

*Supply—Industry*

in the memorandum sent to the then minister of labour:

1. **Preferential Hiring:** to ensure that workers who lose their jobs as a result of the program will be given every possible assistance to remain in the industry and not lose seniority, pension, vacation and other credits, as well as the level of wages they had achieved in the industry.

2. **An earnings-related adjustment benefit payable during the period of transfer from one job to another or during the period of retraining.**

3. **Transfer Allowance:** covering the cost of transportation of the displaced worker and his family as well as his furnishings to a new location after he is re-employed, or to a training centre away from home.

4. **Age Discrimination:** Federal government action to end hiring practices in the industry so that older workers who may be displaced will not be refused employment with auto producers whose work force is expanding as a result of the free trade program.

5. **Advance Notice:** Federal government initiative to obtain management co-operation in having advance notice of major changes in the levels of employment in the auto and auto parts industry in order to minimize the effects of dislocation.

6. **Supplementary pension benefits payable to older displaced auto workers who wish to retire at their own option rather than to remain in the industry if they regard themselves as unable to take advantage of retraining.**

**The Deputy Chairman:** Order. I regret to interrupt the hon. member but his time has expired.

**Mr. Orlikow:** I wonder whether I could be given just a minute or two in which to finish my speech?

**The Deputy Chairman:** Does the committee give the hon. member permission to continue?

**Some hon. Members:** Agreed.

**Mr. Orlikow:** The specific proposals put forward by Mr. Burt at that time on behalf of the workers in the auto industry look like a charter of human rights. Had the government taken action at that time, the present hardship and dislocation might have been avoided. I submit that the government could have done one of two things. First, it could have used the power it had at that time with the companies. After all, the government could have refused to go ahead with the auto pact, an arrangement which would obviously bring definite advantages to the companies. Alternatively, the government might have passed legislation to protect the rights of the workers. Instead, the government chose to ignore the pleas made on behalf of those employed in the industry, so today we are facing a serious problem at Ford in Windsor. Tomorrow it may arise in Oshawa, as it did several

[Mr. Orlikow.]

years ago. Next month or next year it may arise in Oakville, and so on down the line.

• (5:20 p.m.)

If the government really believes in the just society, about which the Prime Minister has spoken so often and so eloquently, it ought to translate such glib phrases and slogans into concrete action, into legislation, into direction to the automobile companies whereby the benefits of the agreement worked out by the Department of Industry will give the workers the same kind of protection as the government's programs now give to the automobile manufacturers, a group of companies which needs less assistance from the government of Canada than any other group of manufacturers in the country. This agreement has had a very profound effect on the Canadian economy as a whole and some pretty drastic effects on individual automobile workers.

The agreement has been in effect for almost three years. Unless the government is prepared to do as I suggest I can only conclude, and I am sure the 380 workers already laid off at the Ford company and the 700 more who will be laid off during the next few months can only conclude, that the just society was just an election gimmick on the part of the Prime Minister.

**Mr. Anderson:** Mr. Chairman, we have heard various gloomy words from the other side of the chamber. I would like to emphasize some of the more positive aspects of the Kennedy round tariff reductions which will have a decisive and favourable effect on the Canadian economy. The successful conclusion of these negotiations has provided Canada with new access to world markets for a much wider range of Canadian products than was the case in the past, including many manufactured goods. These new opportunities for increasing the sale of our products abroad have made it possible for Canadian industry to realize some of the economies of volume production and greater specialization which other countries enjoyed in the past. I think these factors will be very important to our country too.

The improved access to export markets is a most important factor in shaping our economy to meet the competitive demands of the future. I think we all know that this is inevitable in a country such as ours which devotes about 20 per cent of its production to exports.

The Kennedy round was the most extensive trade and tariff negotiation ever undertaken