

Adjournment Debate

up of the operations at Dorval before the end of 1979. These are documented in his offer.

Therefore we have a situation where Mr. Thomson personally took the time to work on the acquisition of Sky Shops although he said in his letter "I have not done anything like this personally in a long time". He did this extraordinary thing, to buy what would appear to be a lame duck company in a lame duck airport at a highly inflated price, a company whose directors have forced out the man who had expertise and experience and who built the company, Mr. Andy Anton.

● (2200)

I want the Minister of Transport to find out why bidding procedures for the duty free shop at Mirabel were so manifestly irregular. I should like to know, for example, why Host International was dismissed so peremptorily because it was, among other things, a U.S. controlled company, while other American controlled companies have been and are welcome in similar circumstances, as well they should be, if they can do a better job. If Host had a liquor licence problem it should have been advised immediately and its deposit returned or never accepted. General Aviation, a subsidiary of Hudson General Corporation of Great Neck, New York, is active at Mirabel, and a subsidiary of Allied Corporation was acceptable as a cleaning contractor at Mirabel, although it is controlled from New York. So much for the Canada first argument of Sky Shops or in favour of Sky Shops.

There is no way the Sky Shops bid, on the basis of logic, can be the best for revenue purposes, and I ask the minister to table the entire basis on which the bids were awarded, the calculations and so on. I also ask the minister not to forget about bids like Commercial Caterers Limited and K. S. Kohli who, I understand, sent a telegram to the minister to correct some errors he felt the minister made in assessing his position in a recent speech in this House. I shall quote from an executive of one of the bidders, and if the minister or one of his assistants is interested, I can supply a copy of the document from which I am quoting:

If you wish to use the enclosed material without using our name, in view of possibility of further business connections with the present government, please do so. But if you find it absolutely necessary to divulge the source of your information I will not object.

Why are people so afraid to talk? We need an inquiry so they can testify freely. I hope the minister will co-operate in improving the way his department is being administered.

In the meantime I hope he will check carefully on another real problem, the de-icing capability at Mirabel. The tendering procedures there are very current and very irregular, and Air Canada and the Ministry of Transport are, as usual, involved in another weird scenario at taxpayers' expense.

In closing I should also like to suggest to the minister that bright and early tomorrow he read his copy of the *Montreal Gazette*, one of Canada's great newspapers.

Some hon. Members: Hear, hear!

Mr. Ralph E. Goodale (Parliamentary Secretary to Minister of Transport): Madam Speaker, I am pleased to be able to respond to my friend, the hon. member for

[Mr. MacKay.]

Central Nova (Mr. MacKay), this evening. As I begin, let me say that I cannot and do not accept a great portion of the preamble in his remarks this evening. I do not deny that there have been issues raised of importance and of public interest, and I assure the hon. member that the government is clearly aware of its continuing responsibility in public administration, to use an old and somewhat hackneyed adage, to ensure that justice is done and is manifestly seen to be done.

I should like to remind the hon. member of the admonition offered in this House and elsewhere by the Minister of Transport (Mr. Lang) and others about certain concurrent responsibilities which clearly bear upon the opposition when it comes forward with allegations and accusations, and that is the responsibility which hon. members opposite must discharge, to be fair, precise and well-founded in what they say, and to be well researched and judicious in matters of this kind.

It is not good enough to deal in a speculative manner with suspicions, accusations and innuendos. It may be politically sensational, but it is not fair and responsible public conduct in the pursuit of justice. In my brief experience in this House I have generally been favourably impressed with the thoughtful approach of the hon. member for Central Nova. I share the disappointment of many of my colleagues in this chamber with respect to certain comments lately which I believe have been somewhat below his normal standards. I hope this is not an established trend for the future but merely an aberration which soon will be corrected.

To deal specifically and directly with his request in this discussion this evening, I shall refer to the comment addressed in this House by the minister in reply to the hon. member, recorded in *Hansard* at page 8947 on November 7, where the minister said that he would examine what material is available on this subject and determine whether the most suitable approach would be to table the requested documents or open a discussion in the standing committee.

I am pleased to be able to report to the hon. member tonight that the relevant data are presently being assembled, and the minister hopes to be in a position to table the information before the end of this week.

FINANCE—SUGGESTED WITHDRAWAL OF TAX CONCESSIONS
TO FALCONBRIDGE NICKEL ON OPERATIONS IN NAMIBIA

Mr. John Rodriguez (Nickel Belt): Madam Speaker, on Friday, November 7, Falconbridge Nickel Mines announced that approximately 1,000 workers would be laid off by January 1, 1976. This does not include 1,000-odd workers employed by contractors at the Falconbridge properties in the Sudbury basin.

The reason given by the company for the lay-offs and for a cut of \$50 million from its capital spending program was "the current greatly reduced demand for nickel in world markets and increased operating costs". It should be noted that a large chunk of the cut in spending came from the company's smelter environmental program, a program designed to increase the occupational health of the company's workers and residents of the Sudbury basin.