

by the gentlemen who are working for the charter. I say that we, two hundred members of parliament, should not hand over our duty to a politically appointed gentleman and say: here is the ball; you take the ball but we will be responsible for the touchdown. We are called filibusters simple because we are honestly and sincerely trying to remedy a situation.

The Vice CHAIRMAN: You are certainly out of order, Mr. Ferguson.

Mr. GOODE: Mr. Chairman, with respect to the cost factor, I think Mr. Green has mentioned that the Canadian route would cost about \$48 million more than the American route.

Mr. GREEN: No, no, I did not say any such thing. I said that an all Canadian route would mean the expenditure in British Columbia of about \$45 million more than in the United States.

Mr. GOODE: You mean to be spent in Canada?

Mr. GREEN: Yes, that is right.

Mr. GOODE: Well, let us see who is going to spend that money in Canada? I would like to point out this fact that the evidence has been given and it has not been denied; and I put a question to the effect that the people of the lower mainland of British Columbia are going to pay \$20 million for it during the next twenty years, during the life of that pipe line.

Mr. HERRIDGE: Mr. Chairman, I just want to say that I support this amendment on exactly the same grounds that I supported the first amendment by Mr. Green, urging that this pipe line be first built through Canada before entering the United States. I can quite understand Mr. Robinson getting somewhat confused in this matter.

Mr. ROBINSON: When you can convince me that there are not two applications by west coast transmission people before the Board of Transport Commissioners, then I will admit that I am confused.

Mr. SMITH: I will bet all the money I have got that there are not.

Mr. ROBINSON: I mean two applications which are filed and waiting to be heard following the hearings in Alberta?

An Hon. MEMBER: You are betting all the money you have got?

Mr. SMITH: I said all the money I had.

Mr. HERRIDGE: The remarks made are somewhat out-dated now, Mr. Chairman. The companies which are incorporated are assured that they are going to build an all Canadian route. There was an amendment proposed to the act on the assurance of these gentlemen. Now, Mr. Dixon in giving his evidence before this committee said that the company proposed to submit five possible routes to the Board of Transport Commissioners. Later, on a request of a member of the committee from Alberta he said that he had investigated the possibilities of a sixth route through the Yellowhead Pass, and that is how we had the suggestion for that sixth route.

Mr. SMITH: And that is in northern Alberta.

Mr. HERRIDGE: Yes. Now, Mr. Chairman, it seems to me more of a question of route. He said he did not express any choice, would not express any choice for any one of these routes. He said that he was prepared to build the route that he was ordered to build. Now, there was considerable discussion in the House, as well as in the committee, as to where the route should be built, and in this amendment we are suggesting that parliament give those orders by legislation, and I am quite sure that Mr. Dixon on receiving those orders would build the all-Canadian route.

The VICE-CHAIRMAN: The question is on the amendment. Moved by Mr. Green that paragraph (a) of section 6 of Bill 7 be amended by inserting