

Border Pipeline Corporation

British Columbia know that it is politically dangerous to sponsor a bill, whether it is for a gas or oil pipe line, that means the piping of gas or oil into the United States and thence to the coastal area without proceeding by an all-Canadian route.

I strongly oppose the bill now before us on two grounds. The first is the fact that the bill proposes to build a pipe line with private capital. We believe that pipe lines, railways and national efforts of this sort should certainly be under public ownership. That sentiment runs across party lines in this house. It is not only the C.C.F. who advocate the public ownership of pipe lines. Liberal members have expressed their support of public ownership.

An hon. Member: Who?

Mr. Herridge: Members of the Conservative party have expressed their support of public ownership. Of course the policy of the C.C.F. is to advocate public ownership of utilities such as these. In this house a year or so ago the leader of the coalition party from British Columbia rose and expressed his support for the public ownership of pipe lines.

Mr. Gibson: Don't tag that name on me.

Mr. Herridge: I refer to the brilliant member for Comox-Alberni (Mr. Gibson), with whom I do not always agree. Members who were present during the session when the debate on the general pipe lines bill and two or three succeeding pipe lines bills took place will remember that we had a demonstration in the house of how widespread the feeling and support is for the principle of public ownership. In that debate we witnessed the former member for Vancouver Centre, Mr. Rodney Young, and the leader of the coalition party in this house, the hon. member for Comox-Alberni, jointly holding aloft the banner of public ownership of pipe lines.

Mr. Gibson: Mr. Speaker, on a point of order, I want to dissociate myself not only from the former member for Vancouver Centre but also from the coalition party in British Columbia.

Mr. Sinclair: What about Tim Buck and Harvey Murphy? They are for public ownership too.

Mr. Herridge: Regardless of the fact that the hon. member for Comox-Alberni dissociates himself on that question, they had an identity of point of view. In addition, he takes objection to the fact that I referred to him as the leader of the coalition party in this house. I was not suggesting that he represented the coalition in British Columbia. He represents the independent coalition party in the federal house.

[Mr. Herridge.]

On motion of Mr. Herridge the debate was adjourned.

Mr. Speaker: Order. It being nine o'clock the house will revert to the business which was interrupted at six o'clock.

SUPPLY

The house in committee of supply, Mr. Dion in the chair.

DEPARTMENT OF TRANSPORT

Railway and steamship services—

490. Repairs and expenses in connection with the operation and maintenance of official railway cars under the jurisdiction of the department, \$52,000.

Mr. Knowles: Mr. Chairman, last evening when we were dealing with the first item in the minister's department I indicated that I had a matter about which I should like to speak, having to do with the Canadian National Railways. At that time it was almost eleven o'clock, and there seemed to be a general desire to get the first item through. I suggested I was prepared to let that item pass as long as it was understood that I would have the privilege of raising this matter on another item. The minister agreed that I might raise it on the item now before the house. The matter about which I wish to speak is one concerning which I wrote the minister at some length on March 8 of this year. I note that he is nodding his head, and I hope that means that he recalls this particular letter amongst the many letters he receives from me.

On March 14 the minister acknowledged my letter and told me he would be glad to look into the observations that I put forward in my letter to him of March 8. I do not wish to suggest, by raising the matter in the house only a little over a month after that exchange of correspondence, that I am not satisfied that the minister is studying the matter. Rather I thought that by raising it now, drawing it to his attention, and possibly getting support from some others, it might help to expedite favourable consideration of this particular point.

The matter has to do with the desire of the men employed as supervisors by the Canadian National Railways for the recognition by the company of their association. Their association is known as the railway supervisors' association, and council No. 1 of this association is located in Winnipeg. For the most part the men who belong to this association are employed in the various shops of the Canadian National Railways as foremen. In various other places throughout the country, there are men of comparable rank who are members of this association. By