

NEWS FOR THE FARMER

Holstein Association Has Record Year, 70,000 Registrations

Seven Master Breeder Shields Awarded.
Roy Barker of Woodbridge, Ont., was re-elected as a Director of the Holstein-Friesian Association of Canada, at the annual Convention of the Association held February 2nd and 3rd at Toronto.
Fred M. Snyder was selected as President, with F. C. Eligh, Finch, Ont., first Vice-President; Hon. C. B. Sherwood, Norton, N.B., 2nd Vice-President; James T. Brown, Newcastle, 3rd Vice-President, and Stanislas Pan-

neton, Trois-Rivieres, Que., 4th Vice-President. Some 1,200 members attended the Annual meeting, the largest number in the Association's history.

Retiring President Norman R. Martin, St. Thomas, Ont., stated that during this generation, dairy farmers have successfully adapted themselves through an almost complete change from hand and horse power methods to mechanization. The growth of population is creating an ever-increasing demand on the domestic production of milk and milk products.

A resolution was passed protesting the importation of 2,250,000 lbs. of cheese when stocks

of cheese in Canada are more than adequate for the normal needs of the country.

Plan Farmer Church Service

A committee was set up at the South Ont. County Federation of Agriculture meeting to plan for a farmer sponsored church service early in the summer. Rev. Hugh Lowry of Leaskdale is assisting the Federation in this county-wide inter-denominational church service.

The secretary was instructed to write the township councils the yearly letter asking that Federation levies be forwarded to the county office. A Co-operators Insurance Association committee was set up to further the promotion work of the Federation sponsored auto insurance which was patterned to especially cover the farmers' needs. Mr. Anson Gerrow, Scugog Island, Mr. Russell Rodd, Uxbridge, and Mr. Wm. Nesbit, Brooklin, will present the plans for furthering co-operators insurance.

The marketing legislation presented to the provincial government by the Federation of Agriculture was discussed. Each member was reminded of his responsibility in urging members of our government to give careful consideration to this petition. The directors of the Federation unanimously endorsed the marketing legislation as the most advanced step yet taken and felt that they could improve their position if this legislation would become law.

Regarding a request that the Federation do some promotion work in Mara Township a good deal of discussion took place but it was decided that Mrs. Hamer and Mr. Tindall should approach the township council in a greater effort to ascertain the wishes of the people and that south Ontario would do all it could to help. The Federation of Agriculture feels that it has many worthwhile benefits for country people which can be enjoyed now and the county group is anxious to do anything to improve the security of the farming communities in Ontario.
The subject of a farmers'

market was again discussed. Mrs. Hamer reported that the general article in the Rural Co-operator in the Ontario county supplement page was concerning a farm market and that the response to the article would give the directors the information they needed regarding the wishes of the farm folk in the county of Ontario for a market of this type.

Ten questions were presented to the directors which it was felt that all farmers ought to be interested in their professions sufficiently, to answer. These questions are to be published in the Rural Co-operator to determine the farmer's feeling for his advancement. Such questions as:

- (1) Do you think the farmer's buying power is necessary for a healthy economy?
 - (2) Would you be willing to co-operate if it meant a fair deal for all?
 - (3) Do you think we deserve a fair deal if we are not interested in farm organization?
 - (4) Did your farm pay in 1954, including interest on investment?
 - (5) Would you be willing to pay more to the Federation of Agriculture to have a 'letter job done'?
- These are questions the Federation of Agriculture would like the farmers to ask themselves and answer for the Federation. Every man's opinion will be valued, the Federation is continuously working in your behalf, your interest will be appreciated.

York County Hog Producers Meeting

The York County branch of the Ontario Hog Producers' Association will hold its Annual Meeting in the Parish Hall, Newmarket, on Wednesday of next week, February 16th. The meeting is slated to commence promptly at 10.30 so that the business session including election of officers, can be taken care of before a most interesting discussion or quiz panel at 11.30. To cover various phases of hog production, a panel has been set up to discuss feeds and feeding and problems in breeding and management.

