

attack which he made, especially when this law was established by his own party. Now the hon. member for Lambton made an attack upon the automobile industry. I do not know that it is my business to defend that particular industry, Mr. Speaker. If there is any one who should defend the automobile industry it would be the hon. member for Kent, in whose city there is a large automobile industry, and the hon. member for North Essex. But they allowed the hon. member for Lambton to come forward and attack this industry by a supposititious case that has no application whatever and no truth at all. That hon. gentleman gives us a supposititious case of an automobile that cost a thousand dollars. Why did not the hon. gentleman get some information from the hon. member for North Essex or the hon. member for Kent as to the automobile industry if he did not know anything about it? He could have gotten that information if he had sought it.

He could have given it to the House instead of putting on Hansard the statement he did. I wish to correct that statement and to put on Hansard accurate information regarding the automobile industry. I may say for the particular benefit of my hon. friend from Victoria and Carleton (N. B.) (Mr. Caldwell) and other hon. gentlemen who talk about the Ford automobile, that the information I am about to furnish is in reference to that particular car, so that he and his friends may not in future make the same error that they are making now. My figures are based upon prices in effect on the 4th of this month. The hon. member for West Lambton (Mr. Pardee) told us that any change in price did not amount to a hill of beans, that it was just taking a shirt and collar or a petticoat off some one, so it cannot very much affect my figures.

The Canadian price of the Ford touring car, as far as the Ford Company is concerned—because they have nothing to do with the inland revenue tax that is collected on sales—is \$740; the United States price is \$575, a difference of \$165, or 28 per cent. Now, what I am about to state is not generally known in this country, and although I am not giving this information on the direct authority of the Ford Company, it came to me from an authentic source and I see no reason why it should not be published. It is not generally known that in regard to equipment the car that is put on the United States market by the Ford Company is not on all fours

with the car that is put on the Canadian market. The Ford Company in this country equip their cars with 3½-inch tires, with non-skid treads on the rear wheels, and with demountable rims. The larger-size tires alone are worth \$10 more, and the non-skids and demountable rims are worth another \$25. In addition, they use a one-man top, finer upholstery, leather door grips, and other accessories that make a difference of \$50 more. So that the Canadian Ford car has an equipment costing \$85 more than that of the American Ford car. Then there is another factor to be noted. Of course, it is well known that the Ford Company import certain component parts from their American factories, and the duty on those parts amounts to \$23.12. I might say that until quite recently none of the automobile companies in this country made all their parts, and even to-day they import a certain proportion of them. There is also a duty on what are termed the unproductive materials that enter into the manufacture of these cars, such as coal, oil, and other articles which do not appear on a car. There is also the item of exchange on the products imported from the other side, and that exchange in the case of the materials that enter into the Ford car amounts to \$10.40. Those items total \$118.52, leaving a difference between the Canadian Ford car and the United States Ford car of only \$48.

I submit, Mr. Speaker, that in a business of the proportions of the Ford Company we are very fortunate to have it established in this country even under these circumstances. The reason for that difference of \$48 is due to the fact that in the United States the Ford Company turn out 1,000,000 cars as against only 60,000 turned out by the Canadian plant. Therefore the difference in the cost of making the various parts, and in furnishing dies, and other equipment must be plain to every one conversant with modern factory practice. As a matter of fact the Canadian Ford Company have no hesitation in saying that if their business grows—and at present they are exporting 25,000 of the 60,000 cars they manufacture—if their business grows a little more so they can overtake the unit cost of manufacture they will eventually be able to market the Ford car in Canada just as cheaply as in the United States.

It seems to me that it should not be up to me to defend an industry in the county of Kent; certainly I would not want to have another member jump up and do it in respect to an industry in my own constitu-