

Mr. MAURO: I would not know that that would be a higher density than Montreal-Toronto but it would also be comparable in increase of other types of ancillary services. That is why I think that the analogy is not parallel, and it was not advanced as a parallel analogy on population; it was advanced as an analogy to indicate what the ICC did with someone who underpromoted its service, that criticized the railway for underpromoting it, and it was one of the reasons for not allowing the abandonment. But I would venture to say that the number of air flights between these points in California, as I indicated in the case of Southern Pacific's application on the abandonment of the Lark—there were 600 flights a week from San Francisco to Los Angeles, so that while the population incidence would be much greater, it would also be a greater incidence of competition from freeways and so on.

Mr. BYRNE: It would indicate then a higher density.

Mr. MAURO: Oh yes, indeed; even if not the one that is in my brief, your point would be absolutely accurate in the case of the other one that I submitted this morning.

Mr. BYRNE: Then it cannot be an absolute comparison to prepare this with our Trans Continental.

Mr. MAURO: No sir. First of all, this is not Trans Continental so the comparison was not intended in the connection; it was merely intended to show a difference in the attitude of the ICC compared to the Board of Transport Commissioners to the underpromotion and to the statements of the people that they wanted to continue.

Mr. BYRNE: Do you by any chance have any information on the number, if any, of Trans Continental services, as we know them; here in Canada, in the United States.

Mr. MAURO: I do not think there is any railway in the United States that runs Trans continentally.

Mr. BYRNE: Do they combine or what?

Mr. MAURO: The break point is normally Chicago. One of the statement was you could come into Chicago but you could not pass through Chicago. There are a number of lines running from Chicago east and Chicago west but that, I think—I am subject to correction on this— would be the farthest that any line ran. I know there is no throughway but there are number of railways running from Chicago to the coast.

Mr. BYRNE: What facilities do we have in Winnipeg today?

Mr. MAURO: We have three trains Trans Continentally; two, as I understand, are the Canadian National and one CPR.

Mr. BYRNE: One page 4 of your brief you say, "The Canadian Pacific indicated that subsequent to the abandonment of the Dominion it would no longer make available suitable accommodation for tour party traffic largely originating in the United States. "Of course you know better than I do that the so-called reason for application for abandonment of the Dominion was loss; that is deficits.

Mr. MAURO: Certainly.