

of the Conference of Members of Parliament from NATO countries. They are Mr. Wayne L. Hayes, President, Democratic Congressman from Ohio; F. Berendsen of Germany, Vice-President, and Douglas Robinson of London, England, Executive Secretary.

In closing, I wish to pay tribute to our Speaker, the Honourable Senator Robertson, former President of the Conference of NATO Parliamentarians and of the Canadian NATO Parliamentary Association, for his foresight, tenacity and untiring work, without which the 1955 Paris meeting of NATO parliamentarians would never have been held, and probably the 1956 conference as well. At the last meeting of the conference in Paris a signal honour was conferred on him. The conference named him Honorary President for life, in recognition of the great work he accomplished in bringing this organization into being.

I wish also to make a special mention of Lieutenant-Colonel R. Larose for his excellent and invaluable help as Secretary of the Canadian NATO Parliamentary Association. He was in a large measure responsible for the success of our delegation. He was untiring in his devotion and I can think of no one who could replace him to advantage.

On motion of Hon. Mr. Pratt, the debate was adjourned.

PRIVATE BILL

ALASKA-YUKON PIPELINES LTD.— SECOND READING

Hon. Stanley S. McKeen moved the second reading of Bill P-1, an Act to incorporate Alaska-Yukon Pipelines Ltd.

He said: Honourable senators, the purpose of this bill—

Hon. Senators: Hear, hear.

Hon. Mr. McKeen: I don't know whether that means support or opposition.

The purpose of this bill is a step toward increasing the facilities for the distribution of petroleum products in the Yukon Territory and in that portion of British Columbia lying immediately to the south of the Yukon boundary. Alaska-Yukon Pipelines Ltd. is asking for incorporation so that in conjunction with an Alaskan corporation it may proceed with the construction of a pipe line from Haines, Alaska, a sheltered port, to Haines Junction in the Yukon. The pipe line involves an estimated expenditure of about \$3,500,000, and it is expected that when it gets into operation, prices to the majority of consumers of petroleum products in the Yukon Territory and Alaska will be considerably reduced. It is estimated that a

connection can be made with the Canol System at Haines Junction. The Canol System extends from Skagway, Alaska, through Carcross to Whitehorse, and then southwest to Haines Junction and Fairbanks, Alaska, and southeast from Carcross to Watson Lake. Construction by Alaska-Yukon Refiners and Distributors Limited of a refinery at Haines, Alaska, is proposed to serve the Yukon through the proposed pipe line to the Canol System, if the latter is available.

The thoughts of most of us about the north, as it is usually called, seem to date from the time of the Gold Rush, when gold was found in great quantities up there. But prior explorations were made by the Vikings as long ago as A.D. 1004. Centuries later, in 1576-78, Frobisher made three voyages in search of the Northwest Passage.

In that regard I would like to add something by way of a boost for the province from which I come. Some years ago a vessel named the *St. Roch* was built in our province for the Royal Canadian Mounted Police, and on a voyage from Vancouver to Halifax she negotiated this Northwest Passage, which had been long sought by navigators of many nations. She was the first vessel in history to go through the passage in both directions. Not satisfied with that record, the skipper, Captain Larsen of the Royal Canadian Mounted Police, circumnavigated with this ship the northern half of the continent, going from Alaska and down through the Panama Canal. This is the only ship which has sailed completely around North America. I might add that she is to be converted into a museum piece and located at Vancouver.

Many years before the memorable voyage of the *St. Roch* Mackenzie made the first trip to the west coast, by land. In those days travel was hard and difficult; and very little was done about mapping the north until the aeroplane came into its real place in the community. Now there are in that country more aeroplanes in proportion to the population than anywhere else. The whole area of the Yukon and Alaska has been completely mapped geographically and geologically.

These remarks are by way of providing a little background with respect to the territory which this pipe line is to serve. The natural resources consist of lead, zinc, copper, cobalt, uranium, and asbestos, with the gold deposits which brought the country into the forefront of mining development. In fact, of the 33 minerals and other materials classed as strategic by the United States Government, only two, namely bauxite and industrial diamonds, cannot be found in these territories. Many Canadian companies are operating in the area.