

spoken by Septimus Severus to his children, when he was on his death-bed: "Remain united, pay the soldiers, and ignore the rest." Mr. Rougier continues:

It is of no avail. In trying to save its own life, the State has lost the very reason for its existence. Created to serve the community, it condemns the community to live only for the State. Miseries are on the increase, homes are sterile, there is lack of funds, a shortage of soldiers . . .

Some honourable senators may believe I have wandered far from the subject, but I would remind them that, as I said at the beginning, we are dealing not only with a problem of major importance, but also with a multitude of new conditions which render its solution at once more imperative and more difficult. For instance, the transportation problem in Canada and also in the United States has been rendered more serious by the entry of several new forms of competition into the field. New competition has come from airways and through developments in water transport, but the most serious competitors of all are motor-trucks and automobiles. Their competition has grown to such an extent that we are justified in speaking of two main forms of transportation: railways and motor carriers. We cannot deny that highway transportation is here to stay. For that reason the railways simply have to adapt themselves to the new conditions.

A few salient facts and figures may throw fresh light on this aspect of our transportation problem. In 1907 there were 2,130 motor vehicles in Canada, and by 1930 the number had increased to 1,250,000. At the present day there are in our country 400,000 miles of highway, of which more than 80,000 are gravel-surfaced or better. The nation has to provide over \$100,000,000 every year to keep highways in proper condition for motor vehicles, whereas the railroads construct and maintain their own right-of-way, tracks, stations, telegraphs, and so on.

May I be permitted to refer to a personal experience which I had last fall when motoring from Montreal to Toronto? I had been told that a large number of trucks were operating between those two cities, and at Kingston, after dinner, I decided to count the trucks going through towards Toronto. Between 8 o'clock and fifteen minutes past midnight I counted 88 west-bound truck trains, that is, trucks composed of three sections. Such a large movement represents very serious competition for our railways. I suppose the quantity of goods carried by that number of trucks was more than could be hauled from Toronto to Montreal by the biggest railroad engine.

More recently I had another experience. I live in the small but very patriotic town of St. Lambert, and in driving to my Montreal office I have to pass over the Victoria bridge. In the spring of the year all trucks approaching that bridge are stopped and weighed, in accordance with provincial regulations requiring that vehicles shall not be so heavy as to break down the highways. One day, when the road was icy, I noticed that a big truck which had come from Malone was getting weighed, and I learned that it was carrying a load of 53,000 pounds. The chauffeur was brought before the courts and fined \$100.

Now, honourable senators, when the provinces originally undertook to build highways there never was any intention that taxpayers should furnish owners of motor-trucks and auto-buses with a means of livelihood. Settlement of the railroads' troubles calls for a solution of the general transportation problem. This, be it not forgotten, is a problem which our legislators have had before their eyes the past twenty years, and every year it has become worse. It is a harsh fact, and one that we cannot escape, that while our highway transportation is growing in scope and importance every week, there still are in this country 48,851 miles of railroad and 256,000 railroad cars. The Canadian people have in railways an investment of more than \$3,000,000,000, not to speak of obligations assumed away back in the years before Confederation.

Twenty years is without doubt a long time for politicians of any country to look a problem in the face and do nothing about it. It is a short time in a nation's history, however, and the transportation problem can therefore be called relatively new to Canada, in comparison with the United States and Europe.

References have been made in this debate to railways in United States and England. I should like to refer to the situation in France. The railway problem in that country has been a nightmare for nearly half a century. There the development of the railway has always had to be subordinated to the needs of military strategy, on the one hand, and to political expediency on the other. That combination left France in complete possession of a dense network of railways, the cost of operation of which was nothing short of frightful. In April, 1934, the French Government, finding their costly railway system faced with competition from an equally dense network of automobile services, had to take serious action. Through Mr. Flandin, then Minister of Public Works, legislation was passed inviting co-ordination of railway and