

long-term \$1.2 billion debt. They paid \$120 million for the company.

The Hon. Member for Mississauga South (Mr. Blenkarn) told us to look at the Peat Marwick figures, and it is minus \$330 million, but that is based on the liquidation value of the company, if we are forced to liquidate it, with all of the future costs we have to assume. So the Hon. Member is right and he is wrong. He is right in the sense that those are the Peat Marwick figures, but he is wrong in the sense of the real value of the company. We need only to look at its annual reports. In fact, the technological value of the company alone is worth something in the order of \$300 million.

We are throwing these figures back and forth across the House and we should not mislead each other. It is common sense that if one puts as much money as the Canadian Government has into technology, it is worth something. The company does have defence and aircraft technology. It has the Challenger jet technology. If I were the executive of Canadair years ago I would not have developed the Challenger jet. It was expensive and who needed to get into the market for wide-bodied executive jets. However, there was a lot of investment made and we should not just throw it away.

To review then, Bombardier is paying \$120 million, less than what we say is the \$300 million technological value of the company. It is receiving \$50 million in federal grants in January with \$30 million to come, unspecified export financing, a \$1.7 billion defence contract, no financial obligation related to Canadair's debt or outstanding liabilities, plus profits of \$20 million in 1985 and \$2.8 million in the first quarter of 1986. That is not bad for what it is paying for the company.

We stick by the argument we made this morning, that this in fact is a distress sale or *un cadeau* as it was called by the Hon. Member for Winnipeg North (Mr. Keeper), or a fire sale as another Hon. Member said.

I will continue my speech after lunch by talking about the philosophical problems with the Government's policy of privatization.

[Translation]

**The Acting Speaker (Mrs. Champagne):** Order, please. It being one o'clock, I do now leave the chair until two o'clock day.

At 1 p.m. the House took recess.

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#### AFTER RECESS

The House resumed at 2 p.m.

S.O. 21

### STATEMENTS PURSUANT TO S.O. 21

[English]

#### SOCIAL AFFAIRS

##### FOOD BANKS—YORK WEST YOUNG LIBERALS' CHRISTMAS FOOD DRIVE

**Mr. Sergio Marchi (York West):** Mr. Speaker, the arrival of the Christmas season traditionally enhances the warm feeling of giving and sharing within our respective communities across the country. In keeping with this holiday spirit the York West Young Liberals Club has launched its Christmas Food Drive 1986, a worthy project aimed at helping those less fortunate.

The increased number of food banks across our country is a disturbing reality of our times. All too many are forced to line up for their daily meals and rely on the generosity of their fellow Canadians. The gravity of this situation is further aggravated by the shortage of available foods. However, the people behind the food banks and welcome missions in Metropolitan Toronto are a reminder that our city is not an exception to caring for the plight of others.

Toward this end I ask and encourage fellow citizens of York West to contribute to the Christmas Food Drive 1986 and to donate what they can. In helping the needy, non-perishable goods can be given to the York West Young Liberals Club through my constituency office located at 2397 Finch Avenue West, or by calling my Toronto office at 743-3153.

The less fortunate members of our community do need help. I encourage and thank those who are willing to support and come to the assistance of those Canadians less fortunate than they are during this Christmas season.

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#### SOVEREIGNTY

##### POLAR VOYAGE OF UNITED STATES SUBMARINES

**Mr. Dave Nickerson (Western Arctic):** Mr. Speaker, the reluctance of the Government of Canada to give straight answers regarding the May voyage of three United States nuclear submarines to the North Pole is leading to a suspicion on the part of Canadians that their Government was unaware of these manoeuvres and is now trying to save face.

There is no security reason why the following questions cannot be answered. Did the submarines travel through Canadian waters? Did the United States advise Canada in advance of the manoeuvres and did it seek our permission? Is there an agreement with the United States concerning navigation by its warships in our territorial waters? Is Canada capable of detecting the presence of foreign submarines under our ice-covered waters?