

*Alberta Natural Gas Company*

winds so high that nobody got to the island. As a matter of fact, most of them were blown off it.

If I may be permitted a slight deviation from our regular procedure I would point out that I heard my good friend from Kenora-Rainy River (Mr. Benidickson) say that he represented a company that would build a line in Canada if someone told them to. That is outside my comprehension, when someone wants to build a gas line, knowing it is going from here to there, which is more than the bills themselves say, and that they will build it at a certain place if the transport board tells them to. I have had a good deal to do with railway boards, and I have always found that I am asking for something. I am not asking for general powers which include expropriation of your lands and mine without telling whose lands I am going to expropriate, and in what direction, and all that sort of thing, which knowledge is completely lacking in this particular case.

The argument has been used by these New York slickers that we have got to take this through the United States, because we cannot take it through Canada. I listened out there to a number of gentlemen who belong to the firm of Ford, Bacon and Davis, the biggest engineering firm in the world. They simply said it could be done. But I was more impressed by an engineer of our own, a retired chief engineer of the board of transport commissioners, whose name at the moment escapes me. He knew the country well, had been over the ground and felt that any suggestion that this gas line has to be built across American soil is not only nonsense but completely insulting to those of us who live in the interior of British Columbia or the northern part of Alberta.

There I saw plans presented, and prepared on a basis of one-tenth of a mile. Those who have had some experience with surveys of large areas, or great distances being traversed, will find no more careful examination of terrain than on a scale of one-tenth of a mile. That is the sworn and uncontradicted testimony which was given at that time.

Then we have heard a good deal of nonsense about the length of the line, and the cost. May I say at the outset that I am not particularly concerned how much the people of Seattle, Portland, Spokane, Tacoma or Bellingham pay for gas. If they can use it cheaper than any other fuel, they will use it. But I point out this suggestion, that this mid-British Columbia line—because that is what it is—this Canadian line, means this, that anybody who is going to transport gas in quantities from Alberta to the United States market and to the Vancouver market

[Mr. Smith (Calgary West).]

must have regard to the real picture which exists. As you no doubt have read, Mr. Speaker, all recent discoveries of gas are in northern Alberta. I would ask hon. members to picture in their minds this situation: a tremendous gas field near Pincher Creek, which is practically on the United States border, not much gas in the Calgary area, and then these immense quantities in trillions of feet which have been proven around Edmonton and north. All that must be integrated. It must be one great pool upon which this export business must be able to draw.

If you just look at any map, and take a line from Pincher Creek up above and even into the Peace river district of British Columbia and into the constituency of the hon. member for Cariboo (Mr. Murray) where the gas arises, when you are talking about the length of a pipe line, it will be seen that it all depends on where you are going to tap that pool. I say this in a sense in opposition to my argument. If you are going to use in Vancouver gas which is produced in Alberta, you do not know whether that gas is coming from Pincher Creek or from four or five hundred miles north, which carries you perhaps 150 miles or so north of Edmonton. Hence these arguments about the length of pipe lines lose practically all their validity.

I am going to say something else along that line which I think favours the all-Canadian route, and it is this. One thing will be noticed about all of these bills. May I pause here to say that when we passed one of them at the first session in 1949, and I think it was a mistake, we made no proper examination of it. That is the company which today is applying to the conservation board of Alberta for the right to build a line, and that line goes over the Yellowhead, down the north Thompson into Kamloops, down the Okanagan covering Penticton and those three cities there; it goes across to Princeton and then down the Princeton-Hope highway which is already constructed into Vancouver.

I would ask you to remember this, Mr. Speaker. I am speaking now of oil, and these bills permit both oil and gas lines. Vancouver and the west coast of British Columbia, and to some extent into the interior of British Columbia, are getting their crude oil from California. It is a notorious fact that the California production is fast reaching its end. Hence we in Alberta have a real hope that we may some day supply the west coast of Canada with crude oil which will be refined there and sold as gasoline in that province.

Edmonton being the centre of oil production, and I hope some of my friends from northern Alberta will at least admit the truth