

Mr. CAHAN:

1. No, except certain reports in the press of the accuracy of which the government has no knowledge.
2. No.
3. Answered by Nos. 1 and 2.

BONAVENTURE PARISH—PROTECTION WORKS

Mr. MARCIL:

Did the Department of Public Works during the year 1934, refuse to repair the protection works constructed by the department in the parish of Bonaventure, county of Bonaventure; if so, for what reason?

Mr. STEWART (Leeds):

(a) Yes, protection works along provincial highway west from church in village of Bonaventure, Bonaventure county, P.Q.

(b) As damage was wholly due to natural causes the department decided not to take any further action towards reconstruction of protection works along main street of village and forming part of provincial highway No. 6, it being of the opinion that the work should be done by the municipality and the province of Quebec.

QUESTIONS PASSED AS ORDERS FOR RETURNS

PICTOU, N.S., POST OFFICE

Mr. ILSLEY:

1. What was the amount expended in repairs to the post office building at Pictou, Nova Scotia, during 1934?
2. Were tenders called for the work?
3. If so, who were the tenderers and what was the amount of each tender?
4. If tenders were called for different classes of work, who were the tenderers and what was the amount of each tender?
5. If work was not done under tender and contract, who was the foreman in charge of the work?

PICTOU, N.S., CUSTOMS HOUSE BUILDING

Mr. ILSLEY:

1. What was the amount expended in repairs to the customs house building in Pictou, Nova Scotia, during 1934?
2. Were tenders called in connection with such work?
3. If so, who were the tenderers and what was the amount of each tender?
4. If there were tenders for different classes of work, who were the tenderers and what was the amount of each tender?
5. If the work was not done under tender and contract, who was the foreman in charge?

CANADIAN NATIONAL RAILWAYS—MONTREAL-PORTLAND LINE

Mr. VENIOT:

1. What amount of money was expended on the Canadian National Railway line from Montreal to Portland, Maine, each year since 1919?
2. What amount of money was expended on all lines and terminals owned or operated by the Canadian National Railways in the United States since 1919, showing amount expended each year to date?

CANADIAN NORTHERN RAILWAY

Mr. VENIOT:

1. What subsidies, in cash or land grants, were given to the Canadian Northern Railway, main and branch lines, and on what dates were the various subsidies granted?
2. What bond issues of the Canadian Northern Railway were guaranteed by the federal government as to principal and interest or both?
3. What subsidies were granted by the federal government, in cash or land, to the Grand Trunk Railway?
4. What obligations, in the shape of bonds or otherwise, were accepted by the federal government from the various provinces, or the Canadian National Railways, in taking over the various railroads which now comprise the Canadian National Railways?
5. Are these obligations included in the debt due by the Canadian National Railways to the federal government?

INTERCOLONIAL RAILWAY

Mr. VENIOT:

1. What was the cost of the construction of the Intercolonial Railway from Levis to Halifax and Sydney, including the acquisition of any railway lines in operation when the Intercolonial was constructed?
2. What sum was paid for the acquisition of the Drummond Valley Railway when it was added as an extension to the Intercolonial to Montreal?
3. What portion of the construction of the Intercolonial Railway was paid for by the Imperial government?
4. What branch lines were acquired by the Canadian National Railways and now form part of the eastern or Atlantic section of the said railways, on what date was each acquired and what were the respective amounts paid?
5. What amounts for rental of rolling stock, if any, were credited to the Canadian Northern portion of the Canadian National Railways and charged against the Atlantic region of the said railways, showing the yearly charges and name of sections of the Atlantic region against which such charges were made?
6. What are the similar charges, if any, against Atlantic region and credited to the Grand Trunk Railway?
7. What amount of rolling stock was transferred from Atlantic region to other sections of the Canadian National Railways, showing the name of sections to which such transfers were made?