

*By Mr. Green:*

Q. Have you got any costs on the Yellowhead route?—A. Nothing except what they gave—I have my own ideas but it has never been worked out.

Q. You never worked out an estimate of what the Yellowhead route would cost?

Mr. MURRAY: Would you care to do so?

The WITNESS: No, that would take two months.

The CHAIRMAN: Mr. Smith, you are next.

The WITNESS: You would also have to wait for the snow to leave the ground; you cannot make an estimate when the snow is governing everything.

*By Mr. Smith:*

Q. I would like to follow up the suggestion made by someone that we have a sketch plan. Mr. Dixon is saying "from here to there" but we have nothing to follow—I am not blaming you, Mr. Dixon, but I was thinking that when you are making the sketches which you will give us at some time convenient to you, where the routes turn you should put down the names of the towns or the mountains or places so that we, sitting here, can have an idea of what we are discussing. You see, a transcript is being made of this but it does not help one to see in the transcript the words "from here to there is so many miles," when you do not know where "from here to here is." When you are doing that I would think that all you would need to do would be to include the junctions or turning points and we could understand it very easily.—A. Yes, I think I could do that for tomorrow.

Mr. GREEN: Have you figured the distance of the Yellowhead route?

The WITNESS: No, I have not figured that. It was all given in the testimony, although they testified that they had not been within ten miles of parts of the route so I do not know what degree of accuracy they have.

Mr. SMITH: Well, if we are going into that, I might say that I have read the testimony, Mr. Dixon, and I do not think that we want the whole of the testimony given in Alberta put in here. I do not think that I would open the door if I were you.

Mr. CONNOLLY: Mr. Dixon, would you have something to say, not only about the cost of construction, and the cost of maintenance on the various routes but with particular reference to the rates to be charged to consumers.

The WITNESS: Of course the cost of the line must be borne by the people that buy the gas, unless the government can subsidize them—which I have never heard of being done—and the more expensive the route is, other things being equal, the more costly the gas is.

Mr. SMITH: And that can be figured accurately, can it?

The WITNESS: If we know the difference in cost it can be figured accurately as far as the interest on the investment is concerned but there is another item which may be very large which, in this case, is extremely difficult to figure, and that is the maintenance cost. If we are up in high mountains, difficult of access, with no public highways nearby, naturally the maintenance cost will be much higher.

*By Mr. Prudham:*

Q. Is it necessary to have a highway to service the pipe lines?—A. Naturally the line should be walked every day.

Q. But would you need a highway to service it?—A. It is nice to have a highway but you must have access to it. You do not need a good highway but we want a highway that you can take a caterpillar tractor over. It is better