

*S. O. 31*

that Duvalier supporters be allowed to run in violation of the constitution.

My question is why does the minister insist on sending back people to risk prison, torture and assassination in Haiti?

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## TOURISM

**Mr. Greg Thompson (Carleton—Charlotte):** Mr. Speaker, customs and excise officials have for years been conducting immigration pre-clearance on behalf of the Department of Employment and Immigration at the airport in Houlton, Maine, as a service to residents of the United States on their way to visit Canada. Many of the people who benefit from this service are American sportsmen who are coming to New Brunswick to hunt and fish in our forests and rivers. This industry accounts for approximately \$9 million in revenue each year and provides jobs for some 7,000 guides.

The service was discontinued on October 31, 1989, based on the position of employment and immigration that there was no provision in legislation for this activity. However, the principle for permitting the pre-clearance of visitors to Canada on U.S. soil was established in 1974 in a treaty between Canada and the U.S.

I understand that External Affairs has explored the question of expanding this provision to include other locations. I urge the Minister of National Revenue to review this matter and work with his cabinet colleagues to reach a solution that will permit reinstatement of pre-clearance at Houlton, Maine.

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## TRANSPORTATION

**Ms. Catherine Callbeck (Malpeque):** Mr. Speaker, some time in January this government is expected to deliver another blow to Atlantic Canada. This will come in the form of an 11 per cent increase in ferry rates for trucks.

The reason for this and other rate increases is the steady reduction in federal subsidies to Crown owned Marine Atlantic. However, in a province like Prince Edward Island, higher transportation costs mean higher priced consumer goods and less competitive exports.

Now that VIA Rail has been forced by this government to reduce its service, we are wondering if Marine Atlantic will be forced to do so as well. I call on the Minister of Transport to refuse this 11 per cent increase, to restore a fair and working subsidy to Marine Atlantic.

The people of Atlantic Canada have suffered too much at the hands of this government and it has to stop now.

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## DROUGHT ASSISTANCE

**Mr. Lee Clark (Brandon—Souris):** Mr. Speaker, despite what the television news was indicating during periods of the past summer, the drought in western Canada has not ended. In fact, the 1989 crop in my constituency of Brandon—Souris and in parts of eastern Saskatchewan was considerably worse than it was in 1988.

Due to the fact that drought and low prices have had an accumulative negative impact on farm incomes, many farmers are experiencing more serious financial circumstances than they ever have before. As the hon. Minister for Grains and Oilseeds has repeatedly indicated publicly that he would readily consider any provincial proposal for a jointly-funded drought relief program, I urge the provincial governments of Saskatchewan and Manitoba to make such an offer immediately. The financial need is real—even though it has not been televised—and governments must jointly respond.

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[*Translation*]

## UNEMPLOYMENT INSURANCE ACT

**Mr. Jean-Pierre Blackburn (Jonquière):** Mr. Speaker, as we near the end of this session, there is some concern about the fate of the bill on unemployment insurance reform which is now before the Senate.

Mr. Speaker, any delay in passing Bill C-21 will deprive many unemployed workers of their unemployment insurance benefits.

Mr. Speaker, I wish to appeal to the Liberal majority in the Senate to stop its obstructionist tactics so that disadvantaged regions will not be penalized. Any delay in passing this bill will have serious consequences. Thousands of unemployed workers who have worked the requisite ten weeks will be unable to receive unemploy-