

better terms from the railway. As a result of our work the men secured a wage increase of about 10 per cent. From what I have said honourable members will, I believe, concede that I am justified in characterizing that answer of Mr. Peterson's as totally incorrect, and in assuming that a good deal of the evidence which he placed before the committee was of equal value.

During last session and this we have heard a good deal of discussion about the deplorable condition of our railways and the enormous burden that is being placed on the people of Canada in the form of taxation. May I direct the attention of honourable members to the fact that two or three other modes of transportation have had something to do with our railway problem. In this connection I think it would be relevant to place on Hansard some inquiries which last session the honourable member from Rigaud (Hon. Mr. Sauvé) directed to the Government, and the answers thereto. These questions and answers have to do with railway and highway construction costs and the cost of navigation routes, and are as follows:

Railway and Highway Construction Costs
Inquiry

Hon. Mr. Sauvé inquired of the Government:

1. How much has the construction of railways cost Canada in the form of subsidies: (a) money; (b) land grants?
2. How much has the building of so-called national, interprovincial and provincial highways used for motor traffic, trucking and the transport of goods cost the country and the provinces?
3. For how many years have licences been issued for the circulation of such vehicles?
4. What sums have accrued to the provinces from this source?

Hon. Mr. Dandurand: The answer to the honourable gentleman's inquiry is as follows:

1. (a)	To Dec. 31, 1936
Dominion..	\$172,283,835
Provincial..	33,391,669
Municipal..	13,301,692
Total..	\$218,977,196
1. (b)	Acres
Dominion..	31,881,642
Provincial..	15,758,223
Total..	47,639,865
2. Data available 1928-1936 only.	
Construction..	\$410,866,892
Maintenance..	172,337,426
	\$583,204,318

No expenditures for Quebec and four western provinces on local rural roads, nor for any urban streets are included. No prior data available.

3. Motor vehicle licences issued:	
Ontario..	1904
New Brunswick..	1905
Quebec..	1906
Saskatchewan..	1906
Alberta..	1906
British Columbia..	1907
Manitoba..	1908
Nova Scotia..	1909
Prince Edward Island..	1913
Yukon..	1914
4. 1928-1936 inclusive..	\$419,213,089
1922-1927 inclusive..	97,170,537
	\$516,383,626

No data available prior to 1922. Gasoline tax included.

Cost of Navigation Routes
Inquiry

Hon. Mr. Sauvé inquired of the Government: How much have our navigation routes—canals, lakes, rivers, etc.—cost the country: (a) since 1867, and (b) since 1900?

Hon. Mr. Dandurand: The answer to the honourable gentleman's inquiry is as follows:

Dominion Government Capital Expenditure:	
1868-1900..	\$107,122,204*
1901-1936..	682,849,468†

* Includes dredging expenditures.
† Includes expenditures on national harbours prior to 1901.

I shall proceed with my remarks as briefly as possible, because my chief has asked me to finish within an hour. I will try to do so.

May I again refer to what is involved in this enormous cost of railway services which now confront us. My honourable friend the senator from Montarville (Hon. Mr. Beaubien) has been, may I suggest, a most enthusiastic booster for a re-alignment of railway problems in Canada. I think I am fair, as I want to be, in saying that first, last and all the time he has believed the panacea for all the railway ills of Canada was unification, and that nothing else would do. There is no doubt that he sincerely holds that opinion, and he has given it to us in season and out of season, in the committee and in this House.

Let us see where these railway problems originated; these terrible costs we are being confronted with all the time. If you look at Senate Hansard of May 17, 1916, you will find our delightful and enthusiastic friend assisting in some measure to place these enormous railway burdens of to-day upon the people of Canada. He was speaking in 1916, before I ever dreamed of landing in such a tribunal as this. What did he say? Talking about the Government taking over some railways, he said:

What is going to be the revenue from these roads, roughly speaking? The two roads that are now paying a revenue, the Quebec and Montmorency and the Lotbinière and Megantic, bring in \$83,000. The Government is now