

*Alberta Natural Gas Company*

this nation into what you, Mr. Speaker, and I and most members of this house want to see it become, a great nation in our own time.

In conclusion I can only say that the attitude revealed this afternoon by the Minister of Trade and Commerce is in keeping with his attitude throughout when this question of Canada first is brought up in connection with oil and gas pipe lines. We heard a reference the other day to what the minister said in Vancouver when reporters asked what his attitude was toward the route of this pipe line; he told them to go to hell. That is just a carry-over from what he told the people of Port Arthur and Fort William last year when the oil pipe line was being considered. When a delegation waited upon the minister he told them this talk of Canada first and the national interest was all nonsense. He went further. I am reading now from a report which appeared in the *Fort William Times-Journal* of October 18, 1949, which reads in part:

Verbal battle in P.A. council over pipe line.

The oil pipe line issue erupted in sudden and violent explosion at last night's finance meeting of Port Arthur city council.

Then it details pros and cons of that dispute, and continues:

The outburst was touched off by a report given by Alderman R. A. Robinson of last Saturday's meeting of the joint industrial committee with Mr. Howe. Alderman Robinson, who unsuccessfully contested the last federal election against Mr. Howe for the Progressive Conservative party, gave the report "since I was the subject of most of the abuse when we interviewed Mr. Howe."

I should say this was a joint delegation from the cities of Port Arthur and Fort William to try and persuade the minister to route the oil pipe line to the Canadian lakehead ports instead of to Superior in the United States. The report continues:

Alderman Robinson continued, "We both used barroom language—which Mr. Howe seems most familiar with."

"I think he (Mr. Howe) neglected the interests of Canada and especially of the lakehead people."

**Mr. Howe:** The lakehead people neglected Mr. Robinson.

**Mr. Fulton:** They will not do it again, I am sure. I notice he is still an alderman. Admittedly he does not move in such exalted circles as the minister, but he is still an alderman of his city.

**Mr. Speaker:** Order. I do not think the hon. member should read from a dispatch stating that an hon. member of this house is accustomed to using barroom language. He would not be allowed to use that language if the hon. member were speaking in the house, and he therefore should not read a document containing that expression.

**Mr. Fulton:** Well, Mr. Speaker, I shall not read those remarks describing the type of

[Mr. Fulton.]

language which the minister is supposed to have used. I shall read a portion quoting directly what the minister said:

Alderman Humby (a member of the Progressive Conservative executive) co-chairman of the joint industrial committee, who was also at the conference with Mr. Howe, followed. He said he was "disappointed" at the reception they received "and he (Mr. Howe) asked us if we were a bunch of damn fools . . ."

I read that, Mr. Speaker, because it is a report of an interview dealing with the same sort of subject we are dealing with tonight, when a delegation waited upon the minister and asked him if he would preserve the policy of Canada first. Those are the words which the minister used to that delegation to describe his opinion of the efforts they were making. I conclude by saying that, in view of the minister's attitude expressed this afternoon, and his reaction to the telegrams which were addressed to him by the ordinary people of the interior of British Columbia seeking to preserve their interests and to promote the interests of the province and the country—when he uses here the same type of description to us as to what he thinks of their approach as he used in Port Arthur, I can only conclude that if we in this house do not write into the bills a provision to protect the Canadian route, we cannot expect Canada's national interests to have any more protection at the hands of the government and the Minister of Trade and Commerce, who is the minister most vitally concerned, than the national and local interests received in the case of the oil pipe line which the Port Arthur delegation discussed with him.

**Mr. A. L. Smith (Calgary West):** Mr. Speaker, I shall not keep the house long; I intend to confine my remarks to one aspect of this matter. From the beginning I have taken the position that the only thing that lies between us is a statement from someone that this line should be built on Canadian soil. This afternoon the Minister of Trade and Commerce went far afield with respect to that argument. I have in my hand an exhibit filed by this Dixon outfit in connection with an application before the Alberta gas conservation board. The application is dated in August, and it was presented last October.

Among the exhibits which were filed at that time, there was a map showing their grid system, which is a gathering system. The grid system, of course, runs from Pincher Creek north, and then in black is shown the projected transmission line of the Alberta Natural Gas Company. We find it runs from Pincher Creek to—where? To Kingsgate on the international boundary; and it goes no further in the Dominion of Canada. Let us