

terrible social problem. We are doing that. We are living up to our responsibility.

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[Translation]

CROWN CORPORATIONS

Mr. Jim Peterson (Willowdale): Mr. Speaker, how can the Prime Minister reconcile Canada's national interest and the sale of our key Crown corporations to foreign competitors?

Right Hon. Brian Mulroney (Prime Minister): What key corporations, Mr. Speaker? For if the hon. member is asking me whether there is something incompatible between the sale of some Crown corporations and the national excellence of Canada, quite the contrary is true. For too long now the federal government has endorsed intervention into the private sector on the part of the central government and its public servants who have not always had the experience required to run some of these companies which normally should operate in the private sector.

[English]

Mr. Jim Peterson (Willowdale): Mr. Speaker, yesterday de Havilland announced 110 more lay-offs at its plant in Downsview. These lay-offs are just part of the downsizing of de Havilland to make it more attractive so that the Italian and French governments can buy it off.

Will the Prime Minister step in a block this sale of de Havilland to its major international competitors, or is the Prime Minister still insisting on going down in history as the architect of Canada's deindustrialization.

This government's policies are so bankrupt that that bankruptcy is matched only by Canada's record bankruptcies today.

Hon. Tom Hockin (Minister of State (Small Businesses and Tourism)): Mr. Speaker, that particular firm announced a productivity strategy in 1989 which stated that there would be some downsizing. The whole market for aircraft around the world has levelled off and has declined. They cannot be immune from that plus, these cutbacks were in the productivity plan tabled over two and a half years ago.

Oral Questions

TRANSPORTATION

Mr. Iain Angus (Thunder Bay—Atikokan): Mr. Speaker, my question is for the Minister of Transport.

A series of Conservative ministers of transport have presided over the destruction of our national transportation infrastructure, VIA Rail and trucking in particular. Now this Minister of Transport wants to add the marine sector to the list of transportation modes disabled by the government.

Will the Minister of Transport listen to the warning voices from the marine industry and cancel the government's cost recovery program?

Hon. Doug Lewis (Minister of Transport): Mr. Speaker, under the previous ministers of transport of this government, there has been a great increase in the amount of service to the Canadian public. The trucking industry has had some difficulties, but we are working on that.

The airlines have increased service, and my friend well knows that particular fact.

The question of cost recovery has come up. I put out a discussion paper and allowed three months for input. I was asked to extend that deadline and I did so, from November 1 to the end of January. There were several submissions to my officials. We are looking at them and reviewing them and trying to come up with a solution which is reasonable for both the airline industry and the marine industry.

Mr. Iain Angus (Thunder Bay—Atikokan): Mr. Speaker, I am sure the people of Brandon who lost all air service because of deregulation would be pleased to listen to the minister's remarks on the great things that deregulation has brought us.

In *The Montreal Gazette* this morning, the Canadian Exporters Association is quoted as saying:

The higher charges will unreasonably discourage Canadian exports and encourage the expanded use of U.S. sea and air ports by Canadian shippers.

They said that in a letter to the department.

Given the fact that we have already had a number of ships reflagged to foreign countries, a number of ships carved up for scrap, because there is not enough work on the Seaway or on the Pacific coast, will the minister not recognize that at very least in the marine industry, we