

Alberta Natural Gas Company

is the most significant development to come out of this whole discussion. The British Columbia legislature were particularly concerned with the development of northern British Columbia. They felt that if the route went through the Yellowhead there would be an outlet for gas and oil from the Peace river district, where the British Columbia reserves are located. And just two or three weeks ago, when the bills were in committee and there was publicity in the Vancouver newspapers, the attorney general of that province again confirmed the stand of the legislature. Here is what he said, on April 27:

The government of British Columbia supports the northern route because it will provide an outlet for gas in the British Columbia section of the Peace river block. We also believe it is the logical route to ensure maximum development and benefit to both provinces.

Then look what it means by way of jobs. Mr. Dixon, who appeared before the committee on behalf of the applicants for incorporation, spoke only of routes through the Crownsnest pass in southern British Columbia. He knew nothing about the Yellowhead route and had not even bothered to have it checked. But on his figures for his own all-Canadian route through the Crownsnest pass we find that there would be spent in Canada practically \$66 million; that is on the route from Pincher Creek to the coast. On the other hand if his second route were followed, going mainly through the United States, only \$22 million would be spent in British Columbia. So there is a difference of \$44 million in the amount to be spent in British Columbia, depending on whether this line goes through Canada or through the United States. That could mean an additional \$44 million to provide jobs for Canadians, and to buy materials manufactured in Canadian plants all over the country. The difference in mileage in these two routes was, by an all-Canadian route, 626 miles in Canada from Pincher Creek, Alberta, to the coast, and 385 miles in the United States, made up of course of the branch lines in the United States; by the route through the United States, there would be only 210 miles in Canada and 720 miles in the United States, which included practically all the main pipe line.

Something has been said in the debate about the price of gas at the coast. The Westcoast Transmission Company, which is proposing to pipe this gas through the Yellowhead pass, gave figures before the Alberta conservation board showing that the price of gas in Vancouver would be 29.2 cents per thousand cubic feet. Mr. Dixon was unable to meet those figures, even by the route which

[Mr. Green.]

went through the United States. The inference has been left here that it would be cheaper to pipe this gas through the United States, but there has been no contradiction of those figures given by the Westcoast Transmission Company.

One other reason why this question is of such importance to the people of British Columbia is this. If the main line goes through Canada, then control remains with Canada until our requirements have been met. Whatever gas is surplus can go to the United States; we are not concerned about how that will be controlled. If this main line is kept in Canada, there can never be any question about the gas being shut off to Canadian users. If the main line were through the United States, we would always face that possibility. I think it was the member for Fraser Valley who mentioned the fact that the people of western Ontario have already had that experience. They had their supply cut off a year or so ago because there was not enough gas to serve the requirements of the United States, so Canada was cut off.

I suggest, Mr. Speaker, that it would be intolerable to have British Columbia placed in a position where the gas supply could be cut off because extra gas was needed in the northwest states of the union. It would be an intolerable situation. The government of Canada, at the instigation of the Department of Trade and Commerce, co-operating with other departments, actually had the minister at Washington appear before the United States power commission on April 18 to make representations on behalf of the Canadian government to have that commission grant the Panhandle Eastern Company authority to export gas to western Ontario. The minister, in making his representations, was quoted as saying he was sure it would be without detriment to United States customers. If the government show that concern for the users of gas in western Ontario, then they certainly should show an equal concern for the potential users in British Columbia, and make sure this main line is built in Canada.

The Alberta Natural Gas Company does not, unfortunately, meet the requirements. Their representatives showed only too clearly in the committee that the company is determined to build by the United States route. I asked Mr. Dixon whether he would give any pledge about building in Canada. This evidence is found at page 114 of the proceedings:

Q. Will you give any pledge to this committee that your company, if it is incorporated, will build the Canada-first line, build a main line through Canada to the west coast?

A. No.