

Q. The only protection for users in Vancouver would be if your main line goes down through the States and, if we are just at the end of the branch line—
 A. Wait a moment. You are speaking of being at the end of the branch line but our large line goes to Vancouver and one of the lines that were shown on the West-coast Transmission was a very small branch line to Vancouver. Their main line was into the States; they had a twenty-four inch line into the States but only a sixteen inch line into Vancouver.

Q. That was within a few miles of Vancouver?—A. Quite a distance.

Q. The position is that if you build on route B which goes through Spokane and Munroe down to Seattle, Tacoma, Portland, and Eugene, and we are on the other end of the line up to the north, then the only protection we are going to have for our supply of gas is some agreement between Canada and the United States?—A. Do you not think that is sufficient protection for anybody.

Q. I beg your pardon?—A. Do you not think an agreement between Canada and the United States is perfect protection?

Q. The situation is, unless it has changed in the last few weeks, that there is no treaty between Canada and the United States concerning oil or gas going over the boundaries. As of last December there had been no negotiations undertaken, and I ask you how Vancouver is to be protected?—A. Those are questions that will have to be resolved. There can be no line built without an agreement, even if it goes through Canada all the way. There can be no line built at all unless there is some agreement between the two sets of authorities that each part will get its respective gas.

Q. Nobody on this committee is objecting to building the main line to serve Canada and to have the surplus carried off to the States?—A. It will have to be more than that?

Q. How do you mean it will have to be more than that?—A. There will have to be an agreement that the States will be served.

Q. That the States will be served?—A. Yes and we can trust to that agreement.

Q. Well, will there have to be an agreement that the States will have to be served before Canada?—A. I do not know about that; that would be something that would have to be determine.

Q. Mr. Dixon, there has been some suggestion that the line could be run through the States and yet Canadians could be served before Americans on the line are served?—A. I think an agreement could be made. This is our thought: we will take the estimate as given by the authorities and that amount of gas will be allocated—after the Canadian needs which will have a priority.

Q. You did not get my question. You were asked a similar question in the Senate committee: "Would it be possible for this line to run through American territory but not to serve American points until Canadian points are served,"—and your answer was: "No, that would be utterly impossible."—A. Well I think on the face of it, that it certainly would be. You cannot bring gas along a route such as route B, bring it back up to Canada, and then have another line going down from there—duplicating the two lines. That would be silly.

Q. Will there be any construction of storage facilities, such as tanks?—
 A. You cannot store gas excepting for very small amounts—a few hours' supply—and that is done by the distributing company. We are in the hopes of finding some underground storage. There are some old gas wells east of Seattle where they had some gas in the lava beds. It was very low pressure and there is a faint possibility that they may be used for underground storage.

Q. You are hoping to find underground storage near Seattle?—A. There is a possibility of that; that is the only place I know of unless someone would drill a gas well and find a gas field—and that would be the best thing that could happen to a project like this.

Q. Well—