

*Adjournment Motion***PROCEEDINGS ON ADJOURNMENT  
MOTION**

[English]

A motion to adjourn the House under Standing Order 40 deemed to have been moved.

**ENERGY—CONSIDERATION OF CONSTRUCTION OF  
PIPELINE FROM SAINT JOHN TO MONTREAL**

**Mr. Thomas M. Bell (Saint John-Lancaster):** Mr. Speaker, hon. members can relax. I just have one brief comment which I wish to make. My contribution towards solving the problems of energy in the country goes back to December 5 when I asked the Minister of Energy, Mines and Resources (Mr. Macdonald) if his department had under consideration the construction of a pipeline from Montreal to Saint John. Some other problems have come up since then, and I realize that the minister is busy tonight. I do not quarrel with the fact that he is not here—he has many problems in committee—but I thought it would be a good idea to raise it with him because he has a fond remembrance of Saint John and his relatives there.

In any event, the matter of a pipeline from Montreal to Saint John is current because today, according to a news report, Governor Kenneth Curtis of Maine is reported to have taken exception to the cutting off of energy to pulp mills in that state of the United States by Canada through the National Energy Board. Of course, this raises the matter of the dependency of Canada on the Portland, Maine, pipeline. Although Governor Curtis is good natured about it, and talks about problems which he knows the Maritimes have with the federal authorities, he does suggest that his state might have to get tough. This would be an interesting question of international law, whether the United States could cut off the supplies that come from Portland, Maine to Montreal. I suppose they would have the final authority to do so if they wished to exercise it.

● (2200)

In any event, Mr. Speaker, I call to the attention of the House the unique geographical position of New Brunswick with regard to all sorts of energy development. It lies between Quebec, the New England States, Nova Scotia and the other Atlantic provinces. It has a tremendous hydro potential, although I think it is under development now. We all know that a nuclear plant has been offered to the province, under a very niggardly scheme, I might say. There is, as far as I know, good potential for a heavy water plant on the Bay of Fundy and two or three of the rivers that flow in there. The development of tidal power from the Bay of Fundy is well known and has been promoted by the hon. member for Cumberland-Colchester North (Mr. Coates) and others.

New Brunswick has, in my humble opinion, a very good opportunity to share in this search for self-sufficiency in energy on which Canada is embarked but it seems we are not being considered in the making of some of these decisions. The site of the deep sea port that has been talked about is now Montreal. We did not get the plant for heavy water that was announced when we thought we

[Mr. Howard.]

were being considered for it. The tidal development has been shut off because there is no interest by this government. Geography seems to be working against us and we would like to get into the picture.

The other day Premier Hatfield of New Brunswick, in assessing the problems of energy in a session of the legislature, pointed out the great need to connect Saint John with the development that has been planned. It has been suggested that a reversible pipeline to Montreal or the St. Lawrence would transport foreign crude through Saint John to Montreal or western crude could come from Montreal to the Maritimes, depending upon which price was the lowest at the time. The Board of Trade of Saint John wrote to the Prime Minister (Mr. Trudeau) pointing out that in view of this extra burden that has now been thrust upon eastern Canada by the price of oil, the availability of a pipeline would be very important in this price differential. In other words, if you are going to build a pipeline from western Canada to Montreal or from Sarnia to Montreal, why not at the same time consider a pipeline to the Maritimes?

We have a great future in our city. On the one side we have the Irving interests which have under construction and nearly completed, the largest refinery in Canada, 166,000 barrels per day. It was the largest initial phase refinery and now, of course, it will expand greatly. They have Canaport which was the first deep sea tanker port in the western hemisphere and which will take the largest tankers afloat. On the other side of Saint John is the Lorneville development which now has a thermal plant. If this project went forward, it would tie in with the development of the Maritimes. We could twin the line and it would fit into the whole picture.

In closing, Mr. Speaker, I say that some consideration should be given in these grandiose energy plans of the government, even though we know they are not going to do anything for a while, to including New Brunswick in some way.

**Mr. Leonard Hopkins (Parliamentary Secretary to Minister of National Defence):** Mr. Speaker, I should like to thank the hon. member for his understanding remarks concerning the Minister of Energy, Mines and Resources (Mr. Macdonald). As he knows, the minister is at a meeting of the Standing Committee on National Resources and Public Works tonight. I might also say, with regard to the remarks which have been quoted concerning the Governor of Maine, that I have been informed that his actual speech indicates that the press has misrepresented his views. Whether or not if that is so remains to be seen after further investigation. At the present time the government has under study the technical and economic feasibility of constructing a large diameter pipeline from a deep water port site in either the St. Lawrence estuary or on the eastern seaboard, to the Montreal refining centre. The crude oil throughput volumes would include supply of the St. Romuald refinery near Quebec City. Such a facility could significantly lower the cost of delivered foreign crude since it would give the new supertankers, VLCC's, access to a Canadian deepwater port. VLCC's have significantly lower unit transportation costs than do the tankers currently delivering foreign crude to Canadian ports.