

Hon. Alastair Gillespie (Minister of Energy, Mines and Resources): Atomic Energy of Canada Limited reports as follows: No.

BANK OF CANADA—TOTAL AMOUNT ON DEPOSIT BY THE
CHARTERED BANKS

Question No. 910—**Mr. Howie:**

What was the total amount on deposit with the Bank of Canada by chartered banks on (a) January 1, 1977 (b) June 1, 1977 (c) December 1, 1977?

Mr. Ed. Lumley (Parliamentary Secretary to Minister of Finance): The Bank of Canada publishes its balance sheet as of the close of business on Wednesday of each week and on the last business day of each month. Chartered bank deposits with the Bank of Canada on the nearest balance sheet dates were as follows (\$ million): December 31, 1976, 3,169.3; June 1, 1977, 3,302.9; November 30, 1977, 3,517.

COST OF ELECTRICAL CABLES INSTALLED UNDER
NORTHUMBERLAND STRAIT LINKING P.E.I. AND N.B.

Question No. 911—**Mr. Howie:**

1. (a) What was the cost of the electrical cable installed under the Northumberland Strait linking Prince Edward Island and New Brunswick (b) what was the cost of installing the cable (c) what amount did Canada contribute to the project?

2. What is the name of the company where the cable was purchased and what was the cost of transporting it to Prince Edward Island?

Hon. Alastair Gillespie (Minister of Energy, Mines and Resources): The Department of Energy, Mines and Resources reports as follows: 1. (a) Approximately \$36,000,000. (b) The cost of installing the two cables is not available since this element of the project cost was included in the price for supply and installation of the cables. (c) The contribution by Canada to the project totals \$27,000,000 comprising a grant of \$18,000,000 and a long-term loan of \$9,000,000.

2. The cables were purchased from and supplied by L.N. Ericsson and Sivertz Kabelvorke of Sweden. The cost of transporting the cables to Prince Edward Island is not available since this was included in the price for supply and installation.

BAN ON COSMETIC PRODUCTS

Question No. 958—**Mr. Howie:**

Since January 1, 1977, how many cosmetic products were banned or recommended against use by the Department of National Health and Welfare?

Hon. Monique Bégin (Minister of National Health and Welfare): In so far as the Minister of National Health and Welfare is concerned: One cosmetic product has been banned for reasons of microbial contamination. Two non-product specific regulatory actions have been undertaken which will affect cosmetic products. Effective January 1, 1978, chloroform has been banned from cosmetic products and effective the same date estrogenic substances may no longer be included in the formation of cosmetic products.

Railway Act

EXPENDITURES BY CONSUMER AND CORPORATE AFFAIRS IN
CONSTITUENCY OF NICKEL BELT

Question No. 1,135—**Mr. Rodriguez:**

For each fiscal year since 1970, what amount was spent in the Constituency of Nickel Belt by the Department of Consumer and Corporate Affairs and those agencies that report to it?

Mr. Alan Martin (Parliamentary Secretary to Minister of Consumer and Corporate Affairs): Consumer and Corporate Affairs Canada does not record expenditures by constituency. Restrictive Trade Practices Commission: same as above.

[English]

Mr. Speaker: The questions enumerated by the hon. parliamentary secretary have been answered. Shall the remaining questions be allowed to stand?

Mr. Paproski: Yes, Mr. Speaker. He is doing a good job. He should just keep answering more questions.

Mr. Speaker: Shall the remaining questions be allowed to stand?

Some hon. Members: Agreed.

GOVERNMENT ORDERS

[English]

RAILWAY ACT

MEASURE TO AMEND AND REPEAL CERTAIN STATUTES

The House resumed from Tuesday, February 7, consideration of the motion of Mr. Lang that Bill C-17, to amend the Canadian National Railways Capital Revision Act and the Railway Act and to amend and repeal certain other statutes in consequence thereof, be read the second time and referred to the Standing Committee on Transport and Communications.

Mr. John C. Crosbie (St. John's West): Mr. Speaker, I commenced my remarks on this bill last night. I must say I am all shook up this afternoon at this surprising attempt to turn our hallowed halls into a beer emporium, but I shall carry on.

I hope all hon. members present read the remarks I made last night so that they have a proper introduction to what I am going to say now. I pointed out that the \$808 million that the Minister of Transport (Mr. Lang) wants us to agree that the government should lift from the back of the CNR is not all that is needed to put the CNR on a profit-making basis, according to Mr. Bandeen, the president of CNR. He said four things were needed, according to a report in the *Globe and Mail* on February 11, 1977, and I shall repeat them quickly. He said the CNR can be profitable if four main burdens are lifted. He did not mention the fifth burden—the Minister of Transport, because I suppose he has to watch his p's and q's. There are really five great burdens.