

media for deep disposal of radioactive waste. This includes the work being done in West Germany on the use of "salt domes", and not salt beds as suggested in the question. The Canadian radioactive waste disposal program presently includes the study of rock-salt as a disposal medium, but the main thrust of the program involves the detailed study of hard crystalline, non-plastic rock such as stable granite structures which are found along the Canadian shield in great abundance.

PRIME MINISTER'S OFFICE—USE OF GOVERNMENT AIRCRAFT

Question No. 1,253—**Mr. Cossitt:**

1. With reference to the Prime Minister's reply to a question by the Honourable Member for Leeds on May 31, 1977, page 6109 of *Hansard*, in part, to the effect that the Liberal Party would reimburse the government for public funds expended in the use of government aircraft flying the Prime Minister to certain points while campaigning in certain by-elections (a) on what date was the Liberal Party billed and what was the amount (b) has the account been paid by the Liberal Party to the government and (i) if so, in what amount and on what date (ii) if not, what steps are or will be taken to collect it?

2. (a) What type of aircraft was used for each flight involved (b) what were the points of departure and destination (c) what was the cost per flying hour and waiting time and what was the total cost of all flights concerned?

3. Did the bill to the Liberal Party include anything other than flying time such as accommodations, food and drink, etc., and, if not, for what reason?

Right Hon. P. E. Trudeau (Prime Minister): 1. (a) December 15, 1977, \$2,251; (b) Yes. (i) January 17, 1978, \$2,251.

2. (a) May 19, 1977, JetStar; May 21, 1977, JetStar; May 21, 1977, Helicopter. (b) May 19, 1977, Quebec to Summerside; Summerside to Montreal. May 21, 1977, Ottawa to Rouyn; Rouyn to Ottawa. May 21, 1977, Harrington Lake to Ottawa; Ottawa to Harrington Lake. (c) May 19, 1977, JetStar, \$550 per hour x 2.20 hours: \$1,284; May 21, 1977, JetStar, \$550 per hour x 1.40 hours: \$917; May 21, 1977, Helicopter, \$100 per hour x 0.30 hour: \$50.

3. No. Expenses were not incurred in this regard.

TARGET DATE OF NEW WHITE PAPER ON DEFENCE

Question No. 1,255—**Mr. McKinnon:**

What is the target date for the publication of the new white paper on defence?

Hon. Barney Danson (Minister of National Defence): Work is proceeding on the development of a new white paper on defence, but no target date has as yet been set for publication.

[*English*]

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

Some hon. Members: Agreed.

Mr. Speaker: Order, please. I will have to take some direction from the House. Having now reverted to a government day do we find ourselves calling it six o'clock, or do we now endeavour to revert to government orders and call orders of the day? It is simpler to call it six o'clock.

Railway Act

Some hon. Members: Six o'clock.

Mr. Speaker: It now being five o'clock the House will proceed to the consideration of private members' business. However, it being six o'clock I do now leave the chair until eight o'clock this evening.

At six o'clock the House took recess.

● (2002)

AFTER RECESS

The House resumed at 8 p.m.

GOVERNMENT ORDERS

[*English*]

RAILWAY ACT

MEASURE TO AMEND AND REPEAL CERTAIN STATUTES

The House resumed from Thursday, February 9, 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. Dan McKenzie (Winnipeg South Centre): Mr. Speaker, I welcome the opportunity to participate in the debate on Bill C-17, the CNR Capital Revision Act. The purpose of the bill is to cancel as of December 31, 1977 \$808 million of debt owed by CNR to the government. According to the minister's press release of December 19, 1977, acceptance of the bill will give the CNR a capital structure appropriate to a mature corporation and provide it with a realistic debt/equity ratio.

After the 1952 CNR recapitalization act, CNR had a debt/equity ratio of 32.71/67.3 per cent, compared to Canadian Pacific's 31.91/68.1 per cent. Since 1952 CN has been carrying a huge debt burden despite the fact that CP Rail has earned a profit every year and never missed a dividend.

I wish to state this party's position on this bill. Bill C-17 was first introduced on December 19 last year. The Prime Minister (Mr. Trudeau) urged the opposition to pass the bill immediately. We cannot pass it immediately, but we will not delay it unduly. We will allow the bill to go to committee where witnesses can be called to explain the implications of Bill C-17.

Since this is the third time CNR has come to parliament asking to be relieved of debt, since the CNR rail passenger service will be paid by the government through VIA rail on 100 per cent of its losses instead of its original 80 per cent, since Mr. Justice Emmett Hall recommended that the government pay the railways the difference between Crowsnest pass rates and the actual cost of moving grain and recommended the rehabilitation of the railways through PRA, both of which have yet to be implemented by the Minister of Transport (Mr. Lang), the Conservative party wants to strengthen the bill and