

*Canada—U.S. Automotive Agreement*

about the value of the auto parts agreement to the west. I think I should remind him, his colleagues from the west and the people of the west, that it has been estimated that at least one job in every seven in this country is linked in some way to the automotive industry.

**Mr. Lambert:** You can link all sorts of things.

**Mr. Gray:** The hon. member interjects that you can link all sorts of things. I do not know what need we would have for our chemical industry, our steel and iron industry, our oil industry and even our forest industry to the extent that we have them today without the requirements of the automotive industry. I doubt that there would be the markets there are today in Canada for Alberta's oil, wheat and other products without the demand created not only by the Canadian automotive industry directly but by the incomes generated by the workers employed in it and their families.

**Mr. Lambert:** At our expense.

**Mr. Gray:** I suggest, Mr. Speaker, that there are too many types of separatist comments coming from all corners of the country today and I would have hoped a more constructive approach would have been taken by this leading spokesman for the west, one that could not be construed as a form of western separatism.

This treaty has a more direct benefit to ridings such as my own, that of the hon. member for Essex East (Mr. Martin), that of the hon. member for Ontario (Mr. Starr)—

**Mr. Starr:** Don't include me. Just keep it to yourselves.

**Mr. Gray:** If the hon. member for Ontario is not happy with the benefits brought to Oshawa as a result of the expanded production and employment, I am sure his constituents will be surprised and disappointed.

**Mr. Starr:** We have always had them.

**Mr. Gray:** Even before prices are at a level comparable with those which American consumers pay, this treaty is something of definite advantage to all people in Canada at this time because of the increased opportunities for production in many related industries and the increased buying power created by the increased incomes earned by people in these industries.

[Mr. Gray.]

In conclusion let me suggest that the evidence is very clear that the trend as we have seen it so far is impressive and seems to indicate very positive benefits as a result of this treaty. Reference has been made to dislocation but I think the evidence before us, including the evidence produced by opposition speakers, indicates it has been slight in comparison with the sizeable number of firms in the industry, both the parts industry and the automotive industry itself, the sizeable number of people who were working when this pact came into existence and those who have been added to the industry work force as a result of the increased opportunities created by it.

The government has already taken steps to assist, where necessary, workers in the automotive industry and individual firms as well. But in a sense what has been done up to now is experimental. We are trying things that have never been attempted previously in Canada. We are engaged in this concept of rationalizing an entire industry, of trying to make it more efficient with the support and encouragement of a specific government policy.

I think it is clear that if government policy is attempting to achieve this type of result then the government must be prepared, where necessary, to add to and to extend existing measures of assistance to workers and firms. I think it is also clear that the major automobile manufacturers, who have been given greater opportunities and greater potential benefits because of this treaty, have a special responsibility to their workers and to the Canadian people in general, a responsibility to pass on to the Canadian consumer as quickly as possible the benefits of this opportunity for rationalization of the Canadian industry.

They have a responsibility to adopt attitudes which in my opinion some elements of the industry have not adopted to the extent that they should have, attitudes whereby they are willing to keep government and workers more fully informed, as far in advance as possible, of plans which may have an effect on workers and the community so that there may be time to work out readjustment programs where necessary. If existing measures are shown to hamper or not permit a proper opportunity for Canadian firms to compete, to meet production requirements, to fulfil opportunities in Canada and in the American market, then the government must be prepared to take further steps.