

PROCEEDINGS ON ADJOURNMENT MOTION

A motion to adjourn the House under Standing Order 40 deemed to have been moved.

HEALTH—EFFECT OF CERTAIN BRANDS OF TOOTHPASTE ON TOOTH ENAMEL

Mr. Heath Macquarrie (Hillsborough): Mr. Speaker, whether we all have clean hands and a pure heart or not, Canadians do try to clean their teeth quite often, and when I asked a question the other day about abrasive qualities in toothpaste used by Canadians I was not being facetious or loose-lipped. It is very important, considering the dangers inherent in toothpaste as discovered in areas of the United States, that we in Canada know exactly what is the potential for injury in the toothpaste which is used by millions of Canadians.

I have news items here which indicate that three separate organizations in the U.S. have gone into this matter very carefully, the National Academy of Sciences, the U.S. Food and Drug Administration and the American Dental Association. The findings of these prestigious bodies are quite disturbing. Many of the well known toothpastes on the market, sold by millions of tubes and containers, have qualities which are injurious to the dental health of their users. One news item indicates that there is an abundance of abrasive material in one brand which is injurious to tooth enamel and, therefore, contributes to early decay. Another points out that out of 11 brands which claim to prevent or retard tooth decay, only two have any right to that claim whatsoever, and one is doubtful. The others, they believe, have no efficacious qualities whatsoever in this particular field.

If the U.S. is making such a vigorous assault in this very important area, I say that the mouths of Canadians are important, too. I urge and implore the Minister of National Health and Welfare (Mr. Munro) and his officials to give the Canadian people reassurance, guidance and suggestion. If people are making false advertising claims and making millions of dollars out of them, something should be done.

Mr. Gérard Duquet (Parliamentary Secretary to Minister of Transport): Mr. Speaker, on behalf of the Minister of National Health and Welfare (Mr. Munro) and in response to the hon. member's question concerning a recent study by the American Dental Association of the abrasive quality of some brands of toothpaste, I wish to inform the House that the federal government has not to date conducted similar studies although continuing studies are going on regarding other aspects of toothpaste, such as the use of chemical additives and the efficacy and safety of popular toothpaste brands. We are studying the report of the American Dental Association and conducting a survey of Canadian schools of dentistry to determine what action, if any, is required. When this survey is completed, the Minister of National Health and Welfare will be pleased to report to the hon. member.

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• (10:10 p.m.)

AIR TRANSPORT—CONSULTATIONS WITH MANUFACTURERS OF DC-8 ON SPOILERS—EFFECT OF SONIC BOOM

Mr. Randolph Harding (Kootenay West): Mr. Speaker, on December 4, 1970, I asked the following question in the House of Commons:

Has the government formulated a definite policy in regard to the sonic boom and its effect on Canadian communities in general? If not, what surveys on the problem have been made or are contemplated by the Department of Transport?

You, sir, suggested that the matter be raised at this time. It is obvious that the government cannot long delay a decision on this important matter. Several countries are building and offering for sale supersonic transport planes. There is the joint effort by Britain and France in the building of the Concorde, which has already been test-flown. Russia has also built and tested its TU-144. The United States has been building a supersonic transport model which might be ready for testing in 1972.

It is clear that the technological knowledge to build and fly these planes is now available to the countries of the world. As usual, there has been too little research done on the effects these planes will have on the terrain over which they will fly. This information is required before any sensible decisions about supersonic transport planes can be made. Already the airlines of the world are placing various types of options for supersonic transport planes. These options are not firm orders to buy, but are delivery positions and could be dropped by the various firms with only a small loss involved. However, it indicates that the companies are very interested and will try to incorporate supersonic transport planes in their air fleets.

The problem of noise and the damage it can do is probably the chief obstacle to satisfactory supersonic transport flight. As yet in Canada we have done little to assess this problem. In the United States opposition has been growing to supersonic flights over American territory. Recently, by a vote of 52 to 41 the U.S. Senate rejected a proposed \$290 million subsidy for the development of the American supersonic model. A bill has been introduced in the U.S. Senate to prohibit the flight of supersonic transport over United States territory. The rejection of this \$290 million subsidy by the U.S. Senate was based on the trouble and damage which sonic boom might cause to the environment. At high altitudes these aircraft could cause a path of sonic boom 60 miles in width. The effect this loud, sudden and frequent thunder-like boom would have on both individuals and animals has not yet been estimated.

There are also economic factors involved. Companies and individuals are interested in the effect that supersonic transport planes will have on air transport costs. Indications are that these will be sharply increased. There is also the serious problem of pollution. Up to the present, tests have indicated that there will be a vast increase in pollution problems at airports and in the upper atmosphere.

It is obvious that in the next three or four years the Canadian government must introduce firm regulations