

*Government Organization*

and the power to appoint a number of representatives to this working trade mission. We should establish a two way dialogue between Canadians and our trading partners, as well as our potential partners. If we listen to their problems they may be inclined to listen to some of ours. This mission should be broadly representative of western Canada. One-half of the delegates should be appointed by the four western provinces and the other half appointed by the federal government. There should be a serious, working, fact-finding mission which would report back to the various governments in Canada their recommendations for future action.

As far as our continental situation is concerned, Mr. Chairman, our natural trade patterns are north and south. One fact was made clear to me as a member of the Transport Committee of the House of Commons. It is that the future of the great maritime section of Canada surely cannot lie merely in paying increasing subsidies to those provinces. There has to be basic economic assistance to the maritimes in order for them to share in the prosperity of this country. The natural markets for the maritime provinces are in the Atlantic states of the United States. It is ridiculous for them to be forced to sell their goods continuously in central Canada. If the future of the maritimes is going to hinge upon the benevolence of governments in Ottawa, Liberal or Conservative, to extend tariffs, I do not think the outlook for the maritime provinces—

**The Deputy Chairman:** Order, please. I regret to inform the hon. member his time has expired.

**Mr. Perrault:** I could finish my speech in two minutes.

**The Deputy Chairman:** Does the committee give unanimous consent?

**Some hon. Members:** Agreed.

**Mr. Perrault:** I appeal to the minister and the government to be courageous and attempt to negotiate with the United States, industry by industry. There should be free trade to provide meaningful assistance, not only to the maritimes but also to western Canada. If the automotive agreement is good for central Canada, other agreements can be achieved which will equally benefit the maritimes as well as the provinces of western Canada.

One of the difficulties facing the people in western Canada is the fact that it costs

[Mr. Perrault.]

immeasurably more for a company to manufacture a product in British Columbia and sell it in Toronto than it does for a company in Toronto to manufacture in that city and ship to the western part of Canada. Because of this cost British Columbia must look to the state of California, a state with 20 million people. We can boast of half a dozen profitable furniture manufacturing companies who sell most of their products in central Canada. Why can't there be greater access to the ready markets to the south of us? This could be done without endangering our national sovereignty one iota. It is time to get moving in this direction.

**Mr. Gleave:** I would like to make a few comments regarding this reorganization, Mr. Chairman, and mention some ways in which these departments have affected agriculture in particular, as well as some of the effects they will have as time goes on. I do not want the previous speaker to feel badly about what someone said with regard to British Columbia back in the year 1881. Some time he should read what Captain Palliser said about the prairies. I am sure it was just as bad.

We as Canadians are concerned with making the best we can from the very rich inheritance which we have, to bring the benefits of this productivity to Canadians and to expand that well being to the best of our ability. The Department of Industry, Trade and Commerce must be very concerned about how well this is being done, although I have misgivings in some areas. Let me cite one instance.

I asked the minister a question on January 24, with regard to a study of the dairy industry undertaken by the Department of Industry. You can see a reference to the study in the 1966 report where it is stated:

● (4:00 p.m.)

With the co-operation of the dairy industry, dairy plant operations in Canada have been studied in depth on a regional basis and by size and product mix. The study has indicated an urgent need for dairy plant modernization in Canada. A program designed to encourage the modernization of dairy processing and manufacturing plants is now being developed.

Apparently this information cannot be made public. At least I have looked in the same review for 1967, but found only a small reference to cheese. I did not see any further reference to this very important study of the industry. One wonders whether it was dropped or shelved. Were the facts that were deduced too horrible to bear the light of day? If they were revealed, and if they were put to