

That the public accounts volumes I and II and the report of the auditor general for the fiscal year ended March 31, 1959, and the financial statements of the Canada Council and the report of the auditor general thereon for the fiscal year ended March 31, 1959, be referred to the standing committee on public accounts.—*The Minister of Finance.*

On motion of Mr. Chevrier, seconded by Mr. Pickersgill, it was ordered,—That an humble Address be presented to His Excellency the Governor-General, praying that he will cause to be laid before this House a copy of the exchange of letters accompanying the new Canadian-Australian treaty dealing with quotas and other import restrictions on Australian products. (**Notice of Motion No. 61*).

On motion of Mr. Cardin, seconded by Mr. Habel, it was ordered,—That an humble Address be presented to His Excellency the Governor-General, praying that he will cause to be laid before this House a copy of all correspondence exchanged from 1957 to date, between the Federal Government and the authorities of the State of New York and/or Washington concerning the Richelieu Waterway which would link the St. Lawrence to the Hudson River by way of Lake Champlain. (**Notice of Motion No. 63*).

The Order for the House to resolve itself into Committee of Supply being read for the second time, pursuant to Standing Order 56(2);

Mr. Fleming (Eglinton), seconded by Mr. Churchill, moved,—That Mr. Speaker do now leave the Chair.

And the question being proposed;

Mr. Chevrier, seconded by Mr. Benidickson, moved in amendment thereto,—That all the words after "That" be deleted and the following substituted therefor:

"this House regrets the shortsighted and irresponsible policy of the government in the field of Civil Aviation which has been characterized by:

- (1) The giving up of Canadian sovereign rights in the air without obtaining similar rights in return;
- (2) Discrimination against small airlines providing services especially in the outlying areas of Canada;
- (3) Uncertainty and delay in the construction of air terminal facilities."

And debate arising thereon;

Mr. Fisher, seconded by Mr. Regier, moved in amendment to the said proposed amendment,—That the amendment be amended by adding thereto the following:

- "(4) Unnecessary duplication of domestic trans-continental airlines services which has denied Trans-Canada Air Lines the opportunity to implement further reduction in fares;
- (5) Lack of planning necessary to assure Canadians the international and domestic air services required to meet the needs of the future;
- (6) Failure to maintain and promote a stable domestic aircraft industry."

And debate continuing; the said debate was interrupted at six o'clock p.m., pursuant to Special Order made Friday, March 4, 1960.