

Ottawa report

By Terry O'Connor, MP

Once bitten twice shy, they say. But apparently not for Allister Gillespie, our Minister of Industry, Trade and Commerce.

Last year at about this time, I came into possession of an advance copy of the annual report of the President of the United States to Congress on the operation of the Canada-U.S. Autopact over the previous year. The report is chock full of data, figures, trends and attitudes from an American viewpoint on this very important trade agreement. It is closely studied by the automotive industry and government agencies involved.

Last year it revealed that for the first year since the signing of the Autopact in 1965 the price differential between cars sold in Canada and the U.S. had reversed its usual narrowing trend and had widened. It also disclosed some other previously unrevealed statistics and trends, e.g. a significant reduction in investment in Canada by the industry. Perhaps most notable was the strong insistence by the U.S. administration that the former Canadian safeguards to production, the guts of the agreement for Canada, were now considered "transitional" only. They are unfair to the U.S. and should be renegotiated, the U.S. administration argued.

Flatfooted  
In any event, I made a speech in the House, revealing the report and these facts. The Minister was caught flat-footed, as he had been saying until then that the price gap was narrowing, and surprisingly, had been privately agreeing that the safeguards could be considered transitional. In the ensuing debate Ed Broadbent (NDP, Oshawa-Whitby), and I urged the Minister to toughen his position on the transitional safeguards question, which he subsequently did.

However, it was a bad scene for the Minister, one he would surely avoid again this year.  
Not so. Last week I again secured an advance copy of this year's report and for about three days it was the only copy in Ottawa. Same revealing material, same questions in the House, and lo and behold, same result. The price differential had widened in 1973, industry investment in Canada is down, and the Americans still want to get rid of the Canadian safeguards. Mr. Gillespie, unaware of the figures, weakly replied in the House, "Mr. Speaker, my information and the advice I have received is contrary to that which the President of the U.S. has received. My information is that the price gap has narrowed."

Boding ill for us  
However, the fun and games of beating him to the punch again was lessened by the realization that the trends and figures bode ill for the industry in Canada. And they do not even reflect the full impact of the energy crisis in the U.S., which has caused declining sales and thus a reduction of imports from Canadian plants.  
At this writing, the year-end trade statistics were not available. Canada's deficit in the automotive industry could well be over \$300 million — the first time in four years we have not shown a surplus or an even balance.

New garbage methods

Funds from the Ministry of the Environment must be channelled into researching new ways of garbage disposal, according to the Ontario Federation of Agriculture.

The farmers' lobby group called for the research funds in its annual brief to the Ontario cabinet. The Federation also asked that freeable loans and tax incentives be given to municipalities researching or building recycling plants.  
The brief points out that each person now produces about five pounds of garbage daily. At the turn of the century, the rate was less than two pounds a day.

The policy paper also notes, "The problem is multiplying and with it the necessity for effective and realistic action. Several cities have been scouting for a countryside garbage dump during recent months."

The Federation placed the responsibility on the provincial government to make sure municipalities dispose of their refuse within their own boundaries.