Following the free lunch, each township group will elect its committee and director before reconvening. The afternoon programme will include two addresses on most important subjects. Mr. Finlay Stewart will explain the Advanced Registry policy for proving per-

Starr Asks for Relief from Tax on Cars

Partial Text of Speech
Delivered in the House of Commons By Michael Starr, M.P. (Ontario)

Mr. Speaker: I rise to bring to your attention, and to that of honourable members, a simple and constructive step which can be taken by the Government immediately, which will increase employment by at least 10% in one of our most important industries and save some Canadian consumers 71 millions of dollars this year. I refer to a decision, in the 1955 Budget, to remove the excise or luxury taxes now levied on passenger automobiles.

I hasten to say that I am not advocating the removal of ALL taxes from automobiles. The present total of taxation is 25% of the manufacturers' selling price. Of this 10% is the general commodity sales tax. The remaining 15% is a luxury tax. It is this utterly unrealistic added burden, of taxation on one of the most important and I might add, expensive necessities of normal life under modern conditions in this country which should be removed.

I am certain, Mr. Speaker, that there is hardly a single honourable member of this House who does not feel that this luxury tax should have been removed some years ago when the reason for its imposition had ceased to exist. I refer, of course, to the fact that the automobile luxury tax as we know it today, was first of all a wartime austerity measure and then a control device to conserve exchange and combat inflation. It has been continued at its present or higher level for some years now, regardless of its depressing effect on an industry which accounts for one eighth of all retail sales; regardless of its limiting effect on employment; regardless of the severe hardships it imposes on consumers in the low and average income brackets.

The two great problems facing many Canadians today, Mr. Speaker, are unemployment, and inadequate family income to meet the demands of our modern standards of living. The government can go a long way towards relieving both these problems if it will, in the forthcoming Budget, abolish this outmoded and unrealistic luxury tax on passenger cars.

Speaker, are unemployment, and inadequate family income to meet the demands of our modern standards of living. The government can go a long way towards relieving both these problems if it will, in the forthcoming Budget, abolish this outmoded and unrealistic luxury tax on passenger cars.

In some measure, I speak of this crying need as the representative of the riding of Ontario, one of the two great centres of automobile manufacture in Canada. I speak also in much larger measure for all Canadians who are forced to pay this arbitrary and artificial penalty of over \$400 if they wish to buy the most modestly priced family car of Canadian manufacture on the market today. I admit that they should pay something, but I submit, Mr. Speaker, and I am sure honourable members will agree, that \$150 or \$160 per car, which is the amount of the sales tax, is a fair contribution of this family necessity to the Federal Treasury.

The luxury tax, Mr. Speaker, costs each modest car owner an additional \$240 or so. It is a luxury tax but, in this case, it is not imposed on a luxury. I think it will be generally agreed that this proposition is self evident. The facts are, Mr. Speaker, (and this is the finding of a very thorough and extensive survey), that 83% of passenger car use on an average day in Canada is for essential travel of one kind and another; that 65% of every hundred miles of car travel is directly connected with the necessity of making a living; and that today almost one million of our citizens are driving cars for these essential purposes which are 10 years old and more. Apart altogether from the important safety factors involved, it must be obvious that the continuance of this luxury penalty on new car ownership is seriously affecting the efficiency of the entire national productive effort.

The estimate I have given of a 10 per cent immediate increase in employment, if this luxury tax is removed, is conservative. Most labour leaders, I am told, think it would be considerably higher. Even so, I know what a 10% increase in high pay employment would mean, not only in my own riding, or in the Windsor area, but in many other parts of Canada. Mr. Speaker, 260,000 Canadians depend for all or a large part of their income on the manufacture of motor vehicles, the supply of materials and component parts, and the sales and service of these vehicles. All would receive benefits, direct or indirect, from the removal of this luxury tax. Four or perhaps five thousand new jobs would open up in the manufacturing industry alone and as many again in the supply industries. The latter, incidentally, actually give work to more people than the manufacturing industry itself.

I need not explain to this House, Mr. Speaker, that I am not talking about stop gap, marginal, low wage employment. The jobs I speak of are preferred jobs in our national work force. If our economy continues to expand, and the Canadian-made automobile is allowed its full share of the domestic market, they will be steady jobs.

It will give honourable members some idea of the magnitude of the burden of this present luxury tax on the payroll resources of the industry when I say that this year, 1954, the federal taxes paid by the automobile manufacturing industry in Canada exceeded the total paid in wages and salaries by some 13 million dollars. The figures, I believe, are 137 million dollars in taxes and \$124 million in wages and salaries.

