

accepting the Hungarian-speaking peoples as immigrants to our land.

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THE SENATE

HOLD-UP OF GOVERNMENT PAY CHEQUES AND PENSIONS

Mr. Stan Wilbee (Delta): Mr. Speaker, yesterday many refugees fleeing countries with political and economic problems discovered to their dismay that our Liberal-dominated Senate chose to block legislation which would have permitted payment of government cheques required for food and rent. Many government-sponsored refugees depend totally on this money as they have no other source of income until they are established in Canada. Instead of receiving their cheques, they got a quick lesson in Canadian politics. When the Liberal Party is rejected by the people, they turn to the unelected Senate in an attempt to flex some political muscle.

Where has the Right Hon. Leader of the Opposition (Mr. Turner) been in the last few days while his Senate friends threaten to cut off veterans' pensions and RCMP pay cheques? The silence from our Liberal friends in the House in support of these Canadians has been deafening.

Some Hon. Members: Hear, hear!

Mr. Wilbee: Perhaps they remember what happened the last time they asked Canadians to choose between the Senate and the democratically elected government, or perhaps they are confirming what many of us have suspected for quite some time, that the only power in the Liberal Party is a Senator from Nova Scotia.

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TRANSPORT

PORT OF CHURCHILL—GRAIN SHIPMENTS SUSPENDED

Mr. Rod Murphy (Churchill): Mr. Speaker, on May 16 Canadians were told by the Minister of Transport (Mr. Bouchard) that it was unlikely that any grain whatsoever would be shipped through the Port of Churchill this year. This deliberate neglect of one of Canada's shipping ports is absolutely inexcusable. This port, set on Hudson Bay, is actually 2,000 kilometers closer to Europe than Cana-

da's other Atlantic shipping route through the St. Lawrence Seaway.

In *The Winnipeg Free Press* on May 17, the Minister of Transport called the Port of Churchill a "very difficult and expensive port to use". The Minister of Transport obviously has not done his research. If he had, he would know that despite Churchill's short shipping season it is recognized as the cheapest port in Canada through which to ship grain to Europe. The federal-provincial working group on the comparative costs of moving grain has provided excellent figures to show that, compared with the St. Lawrence Seaway route, there was actually a saving of \$21.06 a tonne on grain shipped through Churchill in 1985. In many ways, the Port of Churchill is the backbone of the western economy. Without it, the Town of Churchill will be crippled, jobs will be lost at the port and on the railway throughout northern Manitoba and western Canada, and farmers of western Canada will be denied the cheapest and shortest shipping route to the markets of northern Europe.

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[Translation]

THE ENVIRONMENT

INITIATIVES TAKEN BY INDUSTRY TO RELIEVE POLLUTION

Mr. Gabriel Desjardins (Témiscamingue): Mr. Speaker, when industry pollutes, it should receive the blame, but when that same industry takes steps to protect the environment, we also have a duty to bring this to the attention of the public. Noranda Mines, in order to meet the federal Government's objective to reduce sulphur dioxide emissions by 50 per cent by 1994, recently invested millions of dollars in building a pollution control plant in Rouyn-Noranda. The same company announced yesterday at a press conference that an additional \$16 million would be invested to achieve a 70 per cent reduction by 1995, 20 per cent more than the standard set by the federal Government.

Mr. Speaker, this is very good news for the people of Rouyn-Noranda and for Abitibi-Témiscamingue. This is a concrete example of the leadership and determination of the federal Government encouraging industry to co-operate fully with the Government's environmental policies.