since last fall. The Government talked about consultation and co-operation with the people, yet it has not consulted or co-operated with its 22,000 employees who work for Air Canada.

We are told by the Minister that the reason for this privatization is that, like most airlines, Air Canada's airplanes are reaching the end of their service and must be replaced. It will have to spend large sums of money to purchase new, modern and more efficient airplanes. We do not question that. But where is the evidence that Air Canada as a Crown corporation cannot get the money it needs, as do other companies, to replace equipment?

If there are any questions about the ability of Crown corporations to borrow the money they need, one need only look at the provinces, virtually all of which have publicly owned utility companies. Every one of them has gone or will go to the market to borrow billions of dollars. There have been major expansions in Quebec, as well as new hydro-electric dams and power stations in Manitoba and British Columbia. There are major expansions of nuclear power plants in Ontario. All of these systems are publicly owned and none are having difficulty in going to the market to borrow the money they need for that expansion. In fact, they are having less difficulty than private companies because they are backed by the financial ability of the people of those provinces.

There is no question in my mind that Air Canada, as the publicly owned corporation it has been for the last 50 years, could continue to borrow the money it needs without this kind of privatization.

The Government is not taking this step because Air Canada cannot get the money but because it really does not believe in public ownership. It sincerely believes that the private sector can do anything better than the public sector.

We have other reservations about this policy. The Minister stated: "On completion of this initial offering, the Government's holding will be reduced to no less than 55 per cent of the shares of Air Canada". We have every right to be suspicious about that statement. The initial offering will be 45 per cent for the minority. Since the Government does not believe in public ownership and has no real commitment to it, what is to prevent it from presenting another offering in the future so that the Government's share of ownership will be 45 per cent or 35 per cent? That is just one of our main concerns.

The price for the shares that will be sold soon after a Bill passes Parliament will be low. It will be low because the Government is proposing the sale of a minority share, with no takeover possibility in the near future. We have some very canny and shrewd investors in Canada, and sometimes we worry about the ethics of some of them. I believe some of these large investors will be quite willing to buy minority shares at a low price because they believe, justifiably so, that in the not too distant future more shares will be put on the market. At that time they could take control of the company and the value of the shares would rise sharply.

Let me remind the House that among the big winners in the sale of shares are the brokers. We know that in the takeover battle Mr. Campeau carried on in the United States recently the brokers and people involved in the buying and selling of shares made hundreds of millions of dollars for their involvement. This sale will bring in about $300 million, if that is what 45 per cent of the shares will bring in. They will get 45 per cent of a company which probably has assets worth $5 billion. This proposal comes from a Government which prides itself on being a sound business operator.

Let me deal with one more point which is very important to me and the people of Winnipeg. It concerns the Government's promise that the work done at the maintenance facility in Winnipeg will continue. I think the people of Winnipeg, for very good reasons, will be very upset, skeptical and suspicious. The Hon. Member for Selkirk-Interlake (Mr. Holtmann) shakes his head. I was here when the former Government permitted Air Canada, or as it then was called, Trans-Canada Air Lines, to move its head office and most of its facilities from Winnipeg, where they were first established, to Montreal, step by step. What do we have now? What we have is a promise that the present maintenance work will continue to be done in Winnipeg. But the present work is being done on DC-type aircraft. What happens when the DC-type aircraft are gone? What happens if Air Canada buys airbus aircraft?

• (1230)

Mr. Holtmann: It's a big hangar.

Mr. Orlikow: And we have seen lots of empty hangars in Winnipeg. We have seen the workforce in Winnipeg go from thousands to hundreds under a Liberal Government. The people of Manitoba are afraid that this is just one more step in the dissemination of the air industry in Manitoba which was so important for so many years, for generations. We are going to oppose this Bill in every way we can, both in Parliament and outside.

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[*Translation*]

LABOUR, EMPLOYMENT AND IMMIGRATION

PRESENTATION OF SECOND REPORT OF STANDING COMMITTEE

Mr. Claude Lanthier (LaSalle): Mr. Speaker, I have the honour of tabling, in both official languages, the Second Report of the Standing Committee on Labour, Employment and Immigration, concerning A Review of the Canadian Jobs Strategy.

[*Editor's Note: For above report, see today's Votes and Proceedings*].

Mr. Lanthier: Madam Speaker, there is a particular point I think should be raised right now. I just heard that a press conference on this report has just ended. The press conference,