

Mr. GREEN: With regard to paragraph (a) of this section 6, I have another amendment here. I would like to propose an amendment to that section seconded by Mr. Harkness and it is this: that paragraph (a), section 6 of bill 7 be amended by inserting after the word "hydrocarbons" in the 28th line, the following:

provided that the main pipe line or lines either for transmission and transportation of oil or gas shall be located entirely within Canada.

Now, with that amendment clause (a) will read as follows:

within or outside Canada construct, purchase lease, or otherwise acquire and hold, develop, operate, maintain, control, lease, mortgage, create liens upon, sell, convey or otherwise dispose of and turn to account any and all interprovincial and/or international pipe lines and all appurtenances relative thereto for gathering, processing, transmitting, transporting, storing, and delivering, natural and artificial gas and other gaseous or liquid hydrocarbons provided that the main pipe line or lines either for transmission and transportation of oil or gas shall be located entirely within Canada,

and then the clause goes on to say:

and purchase, or otherwise acquire, process, transmit, transport, and sell or otherwise dispose of and distribute natural and artificial gas and other gaseous or liquid hydrocarbons, and own, lease, sell, operate, and maintain aircraft and aerodromes for the purpose of its undertaking, together with the facilities required for the operation of such aircraft and aerodromes; and own, lease, operate and maintain interstation telephone, teletype and telegraph communication systems and subject to *The Radio Act, 1938*, and any other statute relating to radio, own, lease, operate and maintain interstation communication facilities;

Now if that amendment is carried it would mean that the main line of this company to the west coast would go through Canada.

Mr. BYRNE: It will go anyway, the Board of Transport Commissioners will decide that.

Mr. GREEN: It will mean that the main line would go through Canada to the coast. There would, of course, be freedom to build branches from that main line into the United States, but if this amendment were to be carried then the main line would have to be in Canada. The company has said that it is now going to present six different routes to the Board of Transport Commissioners. If the amendment is carried they would only be able to present two routes because there would only be two in which the main lines would be on Canadian soil. One route would be their route "A", which runs from Pincher Creek to Vancouver, all on Canadian soil, and the other route would be the route through the Yellowhead, which, they say, they are now going to investigate. They would be at liberty to follow either one or the other of these two routes, and as I said yesterday, of course, the real comparisons that matter are the comparisons between the Yellowhead route and the Crow's Nest route. That is the comparison that is important. But if this route is laid through Canada even on their own Crow's Nest route, the result will be, according to the figures given to us this morning by Mr. Dixon, that there will be six hundred and twenty-six miles of pipe laid in Canada from Pincher Creek to Vancouver and only three hundred and eighty-five miles laid in the United States, whereas if they follow their United States main line route, there will only be two hundred and ten miles of pipe laid in Canada as against seven hundred and twenty laid in the United States. That is a difference of mileage in Canada of four hundred and sixteen miles.