

*Export and Import Permits*

ures relating to other aspects of economic policy. I have just discussed those.

If we want to ensure the development of our economy, we do not need lower taxes for our corporations, nor higher tariffs to protect the inefficient; we need measures to make sure that industry in Canada will have access to our resources at prices lower than those available for the manufacturers of the United States, Japan, France and West Germany, who now purchase great amounts of our natural resources.

Let me give an example of what this means in the automotive industry. At present, a large proportion of bumpers for automobiles on both sides of the Canada-U.S. border depends very substantially on the production of Canadian nickel which comes from northern Ontario. At present, on the Canadian side of the industry we are witnessing many lay-offs because of the cutback in the production of certain automobile models in the United States. If we were to say to Canadian producers, "You can get your nickel at a lower price, establish it in Canada, than American producers can," that would mean that our firms which will compete in Canada with United States firms for contracts will be in a much better competitive position. That, it seems to me, is what can be done in almost every other aspect of Canadian manufacturing. We could give our manufacturers that sort of advantage on the basis of the resources existing in Canada. Let us not give them artificial protection by means of tariffs; let us not protect them artificially by means of lower taxes which bring negative effects for the rest of the population.

Let us give them an advantage that is appropriate in a country rich with natural resources. I gave the foregoing illustration on the basis of what I know from having studied that industry directly. If you provide nickel to Canadian producers at prices lower than you provide it for American producers, the result would be an increase on this side of the border of some thousands of jobs. The stated purpose of the bill is to give the federal government greater control over resource policy and to ensure that maximum economic benefits will accrue to Canada from resource management. Let me conclude my observations on the bill by saying that an over-all two price system such as I have just suggested for natural resources is absolutely essential. The bill, unless supplemented and fortified by such a national policy, would be almost totally useless in meeting its stated objective. It would look fine in print; it would sound splendid when ministers made speeches about it around the country; but, in terms of bringing positive benefits for the people of Canada, it will be entirely without substance.

I want to add one final point. If we establish over-all control over the export of natural resources, if we regulate the amounts of non-renewable resources in particular which can be shipped abroad, we can, at the federal level, control the rate of depletion of our non-renewable resources. We also need that kind of policy in Canada, a policy which has not been brought in because of the commitment made by the present and previous federal governments to create the greatest number of jobs in the shortest time. If we implement the kind of over-all control over natural resources which I am suggesting on behalf of my party, we would ensure for future generations in

[Mr. Broadbent.]

Canada a continuing number of jobs based on important Canadian resources. Further, they will not simply be jobs in our mines and forests; they will also be jobs in our cities and towns, in the manufacturing centres.

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## PROCEEDINGS ON ADJOURNMENT MOTION

[English]

SUBJECT MATTER OF QUESTIONS TO BE DEBATED

**The Acting Speaker (Mr. Laniel):** Order, please; it is five o'clock. It is my duty, pursuant to Standing Order 40, to inform the House that the questions to be raised tonight at the time of adjournment are as follows: The hon. member for Scarborough East (Mr. Stackhouse)—finance—statement of minister concerning level of corporate profits and necessity to pass on cost increases; the hon. member for Selkirk (Mr. Rowland)—publishing—intention of Houghton-Mifflin to expand into Canada—government position; the hon. member for Southwestern Nova (Mr. Haliburton)—post office—proportion of employees working on mechanical sorting devices recruited from within service.

It being five o'clock, the House will now proceed to the consideration of private members business as listed on today's order paper, namely, public bills, private bills, notices of motions.

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## PRIVATE MEMBERS' PUBLIC BILLS

[English]

### FEDERAL TRANSPORT COMMISSION OF INQUIRY ACT

MEASURE TO ESTABLISH COMMISSION

**Mr. J. M. Forrestall (Dartmouth-Halifax East)** moved that Bill C-109, to provide for the constitution of a federal transport commission of inquiry (impartial investigation of transport accidents) be read the second time and referred to the Standing Committee on Transport and Communications.

He said: Mr. Speaker, the bill before the House has been brought forward at my initiative. Similar bills have been brought forward in the three preceding Parliaments. The bill flows from the concern felt not only by myself, but by the transportation industry in general and particularly by the aviation component. It represents an attempt by some of us to bring Canadian legislation and thinking into line with that of the rest of the international community. We are talking about the removal of any possibility of conflict when legislation requires regulatory bodies to conduct investigations arising within the parameters of the very regulations for which those bodies are responsible.