

Alberta Provincially Aided Railways.

The annual debate in the Alberta Legislature on the provincial railway policy, was brought to a conclusion Apr. 17,

government, he was prepared to admit, could not successfully operate railways and negotiations were in progress for the sale of this Lacombe and Blindman Valley Electric Ry. to the C.P.R. As regards branch line construction generally, if the government policy of guar-

antee had not been adopted, many parts of the province now on railways would still be without these transportation facilities. He contended that the building of railways into the northland by the Edmonton, Dunvegan and British Columbia Ry., and its two allied companies, was justified in every essential. The cost of construction had been largely increased on account of the war, and

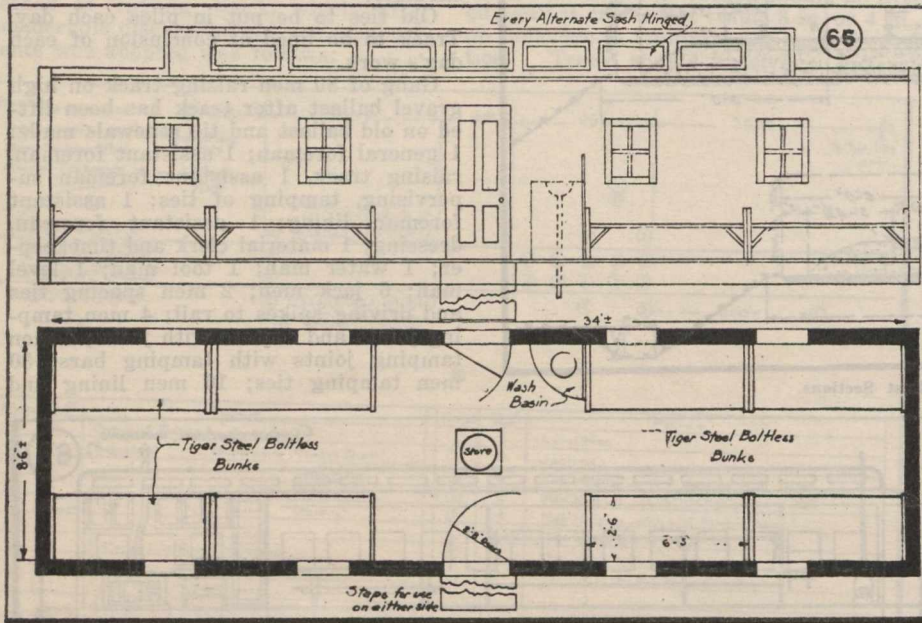
Railways and Canals Department Expenditures for 1917-1918.

The report of the Railways and Canals Department for the year ended Mar. 31, 1918, issued recently, shows that the total expenditure by the Dominion Government on railways for the year was \$70,113,667.61, distributed as follows:—

Capital account:—	
Rolling stock for C.G. Rys.....	\$24,392,985.80
Intercolonial Ry.	5,860,132.59
Prince Edward Island Ry.	378,433.29
New Brunswick and P.E.I. Ry.....	120,663.61
International Ry. of N.B.	5,369.51
Quebec and Saguenay Ry.....	1,371,334.97
National Transcontinental Ry.....	690,543.19
Hudson Bay Ry.....	1,879,699.00
Miscellaneous	345.00
Quebec Bridge account.....	\$34,699,416.96
Revenue account:—	931,278.01
Working expenses	33,400,460.45
Miscellaneous	15,100.00
Income account	347,007.44
Subsidies	720,404.75
Total	\$70,113,664.61

The expenditure on canals and their earnings is referred to in our Marine Department, elsewhere in this issue.

The miscellaneous expenditure made by the department amounted to \$1,198,062.28, of which \$846,305.53 was spent on restoration of railway property destroyed in the Halifax explosion; \$350,545.35 for war appropriation, and \$1,211.40 for sundries.



