

ban the use of saccharin because of the results of a study indicating its danger to human health. Will the government be instituting a ban on the use of tobacco similar to that recently announced for saccharin and, if not, will the government explain why it is not taking such a step, even though there has existed for some time studies which indicate not only danger but in fact harm to human health caused by the use of tobacco?

**Hon. Marc Lalonde (Minister of National Health and Welfare):** Mr. Speaker, to the first part of the question the answer is no. To the second part of the question, I have already answered this question in the House and I will be quite happy further to elaborate on the matter when my main estimates are considered before a parliamentary committee this week.

\* \* \*

#### INCOME TAX

##### MEAL ALLOWANCE FOR TRUCK DRIVERS—POSSIBILITY OF CHANGE

**Mr. Benno Friesen (Surrey-White Rock):** Mr. Speaker, my question is directed to the Minister of National Revenue and has to do with the problem faced by long distance truck drivers and their ongoing conflict with members of her department. As the minister is aware, many of these drivers spend up to 200 days a year in their cabs, which is not the most conducive place to conduct office procedure, yet they are allowed only \$7.50 per day for meals without receipts, whereas members of her department receive an allowance of up to \$15. Is there any plan in her department or on her part to change the present requirement for truck drivers and allow at least \$12 per day?

**Hon. Monique Bégin (Minister of National Revenue):** Mr. Speaker, as far as I know the \$3 per meal, which means \$9 per day, deduction against expenses by truck drivers or similar employees is to help them administratively when they do not want to keep receipts for their expenses. Any charge for a meal backed by an actual receipt will, of course, be deducted in the full amount.

##### ALLEGED DISCRIMINATION IN MEAL ALLOWANCE FOR TRUCK DRIVERS

**Mr. Jake Epp (Provencher):** A supplementary question for the same minister, Mr. Speaker. Can the minister explain why truck drivers for oil companies who work 10 hour shifts are only entitled to one meal per day, and why is there a discrepancy across Canada regarding the amount per meal which the department is presently granting?

**Mr. Speaker:** Order. I have serious reservations whether this precise kind of information ought not to be sought from the minister before the committee.

#### Oral Questions

##### ENERGY

##### ALLEGED BREAKDOWN OF ARRANGEMENTS FOR SAFEGUARDS FOR NUCLEAR REACTORS

**Miss Flora MacDonald (Kingston and the Islands):** Mr. Speaker, I should like to refer to the report mentioned by the hon. member for Northumberland-Durham and to ask the Minister of Energy, Mines and Resources about the statement in that report that talks between Argentina and Canada as well as between Argentina and West Germany regarding acceptable nuclear safeguard arrangements for other related nuclear projects recently broke down. What safeguards are referred to in this report, and how do they relate to the nuclear installation which is already being built by AECL in Argentina?

**Hon. Alastair Gillespie (Minister of Energy, Mines and Resources):** Mr. Speaker, I believe that that part of the report is quite erroneous.

\* \* \*

#### TRANSPORT

##### REASON FOR FAILURE OF RAIL WEST TO RECEIVE ORDERS FOR HOPPER CARS

**Mr. John Fraser (Vancouver South):** Mr. Speaker, my question is for the Minister of Transport. According to press reports in the Vancouver papers last week the provincial economic development minister, Mr. Phillips, was to meet with the minister yesterday in connection with trying to obtain for Rail West, a British Columbia corporation, some orders for rail cars, especially in view of the fact that the 2,000 hopper cars which were contracted for and which this company bid on were not included in any contract with this company. Can the minister inform the House what happened at these discussions yesterday and whether there is any chance whatever of Rail West getting any orders or work through the federal government so that over 200 men will not be laid off?

**Hon. Otto E. Lang (Minister of Transport):** Mr. Speaker, we have looked very sympathetically at the position of Rail West and had indeed invited them to participate in the construction of a limited number of the hopper cars in the previous order of 2,000. We were willing to make some quite significant sacrifice in terms of price per car, but they were unable to meet even that price for only a 100 car order. I did indeed meet Mr. Phillips and we did discuss the situation further. We will be looking at the question of car supply and such other matters as the cars which CN and CP may require, so as to determine whether we can find ways of offering additional employment to this plant.

**Mr. Fraser:** A supplementary question, Mr. Speaker. Can the minister tell the House whether the difficulty that Rail West is having in meeting the unit cost of central Canadian and eastern manufacturers relates to the fact that Rail West must buy its steel from central Canadian or eastern Canadian