Pembroke Southern Ry. For a railway from Pembroke to Ross township, not exceeding 15 miles, $45,000.

Bay of Quinte Ry. Formerly the Kingston, Napanee and Western Ry., for such extensions of branches or additions to its projected and authorized line of railway northerly of Tweed, not exceeding 50 miles, as will enable the Co. to connect its line with the iron ore deposits north of Tweed, in renewal and extension of the amount granted to the K. N. & W. Ry. in 1893, $150,000. (Revote, $90,000).

Irondale, Bancroft and Ottawa Ry. Co.—From Kinmount Jct., to Irondale, (subject to the conditions in the act respecting railways) 10 miles; and from 35 miles from Irondale, easterly for 10 miles; also from Palmer rapids to Renfrew, about 50 miles, in all not exceeding 70 miles, $210,000. (Revote, $30,000.) This subsidy is subject to the condition that the Co. gives to the Toronto, Lindsay and Pembroke Ry. running powers over the line between Bird creek and Palmer rapids; and that in the event of that piece of line being constructed by the T. L. and P. Ry. the I. B. and O. Ry. shall be entitled to running powers over it.

For a line from Dinorwic station, Algoma, northerly to Lake Minetakie, 15 miles, $45,000. This is understood to be for the C.P.R.

James' Bay Ry. Co. From near Rose Point on the Canada Atlantic Ry. to Parry Sound, 5 miles; and from Parry Sound to Sudbury 90 miles; in all 95 miles, in addition to subsidies already voted, $95,000.

Thunder Bay, Nepigon and St. Joe Ry. From 30 miles east of Port Arthur, for 10 miles, 5,000 acres of land and $20,000.

Lindsay, Bobcaygeon and Pontypool Ry. From Bobcaygeon to Lindsay, 19 miles, $57,000.

Bruce Mines and Algoma Ry. From Bruce Mines to Lake Huron, 4 miles, $12,000.

Nepigon Ry. Co.—From Nepigon station to Long Portage, 14 miles, $42,000.

Lake Superior, Long Lake and Albany River Ry. From near Peninsula harbor, Lake Superior, northerly 10 miles, $30,000.

The general conditions attaching to the subsidies are that they lapse if unearned in five years; that Canadian rails and Canadian rolling stock are to be used if procurable, and that the lines aided may be acquired by the Government at a price to be fixed by arbitration.

Ontario Railway Legislation.

At the recent session of the Ontario Legislature an endeavor was made to amend the Railway Act by the insertion of a clause in sec. 29, compelling railway companies to protect all level crossings by erecting gates or bars, and to employ a man at each crossing to raise and lower the same as may be required. The bill failed to pass, and a bill to insert a similar clause in the Electric Ry. Act was withdrawn.

The Street Railway Act was amended by declaring that the provisions as to placing fenders on motor cars passed in 1901, shall apply to every street railway company now, or hereafter, established, and shall be deemed to be incorporated with every special act incorporating a street railway company.

Two bills were introduced, one by Mr. McKay, and the other by Mr. Pattullo, proposing to amend the Electric Ry. Act, by having clauses inserted dealing with the construction of through electric lines, their connection with the existing street railway lines and the financial arrangements, but neither passed, their sponsors giving way to the Government bill establishing a railway committee consisting of the Commissioner of Public Works and two other members of the Cabinet, to be appointed by the Lieut.-Governor. The Commission has power to regulate all questions regarding connection between electric lines, crossings and rights of way over the tracks of other lines, such powers are to be exercised in cities and towns only on consent of the municipalities affected. The Commission is to settle disputes between two or more companies as to rights of way, construction of agreement, etc., and its decisions are to have the same effect as an order of the High Court of Justice. Questions of law may be submitted by stated case to the Court of Appeal; and the Commission may sit anywhere in Ontario. It has also power to make arrangements governing agreements for running powers between companies, and may vary or rescind any order made by it, should it be found expedient to do so.

Per Diem Charges for Foreign Cars.

By W. H. Rosevear, General Car Accountant G.T.R.

There can be no question that the per diem basis of settlement for the use of foreign cars would be more equitable, and more in line with up-to-date business methods, than the present mileage plan. Many years' experience in the working of the mileage system has brought to light its many serious defects, and strengthened my convictions in favor of per diem; I have therefore earnestly advocated its adoption, and had the honor at the car accountants' convention of 1899 to move a resolution on the subject: "That this association is in favor of a per diem method of settlement for use of cars," which was unanimously carried, and committed the International Association of Car Accountants and Car Se vice Officers to the principle of per diem.

