

Sir HENRY THORNTON: We do not keep our accounts in that way, but I can answer that as a line it is not a paying line. A direct answer to the question would be only an estimate, and it would be almost impossible to get at because it is a part of the main line.

Mr. FRASER: And the accounts are not kept separate?

Sir HENRY THORNTON: No.

Mr. FRASER: Then I cannot get that information. Now there is a question which I asked the other day about the steamships on the Pacific Coast; and before I proceed, I want to make this clear, that I am separating them into two distinct branches, the coastal service and the triangle run, as between Seattle, Victoria and Vancouver. I would like to know, in the first place, what is your revenue, and your operating expenses, or your losses and profits, whatever they are, with regard to the coastal steamships, and how many ships have you operating there, and any other information you may have in a general way.

Sir HENRY THORNTON: I cannot separate the service between Prince Rupert and Alaska from the other services, because it is kept all in one service. Can you do that, Mr. McLaren?

Mr. McLAREN: Not very well.

Mr. FRASER: I want to make it clear. The question has been asked me whether it belongs to the Canadian National or the steamship company.

Sir HENRY THORNTON: It is all Canadian National.

Mr. FRASER: It is all in the consolidated statement?

Sir HENRY THORNTON: Yes, sir. Have you any information on that? Or perhaps you can explain that.

Mr. McLAREN: I think we could give that, regarding the steamships.

Sir HENRY THORNTON: You have a general statement with regard to the steamships and the routes, and one thing and another, haven't you? I want only the coastal boats.

Before we go to the general financial statement, I might make this statement, that our steamship services on the Pacific Coast consisted of, I think, three larger vessels. There was the Prince Rupert, the Prince George and the Prince John. There was also a smaller vessel, the Prince Charles, that was employed in summer services between North Queen Charlotte Islands and calling at Stewart and Anyox; but the three principal vessels, which represented the services between Victoria, Vancouver, Prince Rupert and Alaskan ports, were the Prince Rupert, the Prince George and the Prince John. Those vessels were largely for the purposes of supplying services in connection with the tourist business up and down the coast. They were also linked in with what we call the triangle tour. That is to say the tourist would take a vessel from Vancouver to Prince Rupert, would there disembark and take the train to Jasper, spend some time at Jasper and then return by rail to Vancouver. That constituted what we call the triangle route, as distinguished from the triangle service, including Victoria, Vancouver and Seattle.

Those vessels were originally built and put on many years ago for tourist purposes, and it was found about two years ago—

Mr. FRASER: As a matter of fact, they are a part of what you inherited from the old Grand Trunk Pacific?

Sir HENRY THORNTON: Oh, yes, quite so. We felt in 1928,—and when I say that, I mean the traffic officers, the executive officers of the company, and myself—that tourist business showed sufficient promise to justify additions to the fleet.

My recollection is that during the heavier tourist season we had insufficient accommodation to take care of the traffic that offered. Futhermore,