

Mr. McKINNON: Do most of the railroads not charge up the haulage of their dining cars?

Mr. COOPER: Not to this account.

Mr. McKINNON: That is not figured in?

Mr. COOPER: No; that is a transportation expense.

Mr. KINLEY: If you added that in the loss would be tremendous.

Mr. HUNGERFORD: The items that go into this account are specified by the Interstate Commerce Commission.

Mr. KINLEY: This means that you buy food and serve it and lose nearly half a million dollars in serving it to the public.

Mr. HUNGERFORD: It is one of those necessary services that costs money.

Mr. KINLEY: I know, but the thing should pay.

Mr. HUNGERFORD: The only way to make it pay would be to increase rates.

Mr. KINLEY: You did better last year than the year before?

Mr. HUNGERFORD: Yes. I think we have experimented in every conceivable way in respect to rates for meals and services. We have tried to carry on experiments with almost every suggestion that has been made in past years, and the result does not vary a great deal.

Mr. KINLEY: What cost do you put on the meal? For instance, a dollar meal would cost what?

Mr. HUNGERFORD: I could not tell you.

Mr. KINLEY: You have a limit on them; if you go over a limit you check them up, do you not?

Mr. HUNGERFORD: Yes, we do; but I cannot tell you what the actual price of the meal would be.

Mr. KINLEY: No, no, but if the meal was over so much, you would know it. They do that in the hotels, they do that in the Chateau.

Mr. HUNGERFORD: It is very closely supervised by the superintending staff of the department, of course.

Mr. COOPER: We have a very detailed analysis of this account but unfortunately we do not have it here.

Mr. KINLEY: You think the loss is unavoidable in the dining service?

Mr. COOPER: Yes.

Mr. FAIRWEATHER: It is unavoidable if you desire to have dining car service on a train, but, after all, sir, when you try to furnish first-class restaurant service on a moving train under conditions that are applicable, and try to serve meals with the load factor that you get on the train movement, you cannot help having very high costs.

Mr. KINLEY: You are not paying for the movement of the train.

Mr. FAIRWEATHER: I am not saying the movement of the train; but if you went into one of our dining car departments, if you went into the steward's department in a dining car and saw the conditions under which the waiters and chefs work, you would realize, as one must realize, that the cost of performing the service under those conditions must necessarily be higher than it would be if you were not on a moving train.

Mr. KINLEY: I have been through them; they are well planned.

Mr. FAIRWEATHER: It is well run and well planned. But there are limitations of space; then on top of that the ability to serve meals is limited as compared with an hotel or restaurant in a fixed location. You have got to have your passengers on the train, you have to have the train there at meal time, and everything like that. While that is perfectly true of a long-distance