

Mr. SMITH: Excuse me, I think Mr. Dixon, who has been standing on his feet all day should be allowed to sit and continue giving testimony.

The WITNESS: No, this is all right, thank you very much. You are very kind to think of that.

The CHAIRMAN: Perhaps he can think better on his feet, but it is up to you, sir.

*By Mr. Green:*

Q. Mr. Dixon, you said something about being associated with Panhandle Eastern?—A. I was associated with them.

Q. What do you know about their situation in this picture?—A. What picture do you mean?

Q. In connection with this development in the west.—A. They have nothing whatever in any shape or fashion to do with this enterprise.

Q. Then, with regard to the form of the bill, your bill gives you power anywhere in Canada; in other words, it is not limited to Alberta and British Columbia, which is the case with the other two bills to incorporate companies who are planning to transport gas to the west coast. Are you planning to transport gas or oil to the east from Alberta?—A. Not now. I do not think we will have any such plans until,—we might in the far distant future when the reserves of Alberta increase as much as I think they will.

Q. Is there any reason why you should have that extra power? Why you should not be restricted to Alberta and British Columbia?—A. I did not know that was in the bill. I did not even know there was any difference in the bills.

Q. Would you be willing to have read into the bill that instead of within or outside Canada, that it should read within Alberta and British Columbia, or outside Canada?—A. Well, I would think it would not make much difference, but I would hate to change anything that would make everything take a longer time.

Q. I see. You do not really care?—A. I do not care much about it, we have no intentions of going to the east.

Q. Have you any objection to having written into your bill that the route of the main line to the Pacific coast must be in Canada?—A. Yes, I have.

Q. Why? You would not agree to that?—A. No. I think that would be presumptuous on our part to put any such thing in. We have done a great deal of work and I think the Transport Commission should have the advantage of it and we should not be telling them where the lines should be built and we should not be telling Vancouver whether or not they should be paying more for their gas than they would otherwise.

Q. I notice at page 6 of your brief, you say the applicants for incorporations are prepared if authorized by the Board of Transport Commissioners to build the first described route which runs through Canada in its entirety to Vancouver. Now, that would read to the outsider reading it, it reads as though you intend to go before the board and ask them for permission to build through Canada but actually the fact is you are only going to build through if you are forced to do so by the board.—A. I would not say that. As I said, the object of anybody in an enterprise like this is manifold, the chief one is to make something out of it, and a line through Canada if it is easier to get permission, and it is feasible—

Q. And it is which?—A. And it proves to be one that can be built and operated, and the Board of Transport Commissioners are certainly one body that is competent to say that. They will have their own engineers and they can give a thorough study to it and they would not give an order to build a line that was not practicable.