

Alberta Natural Gas Company

take another look at it, his previous look having been taken from the softly lighted interior of a C.N.R. drawingroom.

Mr. Chairman, is this the rugged type of pioneer we Canadians must import from across the line to develop our natural resources in Canada? I know that all hon. members here will wish to cast their votes in a way which they sincerely believe will accomplish the best results for Canada. While I am not an engineer, I have had considerable construction and engineering experience.

An hon. Member: Where?

Mr. Gibson: Despite the unbiased professional advice which the members of this committee did not receive, after the committee reported out the bills on Friday night I made it my business over the week end to obtain some factual engineering data on the Yellowhead pass route, and also on the proposed American route across Montana, the Stevens pass and the state of Washington.

This data was supplied me by Major "Jerry" Wood, a professional mining engineer, whose distinguished military career was referred to last evening by the hon. member for Coast-Capilano. May I add further that my personal knowledge of Major Wood extends over the last eighteen years, having been associated with him in a number of mining ventures, some of which were successful and some not. Anyone who is familiar with mining will know that that is the history of that industry.

I have complete confidence in his judgment and in his ability and integrity. This information is from his personal survey. All the information I have received was compiled by him from a careful personal study of the area involved. I know the house will be amazed and delighted to learn that the length of a pipe line from Edmonton to Vancouver via the all-Canadian Yellowhead pass route will be within twenty miles of the same distance as a line laid from Pincher creek in Alberta, south through Montana and Washington to Vancouver.

Another fact which will astound and I am sure influence hon. members is the testimony given before the Alberta natural gas conservation board by the firm of Ford, Bacon and Davis, outstanding pipe line construction engineers of the United States, to the effect that there is eighty miles less of rock work on the Yellowhead pass route than on the American route across Montana and the state of Washington.

The same witness stated before the Alberta conservation board that he thought, from an engineering standpoint, that he would rather build the northern or the Yellowhead pass

route than the one through the United States. Those statements would indicate to me that the Yellowhead route will deliver gas to consumers in Vancouver at least as cheaply as by any other alternative or American route.

This testimony by the outstanding pipe line construction company in the United States has convinced me that the all-Canadian route is both economically feasible and sound. I know all hon. members are interested in the development of British Columbia. I can even point out to maritime members that the obvious source of supply and fabrication for our steel used in construction of an all-Canadian gas pipe line would be the Dosco plant at Sydney, and that it would reach us from that plant by way of the Panama canal by cheap water transportation for delivery at Vancouver. We know of course that this will create a great amount of employment for Canadian workmen, and consequently both the east and west coasts of Canada will enjoy a tremendous increase in employment by the building of an all-Canadian route.

Mr. Thatcher: They did not do that with the one they are building now.

Mr. Gibson: My hon. friend knows that there is a great deal of difference when it comes to a pipe line being built on the Pacific coast. I am speaking of water transportation and he knows very well it is quite difficult to get into the Moose Jaw swamp with a large ship. Some fear has been expressed in this house that in refusing these charters we are creating a monopoly for one company, the Westcoast Transmission Company. Actually, nothing could be further from the truth.

The Alberta conservation board has said that they will welcome applications from any responsible company for a permit to export natural gas but so far the Alberta Natural Gas Company have not taken advantage of this opportunity. Such an application would involve the disclosure of what route was to be taken, a disclosure which every member of the committee realizes they are hesitant to make.

May I point out here that no company needs a federal charter until it has received the sanction of the Alberta conservation board since the board of transport commissioners in Ottawa have refused to listen to testimony until such permission is obtained. Why does not Alberta Natural Gas Company go ahead with its application and then come back to parliament next session? If they have received the approval for an all-Canadian route then I know every hon. member will be glad to grant them a charter.