

*The Address—Mr. Enns*

Canada. The establishment of such a feed grain board might lead to a slash in the returns to western feed growers. I hope my anxiety in this area is unfounded, but it is suspected in western Canada, and I offer this warning to the minister, that it may also result in the transfer of livestock feeding from the west to the east. It would be foolish to build up one part of the country at the expense of another part. I must stress the fact that the livestock industry is a critical factor in the prosperity of the west.

We are looking forward with great expectation to what the new Minister of Agriculture will do, and we are prepared to give him every opportunity to prove himself.

Some of the items mentioned rather unspecifically in the Speech from the Throne are items of broad general concern. I notice, for example, there is a statement to the effect that the government hopes to change the Department of Citizenship and Immigration in part to a department of manpower, and it later refers to an amendment to the Citizenship Act in this regard. However, there is no specific reference to immigration or to the Immigration Act itself. The indications are that the new minister will continue to develop the policy of selective immigration. Studies of labour markets certainly suggest that many skilled immigrants are badly needed if the economy is to be kept in high gear.

I am distressed by repeated cases of discrimination of which I and, other members are aware, which obviously are still being practised at some of our ports of entry. I know of two specific situations in my riding, which I will not spell out, where Chinese cooks have been discouraged from entering the country. Most of us enjoy Chinese food from time to time and have come to recognize the special skills required to serve Chinese delicacies in a proper manner. Those skills are in short supply in our country, yet several applicants from Hong Kong in possession of these skills have been rejected because of their inability to speak English. I hope this is not the practice because it certainly would be in direct contravention of the Immigration Act.

In the absence of any suggestion in the throne speech of an amendment to the Immigration Act, and this act as we know has been in effect now for some 13 years, I trust that the new minister with his new department will develop a white paper on immigration.

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I believe the act as it now stands gives dangerous discretionary powers to the minister and his departmental officials. The officers of that department can reject immigrants on various grounds, and when one reads the act he will find surprising words such as "cultural background" and others. How is that interpreted? One can also find the words "economic factors". This in certain circumstances may disqualify an immigrant from entry. How specifically should this be applied? "The lack of ability to adjust" can disqualify an applicant. Those are the type of phrases that I believe constitute dangerous wording and give far too much discretion to local departmental officials. I feel that they need and call for revision.

No doubt new manpower policies to develop to the full existing human resources in our country will represent the minister's first task, but I suggest to him that he might well give another priority to bringing immigration into line with new policies. The house will watch with high expectation what the proposed department of manpower will produce. Again let me propose that a white paper on immigration be developed by the new department as a high priority.

I come now to a question that has been raised more regionally or parochially, but perhaps the members of this house, in keeping with the general practice in respect of this kind of speech during the debate on the Address in Reply to the Speech from the Throne, will forgive me for mentioning it. I want to talk about a provincial problem which is associated with a national problem, and that is the problem regarding the lack of a national air policy for Canada.

My colleagues from Manitoba have raised this question with the Minister of Transport (Mr. Pickersgill), and I myself have raised it in connection with objections to the recent air agreement signed with the United States. On January 19, as recorded at page 17 of *Hansard*, I asked the minister about the national air policy and pointed out that future agreements should not be signed when one region of a country benefits at the expense of another. In his reply, which appears at the bottom of page 17 of *Hansard* of January 19, 1966, the minister said in part:

We hope for the development of air traffic which will be such that there will be great expansion within three years.

The minister expressed a hope. Let me point out that hopes and intentions will not do the trick of providing Canada with a national air policy for the development of our