

present time, serves different towns from those served by the C.P.R. The C.P.R. have two lines, of course.

Mr. HOWDEN: But you have a lot of through passengers?

Mr. HUNGERFORD: Certainly.

Mr. HOWDEN: If the time element were broken up would it not be more satisfactory than having cars running over the two roads at the same time?

Mr. HUNGERFORD: If the service were on one road only, there would be no local service on the other line. These trains serve a double purpose; they provide a means of getting from one terminus to another as well as serving local communities.

Mr. HOWDEN: I mean if a train ran over one line during a certain period of time and another train over the other line a little later instead of the two trains leaving their respective starting points at the same time and running over the two lines during the same period of time, would that not be more satisfactory?

Hon. Mr. HOWE: I beg your pardon?

Mr. HOWDEN: I say if a train ran over the C.P.R. line between ten o'clock and one o'clock in the morning, and another train over the C.N.R. commencing at twelve o'clock or one o'clock to four o'clock, it would divide the traffic between the two roads and still serve the public efficiently.

Mr. HUNGERFORD: It would not serve the local traffic. For instance, between Montreal and Ottawa the people generally come into Ottawa or Montreal, to do their business, and they want to arrive in the city at a suitable time and leave at a suitable time after a sufficient interval in which to do their business. That is what occurs in connection with the morning train from Montreal. It arrives here about noon and leaves at 4.30 p.m., taking those people back to the intermediate points and also serving the local passengers at the other end who want to spend time in Montreal. The C.P.R. train going to Montreal this afternoon leaves at 3.30 p.m. and ours leaves at 4.30, which is the latest hour at which you can make connection with the Ocean Limited and other trains. If we ran it later we would miss connections with those trains.

Mr. HOWDEN: Is the bulk of the traffic between local intermediate points?

Mr. HUNGERFORD: On the whole it splits about 50-50.

Mr. KINLEY: In railroading is the non-running of a train a big saving or are the fixed charges so important? I mean is it a big saving to take a train off, considering the other factors?

Mr. HUNGERFORD: It does not make very much difference from the standpoint of maintenance. If you are going to run one fast train you have to maintain a suitable standard. The real saving is in the cost of operating the trains.

Mr. KINLEY: Is that a big factor?

Mr. HUNGERFORD: Yes.

Mr. DEACHMAN: Can you tell us why the maintenance of equipment and of way and structures over a period of the C.N.R. is higher than on the C.P.R., referring particularly to the period since the depression came? Prior to that time your two maintenance ratios were fairly close, but with the coming of the depression the C.P.R. cut its ratios very sharply on maintenance of way, structures and equipment while yours did not fall off as rapidly. Have you any explanation for that?

Mr. HUNGERFORD: It is a question of policy, whether you want to take too much out of your property in a given time or not.

Mr. DEACHMAN: That is to say, if you had cut yours you would have had more maintenance to make up later?

[Mr. J. B. MacLaren.]