

the Crow's Nest Pass is the most convenient. If they should decide that the gas should come from the north, there would be some differences of opinion on the subject. To my mind the gas which has been discovered and what can be called proven is more abundant in the south than in the north. Possibilities to the north are enormous. It has not been developed to anything like the extent that it has been in the south.

Mr. SMITH: When you say north and south where is your dividing line?

The WITNESS: I would say fifty miles north of Edmonton.

Now, the line going up to the north of Edmonton could take gas from the fields in that region, although the amount of gas that the geologists who have been acting for us, consider is not now in as great a volume as proven, still there is a very large prospective area in all the northern part of Alberta for the discoveries of oil and gas. I have been asked the question of how many lines should be built and I have said, as of the moment, it looks as though only one line should be built. Personally I think there is enough gas in the north or south to build a line. That is where Alberta wants to have the gas taken from.

We will, of course, abide by the decisions that we have to make. This enterprise involves a tremendous amount of money and one cannot afford not to try to get all the information they can before going ahead.

I thank you.

The CHAIRMAN: Mr. Green, we will now continue from this morning.

By Mr. Decore:

Q. In view of the statement that was just made I want to ask one question. I understand, Mr. Dixon, it will cost approximately \$25,000 to survey that Yellowhead route. Is my understanding from the evidence you gave us this morning correct?—A. If we do it with the same care we exhibited on the other routes it will cost that much.

Q. Am I to understand that before you go before the Board of Transport Commissioners you will give this route such study as you have all these other five routes you already outlined?—A. Yes.

Q. In other words, you will do that before you appear before the Board of Transport Commissioners?—A. We certainly will.

The CHAIRMAN: Mr. Green.

By Mr. Green:

Q. Mr. Dixon, what about oil in Alberta? Is it not a fact that most of the oil is around Edmonton and north?—A. The main discoveries of oil have been made around Edmonton.

Q. And the Yellowhead Pass is the natural outlet to the west coast for oil, is it not?—A. I would not necessarily say that. I do not know enough about it.

Q. You would not say that it is not the natural route outlet?—A. I do not know enough about it.

Q. Before the committee adjourned at noon, we were going into the question of the cost and, of course, you realize just as I do, myself, that the comparison as between the cost of the Yellowhead route and the cost of the Crow's Nest route is what I want and you are not in a position to give us that. You are only able to give us the cost as between your five different Crow's Nest routes?—A. I cannot give any cost estimates such as I have on this. I can give my opinion from the part I have seen, that is all I can do.

Q. Will you give us now the cost of route "A" which I call the Canada-first route, which has two branches to the United States, one down to Spokane, and one down to Portland, or as you said this morning, the gas was going to go right down to Eugene, which is one hundred miles further south than Portland, and then the cost of the United States-first route which is route "B", where the situation is just the reverse, and the main line goes through the United States