

Amended Regulations for Payment of Transportation Charges.

The Canadian Railway War Board's circular 97, issued Feb. 3, also supplemented 1 thereto, both of which were published in Canadian Railway and Marine World for March, have been cancelled by circular 107, issued by the board May 7. We are advised that the change has been made in deference to numerous requests from representative sections of the shipping public in various parts of the country. While the original instructions were formulated after lengthy investigation and consideration, and obviously would have had the effect of removing certain objectionable features of railway transportation credit arrangements, which have existed in the past, by placing of railways and shippers on the same level, many shippers objected strongly to giving bonds as a matter of principle, their contention being that in many instances they are stronger financially than the surety company from which they would require to get a bond.

receipt of the attached form of application from financially responsible firms for credit, may extend credit to such firms under the arrangement described hereunder:

(a) All bills or accounts rendered by the carrier to consignor or consignee, as the case may be, from the 1st to the 7th of each month (both dates inclusive), shall be paid on or before the 14th of that month.

(b) All bills or accounts rendered by the carrier to consignor or consignee, as the case may be, from the 8th to the 14th, of each month (both dates inclusive), shall be paid on or before the 21st of that month.

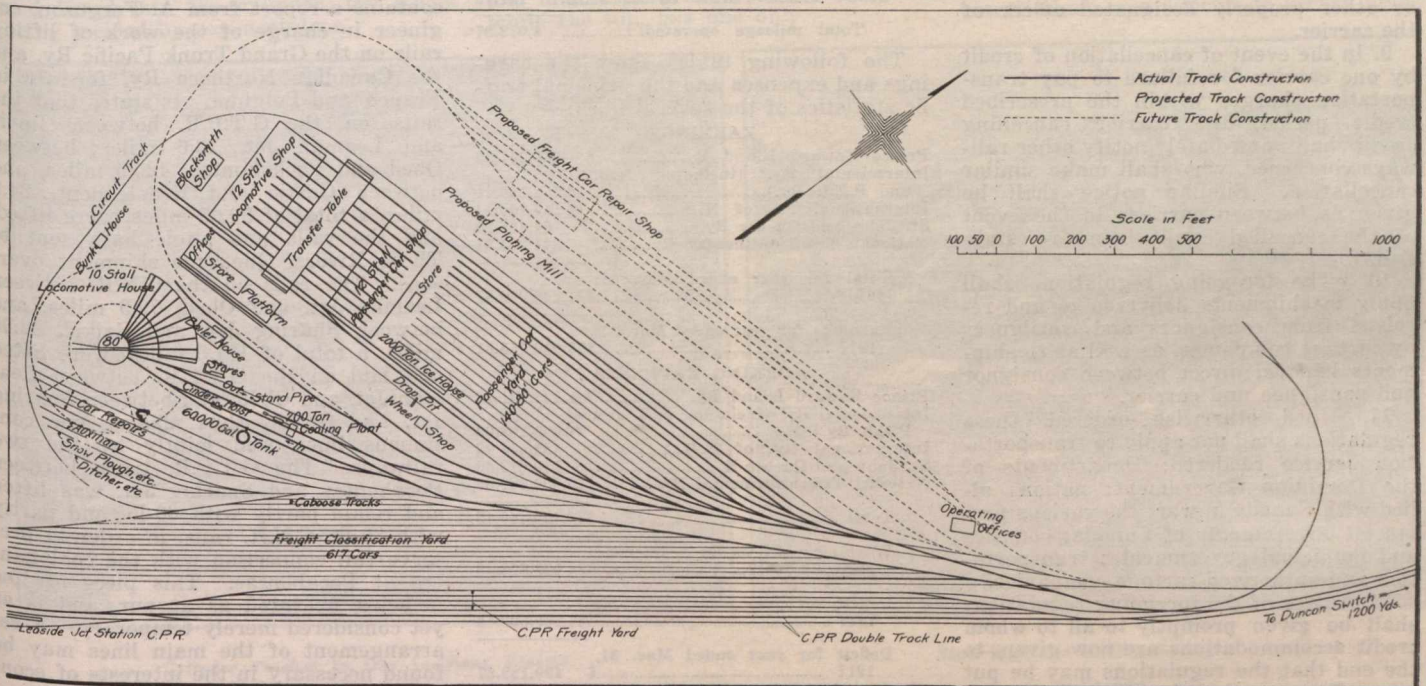
(c) All bills or accounts rendered by the carrier to consignor or consignee, as the case may be, from the 15th to the 21st of each month (both dates inclusive), shall be paid on or before the last day of that month.

(d) All bills or accounts rendered by

sufficient cause for cancellation of credit.

4. When application for weekly credit has not been filed and the literal application of the terms of this order would involve undue delay to traffic or the congestion of facilities on account of holding shipments, either collect or prepaid, until cash is actually in the hands of railways, the carrier's agent may be authorized to grant 48 hours credit to responsible parties.

5. Cheques within the instructions issued by the individual railways to their agents will be considered as payment in cash. At points where there are no banking facilities or where firms have no accounting office, arrangements may be made, subject to the carrier's treasurer or other duly authorized officer, whereby representative of shipper or consignee may settle by giving the carrier's agent a sight draft on shipper or consignee. Where acceptance of draft



Leaside Terminals, Canadian National Railways, East End.

The new rules were worked out after several conferences between representatives of the board and the shippers, and it is believed they will prove satisfactory to all concerned. The new regulations are as follows:

Effective June 1, the collection of transportation charges (including demurrage, storage, and all charges incidental to transportation) by railways operating in Canada, for services rendered, shall be on a cash basis, and, effective as of that date, credit accommodations then in existence which may be in conflict with the following regulations shall be cancelled:

1. Tickets shall be sold only for cash in advance of service. Baggage charges are subject to the same rule as tickets, except c.o.d. baggage and storage charges, which must be paid in cash before delivery.

2. In cases where the enforcement of this rule with respect to freight will retard prompt movement or delivery of the freight or the prompt release of equipment or station facilities, carriers, upon

the carrier to consignor or consignee, as the case may be, from the 22nd to the last day of each month (both dates inclusive), shall be paid on or before the 7th of the month following.

In all cases bills are payable within the prescribed period at the designated office of the carrier. Unless otherwise arranged between the interested parties the designated office shall be that of the carrier's agent from whom notice of charges due is received.

3. Credit arrangements shall be made with the treasurer or other duly authorized officer of the carrier, which officer shall state the amount of credit to be allowed and shall designate the nature of surety required, if any.

Upon completion of arrangement for credit as above, a carrier may accept and forward prepaid shipments or may deliver collect consignments in advance of payment of all charges thereon to the amount covered by the credit arrangement.

Failure to pay such charges within the time prescribed shall be considered

as cash as herein provided is arranged, shipper or consignee, as the case may be, shall absorb the amount of exchange on such draft.

6. Transportation charges on freight placed in storage, either on property of carrier or in private warehouses, on order of shipper or consignee, after arrival at ultimate destination, are due and payable when such freight is placed in storage. If charges are not collected from warehouse company, they should be collected from the consignee under the terms of this circular or immediately succeeding the time of the placement in storage, and not after final delivery to consignee.

7. In case of any question as to accuracy of charges, bills must be paid as rendered and claims presented for alleged errors. This will not prevent adjustments by agents of obvious error. An obvious error is one on which both railway agent and shipper or consignee are agreed, and which may be corrected without further investigation. In circumstances where the carrier's representa-