

Hon. Mr. GOUIN: If the honourable gentleman totals the additions and betterments he will come to the figure of \$16,210,000. As I remember, the figures on the sheet I have just handed to my honourable friend are not totalled. If he reads the items under the heading of "General Additions and Betterments," he will have much more information than is contained in the lump sum figure of \$16,000,000 which I have mentioned. That is the only information which I am in a position to give now, though, of course, I should be quite willing to try to obtain any additional information which my honourable friend does not find in the sheets before him. I believe, however, that in the figures he has he will find exactly the information he was asking from me.

Hon. Mr. COTE: May I pursue my inquiry? The honourable gentleman is right to a certain extent in saying that I shall find information. For instance, I find "Montreal terminals development, \$1,900,000." That conveys to me the definite information that \$1,900,000 was spent on the Montreal terminals. When I come to deal with the money spent on the central region of the railways, \$4,700,000, a very substantial amount, I know that this figure does not represent repairs, because they are charged to operation.

Hon. Mr. KING: It is permanent improvement.

Hon. Mr. COTE: It represents permanent improvements, but there is nothing to indicate whether this figure is for the building of stations in the central region, or the extension of steel, or what it is. That is why I asked for information as to the actual purpose for which these large sums have been spent.

However, the information is not in the statement, and I am not going to press the matter any further.

Hon. Mr. KING: There is a great deal of detail that one could place upon Hansard.

Hon. Mr. LACASSE: I should be delighted to hear that the money was to be expended on the building of stations in Windsor and Tecumseh.

Hon. Mr. HORNER: Honourable senators, possibly some of this money has been spent on small stations between Battleford and Prince Albert, because crews have been working there all summer putting up steel-lath and stucco. It seems to me that we were getting along very well before, and that this work could have been postponed until after the war, and the men put to work on the construction of ships.

Hon. Mr. COPP.

Hon. Mr. GOUIN: Will my honourable friend allow me to complete my general explanation? I think it would be more in order to proceed with the questions later.

In addition to the retirement of miscellaneous maturing obligations, the Bill also provides authority for the purchasing and refunding of any unmatured stocks, notes, bonds, and so forth, of the Canadian National Railway System. This purchasing and refunding can be done either by way of loan from the Dominion or by the issue by the railway company of securities guaranteed by the Dominion. This provision was inserted in the 1940 and the 1941 Acts, but this year it has an enlarged scope. In the Acts adopted in 1940 and 1941 it was provided that unmatured loans could be purchased only if neither the capital of the debt shown in the latest balance sheet of the system nor the annual charge for interest was thereby increased. These words are to be found in the last four lines of section 3 of chapter 12 of the Act assented to in 1941. This year those conditions are eliminated, and the proviso is removed in order to let the railway company make to the Canadian holders of sterling Canadian National Railway securities an offer similar to that which was made to the British holders through the repatriation plan under the War Appropriation (United Kingdom Financing) Act of 1942. It was felt that this offer should be made to the Canadian holders, as the great bulk of the issues were purchased from British holders and the issues were removed from the London stock exchange. Certain of the issues, when converted into Canadian dollars, were selling over par. In the case of issues selling under par, provision has already been made, under the Financing and Guarantee Act of 1941, to purchase securities from the Canadian holders.

I wish to say a word now concerning the operating deficit. Honourable members of this House will remember that last year provision was made for temporary loans to the railway company to cover the operating deficit in the early part of the year. I think it will be remarked with satisfaction that this year no such provision is necessary, as this year the railway has not at any time had an operating deficit.

A word now about the pension funds. In the Act adopted in 1941 it was necessary to include a section—section 11, I think—to authorize the Canadian National Railway Company to pay supplementary contributions to the Intercolonial and Prince Edward Island Railways' Provident Fund, and to the Grand Trunk Railway Company of Canada Superannuation and Provident Fund. This provision is no longer necessary, because, in the