

the Department of Transport. At present senior officials of the Department of Transport are conducting a series of technical meetings with technical representatives of the municipalities adjacent to Toronto international airport, with the object of determining the compatibility of the Department of Transport proposals with these communities.

The answer to the second part of the question is that a variety of possible alternatives have been considered as means of meeting the future requirements of the area for increased air traffic, ranging from expansion of the present airport to construction or expansion of other airports, either as a supplement to or as a replacement for the present airport. No final decision has been taken.

The answers to parts 3, 4 and 5 of the question are as follows. A preliminary engineering and economic assessment indicated that this approach was not feasible at the present time as a means of satisfying the requirements of the Toronto area for expanded facilities for scheduled traffic, and more detailed investigation has not, therefore, been undertaken. However, the question of a general aviation airport of a type similar to the present Toronto island airfield to replace that field in the lakefront area is still under consideration.

**\*MOVE OF AIR CANADA OFFICES TO WINNIPEG**

**Question No. 623—Mr. Schumacher:**

1. Is Air Canada moving its administration offices in the City of Winnipeg and, if so (a) what is the name of the building to which the offices are to be moved (b) who is the owner of the building (c) how many square feet will be leased (d) how many floors will be leased (e) what is the annual rental per square foot of space leased (f) when will possession of the new premises be taken?

2. When does the term of the lease covering Air Canada's present premises in Winnipeg expire?

3. How many square feet of space comprise Air Canada's present office premises?

4. What is the annual rental per square foot of Air Canada's present office space in Winnipeg?

**Hon. Paul Hellyer (Minister of Transport):** The management of Air Canada advises as follows, Mr. Speaker: 1. Yes. Two years ago the company decided to consolidate all of its administrative requirements in one building and made an extensive examination of existing and planned buildings in the Winnipeg area. (a) Richardson building; (b) Lombard Place Limited; (c) 88,088 square feet of office space; 10,000 feet of storage space; (d) 5½

*Questions*

floors; (e) It has not been the company's practice to disclose details of such transactions as such disclosure could prejudicially affect the company in future transactions. The company made an examination of its requirements in Winnipeg and the going market rate for office and storage space suitable to its present and future needs, and opened discussions with the building owners in 1966 and concluded negotiations in September, 1967 which lease with the building owners was approved by the board of directors of Air Canada at its meeting of October 31, 1967. (f) Estimated August 1, 1969.

2. "Air Canada" building and Donnell building—December 31, 1974; Canadian Wheat Board building—December 31, 1969. The first two leases were assigned to Lombard Place Limited; occupancy of the latter building will be continued until the end of the lease.

3. 63,036 square feet of office space; 6,005 square feet of storage space.

4. See answer to No. 1(e).

**REPORT ON ALLEGATIONS BY ARTHUR DAVID PRICE**

**Question No. 627—Mr. Orlikow:**

1. What were the findings and recommendations of the Commission of Inquiry that was established to look into allegations by Mr. Arthur David Price?

2. What steps, if any, have been taken to implement the recommendations?

3. Does the Minister intend to release the report to the public and, if so, on what date?

4. If the report is not to be released, for what reason?

**Hon. Léo Cadieux (Minister of National Defence):** 1. In January, 1967, Mr. Arthur David Price, who had been appointed to Collège Militaire Royal, St. Jean, for a one year term in 1965 and whose appointment had been renewed for a further term ending on May 1, 1967, was given notice that his contract would not be renewed for a further term. It was explained to him that this action was being taken as he did not have a Ph.D. degree and was not working fast enough toward one.

Maxwell Cohen, Q.C., dean of law at McGill University, in his report as commissioner under the Inquiries Act, found that the reason given was not the main reason for the decision not to renew Mr. Price's contract although probably one of the motivating factors. The main reason for the decision was a feeling of discomfort among the college authorities arising from rumours and gossip concerning Mr. Price. Dean Cohen went on to find that, while a degree of maturity and