

Quebec Provincial Aid to Railway Construction, 1905-1919.

The Quebec Minister of Public Works stated in the Quebec Legislature recently that the total length of railways built or subsidized by the Quebec Government from July 1, 1905 to July 1, 1919, was 2,648.11 miles. The following amounts were paid as subsidies during the period:—

1905-06.....\$80,750.00	1912-13.....\$ 9,652.90
1906-07.....43,779.61	1913-14.....8,750.00
1907-08.....46,558.31	1914-15.....8,750.00
1908-09.....23,750.00	1915-16.....47,890.94
1909-10.....8,750.00	1916-17.....750.00
1910-11.....8,750.00	1917-18.....750.00
1911-12.....44,220.56	1918-19.....750.00

The money grants given to railways, authorized but not exigible, at July 1, 1918, was \$54,602.70; the land subsidies given to railways converted or capable of being converted into money authorized but not exigible at July 1, 1918, was \$3,316.19; the land subsidies granted to railways, not converted into money and authorized but not exigible at July 1, 1918, was 8,701,064 acres.

Motor Car, Hand Car, Velocipede and Push Car Operating Rules.

The Railway Association of Canada issued the following circular Jan. 9:—The following regulations to govern the use and operation of motor cars, hand cars, velocipedes and push cars have been prepared by the association at the suggestion of the Board of Railway Commissioners for Canada, with a view to assisting the establishment and observance of safe practices in the handling of the vehicles mentioned.

No motor car, hand car, or similar vehicle is to be operated on the railway without permission of the proper authority.

No person or persons, except employees in the discharge of their duty, shall be allowed to ride on such cars on the tracks of the railway, unless holding special permission from the proper authority.

The person in charge of the operation of car must inform himself of the movement of trains.

Immediately after starting, brakes must be tested, to ensure that they are in proper working condition. All cars not in actual use must be lifted off track, or otherwise placed clear of passing trains. They must not be left on or near road crossings. When unattended they must be locked.

When approaching railway, street and highway crossings and switches, cars must be under full control, and prepared to stop immediately. Cars must not be run over crossings protected by gates, until the gates are down; or over crossings protected by flagmen, until given "Proceed" signal by flagman.

Cars loaded with rails, frogs, ties, or similar material, must not go on main track without protection, as set forth in the company's rules.

Rails, frogs or similar material must not be carried on motor or hand cars, except in cases of emergency. Water kegs, track jacks, and other tools likely to derail car if they were to fall off, must be carried on side or rear of same.

Motor, hand or push cars must not be attached to a train.

Cars must not be run after sunset, or during foggy or stormy weather, except in cases of actual necessity. In such cases, on single track, a red light must be displayed to the front and to the rear, and on double track a white light to the

front and a red light to the rear. During fogs and storms, flagmen should be sent out in each direction and the car run no faster than these flagmen can walk.

A distance of not less than 500 ft. must be maintained between two motor cars, and between hand cars or velocipedes following a moving train, and of hand cars and velocipedes moving in the same direction on the same track.

Motor, hand and velocipede cars must be run with great caution around blind curves, and must be stopped frequently, so that approaching trains may be heard.

Hand cars, unloaded push cars, and velocipede cars, must be passed from one track to another by lifting cars, instead of turning switches. When necessary to use switches, they are to be turned only under supervision of the foreman, who will be held responsible for seeing that they are left set and locked in proper condition.

In all cases a lookout must be kept in each direction, whether on single or double track.

The above rules do not apply to motor cars operated by train order.

Canadian Pacific Railway Honor Roll 45.

