

quality product. It has been compiled and endorsed by all eight unit and support shop inspectors in this formation.

It is no wonder the vice-president in charge of maintenance at Dorval has been replaced. But I do not think that is enough.

Mr. Blaker: He has not.

● (2110)

Mr. McKenzie: I am quoting from the Toronto *Sun* of March 24, 1974, where the following appears in Doug Fisher's column:

Meantime, over in the head office world of Air Canada, Yves Pratte, the chairman, has reached into the U.S. to hire a boss of maintenance for the national carrier, apparently in a determination to get costs down in this aspect of the company's spending. It's a sad commentary on the ability of our airline industry to produce capable administrators.

If this statement is wrong, as the hon. member has stated, we will know when I check it out tomorrow; but it is my information that the vice-president of maintenance has been replaced.

With these statements, Mr. Speaker, I would suggest to the Minister of Transport that he launch an immediate investigation in to the whole Air Canada operation, their morale problems and air safety.

Mr. Deputy Speaker: Is it the pleasure of the House to adopt the said motion?

Some hon. Members: No.

Some hon. Members: On division.

Mr. Knowles (Winnipeg North Centre): Nobody said yes.

Mr. Turner (Ottawa-Carleton): They said on division.

Mr. Deputy Speaker: Is it agreed that the said proposal is negated on division?

Some hon. Members: Agreed.

Motion No. 4 (Mr. Blenkarn) negatived.

Mr. Deputy Speaker: We now proceed to motions Nos. 3, 5 and 6. It is my understanding that points of order will be raised with regard to Nos. 3 and 5 standing in the name of hon. member for Central Nova (Mr. MacKay). It is the feeling of the Chair, as was indicated earlier, that these are perhaps out of order. I understand that the hon. member for Mississauga (Mr. Blenkarn) is prepared to do battle on behalf of his colleague, and I call upon him to defend the motions. The hon. member for Mississauga on the point of order raised by the Chair.

Mr. Don Blenkarn (Mississauga): Mr. Speaker, I understand the concern of the Chair, but the motions really only require an addition and do not reduce the amount of the loan or in any fashion affect the position of Her Majesty in making a recommendation to the House. All that happens is that they direct that the financial statements filed by the railway and by Air Canada in connection with the advances contain the information that would normally be given to any lending institution when an advance is made.

Canadian National Railways and Air Canada

Considered in that vein, there seems to be no reason that these amendments should not be in order.

It has been suggested to me that if they alter the terms of Her Majesty's recommendation, then perhaps they are out of order. But they do not. All they do is require the detail of expenses that would normally be given to any other corporation in accordance with regular corporate practice. All they do is insist upon disclosure. They are not amendments that in any way reduce the amount of the advance. All they do is ask for particulars from the corporations as to the detail of the advances and as to the conflicts of interest and expenses that might be incurred as a result.

The amendments are not of a nature that would interfere whatsoever with Her Majesty's recommendation. Indeed, they are the kind of thing that should have been in the bill in the first place. In a sense, they are housekeeping measures and the Minister of Finance (Mr. Turner) should be prepared to go along with them. They are not the kind of thing that indicate there is any restriction on the advance of funds. They really require, as a condition of a loan, that a report be available. Surely that is a normal condition.

They do not in any way affect the royal recommendation but merely add provisions in connection with information that would normally be available in any case. I say that these are housekeeping measures and are therefore quite in order. In my opinion Motions Nos. 3 and 5 standing in the name of the hon. member for Central Nova (Mr. MacKay) should be put to the House.

Mr. Deputy Speaker: The Minister of Finance (Mr. Turner) on the same point of order.

Mr. Turner (Ottawa-Carleton): Mr. Speaker, with respect to motions Nos. 3 and 5, I submit that requiring as a precondition of a loan the annual report of Air Canada in one instance, and the Canadian National Railways system in the other, and submission of a list of the remunerations and expenses paid to the directors and executive officers of the companies is out of order in each case. First, because they are irrelevant to the aspect of financing set forth in the bill; second, because they are beyond the scope of the bill; third, because they are beyond the scope of the act to which the bill refers. They are quasi-amendments in the respect that there are no conditions of this sort in the underlying statute governing both the Canadian National Railways system and Air Canada. For these reasons, on the grounds of irrelevancy and scope, I would submit to Your Honour that the amendments are beyond the competence of the House at this stage.

Mr. Deputy Speaker: I thank the hon. member for Mississauga (Mr. Blenkarn) and the Minister of Finance (Mr. Turner) for their contributions on the point of order that originally was raised yesterday by the Chair with regard to the relevancy of motions Nos. 3 and 5.

Both of these motions would attach conditions to the proposed guarantees and introduce certain requirements which, in the opinion of the Chair, would be foreign to the substance of the bill and would relate to the context and form of the company's annual report. The hon. member for Mississauga has argued that such conditions should have