

Hon. Mr. PARENT: His negotiations take a year or two; the thing manufactured may be selling daily in the United States, but would not reach this country in the meantime.

Mr. SHIPMAN: Under my clause 64 he would have an opportunity of importing the article from the United States during that time while he was getting equipped to manufacture in Canada.

The CHAIRMAN: Any further questions?

The next witness is Mr. Maurice Caron.

Mr. MAURICE CARON: Mr. Chairman and members of the Committee, I should like first to take the part of the Canadian inventor. Very few of the representations made before you have been on the part of the inventor himself.

Hon. Mr. PARENT: Whom do you represent?

Mr. CARON: I am an inventor myself, and I should like to speak for my own case.

Hon. Mr. PARENT: Do you represent yourself or anybody else?

Mr. CARON: I do not represent anybody at all.

The CHAIRMAN: Except yourself.

Mr. CARON: Yes. I practise as a patent solicitor, but just now I want to speak as an inventor.

I have here a patent which I secured myself in Canada. I filed in 1927, and it was granted on March 19, 1929.

The invention relates to certain signals for the safety of motor cars, tram cars, railways, aeroplanes. Its purpose is to show the actual motion or non-motion of the vehicle without being dependent on the control of the operator. I mean to say that any action by the vehicle, whether an operator is in it or not, would be shown by a system of lights.

Right Hon. Mr. MEIGHEN: Automatic?

Mr. CARON: Automatic. I took this patent first of all and showed the invention to the Police Department. I had a model made on a car. Well, it was approved. I took it to the railway companies, and they thought it was a good thing too. I submitted that in the province of Quebec to the Treasury Department, who look after the roads traffic apparently, and they thought it would do very well.

Hon. Mr. PARENT: What department, the Treasury Department?

Mr. CARON: Yes.

Hon. Mr. PARENT: You are wrongly informed.

Mr. CARON: They told me all the regulations were under that department because they collected the fees. I went to see the Deputy Minister. They said they would like to have this system in the province of Quebec, but of course it would be better if it were adopted there after all the other provinces had agreed to it also.

I sent a model and a copy of the specifications to a man in Regina, and he had it tried out there. They thought it was all right, it should be used. Then I went to Detroit. It was approved there too. In the department they thought it was very good. We had one on a street car here in Canada that operated for three months without failing.

Right Hon. Mr. GRAHAM: On a street car where?

Mr. CARON: Car 824 in the city. But they could see that orders for cars were getting quite small, motor cars were taking the place of the street car, and of course they did not want to go in for it right then, although they put it in the specification of seven cars that were being built for the Ontario Radial Commission, radial trains going outside of Toronto. It was not accepted, it did not go very far that way, because it meant the changing of all the other cars, and they did not want to go to any extra expense at the present time.