It seems to me, Mr. Speaker, that on these facts alone, the immediate removal of the luxury tax would be fully justified. But there are other compelling reasons, perhaps the foremost of which is the long list of consumer benefits that would follow from the rechanneling of those \$70 millions of dollars into new disposable income. Some of it would be spent on cars, and much of it would be spent on other commodities. Regardless of what happened to it, the fact remains that Mr. and Mrs. Canada would have 70 million more dollars in their pockets and purses, to spend or save, than last year.

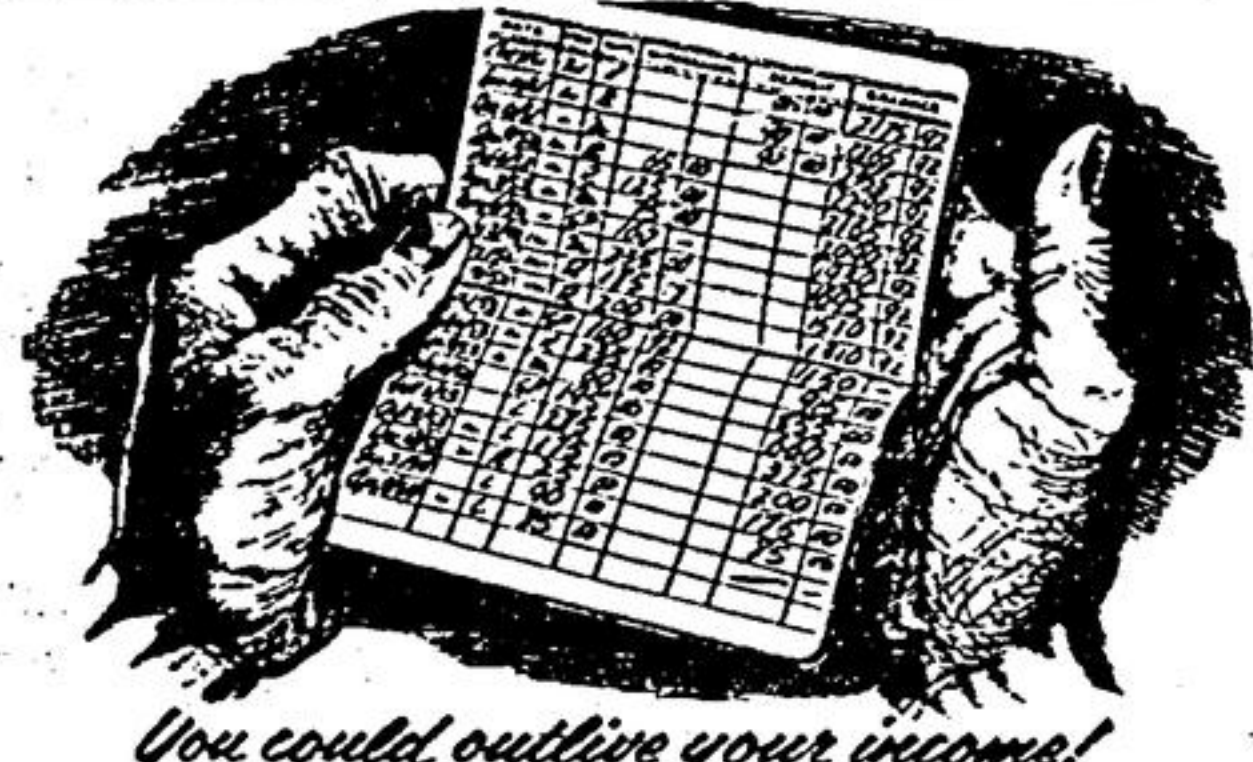
If there is anybody on the opposite of the House (and I am sure there is not one but many) who may be interested in raising the level of Canadian retail spending next year, I commend this simple and available source of substantial millions. The exciting prospect of the immediate redistribution of these millions is even more appealing if we look at the kind of Canadian families who will benefit the most. They are, nat-

urally, the people who buy most of our passenger cars. Who are they? Again I quote the very reliable independent survey made of this and other basic facts of automobile ownership. Although it was made about three years ago, I am informed by those conversant with up-to-date statistics, that its conclusions are still valid.

