

sharing arrangements which must be made, and to take part in the effort which must be undertaken to create in Canada a society to which everyone feels they belong. I believe this can happen. I believe it can happen because I know the federal system has worked. I think my leader put it very well when he suggested that even within the federal system which Mr. Lévesque dislikes, the province of Quebec has done remarkably well.

The government of Quebec and the Government of Canada have been able to provide for the people of Quebec in proportion to what they have been able to provide for the people of the rest of Canada and they made every effort, I hope, to accommodate the legitimate requests put forward by representatives from Quebec to the cabinet.

I want this evening to speak about another and, I believe, equally important matter, but before I do so let me say that in Canada there are major problems. People are very concerned about government. I do not think they are concerned because government is doing too much; I think they are concerned because they do not know what government is doing. They wonder, as I wonder, how it can be that a country so rich can have so many problems. They wonder how can it be that a country with such energy potential not only in crude oil but in all forms of energy can be faced with an energy crisis? How can it be that a country with natural resources in abundance, natural resources which have been used by every other country in the world to build their economies, has not used its resources to develop the manufacturing sector and the secondary sector which are so obviously necessary here, and which have to be in place when, as is inevitable, the resources become depleted or are no longer required in the manufacturing sector? How can it be that a country with human resources like our own, an educational system second to none, should be faced with these massive and, for some, maybe, even insurmountable problems?

It is because of mismanagement on the part of the government. It is because government has not, first of all, set out, on behalf of Canadians, goals which are attainable using the resources both human and natural which are available to us to build society and an infrastructure for that society which would sustain it through these difficult times. It is because governments have tended to use a band-aid approach, have tended like brush fire fighters, to meet the tiny though important problems as they rise without looking at the much larger problems of planning the economy so that it will be able to withstand the infiltration and pressures which are the inevitable result of our being a branch plant of a much larger economy.

This is what we are seeing in the auto industry and it is about the auto industry that I want to speak shortly, because the auto industry is crucial not only to Ontario but to all of Canada. Within the auto industry there lies the opportunity to expand the manufacturing sector; within the auto industry lies the opportunity to source products all across the country; within the auto industry lies the opportunity to utilize better the natural resources of the province.

The Address—Mr. Deans

When we come back at eight o'clock, Mr. Speaker, if you will permit me, I should like to spend 15 minutes talking about just that subject. With your permission I will now call it six o'clock.

Mr. Deputy Speaker: Order. It being six o'clock, I do now leave the chair until eight o'clock this evening.

At six o'clock the House took recess.

● (2000)

AFTER RECESS

The House resumed at 8 p.m.

Mr. Deans: Mr. Speaker, when we rose for supper at six o'clock, I mentioned that I intended to spend some time speaking about the conditions which currently exist within the auto industry, and I want to do that now.

The House will recall that on Tuesday and Wednesday of this week I raised with the Minister of Industry, Trade and Commerce (Mr. Gray) the problems which seem to be revolving around the contract which was signed between the federal government and the Ford Motor Company in the year 1978. That contract afforded to Ford the opportunity to gain access to some \$68 million in return for the building of a plant in Windsor. I asked the minister if he would produce for the House the relevant sections of the contract which afforded us the opportunity to insist that the Ford Motor Company should continue and maintain the levels of employment that it currently had in 1978 and beyond, during the time that this new plant was being built. Today the minister tabled the documents in the House, and it is no wonder we are being ripped off.

I read both the contract and the letter of agreement over the signature, in both cases, of the then minister, Mr. Horner—long departed, thank heavens! In any event, the contracts do not provide any protection for the workers in the province of Ontario, and it is no wonder that the minister did not want us to see the contracts. In fact, not only is there no provision for the workers in the province of Ontario, but also nowhere in the contract does it say that the minister could not have told us that. It does say, of course, that, and I quote:

Subject to the federal laws of Canada, the minister will maintain normal commercial security and privacy in respect to the project and will not disclose any information relating to the scope and cost of work encompassed by the project to any person or government outside Canadian federal and provincial government departments, agencies and Crown corporations without the... written consent of the company.

One does not have to be a corporate lawyer in order to understand that that did not preclude the minister from telling us that there was no provision for the protection of the workers in the plants of the Ford Motor Company.

To draw in that he had to wait for approval from Ford was a red herring. Of course, what the minister did not bring to our attention was the fact that not only is there no protection for