

Hon. J. Gilles Lamontagne (Minister of National Defence):

1. (a) 300, (b) 381, (c) 424.
2. (a) 205, (b) 300, (c) 394.

REPAIRS AND MAINTENANCE AT CFB GAGETOWN

Question No. 4,776—**Mr. Howie:**

For the fiscal year (a) 1980-81 (b) 1981-82 (c) 1982-83, what was the total value of contracts for repairs and maintenance awarded by the (i) Defence Construction (1951) Ltd. (ii) Construction Engineering Company at CFB Gagetown, New Brunswick?

Hon. J. Gilles Lamontagne (Minister of National Defence): The value of contracts for repairs and maintenance at CFB Gagetown for the two fiscal years in question were as follows:

	Defence Construction (1951) Ltd.	Construction Engineering Company
(a)	4,571,129	1,463,858
(b)	4,305,544	1,521,846
(c)* (to date)	2,861,756	1,269,079

*Final figures for 1982/83 will not be known till early summer.

F 404 PROGRAM

Question No. 4,792—**Mr. Herbert:**

1. Has a tender call been prepared for the F 404 program and, if so (a) who will be invited to prepare submissions (b) on what date is it intended to call for bids (c) what will be the closing date for tenders?
2. Are there any special conditions in the tender document referring to Canadian content and, if so, what are they?

Hon. J.-J. Blais (Minister of Supply and Services): 1. Yes, (a) Air Canada (Montreal), Orenda Division—Hawker Siddeley Canada Inc. (Toronto) and Rolls-Royce Ltd. (Montreal). (b) On or about May 4, 1983. (c) June 29, 1983.

2. The solicitation document requires Canadian contractors to identify the Canadian content in their proposal and this will be one of the factors considered in the evaluation of proposals submitted.

[English]

Mr. Smith: I would ask, Madam Speaker, that the remaining questions be allowed to stand.

[Translation]

Madam Speaker: The questions enumerated by the Parliamentary Secretary have been answered. Shall the remaining questions be allowed to stand?

Some Hon. Members: Agreed.

Western Grain Transportation Act

GOVERNMENT ORDERS

[English]

WESTERN GRAIN TRANSPORTATION ACT

MEASURE TO ESTABLISH

The House resumed consideration of the motion of Mr. Pepin that Bill C-155, to facilitate the transportation, shipping and handling of western grain and to amend certain Acts in consequence thereof, be read the second time and referred to the Standing Committee on Transport; and the amendment thereto of Mr. Benjamin (p. 25389).

Mr. Laverne Lewycky (Dauphin-Swan River): Mr. Speaker, just before the luncheon adjournment I was closing my comments on this particular Bill. In conclusion, I would just like to say that I support the motion of the Hon. Member for Regina West (Mr. Benjamin) that we have this particular Bill hoisted for six months because, as I tried to point out, it will have a disproportionate impact on the communities in the West which the Hon. Minister has certainly failed to take into consideration. There will be a disproportionate impact on individuals. I tried to indicate for the elucidation and edification of the Minister of Transport (Mr. Pepin), who obviously needs a lot of that in the days ahead, that the income in these areas is certainly disproportionately low, and to have this Bill come forward with this double whammy certainly would have a negative impact on the people there.

I tried also to point out, Mr. Speaker, by way of a specific case study, what would happen in a certain area where we have the removal of an elevator or a rail line which is going to be abandoned. I gave the illustration of the Winnipegosis subdivision.

In addition to that I pointed out what the negative impact would be on the farmer who has to truck his grain 150 kilometres to 200 kilometres; and on top of that, if you add the increase in the Crow rate, I referred to the negative impact this would have on the incomes of individual farmers who are putting bread and butter on our tables.

Mr. Parker: Mr. Speaker, I have a question for the Hon. Member for Dauphin-Swan River (Mr. Lewycky). The Hon. Member has pointed out the costs involved and has stated that we are not opposed to that. Part II, Clause 34, of the Bill states that in the crop year 1983-84 the federal Government will be supplying \$564.5 million in aid to the railways, and the railways state they intend to go to tender for the main tunnelling work at Rogers Pass towards the end of 1983, assuming the Crow legislation is in place and economic conditions improve.

Here we have the federal Government guaranteeing \$564.5 million in aid to the railways and no guarantee that the railways are going to improve this portion, at least, of the tunnelling to help accommodate this grain. Does the Hon. Member think this is a fair and reasonable situation?