

*Oral Questions*

secure supplementary funds to bring health, housing and sanitation conditions to a safe level.

**Madam Speaker:** Is there unanimous consent for this motion?

**Some hon. Members:** Agreed.

**Some hon. Members:** No.

## ORAL QUESTION PERIOD

[English]

### AUTOMOTIVE INDUSTRY

#### RESULTS OF CANADA-UNITED STATES MINISTERIAL DISCUSSIONS

**Mr. Otto Jelinek (Halton):** Madam Speaker, in the absence of the Minister of Industry, Trade and Commerce who assured us that he would be in his seat at this time, I should like to direct my question to the Minister of State for Small Businesses and Tourism. After many months of studies, consultations, meetings, discussions, negotiations and so forth regarding the ailing automobile industry, which in Ontario alone provides one out of every six jobs, can the minister tell us what firm and specific agreements and decisions were reached during the meetings of the Minister of Industry, Trade and Commerce with his counterparts in Washington last week, agreements and decisions beneficial to the future of the Canadian industry? May I add that I have a great concern for the future of that industry.

[Translation]

**Hon. Charles Lapointe (Minister of State (Small Businesses and Tourism)):** Madam Speaker, I appreciate the concern of the hon. member but I would suggest it is inaccurate to say that nothing has been done for the auto industry in Canada. Along with all his colleagues in the House the hon. member has been made aware of the efforts made by both the Canadian and the American governments to help Chrysler Corporation; he is aware as well of the agreements which are under negotiation between American Motors and a European car manufacturer, and of a certain increase in employment at Ford Canada. However, I cannot speak of a definitive agreement which was allegedly concluded Friday in Washington because I was not a party to those discussions.

[English]

#### APPEAL FOR RESTRICTIONS ON IMPORTS

**Mr. Otto Jelinek (Halton):** Madam Speaker, despite the minister's remarks which did not answer the specific question about the meetings in Washington, the counterpart of the Minister of Industry, Trade and Commerce, Mr. Malcolm Baldrige of the United States, is quoted in Washington as

saying that no agreements or decisions whatsoever were reached as a result of last week's meetings. That was my initial question.

The Minister of Industry, Trade and Commerce said in Washington last week:

We're not talking about joint decisions . . . (with the U.S.)—we're talking about making our own decisions—

This is something for which we have been pushing for so long. As the minister knows, just ten days ago the Canadian Motor Vehicle Manufacturers Association, the Automotive Parts Manufacturers Association, UAW and others appealed for restrictions on imports, especially from Japan, imports which, by the way, increased by a whopping 94 per cent over last year. Could the minister now stop pussyfooting around and tell us in his own words what is his government's decision in this regard, before Canada becomes the North American dumping ground for automotive imports?

[Translation]

**Hon. Charles Lapointe (Minister of State (Small Businesses and Tourism)):** Madam Speaker, I just said at the end of my previous remarks that I was unable to tell the hon. member anything about the outcome or the decisions taken at the meeting in Washington because I was not there myself. I should think that that was the only answer I could give to the first question.

As to the second question, the hon. member knows that a Canadian delegation is now in Japan to discuss the issue of growing exports of Japanese cars to Canada. We are extremely concerned over this problem which grows worse as months go by, but it would be premature to voice an opinion before reading the report we will get from the delegation.

● (1420)

[English]

#### FUTURE OF CANADA-UNITED STATES AUTO PACT

**Mr. Otto Jelinek (Halton):** Madam Speaker, my supplementary question is for the Minister of Finance, since it is obvious that neither the Minister of State nor the Minister of Industry, Trade and Commerce is able to make any decisions whatsoever regarding the auto industry, except to create more discussions. Therefore, since the Prime Minister himself told me last month that the U.S.-Canada auto pact was a high priority issue, I would like to ask the Deputy Prime Minister at what point the government as a whole would consider the state of the auto industry in this country to be critical enough to take the necessary action, much of which has been recommended by members of this party and other interest groups across Canada? It should be kept in mind that a \$3 billion to \$4 billion annual deficit is being experienced by the Canadian auto industry.

**Hon. Allan J. MacEachen (Deputy Prime Minister and Minister of Finance):** Madam Speaker, in reply to the hon. member's question I should tell him that the matter of the automobile industry is considered frequently by the govern-