

30,000 in a year. The revenue derived by the government through duties, excise and sales tax on these 30,000 cars amounts to about four and a half million dollars a year. Now my hon. friend says, "Buy Canadian cars." Supposing we accept his advice, the first cost to the country is a loss of four and a half million dollars in revenue.

Mr. MORAND: That is high financing; I would suggest that the Minister of National Revenue pay very close attention.

Mr. YOUNG: Yes, it is high financing and the automobile makers know how to "put it over." The first cost to the country is four and a half million dollars which will be lost to the revenue of the country and paid to the manufacturers.

Mr. MORAND: It will increase the purchasing power?

Mr. VALLANCE: The hon. member who has just spoken ought to be given the floor so that he may talk.

Some hon. MEMBERS: Order, order.

Mr. YOUNG: Four and a half million dollars lost to the revenue because the cars are not brought in. Then the Canadians who buy those made in Canada cars will have to pay an additional price for them. It is estimated that the average increase in price, if the dealers absorb as much of the discount as they can will be about \$85 each on the cheaper cars. However I am not going to insist on \$85, I will place it at \$70, because \$70 is the actual increase which has already taken place in connection with one of those cars.

Mr. MORAND: On American cars?

Mr. YOUNG: Yes, on American cars. An increase of \$70 each on 30,000 cars amounts to about \$2,100,000 to be taken out of the pockets of the people. Taking the contribution from the revenue of this country of about four and one half million dollars and adding to that the additional cost to the consumers of \$2,100,000 makes the total of \$6,615,000 to be taken from the Canadian people, in order to establish an industry which will manufacture 30,000 cars a year. We know that in connection with the manufacture of automobiles in Canada the average production per annum per man engaged in the industry is about 18 cars. From that we learn that the production of 30,000 cars will give employment to about 1,660 men. That number of men would be employed, and we know from the government returns that the average wage paid to each of these men is about \$1,600 a

year. We find then that we have established an industry which, when worked out, pays in wages \$2,656,000 per year and would cost the people of Canada \$6,615,000 in the same period. With those figures we would have a net loss on the industry of \$3,959,000 per year. That amount goes to the manufacturers of Canadian automobiles.

Oh, how much has the automobile manufacturing industry cost this country? I will remember when in 1926 we were going to reduce the duty on automobiles representatives of the industry came here with tears in their eyes and we were told that Mr. McLaughlin would have to close his factory if the duties were reduced. Mr. Robb called his bluff and did he close his factories? Yes, for three days.

Mr. MORAND: That difficulty was afterwards overcome.

Mr. YOUNG: Now they come again to the present government and they say, "unless you give us this additional protection we will have to close our factories." The government "fell for it" and gave them what they asked.

I ask hon. members this question: How much are Canadian producers of automobiles interested in Canadian labour and Canadian workmen? How much are they interested in employment in this country? I will tell you. The importer of a certain American automobile adopted the practice of bringing his cars in without tires and equipping them with Canadian tires. The Canadian automobile producers went to the Canadian tire manufacturers, and persuaded them to blacklist that firm and refuse to sell them tires for their cars. That shows how much interest they have in Canadian labour.

Mr. MORAND: Why did they do that?

Mr. YOUNG: That is an instance to show how much they care for Canadian labour. Let us translate the situation I have outlined into bushels of wheat.

Some hon. MEMBERS: Oh, oh.

Mr. RYCKMAN: Why not socks?

Mr. YOUNG: When the Prime Minister asked the other day why we could not get a better price for our wheat, and I told him "tariffs" he replied in a most irrelevant fashion. The \$70 increase in the price of a car translated into bushels of wheat which is selling in the west at 40 cents per bushel amounts to 175 bushels. We know that imports are paid for by exports and that exports are paid for by imports. When we export our wheat we must take goods in exchange. Very well, we export wheat and we want to import a car.