

Business of Supply

sense in which this question could be accepted now is that the hon. member is asking whether a statement will be made. A statement should not be made at this time.

GRAIN**REQUEST FOR INFORMATION AS TO QUOTA**

Mr. George Muir (Lisgar): I wish to direct a question to the Minister of Industry, Trade and Commerce, Mr. Speaker. In his recent talks with the industry and the grain trade, did the hon. gentleman receive an assurance that a six bushel quota would be reached by the end of the crop year?

Hon. Jean-Luc Pepin (Minister of Industry, Trade and Commerce): Mr. Speaker, this was the position the Wheat Board took a number of weeks ago and I am not aware of any declaration changing it since then.

DELIVERY OF OUT-OF-CONDITION GRAIN

Mr. Ed Schreyer (Selkirk): Can the minister assure the house that he will make representations to the Wheat Board in an effort to get it to rescind its instruction on country elevator agents not to accept for delivery any out-of-condition grain after April 1?

Hon. Jean-Luc Pepin (Minister of Industry, Trade and Commerce): Sometimes members on the other side want the Wheat Board to take action to control shipments. At other times they do not. I wish they would make up their minds.

Mr. Schreyer: Mr. Speaker, this is a question of privilege as well as a point of order. At no time did I suggest to the minister that I wanted changes in the quota system. I am simply asking whether any steps are being taken by his office in an effort to see that all farmers have an opportunity—

Mr. Speaker: Order.

MOVEMENT OF BOX CARS TO LAKEHEAD

Mr. John L. Skoberg (Moose Jaw): Mr. Speaker, since there is now no appreciable backlog of cars to be unloaded at the Lakehead or on the west coast, may I ask the Minister of Industry, Trade and Commerce to advise the house whether the railway companies have placed an embargo on the movement of box cars to the Lakehead from certain delivery points and, if so, whether his department was informed before such action was taken? If the minister was told about this

[Mr. Speaker.]

proposal, what action has he taken with regard to it?

Hon. Jean-Luc Pepin (Minister of Industry, Trade and Commerce): Mr. Speaker, I have already read the first four lines of a letter I received from the Wheat Board. It continues as follows:

The railways are, therefore, cutting back on the number of loads for the Lakehead so that there should not be an excessive number of cars under load. The grain which will be loaded for the Lakehead in the next two or three weeks will be from the Red River Valley, barley from Alberta which is required for sales commitments, and a limited quantity of high moisture grain.

The agencies involved are trying to bring to the Lakehead the quantities and kinds of grain needed in order to market and to keep the drying facilities operating. This is the kind of control the house has been asking for the last four or five months. Now that weather is helping it is being exercised and I hope there will not be too much complaint. In the Red River Valley there is a flood possibility, so the Wheat Board and the railways are anticipating this possibility.

GOVERNMENT ORDERS**BUSINESS OF SUPPLY****ALLOTTED DAY, S.O. 58—NON-CONFIDENCE MOTION—DEVELOPMENT AND RETENTION OF MANPOWER RESOURCES**

Hon. Robert L. Stanfield (Leader of the Opposition) moved:

That this house regrets that the government has not provided for the development and retention of manpower resources in Canada and, in particular, of student manpower resources.

He said: Mr. Speaker, there are literally dozens of subjects we could have chosen to bring forward on this day, one of those allotted to the Official Opposition, but we chose to discuss the development and retention of manpower resources in Canada and, in particular, of student manpower resources, not because we on this side have any dramatic new solutions to suggest nor because we expect any miracles from the government but because it is vitally important to make it clear to Canadians, and especially to young Canadians, that the parliament of Canada at least cares enough about this problem to devote a day to its consideration. Second, we have chosen this subject because we believe it is important to draw public attention to what we consider to be a failure of concern and a