Q. Have you had discussions with them on the matter?—A. We have had some discussions.

Q. So in effect this Canadian gas will go south a lot farther than Portland?—A. It will go south as far as Eugene.

Q. Will it go to California?—A. It could not possibly go there.

Q. What is the size of the pipe line from Monroe to Vancouver?—A. Twenty-two inch.

Q. Then, of course, there are two branches in British Columbia on this route; the one from Newport into Trail and the one from Monroe into Vancouver? That is correct is it not?—A. Yes.

Q. Those are the only places in British Columbia that will be touched by this pipe line except for a short distance through east Kootenay?—A. There will be Cranbrook, Kimberley, and Nelson—the towns that would be served naturally from Trail.

Q. You said yeserday that the total cost of building route A, that is the all-Canadian route—would be $110,600,000?—A. May I make another statement on the cost; it may clarify the situation.

Q. Well, could I get that figure on what would be the cost of the all-Canadian route?—A. The cost of the grid system, which of course is common to any project is $23,872,000 for the pipe line and $2,795,000 for the compressor stations.

Q. What is the total?—A. $26,667,000.

Q. That is for the grid system entirely in the province of Alberta?—A. As far as Pincher Creek junction.

Q. It is entirely within the province of Alberta?—A. Yes.

Q. That figure is common to all five routes?—A. Yes, sir.

By the Chairman:

Q. Is that included in the five routes indicated here?—A. That figure is not included in the cost.

Q. It is not included in the cost that you have submitted on the charts?—A. No, the costs shown here are just costs for the line and compressor stations to the points shown.

By Mr. Green:

Q. The figures you have given on these sketches we have today are all from Pincher Creek and do not include the cost of the grid system in Alberta?—A. That is correct.

Now, I would like to make an explanation of these costs. These are construction costs—the bare construction costs that the engineers estimate that they should be able to build for. We have to add a great deal to them to get the final actual cost but, as that is common to all projects for comparative purposes, these costs, I think, are the most valuable.

Q. Well, would the figure which has to be added to get the final total cost be the same for all five routes?—A. It would be the same percentage of the cost.

Q. The same percentage of the cost?—A. Yes, but we have not got contractors' profits and we have not got interest during construction, and those things.

Mr. MOTT: Pardon me, Mr. Chairman.

Mr. GREEN: Well, may I finish?

The CHAIRMAN: Would you let Mr. Green finish?

Mr. GREEN: If I am to be interrupted it is hopeless.

The CHAIRMAN: Well, it is almost one o'clock.