

Q. Is there any large number of men, usually?—A. Not a great number. You generally make arrangement with all the farmers and the people in the neighbourhood so that they are ready on call to come and help. That is one of the methods. You pay them a certain amount all the time.

*By Mr. Prudham:*

Q. Yesterday you made the statement that you would rather have a rough road than a hard surfaced highway adjacent to your pipe line. Would a railway paralleling a pipe line be of any advantage in servicing the line or in the construction of it?—A. It would be of some advantage. It would be a little advantage but you would have to get machinery on the cars and to bring it along—

Q. You spoke about the difficulty of taking caterpillar tractors over highways, but, if you had a railway nearby, would it not be cheaper and more convenient to ship any material in by rail rather than by caterpillar tractor?—A. It would be cheaper but you know how long it takes to do such things; you have got to get it on a train and off the train and in maintenance and things of that kind it is minutes that count. I am thinking here of maintenance.

Q. What about the construction? Would it not contribute to cheaper construction if there was rail service adjacent to the routes?—A. Absolutely; it helps in the cost of construction a great deal to have a railroad within easy access of the line. That is unquestionably true.

Mr. HIGGINS: For maintenance you retain the farmers on a yearly basis?

The WITNESS: Yes, you try to make friends of the neighbourhood and try to get them working for you. It is easier in a populated district than in an unpopulated district where you must retain a higher number of regular men.

*By Mr. Mott:*

Q. Before I start may I say that I do not think that people should keep throwing shots across the table. I think we should stand up and ask the chair if we can speak or ask a question. You people up there are going back and forth in arguments all day long.

First of all, I think there were many requests yesterday in regard to maps being presented to us and I would like to have placed on record our appreciation to Mr. Dixon and his associates for what they have done, in supplying us with a clear picture of what we are to talk about. I think it is going to stop a whole lot of arguments and questions that might otherwise have come up. I am going to ask two questions.

Is there any source of gas in the United States which might supply the American and the Canadian northwest, that you know of?—A. Yes. As I told you yesterday my first work on this project concerned the thought of bringing gas from Hugoton in Kansas across Wyoming and to Portland. In Wyoming there are many gas fields.

Q. Have they found any gas in Idaho or Wyoming?—A. There is a great deal of gas in Wyoming.

Q. Is it true that they have constructed or intend to construct a five inch line from Wyoming to the Hanford atomic plant?—A. No, there is no line from Wyoming to the atomic plant.

Q. At the present time?—A. No.

Q. If such a supply of gas is found or developed what effect would it have on the market as far as the possibility of Alberta gas serving those areas is concerned?—A. If gas were brought from Wyoming it would naturally come down the Columbia river first and strike Portland and then turn north to Seattle and Vancouver. Under those circumstances it would be practically certain that Alberta would lose its market entirely on the Pacific coast until