic corporations. I am reminded that the gentleman who heads the Ford companies and makes the statement appearing in to-day's press is a gentleman who was decorated by the leader of the German reich, and whose long record is not one that inspires confidence in those of us who believe in democratic institutions.

Already in our country we have undertaken prosecutions of insignificant and to some extent unknown persons for stupidities committed here and there in beer parlours and elsewhere. True, we have got to stop that kind of thing; but on the other hand it seems to me we have got to take cognizance of the possibility of sabotage, treachery, or treason in high places. Last week we placed on the statute books of our dominion an act giving this country the right to take over any industry we needed for our war effort; and I submit to the government that here is an opportunity to show the people of Canada that we are going to mobilize not only manpower but industry as well.

I said we were prosecuting comparatively unknown people—and I am not complaining, when those prosecutions are justified. But what are we going to do when the controlling influence in a great organization such as the one Henry Ford controls throws down the gauntlet and says, "I will not make the badly needed engines for the British commonwealth, and particularly for Great Britain herself." To my mind the whole record of Henry Ford is the record of one of the type who is bringing upon us the very conditions we fear. He is the type of industrialist who has exploited the working man, who has regimented him; and then, when he has sucked the life-blood out of him, throws him into the gutter. That, I submit, has been the Ford method, throughout the years.

Mr. MacNICOL: Has not Ford paid his working men a pretty good wage?

Mr. COLDWELL: Ford has paid his men what was regarded as a good wage; but those of us who know the history of the Ford workers know this, that the mass production line of the Ford factory has destroyed those men long before the period of their usefulness should have ended. Everyone knows that who knows anything about industry—that it is one of the cruelest industries in the world.

And because Ford, fattening on human life, as he has done, has set the example, other industries, in order to compete with him, have had to follow.

I remember reading several years ago the papal encyclical, *quadregesimo anno*—I have not it before me, and the reference I make is from memory—and noting therein the condemnation of an industrialism of this type. It is that kind of industrialism which is causing revolutionary undercurrents all over the world. It is that kind of industrialism which has led to the organization of fascist states, regimented states, states where human personality is destroyed, as they have it in Italy and in Germany.

For him—Henry Ford—anything in the nature of collective bargaining has been an anathema. Workers who wished to bargain collectively have been dismissed. It is true that his personal fortune runs into billions of dollars, and that a great deal of that was made in the British commonwealth of nations. I say that because some years ago—I have forgotten the date—Canadians agreed that Henry Ford, through his Canadian company, should have the sole right to manufacture under his patents not only to supply Canada but to supply the British empire. Under a friendly tariff policy in Canada we have allowed him to accumulate hundreds of millions of dollars in Canada. Yet—and I must point this out—when the depression came, and after all those millions, yes, billions of dollars, had been made, what happened to the Ford workers? They were immediately thrown upon the relief rolls of our cities, and our public purse had to maintain them.

Mr. HANSON (York-Sunbury): Will the hon. member permit one question? Is he referring to the Ford Motor Company of Canada or to the Ford Motor Company of the United States? I was referring solely to the Ford Motor Company of the United States.

Mr. COLDWELL: I am referring to the Ford motor company generally—

Mr. HANSON (York-Sunbury): Of course there are two.

Mr. COLDWELL: —because I believe the policies of subsidiaries to be found in other countries are controlled by Henry Ford. Thus the policy Ford lays down for the United States corporation is the policy carried out by the subsidiaries all across the world. When the depression came it is known that in Windsor, Walkerville, Ford—or wherever it is the factory is situated—the workers were thrown upon relief. When that happened and discontent arose we found the very kind of thing which has led to the rise of communism and fascism—the establishment of a sort of