

Before we proceed further, I submit we should examine the whole philosophy of the bill most carefully. Do we want to see the mess which now admittedly exists in transportation extending to the whole area of marketplace competition? This is what could happen if we were to hand over to the Restrictive Trade Practices Commission the full powers for which the bill provides. In the same way, a previous parliament handed over extensive executive powers to the Canadian Transport Commission. Parliament, and the people of Canada, cannot really get at the CTC via the committee structure. Although the President of the Commission deigns to appear before the appropriate committee from time to time, he cannot be hailed before the committee and required to defend his activities in the same way as the government can be compelled to do on the floor of the House, in committee and at the ballot box to justify actions it has taken.

So we must be very certain, before we finally give this bill our approval, that it extends to the Commission only those powers we want to see extended. In order to be sure of this, we need time in which to hold hearings, to hear witnesses, to obtain reactions from those who may find themselves affected by the provisions of this measure. Let us not be tempted into precipitate action by the impatience of the minister. Let us be sure we are doing the right thing. The government may want to pass the buck in this area of competition; it has done it before. Let us be quite certain that we agree that they should be permitted to pass this particular buck before we let them do it.

● (1600)

Does the minister, or the government for that matter, have detailed terms of reference for his commission? To my understanding, they do not. Is the commission, then, to be assembled—as the Foreign Investment Review Board is now being recruited, with 50 economists, I am told, at pretty high wages—and asked to write its own terms of reference, as the Foreign Investment Review Board is about to be asked to do? Is this the way to govern a country? Here, surely, is abdication of responsibility by the government. Governments in this country must continue to be answerable for actions of boards and commissions created by statute. Nineteen eighty four is only ten years off, Mr. Speaker. Let us not hasten the process.

Motion agreed to, bill read the second time and referred to the Standing Committee on Finance, Trade and Economic Affairs.

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CANADIAN NATIONAL RAILWAYS AND AIR CANADA

PROVISION FOR CAPITAL EXPENDITURES AND GUARANTEEING OF SECURITIES AND DEBENTURES

The House proceeded to the consideration of Bill C-5, an act to authorize the provision of moneys to meet certain capital expenditures of the Canadian National Railways system and Air Canada for the period from the 1st day of January, 1973 to the 30th day of June, 1974, and to authorize the guarantee by Her Majesty of certain securities to be issued by the Canadian National Railway Company

Canadian National Railways and Air Canada

and certain debentures to be issued by Air Canada, as reported (with amendments) from the Standing Committee on Transport and Communications.

The Acting Speaker (Mr. Laniel): Order, please. Before we proceed to the consideration of the report stage of Bill C-5, an act to authorize the provision of moneys to meet certain capital expenditures of the Canadian National Railways system and Air Canada, perhaps I should communicate some comments to hon. members on the different motions that are to be moved. It is not my intention at this time to invite hon. members to participate in a procedural debate, but I think we should proceed in an orderly way.

It is suggested that motions Nos. 1, 2 and 4 are acceptable to the Chair from a procedural point of view. This will permit the House to proceed immediately with motions Nos. 1 and 2, which might be grouped together for debate, if hon. members agree. A decision on motion No. 1 will also dispose of motion No. 2. Motion No. 4 could be considered separately. It has been suggested that motions Nos. 3 and 5 are out of order in that they seek to introduce a provision that is outside the provisions of the clause and the bill that they purport to amend. Motion No. 6 also appears to be defective in that it is consonant neither with the provisions of the recommendation accompanying the bill nor the title of the bill.

When the House proceeds with the examination of these motions, the Chair in due time will invite hon. members to comment. It is not the intention at this time to render a decision on motions Nos. 3, 5 and 6, which will give hon. members time to look at the procedural aspect of these motions.

I will now put to the House motions Nos. 1 and 2.

Mr. Don Blenkarn (Mississauga) moved:

That Bill C-5, an act to authorize the provision of moneys to meet certain capital expenditures of the Canadian National Railways system and Air Canada for the period from the 1st day of January, 1973, to the 30th day of June, 1974, and to authorize the guarantee by Her Majesty of certain securities to be issued by the Canadian National Railway Company and certain debentures to be issued by Air Canada, be amended in paragraph 3(1)(a) by (a) deleting the figure "\$225,500,000" in lines 3 and 17 on page 2 and substituting therefor the figure "\$211,021,000" and (b) deleting lines 13 and 14.

That Bill C-5, an act to authorize the provision of moneys to meet certain capital expenditures of the Canadian National Railways system and Air Canada for the period from the 1st day of January, 1973, to the 30th day of June, 1974, and to authorize the guarantee by Her Majesty of certain securities to be issued by the Canadian National Railway Company and certain debentures to be issued by Air Canada, be amended in paragraph 3(1)(b) by deleting line 22 on page 2 and substituting therefor the following:

"lines but excluding any amount in respect of hotels or C.N. Tower Limited) in the calendar year 1974, prior to"

● (1610)

He said: Mr. Speaker, you will recall that the amendments are precisely the same amendments that were before this House when this House was apprised of them with regard to Bill C-164 during the last session on January 7. Since January 7, I have had an opportunity to travel across Canada and look at some of the activities of the Canadian National Railways, particularly in respect of hotels. While I do not intend to bore the House with a repetition of what I said on January 7, I believe it is only