

Duty on Automobiles

small amount of money when they had the automobile industry there. With all these industries going they could wipe out a little thing like that overnight. Is it not a wonderful thing that a small city could grow to such an extent with a protected industry? I come from a city where in 1903 there were 113 people, and to-day, twenty-three years later, there is a population of between 30,000 or 35,000, but it did not grow up on a protected industry.

Some hon. gentlemen opposite wonder why we in western Canada speak about protection all the time. I am going to ask hon. members in this House how they protect the wheat farmer? Out there we have to grow up and have to provide all the things they have to provide in Oshawa. We have as fine schools there as they have anywhere else. We are a little bit proud of our schools and our secondary education. We are proud of the provincial university, which happens to be located there. We have churches in that town, and I think they are a fair sample of the churches in the Dominion of Canada. I am glad to know that in Oshawa they have their churches, and I hope the hon. member will attend there often; perhaps if he does he will have a little of the the milk of human kindness in his make-up and will not be asking for continued protection.

My hon. friend said that if the reduction in the tariff were made 20,000 people in Oshawa would suffer. Let me say that if no reduction is made millions of people will suffer. From my hon. friend's remarks one would be led to think that if there was some reduction in the duty on automobiles all the people engaged in the Ford industry would go somewhere else. I find on page 3 of the Ford Motor document the following:

Do these three cities mean anything to you?

Then they give pictures of Brantford, Regina and Calgary and they say:

The Ford industry supports the equivalent of the populations of Brantford, Regina and Calgary, 121,844 people.

Ford Motor Company of Canada, Limited	6,706
Ford dealers	3,300
Ford service garages	3,754
Allied industries	6,000
Dependents	97,084
	121,844

Allied industries! They seem to be worried about these allied industries and dependents. Is it supposed that if there were some reduction in this duty, the company which only made these slight profits I quoted a little while ago would go out of business? Let us not be worried or afraid of the Ford

[Mr. Tobin.]

company in Canada going out of business on account of reduction in duty. If the duty were removed or lowered, it would reduce the price of cars, and I think I can assure the hon. member for St. Lawrence-St. George (Mr. Cahan) that the price of cars will go down the moment the reduction is announced; it will not wait until the reduction comes into effect.

Cheaper production would mean an increase in the sale of cars, and instead of having less employees in Canada there would be a greater number. Then why all this talk from hon. members opposite to the effect that we must have protection? Why the talk? They were telling us just the reverse all along. They were worried about the egg industry and the strawberry industry—trying to draw a red herring over the trail; trying to get us to admit the principle of protection, which we shall never admit. Why? If the argument is good one way, it is good the other way. I say that the price of the Ford car should come down. We do not want to injure that industry in Canada; but what will happen? If the price is lowered, some of the people living in the country from which I come will be in a position to get a car which they need. You may ask what kind of country we have out west. It is a country sparsely settled, over a wide area, and we have to travel long distances. Last September and October I was out there, and what kind of people did I see hauling grain to the market? I saw the women and children out in cold stormy days hauling the grain. Are these people not entitled to a bit of luxury? Cars are a necessity out in that country, but even if they were not a necessity, is there anyone who will deny that the women and children are entitled to that much luxury; that they should be in a position to have a car so that they may travel around and get over to see their friends in the long summer days? It means a great deal in western Canada that the price of cars should be reduced as much as possible. We do not want to injure the industries of eastern Canada, but we say the profits being made in the automobile industry are outrageous, and that the tariff must be immediately reduced. I should like to ask hon. members in this House, with the exception of two or three who have spoken, if they believe in a 35 per cent protective tariff on automobiles? Does the right hon. leader of the opposition believe in such a tariff?

Mr. MEIGHEN: I think the hon. gentleman might address his remarks to the government, none of whom have spoken yet.