

I happen to notice here two names, and you should know these gentlemen, S. E. Slipper and T. A. Link, both of Calgary, who are said to be associated with the project according to the memorandum.

Mr. SMITH: Well, of course, they are intimate friends of mine; they are not engineers, they are geologists. May I continue, Mr. Chairman?

The CHAIRMAN: Yes, please.

*By Mr. Smith:*

Q. Then, is this the position, Mr. Connolly; you propose to go to the Board of Transport Commissioners and ask them for leave to build a pipe line without telling them you want to build a pipe line from here to there?—A. Well, Mr. Smith, there are two applications that are made to the Board of Transport Commissioners. There is one in which you make a general application indicating where you want to leave and the point you want to reach. There is another application in which the exact route is specified.

Q. I know that.—A. I think in the general application what this company would do would be to lay down before the Board of Transport Commissioners all the information that it has gathered on the engineering, on the cost, on markets and on every phase of the work of the pipe line company. Then, I think as a result of that, there will be some decision reached as to what is the most feasible way to go in the interest of the Canadian public at large, and that is the only interest the Board of Transport Commissioners have.

Q. Which is the cheapest route?—A. The cheapest route of the five is the one which goes down into the United States.

Q. Crossing the border at—what is the name of that place, just outside of Alberta?—A. Do you mean Kingsgate?

Q. Yes. Is that the route you favour?—A. I think that perhaps Mr Dixon could help you a good deal more than I can on that. I think our undertaking as contained in the brief on page 6, at the bottom of page 6—that undertaking is an undertaking by which this company will stand. It was for the purpose of this committee that that was put there:

The applicants for incorporation 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. 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 interest of Canada as declared by the board.

We cannot do more than say what we are prepared to do in the circumstances under which we are operating now, considering the Pipe Lines Act as it is. We are also prepared to build along any route which after full consideration of all the facts may be deemed to be in the best interest of Canada as declared by the board. I do not think we can go any further than that.

Q. Well, you have an application before the Petroleum and Natural Gas Conservation Board in Alberta, which I have in my hands, perhaps this will help you. In paragraph 4 of this petition you say:

The project of Northwest Natural Gas Company is to buy and gather gas in the province of Alberta and transport it by pipe line through the Crowsnest Pass and to Trail, Vancouver, Tacoma, Seattle, Portland, Spokane and intermediate points.

Doesn't that help you in the line you want?—A. Doesn't that help me?

Q. Yes, as to which line you are going to ask for.—A. I don't know, I think that could be any one of these routes.

Q. Haven't you filed a plan in connection with that showing a crossing at Kingsgate?—A. That is one of the routes.