

Mr. GREEN: You cannot make me sit down if I am rising on a question of order.

The VICE-CHAIRMAN: Yes I can.

Mr. GREEN: No you cannot.

The VICE CHAIRMAN: You did not say you were taking a point of order—at least not when you first stood up.

Mr. GREEN: The amendment that I moved had to deal with that very point. It is to provide that the main pipe line or lines either for the transmission and transportation of oil and gas shall be located entirely within Canada. All of the discussion right up to this point has had to do with the routes and it must necessarily have to do with routes because that is the very question involved.

I submit that when you tried to rule the member for Simcoe...

The VICE CHAIRMAN: He was talking about cheaper rates.

Mr. GREEN: He is entitled to talk about routes and the question of the cost of routes comes into that picture.

Mr. FERGUSON: I think there is also this consideration to be kept in mind should an all through Canada route be adopted, that if that method is carried out we will not have any possible interference from the federal authorities in the United States.

An hon. MEMBER: But have we ever had any?

Mr. FERGUSON: Yes, we have. The additional cost may be off-set by acquiring the positive knowledge that we will avoid interference, avoid remote interference by the federal authorities in the United States as to the use of this gas in the province of British Columbia and in the city of Vancouver. That is why the hon. member for Vancouver-Quadra made this amendment and that is why I support it and why I am speaking in favour of it. Therefore I say that cost was not the entire factor, and that probably it may be ultimately more beneficial to Canadians to have an all Canadian route.

We have asked for an undertaking from the company to the members of the House of Commons and this committee that they will guarantee at all times to see that Canada is supplied before the United States; that is, that Canada is supplied with whatever is necessary. Yet only a few minutes ago the sponsor of this bill refused to give us that guarantee and said: "Oh, no, I won't give it."

After we have spent quite a few days in this committee it ends up with this: that the man here who is representing this company today, Mr. Dixon, wants to give absolutely nothing but wants to obtain a charter for the original purpose that he entered into negotiations with his friends, and that was to obtain all the gas available in Canada and to sell it to the biggest market at the highest possible price. And this statement, I am sure, will not be denied by Mr. Dixon because if I were sitting in his chair, I could not deny it, because it is true. We are here to see that our people are served as we can serve them as members of parliament who can hold back this charter until the people of Canada are served. That is not flag-waving at all. That is common sense.

If a charter is granted, would not the Board of Transport Commissioners say: well, they have been granted a charter so there is little more for us to do except stereotype work. The members of parliament have primarily the greatest responsibility because they are the people who set the bill in motion, and like a snowball from there on it will gather momentum and gather barnacles.

We are being asked to put this bill in motion, and I say that unless we see that the people we represent are protected down to the smallest particle, we should not put this bill in motion. That is the power of parliament, and that power was not given to us simply to act as rubber stamps and to hand our duties over to five men, or to a commission, or to the Minister of Trade and Commerce.

The letters of the Right Hon. Mr. C. D. Howe have been brought forth today and he makes statements which are directly the opposite to those made