

Border Pipeline Corporation

of those companies or, for that matter, any other company—I am not concerned as to which company gets the right to build—or if, in other words, the Canada-first plan is followed, we shall have the work done in British Columbia and jobs will be given to our people. The highway will be built by that company through the Yellowhead pass, where there is no highway at the present time, with the result that Edmonton would be connected directly by road with Vancouver. There would be great expansion in British Columbia. That would take place not only at the coast but, in due course, I believe there would be refineries in such centres as Prince George, Kamloops and possibly some other interior centres. There might even be a refinery at Chilliwack.

Mr. Sinclair: Why?

Mr. Green: To commemorate the useful work done by the hon. member for Fraser Valley (Mr. Cruickshank) in these pipe line battles.

Mr. Sinclair: And the hon. member for Springfield (Mr. Sinnott) too; do not forget him.

Mr. Green: It would mean not only the expansion of industry on our Canadian west coast, but also a great impetus to our shipping. We would be in a position to ship oil and other petroleum products to many parts of the world. That is of the greatest importance to us, because Vancouver and New Westminster are two of Canada's greatest seaports. The flow of commerce in and out of those ports means a great deal not only to the people who live in that vicinity but to people in all parts of Canada. Then as I pointed out earlier there would also be a natural gas line by an all-Canadian route, with all the resulting benefits outlined so carefully during the debates of the last session.

There is another special reason why we are in favour of this all-Canadian route for oil—and here I hope the hon member for Cariboo (Mr. Murray) will follow me closely. If there is an all-Canadian route there will be an outlet to the west coast from the Peace river country, which is a portion of his own constituency. At present that great area, partly in British Columbia and partly in Alberta, is sealed off. In that area is the greatest oil potential country in British Columbia. Experts report that there may be great finds there of oil. Already there have been substantial discoveries of gas. Yet that whole area is sealed off today from the west coast. There is no highway and no railway. The only way in which the hon. member's constituents can come out from the Peace

river district in British Columbia to Prince George, which is also in the hon. member's constituency, is by air or on foot.

Mr. Sinclair: Or the John Hart highway.

Mr. Green: The John Hart highway is not yet completed, as the hon. member for Coast-Capilano knows. A highway would be completed if either a gas or an oil pipe line were to go from the Peace river area to the Canadian west coast.

These facts have been clearly in the minds of the legislators of British Columbia. Mr. Braden, the member for Peace River in the provincial legislature—

Mr. Cruickshank: And a good one.

Mr. Green:—which, again, is a portion of the federal riding of Cariboo, presented a resolution in the British Columbia legislature less than a month ago. It was passed unanimously by that legislature on March 28. And believe me, when any legislation or resolution goes through the British Columbia legislature unanimously in this year of 1951, it has to be good.

Mr. Cruickshank: Would the hon. member permit a question?

Mr. Sinclair: Of course.

Mr. Cruickshank: I think the hon. member for Vancouver-Quadra is capable of speaking for himself. Has the hon. member ever heard the provincial member for that district express his opinion about the lack of support of the all-Canadian route in Ottawa?

Mr. Green: If I had heard the comments of the provincial member for Peace River, I am sure they would be unparliamentary.

Mr. Cruickshank: Hear, hear. I can tell you what he said about it.

Mr. Green: Here is the resolution passed unanimously two weeks ago by the British Columbia legislature:

Whereas this legislature at its last session unanimously passed a resolution urging adoption of an all-Canadian route through the Yellowknife pass for the proposed transmission of natural gas from the gas fields of Alberta to Vancouver and other British Columbia points;

A year ago that resolution was passed stating that the gas route should come from Edmonton through the Yellowhead pass.

And whereas important gas discoveries have since been made in the Peace river area of Alberta and British Columbia, which gas can best be marketed via a route through the Pine pass;

And whereas the Alberta Petroleum and Natural Gas Conservation Board has recommended in its interim report of January, 1951 (1) that the only gas available for export is the gas lying beyond economic reach of Alberta consumers, which includes the gas reserves of the Peace river area, and (2) that no gas found in the major gas fields lying