

fications in the number and types of cars apportioned respectively among the above car builders before the final detailed contracts are executed.

These 70,000 freight cars, together with the 30,000 awarded a few days ago, will involve an aggregate cost of between \$250,000,000 and \$300,000,000. The orders were all placed upon the basis of the minimum bids as to costs for labor and overhead charges, with the understanding that any reduction in costs which may be obtained from these fixed prices will be divided equally between the Railroad Administration and the car builders, but any increase in these costs will be borne exclusively by the builders. The government will have supervision or control as to prices of the materials required in construction. The compensation of the builders will be approximately 5% on the cost, as estimated on the minimum bid.

The five types of cars represent the standard forms of freight cars adopted by the Railroad Administration. These standards are the result of the labors of a committee of experts who were working upon the problem for weeks. The adoption of these standard types, it is believed, will eventually substitute a few scientifically worked out designs for the numerous miscellaneous varieties of cars, representing probably more than a thousand different old styles and specifications now in use, the accumulations of the past.

Compensation for Government Employees Killed or Injured.

The following act, passed by the Dominion Parliament at its recent session, refers, among others, to government railway employees:—

1. (1) An employee in the service of His Majesty who is injured, and the dependents of any such employee who is killed, shall be entitled to the same compensation as the employee, or as the dependent of a deceased employee, of a person other than His Majesty would, under similar circumstances, be entitled to receive under the law of the province in which the accident occurred, and the liability for and the amount of such compensation shall be determined in the same manner and by the same board, officers or authority, as that established by the law of the province for determining compensation in similar cases, or by such other board, officers or authority or by such court as the Governor in council shall from time to time direct.

(2) Any compensation awarded to any employee or the dependents of any deceased employee of His Majesty by any board, officer or authority, or by any court, under the authority of this act, shall be paid to such employee or dependent or to such person as the board, officer, or authority or the court may direct, and the said board, officer, authority and court shall have the same jurisdiction to award costs as in cases between private parties where the accident occurred.

(3) Any compensation or costs awarded hereunder may be paid by the Minister of Finance out of any unappropriated moneys in the Consolidated Revenue Fund of Canada.

(4) Provided that no employee on the Canadian Government Railways, who is an employee within the meaning of the Intercolonial and Prince Edward Island Railways Employees' Provident Fund Act, shall be entitled to compensation under this act for or on account of any injury for which an allowance is provided under

the provisions of the said Provident Fund Act, unless such employee has, prior to the date of the injury for which compensation is sought, given notice in writing to the General Manager of the said railways under whom he is employed, electing to accept the compensation under this act instead of such allowance, and no person who has so elected shall be entitled to any such allowance; and provided further, that no dependent of any such employee who is killed shall be entitled to any compensation under this act unless such employee has made election as aforesaid.

2. The Governor in council may make regulations as to the title of the defendant and the effecting of service of process in proceedings under this act.

Contract System for Ballasting Track Disapproved by Engineers.

That track ballasting by contract is inadvisable, especially on lines under operation, is the conclusion arrived at by the committee on ballast and presented with its report at the American Railway Engineering Association's recent annual meeting.

Enquiry was made of more than 100 railways. The contract system was favored by 9 out of 18 which have employed this method on new construction,

and by 2 out of 6 which have employed it on lines under operation. Of 86 and 87 which have not used the method under these two conditions, only 13 and 8 respectively were in favor of trying it.

Two advantages are assigned to the contract system: 1, flexibility of supply and control of labor owing to freedom in fixing rates of pay; 2, possibility of a low cost where lack of proper equipment would make the work expensive if done by company forces. Disadvantages comprise loss of control over the work; less thoroughness even under close inspection; possible increase in ultimate cost and disputes over the work. On operated lines there are the additional advantages of difficulty of ensuring proper maintenance of surface, less complete co-ordination between the constructing and operating forces, some added danger due to loss of direct control, greater interruptions to traffic and claims for extras on account of interruptions to the work.

According to the report, those who advocate the contract system do so largely as an emergency measure, because of the greater flexibility of a contractor's organization in changing the rates of pay and so securing labor in time of stress. The committee considers that the matter is best summed up in the following remark that was made by one of the engineers favorable to the system: "My experience is that contract ballasting is to a large extent a necessary evil."

Canadian Pacific Railway's Honor Roll 34.

