

This Bill would permit the Government to borrow a large amount of money in the marketplace. If that is fair, I suggest the Government should look at some of the farm financing that is needed. There are certain priorities and that should be one of them.

Many suggestions have been made in terms of how we can substantially assist farmers with regard to financing. One is the agribond process which would allow farmers to finance at a favoured rate of interest. It would keep farmers in business. Farmers are major users of capital. That is one reason they have become so efficient. Farmers have increased their efficiency over the last number of years and have done so largely with the use of capital. This Bill talks about capital. If this Bill is going to allow the Government to go to the marketplace and borrow large amounts of money, it will put pressure on other sectors of the economy, namely agriculture. These sectors will be in jeopardy in terms of their ability to compete and maintain exports. That is important.

There are many considerations in this Bill, with overshoots and spin-offs as far as other parts of the economy are concerned. I find it difficult to understand why developing methods of financing, concessional financing and other fancy things should be a priority, when we have a major sector of the economy that is in dire need of new innovations as far as financing is concerned. I refer to farm financing.

I see it is fast approaching one o'clock. May I call it one o'clock?

The Acting Speaker (Mr. Corbin): It being one o'clock, I do now leave the chair until two o'clock p.m.

At 1 p.m. the House took recess.

AFTER RECESS

The House resumed at 2 p.m.

STATEMENTS PURSUANT TO S.O. 21

[Translation]

AIR TRANSPORT

AIR CANADA—RESPONSIBILITY TO LINK OTTAWA WITH PROVINCIAL CAPITALS

Mr. Gaston Gourde (Lévis): Madam Speaker, our national carrier, Air Canada, has been neglecting the Quebec City region with respect to its links with Ottawa. Indeed, we now have only one direct flight between the two cities. It leaves Quebec City at 2.15 p.m. and the return flight leaves Ottawa at 4 p.m.—not very appropriate hours for businessmen. And what is more, this direct flight was cancelled last summer, from June to September. They argue that the flight operates at

a loss. Yet, Québec Aviation Ltée has been using a small aircraft for three daily return flights between Quebec City and Gatineau and it is considering using a bigger aircraft. On that route, Québec Aviation Ltée has replaced Quebecair—better known as Air Tricofil in Quebec—which was operating at a loss because that company had lofty visions which prevented it from using smaller aircraft. Air Canada seems to have the same problem as well. Obviously, operating such a direct flight with an aircraft designed to carry over 100 passengers is a challenge to reason. Air Canada's responsibility is to link Canada's capital with other Canadian capitals and large cities. At this time, Air Canada flies directly from Ottawa to Vancouver three times a day, to Winnipeg five times a day, to Montreal eight times a day, to Toronto 14 times a day, but only once a day to Quebec City and only ten months of the year. Travelling time between Ottawa and Quebec City, with one stopover, is four hours and twenty minutes.

Madam Speaker: Order, please. The Hon. Member's time is up.

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[English]

INDUSTRY

WHITE FARM EQUIPMENT LTD.—GOVERNMENT APPROACH TO RECEIVER

Mr. Gordon Taylor (Bow River): Madam Speaker, yesterday the Minister of Industry (Mr. Lumley) justified the non-acceptance of a \$9 billion offer for White Farm Equipment by White U.S.A. by saying that Canadian technology would have to be protected and that a "very important player" was being encouraged to make an offer. Is this player Massey-Ferguson or another such company? If so, and if such a deal were made, it would be a back door method of eliminating White Farm Equipment and betraying the dealers and farmers who handle and own White equipment.

As for protecting Canadian technology, I wonder why the Government is not equally concerned or even more concerned with protecting Canadian farmers and Canadian dealers. Dealers are small businessmen, many of whom will be forced into bankruptcy if White Farm Equipment goes under, leaving more employees without jobs. Canadian farmers are just hanging in there now without having the federal Government nullify their investments in White Farm equipment which range all the way from \$29,000 to \$100,000 or more. Such action would be the last straw for hundreds of farmers who would go into bankruptcy.

If the Government does not withdraw its orders to the receiver not to accept the offer of White U.S.A., and White Farm Equipment Limited does go under, the responsibility will rest squarely on the Government and the Minister. Foreign investment in Canada is good when it helps the people by keeping an important company liquid, enabling farmers, dealers and workers to prosper. Will the Government recognize for