

June 30, 1980, the rate of subsidy was 20 per cent. On applications received after that date, the rate is 9 per cent. This change was in accordance with an announcement made by the previous government in December, 1979. It was confirmed by the present government on the basis that consultations be held by a government team, with industry, with organized labour and with the provinces before making a decision on future policy for the shipbuilding industry. These consultations are now under way.

2. No jobs will be lost as a result of this action. As one indication of the health of the industry, Dome Petroleum has recently purchased Davie Shipbuilding and has announced expansion intentions.

CF-18 INDUSTRIAL BENEFITS PROGRAM

Question No. 1,541—**Mr. McKenzie:**

1. Did the government contract for industrial benefits for any province by name in the contract with McDonnell Douglas Corporation for the new fighter aircraft and, if so (a) which provinces were named (b) what is the total dollar value of any industrial spin-off allocated to any specific province?

2. What is the total dollar value of any industrial spin-off assured to the province of (a) Prince Edward Island (b) Newfoundland (c) Nova Scotia (d) New Brunswick (e) Quebec (f) Ontario (g) Manitoba (h) Saskatchewan (i) Alberta (j) British Columbia under the terms of the contract?

3. Will the government be meeting with (a) Standard Aero Ltd. (b) Boeing of Canada (c) Bristol Aerospace Ltd. (d) C.A.E. Aircraft Ltd. (e) Standard Aero Engine Ltd., all of Winnipeg, concerning the awarding of contracts as a result of the new fighter aircraft contract and, if so (i) on what dates (ii) on what date will the government be announcing the contracts and their dollar value?

Hon. Herb Gray (Minister of Industry, Trade and Commerce): In so far as the Department of Industry, Trade and Commerce is concerned: 1. The CF-18 contract with McDonnell Douglas requires that the province of Quebec be the location for two new manufacturing facilities, with a total investment commitment of \$63 million expected. No other specific industrial benefits are contracted for any province.

2. The majority of industrial benefits are secured in favour of Canadian industries in general, but it has been estimated that these benefits, amounting to \$2.91 billion, will accrue to all provinces in all regions of Canada. See also question 882 answered June 12, 1980.

3. (1) The government regularly meets with officials of Canadian aerospace firms within the context of established programs.
- (2) These companies have or will be given an opportunity to participate in the CF-18 industrial benefits program.
- (3) There has been established an office which provides general advice and assistance to all Canadian firms seeking participation in the CF-18 industrial benefits program.
- (4) Of course, individual companies must be willing to take advantage of these opportunities.
- (5) Bristol Aerospace, for example, has received orders from the General Electric (Aircraft Engine Group)

Order Paper Questions

for over 600 shipsets of the F-404 engine exhaust frames. It is anticipated that this business will continue over the next several years to reach a total estimated value of \$80 million. At the same time, Bristol declined to bid on any portion of the structural components package put out by McAir.

- (6) The government intends to publish occasionally on contracts awarded to Canadian firms which are of general interest, and to publish regularly on the over-all progress of the program.

SALARIES OF PUBLIC SERVANTS

Question No. 1,615—**Mr. Cossitt:**

What is the total number of public servants receiving equal or higher annual salaries than the total indemnity paid to a Member of Parliament and (a) what are their names and job designations (b) what is the salary and the department in each case?

Mr. David Smith (Parliamentary Secretary to President of the Privy Council): As of October 17, 1980, the indemnity of a Member of Parliament was \$30,600. Members also received a non-taxable expense allowance of \$13,500. This allowance increased for certain electoral districts that over large geographic areas; as of October 17, 1980, it was \$17,900 for ridings in the Northwest Territories and \$16,600, for those outlined in Schedule III of the Canada Elections Act.

As of October 1980, there were 23,187 federal public servants as defined in Schedule I, part 1 of the Public Service Staff Relations Act earning over \$30,600 per annum. Of these, 2,430 earned more than \$45,000 per annum. These figures, however, include only personnel for whom the Treasury Board is the employer: they do not include governor in council appointments or employees of Crown agencies.

From the totals given above it is obvious that the cost in terms of time and money of attempting to list this number of persons by name, job designation, salary range and department would be prohibitive.

DE HAVILLAND AIRCRAFT OF CANADA LIMITED—ADVERTISING

Question No. 1,774—**Mr. Stevens:**

For the current fiscal year, what are the estimated expenditures of de Havilland Aircraft of Canada Ltd. for (a) advertising (b) free or subsidized publications (c) other information conveyed to the public?

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

- (a) Estimated expenditure for advertising is approximately 0.5 per cent of annual sales. The precise figure is held as confidential by the company in recognition of the commercial market conditions within which it operates.
- (b) Estimated expenditure for free publications is:

“High Lift”	\$80,000
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