

tive is unable to recognize the inaccuracy claimed by shipper or consignee prior to settlement, the ruling embodied in the first sentence of this paragraph shall govern. There is no objection to the consignor or consignee checking the bills and paying charges on the corrected basis, providing the practice is not abused and they proceed in good faith with a revision of the bill both for under-charges and over-charges. Consignor or consignee should make the change in red ink, and the tariff authority for the change should be indicated upon the bill.

8. Freight consigned "to order" or "to order, notify," shall be delivered only upon surrender to the agent of the carrier of the original bills of lading for such freight and the payment of the freight charges thereon, as hereunder provided. Provided, however, if such bill of lading be lost or delayed, the freight may be delivered in advance of surrender of the bill of lading upon receipt by the agent of a certified cheque for an amount equal to 110% of the invoice, or upon receipt of surety bond, either individual or corporate, acceptable to the treasurer or other properly designated officer of the carrier.

9. In the event of cancellation of credit by one carrier for failure to pay transportation charges within the prescribed credit period, the carrier cancelling credit shall immediately notify other railways concerned, who shall make similar cancellation. Similar notice shall be given as between carriers in the event of the cancelled credit being re-established.

10. The foregoing regulations shall apply to shipments delivered to and received from consignors and consignees by cartage companies, as well as to shipments handled direct between consignor and consignee and carrier.

11. Until otherwise ordered, these regulations shall not apply to transportation service rendered: Departments of the Dominion Government; nations allied with Canada in war; the various provincial governments of Canada; counties and municipal governments; transportation and authorized cartage companies.

12. Advice of the foregoing regulations shall be given promptly to all to whom credit accommodations are now given, to the end that the regulations may be put into effect at the time specified with as little inconvenience as possible.

Application for Credit.

..... Railway
To (agent of railway).....
Application is hereby made for credit accommodation in settlement of freight charges at.....
.....
Full name of applicant.....
Location of principal office.....
Reference: Bank with which business is transacted

Amount desired

It is understood and agreed that all bills will be paid in accordance with the following regulations:—

(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 before the last day of that month.

(d) All bills or accounts rendered by the carrier to consignor or consignee, as the case may be, from the 22nd to the last day of each month (both 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.

Failure to pay bills as prescribed by the foregoing shall be considered sufficient cause for cancellation of credit.

..... Applicant

To the (vice president, treasurer or other designated officer).

To the best of my knowledge and belief credit as applied for by as above may be extended without risk or loss, and I recommend that it be granted.

The average amount of freight bills for credit period is

..... Agent.

Canadian Government Railways Operating Results.

The report of the Railways Department, issued recently, contains information as to the operation of Dominion owned railways for the year ended Mar. 31, 1918. The lines then operated as the Canadian Government Railways were as follows:

	Miles.
Prince Edward Island Ry.....	276.23
Intercolonial Ry.	1,521.44
Vale Ry. (leased from Acadia Coal Co.)	5.95
New Brunswick and P.E.I. Ry.....	36.05
International Ry. of New Brunswick.....	111.30
St. John and Quebec Ry.....	119.87
National Transcontinental Ry.	1,811.28
Lake Superior branch, leased from Grand Trunk Pacific Ry.....	191.75

Total mileage operated..... 4,073.87

The following tables show the earnings and expenses and the principal traffic statistics of the several lines:

EARNINGS

Prince Edward Island Ry.....	\$ 656,227.22
Intercolonial Ry. (including N.B. and P.E.I. Ry.).....	18,758,186.41
International Ry. of N.B.....	140,900.44
St. John and Quebec Ry.	64,438.29
National Transcontinental Ry.....	7,621,204.51

Total for year ended Mar. 31, 1918\$27,240,956.87

Earnings for year ended Mar. 31, 1917\$23,539,758.61

WORKING EXPENSES

Prince Edward Island Ry.	\$ 1,123,291.12
Intercolonial Ry. (including N.B. and P.E.I. Ry.).....	21,090,298.09
International Ry. of N.B.....	385,508.92
St. John and Quebec Ry.....	140,972.43
National Transcontinental Ry.....	10,660,389.89

Total\$33,400,460.45

Working expenses for year ended Mar. 31, 1917.....\$24,029,898.48

Deficit for year ended Mar. 31, 1918\$6,159,503.58

Deficit for year ended Mar. 31, 1917\$ 490,139.87

TRAFFIC STATISTICS.

