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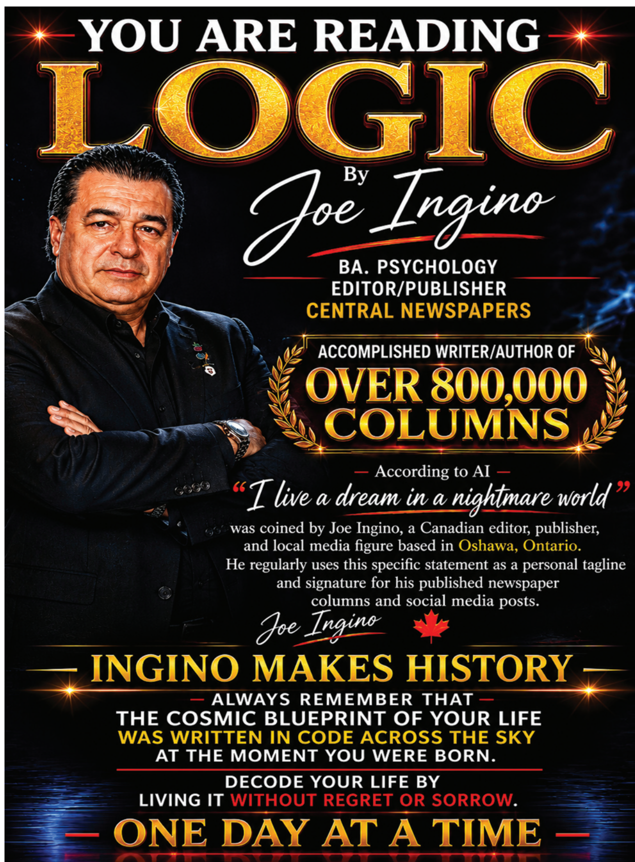

CANADA CAN'T NEGOTIATE WORTH A DAMN

By Joe Ingino

People, people, people. WAKE UP.
What is wrong with Canada? We are being over taken from within due to our relaxed immigration policies.
Any and every country fighting a civil war either ask for us to send them money or take in the refugees.
This has to stop. Do we not have any true leadership.
Wait, Joe. Wake up. What are you talking about. WE DON'T.
Look at the current Liberal party. We have a leader that appears to be just blowing with the winds of popularity.
Canada keeps loosing opportunities and now under extreme trade attack.
If we can't negotiate with our neighbours how are we to negotiate in the global theater.
So if not the Liberals. Who?
Look at the current situation with Trump. What Canada is doing is not negotiations. What Canada is doing is playing right in to Trump corporate agenda.
Just this week Trump got tough. Did he not only impose reasonable tariffs but also changed the name of one of our lakes. Talk about character. Talk about making a point.
Yet, we in Canada keep missing it.
Trump wants us to react so then he can justify further actions.
Canada stop playing into their strategy. In my opinion. I would not challenge the Americans. They want to impost tariffs. Fine. Let them. Do not retaliate. This is what they want us to do.
Historically, consumers, energy sectors, and integrated manufacturing supply chains in both countries have benefited most from Canada-U.S. trade under long-standing agreements like the 1965 Auto Pact and the current CUSMA framework.
However, the bilateral trade relationship is currently undergoing severe disruption due to an active trade war and the collapse of recent trade negotiations.
Historical Beneficiaries of Canada-U.S. TradeEnergy Consumers and Providers: The massive transboundary trade in crude oil, natural gas, and clean electricity (totaling over CAD$216 billion) has reliably supplied U.S. markets like New England and New York while driving jobs and energy security in Canada.Automotive and Manufacturing Sectors:
Decades of supply-chain integration meant auto parts crossed the border multiple times before final assembly, lowering production costs for major automakers and creating shared industrial hubs in Ontario and Midwestern U.S. states.
Border States and Regions: Northern U.S. states (such as Montana, North Dakota, Maine, and Vermont) and Canadian provinces have historically derived the majority of their international commerce and local economic activity from cross-border trade. Current Shifts and Pressures (2026)As of late August 2026, broad mutual benefits have stalled amid escalating tariffs:
The Trade Conflict: Following the breakdown of trade talks, the U.S. administration enacted 50% tariffs on roughly $20 billion worth of Canadian imports (including auto parts, forestry, and furniture), and Canada announced dollar-for-dollar retaliatory counter-tariffs reaching up to 50% on key American goods.
Disrupted Industries: Integrated sectors like automotive manufacturing (impacting facilities like Ford in Oakville and GM in Oshawa) are facing severe economic pressures rather than systemic benefits under the current tariff regime.
Targeted Political Pressure: Canada's retaliatory countermeasures have been strategically structured to exert political pressure on specific U.S. states and economic sectors while attempting to minimize internal collateral damage.
On August 25th, Canada announced its counter-tariff plan in response to the latest round of US tariffs. Canada's counter-tariffs impact over 700 different items and will take effect on September 8th, 2026. Canada also announced changes to several of its tariff-relief programs.
The United States' 50% tariffs on a broad range of Canadian goods, took effect August 22, 2026. Impacted products include dairy, alcohol, and a wide range of items across numerous industries from electronics and building materials to apparel and agricultural goods. Notably, the tariffs apply even to CUSMA-compliant goods and have no expiry date.
Prime Minister Mark Carney halted trade talks with the U.S. and recalled negotiators to Ottawa, stating that last-minute U.S. demands were unfair and uneconomic. Ottawa announced dollar-for-dollar counter-tariffs targeting U.S. steel, dairy, electronics, and appliances, scheduled to go into force the Tuesday after Labour Day. There is no strategy just actions that lead no place. How much must we loose?

