

MARRIED QUARTERS AT CFB PETAWAWA

Question No. 4,778—**Mr. Howie:**

1. How many permanent married quarters are in the establishment at CFB Petawawa?
2. How many married personnel are stationed at the base?
3. Are there any restrictions on what ranks may rent PMQ's at this base and, if so, what are the restrictions?
4. What was the average monthly rent paid in (a) 1981 (b) 1982 for a three-bedroom rowhouse style PMQ, or the equivalent, at the base?
5. What was the average monthly rent paid in (a) 1981 (b) 1982 for a three-bedroom detached house at the base?
6. Will PMQ rents at Petawawa be raised in 1983 and, if so (a) for what reason (b) by what amount, on average?
7. Have any rental credits been established at the base to help offset the increased financial burden imposed by having PMQ tenants pay for their own heating fuel?
8. What is the usual fuel used for heating PMQ's at the base?

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

1. There are 1,705 permanent married quarters at CFB Petawawa.
2. There are 1,696 married personnel.
3. None.
4. (a) \$170, (b) \$180.
5. (a) \$222, (b) \$235.
6. Shelter values may increase depending upon the outcome of the 1983 CHMC appraisal of DND MQs. Any increases in shelter charges paid in 1983 by occupants will, however, be limited to a maximum of 5 per cent above current charges.
7. Yes, for all houses with insulation below CMHC standards where the occupants are paying directly to commercial suppliers.
8. Natural gas.

MARRIED QUARTERS AT CFB VALCARTIER

Question No. 4,779—**Mr. Howie:**

1. How many permanent married quarters are in the establishment at CFB Valcartier?
2. How many married personnel are stationed at the base?
3. Are there any restrictions on what ranks may rent PMQ's at this base and, if so, what are the restrictions?
4. What was the average monthly rent paid in (a) 1981 (b) 1982 for a three-bedroom rowhouse style PMQ, or the equivalent, at the base?
5. What was the average monthly rent paid in (a) 1981 (b) 1982 for a three-bedroom detached house at the base?
6. Will PMQ rents at Valcartier be raised in 1983 and, if so (a) for what reason (b) by what amount, on average?
7. Have any rental credits been established at the base to help offset the increased financial burden imposed by having PMQ tenants pay for their own heating fuel?
8. What is the usual fuel used for heating PMQ's at the base?

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

1. There are 946 permanent married quarters.
2. There are 2,115 married personnel.

Western Grain Transportation Act

3. None.
4. (a) \$165, (b) \$175.
5. (a) \$219, (b) \$232.

6. Shelter values may increase depending upon the outcome of the 1983 CMHC appraisal of DND MQs. Any increases in shelter charges paid in 1983 by occupants will, however, be limited to a maximum of 5 per cent above current charges.

7. Not at the present time. However when CFB Valcartier converts to direct metering of heating fuels during the next year, a rebate will be available for all houses with insulation below CMHC standards where the occupants are paying directly to commercial suppliers.

8. Oil, but with conversion to natural gas planned in the next year.

[English]

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

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

Some Hon. Members: Agreed.

GOVERNMENT ORDERS

[English]

WESTERN GRAIN TRANSPORTATION ACT

MEASURE TO ESTABLISH

The House resumed consideration of the motion for 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. Jesse P. Flis (Parliamentary Secretary to Minister of Transport): Madam Speaker, when I called it one o'clock, I was about to explain how under Bill C-155 farmers will receive protection from excessive inflationary cost increases in the future. The best way to do this is probably to give a concrete example.

• (1510)

Let us say that the freight rate is now 15 cents per bushel, the approximate amount of the present Crow rate, and the real cost of transporting a bushel of grain today is 75 cents. Because of inflation, let us say that the real cost goes up to 85 cents per bushel. The question to be asked is, does the farmer pick up the additional 10 cents increase for next crop year? The answer, Mr. Speaker, is definitely not. His or her increase is only 3 per cent as protected by the Bill, which works out to