

Alberta Natural Gas Company

Yellowhead route. He said he had been through there on the train. He did promise the hon. member for Edmonton West that they would make another survey before they applied to the board of transport commissioners, which would involve buying another train ticket, a ticket from Edmonton to Vancouver.

But I was greatly interested in this Yellowhead route for two reasons. First of all, the Yellowhead route will tap the centre of the present known Alberta gas fields. We have our gas fields in the south of Alberta. We have the Pincher Creek area and Medicine Hat and those fields there in the central area. We have this great new expanding field of the Edmonton area already as big as the proven southern fields, and there are further new fields going to be discovered up in the north, the Peace river district. The Yellowhead route will tap in the centre, not either at the south end or at the far north end. That seems a practical approach to the matter of getting best advantage out of all three fields.

The second thing of course is that the Yellowhead pass is the best pass through the Rocky mountains. The C.N.R. are fortunate in having that pass, as the hon. member for Edmonton West has said, and I join him in all his remarks except in his conclusion. He said that would undoubtedly be the most practical of the routes to be built. An interesting thing was that despite all these protestations of Mr. Dixon that they were interested in building a Canadian route, if economically feasible, they have never done anything serious about the Yellowhead route. I know a little bit about the Edmonton route because some months ago I made a speech in the house and I described the Westcoast Transmission Company as having deceived us because they applied for the Monkman pass through British Columbia, and when they got the bill through they ran off to the board of transport commissioners and applied for the same route that these other American companies are asking for. Shortly after this speech, I received a visit from a friend of mine who is a mining engineer, who told me that his firm had been hired by the Westcoast Transmission Company to run their survey through the Yellowhead pass. I have great faith in this man. I knew him years ago as a mining engineer. Later he was a good army engineer. He was captured at Dieppe, and as a matter of fact one of his best engineering feats was the famous escape tunnel at Oflag 4C through which he and the former member for Vancouver-Burrard escaped a few years ago. He is a Canadian, and is interested as a Canadian, not as an American promoter trying to make

as much money as he can through easy exploitation of Canada. He assures me as an engineer, whose opinion I respect, that after having done a detailed survey he believes that the Yellowhead route is practical and feasible. One other thing is that I was struck tonight by the fact that these companies, which give the assurance so easily outside the house to members that if practical they will build in Canada, are also apparently just as casual in giving assurance to cabinet ministers. But when the chips are down and assurances are to be given either in the standing committee or committees, or better by an agreed amendment to the bill, there is a strange silence on the part of the sponsors of these bills.

The next reason why I feel that there should be a Canadian route has been very well described by many of the members who have spoken before me; that is the matter of Canadian development. As to that route through British Columbia, if it does cost \$17 million, which is the top figure Mr. Dixon gave, the people of Vancouver are not averse to paying an extra charge for the gas if it will help British Columbia development. They will still make great savings because the public utilities people in Vancouver have said that the cost will still be about half the cost of our present manufactured gas, and that the cost of heating by gas will be about half the cost of heating by coal.

Vancouver has never been a hogtown. Vancouver has always realized that its richness depended on the riches of the hinterland of British Columbia; that from the logging camps, the mines, farms and fisheries of British Columbia came the wealth of the city of Vancouver. For Vancouver to prosper, all British Columbia must prosper. For too long our province of British Columbia has been what I am going to describe in a phrase used by a man who I regret to see is now one of the incorporators in this bill, namely, Mr. H. R. MacMillan, a great British Columbian who has done a tremendous amount to develop British Columbia. About fifteen years ago in a speech to the Vancouver board of trade which made a great impression on me, as I am sure it did on all his listeners, he traced the retarded development of our province because for too long—and these were his words, and they were biblical words—we have been regarded as hewers of wood and drawers of water. Before the war we cut our logs up, loaded them in barges and they went to Japan, Australia or England. For a long time we did not even get the work of cutting our own logs into lumber. We loaded our ore and concentrates in boats and did the same thing, sending it to other countries for processing. In my own riding is a mine in