

addition of the fare to and from the junction, readily gives any local fare required. The division tariffs are prepared with the view of embracing in the same tariff all stations between which the volume of traffic is large or naturally flows, and to reduce to a minimum the necessity of adding fares to and from junction stations. Conductors are provided with tariffs of fares of a size and character suitable to their various runs. To stations on connecting lines the practice is, as far as practicable, to select a compiler of common tariffs in behalf of a group of lines more or less interwoven as connections or competitors, or both, in a certain section, or from important cities like Montreal, Toronto, Winnipeg, etc., to stations on other groups of lines, or in many cases to principal stations on all connecting lines, the fares being arranged by classes, and to every State, Province, etc., in alphabetical order. This work of compiling and printing interline tariffs is aided greatly by the lines in various sections acting together in publishing their fares from basing or constructive stations through territorial traffic organizations. Each railway requires an elaborate chart of forms of interline tickets for guidance of ticket agents, detailing the lines and innumerable combinations of lines forming through routes to all parts of the country. Principal ticket offices have a complete supply of interline tickets applicable from their stations; other offices have a supply of only such forms of interline tickets as are likely to be frequently requested, and if asked for other forms use an "exchange order," which designates the route, number, and class of the required interline ticket, which is furnished to passenger at the nearest convenient "exchange" office, a list of all such offices being in possession of each ticket agent. The use of the "exchange order" enables agents at small stations to give the public the benefit of through fares, as well as get their baggage checked through to destination. The charts and tariffs, especially those to stations on connecting lines, are subject to many changes, owing to new lines being opened, old lines extended, and consolidations between existing lines, requiring new tickets, withdrawal or alteration of old tickets, fares to new stations, changes in fares to old stations, etc. Some idea of the expense of printing tariffs and tickets may be gained by the fact that a railway company operating between New York and Chicago recently had occasion to