

Canada Post did however promise that post offices would only be closed when there was a "natural opportunity" which occurs when the postmaster dies or resigns.

Now Canada Post is shutting down the post office in Glen Robertson in my riding. The postmistress is not retiring and, as far as I know, she is not dead and has no intention of quitting. She has been told that after five years of being an acting postmaster she is no longer required.

According to the new truth, acting postmasters do not count under the natural opportunity rule of the Orwellian offices at Canada Post.

The minister responsible for Canada Post should seize the natural opportunity to perform a conversion on the authors of newspeak. The savings could then be used to give back the post office to the people of Glen Robertson, Ontario in my riding.

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[Translation]

RE-EMPLOYMENT PROJECTS

Mr. Jacques Vien (Laurentides): Mr. Speaker, last Friday I took part in a press conference to point out the achievements of a re-employment project by 3LM Consultants Inc. It is one of the first re-employment projects in Quebec. Under the Job Entry Program, the federal government contributed \$94,380 to finance this project. With this funding from our government, 20 people in my riding who receive unemployment insurance can obtain training and experience to return to the job market.

Mr. Speaker, that is a good example of the effective employment policies brought in by our government with Bill C-21. Our programs meet the needs of the labour market and create interesting, steady jobs adapted to the requirements of our economy.

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• (1410)

TAXI INDUSTRY

Mr. Marcel Prud'homme (Saint-Denis): Mr. Speaker, the taxi drivers serving Dorval Airport are angry, Pierre Bellemare tells us in an article in *La Presse* of April 11, today.

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The representative of these drivers, Mr. Lucien Roy, tells us that each driver will have to pay 84 per cent more plus GST every year to Montreal International Airport in Dorval. These drivers say that income is down by 46 per cent. These costs are rising at a frightening rate, says the spokesman for taxi drivers at this airport. They are asking Transport Minister Doug Lewis to intervene and find a solution to this conflict.

[English]

It is the same thing in Toronto where the concerns of the Independent Limousine Owner-Driver's Association and the Airport Taxi Cab Association have fallen upon the minister's deaf ears.

I am pleased that our transport critic, the member for York West has intervened on their behalf. But if the minister will not go half way to meet the drivers, he may have to walk home the next time he wants a drive.

Mr. Speaker, the fee was \$1,000 a year to work eight hours a day. It is now over \$4,000, and that just to operate their cab. Also, the new flat fee is \$6,000 for the limo drivers, which represents a 400 per cent increase.

I hope the minister will read by representation and act accordingly.

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EXECUTIVE SALARIES

Mr. John R. Rodriguez (Nickel Belt): Mr. Speaker, the bits of information we have on Canadian business executives' pay must come from U.S. disclosure rules. This is unfortunate, for many of these earnings are obscene and must fall under public scrutiny.

For instance, the President of Aginco-Eagle Mines gets \$5 million when he gets his pink slip.

Or Victor Rice, the man who dwarfed Massey Ferguson and moved it south of the border at the expense of Canadian taxpayers and workers. This job killer has a severance pay that amounts to four times his annual earnings of \$2.6 million—over \$10 million. That is 10 per cent of the 1990 company's profits, hijacked by an executive supposedly at the service of his shareholders.

They call it a "golden parachute". Imagine, a "golden parachute".