

Alberta Natural Gas Company

have an end of this nonsense about some transport board being given five or even six lines, and then saying, "Pappy, where do we build the line?" Things are not done in that way. They never have been done that way by the transport board, or any other responsible board.

Then, it was implied by the minister this afternoon that he had discovered some kind of racket in connection with the Sunray Oil Company. Mr. Dixon, who frankly admits that he does not own a barrel of oil or a foot of gas, filed this document which I have as an exhibit to his application, which is in printed form. I shall not bother about it, but in his exhibit at least half or three-quarters of it is taken up by a recitation of issues handled by these companies. I shall read it:

A list of issues managed by either Morgan Stanley and Company, Moore, Leonard and Lynch, W. C. Langley and Company or Dominick and Dominick, since the end of world war II (V-J day, August 14, 1945).

Then, the minister had the effrontery to tell this House of Commons this afternoon that this was a racket being engineered by the Sunray Oil Company. These people, his friends, go to the Alberta board and what do they say? They financed the Celanese Corporation, \$40 million and \$7,800,000; the Boston and Maine Railroad; Alexander Smith and Sons—I am glad I am in that—\$5 million; Peninsular Telephone Company; Shell Union Corporation; Standard Oil, \$85 million; Socony-Vacuum Oil Company, \$100 million; Commonwealth of Australia, \$20 million; Columbia Gas and Electric Corporation, \$77 million; the Heinz people were in for \$10 million and \$8,200,000; Commonwealth of Australia, \$25 million; Northwestern Utilities Company, \$4 million—I am just skipping along—the Commonwealth of Australia; Union Bag and Paper Corporation; Tidewater Power Company, that is only \$580,000; the Dayton Power and Light Company; Philadelphia Electric Company; Standard Oil Company of New Jersey, \$150 million; Canadian Pacific Railway Company, \$19,500,000; Indianapolis Water Company; Johnson and Johnson; Peninsular Telephone Company; Standard Oil of Indiana, another \$50 million; Onondaga Pottery Company, a half million; Government of Canada, \$150 million; Shell Caribbean Petroleum Company, \$250 million; Standard Oil, another \$75 million; the Heinz Company, that is where you get your ketchup, \$15 million; Western Fruit Express Company, and so on. There are twelve more pages headed:

List of issues managed by others in which either Morgan Stanley and Company, W. C. Langley and Company, Moore, Leonard and Lynch or Dominick and Dominick participated since the end of world war II (V-J day, August 14, 1945).

Those are the people named by Dixon as the people who are going to finance it; yet the Minister of Trade and Commerce accuses the Sunray Oil Company of California of putting up a lot of money to Pacific Petroleum, a Calgary and Vancouver crowd, who own at least fifty oil and gas wells and who are spending large sums of money in Alberta—he has the nerve to say that these people, friends of mine, are being operated by one small American oil company, the Sunray company, when that same outfit which he is backing—I use the word deliberately—in their application take over half of it to show that Morgan, Stanley and Company have got more money than anybody else in the world. For shame; of all things to find a minister of this government trying to pull off a "sandy" like that on people who are even half intelligent.

Mr. Howe: The hon. member had better get his friends to tell him the story about that situation.

Mr. Smith (Calgary West): You can tell it now, and I will match you. Let me say this, Mr. Speaker. There is a man by the name of Kilbourne, who is now retired, but who for a great many years was the chief engineer of the board of transport commissioners, to whose engineering staff everybody tells us we will just leave the matter. He gave evidence in Calgary and I heard him. He, sir, knows more about the mountain country in western Canada than any other engineer. He says a pipe line by the northern route can be built, and that there would be no trouble with it at all. I am not going to any United States crowd; I am using the name of the man I mentioned, namely, Kilbourne. I have talked to him myself. He says on oath that this is not only feasible but quite practicable from its beginning in Edmonton west to—I do not know how to pronounce the name—

Mr. MacDougall: Tete Jaune Cache.

Mr. Smith (Calgary West): I am very happy, but I cannot say it even now; but from Tete Jaune Cache down the north Thompson, to Kamloops, then down to Princeton, from Princeton to Hope and into Vancouver. I promised you, sir, that I would be brief, and I intend to be that. I am trying to make this simple and plain. I seconded the amendment with my full approval because, in spite of what the minister said this afternoon, this line must be approved as government policy before the board of transport commissioners will or can issue any order. That being so, and it being a matter of government policy at that time, why in the name of conscience cannot the House of Commons be taken into