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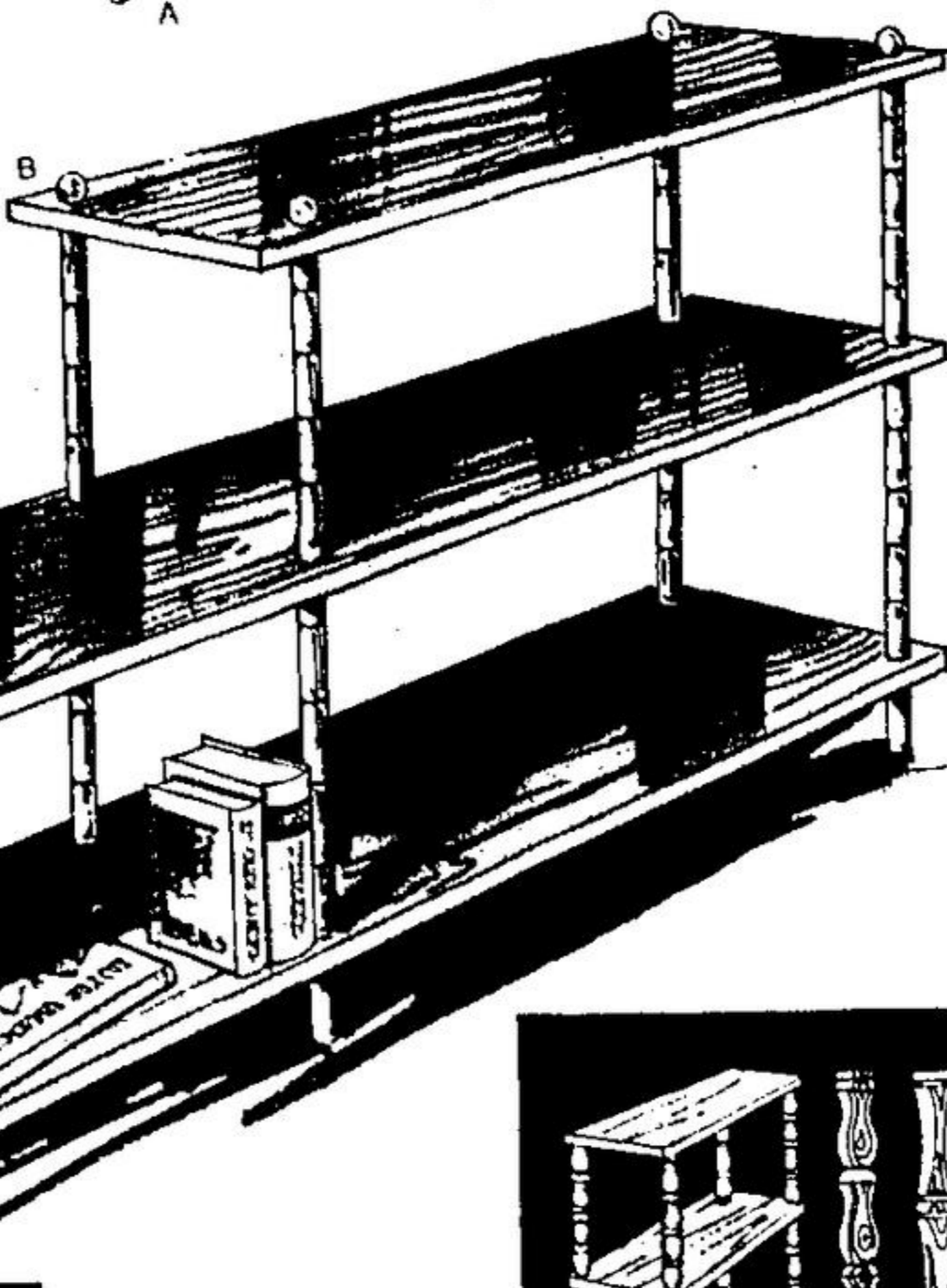
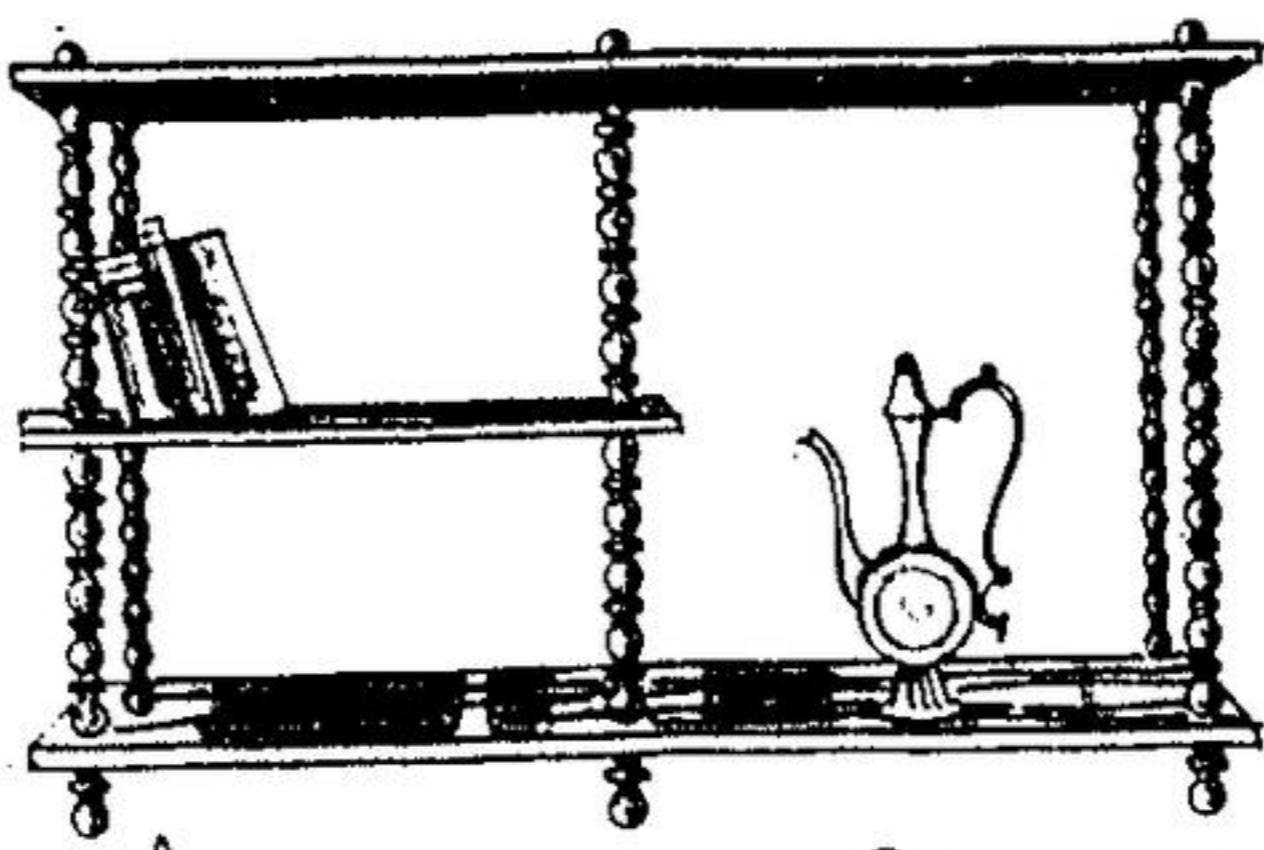
