

*Business of the House*

## REFERENCE OF ACT TO STANDING COMMITTEE

Hon. G. J. McIlraith (for Miss LaMarsh) moved:

That the standing committee on privileges and elections be empowered to study the Canada Elections Act and to report to the house such proposals as the committee may deem advisable.

Motion agreed to.

## BUSINESS OF THE HOUSE

Mr. McIlraith: Item No. 84 on today's order paper was not indicated as business for today, but it is a bill we propose to refer to the justice committee. If the house were agreeable, we would go on with second reading now, but I would not press the matter if anyone wishes to debate it.

Mr. Starr: We have not looked at that bill, Mr. Speaker. It is now ten o'clock. We would have been prepared to pass item No. 120, Bill S-55, but since it is ten o'clock I think we have done very well today.

Mr. McIlraith: Tomorrow we propose to continue consideration of the transport bill. After the completion of it, we propose to call item 62 on today's order paper; item 84; item 120; item 124 and item 125. Depending on the time available, I might vary the order of calling any of these measures, but that variation would take place only after discussion with the house leaders of the other parties.

Mr. Starr: If I understand the house leader correctly, if we finish the transport bill, then for the balance of the day we will take these items. However, this does not necessarily mean we will continue taking these items on Thursday?

Mr. McIlraith: No, we would not propose to continue them into Thursday. We would propose for Thursday consideration of item 107, which is the armed forces unification bill.

• (10:00 p.m.)

PROCEEDINGS ON ADJOURNMENT  
MOTION

A motion to adjourn the house under provisional standing order 39A deemed to have been moved.

[Translation]

TRADE—REQUEST FOR TARIFF PROTECTION  
AGAINST SHOE IMPORTS

Mr. Roland Godin (Portneuf): Mr. Speaker, on Monday, January 16 last I asked the hon. [Mr. McIlraith.]

Minister of Trade and Commerce (Mr. Winters) if he was aware of the difficult situation in which the Canadian shoe manufacturers found themselves, due to excessive imports of these products. The minister's answer, appearing on page 11824 of *Hansard*, read as follows:

—this matter has been brought to my attention before and it is under consideration. It is a fact that imports of shoes have increased, but domestic production has substantially increased too.

In making such a statement, the minister proved one of two things: either he was taking advantage of his position to mislead the public, or he did not have enough information.

I chose to believe that the minister was not well informed. That is why, on January 19 last I mentioned to the house the brief which the manufacturers association of that industry had sent every member of parliament.

Allow me, at this point, to quote a few paragraphs of the covering letter.

Dear Sir,

Enclosed herewith please find copy of a brief we have sent the Canadian committee on tariffs and trade to acquaint its members with the serious situation of the shoe industry.

The brief is the fifth we have sent the committee since May 15, 1964 and, as you will note, shoe imports are still increasing at an alarming rate.

And the brief contains a table based on Dominion Bureau of Statistics figures.

In 1951, for instance, we find that Canada, with a population of 14 million people, produced 48 million pair of shoes as compared to imports of 2 million pairs.

In 1956, with 16 million people, our production had increased to 56 million, with imports reaching 6 million.

In 1966, with nearly 20 million people, we produced 66 million pairs of shoes, as compared to imports of 31 million pairs.

In short, Canada's population increased by 42 per cent from 1951 to 1966, while the production of shoes in Canada went up by only 35 per cent and imports soared to 1,048 per cent. That means that 1966 imports represent 47 per cent of the Canadian production, which is more than needed to bring about the closing of several factories.

In fact, the brief precisely contains the list of manufacturers who have disappeared from the commercial scene in Canada since 1963. They number 26, 13 in Ontario and 13 in Quebec. The city of Montreal has lost four