

fact that one, Wendy King, last week pleaded guilty in a Vancouver courtroom to the charge of keeping a common bawdy house; that the former chief justice of the Court of Appeal of British Columbia resigned when his name was linked with the case; that there has never been a proper investigation behind this incident involving, as it does, on the one hand the highest levels of the judiciary in British Columbia and, on the other hand the sordid underworld of prostitution and heroin in Vancouver, I move, seconded by the hon. member for Vancouver East (Mrs. Mitchell):

That a special commissioner be appointed to investigate this matter, with power to look into the sealed records of the King case.

Mr. Speaker: The introduction of the motion at this time can be done only with unanimous consent. Is there unanimous consent?

Some hon. Members: Agreed.

Some hon. Members: No.

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CONSUMER AFFAIRS

OIL PRICES—ADVERSE EFFECT ON CONSUMERS—MOTION UNDER S.O. 43

Miss Aideen Nicholson (Trinity): Mr. Speaker, in view of the fact that the anticipated increase in the price of gasoline will cause budget-conscious consumers to use self-serves instead of full service stations, and that in such cases the oil companies use the excuse of lower sales to refuse to supply service stations, so the effect is that the oil companies will be able to increase their direct control over prices, I move, seconded by the hon. member for Ottawa Centre (Mr. Evans):

That this House instruct the Minister of Consumer and Corporate Affairs to institute immediate inquiries into the effects of this concentration, and report to the House within two weeks.

Mr. Speaker: Pursuant to Standing Order 43, introduction of such a motion can be done only with unanimous consent. Is there unanimous consent?

Some hon. Members: Agreed.

Some hon. Members: No.

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TRANSPORT

CAPITAL ASSISTANCE FOR URBAN RAPID TRANSIT SYSTEMS—MOTION UNDER S.O. 43

Mr. Svend J. Robinson (Burnaby): Mr. Speaker, I rise on a matter of urgent and pressing necessity, pursuant to the provisions of Standing Order 43.

In view of the fact that a new financing formula for provision of urban rapid transit is to be negotiated in the province of British Columbia; that the right hon. Prime Minis-

ter (Mr. Clark) has indicated the importance of rapid transit in lowering energy costs in Canada; that Conservatives during the election promised assistance to urban rapid transit, I move, seconded by the hon member for Vancouver-Kingsway (Mr. Waddell):

That this House call upon the Minister of Transport to provide both capital assistance and operating assistance to urban areas for the provision of rapid transit systems.

Mr. Speaker: Such a motion can be introduced and debated at this time only with unanimous consent of the House. Is there unanimous consent?

Some hon. Members: Agreed.

Some hon. Members: No.

ORAL QUESTION PERIOD

[Translation]

NATIONAL UNITY

QUEBEC REFERENDUM—GOVERNMENT INTENTIONS

Hon. Jean Chrétien (Saint-Maurice): Mr. Speaker, my question is for the right hon. Prime Minister.

In light of the publication of the white paper by the separatist government in Quebec, it is now more obvious than ever that should the referendum result in a Yes vote, Premier Lévesque will immediately initiate the retreat of Quebec from the Canadian federation.

[English]

Will the Prime Minister assure this House that he will tell Premier Lévesque, if his question does not state clearly his intention of breaking up Canada, that early next year this House will proceed with a bill to offer a clear, honest and straightforward question to the citizens of Quebec?

[Translation]

Right Hon. Joe Clark (Prime Minister): Mr. Speaker, it is absolutely not our intention to introduce a bill providing for a federal referendum.

QUEBEC REFERENDUM—REQUEST FOR CORRECTION OF CERTAIN FIGURES IN QUEBEC WHITE PAPER

Hon. Jean Chrétien (Saint-Maurice): Mr. Speaker, on a supplementary. As the white paper on sovereignty-association gives a distorted interpretation of the history of Canada and the situation of Quebecers, of which this is an example taken out of the white paper, namely that Quebec has only 12 per cent of the Canadian railway lines, while no mention is made of the fact that 37 per cent of the CN and CP payrolls are paid