

would not, in my opinion, be adequate—that is, what was before the MacPherson Commission.

Mr. O'KEEFE: So in effect, your advice would be that we should set up a new investigation.

Mr. MAURO: I think, in the final analysis, it might be worthwhile, Mr. O'Keefe, to take a look at this thing, if it is tied up with a purpose. I mean if it is just simply to test certain costs, that may be an interesting exercise; but I would hope that any intensive cost investigation would be tied into an overall enquiry into the needs of the Canadian nation, coupled with the cost to provide. It is one thing to say that we would like the Dominion, but one has to equate that with what will it cost to provide this kind of service and can the Canadian people afford to meet that kind of cost.

Mr. O'KEEFE: Thank you Mr. Mauro. Mr. Chairman, I realize, of course, that that is a decision for the committee to make, but I just wanted to get this gentleman's advice, because he is obviously an expert.

Mr. SOUTHAM: Thank you, Mr. Chairman. You might be interested to know that my questions will not take up too much time because several of them have already been covered, particularly by the topic introduced by my friend, Mr. Sherman, dealing with cost accounting techniques used by the CPR.

I was pleased to note that Mr. Mauro was definitely in favour of an independent cost accounting analysis group being established, preferably to working in conjunction with some overall rationalization or advisory group, to act in a capacity as a continual advisor to the Federal Government. I would like to ask Mr. Mauro, would he care to advise the committee how the personnel of this body should be constituted or where you would get the qualified people to make up this committee. Would you suggest possibly taking one or two members from the Board of Transport Commissioners, the Air Transport Board, the Maritime Commission, the Seaway Authority, and Provincial Transport Boards and so on?

Mr. MAURO: No. I would hope that this Board would in fact, have a regional makeup and that it would not be an attempt to have a sort of co-ordinating committee made up of representatives of all the Boards because I think that would be a meaningless exercise. I think the more that we see of transportation in Canada we realize that there are some unique problems for the regions of this country, and I think the regions are easily distinguishable. I think that the Maritimes have unique problems that have to be met on the basis of their specific problems. I think Quebec now with its expanding industry in the north has unique problems. I think Ontario with its waterway and its tremendous depth of population and products has specific problems, certainly the prairie region and, again, British Columbia. So I had hoped that this advisory council would be made up of people representing, in broad outlook, the transportation problem of that region so that he would not be oriented toward the Board of Transport Commissioners or the Air Transport Board. I would hope that he would be a Maritimer or a Quebec person, who said: "I do not know how you do it, but I know this is the problem we are facing; we were hearing in the Maritimes that you were going to extend port facilities in Quebec and this is going to have ramifications for us in St. John's and Halifax." Similarly, the same