

members opposite do not care. I hope they have a good answer; if so, I will apologize.

This material goes on to say that Air Canada's \$15 million super hangar will overhaul the Boeing 727's. The 727's are going to be overhauled in Montreal, and the minister knows it.

Air Canada made a statement on December 5, 1974, under a heading in the *Free Press* "Air Canada hangar role 'conjecture'". The statement continues:

The type of work to be carried out in the new Air Canada line maintenance hangar which should be built by 1976 is still "conjecture", and Air Canada spokesman in Winnipeg said in a telephone interview Wednesday.

Then we have been told that more grants will be made available for CAE in Winnipeg. Under the heading "Richardson, Marchand consult on Winnipeg aircraft work", a *Free Press* report goes on to say:

A federal government capital grant of between \$2,000,000 and \$3,000,000 is available for new equipment at the CAE aircraft repair base—

I guarantee that the whole thing will be closed down by the end of the year. In answer to a question of mine on May 23 about the creation of 800 aerospace jobs, the Minister of Supply and Services said that Bristol Aerospace engaged more workers than last year. I have checked into this and there has been no expansion whatsoever at Bristol Aerospace. The minister went on to say that the "general aeronautical situation in Winnipeg is much more advantageous than in any other region of Canada". If it is advantageous in Winnipeg, I should like to know what it is like in the rest of the country.

Another news release also from Boeing indicates there are layoffs rather than any expansion. In a news release dated May 29 from the International Association of Machinists and Aerospace Workers of Winnipeg it is stated:

From the present total employment of 160 (98 union, 62 management), there will be continuous layoffs until the total employment target of 69 (48 union, 21 nonunion) is reached on August 1, 1975.

We are going down, Mr. Minister, we are not going up to the 800 figure, and we will never let you forget this in Manitoba. The press release continues as follows:

To reach this goal there will be 91 layoffs within the next two months.

In its future plans, C.A.E. finds it no longer good business sense to retain its Department of National Defence approval, therefore, will no longer be qualified to perform any sort of work for the Department of National Defence. It also means the elimination of all side shops such as welding, heat treating and plating.

The Company does intend to retain its M.O.T. approval which allows it to work on civilian aircraft; however, this type of work is of a very inconsistent nature.

The news release also states:

Air Canada still owes C.A.E. 100,000 man-hours of work for 1975, and D.N.D. owes 40,000 man-hours of work.

I hope the minister will be able to inform me tonight when this work is to come forward. The release continues as follows:

Supply and Services Minister Jean-Pierre Goyer stated that Winnipeg is a privileged city because of all the aerospace work being performed here; we question this statement. We also realize that the promise to create 800 new aerospace jobs in this city was a damn lie.

TransAir did absorb about 20 C.A.E. employees but since January 1, 1975, 130 employees have departed from C.A.E. Many former C.A.E.

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employees have been forced to accept low paying jobs, and you can be assured that they have considerable resentment toward the government because of its lies and neglect of the West.

I should like to point out that the aerospace industry—

**Mr. Deputy Speaker:** Order, please. I regret having to interrupt the hon. member but his allotted time has expired.

**Hon. Jean-Pierre Goyer (Minister of Supply and Services):** Mr. Speaker, I am not going to comment on the non-parliamentary words that have been used by my hon. friend, as I think we have had a lot of those comments today. Perhaps we can go to the substance of the matter.

Since January of this year my department has placed a total of \$11,907,000 in contracts with the Manitoba aerospace industry. For the balance of this year I expect that an additional \$4 million will be placed quite shortly, possibly rising to \$6 million, depending on the timing of future government aircraft programs.

Of this work close to \$6 million worth of contracts will be carried out by Standard Aero in the manufacture of engine components and the repair and overhaul of engines, while almost \$8.9 million involving manufacture of aircraft components and the overhaul of aircraft will be performed by Bristol Aerospace Limited. As a matter of fact as recently as last week I announced a contract with Bristol in the amount of \$1.64 million for the conversion of D.N.D. Buffalo aircraft to research and rescue machines.

These government contracts alone will provide jobs for over 700 people in the current year. I think it is important to recognize the substantial share of the federal government's aerospace requirements that is enjoyed by the Manitoba sector of the industry. For example, in the fiscal year 1974-75 the distribution of aircraft repair and overhaul contracts alone present the following interesting figures: In terms of dollars awarded the figures are Nova Scotia, \$4.7 million; Quebec, \$29.5 million; Ontario, \$29.1 million; Manitoba, \$13.8 million; Alberta, \$2.4 million and British Columbia \$262,000. In terms of dollars per head of population Manitoba is first with \$13.67. Second is Nova Scotia with \$5.79. Then Quebec follows with \$4.89. The total for Manitoba is away out in front of all the provinces in its share of the repair and overhaul business.

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I should further note in passing that while employment in the aerospace industry declined nationally from 35,000 to 25,400 people between the end of 1969 to the middle of 1974, it rose in Manitoba from 2,300 to 2,900 people in the same period. Definitely things could be improved, but I believe this proves that Manitoba is well ahead in terms of the aerospace industry.

In conclusion I should like to say that in respect of the Air Canada hangar the hon. member will see that the government will fulfil its promise. In the case of the DND-707 repair and overhaul facilities I hope that the strike at TransAir will come to an end in order that we may continue the work we promised in Manitoba.