

*Private Bills*

South (Mr. Ballard) mentioned four major companies, but because of the stock arrangements many, many more companies may be involved. Our prime interest should be to ensure that the monopoly given in the transmission of oil will apply only to this area.

A short while ago we had the situation of a railway company coming to parliament obviously in good faith and asking for permission to build a railway line from the southern part of the province of Quebec in an easterly direction through to Ungava bay. It was said the railway would haul ore out of that whole area. The line also went across part of the province of Newfoundland and Labrador, and should have been a common carrier for the whole area. But when a company that was not connected with the company that built the railroad wanted to haul its ore, it had to come to parliament and seek permission to build a second line alongside the line already built. The company had to do this before they could force the company that had built the line to be a common carrier and allow them a connection. Even then this company had to build a line from the pit at Wabush, 60 miles to a connection on the Quebec North Shore and Labrador Railway.

I do not suggest this will always happen, but with regard to industry I believe that all factors should be brought to the attention of everybody concerned. If a company intends to be a common carrier, this should be spelled out in the bill. It should spell out what the common carrier will do. We will be giving a monopoly to this company.

I do not think there is any point in referring to the old days and the speculation that existed with regard to the railways. If you check through the records of parliament, Mr. Speaker, you will find that at least 40 or 50 railways out of the city of Ottawa were going to run all over the place from Vancouver to James bay. At least six railways were chartered to run to Hudson bay and James bay and to the left and right of this very large area. These railways never came about, although there were five or six in the Ottawa area which operated for a short time. The O'Brien family made a great deal of money on a number of railway charters for companies which never intended going anywhere.

We should not perpetuate this type of situation with respect to bills to incorporate companies that wish to build transmission lines. Oil is one of our great natural resources. This company has not asked to build a line to go anywhere. It is asking for a licence to enable it to go on the stock market and raise money.

It really has not been suggested that the line is going anywhere. One can only assume that the pipe line is going into the Northwest Territories and eventually to Rainbow lake because the sponsor of the bill has told us this. Certainly the bill does not tell us that this is the case.

If one reads the bill we find on the first page, in clause 3, provisions respecting the stock and capital of the company. On the second page of the bill there are provisions with regard to the stock and capital of the company. The situation is the same on the third page. Similar provisions are to be found in clause 4, and several other clauses of the bill also relate to capital. Clause 9 and several others deal with the stock and capital of the company.

• (6:40 p.m.)

We have been more interested in the capital of this company, in how the shareholders will be protected and what they will do with their money, than we have in being told about the railways. In clause 6 of the bill we find that it is mentioned in two places that the company is going to have "interprovincial, extra-provincial and/or international pipe lines and all appurtenances relative thereto." There is not much information here concerning the pipe line.

Again I should like to mention the reliance which has been placed by certain hon. members on the National Energy Board. Both hon. members who have spoken before me mentioned they were quite ready to pass the bill no matter what was in it because the National Energy Board was going to look after it. I have no such faith. I remember the request of one particular company to the National Energy Board to build a line of a certain size. The board told them they could not build that line because it was not feasible, that the line was too big and they were not going to be able to meet their commitment. Nevertheless it was built. I believe the original line was to be 16 inches, the second proposal was for a 24 inch line, and finally, after their request for a 24 inch line was turned down, they installed a 32 inch line.

I was told by some officials of the company that they were probably going to have to consider the installation of a still larger line. I have no respect for the judgment of the National Energy Board. Although I am sure the hon. member for the Northwest Territories will agree there has been a fairly general assessment of the foreseeable potential of the Rainbow lake area, according to