Beaton, John R.	Brakeman	Medicine Hat	Wounded
Bernard, Austin	Stationary fireman	Regina	Killed in action
Chagnon, Jack	Trainman	Winnipeg	Gas poisoning
Franklin, Vivian	Sheeter	Winnipeg	Wounded
Gardiner, Edward May	Dump foreman	Savona	Wounded
Hand, Albert	Collector	Winnipeg Terminals	Wounded
Hanna, John	Oiler	Montreal	Wounded
Hart, John Edward	Checker	Winnipeg	Wounded
Haskins, Walter S.	Call boy	Chapleau	Killed in action
Haywood, John Robert	Humpmaster	Fort William	Killed in action
Hulme, Cyril	Apprentice	Ogden Shops	Died of wounds
Jackson, Fred	Apprentice	Winnipeg Shops	Wounded
Jefferson, Wm.	Checker	Regina	Wounded
King, Wm. Stuart	Freight solicitor	Winnipeg	Wounded
Laird, Thomas	Car repairer	Winnipeg	Wounded
Larman, William Arthur	Locomotive fireman	Kenora	Wounded
Leitch, John Franklin	Yardman	Winnipeg	Wounded
Leonard, George	Examiner	Vancouver	Killed in action
Linow, Nicholas	Deckhand	B.C. Lake Steamers	Wounded
Livingston, David A.	Assistant engineer	Golden South	Wounded
McDonald, George	Locomotive fireman	Winnipeg	Gas poisoning
McDonnell, Robt. Craig	Clerk	Fort William	Wounded
McGregor, Norman Donald	Conductor	Moose Jaw	Wounded
McLeod, Robt. Kenneth	Locomotive fireman	Moose Jaw	Wounded
McMorland, Andrew	Yard foreman	Winnipeg	Wounded
McTague, Robert M.	Asst. extra gang foreman	Algoma District	Wounded
Mason, Charles P.	Saw filer	Winnipeg	Wounded
Mayo, Guy Sherwin	Sergeant	Moose Jaw	Wounded
Mersereaux, Lorne A.	Clerk	McAdam Junction	Wounded
Mulhearn, Wm. Edward	Pipe fitter	Winnipeg	Killed in action
Neale, Arnold Selwyn	Section foreman	Markinch	Wounded
Nelson, Thos. Wm.	Trainman	Edmonton	Wounded
Nottman, James Dixon	Waiter	Montreal	Wounded
Packham, Benjamin P.	Engineer	Sutherland	Wounded
Patterson, John S.	Trainman	Winnipeg	Gas poisoning
Pelletier, Henri	Foreman	Angus	Gassed
Pennington, George	Clerk	Saskatoon	Wounded
Philip, John R. D.	Draftsman	Kamloops	Killed in action
Relph, William C.	Freight carpenter	North Bay	Wounded
Renwick, Herbert A.	Clerk	Calgary	Wounded
Rewse, B. W. S.	Resident engineer	Weyburn West	Killed in action
Ridley, Stanley	Stower	Moose Jaw	Killed in action
Robbins, Herbert Wm.	Car cleaner	Strathcona	Wounded
Robertson, John	Trucker	Revelstoke	Wounded
Robison, Stephen F.	Instrumentman	Calgary	Presumed dead.
Ross, Harold	Clerk	Toronto	Gassed
Sampson, Thos. H.	Apprentice	Angus	Wounded
Seright, Samuel	Machinist's app'tice	East Calgary	Gassed
Skelton, Daniel A.	Laborer	Angus	Wounded
Spick, Arthur	Car repairer	Emerson	Killed in action
Stacey, Austin R.	Clerk	Weyburn	Wounded
Starkey, Edward	Machinist	Ogden Shops	Killed in action
Stewart, Alexander A.	Clerk	Montreal	Wounded
Sutherland, Wm. E.	Accountant	Winnipeg	Wounded
Tattersall, Thomas H.	Waiter	Winnipeg	Wounded
Thomas, John R.	Clerk	Angus	Gas poisoning
Thorne, Wm. Benner	Clerk	Winnipeg	Killed in action
Tremblay, Ernest B.	Trainman	Schreiber	Wounded
Trupp, James E. R.	Clerk	Hardisty	Wounded
Tuff, John Arthur	Conductor	Bredenbury	Wounded
Turnbull, A.	Steam fitter	London	Concussion
Ward, Arnold	Porter	Calgary	Wounded

Shown on Honor Lists to May 1: Killed 620; Wounded 1,452; Total 2,027.