

ones were those presented for the other side by, I believe, Mr. Sinclair and Mr. Crump or Mr. Emerson and Mr. Crump perhaps it was Mr. Sinclair to whom you seem to have quite a high regard. Now, outside your brief, I believe, you compared the number of passengers carried on the Montreal-Ottawa service to the number carried on the Winnipeg-Moose Jaw service and vice versa. You said that the Montreal-Ottawa service was not curtailed while the service between Moose Jaw and Winnipeg was. The Montreal-Ottawa service is a regional service it is something that is not connected with the Trans Continental service. It is servicing a high density area. Do you think you would have an equally strong argument for the retention of a regional service, say, between Winnipeg and Moose Jaw or Winnipeg, Kenora and Moose Jaw, serving a fairly high density region. Would that not be a better comparison?

Mr. MAURO: It might be. The example I used by way of statistic, and it appears in Appendix 1, was the Montreal-Ottawa run, with a figure of 43,595. For Brandon-Moose Jaw the figure was 43,861. There seemed to be a pretty constant flow in the Brandon-Moose Jaw run because there was 43,861 west bound, and 45,895 eastbound. The Ottawa-Montreal run is very low eastbound; it is only 26,000 compared to 43,000 westbound. So, there is sort of an equal flow east and west in the prairies region while it seems to be weighted on this particular run the other way. I think you can make a case, answering specifically your question for perhaps the regional approach. It is hard on the statistics available. We have the full year of 1964 that was presented and outside of those two conductor runs, Montreal-Ottawa and Moose Jaw-Brandon, the flow seems to be about 35,000 passenger carryings on the conductor segments. I would say that on a time basis, and this might be a weak criteria, I do think that this region of the Lakehead, say, to Regina or beyond, is a fairly integrated region.

Mr. BYRNE: This is contrary to some evidence which we received, I believe, in Moose Jaw yesterday, which was to the effect that setting up this type of regional service tends to separate us rather than draw us together. Do you think that we can set up regional services in addition to a Continental service without harming us in this way?

Mr. MAURO: Yes, I would hope so because we certainly are following that type of an approach in our air transportation, with the idea that you have your regional carrier feeding your trunk system at terminal point. Now I do not know whether you could make a strict application of a regional rail policy like you could of a regional air policy but I do not think that you are going to do violence to binding the nation if you set up a regional train services.

Mr. BYRNE: It is conceivable then that some of the objections are rather emotional in that we equate the Dominion with Continental service without attempting to try to find a regional service that would be adequate.

Mr. MAURO: Yes.

Mr. BYRNE: Now I am not too sure that comparing Canada with the United States is a too helpful comparison. However, you devote page 15 and 16 of your brief pretty well to this question of and abandonment of services in the United States. Now you use the specific application for abandonment—that is, the Southern Pacific travelling between Portland, Oregon and Oakland, California. I suppose this of course, would be considered even a higher density area than Montreal-Toronto?