

*Proceedings on Adjournment Motion*

Canadian and United Kingdom ministers in London and I have not been able to inquire of him the exact nature of any discussions which he may have had with dairy producers.

I would doubt, however, that he would have implied that if the \$120 million allotted to the Canadian Dairy Commission is not fully expended at the \$1.21 per hundredweight subsidy rate, any balance would be used to increase the rate of subsidy. The \$120 million will permit the payment of the \$1.21 subsidy on approximately 99.5 million hundredweight of milk. This also is approximately the quantity on which subsidy was paid to manufacturing milk and cream shippers in the year just ended, and is also approximately the amount required to meet domestic requirements for dairy products.

As has been announced, each shipper will be given a quota for 1967-68, which will be the amount of milk or cream on which he will be eligible to receive subsidy. The quotas will be related to each shipper's deliveries in 1966-67. If the quotas are not fully utilized, which would be the only circumstance under which there would be unexpended funds, I would think it more likely that the residue would be used to make any deserving adjustment in quotas rather than to increase the subsidy rate.

I understand that this, in such an event, would be the procedure which the Canadian Dairy Commission would recommend.

• (10:20 p.m.)

*[Translation]*

**TRANSPORT—REQUEST FOR POLICY STATEMENT RESPECTING LEVEL CROSSINGS**

**Mr. Auguste Choquette (Lotbinière):** Mr. Speaker, I should like, before entering into the heart of the matter, to explain to my hon. friend from Villeneuve (Mr. Caouette) that if we did not ask for an emergency debate this afternoon, it is because we knew that the standing orders did not allow a debate of this kind under such circumstances. The Chair proved that we were right when he rejected the request. So,—

**Mr. Réal Caouette (Villeneuve):** Mr. Speaker, I rise on a point of order.

**Mr. Choquette:** There is no point of order at this time.

**Mr. Caouette:** On a point of order, Mr. Speaker.

**Mr. Choquette:** There is no point of order at this time.

**Mr. Caouette:** Mr. Speaker, is it the hon. member for Lotbinière who will decide whether or not the point of order is well taken?

*[English]*

**Mr. Deputy Speaker:** Order, please. There is no point of order which can be allowed at this time, but I would suggest to the hon. member for Lotbinière that he should adhere to the question which he rose to ask and comment upon.

*[Translation]*

**Mr. Choquette:** Mr. Speaker, I should like to put to the hon. Minister of Transport (Mr. Pickersgill) tonight a question concerning a subject which I have already had the opportunity of raising in other circumstances in this house, that of grade crossings.

There is no need for me to repeat what I asked in the past, but I should like to call the attention of the authorities to a problem which is becoming more and more pressing, that of very fast trains, called turbo-trains, soon to be put into circulation.

It is extremely important that the government draw up a modern grade crossing policy taking into account the new needs which will arise as a result of the greater chances of accident attending the operation of these very fast turbo-trains.

That is why I believe some short term measures could be taken to meet this situation.

Mr. Speaker, there are things which are difficult to understand in the legislation. First, the contribution coming from the grade-crossing fund amounts to \$15 million a year and that, up to a maximum amount of \$500,000 for any project.

It is obvious that this is just nonsense, because works to be built at dangerous places—I think of Dorion in particular—would amount to several million dollars, and with a federal contribution of not more than \$500,000, it is impossible to initiate such works unless the legislation is amended.

So, a first improvement is required.

Second, Mr. Speaker, I believe it is getting more and more urgent to increase the contribution of the grade-crossing fund precisely because of the new requirements due to the operation of new trains.

Money is requested often and everywhere, but this will show certain associations which sometimes make excessive demands, that the