

to the Board of Transport Commissioners shortly after they got the charter for a permit to build a pipe line through the northern part of Alberta to British Columbia. The Board of Transport Commissioners refused to hear the application until they had received a permit from the Alberta board so their next step was to apply to the Alberta board—which they are in the process of doing at the present time.

The VICE-CHAIRMAN: Mr. Harkness would you apply yourself to the amendment?

Mr. HARKNESS: I am merely answering the question asked, and explaining this thing. I am speaking on the amendment.

The VICE-CHAIRMAN: Will you stick to it?

Mr. HARKNESS: I am also speaking in connection with what Mr. Applewhaite said. This application is for a route through the Crow's Nest Pass which, I think, demonstrates conclusively what the intention of the company is. It indicates that the statement made by Mr. Applewhaite in connection with what these people are likely to do is incorrect.

This amendment of Mr. Green's, in my opinion brings us to the crux of the whole situation—the matter which has been debated in the House for the past several months. It is the question of the routes and whether it will be a Canadian route—the matter on which those of us who have been debating the question are chiefly concerned.

Various people who took part in the debate—practically all I think—stated that they were in favour of an all-Canadian route and wanted to take steps to see that an all-Canadian route was followed. A considerable number stated also that they wanted to get the thing through second reading in the House and get it into the hands of this committee so that the matter could be determined. We were to get evidence to determine whether it would be an all-Canadian route or whether it would not be a Canadian route. As Mr. Green has pointed out the evidence we have had does not indicate any firm intention of the company applying for the charter building an all-Canadian route. As a matter of fact, the weight of evidence I would think, would lead one to believe that if they secure permission they will probably build on an American route.

Therefore, I think that every member of this committee who wishes to ensure that an all-Canadian route is followed should vote for the amendment.

Mr. BYRNE: Mr. Chairman, I suppose my objection to this amendment could be substantially the same as my objection to the previous amendment. I refer to the needs of Canada and the Canadian people.

The previous speaker has indicated that the West Coast Transmission Company, which has a charter, has assured the Committee that they would not build anything but an all-Canadian route. He was counting merely on their statement to the committee, which did not go on the record and which did not go in the bill.

Mr. HARKNESS: I made my argument—

Mr. BYRNE: Since that time, West Coast Transmission Company has made application to the Board of Transport Commissioners for Canada. It says here: "West Coast Transmission Company hereby makes application under sections 11 and 12 and other relevant sections of the Pipe Line Act for an order granting leave to the West Coast Transmission Company Limited to construct a pipe line for transporting gas from a point in the vicinity of the city of Edmonton in the province of Alberta to a point in the vicinity of Kingsgate in the province of British Columbia, including a branch line from a point in the vicinity of the town of Kingsgate in British Columbia to the vicinity of the town of Trail in British Columbia. Filed herewith is a map showing the general location.