

which left 40 minutes or an hour before. I think that competition is healthy in that area. Whether or not the Brandon people can get around otherwise draws out that same approach that the board took with which I sincerely disagree, that you interpret section 315 to mean that if they have some other way of getting from Portage la Prairie or Brandon to Winnipeg that they have no need of the "Dominion". I say it should have been the reverse order, if they had been using the "Dominion" they should not have to prove that there is any other means available. So, to my mind, rightly or wrongly, that type of approach would beg the comment, I think, that Brandon and that area has indicated a real use of the "Dominion" during the full year that it was operated. And I think, interestingly enough, and worthy of note was that it had more carryings between Brandon and Moose Jaw than there was between Montreal and Ottawa. Yet, the Montreal-Ottawa service is maintained and there were no larger carryings in between those points in that area.

Mr. BELL (*Saint John-Albert*): I will pass on to one other point. On page 12 of the full C.P.R. presentation they said that they made a strong effort to use the "Dominion" fully with new cars and the like in the 1950's and any downgrading that took place was only after a real effort, and it only resulted after this serious passenger drop. Now, do you agree that there was not any downgrading of the "Dominion" until the CPR had given a fair trial to the "Dominion" with its full complement before their reduction to the small—consist?

Mr. MAURO: I do not know how to answer that question, Mr. Bell. I find it hard to sort of understand the point that they are making on page 12 of their major submission. The C.N.R. has indicated what you can do if you merchandise your product and price it right. So far as downgrading, there was a period of time when there was different equipment on the "Dominion" than on the "Canadian". It was distinguished as between their premium train and less than premium item, but I can not quite follow the rationality of the C.P.R. on this topic dealing with the fifties because I think that subsequent to the fifties has come this real experiment starting in the Maritimes with the C.N., and even the C.P.R. when they went into a pricing policy increased markedly their passenger carryings. I say that since the fifties an increasing rail passenger demand has been evident. I do not know when they downgraded it. I am sorry I am not meeting your question Mr. Bell.

Mr. BELL (*Saint John-Albert*): I meant is it unfair to criticize the CPR to the extent many are doing in the west and insofar as the downgrading of the "Dominion" is concerned. I am not suggesting that you have been so much so in your brief but we heard a great many complaints that the "Dominion" was deliberately downgraded by the CPR, I am wondering if they did not give it a fair trial at full complement, and any downgrading only resulted after this serious passenger drop in the late 1950's.

Mr. MAURO: I personally do believe that they have deliberately downgraded the "Dominion". But having said that, what I have said is that they, as a policy, have determined to put the "Dominion" down to a very second rate operation, and that is what it was; you cannot tell me, when a train goes from Winnipeg to Vancouver, with no sleepers and nothing more than a hook and pull of a couple of cars, that is not downgrading; it is obviously policy to do that. The CPR, I think, felt that it could not maintain the "Dominion" at the