

assumption of residence in the second province, provided any required premiums (if the plan is financed by a premium system) and other registration requirements are met. The second province will provide coverage from the first day of the third month following assumption of residence in the province, once again provided any premium and registration requirements are met. All provinces integrate health insurance coverage for residents moving from one province to another in this way. The Yukon and the Northwest Territories also participate in these arrangements in the same way.

2. Yes. The federal government, the provinces and territories, participate on a 50-50 basis in the funding of a Health Insurance Supplementary Fund which is administered by the Department of National Health and Welfare. The purpose of the fund is to provide protection for residents of Canada who either lose or are unable to obtain health insurance coverage for the insured services of the national programs from a provincial or territorial plan through no fault of their own. This fund has been in existence since 1972 and superseded a hospital insurance supplementary fund which was established in 1966.

CANADAIR CHALLENGER AIRCRAFT

Question No. 1,672—**Mr. McKinnon:**

1. Is the production model of Canadair's Challenger aircraft heavier than the prototype model and, if so (a) by how much (b) will Canadair be compensating for this extra weight by redesigning any of the aircraft's component parts?
2. Is any part of the \$20 million that Canadair recently committed to the Challenger program to be used in correcting the weight problem?
3. Will a redesign of component parts to correct the weight problem cause an increase in the sale price of the Challenger and, if so, by how much?

Hon. Herb Gray (Minister of Industry, Trade and Commerce): In so far as the Department of Industry, Trade and Commerce is concerned: Canadair Challenger Aircraft

1. No. (a) The manufacturer's empty weight (MWE) of the early production models is approximately 600 pounds less than the prototype aircraft (18,600 pounds vs 19,200 pounds).
(b) A significant number of weight-saving modifications have already been incorporated into the early production aircraft, resulting in the above-referenced weight saving.
2. Part of the \$20 million committed to Challenger aircraft improvements includes additional weight saving in the order of 300 pounds near-term and 600 pounds ultimately (i.e. target MWE equals 18,000 pounds). Half of the weight saving will result from use of light-weight composite material parts in place of conventional aluminum parts.
3. No. The selling price of the Challenger aircraft will not increase as a result of the weight-saving program. Other factors such as inflation rates, competitive aircraft prices

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and measures of what the market will bear in relation to program costs and expected return on investment will largely determine prices.

IMMIGRATION LEVELS

Question No. 1,714—**Mr. Stewart:**

1. Are the provinces consulted when immigration quotas are established and, if so, which provinces?
2. Are provincial quotas taken into consideration when a national quota is being established?

Hon. Lloyd Axworthy (Minister of Employment and Immigration): 1. In setting out the objectives of immigration policy, the Immigration Act of 1976 emphasizes the importance of federal-provincial co-operation and consultation. Section 7 of the act specifically requires the minister to consult with all ten provinces on regional demographic needs and labour market considerations before announcing annually to Parliament the federal government's determination with respect to future immigration levels. Consequently, consultations with all the provinces have become a particularly meaningful aspect of the entire level-setting exercise.

2. Some provinces do indicate a specific number of immigrants they wish to receive during the following year, based in part on numbers they expect to receive in the current year. However, most provinces refer to their needs in terms of a percentage of the total level to be set. While full consideration is given to provincial views, provinces recognize the fact that the setting of a global immigration level is not based solely on the sum of their individual views, but that the federal government has the responsibility to also take into account national economic and social development goals which have a direct impact on the level-setting exercise. Provinces also recognize the fact that since all residents have free access to all parts of the country, their provincial levels of population will increase or decrease as people move from one province to the other.

COMPANY TAKE-OVERS

Question No. 1,715—**Mr. Stewart:**

1. For each year 1975 to 1979, how many applications by non-Canadian companies to take-over or acquire an interest in a Canadian company were received and processed and how many (a) were (i) approved (ii) rejected (b) are still pending?
2. Are applications by a non-Canadian corporation to take-over or acquire an interest in a Canadian company in the public domain from the time the application is formally filed?
3. Are Canadian companies given an opportunity to counter-offer so that ownership may remain in Canadian control?
4. Is any effort made to find a Canadian buyer before an application by a non-Canadian company is approved?
5. For each year 1975 to 1979, what was the total net worth of the companies which passed from Canadian control to foreign control?

Hon. Herb Gray (Minister of Industry, Trade and Commerce): In so far as the Foreign Investment Review Agency is concerned: