

Mr. Stanfield: We will certainly agree, Mr. Chairman, and I hope other ministers will not find it necessary to make long speeches of a rather inflammatory nature.

Mr. Dinsdale: Mr. Chairman, I was scheduled to proceed first in private members' hour. I will be very happy to give way so that the true facts can be presented on this important matter of the grain industry. However, I understand there will be an opportunity during private members' hour on Monday next to pursue the subject I was going to take up.

Mr. Reid: On the same point of order, Mr. Chairman, I want to assure the hon. member for Brandon-Souris that we will bring forth his resolution, which was to have been discussed today, on Monday at five o'clock.

The Chairman: These things should be done with Mr. Speaker in the chair. Perhaps hon. members will allow me to rise, it being four o'clock, report progress and request leave to consider the bill again.

• (1600)

Progress reported.

The Acting Speaker (Mr. Laniel): When shall the committee of the whole have leave to sit again? Now?

Some hon. Members: Agreed.

Mr. Knowles (Winnipeg North Centre): Mr. Speaker, in accordance with discussions that have already been held, we agree to return to committee of the whole.

The Acting Speaker (Mr. Laniel): Order, please. Hon. members have heard the point raised by the hon. member for Winnipeg North Centre (Mr. Knowles). Is there agreement to forgo private members' hour at this time?

Some hon. Members: Agreed.

The Acting Speaker (Mr. Laniel): Order, please. The hon. member for London West (Mr. Buchanan).

Mr. Buchanan: Mr. Speaker, would it be possible to obtain the consent of the House to revert to motions in order to present the first report of the Standing Committee on Indian Affairs and Northern Development?

The Acting Speaker (Mr. Laniel): Is it agreed that we revert to motions to allow the hon. member to present this report?

Some hon. Members: Agreed.

ROUTINE PROCEEDINGS

INDIAN AFFAIRS AND NORTHERN DEVELOPMENT

First report of Standing Committee on Indian Affairs and Northern Development—Mr. Buchanan.

Supply

[Editor's note: For text of above report, see today's Votes and Proceedings.]

GOVERNMENT ORDERS

SUPPLY

APPROPRIATION ACT No. 1, 1973

The House resumed consideration in committee of Bill C-141, for granting to Her Majesty certain sums of money for the public service for the financial year ending 31st March, 1973—Mr. MacEachen (for Mr. Drury)—Mr. Laniel in the chair.

On clause 2—*Schedule*.

The Deputy Chairman: When the committee rose, it was considering the schedule relating to the Department of Industry, Trade and Commerce, vote 30a. The hon. member for Wellington.

Mr. Hales: Mr. Chairman, I do not wish to prolong this discussion, but I would ask a question of the minister—

Mr. Benjamin: A point of order, Mr. Chairman.

The Deputy Chairman: The hon. member for Regina-Lake Centre.

Mr. Benjamin: Mr. Chairman, with all respect to the hon. member for Wellington, your predecessor in the chair recognized me before the points of order started on this item.

The Deputy Chairman: Order, please. I do not think we should try to create confusion at this time. The procedure was taken to report progress. I was not present, so I am not in a position to know who was recognized. I have now recognized the hon. member for Wellington.

Mr. Hales: Mr. Chairman, I have two questions for the minister in charge of these estimates. I have seen very many estimates go through this House, but I have never seen such a bundle as this one where the Department of Industry, Trade and Commerce is asking for \$40.3 million to enable the Canadian Wheat Board to purchase hopper cars. Now we have the Minister of Justice handling the estimates, so it is really a bag of tricks.

My first question is, why are the railways not buying these cars? I refer to CP and CN? When was this decision made? Why is the Canadian Wheat Board in a business they have no right to be in? They have no right to be in it, in my opinion; buying cars is railway business.

Secondly, if the Wheat Board is providing these cars, is it going to receive a reduced rate from the railways? Thirdly, will this gift of \$48 million to the railways appear on their profit and loss statement as income? I will follow these questions with another short one later.

Mr. Lang: Mr. Chairman, I thank the hon. member for these questions. Let me explain, first of all, that it is