

Q. About 8 billion in Vancouver. Now, could you tell us—the question is on the alternative route, the one between Trail and Aldergrove—have you any estimate of the gas you would sell in that district?—A. It will be practically none.

Q. Practically none. These figures have been published so there is no secret about it: the atomic energy plant would, with Trail, take more than the total in Vancouver so that you would estimate the atomic energy plant would take in the neighbourhood of about 8 billion cubic feet. I am not asking you to say yes or no, but it is arrived at from the interpretation of the figures, and I say they have been published and they are not confidential. Now, route "B" is the only route which takes care of the atomic energy plant. All the other routes leave it out, as I see it, and all the routes take care of both Spokane and the other major cities. The only difference between the routes is the servicing of the atomic energy plant, which is a major market, at Hanford?—A. Yes, sir.

Q. That is correct? And I see the advantage, therefore, apart from your easier construction would be the atomic energy plant at Hanford?—A. That is correct.

Q. That is information I wanted to bring out, and I say I am not asking you to say what your estimate is because I know you are not supposed to say that, but from the evidence it is obvious that it is a very extensive market.

Well, now Mr. Dixon, just one question about transformers. Transformers are what percentage of your total cost?—A. Transformers?

Q. Your compressors, rather?—A. I cannot give you an immediate percentage. On route "A" the transformers, in round numbers are fourteen million, I should say the compressors rather, are fourteen million dollars and the construction is sixty-four million.

*By Mr. Smith:*

Q. Is that without the advance in steel prices?—A. This is with the advance in steel prices. In route "B" the compressors are approximately twelve million dollars and the cost of other construction is about fifty million.

*By Mr. Adamson:*

Q. Presumably those compressors would be manufactured by Canadian Ingersoll Rand?—A. We have been negotiating with Cooper, Bessemer and Vickers. Vickers are negotiating for the right to build the Cooper-Bessemer compressors.

Q. And they would be Canadian made?—A. Yes.

Q. Just one other question: you would, of course register with the Securities Exchange Commission?—A. Naturally.

Q. Naturally you would register with the Securities Exchange Commission and you would be controlled, naturally, as far as gas coming into the United States is concerned by the Federal Power Commission?—A. Yes.

Q. And they have the power to prevent the export of gas if they deemed it necessary, if there was an emergency? I do not say they would, but they have the power to do so.—A. I do not think they have. It takes a presidential decree to either export or import, that is a control outside of the Federal Power Commission. The export or import must be by presidential decree, but I think that is worked through the Federal Power Commission. I am not sure really how that works. I have been working on a line going to Mexico and I recollect it is a presidential decree that they got.

Q. But there really is in fact some departmental official who gives the ruling, because I know the Federal Power Commission did prohibit coal cars from coming into Canada two years ago, and that was just an order of some colonel in Washington who just said there should be no coal cars coming into Canada, and