

6-7 GEORGE V, A. 1916

Q. We are speaking about the fish that you use?—A. The Atlantic fish?

Q. Yes, they are many hundreds of miles away from the sources of supply of Atlantic fish?—A. I do not think they have any of it at all. I think they fall back on whitefish and—

Q. Do you think it is reasonable to make the same charge to the patrons of the Intercolonial Railway for codfish and haddock, for instance, as the Canadian Northern makes for the fish supplied in its dining cars?—A. I would sooner you made a comparison with the Grand Trunk or the Canadian Pacific, because they have the same source of supply that we have. They get their fish from the Atlantic.

Q. Where is the eastern terminus of the Grand Trunk?—A. At Portland.

Q. What does the Grand Trunk pay for the fish they buy in Portland?—A. I could not say.

Q. You do not know that?—A. No, I do not.

Q. Where do the Canadian Pacific buy their fish?—A. At St. John, N.B., I believe.

Q. They are quite a long way from the source of our fish in Nova Scotia.—A. Well, their dining cars run through St. John and they get their fish as they pass through. So that they are as close to the source of supply as we are, as far as that goes.

Q. What do they pay for their fish at St. John?—A. I do not know.

Q. Then you are not in a position to institute any comparison. On your trains you have endeavoured to make your bill of fare correspond, as to variety and price, with the bills of fare of the Canadian Pacific Railway and the Grand Trunk Railway?—A. Yes.

Q. Quite irrespective of the cost of the fish to you as compared with the cost to the other two companies?—A. Yes, I do not know what their cost is; but their prices are higher than ours for fish, and they have an equally good chance to get it.

Q. Now Mr. Archibald, you stated that the loss upon fresh fish unconsumed, and the cost of handling it, amounted to about 25 cents, what do you mean by that?—A. 25 cents per order.

Q. Have you made any calculation as to that?—A. No, I have not made any absolute calculation.

Q. What part of your department—I suppose it is the dining car service, is it—has to do with the making up of these bills of fare?—A. My department makes them up.

Q. They are made up at headquarters, at Moncton?—A. At Halifax.

Q. You say that the consumption of fish is increasing on the Intercolonial Railway?—A. Yes, the figures show that.

Q. How do you account for that? Is it by reason of the increased number of people that travel by the Intercolonial Railway?—A. That would possibly be one reason.

Q. But the amount of meat consumed on the Intercolonial Railway is also increasing, is that for a similar reason?—A. Yes.

Q. Can you say what was the loss of operating the dining room service under the table d'hote system as compared with the loss to-day?—A. I could not give you the absolute figures here, but I can get them.

Q. I think you stated there is a loss today in regard to the dining service?—A. Yes, a heavy loss.

Q. Was the loss on the average greater under the old system?—A. No, sir.

*By Mr. Sinclair:*

Q. You could furnish those figures by looking up your books, could you not?—A. Yes, I think so.

*By Mr. Kyte:*

Q. Do you think there would be a greater consumption of fish in the dining service if you made the cost of fish a little less than the cost of meat?—A. The difficulty I see is that the people do not care for the fish as much as they do for meat.

Mr. L. B. ARCHIBALD.