

Mr. GREEN: I am not nearly through.

Mr. MOTT: I am sorry, Mr. Green, but it is one o'clock and I was going to make a motion that we adjourn until four o'clock.

Mr. GREEN: I will carry on afterwards.

The CHAIRMAN: Before I put the motion I see that Mr. McCulloch has a motion to include the charts in the record of our proceedings.

Agreed.

The CHAIRMAN: The meeting will adjourn until four o'clock.

The committee adjourned until this afternoon, Thursday, April 27, 1950, at 4.00 p.m.

April 27, 1950.

AFTERNOON SESSION

—The committee resumed at 4:00 p.m.

The CHAIRMAN: Gentlemen, will you please come to order. Mr. Dixon would like to make a brief statement, and with your consent we will have him do so.

Mr. GREEN: I still have the right of way, of course, Mr. Chairman.

The CHAIRMAN: Yes, you have the right of way as soon as this statement which is relevant to the whole situation is given.

Mr. A. F. Dixon, Geologist and Engineer, recalled:

The WITNESS: During the noon hour I have had the pleasure of talking with Mr. Prudham and Mr. Decore, and I am sorry if there has been some misapprehension of what I was saying or trying to say, in regard to the route through the Yellowhead pass. I do not want to give the impression at all that we had just brushed that route off and brushed off northern Alberta. We are making a study of that route. Three months ago we engaged the services of Ebasco Services, Incorporated, which is a large engineering company in New York, one of the largest, to study the Yellowhead pass, as there has been great disagreement among construction engineers on how to get through that pass and the cost of construction of a pipe line through it.

Mr. GREEN: That is the pass down near the coast, is it not?

The WITNESS: That is the pass that runs from Hope to Princeton.

Mr. ROBINSON: Would you mind indicating that on the map, Mr. Dixon?

The WITNESS: This pass is comomn to any route coming through Canada, either from the Yellowhead, or coming through Trail. You must go through that pass. There is no other possible route. We are going to study carefully the possibilities of coming down in that direction. One great disadvantage of that route, of course, is that it leaves Trail and a very considerable population in that neighbourhood off of the line or the possibility of getting on the line. But we will certainly want to, before we go before the Board of Transport Commissioners, have all the facts in hand and we will try, of course, to keep an open mind on the whole affair. Now, as far as Alberta is concerned, looking at it from the other side, the Alberta government are the ones who will decide from what fields the gas is going to be taken. They have that right and that is the law. It is perfectly evident that if the gas should come from the south,