

that ministers have made misleading declarations in the course of replying to questions in the House. The Chair has frequently referred to citation 113 in Beauchesne's Fourth Edition which in part states:

But a dispute arising between two members, as to allegations of facts, does not fulfil the conditions of parliamentary privilege.

On one hand the hon. member contends that there is a conflict in the statements made by one minister and another minister and perhaps statements made by other ministers and an answer given to the House yesterday by the Prime Minister. On the other hand, the President of the Treasury Board argued yesterday that there is no such conflict. Surely this is a matter of debate.

Hon. members may remember that a similar question was raised by the hon. member for Nanaimo-Cowichan-The Islands on February 26, 1970, as reported at page 4109 of *Hansard* for that day. The hon. member suggested to the House that there was a conflict between statements on water resources made by the Prime Minister and the Minister of Energy, Mines and Resources. The hon. member argued that these allegedly contradictory statements constituted a contempt of parliament and suggested that the matter should be referred to the Standing Committee on Privileges and Elections. After considering all the precedents and our practice, a ruling was made by the Chair concluding that the matter did not constitute a question of privilege.

• (2:40 p.m.)

Again, in this instance, after having considered the precedents and our Standing Orders, I must conclude that there is not a prima facie case of privilege, the only matter which is before the Chair at present, and therefore the motion proposed by the hon. member for Nanaimo-Cowichan-The Islands cannot be put to the House.

ROUTINE PROCEEDINGS

PRICES AND INCOMES COMMISSION

TABLING OF REPORT ON NEWSPAPERS

Hon. Ron Basford (Minister of Consumer and Corporate Affairs): Mr. Speaker, I am pleased to table copies in the two official languages of a report by the Prices and Incomes Commission on newspapers.

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RAILWAY ACT

AMENDMENT REQUIRING APPLICATION TO CANADIAN TRANSPORT COMMISSION FOR REDUCTIONS IN PASSENGER SERVICES

Mr. Warren Allmand (Notre-Dame-de-Grâce) moved for leave to introduce Bill C-221, to amend the Railway Act (reduction in passenger service).

Some hon. Members: Explain.

Proposed Legislation

Mr. Allmand: Mr. Speaker, at present a railway can reduce its passenger service over any particular line without making application first to the Canadian Transport Commission. Such application is necessary only when a railway wishes to terminate completely such passenger service. This bill would amend the Railway Act and require an application to the Canadian Transport Commission when a railway wishes to reduce its service. The railway would have to follow the same procedure as when it wishes to terminate a service. This bill is prompted by the action of the CNR in discontinuing service in Northern Ontario and between Montreal and Ottawa.

Motion agreed to, bill read the first time and ordered to be printed.

Mr. Speaker: When shall the said bill be read the second time?

Some hon. Members: Now.

Mr. Speaker: At the next sitting of the House?

Some hon. Members: No.

Mr. Speaker: Is it the wish of the House that the bill be read the second time now?

Some hon. Members: Yes.

Some hon. Members: No.

Mr. Speaker: I gather that there is not unanimity.

Some hon. Members: Oh, oh!

Mr. Speaker: Regretfully, the question cannot be put at this time.

Mr. McCleave: Mr. Speaker, I rise on a question of privilege. In this day and age, which member uses roller skates to go between Ottawa and Montreal?

An hon. Member: The Minister of Finance.

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SUPERSONIC AIRCRAFT

PROHIBITION OF USE OF CANADIAN AIR SPACE BY COMMERCIAL FLIGHTS

Mr. Paul St. Pierre (Coast Chilcotin) moved for leave to introduce Bill C-222, respecting supersonic aircraft.

Some hon. Members: Explain.

Mr. St. Pierre: Mr. Speaker, this bill goes beyond present Department of Transport regulations which forbid commercial aircraft to fly at supersonic speeds over Canada. This bill would ban supersonic commercial aircraft, operating at any speed, the purpose being to reduce the threat of air pollution, to reduce the danger of ground damage caused by sonic booms, to avoid increased air fares, and, hopefully, to avert the possibility of the Canadian airline industry bankrupting itself on