## Gov. asks support for gas line

Gov. Jay Hammond an- that El Paso Alaska Gas Comnounced that he has written pany's proposal would largea letter to the governors of the ly parallel the trans-Alaska oil other 49 states listing the advan- pipeline currently under contages of construction of a nat- struction, thereby minimizing ural gas pipeline across Alaska environmental degradation withover the competing route pro- in Alaska.
posed through Canada to the In contrast, Hammond notes, midwestern United States. the trans-Canada route "will re-

The three-page letter sug-quire instrusion into untouched gests that the governors re- areas of Alaskan and Canadian view the two competing pro-wilderness,"
posals before coming to any In the letter, Hammond also conclusions, but ends by cited the potential for delay saying, ". . I am confident inherent in the trans-Canadian that you will conclude, as I proposal, listing unresolved Nahave, that the proposed trans- tive land claims and slow progAlaska gas pipeline route is ress toward signature of a best, not only for Alaska, treaty between the U.S. and but for the United States

Canada which supposedly would
Hammond's letter leads off facilitate with a listing of the environ-Canada
mental advantages of the trans- The governor called the ArcAlaskan route. It points out tic Gas timetable "optimistic,"
and flatly predicted that the consortium would be unable to adhere to it.

At the same time, the governor called El Paso's time schedule "the most significant advantage" of that route pro posal. He expressed the state's hope that, by using some existing trans-Alaska oil pipeline facilities, El Paso's schedule may be shortened

Governor Hammond's letter also touched on financial bene fits to the entire country with the predominantly American work force which would be em ployed on the trans-Alaska line, in contrast to a largely Canadian labor force under the competing proposal.

Material, too, would come from U.S. suppliers under the El Paso proposal, which calls
for smaller diameter pipe than
The 48 -inch pipe which would be used in building the Canadian line would have to be fabricated in Japan, Germany, or Canada, according to Hammond whereas the pipe for an All American line could be fabricated in U.S. plants.

Hammond also cited taxes
amounting to several billion dol lars which would accrue to the federal government and the state as a result of construction of the all-American line:

