

Financial Administration Act

be hoisted for six months, that Parliament investigate the whole question of the control of Crown corporations. Then Parliament will be able to determine whether this legislation, or some other legislation, is more appropriate for the control and management of Canada's investments.

Mr. Bill Domm (Peterborough): Mr. Speaker, I am very pleased to speak on Bill C-24 and our suggested amendment to hoist it for six months.

I feel the purpose of this legislation, namely, an Act to amend the Financial Administration Act in relation to Crown corporations and to amend other Acts in consequence thereof, does not address the main problems we have today. I believe that was made very evident by some of the statements we have heard already this afternoon, particularly those made by the Hon. Member for Winnipeg-Birds Hill (Mr. Blaikie). I was somewhat amused, Mr. Speaker, when he said—and I am quoting as precisely as I can remember—“When a Crown corporation does something, we criticize it in the NDP Party”. I would like to suggest that the number of criticisms which that Party has brought forward with respect to Crown corporations would not fill the back of a postage stamp.

It is as a result of Crown corporations that most of the citizens in Canada today are somewhat upset. One does not have to look very far among the 400 or 500 Crown corporations which exist today to find horrendous nightmare stories of bad management, waste and taxpayers' dollars going to programs which cannot be cost justified. The most alarming of all the things we have talked about here today is the fact that Crown corporations are not accountable. We have no way of scrutinizing many of the actions which take place.

● (1600)

We are trying to save aircraft industries in Canada today because we need the jobs. We need the jobs at de Havilland and Canadair. We are negotiating through a Crown corporation for cutbacks in union employee benefits and salaries in order that those factories can be sustained. In the past fiscal year the management of those Crown corporations received bonuses of some \$155,000. In the private sector one would not think of paying a bonus to corporate directors who have successfully ended up in the red. To get a bonus in the private sector you must end up in the black. However, that is not true with Crown corporations such as de Havilland.

We have put some \$700 million into de Havilland in order to assure the jobs of some 2,900 employees, plus another 10,000 employees in other spin-off industries. Yet we cannot get money from the Government of Canada at 7 per cent interest in order to sell the aircraft that we have invested \$700 million to produce. What is the economy in that kind of program by any Crown corporation? There is not any sense at all in building aircraft and then neglecting to make the marketing facilities available in order to be able to sell them. If we cannot sell Dash-8s to Canadian companies, how do we expect to sell Dash-8s abroad?

A company from Ireland has come into Canada to sell 36-seat aircraft the same size as the Dash-8. The Dash-8 is a better aircraft but it is the same size. The one from Ireland flies more economically from point A to point B. It is offered to any Canadian aircraft industry that wants to buy it at some \$2 million less per aircraft.

The Minister responsible for CDIC said in the House of Commons that we are selling domestic aircraft in Canada and that comes under GATT. That is not the case. It has no bearing at all on the interest of getting these aircraft into the market. We can sell Canadian-built aircraft to any Canadian aircraft purchaser without fear of GATT. As late as today in the House of Commons the Prime Minister (Mr. Trudeau) confirmed that the information was false and that GATT does not affect domestic sales. The Minister says one thing in the House about the Crown corporation he is responsible for. Senator Austin from the other place appeared on *Canada AM* last week and said that we must find some form of interest assistance. He talked in terms of 2 per cent. I am not sure whether he was talking about 2 per cent over prime. If he was, we will never sell the aircraft because 2 per cent over prime today is prohibitive. However, he was talking about an interest assistance program.

That is one of the disadvantages of having Ministers in the other place. We have Ministers in the House responsible for Crown corporations and we have Ministers responsible for certain forms of social development in the other place. We have to listen to *Canada AM* and *The Journal* to find out what is going on there. By and large Crown corporations have not been that responsible. People are very concerned about the money which is being dumped into these Crown corporations.

I will take a moment to discuss another situation which is a major concern in all of Canada. We like to think that we have a window on the oil industry and that we, as Canadian people, own Petro-Canada. It is discouraging to read in the newspaper about how Petro-Canada joins forces with the other seven sisters in the oil industry to enter into long-term, 15-year reciprocal trade agreements, thereby hauling from each other at the refinery gates. Gulf, Shell, Imperial Oil, Suncor or Petro-Canada, both of the latter the people's oil companies, are hauling from each other at the refinery gates. If that is not controlling the product at the source, if that is not allowing, as has been pointed out before the combines investigation committee, these oil companies, one of which is our own Petro-Canada, to control the price at the refinery gates, I do not know what is. Then Petro-Canada tells its dealers that it is going to own their inventory under the ground. It tells them it will pay them a commission when they pump the product through the nozzle into the car. That enables them to set the retail price as well.

Why is gasoline selling east of Peterborough today for 33 cents a litre when you pay 48 cents a litre for regular gasoline in Ottawa, and in some cases more? Why is it possible to haul large tank wagon loads of petroleum products out of the same refinery gates and dump them at varying prices as you drive down the highway? From my 15 years' experience in the oil