

*Interprovincial Pipeline.*—Canada's longest oil pipeline, the system of Interprovincial Pipe Line Company, extends from Redwater field 29 miles northeast of Edmonton, Alta., to Port Credit near Toronto, Ont. This includes the part of the line passing through the United States which is operated by Interprovincial's wholly-owned subsidiary, Lakehead Pipe Line Company Incorporated. The total right-of-way distance of the whole system is 1,928 miles, although there is considerably more pipe than this because the system contains two complete pipelines between Edmonton and Superior, Wis., as well as additional loops. Upon completion of the 1964 construction program, the throughput capacities of various sections of the system will range from 193,000 bbl. a day between Sarnia and Port Credit to 538,000 bbl. a day between Cromer and Gretna, Man.

*Trans Mountain Pipeline.*—The system of Trans Mountain Pipe Line Company extends from Edmonton to Vancouver, enabling West Coast refineries to use Alberta crude oil. The system, completed in 1953, consists of 718 miles of 24-inch pipeline plus two 50-mile loops. Extensions into the State of Washington carry crude to refineries at Ferndale and Anacortes. In 1963, daily deliveries averaged 191,800 bbl. compared with 198,300 bbl. in 1962—both well below the 250,000-bbl. daily delivery capacity of the system. There are three main crude oil receiving terminals on the line—at Edmonton and Edson in Alberta and Kamloops, B.C.

*Other Oil Pipelines.*—The pipeline of Western Pacific Products & Crude Oil Pipelines Ltd. consists of 504 miles of 12-inch pipe extending from Taylor in northeastern British Columbia to Kamloops where it joins Trans Mountain pipeline. Trans-Prairie Pipelines, Ltd. and British Columbia Oil Transmission Co. Ltd. deliver oil to the Taylor terminal from fields in northeastern British Columbia.

In Alberta, Federated Pipe Lines Ltd. serves fields in the Swan Hills region by two pipelines to Edmonton which have a combined capacity of 109,000 bbl. a day. Peace River Oil Pipe Line Co. Ltd. has a pipeline system serving the Sturgeon Lake, Sturgeon Lake South, Kaybob and Simonette fields with one outlet running south to join the Trans Mountain pipeline at Edson and the other southeast to Edmonton. Pembina Pipe Line Ltd. gathers crude from the Pembina and adjacent fields and delivers it to Edmonton. Britamoil Pipe Line Company Limited operates a pipeline that begins 140 miles south of Edmonton in the Drumheller area and gathers crude from several fields en route to Edmonton, and the Edmonton Pipe Line Company transports crude from the Joarcam and Camrose fields, 40 miles south of Edmonton. Most of the other fields between Calgary and Edmonton are served by a composite pipeline system owned by three companies: Texaco Exploration Company, which owns the Edmonton-Rimbey section; Rangeland Pipe Line Division of Hudson's Bay Oil and Gas Company Limited, which owns the Rimbey-Sundre section; and Cremona Pipeline Division of Home Oil Company Limited, the Sundre to Calgary section. The Imperial Pipe Line Company Limited has four gathering systems that serve the fields in the Edmonton area, including Leduc-Woodbend, Golden Spike and Redwater, with a major pipeline connection from the Leduc area to Edmonton.

Producers Pipelines Ltd. and its wholly-owned subsidiary, Westspur Pipe Line, gather crude from most of the fields in the southeastern part of Saskatchewan and deliver it to the Interprovincial pipeline at Cromer, Man. Trans-Prairie Pipelines, Ltd., in addition to its comparatively new system in northeastern British Columbia, has a system serving the Weyburn field in southwestern Saskatchewan and is connected to the Westspur pipeline. It also has a system in southwestern Manitoba which is linked to the Interprovincial pipeline. The South Saskatchewan Pipe Lines Company delivers oil from the group of fields in southwestern Saskatchewan to Moose Jaw, Regina and the Interprovincial pipeline at Regina.

*Oil Pipeline Tariffs.*—On Feb. 1, 1963, Interprovincial Pipe Line Company put into effect a new tariff schedule which included tariff reductions up to a maximum of three cents from Edmonton, Alta., to Port Credit, Ont. On May 16, 1963, tariffs were posted for Interprovincial's new lateral to Buffalo, N.Y. The tariff from Edmonton to Buffalo is