

Ottawa Report by Sinclair Stevens

# P.M. does about face

Seven hours and fifty-six minutes were left in the House of Commons debating schedule last week before debate was to commence on a motion expressing "a lack of confidence" in the government, due to its incompetent, inconsistent and vacillating energy policy, which is bringing economic loss to Canada and hardship to the consuming public.

At that point, the Prime Minister entered the debate on Bill C-236

which is a measure designed to establish mandatory allocation procedures for petroleum products in case of emergency. It happened to be the last speaker before the Prime Minister. The Prime Minister did not refer to Bill C-236 - he had other concerns. Faced with the possible loss of the House's confidence, he stated, "My immediate task is to place before the House proposals which will set the basis for a new national oil policy."

Once having determined to survive, the Prime Minister put on a good performance. One speech does not make a national oil policy, however. This is especially so when it rebuffs the Prime Minister's own Minister of Energy and other officials.

Many constituents have written to me expressing concern as aerospace workers that the government's in-

The previous evening, N.D.P. energy critic, Tommy Douglas, had spoken in the House to outline his Party's list of musts if the government hoped to have their support. The Prime Minister's office obtained an advance copy of Hansard which they checked out to determine the N.D.P. requirements in full. Then they finished their leader's speech, carefully appearing to cover each N.D.P. request of significance.

Next, Air Canada went to Boeing to purchase 727's instead of increasing its fleet of Douglas DC-9's. Boeing's manufacturing sales in Canada are about 4 per cent of Douglas' volume.

particular, Air Canada are purchasing aircraft from foreign corporations without gaining "offset" agreements that some of the aircraft manufacture will be done in Canada.

A short time ago, Air Canada agreed to buy Lockheed L-1011's in preference to the Douglas DC-10's whose wings are assembled in Malton. There is five times as much Canadian content in a DC-10 as in the Lockheed aircraft.

Last week the government announced it had chosen Boeing and Lockheed rather than Douglas to develop phase 2 - leading to the replacement of our long range patrol aircraft.

Douglas Aircraft is now left with no Canadian business, yet they are exporting almost \$150 million a year in aircraft production. The rival companies have little Canadian production, yet in future, they will gain 100 per cent of our government's direct and indirect business.

An official with Douglas Aircraft told me that his Company "is in an untenable position in Canada." While work has been kept up at Malton, the energy crisis in other countries is bound to put the aerospace industry into a recession," he said. Douglas have no cushion and unfortunately, must depend on all aircraft being sold abroad.

We have not been able to get a satisfactory answer from the government or Air Canada as to why they chose to purchase aircraft with little Canadian content. The House of Commons Standing Committee on Transportation is now sitting with officials from Air Canada and the Department of

Transport. This week we intend to press for an explanation of the government's actions. The workers deserve it and the public are entitled to it.

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The reprint last week from the Aurora Banner was sponsored by the Secondary Teachers of Stouffville District High School and Markham District High School not by the High Schools shown on the Ad last week.



### SATURDAY BUS SERVICE

#### TOWN OF MARKHAM THORNHILL UNIONVILLE MARKHAM AREAS

The Town of Markham commencing Saturday December the 15th 1973 will start a Saturday bus service in the Thornhill - Unionville - Markham areas from 9:00 A.M. to 6:00 P.M. Routes and frequency of service will be the same as the Monday to Friday service

SATURDAY SERVICE  
MARKHAM TRANSIT  
EFFECTIVE DECEMBER 15, 1973

**Route 1 60 - MINUTE SERVICE**  
YONGE ST. AND STEELES AVE. (T.T.C. LOOP) LESLIE ST. AND STEELES AVE.

A.M.	P.M.	P.M.	A.M.	P.M.	P.M.
9:30	12:30	3:30	9:00	12:50	3:00
10:30	1:30	4:30	10:00	1:00	4:00
11:30	2:30	5:30	11:00	2:00	5:00

**Route 2 40 - MINUTE SERVICE**  
STEELES AVE. and BAYVIEW AVE. BAYVIEW AVE. and ROMFIELD CIRCUIT YONGE ST. and ROYAL ORCHARD

A.M.	P.M.	P.M.	A.M.	P.M.	A.M.	P.M.	P.M.	
9:46	12:26	3:26	9:15 (Y)	12:15 (S)	3:15 (Y)	9:25	12:05	2:45
10:26	1:06	3:46	9:35 (S)	12:35 (Y)	3:35 (S)	10:05	12:45	3:25
11:06	1:46	4:26	9:55 (Y)	12:55 (S)	3:55 (Y)	10:45	1:25	4:05
11:46	2:26	5:06	10:15 (S)	1:15 (Y)	4:15 (S)	11:25	2:05	4:45
		5:46	10:35 (Y)	1:35 (S)	4:35 (Y)			5:25
			10:55 (S)	1:55 (Y)	4:55 (S)			
			11:15 (Y)	2:15 (S)	5:15 (Y)			
			11:35 (S)	2:35 (Y)	5:35 (S)			
			11:55 (Y)	2:55 (S)				

Y - TO YONGE ST.  
S - TO STEELES

**ROUTE NO. 3 60 Minute Service**  
BUSES LEAVE HIGHWAY 7 & 48 BUSES LEAVE WOOTEN WAY & PARKWAY

AM	PM	PM	AM	PM	PM
9:05 (W)	12:48 (W)	4:28 (W)	9:09	12:52	4:32
9:17 (F)	1:00 (F)	4:40 (F)	10:22	2:02	5:52
10:18 (W)	1:58 (W)	5:48 (W)	11:32	3:22	
10:30 (F)	2:10 (F)				
11:28 (W)	3:18 (W)				
11:40 (F)	3:30 (F)				

(W) - TO WOOTEN WAY & PARKWAY  
(F) - TO FINCH & KENNEDY

BUSES LEAVE HWY. 7 & KENNEDY RD. BUSES LEAVE FINCH & KENNEDY

AM	PM	PM	AM	PM	PM
9:32 (F)	12:33 (M)	3:45 (F)	9:50	12:20	4:00
10:03 (M)	1:15 (F)	4:13	11:00	1:30	5:20
10:45 (F)	1:43 (M)	4:55 (F)		2:50	
11:13 (M)	2:25 (F)	5:33 (M)			
11:55 (F)	3:03 (M)				

(M) - TO MARKHAM  
(F) - TO FINCH & KENNEDY

BUSES LEAVE HWY. 7 & KENNEDY RD. BUSES LEAVE FINCH & KENNEDY

AM	PM	PM	AM	PM	PM
9:29 (F)	12:36 (M)	3:42 (F)			
10:06 (M)	1:12 (F)	4:16 (M)			
10:42 (F)	1:46 (M)	4:52 (F)			
11:16 (M)	2:22 (F)	5:36 (M)			
11:52 (F)	3:06 (M)				

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