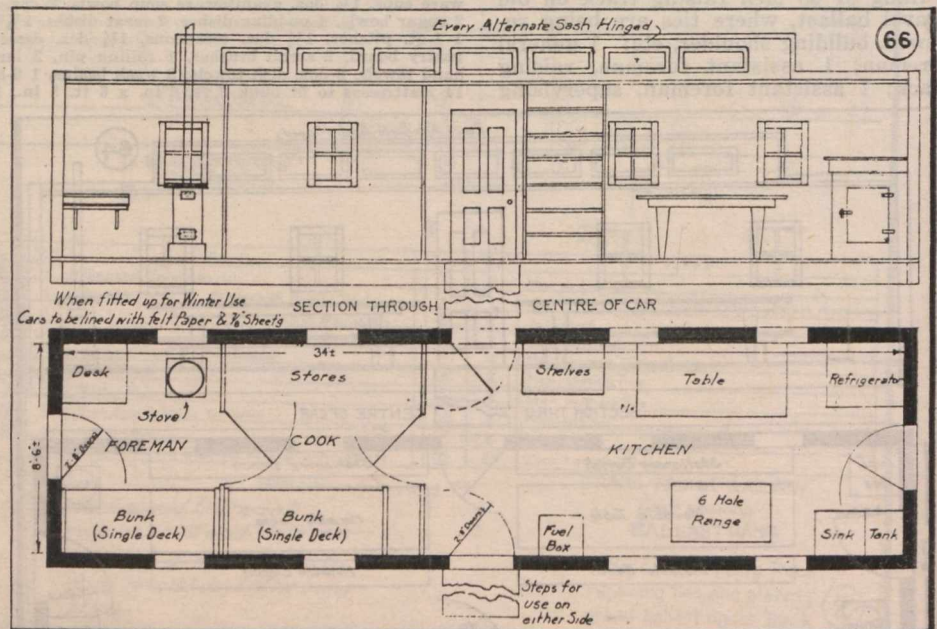
Grand Trunk Railway Standard Bunk Car for Foreign La.or.

Equipment for bunk car (8 men)—8 single-decked Tiger boltless steel bunks 2 ft. 6 in. x 6 ft. 5 in. 8 mattresses to fit bunks, 16 double blankets for winter use, 8 double blankets for summer use, 1 yan stove. When fitted up for winter use, cars to be lined with felt paper and $\frac{7}{8}$ in. sheeting.

when a motion reciting alarming conditions of the systems under provincial guarantee and expressing regret at the government's inactivity regarding the situation was defeated by 29 to 17, and an amendment moved by the Premier commending the government for taking over the Lacombe and Blindman Valley Electric Ry., expressing satisfaction at the government's railway policy which extended to excellent, but remote, portions of the province transportation facilities so urgently needed and recommending to the Dominion Government that further financial assistance to the railways guaranteed by the province, was adopted on a similar vote.

The Premier referred to negotiations being carried on with the Dominion Government for the taking over of the Edmonton, Dunvegan and British Columbia Ry., and its allied lines, stating there was a proposal that the system be leased on certain terms. The Canadian railway systems are desirous of having connection with the northland, but no proposals would be considered by the government, but such as would protect the province in regard to its guarantees. The province has a splendid asset in the system, which is worth every cent of the guarantee. He would not guarantee that the operation of the line would merit the cost of operation and all fixed charges within the next year, but he did claim that it would prove to be a paying investment. He was not responsible for the initiation of the policy, but as a member of the legislature, he had endorsed it. Outlying districts were clamoring for railways and the government had taken the steps considered most advisable for giving this service. Without government aid the Blindman Valley area would still be without the measure of railway accommodation it had. The

antee had not been adopted, many parts of the province now on railways would still be without these transportation facilities. He contended that the building of railways into the northland by the Edmonton, Dunvegan and British Columbia Ry., and its two allied companies, was justified in every essential. The cost of construction had been largely increased on account of the war, and



Grand Trunk Railway Standard Kitchen Car for Track Laborers.

Equipment for kitchen car (25 men)—4 galvanized iron pails, 1 large tea kettle, 1 medium tea kettle, 2 2-gal. graniteware saucepans, 2 1-gal. graniteware saucepans, 2 2-gal. iron saucepans, 2 roasting pans, 4 large pudding dishes, 2 large meat dishes, 1 2-qt. graniteware saucepan, 1 large dishpan, 1 large pastry mixing pan, 2 large steel frying pans, 1 large tea pot, 1 large coffee pot, $1\frac{1}{2}$ doz. pie plates, 1 dipper, 2 large butcher knives, 2 bread knives, 2 large iron spoons, 1 pastry board, 2 scrub brushes, 1 rolling pin, 1 can opener, 2 large forks, 2 doz. dish towels, 2 doz. hand towels, 1 6-hole range, 1 van stove, 2 brooms 4 pairs blankets, 2 mattresses to fit bunks 2 ft. 6 in. x 6 ft. 5 in., 2 pillows, 2 single deck Tiger boltless steel bunks.