

Air Canada

possible for foreigners, probably Americans, to take over through this minority participation full control of the company. The reality is that this airline of which we were all very proud will eventually become partly the property of foreigners and will probably fall within the next few years in the hands of the major conglomerates which will control the air transport industry in Canada.

Because the situation we are living now is a small scale replica of what is happening in the United States. Ever since the deregulation of the airline industry, we have witnessed an undue concentration of the airline industry in the United States at the expense of workers, at the expense of the services in less profitable areas and, especially to the benefit of a few tycoons who are about to take complete control over the air transport industry in the United States. I can foretell that the deregulation in Canada will bring about the same results.

This whole exercise means that within the next few years, because of the various schemes of this Tory Government, out of our two major national airlines, Air Canada and Canadian Pacific, in addition to five or six major regional carriers operating in the Maritimes, Quebec, Ontario, and Western Canada, only one or two will survive. All of them will end up in the same bag, to the great satisfaction of the Tories and their very affluent friends, who will completely dominate the air transport industry, not in the interest of Canadians or the travelling public, but in the interest of a few friends of the Tory Party.

The Acting Speaker (Mrs. Champagne): Questions and comments. The Hon. Member for Lévis (Mr. Fontaine) has the floor.

Mr. Fontaine: Madam Speaker, when Canadians listen to the Hon. Member for Papineau (Mr. Ouellet), I suggest they remember this is the same Member whose team was involved in the Mirabel question, when any number of scandals came to light and thousands of farmers were expropriated, and now Canadians have to pay for these mistakes.

This is the same Member who poured billions of dollars of taxpayers' money into Canadair. The same Member was involved in the question about de Havilland, a company we decided to sell. These two companies are now making a profit and hiring more workers.

When the Hon. Member for Papineau said the Minister of Finance (Mr. Wilson) didn't want to advance funds to renew Air Canada's fleet, he was right. This Government will not advance any funds to renew Air Canada's fleet because it believes in private enterprise. This is not a socialist government that will soon be part of a coalition. This Government believes in private enterprise and wants to give Air Canada a chance to take advantage of the privatization process and the private sector a chance to purchase Air Canada shares.

The Hon. Member for Papineau doesn't want us to privatize Air Canada, but since he is so knowledgeable about the transportation industry, I would like to ask him today how

many airlines in the world are government-owned? I wish he would answer me here in the House. Out of 155 countries, how many have state-owned airlines? Let him explain to Canadians why we should be among the very few to have a national airline.

Finally, Madam Speaker, and I am about to conclude, it is a matter of philosophy. For decades, this Party decided to add to the Government's social and supportive role, letting it substitute for the private sector in 335 different corporations. As a result, Canadians today have a national debt of \$262 billion. This means that 30 per cent of our taxes go to paying the interest on loans contracted by the Liberals who, in many cases, were supported by the socialists, because those were the kind of measures they liked.

I wish you would answer this question: How many airlines in the world operate today as Crown corporations?

Mr. Ouellet: Madam Speaker, I would like to tell the Hon. Member for Lévis (Mr. Fontaine), who has notes prepared for him from time to time so that he can say stupid things in this House, that the big national airlines in Europe are state-owned.

Mr. Fontaine: Which ones?

Mr. Ouellet: The French, the German.

Mr. Fontaine: Which companies?

Mr. Ouellet: Madam Speaker, I am telling him that Air France belongs to the French, Lufthansa belongs to the Germans. And if it is good for France and Germany, it is also very good for Canada.

Secondly, I would like to say this about Mirabel. When the Mirabel Airport development project was conceived, officials in the Department of Transport had planned to make this airport the port of entry for international trade to America. The airport of entry would become Mirabel. Today, if you have read a little about air transport, you will realize that Mirabel remains the only airport open 24 hours a day. It is the best port of entry to America for all international traffic from Europe.

The colleague of the Hon. Member for Lévis, who is a Minister and represents the riding next to Mirabel, must be very nervous on hearing the Hon. Member for Lévis call into question the reason for Mirabel's existence. This airport may be too big in the eyes of the Hon. Member for Lévis, but I can say one thing: since the Conservatives took power, they have spent more time doing favours for their friends than building an expressway between Mirabel and Dorval or creating a rapid rail link between Mirabel and Dorval so that travelers arriving in Mirabel can catch a domestic flight in Dorval.

Despite the Conservatives' promises, this Mirabel/Dorval issue that they planned to settle has not yet been settled.