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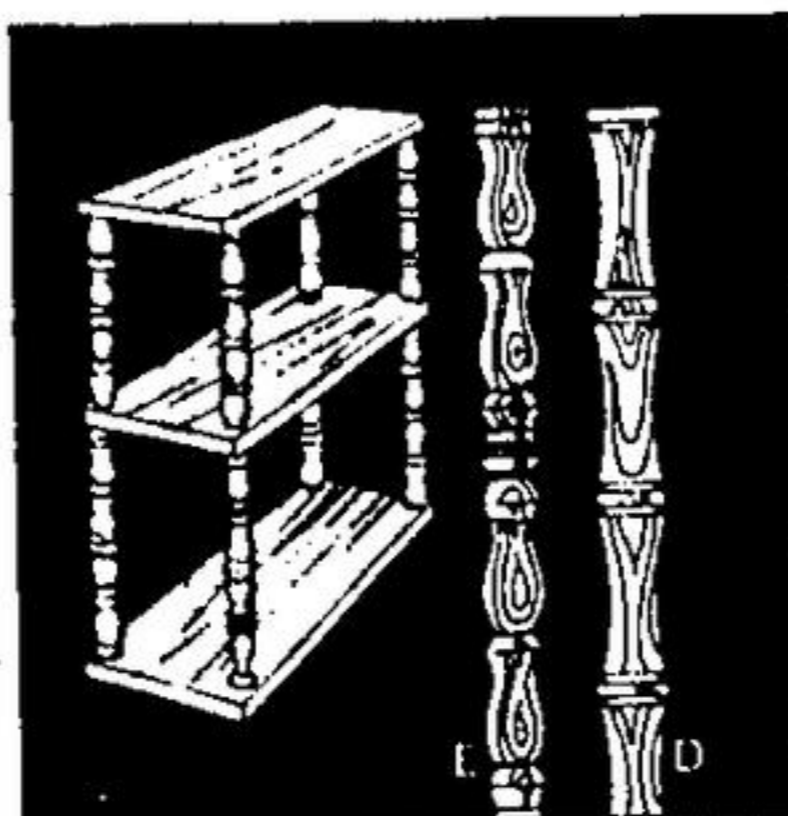
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Stacking stools

