

And, closer to home, the factory value of parts shipments was only \$627 million.

Where do we stand now?

The industry as a whole has benefited substantially, through the immediate expansion of production which followed the Agreement and the movement which has taken place towards the combination of the markets of the two countries. You, the auto-parts manufacturers, have been very much a part of this success.

I have been informed that, of the many representations which were made to Ottawa in opposition to this Agreement, one small group of parts manufacturers was most outspoken. "This trade agreement has caused our doom," the group said. "We cannot compete and we are unquestionably faced with closing-up shop." It is interesting to note that many of these very manufacturers have since greatly expanded their production and have built new factories.

Another success story relates to the manufacture of automotive frames. Prior to 1964, no frames were made in Canada at all. Today there are two manufacturers. Their production represents, annually, a multi-million-dollar activity, and is currently undergoing a major expansion.

The Canadian automotive industry's overall position is reflected in press comments. I quote:

"Vehicle production rises 76 per cent over 1964 to 1.1 million units."

"Average monthly employment has increased by more than 15,000 workers, with a similar increase in related industries."

"Canadian automotive exports have risen from \$99 million in 1964 to \$2.5 billion in 1968 ... an increase of 2,400 per cent."

"Total automotive trade with the U.S. has risen from \$818 million to \$5.3 billion between 1964 and 1968."

And, closer to home:

"Annual factory value of parts shipments rise 71 per cent (from 1964 level of \$627 million) to \$1 billion."

These are impressive achievements, and I do not wish for a moment to minimize them ... however, we must not permit any complacency to creep back into the industry.