

speech in Denver. He thought, I suppose, he would bring the Americans to their knees with regard to further investments in this country. It is interesting to recall, though, that the Minister of Indian Affairs and Northern Development made a follow-up trip to Texas, this time, cap-in-hand, to ask: Please come and build our pipeline—Mr. Greene was only joking; don't take it too seriously.

Today, as a result of the division created by the two ministers, I read in the press a headline over a news story from a usually reliable source, *The Canadian Press*, "Canadian Hopes Dimmed for Northern Pipeline". I was surprised at the minister's answer earlier today. He was asked during the question period whether there was reason to believe there was still a good deal of optimism that the pipeline would come down the Mackenzie Valley route. His answer was directly opposite to what is reported in the press under the headline I have just quoted. The first couple of paragraphs in the *Canadian Press* report read as follows:

A multi-billion-dollar pipeline to carry Alaska oil to market through Canada has been all but ruled out by time, costs and the choice of companies that own the oil.

The Canadian line has an outside chance, but only if opposition in the United States manages to kill the first-choice project of a delivery system by trans-Alaska pipeline and ocean tanker.

I hope the results of this Wednesday's meeting with the oil executives, which has been reported in the press, will make the ministers involved a little better aware of the fact that ministerial posts are supposed to be filled by responsible people who give a great deal of thought to what they say before they say it. I make this comment because it appears to me the ministers have been putting out contradictory statements and thus created a good deal of uncertainty among people from foreign countries who are investing in Canada.

Another important matter in this connection is the effect of recent developments in the north on the people who live there. I have always taken the position that such developments should be carried out keeping in mind their effect on the local residents as a consideration of the utmost importance. In reply to questions from this side of the House, on several occasions in the recent past we have heard reassuring comments that adequate consultation is being carried on.

• (12:10 p.m.)

Communications with private individuals living in the area do not convince me that we can feel as reassured as the minister would like us to be. In the debate on March 12, the Minister for Indian Affairs and Northern Development indicated that research officers of the Wildlife and Fisheries Services are studying the effect of northern development on fish and wildlife. On checking into this it appears to me that only a survey, a sort of inventory, has been carried out. Apparently research into the effects of northern development on fish and wildlife is only in the planning stages. I do not question the minister's sincerity, but I wonder if he is really informed on what is going on up there. I would appreciate it if he would clarify his statement.

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Government Organization Act, 1970

With respect to the effects on the lives of people who live in the area, we have been given reassurances that adequate consultations have been or will be held and that developments will not be detrimental to the native population. I have had a communication from a citizen who has visited many of the settlements along the Mackenzie Valley within the past three or four months and he indicates that virtually no consultations have been held with the natives so far. The letter reads:

"I read with interest on page 3,940 of *Hansard* of March 4, 1971 that you asked about consultations with native people re the pipeline in the Mackenzie Valley. As far as I know none of the local people in the Mackenzie Valley have been adequately consulted on any aspects of the pipeline. I have lived in Fort Franklin, Norman Wells" area and goes on to say that in and prior to December, 1970 "I spent one week in each settlement of Aklavik, Fort Arctic, Red River, Fort Good Hope, Norman Wells, Fort Norman and Fort Franklin."

I do not need to stress the importance of such consultations to the native people, Mr. Chairman. Their livelihood and customary way of life are being threatened and could even be wiped out forever. The Prime Minister stated recently that development of the north should be to the benefit of all Canadians: I do not argue with that in general terms, but I would insist that the maximum benefit should come to the people who spend their entire lives in the north. We should not try to fool these people by providing them with temporary jobs during the boom years of development without due regard being paid to their long term future when the boom is over and they are left only with a huge pipeline running through their hunting and trapping grounds and there are no jobs to compensate for the loss of the traditional way of living.

To get back for a moment to the TAPS tanker system for bringing Alaskan oil to the west coast of the United States from Alaska, when Atlantic Richfield announced its large oil find on Alaska's north slope near Prudhoe Bay, the oil world quickly realized the importance of the discovery. Total reserves have been estimated at between 35 billion and 45 billion barrels. Once sufficiently large reserves had been outlined, it became apparent that transportation to existing markets in the United States could present a major problem. The voyage of the S.S. *Manhattan* was the first attempt at finding an economic means to bring this oil to U.S. mid-western markets; and although it would still be economically cheaper to use this direct means, other factors such as pollution problems, Arctic sovereignty and technical difficulties overruled the immediate use of this method.

Subsequent studies have suggested that a 789-mile pipeline from Prudhoe Bay to the all-weather port of Valdez could still make oil competitive enough for the Pacific west if it were taken from this port by large 250,000 ton tankers to the refinery at Bellingham, Washington. Since the proposal of the TAPS system, various groups and individuals in Canada and the United States have presented serious objections to the pipeline. These objections are mainly on ecological pollution and social grounds. Some of these pollution dangers have recently been considered in a series of meetings on both Washington and Anchorage. The validity of the TAPS system is