

*Air Canada*

of Air Canada, therefore, is a step towards the take over and amalgamation in the more or less distant future in one huge air transport company, and I say this is both dangerous and bad.

To conclude, Madam Speaker, I will ask this to the Hon. Member who would like everybody to believe that he is pleased to hear us, the very same Member who has just moved *that the question be put* meaning that he would like this debate to be over as soon as possible: Is he not aware that by moving this motion, he will deny all Hon. Members the right to move amendments to this bill? Which means that on second reading, after the Hon. Member for Georgetown rises to speak, no other Hon. Member will be allowed to move an amendment to this Bill. That is outright hypocrisy on his part!

● (1340)

[English]

**Mr. Iain Angus (Thunder Bay—Atikokan):** Madam Speaker, this is certainly turning into an interesting debate. It is a little lively today. My friend from Brampton—Georgetown was beginning to look the colour of what he was describing the New Democratic caucus as being, he was getting so excited about the whole procedure.

First, I would like to comment on the motion that is before us. It is: "That the question be now put". We are roughly into six or seven hours of debate on Bill C-129, and I am only guessing with respect to the time. This is a fairly major piece of legislation. It is part of a trilogy that the Conservative Government has entered into since it came into office in September, 1984, that is, privatization, deregulation, and the trade agreement with the United States.

When we talk about changing the structure, the ownership of an air transportation company that the people of Canada have owned for over 50 years through the House and the Cabinet that have reflected the political make-up of the country, it is a fundamental debate. It is not one about which games should be played. It is not one in which the Government should, as it tried to do the other day, force extended hours so that we would sit well into the evening to disrupt the normal pattern of committee work and responsibilities of Members when they are here in Ottawa.

Today, it chose to put in place a procedure which basically means—and this is for those people who are watching—that the Opposition cannot move any amendments. The next decision that will have to be made will be on "that the question be now put". Of course the Government with its majority, should it decide to vote in favour, would see that happen and then we would have the vote on second reading of Bill C-129.

I just want to point out that we are seeing a Government that is becoming very frustrated, very antsy. It has a number of pieces of legislation on the table.

**Mr. Fennell:** We have lots of time.

**Mr. McDermid:** All the time in the world.

**Mr. Angus:** My colleague across the way says that we have "all the time in the world". Perhaps he would like to withdraw the motion that restricts us in terms of any amendments that we wish to make, not that we had planned that, Madam Speaker. We will get the legislation into committee—

**Mr. McDermid:** That is where the amendments should be made.

**Mr. Angus:** Of course the amendments that have been made did not deal with the specific wording of the Bill. The first amendment moved by one of my colleagues was to take the principle of the Bill and send it off to the Standing Committee on Transport, a committee of which I am a member, to study the whole concept of the privatization of Air Canada. The Government did not want that to happen, so it voted it down.

The second amendment was to delay further work on the Bill for six months, a period of time that is normally suggested by Members in this House. I am sure that government Members when they sat in opposition, did the very same thing. It gives the public time to absorb the ramifications of a Bill. It gives members of the public time to prepare briefs and to decide whether or not they agree with it so that when it enters the legislative committee they will be ready. Instead, we have a Government which once again has lost control of its own agenda and is trying to ram things through.

Let me turn to the substance of the Bill. At second reading we are here to talk about the principle of whether or not Air Canada should, initially, partially be sold to the public and then later, at the Government's whim, totally sold. I remind Members of the House that every Canadian man, woman, and child already owns a part of Air Canada, just like they own the CNR. In some provinces they own the telephone company or the hydroelectric company. In some communities such as mine the taxpayers own the telephone company and the hydroelectric distribution company.

Canada has had a history of this type of involvement in the running of our affairs and the provision of services, particularly in the field of transportation. When one looks back at the decisions made many decades ago about what this country was to look like, we see that at that time we had a Government which saw a danger in allowing an intrusion of rail lines from the south. It saw a future for our country disappearing from our grasp, so it arranged to have built a rail line to connect east to west.

Not too many decades ago a number of small railways were in financial difficulty. The Government pulled them together as the Canadian National Railway, totally owned by the taxpayers of Canada.

● (1350)

Over 50 years ago as air transportation developed and was seen as the tool of the future, the Government of Canada, with the support of the people of Canada, became involved in the airline business. It was not the private sector. It was not a