At the time of the survey, \$1 of every 100 passenger cars were owned by households whose senior wage earner had an annual income of less than \$4,000. 65 of every 100 passenger cars were owned by families whose main source of income was less than \$3,200. I have said that the luxury tax amounts to well over \$200 in the cost of the average car. Its removal, Mr. Speaker, would be the equivalent of a round of pay raises of between five and ten per cent for every \$2,000 to \$4,000 wage earner who buys a new car this year. I might say also at this point, Sir, that I have enquired into the matter of passing on to the consumer the luxury tax removal, and I am most reliably informed that the entire reduction would be passed on by the manufacturers and

dealers. Also important in this connection (and I trust this aspect will have the serious consideration of the Minister) is the application of the tax reduction or removal to cars in the hands of dealers. On some other occasions the Government policy has been strangely inconsistent on this point. When the luxury or sales tax has been increased, this has generally been made to apply to all cars still in the hands of dealers. On the other hand, when reductions have been made it has not been applied to such cars. Perhaps I should explain that the sales and excise taxes on passenger cars are collected from the manufacturer before the car goes to the dealer for sale to the consumer. It is to all intents and purposes still an unsold car, merely having moved from the factory into the chain of distribution. Surely it is most unfair to all concerned to treat these cars still in the sales rooms and waiting to be sold as though they had actually been sold while the higher tax levels were in effect.

Of course, the tax will have (Continued on Claremont page)



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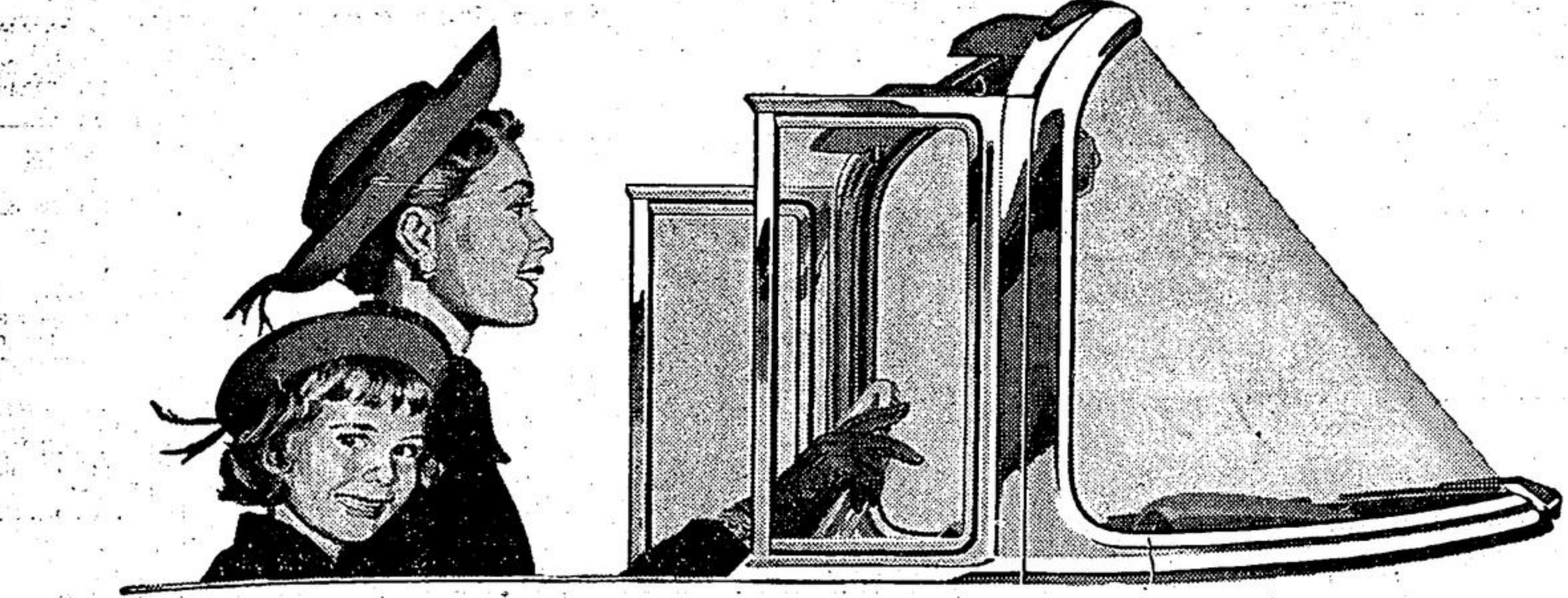
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YOUR FUTURE IS IN YOUR OWN HANDS!



