

serve eastern Canada. Mr. Shattuck, who represents a firm of marketing engineers, had the temerity to present certain financial statements to the board of transport commissioners and, I suspect, to the government. When I see an engineer getting mixed up with financial statements, then God help us all. As recorded on page 23 of the same minutes of evidence, Mr. Shattuck had this to say:

Our work has gone far enough so that we are assured that, at any rate, the market would absorb one hundred billion cubic feet of gas a year at prices that will service the pipe line, pay the operating costs, and service the debts necessary to finance construction.

On the basis of these lies, the committee gave approval to that legislation. But then there was the time when the company had to appear before the board of transport commissioners. In June 1954 we had the chief commissioner asking a witness certain questions. The witness was a man named Mr. Tanner, who was at one time a cabinet minister in the social credit government of Alberta and then went to his reward with the oil companies. Mr. Tanner is so convinced of the financial strength of this company and the future of this company that, of the millions of shares, he has subscribed for two of them. Mr. Tanner was asked by the chief commissioner of the board of transport commissioners if construction would begin by June 1, 1955. Mr. Tanner said:

Yes, we feel rather confident of that.

He had no doubt. He was quite confident. Then, on page 3525 of the evidence, Mr. Tanner said:

We will start construction early in 1955. We shall be in a position to deliver gas to Winnipeg by November 1955. Pipe laying east from Winnipeg will be taken care of in 1956.

There were no ifs, ands and buts. It was a certainty. This was going to be done. The company deceived the board of transport commissioners and they kept on deceiving them with other statements. For instance, Mr. Tanner said:

We can undertake the building of the line in the spring of 1956, completing it during that same year.

Again there was no doubt. But what was perhaps the deciding factor with the board of transport commissioners was one of the minister's boys who was sent there to make a statement before the board of transport commissioners, and I hold the minister responsible for he cannot pass the buck to him for it. This civil servant said:

An export outlet such as Minneapolis may mean reduction in laid down price in eastern Canada.

When this emissary of the minister was making that statement, by then the company

Northern Ontario Pipe Line Corporation

had already filed certain statements of its own. The company said that the price in Manitoba in 1955-56 would be 36.7 cents to the company which was going to deliver the gas to the consumer and that at the Manitoba border the price would be 34 cents. They never envisaged that by 1955-56 the line would be in the east. But we get another projection with respect to 1958-59. By this time the price of gas in Manitoba, instead of being down as the minister forecast, would be up to 40.7 cents, a 4-cent increase, while the price to the Americans at the portal at Emerson would be down to 32.9 cents. The hon. member for Saskatoon says that Canadians are subsidizing the Americans, and that is precisely what is happening.

But these were not the final figures. I have figures here which are perhaps more definite but I doubt if they are definitive. Now the Winnipeg price is going to be 33 cents to the distributor but the price at Emerson is going to be 25 cents per thousand cubic feet to the United States importing companies. In other words, there is going to be an 8-cent spread between us in Winnipeg and Emerson, 60 miles away, and this is being done, in the words of the *Free Press*, to confer great industrial benefit upon the people of Canada. Here is an 8-cent differential and yet Winnipeg is 60 miles nearer the source of gas. And so this company is determined to subsidize United States industry at the expense of the Canadian taxpayers with the help of the Liberal government made up of members of the Liberal party who insist on selling Canada down the river.

There is another aspect to this feature of cost. The minister is going to get this through. We know it. And he is going to get it through in a hurry. It is going to be done as rapidly as possible and it is going to be done in a mood of damn the cost. But the Canadian taxpayer is going to have to pay these costs sooner or later. The government has had months to make up its mind what it was going to do, if indeed it was ever possessed of a mind at all, but it deferred it, it put it off until finally, almost at the last stage in the game, it brings forward this legislation and then the minister gets up and moves closure. I have a very high personal regard for the Minister of Trade and Commerce but there are times when he should not be allowed within a thousand miles of any democratic legislature.

Let me go on with some of the representations made by Trans-Canada Pipe Lines. Mr. Tanner said to the board of transport commissioners:

In five years we would be able to build up a market in the east of approximately 500 million cubic feet a day.