

molished. We must not be so intolerant in our view respecting any Canadian who is making a few dollars. Apparently as soon as a person has begun to make a success out of an invention some people seem to think that parliamentary action should be taken to destroy such prosperity. We are not asking for any favours. All we desire is to be left alone.

Some hon. MEMBERS: Oh, oh.

Mr. KAISER: Let me say that in Oshawa we are undertaking greater obligations to-day in maintaining this industry than the assistance that is being asked to complete the Hudson Bay railway. We in that little city are assuming those obligations because we

want to develop a Canadian industry employing Canadian people, an industry within our own borders to take care of our own needs. Surely every argument we advance along that line is not to be regarded as a fallacy. This large export production necessitated the use of large quantities of Canadian labour and materials. The handling of these shipments by our railways and steamship lines is also an important factor.

Now let me direct the attention of the House to the huge sum of money that the export sales of General Motors of Canada alone has brought to Canada in the last five years. Hon. members may be surprised to learn that these export sales brought to this country \$65,000,000 in that short period. That may be a matter of no importance in the opinion of some hon. gentlemen, but I do not think their opinion will be shared by the House generally. The benefit of this business is being shared by thousands of farmers around Oshawa. The other day a farmer told me that he had made \$40,000 out of selling milk to the citizens of Oshawa. But of course a farmer must not make any money catering to the needs of our urban centres; he must make it out of growing wheat, or else be driven from the country! All our farmers in the county of Ontario are protectionists—quite naturally, because they realize that they

can make a good living by looking after the needs of the local market.

Now then, Oshawa is not the only centre that is concerned in this automobile industry. The province of Quebec received in purchases from General Motors \$103,068.77; Toronto, \$4,983,258.67; Chatham, \$652,022; Oshawa, outside of General Motors, \$1,461,000; Hamilton, \$421,000; Walkerville, \$591,000; Gananoque, \$563,000; St. Catharines, \$379,000; Galt, \$76,000; Ingersoll, \$55,000; Peterborough, \$195,000; Windsor, \$201,000; Waterloo, \$83,000; Belleville, \$55,000. With miscellaneous purchases of \$177,000 we have a total of \$9,942,369 distributed among the towns and cities of Ontario and Quebec in connection with the activities of the automobile industry. General Motors of Canada, Limited, have constantly obtained from Canadian sources such raw materials as could be utilized in the manufacture of a motor car, without penalizing the consumer so far as intensive competition would permit.

Mr. Speaker, some heed should be given to this thought. The automobile to-day is only one of the requirements of mankind, and I would like to give a few figures as to the cost of one dollar's worth of goods in 1913 as compared with the cost of the same goods to-day. In 1913 one dollar went a certain distance in buying an automobile and its accessories. To-day the same amount of automobile and accessories can be bought for eighty cents. Now let us compare that with the cost of some other articles entering into living costs:

	Cost of dollar's	Cost of
	worth of goods	same goods
	1913	1925
Automobiles.. . . .	\$1 00	\$ 80
Living.. . . .	1 00	1 59
Clothing.. . . .	1 00	1 52
Furniture.. . . .	1 00	1 95
Building and construction.	1 00	1 54

I have here a list which I will hand to Hansard, without taking the time of the House to read, of one hundred and fifty firms in Canada which have received orders from General Motors of Canada, Limited, and are furnishing supplies to this one industry in the city of Oshawa. The list is as follows: