

SUBSIDIARY LINES.

DULUTH, SOUTH SHORE AND ATLANTIC RY.—Gross earnings for Mar., 1902, \$201,020.79; net earnings, \$71,023.17; against \$204,746.77 gross and \$75,834.11 net for Mar., 1901. Net earnings for nine months ended Mar. 30, 1902, \$711,415.24, against \$619,137.76 for same period last year. Approximate earnings for April, \$241,797, against \$203,567 in April, 1901.

MINERAL RANGE RY.—Approximate earnings for April, 1902, \$61,852, against \$44,949, for April, 1901.

MINNEAPOLIS, ST. PAUL AND SAULT STE. MARIE RY.—Gross earnings for Mar., \$450,346.88; net earnings, \$207,733.85; against \$364,105.77 gross and \$164,690.69 net, for Mar., 1901. Net earnings for nine months ended Mar. 30, 1902, \$2,511,086.75, against \$1,379,880.51 for same period 1901. Approximate earnings for April, \$469,293, against \$409,613, for April, 1901.

Canadian Pacific Railway Land Sales.

	Acres.	Amount.	
	1900-01	1901-02	1901-02
July	40,715.46	49,089.96	\$129,483.42
Aug	32,178.50	50,747.82	103,480.78
Sept.	21,807.57	60,060.46	69,012.54
Oct.	18,858.89	150,572.06	62,769.54
Nov.	22,408.68	151,922.89	69,677.27
Dec.	27,388.15	132,151.16	83,528.59
Jan.	27,928.80	109,846.99	86,752.54
Feb.	29,370.22	78,039.43	91,189.58
Mar.	39,346.14	101,029.22	122,362.47
April	48,874.13	231,127.11	152,445.70
	308,985.54	1,034,400.00	\$1,047,296.55
			\$3,532,198.46

Grand Trunk Ry. Earnings, Expenses, &c

The following statement of earnings, supplied from the Montreal office, includes the G. T. of Canada, the G. T. Western, & the Detroit, Grand Haven & Milwaukee Rys.

	1902.	1901.	Increase.	Decrease.
Jan.	\$2,278,978	\$2,242,117	\$36,861	....
Feb.	2,018,926	2,005,341	13,585	....
Mar.	2,537,873	2,386,090	151,783	....
April	2,436,756	2,365,491	71,265	....
	\$9,272,533	\$8,999,039	\$273,494	....

The following figures are issued from the London, Eng., office:

GRAND TRUNK RY.

Revenue statement for Mar.:

	1902.	1901.	Increase.	Decrease.
Gross receipts	\$425,100	\$385,600	\$39,500	....
Working expenses	261,000	263,700	....	2,700
Net profit	\$164,100	\$121,900	\$42,200	....

Aggregate Jan. 1 to Mar. 31, 1902:

	1902.	1901.	Increase.	Decrease.
Gross receipts	\$1,128,200	\$1,007,100	\$121,100	....
Working expenses	761,000	772,500	....	\$11,500
Net profit	\$367,200	\$234,600	\$132,600	....

GRAND TRUNK WESTERN RY.

Revenue statement for Mar.:

	1902.	1901.	Increase.	Decrease.
Gross receipts	\$78,500	\$87,500	....	\$9,000
Working expenses	64,000	71,600	....	7,600
Net profit	\$14,500	\$15,900	....	\$1,400

Aggregate Jan. 1 to Mar. 31, 1902:

	1902.	1901.	Increase.	Decrease.
Gross receipts	\$221,900	\$217,200	\$4,700	....
Working expenses	189,100	185,600	3,500	....
Net profit	\$32,800	\$31,600	\$1,200	....

DETROIT, GRAND HAVEN AND MILWAUKEE, RY.

Revenue statement for Mar.:

	1902.	1901.	Increase.	Decrease.
Gross receipts	\$17,800	\$17,100	\$700	....
Working expenses	12,600	13,200	....	600
Net profit	\$5,200	\$3,900	\$1,300	....

Aggregate Jan. 1 to Mar. 31, 1902:

	1902.	1901.	Increase.	Decrease.
Gross receipts	\$54,100	\$48,600	\$5,500	....
Working expenses	37,900	37,800	100	....
Net profit	\$16,200	\$10,800	\$5,400	....

TRAFFIC RECEIPTS OF THE SYSTEM.

Aggregate from Jan. 1 to April 30:

	1902.	1901.	Increase.	Decrease.
Grand Trunk	\$1,524,800	\$1,487,897	\$36,903	....
G. T. Western	309,294	296,704	12,590	....
D. G. H. & M.	71,219	64,456	6,763	....
Total	\$1,905,313	\$1,849,057	\$56,256	....

Per Diem Charges for Freight Cars.

Most of the time of the spring meeting of the American Railway Association at New York, April 23 and 24, was occupied in discussing the report of the car service committee on a code of per diem rules to govern settlements for the use of freight cars. A few slight amendments were accepted by the committee and the rules were adopted by a vote of 72 lines against 11.

A code of per diem rules were recommended for adoption and each rule treated in detail. Relative thereto the report of the committee is quoted as follows:

"The committee asks that the code of per diem rules shall be discussed, rule by rule, and when finally agreed upon it recommends that the following resolution be passed by a vote by roads: Resolved, That the code of per diem rules be adopted by this Association.

"It also recommends the passage of the following resolution: Resolved, That the secretary of the Association obtain from the railroad companies of the United States, Canada and Mexico their signatures to an agreement to pay for the use of freight cars of other railroad companies upon the per diem basis under the rules of the American Railway Association, such agreement to be in the following general terms:

"The subscribing railroad companies agree with each other to abide by the rules governing settlement for the use of freight cars as adopted by the American Railway Association, for one year from July 1, 1902, and to continue to abide by said rules thereafter, subject to revocation on three months' notice to the Secretary of the Association.

"Provided, That this agreement shall go into effect only after it has been signed by a majority of the membership of the American Railway Association, and further that such membership shall represent two-thirds of the cars owned or controlled by members of the Association.

"Although the rules presented are the best the committee has been able to make, it presents them, fully believing that no code of rules can be a finality. The committee desires the help of the Association in improving these rules, and thanks the Association for the opportunity it has had of leading the way, if only for a space, in one of the great railroad movements tending toward efficiency, economy and honesty."

The following definitions were recommended:

Home Car—A car on the road to which it belongs.

Foreign Car—A car on a road to which it does not belong.

Private Car—A car having other than railroad ownership.

Home—A location where a car is in the hands of its owner.

Home Road—The road which owns a car, or upon which the home of a private car is located.

Home Route—The line of intermediate roads over which a foreign car was moved from home.

Home Junction—A junction with the home road.

Home Route Junction—A junction on the home route.

Switching Service—The movement of a car at a fixed charge for the service rendered, the road performing such service not participating in the freight rate.

Per diem rules governing settlement for the use of freight cars submitted are as follows:

The rate for the use of freight cars shall be 20 cents a day, which shall be paid for every calendar day, and shall be known as the per diem rate. Days shall be reckoned by subtracting the date of receipt from the date of delivery. A road which receives and delivers a car on the same day shall not pay the per diem for that day.

A road shall have the right to demand the return of its car after it has been out 20 days consecutively on any road. If the car is held by that road more than 10 days after the date of such notice, making 30 days in all, thereafter a penalty rate of 80 cents a day in addition to the per diem rate shall be paid by such road for the further use of that car.

All railroads, including ferry lines, shall be responsible to the car owner for amounts accruing for the use of a car at the established rates, whether such car is in road service or switching service, until the car has been delivered to the owner or to another road.

An arbitrary amount for each car in switching service may be reclaimed by the switching line from the road for which the service was performed. This amount shall be based upon the average number of days actually required, and determined by the roads directly interested for each local territory.

In case a road delivers an empty car without the consent of the owner to a road which does not pay per diem, or if a road permits the loading or reconsigning of a foreign car without the consent of the owner to such a road, it shall be responsible for the payment of an amount equal to the per diem accruing on the car while on such road.

When a car has been destroyed or so damaged as to require an appraisalment under the master car builders' rules, the per diem charge will cease from the date of notice to owner.

When a car is detained awaiting the receipt of repair material from its owner, the per diem charge will cease from the date the necessary material is ordered from the owner until the date when it is received by the road holding the car.

The interchange reports shall close at midnight, and shall include all cars exchanged upon the date named unless otherwise noted thereon. The reports must be sent to the car record office on each day, whether cars are exchanged or not. In cases where there are different standards of time at junction points, the earlier time shall be used. The interchange reports to the car record office from junction points must be signed by the agents or other authorized representatives of both roads on the prescribed form, the receipt of cars delivered being thereby acknowledged.

The junction report for each day will be made to car owners on the prescribed form as promptly as possible after the receipt of the interchange report for that day.

Within 30 days after the end of each calendar month car owners shall be furnished with a per diem report for that month, on the prescribed form, showing the number of days each car has been in service upon the road making the report. In computing per diem, the day of receipt should be disregarded and payment made for the day of delivery.

The settlement of amounts accruing for the use of cars shall be made monthly without regard to reclaims pending.

When reclaims are made for allowances on account of special conditions they must be made by the designated transportation officer of the road which pays the per diem, to the designated transportation officer of the road from which the allowance is reclaimed.

When a road refuses or fails to promptly receive from a connection cars upon which it has laid no embargo, it shall be responsible to the connection for the per diem on cars so held for delivery, including the per diem on