

and as productive as possible in order that the safeguards of the Auto Pact never come into play. That is the case with General Motors right now.

Mr. Broadbent: What about Chrysler and Ford?

Mr. Wilson (Etobicoke Centre): It is way above the safeguard level, which is why it is investing \$2.5 billion in Canada.

AUTOMOTIVE AND STEEL INDUSTRIES

Right Hon. John N. Turner (Leader of the Opposition): Mr. Speaker, that reply scares me to death.

Some Hon. Members: Good!

Mr. Turner (Vancouver Quadra): My question is for the Deputy Prime Minister. The Government has knuckled under in lumber as a result of pressure from American Senators and Congressmen. After the American elections will we knuckle under on automobiles and steel and open up those situations, too?

Hon. Michael Wilson (Minister of Finance): Mr. Speaker, there was no suggestion whatsoever in my response that the Government is knuckling under in any way to the Americans on anything. The important point I made was that we continue to encourage and assist the automotive industry in Canada to continue to do the great job it is doing now so that it does not have to worry about the safeguards. Members of the industry are way above the safeguards now. The Hon. Member knows it and is just sowing a lot of seeds of discontent.

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SUPPLY AND SERVICES

CF-18 FIGHTER AIRCRAFT MAINTENANCE CONTRACT—BID BY BRISTOL AEROSPACE

Mr. Cyril Keeper (Winnipeg North Centre): Mr. Speaker, my question is for the President of the Treasury Board. Will the Minister respond to the confirmation given this morning in a telephone call by Bristol Aerospace that the price-tag placed on its bid for the CF-18 contract was inflated because of a lack of recognition that Bristol already had in hand much of the technology that was needed, technology not available to Canadair?

Hon. Robert de Cotret (President of the Treasury Board): Mr. Speaker, the answer is no, I will not acknowledge that fact.

Mr. Benjamin: It's a fact but you won't acknowledge it.

Mr. de Cotret: The technical team evaluated the bids. The Bristol consortium had some technology, as did Canadair, technology that the evaluation team did not consider necessarily applicable to the contract itself. All three consortia were

evaluated on the basis that the cost of technology would be similar if not equal.

Committee Reports

ROUTINE PROCEEDINGS

[Translation]

CANADA-FRANCE INTERPARLIAMENTARY ASSOCIATION

PRESENTATION OF FIRST REPORT

Mrs. Claudy Maily (Parliamentary Secretary to Minister of Communications): Mr. Speaker, I have the honour to table today the First Report of the Canada-France Interparliamentary Association, following the completion of a very successful 9th annual meeting.

Also, Mr. Speaker, the delegation would like to congratulate you for your elegant and competent presentation in French at our meeting.

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[English]

COMMITTEES OF THE HOUSE

PRIVATE MEMBERS' BUSINESS—FIRST REPORT OF STANDING COMMITTEE

Mr. Bill Kempling (Burlington): Mr. Speaker, I have the honour to present the first report of the Standing Committee on Private Members' Business, in both official languages.

The report deals with the selection of votable items pertaining to the first draw which took place October 21, 1986. I note that, pursuant to Standing Order 36(1)(b), this first report is deemed adopted when laid on the Table.

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[Translation]

CANAGREX DISSOLUTION ACT

PRESENTATION OF REPORT OF LEGISLATIVE COMMITTEE

Mr. Marcel R. Tremblay (Quebec East): As Chairman of the Legislative Committee, Mr. Speaker, I have the honour to table the Report of the Legislative Committee on Bill C-2, an Act to dissolve Canagrex and to amend certain Acts in consequent thereof, without amendment. This report is tabled in both official languages.

Mr. Speaker, I take this opportunity to thank very sincerely the Members of the Committee, the clerk, staff, and translators, for their invaluable cooperation.

[Editor's note: For above report, see today's Votes and Proceedings.]