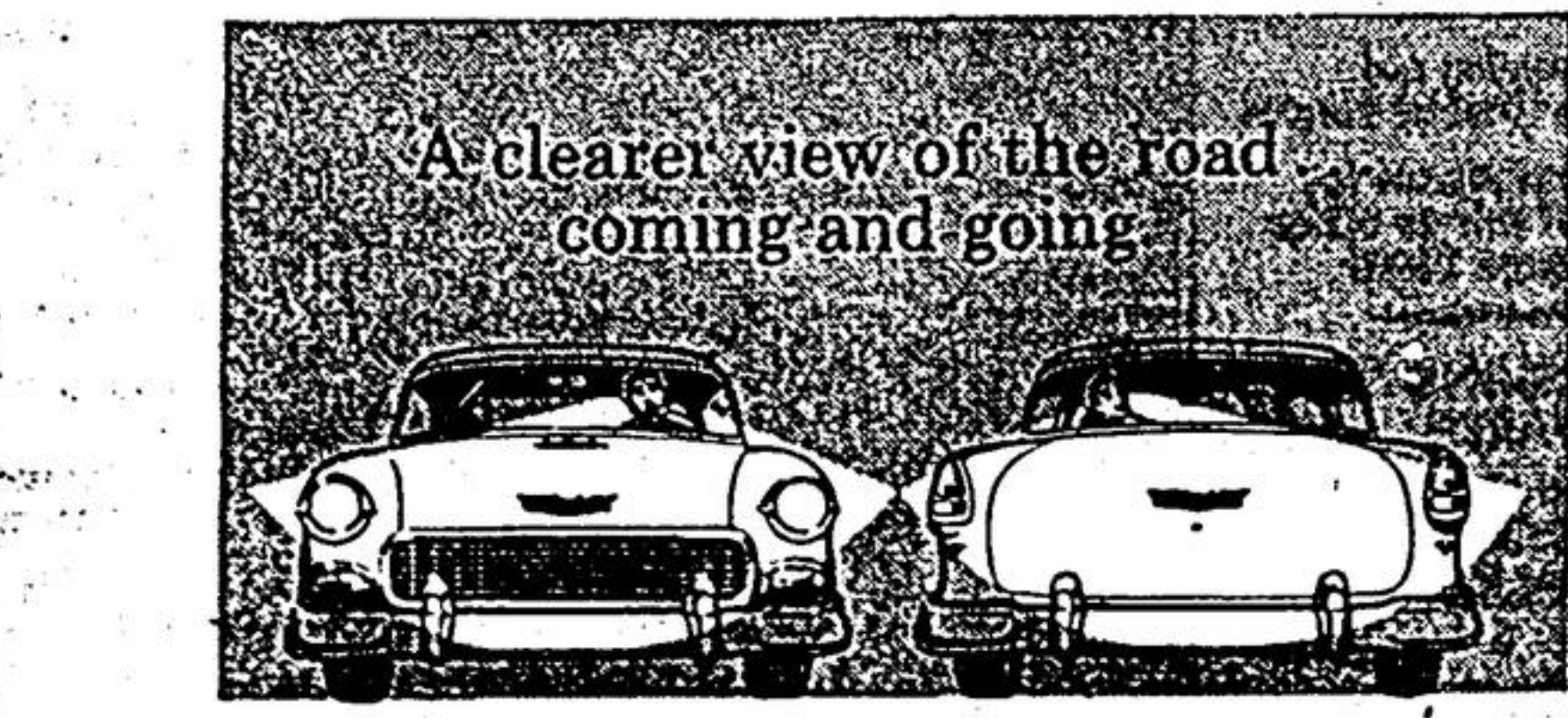
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