The mileage method is incomplete, as it takes in only one side of car service; it cannot therefore be considered permanent, but merely educative in character, and must eventually be superseded—as a matter of progress and evolution—by a more equitable and perfect plan. Dissatisfaction with the mileage basis would not have become so general if, as originally intended, cars were run promptly to destination and returned to owners with a minimum of delay; but the tendency of the present plan is to take account only of the interest of the user of the cars, and often that interest is considered to be best served by a tie-up of cars for a number of days, weeks, or even months, as in this system there is no recognition of the fact that each car represents about $500 of the owner's capital, on which a reasonable return should be made; but such cars are too often looked upon as players view pieces on a chess-board, to be moved so as to win the traffic game for the users, and not infrequently with little or no regard for the interest or advantage of the owners.

One great defect of the mileage system is that it practically estimates a car to be of value to its owner only when in transit, and the deadening result on the railway conscience is illustrated by the fact that the very long detention of, say, 1,000 to 4,000 of such cars at terminals with hay, grain or other freight, and especially at the seaboard, is as a rule only considered by the users in relation to the inconvenience caused, or the extra expense for yard space and tracks for their accommodation.

Much has been said also of the unreliable character of mileage as a basis of settlement for use of cars, and it is almost, if not quite, impossible to institute a check sufficiently close to ascertain if all mileage earned is paid for; it is hoped that no intentional errors are now being made, but the system is so defective that serious errors may occur through the employment of incompetent clerks, and a case of this nature came to my notice during the past six months, in which a car accountant, failing to obtain satisfactory explanation of apparent shortages, sent a clerk to check up, and found errors in the addition of columns in mileage books extending over a few months, amounting to a shortage of nearly 300,000 miles.

The fatal defect of the mileage plan, however, is that instead of favoring the early return of cars to their owners, it, in a large percentage of cases, works in the opposite direction, especially in long distance traffic, as there is naturally a disinclination to pay mileage on the return empty haul of cars if, by a longer or shorter wait, loads in the direction of home can be secured.

During the past few years various measures have been proposed for improving the mileage plan and making it more acceptable, but these have all been discarded; and after exhaustive discussion on the subject, the conviction is almost universal that nothing short of the per diem basis for settlement and regulation of car interchange will meet the requirements and give satisfaction.

The three leading features of the per diem are:—First—All its accounts will be susceptible of verification and can be checked as easily and fully as other railway accounts. Second—The interests of car owners will be always kept in sight and safeguarded. Third—The influence of the system will always tend in the direction of prompt movement and early return of foreign cars.

The adoption of this new method, in offices not hitherto working up car days, will require some small addition to the clerking staff, that is, if railway companies desire a continuation of the monthly mileage reports of foreign cars, and no doubt these will still be required for statistical purposes.

Objections to per diem come principally from small roads which depend on other railways for cars, having usually two or more connections, so they can play off one against the other, and hold cars at their own sweet will. One or two larger railways also object for various reasons. These objections, I believe, will ultimately be found to a great degree baseless, being founded on experience under the present system; for it is freely conceded that the introducton of per diem will create an entirely new experience, and infuse new energy into car movement and car interchange, bringing this branch of railway service right into line with the progressive spirit of this wonderful age; and it is estimated that the new up-to-date system, if loyally carried out by all the railways of this continent, will so accelerate the movement and consequent return of cars to owners that it will be equal to an addition of at least 33⅓%, and probably more than 50% to the total freight car equipment, thus furnishing ample carrying capacity for all requirements, and relegating "car famines" to the forgotten past.

All who have had experience in car service are agreed as to the superiority of per diem over the present system, and it is my firm conviction that it is the coming method, and will surely be adopted by the railways of this continent, sooner or later, as surely as excelsior is the watchword of the age; to doubt this is to question the wisdom and forethought of the able men who preside over the destinies, and conserve the interests of our great railway systems, and who are becoming convinced that the mileage plan has failed to secure a reasonable return on the more than $550,000,000 invested in freight car equipment.—Railway Age.

A. Pushie, of the Dominion Coal Co., has returned to Nova Scotia from Norway and Sweden, where he has been superintending tests of N.S. coal on the railways there. He says that everything was satisfactory and that large orders for coal will be received from Norway and Sweden during the year.