

would be the carrier; you would sell so many billion or million cubic feet; is that right? Is that the way you put it?—A. No.

Q. Would you tell me then, please, exactly what you mean?—A. With gas in bond, that gas would be purchased by the company which is buying the gas in Trail or in Vancouver. At the point at which it would be leaving Canada the American company would simply transport that gas, it would not be their property, and they would deliver the gas at its destination.

Q. In other words it is in the same situation as a container or a box or anything else.—A. Yes, it would be just the same.

Q. That is the principle you had in mind when you referred to gas in bond?—A. Yes.

Q. I see. This is all strange to me and that is why I am asking it, but transporting goods in bond is a well known principle. We have a lot of gas here that is not in bond, as you can well imagine, Mr. Dixon.—A. Well, you said that.

Q. This afternoon also you were talking about when you crossed the border into the United States that you would have to apply to the Federal Power Commission for permission, and you said at that time you would apply for a given line; do I understand by that that you would apply to the Federal Power Commission for a definitely planned line?—A. Absolutely, we must have it planned when we apply.

Q. Why would you not be prepared to do the same thing here?—A. You could do the same thing there, it has been done in the Federal Power Commission.

Q. I see. Why would you not do it here in Canada?—A. That would be one way to do it. It might save a lot of controversy to to and apply in that way instead of giving them a choice.

Q. Is there any other reason? You said yourself that there are five choices here now.—A. What do you mean? I don't understand.

Q. You do have the choice yourself that you would be prepared to submit as one line?—A. No.

Q. You have just the one for the United States, haven't you?—A. Yes.

Q. Why would you not have one for this country?—A. We have five in this country, or six.

Q. I mean you very definitely have one choice for the United States, you must have one that you prefer over here.—A. I think we have been over all that at length already.

Q. Witness refuses to answer.—A. We have to indicate a direct choice in the United States.

Q. You mean the Power Commission there makes you define one line, is that it?—A. No, we would make an application for one and if that was turned down, say they didn't like it, we would make an application for another one.

Q. Apply for one line at a time, is that not their regulation?—A. No, but that is what is done, I have seen it.

Q. I see.—A. There is one case I do know of where they applied for two.

Q. There are no particular provisions which require that you supply them with four or five different lines so that they can make a choice?—A. There is no provision for it, but I think it could be done.

Q. So therefore you are only doing it here because of the controversy?—A. No.

Q. Then why are you doing it?—A. To give the Board of Transport Commissioners a chance to decide what they want to do with it. There are a great many advantages in one route as compared with the others, and vice versa.

Q. Well, Mr. Dixon, why would you not follow the same procedure as you are following over there and apply for one at a time?—A. Because we didn't think it necessary, that that would be the best method of doing it.