

*Canada-U.S. Automotive Agreement*

undertake to inform your employees and our members of the employment changes which are forthcoming under the automotive trade agreement. I cannot believe that you are unaware of the growing apprehension now being expressed at all levels of the work force over anticipated reductions of staffs, transfers and complete elimination of departments and product lines. While almost none of these changes have been officially announced this appears to be all that is left to be done to put the changes into effect.

Further on in his letter Mr. Burt suggests to the head of the Ford Motor Company a number of specific proposals, and I quote again from his letter:

- (i) the date of the expected increase or decrease in the work force of any department or division;
- (ii) the number of employees to be hired, laid off, transferred, or permanently separated;
- (iii) the estimated duration of the altered level of the work force;
- (iv) the reason for the manpower adjustments;
- (v) any measures acceptable to both the company and the union to facilitate the re-employment of displaced employees of your company or other companies adversely affected by the trade agreement.

These are all matters that the auto workers union would like to know about before the Ford Motor Company make these kinds of decisions. But not a single one of these things has been done by the Ford Motor Company or by any of the other motor companies. Yet the hon. Member for Essex West has the colossal insolence to try to tell the House that there is nothing to worry about, that everything will work out, that the workers are not going to be affected adversely, and so on. I would suggest to the hon. Member and to the Minister of Industry that they pay attention to somebody else besides the automobile companies, which stand to make even more tremendous profits in the years to come than they have in the past.

I think I have documented very well, Mr. Speaker, the difficulties which are already arising, and which will arise in the next few years, for the auto workers as a result of this agreement. I believe, and the union believes, that the Government, which was very careful to work out arrangements in the agreement under which the auto companies would not suffer in the least, ought to give the same consideration to the automobile workers employed in the major automobile companies and in the parts companies. Nobody in this House and no representative of the union has said, to my knowledge, that he expects that every single job in every single company in every single city or town of Canada will remain as it was. Of course there will be changes, and of course there will be disloca-

[Mr. Orlikow.]

tions. But what we do have a right to expect is that these changes will be as minimal as possible, so that the workers involved will not have to carry the entire burden that it seems to us they will be expected to carry, and which it seems the Government expects them to carry.

I must say, Mr. Speaker, that the statement of the Minister of Industry (Mr. Drury) last night not only did not reassure us about this question but it gave us a great deal of concern. Because looking at the statement of the Minister last night, which I have already quoted, the Canadian consumers, the Canadian trade unions, and Canadian newspapers—and when I talk about Canadian newspapers I do not have to reiterate at any great length that to a large extent they are supporters and defenders of the present Government—have all commented on the fact that this auto parts agreement should mean in the very near future, if not immediately, price reductions to the Canadian consumers.

When the agreement was first announced there were statements from informed sources to the effect that the consumers and other people expecting immediate price reductions were not being very realistic, that it would take two, three or four years for these price reductions to come forward. After all, they said, we had to give the companies a chance to build up their productive facilities, to get the long runs which they have not had, and which could mean a reduction in the cost of producing automobiles, and therefore a reduction in the price for the consumer. Yet last night the Minister virtually said to this House and to the people of this country that we really cannot expect any reductions in the price of cars, that we will have to continue to pay the high price we have always paid, but that perhaps if we are lucky in years to come United States prices will go up and ours will even off.

It is a sad comfort for the Canadian people, Mr. Speaker, to hear the Canadian Government tell them that the wealthiest industry in Canada, an industry making a profit margin equivalent to 30 per cent or more of its net worth per annum, a situation which very few manufacturers in this country outside of the automobile manufacturers can ever expect to achieve even once, let alone from year to year, is going to continue to make these profits, increase its productivity and turn out more cars, yet there will be no gain to the Canadian consumers. It seems to me that what the Canadian people are getting from this agreement are all the bad features, with high