

lengths to get funding for various matters of concern for the Government of Canada, namely, the payment of their ongoing expenses.

It is now almost two weeks before the end of June. Interim supply was granted for the first three months of the fiscal year. Why the urgency of having the measure before the end of this week, and why would extreme lengths have to be contemplated to get funding to pay ongoing expenses?

Hon. C. William Doody (Deputy Leader of the Government): Honourable senators, I appreciate the concern of Senator Stewart. I would like to iterate and, perhaps, even reiterate that the information I delivered to the chamber yesterday was as a result of a message I received from the Treasury Board. It seemed to me at the time that there was some urgency and that was the message I delivered. It was the message I had received.

I will undertake to try to get the information for Senator Stewart from Treasury Board to expand on my answer of yesterday. The information that I received was that, if the government did not get this appropriations bill by the end of the week, it would have to go to warrants. Perhaps naively, I did not ask for an elucidation of the reasoning behind that. I accepted the statement at face value. I will certainly try to obtain the substantiating data behind that and deliver it to the honourable senator as soon as I possibly can.

● (1430)

Senator Stewart: By way of a supplementary question—which I ask because I assume that we will get to order No. 3 on the order paper today—Senator Doody now speaks of going to warrants. Perhaps he would inquire as to what kind of warrants would be used, with Parliament in session, to withdraw money from the Consolidated Revenue Fund?

Senator Doody: I certainly will. I was perfectly cognizant of having used that word because, like Senator Stewart, my experience has been that one does not use governor's warrants when Parliament is in session. With that in mind, then, I shall certainly follow up on the question.

TRANSPORT

PORT OF CHURCHILL, MANITOBA—GRAIN SHIPMENTS TO U.S.S.R. AND AVAILABILITY OF HOPPER CARS

Hon. Joseph-Philippe Guay: Honourable senators, I direct my question to the Leader of the Government in the Senate. It has to do with the proposed trip to Russia of the minister responsible for the Canadian Wheat Board. First, does he intend to discuss the matter of using the Port of Churchill for the transportation of grains from Canada to Russia? The Russians have entered into grain contracts with Canada on a long-term basis. I am very interested in this matter and I know that our minister will be meeting with those ministers involved with agriculture and grain in the Soviet Union.

Bearing in mind the Port of Churchill, and having become aware that Transcona has now started to build hopper cars of lightweight material—possibly aluminum—I ask the Leader of

the Government whether he is aware of how many cars the CNR is building. How soon will they be available? How soon will they be on the tracks to the Port of Churchill? Could he provide to us some up-to-date information on what has taken place in that regard?

Hon. Duff Roblin (Leader of the Government): I quite understand my honourable friend's interest, because he has had a long-standing—I almost said "flirtation"; that is not the right word to use—interest in what is going on in the Port of Churchill. He is quite right in saying that the CNR has now developed a special lightweight hopper car that can use the rather unreliable railroad track to Churchill, which is, of course, closed to standard hopper cars. It is expected that one of these days we might even have a little ceremony to unveil this new hopper car. If we do, I hope that I will remember to ask my honourable friend to attend that unveiling.

Respecting the general question of the visit to Russia of the minister in charge of the Canadian Wheat Board, my honourable friend can be assured that that is one of the items on his agenda. The government is anxious to do what it can to improve the use of the Port of Churchill. Indeed, it is studying measures to improve the facilities there. I hope that one day in the not-too-distant future we will be able to offer further information about the government plan for that port.

Senator Guay: Could the Leader of the Government inform the Senate of the number of cars that will be built by the CNR? It is my understanding that the cars are being built in different proportions, in terms of weight. It would be interesting for all honourable senators to know what this is all about.

Senator Roblin: I shall take that part of my friend's question as notice.

INVESTMENT CANADA BILL

SECOND READING

On the Order:

Resuming the debate on the motion of the Honourable Senator Kelly, seconded by the Honourable Senator Barootes, for the second reading of the Bill C-15, intitled: "An Act respecting investment in Canada".—*(Honourable Senator Davey.)*

Hon. Keith Davey: Honourable senators, I have known the Honourable Sinclair Stevens for a very long time. I must confess at once that I like him and admire not only his tenacity but his commitment to the political process. I make these observations notwithstanding my opinion that this bill is wrong-headed and smacks very much of this government's branch plant mentality.

What does it say about this government, a government that is only now about to pass its first major piece of legislation? We have already had the longest wait in parliamentary history from election day to a budget—a budget which, incidentally, did not live up to either its advance hype or its stated purpose. Be that as it may, honourable senators, I think it is typical of