

Mr. DOWNEY: Very definitely so, sir. The engineers, scientists and so forth of Banister Construction have looked into this and they think it is a good thing.

Mr. DRYSDALE: Then there is an assumption in your own mind that this already is feasible without the feasibility report?

Mr. DOWNEY: Yes.

Mr. DRYSDALE: How long would it take to make the feasibility test?

Mr. DOWNEY: At least one year, as a minimum.

Mr. DRYSDALE: When would you be in a position to make the decision to start construction, and how long do you estimate it would take to complete this 400 miles?

Mr. DOWNEY: Once construction has started, the 400 miles would be completed within a working period season, which is approximately six or seven months.

Mr. DRYSDALE: I know that \$50,000 or \$100,000 is a fair amount of money. However, it seems to me that you are taking a rather naive approach to this. You are working backward. Would you not want to be assured that you could acquire a market before you start this development and become incorporated?

Mr. DOWNEY: No, we feel not. Of course, the main feasibility of this rests with your national energy board and with the two or three local conservation boards of the provinces. I think we have to have something with which to approach them. We cannot go as individuals and say that we want to complete a line.

Mr. DRYSDALE: In coming before parliament, I think it would appear a little more logical if you had your feasibility study in order to assure yourself that this is going to be a worthwhile project and that you would be able to go through it. Then I think it would be in order to make your application to us for approval and then go to the energy board. What is wrong with that method?

Mr. DOWNEY: The only thing wrong—and, again, I say with respect—is the economy of it.

Mr. DRYSDALE: Your economy?

Mr. DOWNEY: Our economy, yes. I think that I should say that we are convinced within our own minds that it is a good thing. Also, we are very much convinced, in essence, that this is a new field which is coming about in the oil industry. Even though it is not possible this year, it will be next year or very shortly thereafter. We feel that we are in the temporal period, when the feasibility of it is good, even if it is not now—although we feel it is at this time.

Mr. PIGEON: What is the volume of hydrocarbons which you expect to move by this pipe line when it is completed?

Mr. DOWNEY: If I understand your question, you are asking what products we are going to move.

Mr. PIGEON: The volume.

Mr. DOWNEY: Again, sir, that will depend on the engineering feasibility report. When I appeared before the Senate committee, I suggested a six-inch line. However, we have not committed ourselves in any way to that because we do not know at the present time. Of course, the volume would vary as the diameter of the pipe varied.