

*Committee on Railways and Shipping*

but there again the Canadian National Railways has a lands department, a legal department and, as I have said, a financial department. It has been suggested, more particularly by the C.C.F. group, that if the Canadian taxpayers are to guarantee the financial arrangements for the Trans-Canada pipe line, then the Canadian people should build it. I believe that if Canadian National Railways built this pipe line even that group would be satisfied that the construction was being undertaken in the right way.

The construction of this gas pipe line is a project that will require the placing of very large orders for steel pipe as well as many other materials. I am sure this would immediately set in motion the necessary production to take up the slack in our unemployment at the moment. I feel that it would be well if the Minister of Transport were to call together at the earliest opportunity the officials of the Trans-Canada pipe line and the Canadian National Railways to ascertain whether or not some method could be worked out to make possible the immediate construction of this pipe line under some lease arrangement from Canadian National to Trans-Canada Pipe Lines Limited. It has been mentioned here that Canadian National Railways built a hotel which it was found more advantageous to lease to another company for management.

As we well know, Canadian National Railways has been able to extend its lines to Lynn Lake and Kitimat. Agreements were made in connection with these extensions that made them profitable to build, yet they were a great service to the country in opening up our natural resources. I am sure it would be possible to work out some kind of satisfactory financial arrangement that would permit Canadian National Railways to finance the project and lease it to Trans-Canada Pipe Lines for management. I do not know what legislation would be required to provide the money for Canadian National Railways. It may well be that legislation is already on the books that would enable parliament to grant sufficient funds to start the project immediately. As I have said, I have in mind that the whole of Canada, particularly the producers in the west and the consumers in the central provinces, were disappointed when it was indicated that natural gas would not be coming forward this year, or at least there would not be an early start to provide it.

So, Mr. Speaker, I urge the government and the Minister of Transport to take some notice of what I have said and call together the Trans-Canada Pipe Lines people and the Canadian National Railways officials. The

[Mr. Follwell.]

building of this pipe line by the Canadian National would give the railway a great deal of traffic. As I have said, when it is indicated that it would be economically sound and in the best interests of the people to extend the pipe line to a particular point, it could be extended by means of branch lines the same as the railway lines are now extended. I feel that if this matter is looked into immediately some decision could be made that would enable work to be started this summer and orders placed for the necessary material.

**Mr. W. Ross Thatcher (Moose Jaw-Lake Centre):** I am not a member of this particular committee. I wish I were, because there are a few questions I should like to ask Trans-Canada Air Lines officials. I travel on T.C.A. a great deal, and I think their safety record is exceptional. Nevertheless I feel they should try at all times to make it even better. Today I feel there are certain elementary precautions which Trans-Canada Air Lines are not taking as they fly over military areas.

As hon. members know, the worst air tragedy in Canadian history took place over the city of Moose Jaw. Since that time there have been two or three other incidents involving military aircraft and Trans-Canada Air Lines planes. I feel that these incidents may continue unless something is done to have T.C.A. take certain safety precautions which I am going to suggest. I have proposed these steps to the Minister of Transport before, but I do not feel the answers he has given have been satisfactory.

I suggested in the first place, and a good many people have agreed with this suggestion, that when a Trans-Canada Air Lines plane is going over a military area it should radio the fact ahead, so the control tower at the military airport could notify all military planes which might be in the air. Then they could clear the airway and runways in order to minimize the danger of a collision. Such a procedure makes sense to me, and I do not know why it would not be feasible.

On February 9, in sessional paper No. 166-B, the government answered this suggestion by saying there were technical difficulties in the way. If that is so I think it is a rather shocking reply. This is a scientific age. No one can tell me it is not feasible to have a radio arrangement so that a Trans-Canada Air Lines plane can inform a military airport that it is passing over. I may tell the minister, as he probably knows, that Canadian Pacific Air Lines follow such a procedure today. I cannot understand the technical objections. Quite frankly I feel that the president of Trans-Canada Air Lines is taking a rather lofty attitude toward this whole subject.