

shop and smith's shop should be responsible to the Locomotive Superintendent, except as above that the drivers will be responsible for their running time while on the road to the traffic Superintendent.

The Locomotive Superintendent will be responsible for the maintenance, construction and repair of all locomotives and rolling stock, and of all tools and machinery connected therewith.

We are of opinion that one track master will be sufficient and that he will be able to perform the duties now discharged by the road inspector, and three road masters, but in order that he may do so efficiently, the road should be divided into sections of from five to eight miles, according to the condition of the way and works and the degree of surveillance that may be deemed necessary to insure safety. Each of these sections should be placed in charge of a section foreman, with from three to five men under him as the work may require. These section foremen will of course be responsible to the track master.

If, as at present, it should be considered expedient to retain the services of a professional engineer—and we think the services of one should be available at least for consultation—he should be responsible for the state of all important structures.

In order that the chain of responsibility above suggested may be worth something and that it may conduce to the efficiency of the service, there should be no doubt about the authority of the respective officers. If a conductor, an agent, a driver or other subordinate knows that he can only be dismissed after tedious enquiry, proof and disproof as to alleged misconduct, it will be almost impossible to assure that degree of discipline which is essential to the safe and economical working of a railway.

The rules and regulations in force on these railways are somewhat different from those in force on the other railways of the Dominion. There is an important difference in the code of signals, some of which as well as several of the "Rules of the Road," are somewhat obscure, and although they appear to be very well understood by those who have become accustomed to their use, we submit that they should be revised and assimilated to those in force on the other railways of the Dominion.

The passenger tariff is based on a rate of 3 cents per mile for first class passengers and we have not found any reason for recommending a change in this rate. But in this connection we have to direct attention to what is denominated the "*Horse and Waggon Traffic*." This traffic has been carried in the passenger trains at a rate totally inadequate to the service rendered, it has evidently been carried at a positive loss and we submit that the rates should be raised.

The freight tariff which the Commissioner has submitted to the Department of Public Works (Appendix F*) has been computed on the basis of a nearly uniform charge per ton, or as in the tariff per 100 lbs per mile for all distances over thirteen miles, up to that distance the rate is somewhat higher. The evidence of the traffic Superintendent shows how that rate was arrived at.

The rates for general traffic are supplemented by several special rates made to meet the demands of various interests. There is a special rate for "*flour and meal in quantities*" and other special rates for certain descriptions of freight carried between Pictou landing and Richmond including coal and fish and articles which more especially enter into the trade with Prince Edward's Island. Besides these special rates which have been published there is a long list of special rates which have not been published. Among these we find a rate for ice, which has been carried from Rocky Lake to Richmond a distance of eleven miles, at about one and a half cents per ton per mile.

It will be evident from the statements of the Commissioner and traffic Superintendent that all these rates have gradually come into use, and are the results of precedents rather than of principles. It is desirable in all cases, but especially in a railway worked by the Government, that the tariff should be computed on some principle of general application so that as far as possible special rates may be avoided and it is above all important that every rate should be published. It is only by pursuing this course that the imputation of favoritism can be repelled.

There are certain charges which are constant on all kinds of freight and have no reference to the distances over which it is carried; other charges which are equally unaffected by distance bear more heavily on some classes of goods than on others, and this renders a classification of freight necessary, and this classification must also have reference

*Not printed.