

Oral Questions

Hon. C. M. Drury (Minister of Public Works): Mr. Speaker, I would agree that to enter into such a lease arrangement would be a strange procedure. The fact of the matter is there have been negotiations—

Mr. Horner: He was a good Liberal.

Mr. Drury:—leading up to the lease-purchase, which is distinct from an ordinary lease, of the building which is to be designed to meet the specific needs of the federal government.

Mr. Huntington: Mr. Speaker, may I direct a supplementary question to the Minister of Public Works? In view of the multiplier involved as between the cost of the building and the lease price of the building, a multiplier of about three, does the government have any supervision rights over the construction costs of this building?

Mr. Drury: Mr. Speaker, the arrangement if entered into, and it has not yet been, would provide what by extrapolation and calculation would appear to be the most economical method from the government's point of view of acquiring use and eventual ownership of the property.

Mr. Huntington: A final supplementary question, Mr. Speaker. Can the minister tell the House if the reported \$54 million option to purchase Terrasse de la Chaudière covers the entire project or just that portion of the project to be built on government-owned land?

Mr. Drury: Mr. Speaker, the part of Terrasse de la Chaudière in which we are interested is merely that portion related to the office accommodation which the government would occupy.

REASON FOR VARIATION IN PRICE OF LAND PURCHASED IN HULL

Mr. Stan Darling (Parry Sound-Muskoka): Mr. Speaker, may I direct a supplementary question to the Minister of Public Works? Has the minister reviewed the situation whereby the National Capital Commission, as agents for the Department of Public Works, paid \$86 per square foot last month for the Quebec Hydro property in Hull, when Campeau had been buying adjacent land six to ten months previously at an average cost of \$30 per square foot? Can he tell the House why this was done?

Mr. Horner: He was a good Liberal.

Hon. C. M. Drury (Minister of Public Works): Mr. Speaker, as I think the House is aware, the National Capital Commission in Ottawa is a semi-autonomous body which operates to acquire and control the bulk of the government holdings of land within the national capital area.

[Mr. Huntington.]

NATIONAL CAPITAL COMMISSION

SOURCE OF ALLEGED DIRECTIVE TO USE CERTAIN COMPANY TO APPRAISE LAND PURCHASED IN HULL

Mr. Stan Darling (Parry Sound-Muskoka): Mr. Speaker, may I direct a supplementary question to the Minister of State for Urban Affairs. Is the minister aware of any over-riding directives which were issued to the staff at NCC to use a specific appraisal company for the evaluation of the Quebec Hydro properties on Rue Principale, Hull, Quebec, which were to be purchased by the National Capital Commission for the Department of Public Works? If so, from which level did these directives come; if not will the minister make inquiries?

Hon. Barney Danson (Minister of State for Urban Affairs): Mr. Speaker, my understanding of the situation is that the purchaser and vendor indicate one appraiser each; a third one is mutually agreed upon so that comparisons can be made and the most satisfactory solution is achieved.

Mr. Darling: That is not an answer.

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AIR TRANSPORT

REVOCATION OF AIR NAVIGATION ORDER ON USE OF LANGUAGE—CONSULTATIONS WITH PILOTS AND AIR TRAFFIC CONTROLLERS

Mr. Don Mazankowski (Vegreville): Mr. Speaker, my question is for the Minister of Transport. Yesterday the minister in response to the hon. member for Maisonneuve-Rosemount confirmed that there should be a regulation supporting the existing rules with regard to the flying and controlling of aircraft, as outlined in section 8 of the memorandum of understanding reached by the minister and the parties to the contract. At the same time the minister stated, in answer to my question, that he would be making changes to the air navigation order of June 30 from a technical point of view. I ask the minister to confirm that the air navigation order which was filed with the registrar of statutory instruments on June 30 has been revoked rather than amended.

Hon. Otto E. Lang (Minister of Transport): Mr. Speaker, the ordinary procedure for amending orders like this is to revoke them and substitute a new text. That has been done in this case.

Mr. Mazankowski: A supplementary question, Mr. Speaker. Will the minister explain to the House precisely what are the technical difficulties to which he referred in his answer yesterday, and will he confirm whether the parties to the agreement, CATCA and CALPA, were consulted before the revocation order was given? If they were not consulted, will he advise the House why they were not so consulted?

● (1430)

Mr. Lang: Mr. Speaker, no, they were not consulted. If the hon. member will refer to the memorandum of understanding, he will see that there was an agreement about proceeding with an air navigation order, but no agreement