

heading "Fuel Oil and Other Liquid Fuel" on page 12. It indicates there a 9.2 per cent increase in the cost of fuel oil and other liquid fuels for the month of October, and a 24.5 per cent increase from October, 1979, to October, 1980, just as I indicated in my question to the minister.

The minister said at the time that I was mistaken and that the costs had only risen by 6 per cent in the last month. What he was referring to is a 6 per cent increase in energy costs since September, and an 18.2 per cent increase in energy costs over the past 12 months. However, with reference to fuel oil and heating oils which particularly affect lower-income people who spend more of their income on heating fuel than on gasoline or other aspects of energy, the increase in the last month is 9.2 per cent. The increase over the last 12 months is 24.5 per cent.

The future seems extremely grave in view of these recent figures. Of course they point out the need for an energy tax credit or some kind of assistance for lower-income Canadians such as was proposed by our administration, so that they may meet these increasing costs. I would ask the minister to note that his figures were incorrect.

Hon. Marc Lalonde (Minister of Energy, Mines and Resources): On the same question of privilege, Madam Speaker, we are both correct because we are talking about two different sets of figures. My hon. friend was talking about the price of fuel oil, and I was talking about the total cost of energy. As a matter of fact, we are quoting from the same document, but we are probably looking at different columns. The record will speak for itself. It will be clear that the figures are correct in both cases. One set of figures refers to the total energy cost and the other set refers to fuel and oil.

With regard to the comment made by the hon. member, I can assure him that the government is very concerned about the impact of these increases on the cost of living and on the cost of energy. This concern was borne in mind when we developed our budget and our energy program, and that is why we have tried to keep the increased costs to the consumer at a lower level than was foreseen in the previous budget introduced by the hon. member. In that sense the Canadian consumer is protected in a very significant way as compared to what he would have paid under the planned budget of the hon. member when he was minister of finance, even with the tax credit.

Mr. Crosbie: Absolute malarkey.

Mr. Lalonde: However, that is more argument than it is privilege.

Madam Speaker: Of course, there is no question of privilege. The hon. member for St. John's West (Mr. Crosbie) knows that he cannot correct any of the minister's statements in *Hansard*. That will have to be done by the minister. Through this exchange, the information of both the minister and the hon. member has now been recorded. I remind hon. members that the matter was a point of debate, not a question of privilege.

Order Paper Questions

● (1230)

ROUTINE PROCEEDINGS

[English]

QUESTIONS ON THE ORDER PAPER

(Questions answered orally are indicated by an asterisk.)

Mr. D. M. Collenette (Parliamentary Secretary to President of the Privy Council): Madam Speaker, the following questions will be answered today: Nos. 1,060, 1,456, 1,549, 1,606 and 1,625.

[Text]

AMERICAN TOURISTS—CUSTOMS—CAMPING TRAILERS

Question No. 1,060—**Mr. Cossitt:**

1. Are conflicting answers being given by Canada customs officers to American tourists entering Canada drawing trailers with their vehicles for summer camping purposes and, if so, what are the exact requirements or guidelines that customs officers should follow?

2. Is the government aware that many American tourists have found that they are having problems, particularly if they leave the trailer in Canada for an extended period of time?

Hon. William Rompkey (Minister of National Revenue): 1 and 2. Under customs law, visitors are entitled to use their vacation trailers in Canada without customs assessment. A number of conditions are stipulated, the most prominent of which requires that the vacation trailer be re-exported at the conclusion of the visit. It has recently been brought to my attention that due to regional differences in interpretation of the term "visit", some American visitors have been allowed to retain their trailers in Canada on a seasonal basis, while others have been advised that the unit must be re-exported each time a return trip is made home. In an effort to achieve uniformity in instances of this nature, instructions are being issued to all offices across Canada outlining the procedure to be followed. Basically, vacationers who will make regular use of their trailers in Canada will be permitted to retain them in this country on a seasonal basis without having to re-export them each time they make a return trip to the United States. Under this procedure, written permission will be given in each instance in the form of a small blue permit which is to be displayed on the trailer while it is in Canada.

RIDEAU CANAL

Question No. 1,456—**Mr. Cossitt:**

What is a full description of the methods and procedures for the hiring of (a) permanent (b) temporary or seasonal employees on the Rideau Canal?

Mr. Roger Simmons (Parliamentary Secretary to Minister of State for Science and Technology and Minister of the Environment): Rideau Canal conducts its own recruiting for administrative support (clerical) and operational (maintenance) type positions.

(a) Hiring of permanent employees—This includes seasonal employees as under the Public Service Employment