

passenger service, exactly what the chairman of our committee asked for and was refused, and in fact double-crossed, yesterday. Now we find today that the same authorization has been provided in the Senate. Surely that raises some kind of privilege on the part of the chairman of our committee and all members of this place.

● (1540)

**Madam Speaker:** With respect, the hon. member is still discussing matters which happened yesterday and even matters which took place in the Senate. This cannot be entertained under a question of privilege.

## ROUTINE PROCEEDINGS

[English]

### PETITIONS

#### MR. LAWRENCE—EFFECTS OF HIGH MORTGAGE INTEREST RATES

**Hon. Allan Lawrence (Durham-Northumberland):** Madam Speaker, I ask leave of the House to lay upon the Table a petition prepared of their own volition and signed by 160 people who principally are residents of Port Perry, Ontario, in my constituency. Like most Canadians, they are gravely concerned about the extremely high mortgage interest rates and they urge Parliament to take action to establish a realistic interest rate to provide security for those who have homes which are mortgaged.

#### MR. KILGOUR—GROUP MAIL BOXES

**Mr. David Kilgour (Edmonton-Strathcona):** Madam Speaker, I ask leave of the House to lay upon the Table a petition signed by approximately 350 of the 650 householders in the Ridgewood area of Millwoods, Edmonton. This petition was prepared by Mrs. Fran Walker and asks for nothing more than group mail boxes. I think you would be amazed, Madam Speaker, if you knew the hours in which mail service was available to these people. They are simply asking for a right which every other Canadian appears to have.

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### QUESTIONS ON THE ORDER PAPER

(Questions answered orally are indicated by an asterisk.)

**Mr. David Smith (Parliamentary Secretary to President of the Privy Council):** Madam Speaker, the following questions will be answered today: 2,559 and 2,691.

### Order Paper Questions

[Text]

J.W.E. MINGO, Q.C.

#### Question No. 2,559—Mr. Crosby:

1. Did the Minister of Energy, Mines and Resources or any official of his department or the president or any official of Petro-Canada have conversations or discussions with Mr. J.W.E. Mingo, Q.C., of Halifax or with a member of the board of directors of Petrofina Canada Limited prior to or after the first attempt by Petro-Canada to acquire control of Petrofina?

2. Was Mr. Mingo paid a fee as a director of the Bank of Canada or as an agent of the government or Petro-Canada with respect to the attempt by Petro-Canada to acquire controlling interest in Petrofina?

3. Did Mr. Mingo play a role in the acquisition of a controlling interest in Petrofina by Petro-Canada and, if so, does the government consider that role conflicted with his interest as a director of the Bank of Canada and other government agencies including the Halifax Port Authority?

**Hon. Marc Lalonde (Minister of Energy, Mines and Resources):** The Ministry of Energy, Mines and Resources reports as follows: 1.—3. No.

#### CHANGING OF RAILWAY ROLLING STOCK TO METRIC UNITS

#### Question No. 2,691—Mr. Domm:

1. Does the Minister of Transport have contingency plans for changing the printed dimensions and specifications on the outside surfaces of various railway rolling stock to metric units and, if so, what is the anticipated cost of changing the stencilled specifications?

2. What form of specification measurements will the minister require to appear on rolling stock originating in the United States?

3. Will Canada's railway gauges be specified in Canadian or international units in future and on what date will any change take place?

4. Did Canada receive an order to supply some 1,200 items of rolling stock to the Federal Republic of Nigeria and, if so, will the items be manufactured to Canadian or international specification?

5. Are end-product items of the Tilby-Miller sugarcane separation technology to be manufactured under license by Intercane Systems Inc. and Hawker Siddeley Canada Inc. and, if so, will they be made according to Canadian or international specifications?

6. Were 90 subway cars purchased recently by Mexico City Metro from Bombardier Inc. for \$50 million and, if so, will they be manufactured in Canadian or international units of measure?

7. (a) Are the industrial off-shoot benefits accruing to domestic firms as a result of the purchase by Canada of the CF-18 fighter aircraft expected to amount to approximately \$2.5 billion and to continue to approximately 1995 and has the Metric Commission scheduled the changeover of the Canadian aerospace industry from Canadian units of measure to international in 1987 (b) does the Department of Industry, Trade and Commerce envisage regulatory exceptions to permit Canadian industry to legally continue to supply parts built to Canadian units of measurement beyond the scheduled changeover date and, if so, what will be the exceptions?

**Mr. David Smith (Parliamentary Secretary to President of the Privy Council):** I am informed by the Departments of Industry, Trade and Commerce and Transport as follows: 1. No. However, plans for changing dimensions and specifications to metric units were proposed by the rail transport industry and the rolling stock manufacturers and approved by the Railway Association of Canada. These plans are compatible with the standards set by the Association of American Railroads. The cost to convert the rolling stock is approximately \$20 per car at manufacture and \$50 per car at refit of existing equipment.