

*Inquiries of the Ministry*

## REQUEST FOR LIST OF NON-LANDED IMMIGRANTS USING CANADA FOR POLITICAL ASYLUM

**Mr. Steven E. Paproski (Edmonton Centre):** Mr. Speaker, I have a supplementary question for the Prime Minister. Is the government prepared to table a list of non-landed immigrants in Canada who are using Canada either for temporary or for permanent political asylum?

**Right Hon. P. E. Trudeau (Prime Minister):** Mr. Speaker, I do not think that such a list exists. We do not have a doctrine of asylum in this country.

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[Translation]

## INDUSTRY

## SARNIA OLEFINES AND AROMATIC PRODUCTS PROJECT—PUBLICATION OF LETTER FROM PREMIER BOURASSA TO PRIME MINISTER

**Mr. Roch La Salle (Joliette):** Mr. Speaker, I wish to put a question to the right hon. Prime Minister.

With reference to the question which the hon. member for Charlevoix (Mr. Asselin) asked yesterday, namely, whether the Prime Minister of Canada had received a letter from the Quebec premier concerning the development of the petrochemical industry of interest to this province, the Prime Minister having indicated that he had not received such a letter, could he advise us today whether he has found the letter in his mail, and what is Quebec's position?

**Right Hon. P. E. Trudeau (Prime Minister):** Mr. Speaker, I have indeed found a letter from Premier Bourassa concerning the matter of the chemical industry, but without any reference to the industries and the special project in Sarnia which the hon. member mentioned in his question; there, no doubt, is the source of our misunderstanding. I have not yet replied to this letter which, I think, dates back less than two weeks.

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[English]

## GRAIN

## IMPLICATION OF PURCHASE OF HOPPER CARS AND TRUCK DELIVERY TO INLAND TERMINALS IN LIGHT OF GRAINS GROUP REPORT ON HANDLING

**Mr. Jack Murta (Lisgar):** Mr. Speaker, I should like to direct my question to the minister responsible for the Wheat Board. With the recent purchase of hopper cars for the movement of grain and the use of trucks to deliver grain to inland terminals, would the minister inform the House whether we are seeing a piece by piece implementation of the grains group report on rationalization of the grain handling system in western Canada?

**Hon. Otto E. Lang (Minister of Justice):** Mr. Speaker, what we are seeing is the way in which the government is dealing with the problem of moving record volumes of grain and an expansion of the system as required, whether it be for cleaning or handling grain. We are also seeing

[Mr. Trudeau.]

the co-operation of all parts of the industry in order to ensure that these record volumes of grain are moved.

## REQUEST FOR TABLING OF GRAINS GROUP REPORT ON RATIONALIZATION OF HANDLING

**Mr. J. H. Horner (Crowfoot):** Mr. Speaker, I have a supplementary question on the same matter to the same minister. Is he now prepared to make public the report of the grains group on their study of transportation problems connected with grain movement?

**Hon. Otto E. Lang (Minister of Justice):** Mr. Speaker, the study in question has been given fairly wide distribution to producer organizations as well as to provincial governments, the companies most directly involved and the Canada Grains Council. We are having discussions with the Canada Grains Council regarding the steps to be taken from this point forward both in developing further information programs and on development within the handling and transportation system itself.

## TRUCK DELIVERY TO INLAND TERMINALS—POSSIBILITY OF INCREASED COST TO FARMERS

**Mr. Jack Murta (Lisgar):** I have a further supplementary question, Mr. Speaker. Since the decision to truck grain to our inland terminals could result in greatly increased costs, up to 14 cents a bushel, some people say, can the minister assure the House that either directly or indirectly the farmers will not have to bear the brunt of what seems to be a fairly costly experiment?

**Hon. Otto E. Lang (Minister of Justice):** The movement of grain to inland terminals is not new. The departure in using trucks rather than rail equipment is the only difference. This is not necessarily more costly than rail movement. Further matters being examined include the possibility of more direct hauling by the farmers themselves to the inland terminals, which is likely to be the cheapest of all ways of moving the grain.

**Mr. Speaker:** There are five or six members rising to ask supplementaries on this subject, which I suggest will take until the end of the question period. For the moment, the Chair will recognize the hon. member for Churchill and then the hon. member for Saskatoon-Biggar.

**Mr. Robert Simpson (Churchill):** Mr. Speaker, my supplementary question is on the same subject. In areas where the one and only elevator is being phased out, has the government any plans to assist farmers with the extra haulage necessitated by the provision of trucks to haul grain to the nearest elevator?

**Mr. Lang:** Mr. Speaker, the tradition has been for this to be a simple decision by certain segments of the grain handling industry, the individual elevator companies. There has been no government involvement. One of the purposes of the over-all study of the system was to consider the question from the point of view of maximum benefit to the producers, and this is precisely the kind of question that I expect the Canada Grains Council and