

but feeling that the Canadian citizens were of such patriotism that they wanted a fuel system within the confines of their own boundaries to the extent that they would not be subjected to the vicissitudes of American politics. We frankly gave no serious thought to anything but the trans-Canada pipe line and tossed the other routes out as impractical in so far as it concerned the people of eastern Canada.

Nor was it Mr. Murchison alone who was so optimistic at that time. On March 13, 1953, as recorded at page 2929 of *Hansard*, we find these words of the Minister of Trade and Commerce. I want these words recalled in the light of the statement made today:

Therefore the policy that has governed the export of electrical energy since 1907 must apply, within reason, to the export of natural gas. Canada has consistently refused to authorize firm contracts for the export of electrical energy, and this in spite of great pressure at times from producers of electrical energy. That consistent policy has paid large dividends to the Canadian economy, in that our sources of electrical energy have been preserved to our economy.

Then there is the even more important statement of the Minister of Trade and Commerce of last year. On March 8, 1955, just 14 months ago, he said; in a letter tabled in this house:

All studies indicate that the line is capable of being financed privately and it has been decided to defer construction for one year and let matters take their normal course.

That was just over one year ago. Then we had this strange presentation made today without any apology, without any explanation of why a man who was so sure a year ago that this could be done by private enterprise without government assistance now finds that the governments must not only build the northern Ontario section, but must put up the money for the construction of the western section as well.

In the face of that statement made just over a year ago, how can this government come before the house and ask us to approve the strange proposal now placed before us, without this subject at least being referred to the appropriate committee of the house to obtain the facts which have changed the situation so dramatically since March of last year? Nor do we need to go back a year to see strange differences in the situation. When the Minister of Trade and Commerce was presenting the resolution for which this present resolution was substituted he had this to say, as reported at page 2165 of *Hansard* of March 15 of this year:

After negotiations with the government of Canada and the industrial development bank, the company announced on March 17, 1955, that it had been unable to negotiate a type of financial assistance which did not result in an agency of the government of Canada being in a position to control the company, and that such an arrangement made it impossible for the company to purchase its gas requirements.

#### Northern Ontario Pipe Line Corporation

If that were so on March 15, what is the position of Trans-Canada going to be after June 7 under the arrangements now put forward? If there was any validity whatever in the statement of the Minister of Trade and Commerce on March 15, then what is now proposed would completely tie the hands of Trans-Canada Pipe Lines in regard to finance. Why, every stage that follows is one which defeats the very purposes that have been declared.

Then we also recall that in March of this year, when the building of the northern Ontario bridge was under discussion, the Minister of Trade and Commerce explained that the government had sought some reasonable proposal to lay before parliament which would bring about an early building of the line and assure that it would be privately owned. I quote from page 2167 of *Hansard* for March 15 of this year:

Such a reasonable proposal has now been brought forward by Trans-Canada Pipe Lines Limited. This government is sufficiently impressed by its merits and prospects of success that it is prepared, subject to the approval of parliament, to enter into the construction and temporary ownership of a portion of the proposed pipe line.

That was on March 15. The rest was to be privately owned, and today we are told of this strange and extraordinary device. Surely there must be some explanations that have not yet been given. We know what will happen. We know that with the advance of the money for the western line the crown corporation will not have the opportunity to go ahead with its financing of other activities. Alice in Wonderland never produced anything stranger than the weird picture we have before us now.

The government tell us that they are not going to build the bridge; before, that was the important consideration. Suppose Trans-Canada builds the pipe line to Winnipeg; what happens after that? What happens to the line from Winnipeg to the Ontario border? What happens to the line from Kapuskasing to tie up with the Ontario arrangements? What happens to the other parts of the line? That we do not know, because the government have not let us in on the secret of their next step in this strange and tortuous operation.

There are a number of interesting features about this new agreement. The Minister of Trade and Commerce told us today that Trans-Canada Pipe Lines would have to put up a substantial sum of money before there was any advance. The agreement states that Trans-Canada is to expend \$7,500,000 before there is an advance. Oh, but you would not expect anything to be all clear sailing in any agreement in this affair; and it isn't. It is not \$7,500,000 they are going to spend; not at