

Northern Ontario Pipe Line Corporation

Thomas	Weaver
Tucker	Weir
Viau	Weselak
Villeneuve	Yuill—131.

NAYS

Messrs:

Aitken, Miss	Knowles
Argue	Macdonnell
Balcer	MacInnis
Barnett	MacLean
Bell	McBain
Blair	McCullough (Moose Mountain)
Bryce	McGregor
Bryson	Monteith
Cameron (Nanaimo)	Murphy (Lambton West)
Campbell	Nesbitt
Castleden	Nicholson
Charlton	Pearkes
Churchill	Perron
Coldwell	Robinson (Bruce)
Dinsdale	Rowe
Drew	Small
Ellis	Stanton
Fraser (Peterborough)	Stewart (Winnipeg North)
Fulton	Tustin
Green	White (Hastings- Frontenac)
Hamilton (York West)	White (Middlesex East)
Harkness	Winch
Hees	Zaplitny—50.
Herridge	
Johnson (Kindersley)	
Jones	
Knight	

Mr. Hodgson: Mr. Speaker, I was paired with the hon. member for Pontiac-Timiskaming. Had I voted, I would have voted against the chairman's ruling.

And the house having resumed in committee:

Mr. Howe (Port Arthur): Mr. Chairman, on Tuesday, when I attempted to outline the considerations which caused the government to bring forward this new resolution, loud laughter greeted my use of the rhetorical question, "What was to be done?" That response to a serious consideration of practical problems suggests a vacancy of mind, or a refusal to face facts—

Some hon. Members: Oh, oh.

Mr. Howe (Port Arthur):—or the easy irresponsibility of those who need not produce a workable course of action.

An hon. Member: Who wrote that?

Mr. Howe (Port Arthur): The course of action the government proposes is based upon certain inescapable facts. The first of these is that if the western part of this pipe line system is not started this year it probably cannot be started before 1958. The second is that for the Alberta gas and oil producing industry, and for consumers eastward from Alberta to Montreal, 1958 or 1959 is uncomfortably far away for a start to be made. The third is that there is only one

[Mr. Speaker.]

agency which can be placed in a position to build the western part of the pipe-line system this year.

Nothing that can be said in this house can change those facts. Nothing that can be said here is going to end the world shortage of steel plate suitable for making large diameter steel pipe. No words uttered here can convince the owner of capped gas wells in Alberta or the would-be gas consumers in Manitoba or Ontario that there is no hurry about building the all-Canadian gas pipe-line system. In this connection I would refer hon. members to the attitude taken by the Ontario government, which recognizes that time is of the essence. No criticisms or tags such as "chosen instrument" here cast upon Trans-Canada Pipe Lines Limited will alter the fact that only that company has gathered together the gas purchase and sales contracts, the governmental permits, the organization and the access to pipe which make possible a start this year upon the pipe line.

We all have to deal with those facts, and we have to deal with them now. The government believes that the way of dealing with them which it proposes will turn them to the advantage of the country, and that delay in dealing with them will result in serious damage to the country.

I am not going today to repeat the history of the all-Canadian pipe-line project which I outlined here on March 15. Bear in mind, though, that in December of 1953 the government of Alberta asked this government's assistance in bringing together the Canadian-sponsored company which proposed to transmit gas to Winnipeg and thence to the United States, and the other company, sponsored largely by United States citizens, which alone had proposed to bring Alberta gas to central Canada. Having encouraged the merger of these two groups, this government agreed to permit exports south of Winnipeg concurrently with service to central Canada under the company's plan to allocate, out of the 500 million cubic feet per day which the Alberta government would permit it to export, 200 million per day for export at Emerson, and the balance for central Canada in so far as the central Canadian market could absorb it. It was on this basis that the new company prepared its engineering and financing plans.

Last autumn, when it became apparent that sales in central Canada would not be sufficient in the early years to attract the private capital necessary to build the whole line, this government in association with the government of Ontario agreed, subject to approval of the respective legislative bodies, to construct and temporarily own the section