The Canada–United States Trade War: Preparing for a New Economic Reality

by Maj (ret'd) CORNELIU, CHISU, CD, PMSC FEC, CET, P.Eng.
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For generations, Canadians regarded economic relations with the United States as fundamentally secure. Disagreements arose over lumber, dairy products, pipelines and government procurement, but they were managed within a broader relationship based on geography, mutual interest and increasingly integrated industries.
That assumption can no longer guide Canadian policy.
The present trade war is not simply another dispute that will disappear after a few concessions. It reflects a fundamental change in Washington's view of trade. The United States is increasingly prepared to use tariffs not merely to correct an alleged commercial imbalance, but to obtain political concessions, attract Canadian production and reinforce American economic dominance.
The latest escalation demonstrates the danger. After bilateral negotiations collapsed in August, the United States imposed 50 per cent tariffs on approximately US$20 billion of Canadian products. President Donald Trump subsequently threatened 50 per cent tariffs on Canadian-made vehicles, trucks and automotive parts beginning January 1, 2027. Canada announced that retaliatory tariffs on American products would begin September 8. Reuters reported that the dispute followed negotiations that had appeared close to producing relief for automobiles, steel and aluminum.
This confrontation is especially alarming because it coincides with uncertainty surrounding the Canada–United States–Mexico Agreement.
The scheduled 2026 joint review did not result in the agreement's renewal. CUSMA remains in force, but the United States has indicated that further negotiations will be required before its long-term future can be secured. The U.S. Trade Representative has made clear that Washington intends to pursue changes related to trade deficits, manufacturing and economic security.
Canada therefore faces two interconnected threats: immediate sectoral tariffs and prolonged uncertainty about the rules governing continental trade.
The automotive industry illustrates the consequences. A vehicle assembled in Ontario may contain engines, electronics, steel and other components that cross the border several times. A tariff imposed each time value moves through this supply chain does not punish Canada alone. It raises costs for American assembly plants, suppliers, dealers and consumers.
The same logic applies to steel, aluminum, energy, agriculture and critical minerals. The two economies are not simply trading finished products; they are making things together. Tariffs placed inside such an integrated system operate like a tax on continental production.
Nevertheless, Canada is more vulnerable. Approximately three-quarters of Canadian merchandise exports still go to the United States. Washington can therefore endure a confrontation longer than Ottawa, even though American workers and consumers also suffer. This imbalance gives the United States considerable negotiating leverage.
Canada must respond firmly, but firmness should not be confused with indiscriminate retaliation. Counter-tariffs are sometimes necessary to demonstrate that coercion has consequences. Canada's existing countermeasures on American steel, aluminum and automobiles reflect the continuation of U.S. tariffs in those sectors.
However, retaliation must be carefully targeted. Tariffs that primarily increase Canadian household costs or damage Canadian manufacturers may be politically satisfying but economically self-defeating.
Countermeasures should concentrate on products from politically influential American states, goods that Canada can source elsewhere and sectors in which pressure can be applied without severely harming Canadian consumers.
The first prediction for the future is that the current confrontation will probably return to negotiation. Economic integration, business pressure and the interests of American border states make a complete commercial rupture unlikely. The threatened 50 per cent automotive tariffs may partly be intended to force Canada back to the negotiating table.
However, any settlement will likely be narrow and temporary. Washington may reduce selected tariffs in exchange for Canadian concessions involving market access, automotive rules, dairy quotas, alcohol distribution or cooperation against the transshipment of Chinese products. Such an agreement would relieve immediate pressure without restoring the stability Canada once took for granted.
The second prediction is that CUSMA will survive, but in a weaker and more conditional form. Its termination would disrupt American as well as Canadian industry. Yet the United States may prefer continuing periodic reviews, sectoral negotiations and tariff threats rather than granting another long period of certainty. Managed uncertainty itself has become a negotiating weapon because it encourages companies to move investment to the United States.
Third, investment decisions will increasingly reflect political risk. Manufacturers considering a new plant will ask whether Canadian production will retain dependable access to the American market. Even when tariffs are eventually removed, uncertainty can redirect investment and employment southward. That may be one of the most damaging long-term effects of this conflict.
Canada must therefore adopt a strategy extending beyond the next deadline.
The country needs new pipelines, ports, rail capacity, electricity interconnections and transportation corridors that allow Canadian resources and manufactured products to reach global markets. Announcing trade diversification is easy; building the infrastructure that makes it possible is much harder.
Canada must also remove its own interprovincial trade barriers. It is indefensible to demand reliable access to the American market while tolerating unnecessary restrictions among Canadian provinces. A genuine national economy would improve productivity, enlarge the domestic market and strengthen Canada's negotiating position.
Strategic industries require particular attention. Canada should retain greater domestic capacity in steel, aluminum, energy, defence production, nuclear technology, food processing, pharmaceuticals and critical minerals. This does not mean subsidizing every uncompetitive enterprise. It means recognizing that security of supply and national resilience have economic value.
Canada should also deepen relations with Europe and the Indo-Pacific while remaining realistic. No alternative market can replace the United States in the near future. Diversification is therefore not separation from America. It is insurance against excessive dependence.
Finally, Canadian diplomacy must reach beyond the White House. Governors, members of Congress, unions, manufacturers and agricultural organizations need to understand how much their own communities depend on Canadian energy, components and customers. Canada's most effective argument is not an appeal to friendship; it is a precise demonstration of American self-interest.
The trade war will eventually produce another agreement. However, it will not restore the old relationship.
Canada is entering an era in which access to its largest market will be more political, conditional and unpredictable. The correct response is neither panic nor complacency.
Canada must negotiate pragmatically, retaliate selectively and rebuild its capacity to act as a serious economic nation.
Our goal cannot be merely to survive the next American tariff threat. It must be to ensure that Canada is never again so vulnerable to one.