

**Mr. Riis:** As my hon. friend opposite has said, there is no proof. Certainly, all of the allegations certainly point in that direction.

**Mr. Lewis:** All of the allegations point in that direction; what a statement that is.

**Mr. Riis:** Again, we have always wondered what it was that caused the Government to change the rules of the game half way through. Now, I guess, we have found out. We find that it was all part of the deal to privatize Canadair and it required the maintenance contract, which I might add was worth nearly \$1.5 billion over a number of years. This is a pretty attractive piece of icing on the cake that was delivered to Bombardier.

In closing, I wish to say when we talk about privatization, let us all recall that Liberal governments, Progressive Conservative governments, P.Q. governments, Social Credit governments and New Democratic Party governments have all found it appropriate to create Crown corporations at one time or another. The Conservatives created the Canadian Broadcasting Corporation, the Canadian National Railway, Ontario Hydro, Alberta Telephone, Pacific Western Airlines, Manitoba Telephone, B.C. Hydro and B.C. Rail. I could go on and on, Madam Speaker. Nearly 250 of them could be listed where various provincial governments decided that it was appropriate and in the best interest of their region, or of that industry, or of that public utility.

**Mr. Cassidy:** I thought they were opposed to public ownership.

**Mr. Riis:** Most of these were done under the rule of Conservative governments. In closing, let us remember that, while there seems to be a commitment to privatize for the sake of privatization, we have to ask, is this good for Canada? No, it is not. Is it a good deal for Bombardier? Yes, it is. Is it an appropriate step that the Government should be taking? No, it is not.

Also, in conclusion, Madam Speaker, we must recognize that today as a result of Progressive Conservative policies under the Mulroney Government we now have more federal public ownership than ever before in Canadian history.

**The Acting Speaker (Mrs. Champagne):** Questions or comments. The Hon. Member for Mississauga South (Mr. Blenkarn).

**Mr. Blenkarn:** Madam Speaker, I was wondering if the House Leader of the New Democratic Party, and their former finance critic who spoke eloquently in the past about the horrors of this particular Canadair corporation when we were spending well over \$2 billion financing an expensive and ill-conceived aircraft program, could tell me where he gets his valuation of \$400 million. The valuation we have as a going concern to wind up the company was negative \$330 million. We would like to know where the valuation of \$400 million comes from.

**Mr. Riis:** I will respond to that in a moment. I wish to respond, however, by asking the Hon. Member for Mississauga South (Mr. Blenkarn) whether he is aware of the facts that I laid on the table earlier, that under his Government there is now more of our economy in Canada under federal public

ownership than ever before, and if this does not fly in the face of many of the comments that he has made over the years?

**An Hon. Member:** Answer the question.

**Mr. Riis:** It is the time for questions and comments. I am asking a question as well as making a comment. I do not think that there is any rule that says one cannot ask a question of my hon. friend.

To be fair, the Hon. Member for Mississauga South is the Chairman of the Standing Committee on Finance and Economic Affairs. Therefore, he is eligible for questioning. Therefore, under the Standing Orders, he is not a person who is not eligible to receive questions. I will begin with that I also wish to remind the Hon. Member that in my speech I went on at some length about the fact that there was a great deal of mismanagement at the senior levels in Canadair. We are all aware that that was very costly to the taxpayers of Canada. I was a critic at the time, and I continue to be, of what that poor management had cost.

I wish to remind my hon. friend that while at times this Crown corporation has had disastrous management in terms of its decisions, think of Dome Petroleum, think of Maislin, think of Massey-Ferguson, think of hundreds and hundreds of private sector corporations like Northland Bank, Canadian Commercial Bank, and so on, that made decisions that were unbelievably stupid. They made silly, unbusinesslike, unprofessional decisions. When we talk about mismanagement or making imprudent decisions, this is not restricted to the public sector. We can certainly list many more private sector corporations that are equally guilty of having misread the climate of the time, for example, assuming that oil prices would reach certain levels when, in fact, they did not, and made all sorts of misjudgments. If we are going to be spreading some of the blame around in terms of management leadership, let us recognize that it is to be spread around through both private and public sectors.

**An Hon. Member:** You did not answer the question.

**The Acting Speaker (Mrs. Champagne):** The Hon. Member for Mississauga South.

**Mr. Blenkarn:** That is exactly what I was going to do, Madam Speaker, is ask the Hon. Member about the \$400 million valuation that the New Democratic Party has in mind. While we are looking at valuations, may I point out that Burns Fry did a current value of the company for us. They came up with a value of possibly \$70 million. But we were able to negotiate a transaction where the buyer pays \$120 million cash on closing; \$173 million in royalties on further sales of Challenger aircraft; \$150 million if the company does not stay in business for up to 15 years by virtue of certain shares in Bombardier Aerospace; an additional \$3 million in dividends as a result of the proceeds of a lawsuit with Avco Lycoming; and 1 per cent of the royalties under the CF-18 systems engineering contract, which, if the contract is worth \$1.5 billion, that amounts to another \$15 million.