

The Ford Motor Company have estimated the life of a car to be five years. That would mean an extra \$60 per year to each of the families owning a car, due to the increase in the sale price which is made possible by the 35 per cent tariff. To this amount would have to be added the increase in the price of tires, accessories and repairs, which I think would average at least \$15 a year, or a total extra charge of \$75 per car per year due to the customs tariff.

This booklet also shows that the total customs duties collected by this government from the manufacturers of parts of all kinds was \$43,000,000, so that if that were deducted from the \$242,000,000, which I have shown to be the extra cost, we would still have approximately \$200,000,000 which it has cost us to establish this industry.

Possibly for the information of the House I should state that the rate of duty on cars and trucks is 35 per cent. The United States has an excise tax of 5 per cent, and any consumer bringing a car into Canada must pay this 5 per cent tax in the United States before he can bring his car in here. Then we have also a sales tax of 5 per cent, plus an excise tax of 5 per cent on the value of the car up to \$1,200, and 10 per cent on the value in excess of \$1,200. On trucks there is a sales tax of 5 per cent, but no excise tax.

But this is not all the protection they enjoy. On page 15 of the booklet recently issued by the Ford Motor Company it is stated that on a Ford Fordor sedan, imported from the United States and priced at \$565, Detroit, you pay sales tax and excise tax when bringing it into Canada of \$78.11. If you purchase this car in Canada from the Ford Company it is listed at \$755, and you pay sales tax and excise tax amounting to \$56.62. There they have an additional protection of \$21.49 on the Fordor sedan.

Someone will say: Why single out the automobile industry for a reduction in the tariff when there are many other articles in the tariff on which some of us think the duty should be reduced? The reason I have singled it out, Mr. Speaker, is because the automobile is such an important article to the Canadian people, and because a demand for a reduction in the duty is so general. No matter where you go in Canada, I think you will find an almost unanimous demand from the people that the tariff on automobiles should be reduced. I think I shall be forgiven if I say that Toronto is generally regarded as the home of protection.

Mr. MEIGHEN: One of them.

Mr. COOTE: One of them. At any rate, it is one of the places where they really believe in protection, and in a good share of it. The hon. member for Toronto West Centre (Mr. Hocken) I think is a consistent protectionist. I have an editorial published in his paper, the Orange Sentinel, some time ago. It is headed "Reduce the Duty on Motors and Prosper", and says:

Whatever may be done with the customs tariff at the next session of parliament,—

I neglected to say that this was published in 1923, so we have missed two opportunities already:

—there should be a substantial reduction in the duty on motor cars. It is clear from the prices quoted in the United States and Canada that the Canadian manufacturers are charging "all the traffic will stand." The duty of 35 per cent is more than protection; it is in part a government subsidy to the makers of automobiles.

I hope the hon. member for Muskoka (Mr. McGibbon), who objects to government subsidies, will bear that in mind:

As long as the motor car was purely a luxury that only the rich could enjoy, there was not much reason for complaint. But the motor car has become a necessity in business and professional life, and those who are thus compelled to buy one should not be forced to pay excessive profits to the manufacturers. A certain type of car that sells in the United States at \$1,875, costs \$3,100 in Canada. That is altogether too wide a spread, and is not warranted by any factor in the trade. The American makers have larger production, it is true, but they pay higher wages, and there is no reason why their raw materials are any cheaper. The makers of motor cars in Canada are soaking the public unduly, and it is the duty of the government to lower the tariff, and in that way inject a little competition of American firms that will bring down the prices.

Mr. GARLAND (Bow River): Was all that in the Orange Sentinel?

Mr. COOTE: That was all in the Orange Sentinel, and surely, coming from that paper, it is sufficient justification for the government to reduce this tariff without any further argument.

As a further indication of the feeling in Toronto, I would like to draw the attention of the House to a news item appearing in a Toronto paper of January 30th, reporting the annual meeting of the Toronto Local Council of Women, and we should not forget that the women now have votes. It says:

Buy cars in the United States. Be patriotic. Then the Dominion, not the makers, would get the duty.

It goes on to say:

You can buy Canadian made cars cheaper in England and Australia than you can here.