

THE RAILWAY & SHIPPING WORLD,

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The Official Organ of
The Canadian Freight Association.
The Canadian Roadmasters' Association.
The Canadian Ticket Agents' Association.

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NEXT MEETING, at New York, probably in Jan., 1903.

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THE RAILWAY AND SHIPPING WORLD,
Toronto.

Per Diem Charges for Freight Cars.

(Continued from page 329.)

railways, has in it some special features of
practical value, which, in the opinion of many,
make up a combination more absolutely fair
to both owners and users than straight per
diem—as it sustains a closer relation to the
actual service performed, by taking into ac-
count the distance run by each car under
load—with a scale of days for return, the per
diem being applied to all surplus days on the
borrowing roads.

It is my opinion that when per diem is firm-
ly established, experience will indicate the
desirability of bringing it into closer touch

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with the "wear and tear" of cars, (as for ex-
ample, 10 days of one car may cover in one
case 150, and in another 1,500 loaded miles,
the first producing say 1,500 ton miles with
hay, and the second 45,000 ton miles with
grain,) and when that time arrives, the great-
er adaptability of the "mixed" system will be
better understood, and ultimately, some—if
not all—of its features will be adopted by the
railways of this continent. There can be no
question, however, that the per diem basis,
which ensures payment at an agreed rate of
20 cents for each day a foreign car is held,
irrespective of its employment, will be more
equitable and more in line with up-to-date
business methods than the mileage plan.

The three leading features of the "per
diem system" are: 1. All bills for use of
cars will be susceptible of verification, and
can be checked as easily and fully as all other
railway accounts. 2. The interests of car
owners will be kept in sight and safeguarded,
by the daily recognition of the value of each
car. 3. The influence of the system will al-
ways tend in the direction of prompt move-
ment and early return of foreign cars.

The new method of settling for use of
freight cars came into force on July 1, and is
now in operation on practically all railways in
Canada and the U.S., and although it is too
early as yet to give a complete view of the
first month's operation, the full returns hav-
ing not yet come to hand, there is enough
known to substantiate the claim that per diem