

*By Mr. Decore:*

Q. With reference to the Crow's Nest Pass and the Yellowhead Pass, taking the whole route, would the problems be greater along the Yellowhead Pass than along the Crow's Nest route?—A. That is my judgment but there is one part of the Yellowhead route that I have only seen from the railroad and no one can make any real judgment from the railroad. I am considering that from here—which is Mount Robson, down to a point about 50 miles north of Kamloops, that they would have fairly easy going, but I just do not know that part of it.

Q. In other words you do not know enough about the Yellowhead route to give a definite opinion about that?—A. I know enough to say that I think it is certainly not any better and may be considerably worse.

Q. It may be worse?—A. Yes.

Mr. SMITH: That is because you do not know what the conditions are?

The WITNESS: I know enough to know that there is a great deal of hard going on the Yellowhead, but part of it may be much harder than I know about and it may be easier.

*By Mr. Decore:*

Q. Mr. Dixon, I put this question yesterday to Mr. Connolly with reference to page 6 of his memorandum. It is stated there: "They are also prepared to build along any route which, after full consideration of all the facts, may be deemed to be in the best interests of Canada as declared by the board."

Now you make reference to five routes. Does that mean you are prepared to build along any of the five routes or along any additional route that would be feasible?—A. That is correct. We would be willing to build on any route the Board of Transport Commissioners would direct. We have not made a study of all other routes because that would be a matter which would take years to do.

Q. Is it your intention to explore other routes or to get information on other routes?—A. I have already gone over other routes in a preliminary way and we selected these routes as being those which seemed to be best. As soon as I am free of hearings I am going up to take a look at some of the other routes.

Q. Based on your experience with regard to pipe line building would you say the route of a pipe line is conducive to the development of that area of the country through which the pipe line runs?—A. I would say that a pipe line going through a country has practically nothing to do with the development of the country. I have worked on thousands of miles of pipe line and—

The CHAIRMAN: Gentlemen, I think it was agreed that we would allow Mr. Connolly to question Mr. Dixon and then afterwards have our discussion in detail.

Mr. ADAMSON: Mr. Dixon was just saying something extremely interesting and I wish he would finish the sentence.

The CHAIRMAN: I have no objection to that.

Mr. ADAMSON: He was saying that there is no development of necessity in the country through which a pipe line is built.

The WITNESS: That is my experience. There have been many thousands of miles of pipe line built and I know of no case where the construction of those thousands of miles of pipe line has had much to do with the development of the country through which it passes.

There is a great amount of line coming out of Hugoton and the Panhandle of Texas going in all directions. Gas can go from there almost to New York and gas from there is now going to Los Angeles. Along all of those lines the gas serves industries. It serves industries that were in existence.