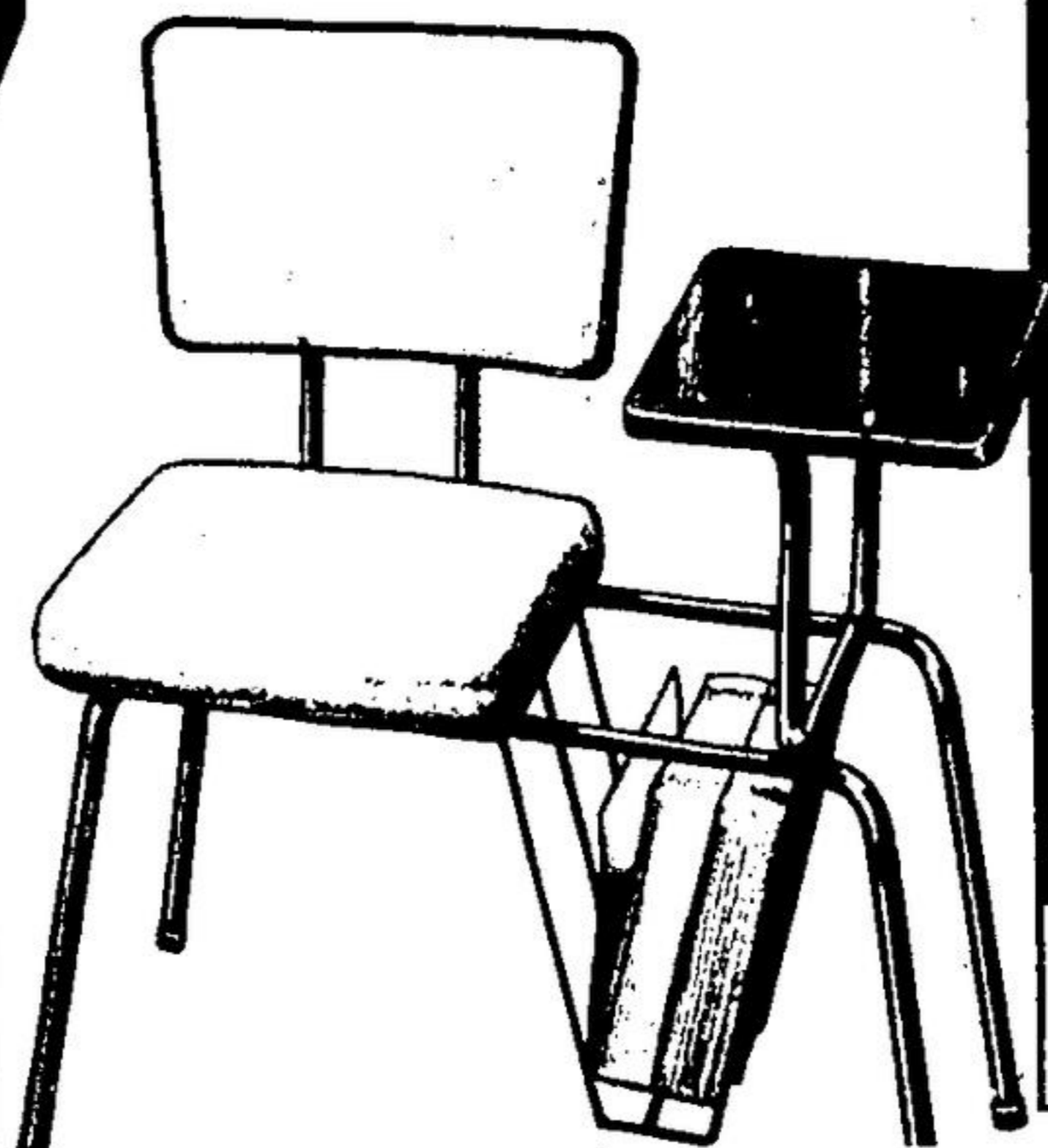
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Fastening shelves to walls:

1. Before you start to erect shelving, discover if the wall surface is (A) plaster or wall board or (B) brick, concrete block or concrete. 2. Remember you can fit shelf standards almost anywhere on Group (B) surfaces, but the position of the studs in Group (A) surfaces will determine the position of the shelf standard. Also, remember that a shelf will bear more weight if the standards are not set right at the shelf ends.
3. Standards must be set on the top of the baseboard. Measure in from the wall corner to the position of the base of the first standard and mark the first hole with a pencil. Next, do the same thing to the top of the standard. Now mark the position of the remaining holes. Measure shelf width and repeat the process. 4. Obtain an electric drill with the correct bit for the wall surface you will be drilling. Also buy wall plugs and screws. 5. Drill holes as marked, insert wall plugs & screw in standards. 6. Position shelving.

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