	P.E.I.	Inter-colonial	Inter-national	St. John and Quebec	Nat. Trans-continental
Loco. mileage	482,433.	11,299,693.	167,848	86,018	4,203,467
Train mileage	334,165	8,477,349	154,213	75,491	3,505,576
Car mileage	2,212,178	182,310,931	1,152,061	468,691	83,041,501
Ratio of expenses to gross earnings %	171.17	112.43	273.60	218.77	139.88
Earnings per mile of lines....	\$0.99	\$1.64	\$0.84	\$0.75	\$1.81
Earnings per train mile.....	\$1.43	\$2.18	\$0.91	\$0.85	\$2.17
Expenses per train mile.....	c.269.95	c.246.69	c.249.98	c.186.74	c.304.10
Expenses per mile of line.....	\$3,265.69	\$13,376.04	\$3,463.69	\$1,176.04	\$5,322.42
Passengers carried	417,570	4,578,783	35,084	48,785	942,663
Total mileage	10,698,269	287,984,379	1,483,746	1,249,885	52,220,476
Total freight, tons	244,521	7,837,310	156,013	66,930	3,900,920
Freight mileage	10,292,005	2,070,196,937	11,036,566	2,508,458	1,881,246,552

The following interest charges or rentals were charged in the operating accounts of the railways mentioned:—

Intercolonial Ry. :—	
Interest on purchase price New Brunswick and P.E.I. Ry.....	\$ 2,692.60
Rental Vale Ry.	1,200.00
International Ry. of N.B. interest.....	90,000.00
National Transcontinental Ry. :—	
Rental Lake Superior branch.....	600,000.00
	\$693,662.60

In addition to the deficiency on operating account there was charged to income account \$16,769.13 paid to the St. John and Quebec Ry. under the operating agreement with the New Brunswick

Government for the April-Sept. half year, and there is \$18,497.81 due the company for the Sept.-March half year, thus making a total deficiency of \$111,801.08 on this line for the fiscal year.

Rails Lifted From Canadian Northern and Grand Trunk Pacific Railways for War Work.

The Dominion Railways Department's report for the year ended Mar. 31, 1918, contains a report from A. Ferguson, engineer in charge of the work of lifting rails on the Grand Trunk Pacific Ry. and the Canadian Northern Ry. for use in France and Belgium. It states that the rails on the G.T.P.R. between Imrie and Leaman Jet., 13.6 miles; between Obed and Pochahontas, 42.25 miles, and between Geikie and Resplendent, 34.8 miles, a total of 90.65 miles, were lifted, and the rails and angle bars sent to Three Rivers, Que., for shipment overseas. The rails on the C.N.R. between Leaman Jet. and Obed, 79.9 miles, and between Snaring Jct. and Geikie, 22.05 miles, a total of 101.5 miles, were lifted and laid on the G.T.P.R. between Leaman Jct. and Obed, and between Snaring Jct. and Geikie, thus making one continuous line, used jointly by the two railways. The G.T.P.R. track between Pochahontas and Snaring Jct. was lifted and relaid partly with 60-lb. and partly with 80-lb. C.N.R. rails, in order to preserve rail connection with the coal miners at Pochahontas. This piece of line is being operated as a spur, and is as yet considered merely temporary. A rearrangement of the main lines may be found necessary in the interests of econ-

omy. The first shipment of the released rails left Edmonton for Three Rivers, June 17, 1917, and the last Oct. 26, 1917. The total shipment amounted to 23,408 gross tons of rails, and 1,110 gross tons of angle bars.

Interswitching, Etc., at Owen Sound.—A press report states that W. F. Tye, consulting engineer, Montreal, has been making an investigation into the most feasible means of securing interswitching between the C.P.R. and the G.T.R. at Owen Sound, Ont., and the building of a union station there.