

we consider unfair trade. And this gets again at what the Premier was talking about. We set the rules within our market, just as Canada sets the rules in their market. If we're going to a North American market, if we're talking about having one market for trading purposes between the two countries, shouldn't we have one set of rules, one set of guidelines, one referee to determine who's right and wrong? It's not gonna be easy, because the initial reaction in Washington is, we're giving up our ability to deal with unfair trade. We can't allow the Canadians to dump or to subsidize into the United States market. I certainly wouldn't want to go up to Congress and try to argue that point, and that's not what Canada's asking for. Canada's willing to undertake greater discipline over what their governments can and cannot do by way of government assistance, but in return, they need the predictability, the security of how the game is gonna be played, and I think that's a very reasonable approach. We're gonna make them pay for that, but it's a very reasonable approach and it's something we can negotiate.

So, I don't know if that helps you, but that's what we're talking about here. We're not talking about dismantling the Auto Trade Pact. I don't know how much you get down here about some of these issues, but I get clippings every morning sent down from Canada, and all Peter Murphy has to do is mention the word "autos" and right away the headline says, "Auto Pact on Table." We've been negotiating formally for seven months now, eight months now. We have never once suggested that the Auto