

**Mr. Speaker:** The question raised by the hon. member for Oshawa-Whitby under the heading of a question of privilege has been contributed to equally by the Solicitor General. It has reduced itself to a disagreement between the two members on the interpretation both of answers given and the documents in question. It is not a question of privilege.

MR. WOOLLIAMS—AFFIDAVIT OF SOLICITOR GENERAL

**Mr. Eldon M. Woolliams (Calgary North):** Mr. Speaker, I rise on the same subject with reference to the affidavit sworn to on October 12, 1977, by the Solicitor General and sworn to, as commissioner of oaths, the notary public, Mr. Goyer. In the letter in question, which is dated in this document December 19, 1972, it was not made clear whether there was a mistake in the date of the letter or the date as typed in the affidavit.

Under the circumstances, having listened to the Leader of the New Democratic Party and to the Solicitor General, I rose several times in my place this afternoon to ask a question with reference to that matter. I think it would be fair to the House, since we referred to it—and he is prepared to produce it in other proceedings, and as this is the highest court in the land—he should come clean and table the letter in this House of Commons so we can all see it.

MRS. HOLT—INABILITY TO BE RECOGNIZED BY CHAIR

**Mrs. Simma Holt (Vancouver-Kingsway):** Mr. Speaker, my question is one of personal privilege, in that I have been prevented from doing my job in this House on behalf of the constituents of Vancouver-Kingsway. For two weeks I have risen in my place to participate in the question period in order to ask—

**Some hon. Members:** Order.

**Mr. Speaker:** Order, please. The matter of recognition of any member during the question period is the responsibility entirely of the Chair and, it seems to me, in no case gives rise to a question of privilege.

## ROUTINE PROCEEDINGS

[English]

### AGRICULTURE

#### TABLING OF REPORT ON CANADIAN EGG MARKETING AGENCY

**Hon. E. F. Whelan (Minister of Agriculture):** Mr. Speaker, under Standing Order 42 I wish to table, in both languages, a report on the Canadian Egg Marketing Agency prepared by C. M. Ross and Partners, dated July, 1977.

### Rail Service

## TRANSPORT

### STATEMENT ON RAIL SERVICE

**Hon. Otto E. Lang (Minister of Transport):** Mr. Speaker, in our desire to improve rail passenger service in Canada and give VIA Rail an opportunity to do so, we have decided to arrange the purchase of ten trains for passenger service rather than a smaller number which had been considered. This new equipment, to consist of 22 locomotives and 50 coaches at a cost of about \$90 million, will be purchased jointly by the federal government and VIA Rail. Negotiations are now being finalized with Bombardier-MLW for the equipment related aspects of the program and it is hoped that a contract with them will be signed shortly.

This is the first major purchase of Canadian rail passenger equipment in more than a decade. These new trains will greatly assist VIA in providing modern, attractive and economical rail passenger service throughout this country. Several of these trains will be put into service in 1980 as part of a new high-quality rail passenger service between Quebec City and Montreal. The remaining trains will be used by VIA in the introduction of conveniently scheduled, fast, intercity trains across Canada to complement an upgraded transcontinental service, and will therefore be available to VIA for western Canada and the maritimes as well.

This equipment is a result of a tender call by Transport Canada for new rail passenger equipment on July 4, 1976. On February 1, 1977, four companies submitted bids. A thorough and extensive evaluation of these bids was undertaken jointly by senior officials from CN, CP, and the government. The choice of train was not based solely on price or delivery date; we also assessed the total expected cost over the life of the equipment, its revenue-generating capability, advancements in design such as speed capability, the firm's manufacturing expertise, the possible export potential, and Canadian content of the bid. Service improvements made possible with these trains should generate savings which more than offset their cost.

The LRC—light, rapid, comfortable—trains are the result of a high degree of Canadian technology and development. Alcan Canada Products Limited and Dominion Foundries and Steel Limited, co-developers of the LRC, will be major suppliers to Bombardier-MLW. They feature tilting body coaches which permit higher operating speeds on existing track and thereby eliminate extensive track improvements. They are designed to achieve potential speeds up to 125 miles per hour on intercity service, and contain electronic sensors and hydraulic cylinders to bank the coaches on track curves.

The new equipment will feature the attractive, modern interiors commissioned by Transport Canada last year as a result of an international design competition. Jacques Guillon Designers, of Montreal, produced interiors that are both flexible to the changing needs of rail passenger transportation and include features such as facilities for handicapped travellers.

The federal government will pay \$24 million, and VIA the balance, for locomotives, cars, spares, maintenance and test