Ackerley, Roger	Clerk	Liverpool	Killed in Action
Armstrong, Andrew	Carpenter	Strathmore	Wounded
Atkinson, Herbert Jno.	Fireman	Brandon	Presumed dead
Aylen, G. H. S.	Clerk	Calgary	Died of wounds
Barber, C. W.	Fireman	Glacier	Shell shock
Beaver, Wm. Geo.	Clerk	Brandon	Wounded
Beesley, E. C.	Trucker	Toronto	Wounded
Bentley, C. W. S.	Assistant agent	Redcliffe	Wounded
Boucher, W. R.	Clerk	Regina	Killed in Action
Bourdeau, W. J.	Trainman	Kingston	Wounded
Bourne, J. E.	Fireman	Fort William	Presumed dead
Brown, Arthur	Teamster	Strathmore	Killed in Action
Bryant, Jas.	Locomotive fireman	Winnipeg	Wounded
Bulcock, Jim	Checker	Montreal	Wounded
Burgess, Fred	Stower	Winnipeg	Killed in Action
Cairns, James	Waiter	B.C. Coast Service	Wounded
Cameron, S. F.	Wiper	Regina	Wounded
Carmichael, Melville	Rodman	Glacier	Presumed dead
Cartwright, G. H.	Brakeman	Regina	Killed in Action
Colton, John	Assistant agent	Rush Lake	Wounded
Cook, Lionel Stewart	Waiter	Montreal	Wounded
Coulin, Louis Auguste	Clerk	Montreal	Wounded
Currie, Wm. Carmichael	Call boy	Brandon	Gassed
Dale, Edwin	Helper	Strathcona	Wounded
Dalton, Frances James	Clerk	Winnipeg	Killed in Action
Dawson, Chas. Jas.	Checker	Calgary	Killed in Action
Denne, Wm. Charles	Car repairer	Winnipeg	Killed in Action
Doyle, H.	Engineer apprentice	C.P.O.S.	Dead
Drysdale, Arthur	Electrician	Angus shops	Killed in Action
Easterbrook, R.	Boatswain's helper	C.P.O.S.	Killed in Action
Eaton, Jno. Jamison	Clerk	Vancouver	Wounded
Emigh, Lewis Carl	Car checker	Broadview	Wounded
Fairmar, R. W.	Clerk	Toronto	Wounded
Garrow, James	Commissionaire	Glasgow	Wounded
Gibbs, R. J.	Sectionman	Port Hope	Died of wounds
Gilbert, E. H.	Rodman	Strathmore	Wounded
Grist, Jas. Wm.	Brakeman	Regina	Wounded
Gulley, Wm.	Laborer	Smiths Falls	Wounded
Hampson, Fred	Laborer	Ogden	Killed in Action
Harrop, James Lawton	Ice foreman	Moose Jaw	Died of wounds
Heal, Alfred Norman	Waiter	Vancouver	Wounded
Hoare, Henry	Clerk	Moose Jaw	Wounded
Howard, Wm.	Sleeping car cond'r	Montreal	Killed in Action
Hughes, Geo. Bancroft	Clerk	Liverpool	Wounded
Hughes, H. R.	Fifth officer	Empress of Britain	Lost at sea
Kelly, James	Yard foreman	Toronto	Killed in Action
Kirkham, E. D.	Clerk	Montreal	Wounded
Knowles, Harold	Waiter	Montreal	Killed in Action
Livingstone, Herbert	Trainman	Brownville Div.	Wounded
McKelvey, Edwin Robt.	Trainman	North Bay	Killed in Action
McKinnie, H. T.	Watchman	Coquitlam	Wounded
McLean, A. J.	Laborer	Glasgow	Wounded
MacLean, Finlay Gordon	Collection inspector	Calgary	Wounded
McLeod, Roderick	Clerk	Glasgow	Wounded
McPherson, D.	Laborer	Glasgow	Killed in Action
McRae, Alex.	Operator	Winnipeg	Died of wounds
Marriott, Wm.	Shed foreman	Swift Current	Presumed dead
Milne, Hunter Gilson	Brakeman	Edmonton	Killed in Action
Moore, Richard	Laborer	Calgary	Wounded
Murray, J. H.	Engineer	Bankhead	Killed in Action
Olive, Arthur K.	Inspector	Calgary	Wounded
Parsons, A. E.	Cashier	Avonmouth	Wounded
Paton, Robert	Clerk	Sutherland	Wounded
Perry, Geo. Wm.	Clerk	North Bay	Wounded
Potter, Chas. Albert	Clerk	Edmonton	Wounded
Potts, Thos.	Storeman	Montreal	Wounded
Powell, Thos. R.	Fireman	Smiths Falls	Killed in Action
Rak, John	Scrapper	Lethbridge	Presumed dead
Rawlings, Arthur	Clerk	Winnipeg	Wounded
Rodger, Wm. Alex.	Clerk	Vancouver	Presumed dead
Rutledge, Melville	Brakeman	Macleod	Wounded
Saunders, Thos. Percy	Brakeman	Lethbridge	Wounded
Scribner, Harry Tennyson	Checker	West St. John	Wounded
Shee, H. J.	Engineer	B.C. Coast Service	Lost at sea
Slim, Wm. Hy.	Clerk	Calgary	Wounded
Smth, Albert Kingsley	Fireman	Ottawa	Wounded
Still, Geoffrey	Fireman	B.C. District	Died of wounds
Thompson, Geo. R.	Locomotive man	Moose Jaw	Killed in Action
Tidswell, Isaac	Helper	Macleod	Wounded
Walker, John	Constable	Montreal	Gassed
Wallace, James	Engineer	B.C. Coast Service	Lost at sea
Wallace, Walter	Ditcher fireman	Lethbridge	Gassed
Wainmsey, R. T.	Clerk	Liverpool	Killed in Action
Watson, J. G.	Officer	Pacific Service	Lost at sea
Watts, Dennis Wm.	Cleaner	Toronto	Wounded
Wilcox, Thos. A.	Cook	Montreal	Died of wounds
Wilkes, Walter Wm.	Locomotive fireman	Schreiber	Wounded
Wilkinson, Chas. McWhinnie	Cook	Moose Jaw	Killed in Action
Wood, Arthur Douglas	Laborer	Calgary	Wounded
Woods, Thos. Soulsby	Oiler	Victoria	Wounded
Young, Edwin	Specialist	Anus	Wounded

Shown on honor lists to Dec. 31, 1919: Killed, 948; wounded, 2,046; total, 2,994.