

[English]

EMPLOYMENT EQUITY**WAGE GAP BETWEEN UNIONIZED AND NON-UNIONIZED WOMEN WORKERS**

Ms. Marion Dewar (Hamilton Mountain): Mr. Speaker, to no one's real surprise we learned last week that the Government's ineffective pay equity measures have done nothing to eliminate wage discrimination in the Public Service. The wage gap between men and women persists and even grows wider as women continue to be denied entry into high level public service jobs. From their first entry into the paid labour force, women have had to struggle against this kind of discrimination.

Today I would like to comment on another wage gap, one equally detrimental to the aspirations and achievements of women in the labour force. I refer to the gap between the salaries of unionized women and non-unionized women. Statistics Canada data reveal that women who work under a collective agreement earn substantially more than their sisters without a contract. In the teaching profession, for example, unionized women earned \$15.57 an hour while their non-unionized sisters earned \$9.73 per hour. Not only must women face the barrier of wage inequities with their male colleagues but they must also face the obstacle of opposition to union certification.

The lesson is clear. The union keeps Canadian women strong.

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[Translation]

FREE TRADE**SOCIALIST PROSPECT AND THE REALITY**

Mr. Gabriel Fontaine (Lévis): Mr. Speaker, a survey of 300 major Canadian companies carried out by the Department of Regional Industrial Expansion last week shows that those companies expect to increase their investments by 27 per cent this year. Those plans are due to the fact that Canadian businesses are preparing for free trade, which comes into effect January 1, 1989.

When the liberal-socialist coalition says that free trade will demolish Canada, it displays its colossal ignorance of what is really happening in Canada's vigorous economy.

Peter Cook, in today's *Globe and Mail*, states that what is happening is the exact opposite of what the socialists predicted.

Just as free trade was the catalyst for Europe's economic development in the 60's, free trade will act as a catalyst for Canadian and American businesses in the 1980-1990's.

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Read Peter Cook's column today and appreciate his conclusion. He feels free trade is the best thing that could happen to Canada.

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[English]

AGRICULTURE**SASKATCHEWAN STORAGE AND IRRIGATION PROJECTS—
PLANNED TRANSFER OF CONTROL**

Mr. Vic Althouse (Humboldt—Lake Centre): Mr. Speaker, Agriculture Canada plans to transfer 35 storage and irrigation projects in southwestern Saskatchewan from the control of the Prairie Farm Rehabilitation Administration to the Saskatchewan Water Corporation.

The corporation is primarily concerned with municipal, urban and recreational use of water and only dabbles in agricultural water usage with its few mega irrigation projects.

PFRA patrons are concerned that these transfers will hurt farmers. The cattleman who was denied Sask Water Corporation's permission to water his thirsty cattle because boaters on the Duncairn Dam didn't like it will need strong reassurances from Agriculture Canada that his traditional use is guaranteed. Furthermore, there is fear that these planned transfers are part of a larger plan to privatize all of PFRA's projects.

The ghost of the Nielsen Report which recommended selling off PFRA pastures and dams still haunts prairie farmers.

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AIR CANADA**CHOICE OF REPLACEMENT AIRCRAFT FOR PRESENT 727 FLEET**

Mr. John Oostrom (Willowdale): Mr. Speaker, Air Canada will soon announce the replacement for its Boeing 727 fleet. There are strong indications that the Airbus A320 will be Air Canada's choice.

The A320 is made in Europe and its development and construction was heavily subsidized by the European Governments whereas the the North American aircraft industry does not receive government subsidies. I believe that the selection of the replacement aircraft must take into account the Canadian aircraft industry and its workers. Presently all major North American aircraft manufacturers have plants operating in Canada.

Boeing, which recently bought de Havilland, for example, has been instrumental in strengthening Canada's aircraft manufacturing base through increased sales and employment. Since the bids from the North American competitors and the Airbus are similar, the deciding factor then must be the benefits to Canada's aircraft workers and manufacturers who