

I am saying the same thing could happen in connection with the re-export of gas.—A. There was never a case of a coal car leaving Canada and then being stopped from getting back into Canada.

Mr. MAYBANK: Like a Canadian Pacific coal car.

The WITNESS: Referring to the product itself, have you ever heard of a case where the product, which is coming out of Canada, was interfered with in any way from getting back into Canada again.

*By Mr. Smith:*

Q. These cars, which were Canadian cars, were refused re-entry at that time, but I am just asking you about the powers of the Federal Power Commission. I assume they could stop re-export of gas, even irrespective of the country of origin?—A. Well, if that happened, I think Canada would stop it at the other end, so there would not be any gas for anybody.

Q. I realize it is an academic question but it is a thing that could happen. That is all.

*By Mr. Herridge:*

Q. I would just like to ask Mr. Dixon one short question in connection with the supply of gas. I asked Mr. Dixon if his company was willing to sell gas to the city of Nelson and he replied yes, but I did not hear the answer.—A. My answer is yes.

Q. I was told afterwards that Mr. Dixon said yes, they had a contract with the British Columbia Electric.—A. All we had were some conversations.

Q. Would your company be willing to make a contract with the corporation of Nelson if they desired?—A. Certainly.

*By Mr. Pearkes:*

Q. I am neither a lawyer nor a gas expert but as a potential consumer smitten by a shortage of gas could you give me some information regarding the pressure that will be maintained on your line at a point which the consumers would be concerned about. Will you be able to have a uniform pressure at all points throughout your system?—A. The pressure starts at seven hundred and fifty pounds per square inch as it leaves the compressor and then drops progressively as it is going towards the end of the line. Our calculated pressure is one hundred pounds at the city gate. They do not want it at any higher pressure than that. That is the highest pressure that the city wants the gas at. You then get the gas in your own main at a pressure of a few ounces.

Q. The longer the line the less the pressure?—A. It depends on how far it is from the compressor station. The pressure drops between compressor stations and then starts up again.

Q. Would the pressure be the same at Trail, Portland and Vancouver?—A. It will be the same when it reaches the city gate. It is calculated to be so. The pressures are designed to do that.

Q. And it does not make any difference how many compressor plants or distributing systems there are?—A. No, the compressors will be adjusted to take care of that.

Q. It makes no difference regarding the question of weather? Whether it is cold or hot you will still be able to maintain that pressure?

The VICE-CHAIRMAN: It is twelve o'clock.

*By Mr. Jones:*

Q. Yesterday, you mentioned that you would not be prepared to serve the Okanagan valley from one of your routes. Suppose the consumers of that area formed a company, would you sell in bulk to them? Would your company be willing to co-operate?—A. Yes.