

Scarborough (Mr. Moreau) from speaking on the number of times he rises.

Mr. Douglas: Nothing but his ignorance.

Mr. Orlikow: Yes; and if a person is ignorant, it is better to keep quiet and then people cannot be sure you are ignorant. The hon. Member asks what is my solution. I do not have to give the solution that I have thought of, because the auto workers of Canada have made representations to the Minister of Labour, the Minister of Industry and to the Secretary of State for External Affairs on a number of occasions, and I want to put on the record what they have proposed. I have before me some of these documents and I should like to read what Mr. Burt says, because I think what he says is very important to the people of Canada and to the auto workers of this country. He says in his report to the Canadian U.A.W. council in March:

Up to this point, to our knowledge, neither the Department of Industry which developed this "free trade" program, nor the Department of Labour which is responsible for the manpower and employment aspects of the program, have made any study whatever of the impact of this program on Canadian workers' jobs and incomes. It is therefore absolutely essential that we are in position to inform Mr. Drury and Mr. MacEachen of what is taking place under this program as soon as that information becomes available so that we can demand that action be taken, and if it is not, then those that speak for us in the House of Commons in Ottawa can demand to know of the Government why the necessary action has not been taken.

They have indicated what they want. He says further, and here I read from a memorandum—and I hope the hon. Member for Essex West does not go away, because perhaps his communication with the auto workers he represents is not too good—from the Canadian United Auto Workers Council to Hon. Allan J. MacEachen, Minister of Labour. If the hon. Member for York-Scarborough wants to know what I am proposing, here are a number of proposals made by the auto workers, which have been ignored completely by the Minister of Industry and the Minister of Labour. I will read them exactly as they were made in the memorandum to the 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 re-training.

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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 workers who wish to retire at their own option rather than remain in the industry if they regard themselves as unable to take advantage of re-training.

There is a very concrete and specific set of proposals. Have any of them been implemented by the Government? Have they even been considered? When Ford announced their coming lay-off of 1,500 to 1,600 workers, the Secretary of State for External Affairs, who many of us think must be at least king of Windsor, did not even know about it; he did not know a thing about it, and he was very put out and called for the companies to come in for meetings. This is precisely what we are talking about; this is precisely what the auto workers have been talking about since this plan was first mooted. Yet the Member for Essex West has the gall to come here and say to the House today, and to his electors, "You don't have to worry. Everything is being looked after". As far as the workers are concerned, I suggest that very little is being looked after.

The auto workers did not get very far with the Government. They suggested a tripartite council which would meet regularly. The Deputy Minister of Labour, Mr. Haythorne, who I think sat in for the Minister of Labour at that meeting, greeted this proposal with a great deal of enthusiasm. Nothing has come of it because, of course, what can the Government do if the auto companies, which are a law unto themselves, simply do not want to co-operate. So no tripartite arrangements have been made.

● (5:10 p.m.)

The auto workers, despairing action by the Government of Canada, wrote letters to the companies, and I should now like to quote from a letter which Mr. Burt, the Canadian director of the auto workers, wrote to Karl E. Scott, head of Ford Motor Company, dated March 26. He said, in part:

At this date I believe that it has become imperative that the senior management of your company