

him at some later stage during this debate an explanation of his support of this project.

Now, Mr. Chairman, had it not been for this utterly unprecedented foreclosure of debate—and I use the word foreclosure advisedly—

**An hon. Member:** They will do it four times.

**Mr. Drew:**—because this is an attempt to mortgage the rights of free speech in this house without the opportunity of redemption; because of that course I find it necessary to review at greater length than I had intended some of the proceedings that have taken place and which should be on record before the axe falls.

We have come today to another stage, and only another stage, of the twisted and devious dealings of this government in connection with the building of the gas pipe line from Alberta to Montreal. At no stage of these proceedings right up to and including today has the government been frank with the members of this house. At no time has that lack of frankness been so conspicuous as it was today.

This session began with the statement to the members of this house that there would be the construction of a line across northern Ontario to connect the lines in western and eastern Canada. May I recall to hon. members the exact words that were used in the statement by the government right in the speech from the throne. Trans-Canada was, and I quote the words, "to build connecting lines in western and eastern Canada". Then this northern Ontario bridge was to connect them.

Where has any of that construction gone ahead? Where is there any suggestion of it going ahead? We have been waiting for a long time to see some evidence that it would go ahead on the basis of the completely unqualified undertaking given by Trans-Canada Pipe Lines when they were incorporated five years ago. There was no possible justification for the course originally indicated in the speech from the throne. We made that clear when this came up on March 15; but if that was unjustified, what is to be said of this weird proposal now before us?

Let us recall the agreement that was made available to the members of this house at the beginning of this session. On January 11 an agreement between the government of Canada and Trans-Canada Pipe Lines was made available to hon. members of this house. These words appeared in the preamble:

And whereas Trans-Canada proposes to construct between October 1, 1955, and November 1, 1956 a 34-inch pipe line from a point on the Alberta-Saskatchewan border to the vicinity of Winnipeg,

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Manitoba, with a lateral line from the vicinity of Winnipeg to Emerson, Manitoba, and a 24-inch pipe line from Sheridan to Brooklin, Ontario, and a 20-inch line from Brooklin to Ste. Anne de Bellevue in the vicinity of Montreal, Quebec, with a lateral from Morrisburg to the vicinity of Ottawa, Ontario;

And whereas Trans-Canada proposes to construct between October 1, 1955 and November 1, 1957 a 30-inch pipe line from the vicinity of Winnipeg, Manitoba, to the Manitoba-Ontario border, and from the vicinity of Kapuskasing, Ontario to Brooklin, Ontario;

And whereas Trans-Canada proposes to arrange for financing of all its costs and commitments in connection with the said program of construction prior to May 1, 1956;

Now therefore this agreement witnesseth

1. Trans-Canada will diligently take steps to secure all necessary financing, materials and supplies for and, having obtained same, will carry out the aforesaid program of construction and particularly will cause to be constructed in conjunction with the construction of the said northern Ontario section of the said all-Canadian pipe line the portions thereof from the vicinity of Winnipeg, Manitoba to the Manitoba-Ontario border, and from the vicinity of Kapuskasing, Ontario to Brooklin, Ontario, so that all portions of the said pipe line to be constructed by Trans-Canada will be ready for operation at the time of completion of the northern Ontario section.

All the conditions now present were known at the time the agreement was tabled on January 11. The difficulties of obtaining permission from the federal power commission in Washington were fully known, just as fully known as they are today. Trans-Canada has failed in the basic undertakings upon which the whole agreement was predicated. The Minister of Trade and Commerce says that Trans-Canada has all the factors other than money. They have the desire, but not the money. So the government is going to provide the money, the taxpayers' money of course. Trans-Canada has all the factors other than the money.

What was the reason Trans-Canada got the franchise in the first place? It was because they had the money. That was the reason, not because the government liked the colour of their eyes or their names. All the fondness for some of these individuals that has been displayed by the Minister of Trade and Commerce would hardly indicate any explainable reason why they got these special concessions.

We are now presented with a new agreement extending the earlier agreement and proposing something so foreign to every assurance given by Trans-Canada Pipe Lines in the first instance that it is extremely difficult to believe we are dealing with the same organization when we discuss this subject.

What is now proposed is that we go through the form of approving the creation of a crown company to build the northern Ontario