

3. Indian Band has accepted an arrangement arrived at through the negotiations mentioned above.

WAR SURPLUS GAS MASKS—BAN ON SALE

Question No. 2,527—**Mr. Mather:**

1. Is the Department of National Health and Welfare considering placing a ban on the sale of war surplus gas masks?
2. Has the Department received any representations from the Ontario Government regarding this matter?
3. If so, what was the Department's reply?

Hon. John C. Munro (Minister of National Health and Welfare): 1. The Department of National Health and Welfare is consulting with other federal agencies with respect to the most appropriate means of controlling the sale of war surplus gas masks.

2. Yes.

3. The Department indicated that it was consulting with other federal agencies with respect to this problem.

SALE OF PICTON, ONT. AIR STATION

Question No. 2,533—**Mr. Skoberg:**

1. What was the government's selling price of the air station at Picton, Ontario to Piasecki Aircraft of Canada Limited?
2. Who are the chief executive officers of this company?
3. Was there a competitive tender for the purchase of this airport?
4. If so, who were the other bidders and what were their respective bids?
5. If not, what were the reasons for not requesting competitive tenders for the sale of this Airport?

Hon. James Richardson (Minister of Supply and Services): In so far as Crown Assets Disposal Corporation is concerned: 1. A portion of the Canadian Forces Base at Picton, Ontario was sold to Piasecki Aircraft of Canada Limited for the sum of \$260,000.

2. Directors: Frank M. Piasecki, H. George S. Bain, Arthur J. Kania, H. J. Bird. Officers: Frank M. Piasecki, President; Arthur J. Kania, Secretary-Treasurer; Donald M. Myers, Vice-President; Ernest Summers, Vice-President; James W. Clopp, Vice-President.

3. No.

4. N/A.

5. About two years ago, Piasecki Aircraft Corporation of Philadelphia decided on the establishment of a Canadian based operation to develop a compound helicopter utilizing Canadian Pratt & Whitney engines and has since been looking for adequate existing facility for such a program. A Canadian subsidiary, Piasecki Aircraft of Canada Limited,

was incorporated in March 1968. Upon representation that Picton Base appeared to meet the company's requirements in most respects, particularly timing, the Government, anxious to take advantage of the opportunity to introduce in Canada a major helicopter industrial plant with export potential and considering the adverse effect on the regional economy caused by the closing of the Picton Base, authorized CADC to enter into immediate negotiations with Piasecki Aircraft of Canada Limited on the basis of the appraised value.

DARTMOUTH, N.S., PUBLIC WHARF— DEVELOPMENT POLICY

Question No. 2,535—**Mr. Forrestall:**

What specific steps are now being taken by the government to formulate a development policy as referred to in the reply to Question No. 2,086, for the Dartmouth side of Halifax Harbour?

Hon. Donald C. Jamieson (Minister of Transport): The National Harbours Board advises as follows: Specific steps to formulate a development policy for the Dartmouth side of Halifax Harbour will depend on the outcome of consultations with local interests.

CROWN ASSETS DISPOSAL CORPORATION SALES

Question No. 2,541—**Mr. Robinson:**

1. What was the total revenue received from sales of Crown Assets Disposal Corporation in each of the years 1945 to 1968 inclusive?
2. What was the book value of the assets at the time of disposition to Crown Assets Disposal Corporation?
3. What percentage of the items were classified (a) obsolete (b) obsolescent?

Hon. James Richardson (Minister of Supply and Services): In so far as Crown Assets Disposal Corporation is concerned: 1. The total revenue received from the gross sales of Crown Assets Disposal Corporation in each of the years 1948 to 1968 inclusive is as follows: 1944-1945, \$9,116,131.55; 1945-1946, \$124,878,368.66; 1946-1947, \$219,205,531.91; 1947-1948, \$74,046,218.69; 1948-1949, \$30,495,341.87; 1949-1950, \$11,650,550.30; 1950-1951, \$20,770,555.12; 1951-1952, \$3,864,777.40; 1952-1953, \$4,311,238.51; 1953-1954, \$4,330,310.47; 1954-1955, \$5,578,069.36; 1955-1956, \$6,727,490.13; 1956-1957, \$8,524,750.05; 1957-1958, \$7,841,996.51; 1958-1959, \$9,910,619.78; 1959-1960, \$8,638,052.91; 1960-1961, \$9,577,566.79; 1961-1962, \$13,229,716.82; 1962-1963, \$8,881,212.97; 1963-1964, \$11,239,647.39; 1964-1965, \$17,267,031.33; 1965-1966, \$16,368,832.28; 1966-1967, \$25,861,947.15; 1967-1968, \$14,790,114.43; 1968-1969, \$15,239,067.54.