

Health and the Environment

other contaminants in the air about which they know nothing. It is interesting to note that in Elliott Lake there are contaminants in the air as a result of the mining of uranium. These people did not know this would happen, nor did the mining companies.

Percentage wise, cancer in that area is much more prevalent than in other areas. This can easily be checked by visiting the Toronto General Hospital and asking the patients where their homes are located. A large number of them will reply they are from an area within 100 miles of the Sudbury basin. This must have some relationship to the environment in the area, because obviously they are the same kind of people as others who live in other areas.

I wish to go back to the thalidomide problem, and some of the other problems to which we reacted very quickly. We usually react on someone else's information. When looking at contaminants I wonder whether the minister gave any consideration to cyclamates. I am interested in diets because I should be on one perpetually. I remember when cyclamates were used in diet soft drinks. They were fit to drink. With the substitutes now being used, such drinks are very bitter. They are not at all enticing. I wonder whether any work was done to determine whether cyclamates really have a bad effect.

The cyclamate scare came soon after the thalidomide problem. Cyclamates were immediately taken off the market. I do not know whether any research was really carried out on that occasion. Much of what we do is done by reaction. This bill is oriented in that way.

We are asking the companies to tell us what they are going to do in the development of a new product. We ask them to tell us the results of that new product on the market, what they anticipate its capabilities are, and what contaminants it may produce about which we are not aware. If universities are conducting research which tells us how to develop new substances and so on, they should be able to tell the government and watching groups what the development will be in terms of contaminants.

I started to say earlier that recently our educational system, and I presume this is at the university level, is telling us that we are destroying one of the major protections of the world by the use of high speed supersonic jets and aerosol sprays. If that is so the government should tell us that. It should not come from the educational system.

It seems odd that by the use of a deodorant we can destroy an ozone belt that has been in the stratosphere for many millions of years. It is hard to understand how we can destroy that by the small addition of some inert gas. If this is true, we should be told. We should get away from substances such as freon that are used in aerosol sprays. Although it would be clumsy, it would be possible to use CO₂ as an aerosol. It produces the same effect, but with a great deal of weight. Under high pressure, CO₂ has to be kept in a very strong container. It would not be near as handy as carrying around a small aerosol can of deodorant.

● (1550)

If it is a fact we are destroying the ozone layer, we should be told so, and we should be told so by the federal government not by the universities and the schools. I, as a Member of Parliament, should get this information from

[Mr. Peters.]

the department. Instead I get it from the students in my area who are scared that I may not be taking action to prevent the world from being destroyed, thus depriving them of their opportunity to lead satisfactory and productive lives.

There has been a lot of discussion about a young person who, a few years ago, developed here in Canada a battery using sugar rather than acid. I imagine it was a carbohydrate cell. It was said at the time to be completely revolutionary—a cell which would enable the human body to operate by means of its own sugar resources, thus allowing the battery to supply power for pace-makers. It was also said that the battery could be important in helping to prevent pollution.

One of the best means of lessening the pollution associated with transportation will be by the use of electric cars, which would obviously benefit from the development of a highly efficient sugar-based battery. If this is so, why has the department of science not released any information concerning the matter? Is it a fact that they have allowed the oil companies to buy up this invention rather than put some money into the development of a service which might have eliminated a large part of present day pollution?

The whole question of pollution by motor vehicles should be looked at far more seriously. Today we are talking about plans for using catalyst exhaust systems to control the escape of polluting gases into the atmosphere. These systems are only 50 per cent effective, yet automobile manufacturers continue to manufacture 450 horsepower engines which obviously cause pollution at a rate four or five times higher than is necessary.

I am fairly sure, Mr. Speaker, that a few years ago you had a car equipped with a 65 horsepower engine which would drive at 125 miles per hour. But you probably had to shift the gears by hand. I suggest there is no way that such a car would have used as much gasoline as the modern 450 horsepower cars are using today, regardless of the emission control system used. If we really intended to take seriously the pollution problem facing us we would devote greater attention to pollution from motor vehicles and the high cost of fitting attachments to expensive, large cars. What we should really be developing is a 25 horsepower car with a gear train enabling it to fulfil any reasonable driver requirement. To hell with the pollution coming out of the back, because it will only amount to 5 or 10 per cent of what the big cars would be putting out anyway.

The auto manufacturers do not tell us that the \$200 or so spent on fitting emission control devices will be spent on equipment which will not be really effective. They do not give this information, I suppose, because if everyone decided that the use of small car engines would be a good way of cutting down pollution, the Japanese would probably be making most of them, because it takes a long time—

Mrs. Sauvé: What would you do in the case where a small car was used often and a big car once a month.

Mr. Peters: I agree there is a problem here—we have got to the stage of owning a luxury car which we use relatively rarely, and we run around in our Volkswagens most of the time. In fact some of us have got to the point at which