

2. Qualifications requirements for appointment, or promotion, vary with each class and category of position and are set out accordingly in the job description of each position.

Promotion criteria are designed, in each case, to meet the qualification requirements of the position and take into account: (a) formal qualifications—specialized courses and general academic attainment. (b) demonstrated ability through in-job training. (c) efficiency in the performance of duty. (d) personal attributes and suitability. (e) satisfactory health standard. (f) experience.

3. As for 2.

4. As for 2.

BANK OF CANADA ADVANCES TO CHARTERED AND SAVINGS BANKS

Question No. 1,139—Mr. Caouette:

Since December 1, 1969, has the Bank of Canada granted advances to chartered banks and savings banks and, if so (a) to what banks (b) in what amount to each of those banks (c) at what interest rates?

Hon. E. J. Benson (Minister of Finance): (a) Because of the banker-client relationship involved, it has not been the practice of the Bank of Canada to publish the names of the banks who have taken advances.

(b) Between December 1, 1969 and February 12, 1970, the Bank of Canada published in statutory form 11 weekly statements of assets and liabilities at the close of business on Wednesdays. These returns recorded advances to chartered and savings banks (Asset item 4(c)) as follows:

Wed. December	3	\$ 800,000
	10	Nil
	17	Nil
	24	Nil
	31	900,000
January	7	69,000,000
	14	Nil
	21	Nil
	28	Nil
February	4	Nil
	11	47,000,000

(c) The rate of interest charged on these advances was at the Bank rate of 8 per cent per annum.

***PURCHASE OF BOEING 707's AND DC8 JETS**

Question No. 1,204—Mr. Coates:

1. On what date did the federal government enter into an agreement to purchase four Boeing 707's?

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2. Have members of the Armed Forces been trained to operate Boeing 707's and, if so, on what date (a) was training initiated (b) will it be completed?

3. What was the agreed price for the purchase of the four Boeing 707's and on what date will delivery be made?

4. Were any negotiations carried out between the federal government and Air Canada relating to the purchase of DC8 Jets from Air Canada before a contract was entered into by the federal government and (a) if so, what was the result of such negotiations (b) if not, for what reason?

Mr. D. W. Groos (Parliamentary Secretary to Minister of National Defence): The answer to part 1 is February 12, 1970.

The answer to part 2 is that members of the Canadian forces commenced training at Boeing Seattle on 18 February, 1970, and it is anticipated that this initial training will be completed by May, 1970.

The answer to part 3 is that the total program cost for the four Boeing 707's for the Canadian forces is \$55.9 million (Canadian funds) including training for air and ground crews, spare engines, spare parts, ground support equipment, ground maintenance support, and sales tax, with delivery to be made between 18 February and 12 March 1970.

The answer to part 4 is that negotiations were not carried out with Air Canada for the purchase of DC8 aircraft as it is understood that Air Canada has no DC8 aircraft of an appropriate configuration surplus to present requirements.

ATLANTIC PROVINCES—HIGHWAY CONSTRUCTION IN NATIONAL PARKS

Question No. 1,206—Mr. MacLean:

What is the estimated expenditure to be made by the federal government in the fiscal year 1970-71 for highway construction in national parks in each of the Atlantic Provinces?

Mr. Russell C. Honey (Parliamentary Secretary to Minister of Indian Affairs and Northern Development): Newfoundland, \$40,000; Nova Scotia, \$142,500; New Brunswick, Nil; Prince Edward Island, Nil.

GROS MORNE NATIONAL PARK—CONSTRUCTION OF HIGHWAYS

Question No. 1,216—Mr. Marshall:

1. Of the \$1,971,000.00 allocated in the estimates for the fiscal year ending March 31, 1971 listed under future years requirements, phase 2, construction of new highway, Gros Morne National Park, what is the breakdown of locations of highways to be constructed?

2. Of the \$40,000.00 under phase I, pre-engineering in the proposed estimates for 1970-71, what is the breakdown of the projects to be undertaken in Gros Morne National Park?