

not the right time to get ideological and indulge in theoretical discussions about a very practical piece of legislation, when it is obvious that delaying passage of the Bill will jeopardize jobs at Canadair in Montreal.

I am not surprised the NDP is taking this attitude, because I am reminded of some comments made here in the House not long ago. In fact, it was on December 8, three days ago. If we look at page 1866 of *Hansard*, we see that a Member of the NDP, the Hon. Member for Regina West (Mr. Benjamin) had the floor. He was talking about the Canadair Bill. I will tell you what the NDP and the Hon. Member for Regina West think of Bombardier. In his speech he described a trip he made to Kenya, in Africa, where he was invited to visit the railways, and I will quote what it says on page 1866. The Hon. Member was referring to the locomotives he was inspecting, which belonged to Kenya, and he said:

There were 15 locomotives there which had been built in Canada. Immediately one feels good about that. However, at that point in time, February of 1982, 12 of those locomotives were on the ground. They had been bought from Bombardier 10 years earlier.

Here we have a Canadian Member of Parliament saying before the House that Canadian products are no good. And after that, we have the same party telling us it is all for Canadair and Bombardier. I will quote the Hon. Member again. I'm not making this up. I'm just reading from *Hansard*:

The main generator—

This is on page 1886 in *Hansard*. Your friend said this.

The main generator of each locomotive, made by Canadian General Electric, did not work.

Another slap in the face of another Canadian company: Canadian General Electric.

All the welding around the fuel tank, which is also the walkway around the locomotive, had cracked . . . The Bogies were made by Algoma Steel.

So we have another company being plagued by negative publicity; the bogies were cracked. Finally, the Hon. Member for Regina West was interrupted by the Hon. Member for Ottawa—Carleton (Mr. Turner) who asked from his seat:

Whose fault was that?

The Hon. Member for Regina West answered:

Bombardier was the manufacturer of the locomotives.

This is the kind of friendship extended by the New Democratic Party to the workers of Quebec. Such is the support given Bombardier by the New Democratic Party because according to the speeches they make they are supposed to be in favour of the deal. Bombardier is a good Quebec company which should be encouraged. We are pleased to see that it has bought Canadair. Well, I say they are wet—whited sepulchres. You see, Mr. Speaker, the slip of the tongue I make when I realize the hypocrisy of the Members of that political party to whom I am saying: If you keep operating like that—

[*English*]

Mr. Orlikow: What's wrong, are you worried about the 32 per cent support we have? That's your problem.

Canadair Limited Divestiture Act

Mr. Guilbault (Saint-Jacques): No, I am not worried about that because this morning's Gallup poll shows that you have regressed by four points, my friend. That is today's information. Fighting Bombardier, delaying this Bill, jeopardizing jobs in Montreal, and my friends in the New Democratic Party will not reap many votes in Quebec in the next election.

● (1250)

Mr. Orlikow: That is the only reason you are spending your time.

Mr. Guilbault (Saint-Jacques): The reason I am talking about the locomotive speech of my friend, the Hon. Member for Regina West (Mr. Benjamin), is that Bombardier at this time is bidding on a large, 300 locomotive contract in India. Does anybody think that a speech like this will help Bombardier sell its locomotives to India? The NDP, by delaying this Bill and also by speaking in very bad terms about the competence of Bombardier in the area of locomotive building will put a large contract in jeopardy. The NDP should be ashamed of doing this.

If the New Democratic Party has reasons to oppose privatization in general, I can live with that. It should have its say. But this no time to drag out the debate. It could jeopardize an important deal concerning aircraft that Canadair is negotiating with a foreign country which is supposed to come to a conclusion by mid-January. At that time, if the ownership of the company is in a state of flux, the deal will not occur. This deal is very important and involves a new line of product. It will not get off the ground unless it has the starter contract.

I am pleading with all Members of this House to pass this Bill quickly. On this side of the House, we would agree to go into Committee of the Whole and pass it today. This morning I spoke to the union people who work at Canadair. They have sent a brief here to make their point. They do not consider it important to come in person. They feel that what is more important is to pass this Bill now. That is what I am asking all Members of the House to do. I am going back to my friends in the New Democratic Party and pleading with them to pass this Bill today in Committee of the Whole. If we do that, I would ask the Government to bring the Minister here so that all questions could be asked of the Minister. With this condition, I would be agreeable to pass the Bill quickly and not make an ideological fight out of it.

[*Translation*]

Mr. Speaker, I urge all Members of this House to pass Bill C-23 concerning Canadair as expeditiously as possible. I would be ready to refer it to the Committee of the Whole if the Government was kind enough to bring in the Minister of State (Privatization) so that we could ask her some questions concerning on the one hand, the management of Bombardier and, on the other hand, questions raised by the union employees at Canadair.

Mr. Speaker, I plead with my NDP friend not to jeopardize the major deals which are about to be concluded, as well as the