

AND THAT IS REAL JOBS WE ARE TALKING ABOUT FOR COALMINERS IN PENNSYLVANIA AND IRON WORKERS IN MICHIGAN.

THIS STEEL GOES INTO CARS, INDUSTRIAL FARM MACHINERY MADE AND USED ON BOTH SIDES OF THE BORDER. ANY DISRUPTION IN OUR STEEL TRADE WILL ONLY HURT BOTH OF US.

YOU WILL APPRECIATE THAT THE MANNER IN WHICH IRRITANTS -- BIG OR SMALL -- ARE HANDLED CAN AND DO AFFECT THE CLIMATE AS WELL AS THE POLITICAL WILL SO VITAL TO A SUCCESSFUL NEGOTIATION. I THINK THE AMERICANS IN THIS AUDIENCE ARE NOT UNFAMILIAR WITH THE FALLOUT IN CANADA OVER SHAKES AND SHINGLES AND SOFTWOOD LUMBER. IF YOU ARE, JUST ASK ANY OF THE CANADIANS HERE TODAY. SUCH ACTIONS HAVE A HEAVY TOLL ON PUBLIC AND POLITICAL CONFIDENCE.

CLEARLY THE TIMETABLE WE ARE WORKING ON IS BEING SET BY THE POLITICAL CALENDARS OF BOTH GOVERNMENTS. THE OUTCOME OF THESE TALKS WILL DEPEND HEAVILY ON THE COMMITMENT OF THE US ADMINISTRATION TO THE NEGOTIATIONS AND THE RESOLVE OF THE ADMINISTRATION TO CARRY A DEAL THROUGH CONGRESS. WE ARE MINDFUL OF LAST APRIL'S "SURPRISE" WHEN FOR A DOZEN DAYS THE US SENATE PONDERED ITS AGREEMENT TO THE ADMINISTRATION'S REQUEST FOR THE FAST-TRACK AUTHORITY .

WE ALSO RECOGNIZE, HOWEVER, THAT A DEAL WHICH DOES NOT CARRY THE BROAD SUPPORT OF AMERICANS, REGARDLESS OF PARTY, STANDS LITTLE CHANCE OF ENDURING SUPPORT IN WASHINGTON. WE WERE ENCOURAGED BY THE WORDS OF SENATORS BENTSEN, CHAFFEE, MATSUNAGA AND BAUCUS WHEN THEY CAME TO OTTAWA LAST DECEMBER. WE HOPE THAT THE ADMINISTRATION IS KEEPING THAT SUPPORT FIRM.