

Mr. ROBINSON: Was the question you asked the witness hypothetical?

Mr. HIGGINS: No, it is cross-examination, apparently a re-examination by Mr. McDonald, who was solicitor for the company, I presume.

Mr. ROBINSON: Would you read that first question again?

Mr. HIGGINS: Yes:

Q. Just one question arising out of the cross-examination and that is, as Mr. Nolan brought out, Mr. Poor, that the price, the total price, at say Bellingham or somewhere in Washington was 35·6 cents plus the price of the gas?—A. That is right.

It does appear to be a transcript, that is correct.

The WITNESS: I misunderstood you. You did not say plus the price of the gas in all these cases.

*By Mr. Higgins:*

Q. Mr. Nolan was your solicitor, was he not?—A. Yes.

Q. It was on Mr. Nolan's examination that this cross-examination was based?—A. Yes.

Q. The second question was, "What is the price at the Canadian markets, say Vancouver?" to which the answer was: "At Vancouver it would be 23·3 cents plus a theoretical gathering cost of 5·9 or 29·2 cents."—A. Then, plus the price of the gas.

Q. Well, what is the price of the gas?—A. We are paying about ten cents. They were calculating a five cent price.

Q. I see. You think they are wrong anyhow?

The CHAIRMAN: Gentlemen, we are not considering—

Mr. HIGGINS: It was merely to get the record straight.

The CHAIRMAN: Let us go on further.

*By Mr. Higgins:*

Q. In your testimony before the Senate committee you said this: "I should think an agreement would be insisted upon by the Canadian authorities that the gas would undoubtedly go into British Columbia in the amounts required." I wonder if you would explain what you meant by that answer?—A. The same thing I have been saying all the time—that there would be arrangements made that British Columbia would get all the gas it requires.

Q. Who are the Canadian authorities to whom you refer?—A. I do not know.

Q. Who did you intend to be the Canadian authorities, when you made the statement?—A. I thought they would be the Board of Transport Commissioners.

Q. The Board of Transport Commissioners would not have anything to do with it?—A. I do not know—there certainly must be authorities—

Q. You made the statement; what was in your mind?—A. The Board of Transport Commissioners.

Q. They only have the directing of the route of the line?—A. I thought they had a great deal more to do than that.

Q. You tell us now the authorities you meant were the Board of Transport Commissioners?—A. The authority I thought at that time was the Board of Transport Commissioners; maybe I was wrong.

Q. Was parliament not the authority you referred to?—A. No.

Q. You mean there is no authority there?—A. No, but they certainly would not be the authority for such a small detail as that.

Q. A small detail—that is the whole argument in this matter—the question of sufficient gas for British Columbia and the supplying of gas for British