

there, and probably also have a very light breakfast, but go out to meals either to friends, or for the purpose of saving expenses.

Mr. STEWART: The Chateau could not pay on the room accommodation alone?

Major BELL: No.

Mr. MILNE: I do not know anything about the hotels in the city, but on one occasion a few years ago I was with a large delegation of probably 60 or 75 men. They went to the Fort Garry and took rooms. The first morning they nearly all went down for breakfast, and after they had their breakfast just out in the corridor I heard them saying, "No more breakfasts for me at the Fort Garry". After that, immediately the meeting was concluded, they would stream out and get their meals elsewhere. The question that came to my mind was whether it would not be possible to make a rate—I do not mean an exceptionally low rate—but strike a kind of happy medium. If a man goes in for breakfast and has to pay \$1.50 or \$2 he cannot keep it up, unless he is wealthy. The average man would not mind paying a fair price, but the prices seem unfair.

Major BELL: They tried to meet that at the Chateau by a business man's lunch at \$1 I think; they gave a very fair lunch for \$1, and it is not patronized.

The CHAIRMAN: You think people like to pay more?

Major BELL: I think some people when travelling do not object to it.

Mr. STORK: Take it right in the House of Commons, you cannot get a better meal anywhere in Canada than we get in the Parliamentary dining-room. The service is excellent, and yet the committee in charge of the dining-room was compelled to send out a letter urging members to patronize the dining-room and discontinue the use of the cafeteria.

Major BELL: You pay no rent, no light, no heat, and just the bare cost of your food there. In connection with the dining-car service and buffet service. I think it is a mistake all over the country, and it is something that cannot be remedied by any one railway. I do not think we have any business to have a dining-car service on any dining-car in the country. You cannot carry it and make money, because the expense is so enormous. I know something about that, because years ago when we changed over on the Intercolonial, we had to change over to the a la carte on account of the criticism of the public. That was put in, and I went out in connection with the installing of the accounting system. The natural waste that you cannot get away from, and the expense of a dining-car is enormous. That was met in the United States during the war by an order of the United States administration; they put on a regular meal on the cars, and no railway was allowed to serve an a la carte meal. Of course it was all under one administration, and it cut down the expenses enormously. Some of these things will have to be regulated, not by the railway itself, but by law. Personally, I think it would be a good thing if, on the railways, the a la carte service was cut out entirely, and the railways were forced to go back to the old system of giving a set dinner; if that were done, they could give a very much better meal for about half the money. The same thing obtains in connection with competition of trains. One railway puts on a train, and the other railway is bound to put on one to meet that competition. The result is that service is given which is not required, and naturally you have to pay for it in the price of your tickets.

The CHAIRMAN: Gentlemen, it is now one o'clock so perhaps we had better adjourn until to-morrow morning.

The committee adjourned.