

Mr. DUFF: These boats would contribute to the railway revenues, would they not?

Sir HENRY THORNTON: Oh yes.

Mr. DUFF: Which is not included in this?

Sir HENRY THORNTON: Yes. We have a statement showing the number of inter-line tickets.

Mr. FAIRWEATHER: To Skagway we sold a total of 4,541 tickets; to Juneau 274; to Ketchikan 378; to Wrangel 96. That makes a total of 5,389 tickets. C.N.R. rail line passenger revenue derived from that business in 1923 amounted to \$156,000.

Mr. HANSON: I would like to suggest this, that there is just traffic enough for one good route up there, and we had better get the thing coordinated as soon as possible—\$10,000,000 a year for one little service like that is pretty large.

Sir HENRY THORNTON: That is exactly what I explained a moment ago, Mr. Hanson, that the Canadian Pacific and ourselves are working on a proposition to operate our respective coastal services in a cooperative way.

Mr. HANBURY: Is it not true that in considering the Alaskan service, last year was the first year for many years that it was possible to get accommodation during the tourist season?

Sir HENRY THORNTON: That is quite true.

Mr. HANBURY: Previous to that it was necessary to make reservations six or seven months in advance if you wanted to get in on the Alaskan trip.

Mr. MCGIBBON: That does not mean you are making any money out of it.

Mr. FRASER: I have nothing to say about the coastal services as we call them, from Vancouver to the north; they were inherited, as we have been told, by the railway; but my point is this: that we have an inter-city service, a tri-city service, and I would like more figures and more information before I can satisfy myself that that service was justified.

Sir HENRY THORNTON: I understand that that too was a service which we inherited. I mean to say that we were in that service at one time, and because of a lack of ships we abandoned it.

Mr. FRASER: That may be correct as far as you are concerned, but you were out of it.

Sir HENRY THORNTON: Oh, unquestionably.

Mr. FRASER: The service which was provided by your competitor was a first class service?

Sir HENRY THORNTON: Undoubtedly.

Mr. FRASER: Now, that amount of money has been put into this service, and has it been a profitable service? We are looking for ways to save money.

Sir HENRY THORNTON: Precisely.

Mr. FRASER: And I believe that that service is one where money can be saved. The service was well taken care of before you came into it.

Sir HENRY THORNTON: I tried to point out to you repeatedly, two or three times, that that is exactly what we are working on now.

Mr. HEAPS: May I ask in connection with the amalgamation between the two services between the three cities, whether that deficit will be wiped out by that amalgamation?

Sir HENRY THORNTON: I cannot answer that. I do not know. Of course I am sure you will all realize that both our calculations and the calculations of the Canadian Pacific Railway have been entirely upset by the depression through which we are passing, and I don't know what the Canadian Pacific figures are on their service. I do not know what they were before we resumed our position in the service.