

S. O. 31

Havilland'; 'Metro government calls upon the federal government for aid in covering welfare payments to refugees'; 'Your provincial government will ask the federal government for help in these tough economic times'. I have been replacing 'government' with 'taxpayer' in what I hear, read and say. The impact of this vocabulary change is truly amazing. Try it yourself for a week."

And finally, John Benitz of Belfountain, Ontario, simply sends this message: "The silent majority want a united Canada. We also want Canada to be a privilege to enter as an immigrant and not a right. We want to afford our social programs and not burden our children with our debt."

Thank you, Madam Speaker, for this opportunity to air my constituents' views.

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SUSSEX, NEW BRUNSWICK

Mr. Bob Corbett (Fundy—Royal): Madam Speaker, I would like to draw the attention of all hon. members to a recent survey by *Chatelaine* magazine which names Sussex, New Brunswick, which is located in my riding of Fundy—Royal, as being one of the top 10 towns to live in in Canada.

Sussex, considered by some to be the quintessential rural community, offers its residents the opportunity to ski the slopes of Poley Mountain, enjoy the splendour and magnificent sights of Fundy National Park on a year-long basis, and participate in the many festivals offered throughout the year.

If that were not enough to make one live in Sussex, it also enjoys a sound agricultural base, two potash mines and several food and dairy processors to maintain the 90 per cent regional employment rate.

I know that all members of this House will want to join with me in congratulating Sussex on being named one of the top 10 towns to live in.

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GASOLINE ADDITIVES

Hon. Ralph Ferguson (Lambton—Middlesex): Madam Speaker, Canadian consumers are being ripped off by paying for pollution controls that are being damaged by the fuel additive MMT, that may also be putting the health of this nation at risk.

The average new car purchased in Canada costs \$16,790. Ford Canada says newer model cars will require an additional \$800 worth of emission control devices to meet the green plan's new hydrocarbon emission standards.

Yet as the United States Environmental Protection Agency states in their final notice rejecting the use of MMT in the United States in unleaded fuel for the fourth time: "Ford concluded that the data clearly show that MMT impairs to a significant degree the performance of emission control devices."

The EPA also noted:

"Toyota also submitted data indicating that the efficiency at which the catalyst was operating for the MMT-exposed components was less than that for the non-MMT exposed components."

The green plan emission standards are fraudulent as long as MMT is allowed in Canadian fuel. I call on the government to examine the U.S. EPA decision, the Ford and Toyota evidence, and to replace MMT with the environmentally friendly alternative, ethanol.

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DUTY FREE SHOPS

Mr. Ken James (Sarnia—Lambton): Madam Speaker, the Canadian land border duty free program provides a valuable source of revenue to the federal government and the border communities. It creates employment and promotes tourism and national identity through the sale of Canadian manufactured products.

• (1110)

Members of the industry, however, insist that they are unintended victims of the government's plan to levy an excise tax on all exports of Canadian tobacco products.

The purpose of the tax is to combat tobacco smuggling. However, studies have failed to make any connection between our tobacco smuggling problem and duty free shops.

The land border duty free shops account for less than 11 per cent of the export market, yet tobacco sales make up over 50 per cent of their total sales. Our duty free shops rely heavily on these sales as catch lines for travellers and tourists.