

*C.N.R. Financing and Guarantee Bill*

could give us this information. He could also tell us how many branch lines were built in each province. As for equipment, how much of the \$85,304,000 was spent in each province? Expenditures to the tune of \$4,875,000 are provided for hotels; how much of this was spent in each province? There is also investments in affiliated companies. Obviously, for Air Canada, it is to purchase aircraft, for interprovincial flights, and it would perhaps be more difficult to give any figures.

In any case, Mr. Chairman, I should like the minister to provide that information. It may be that the minister does not have it at hand since I put the question to him on the spur of the moment; but perhaps he would agree to putting off adoption of clause 3 until tomorrow. It is five to ten. If the minister agrees to do so, we could have an answer tomorrow. Does the minister have those figures now?

• (9:50 p.m.)

[English]

**Mr. Benson:** Mr. Chairman, I could not give the details of all the capital expenditures, including the breakdown by provinces, as quickly as that, particularly with reference to such things as rolling stock and so on. I will be very pleased to undertake to get this information from the C.N.R. for my hon. friend and provide a reply by letter to him or in answer to a question he may wish to put on the order paper. I will ask the C.N.R. to supply the information. I do have some details in respect of certain branch lines such as at Mattagami, Sarnia, Amesdale-Bruce Lake, Stall Lake-Osborne Lake, Watrous-Guernsey. I have the details for these branch lines and there may be others included. I will undertake to provide the information to my hon. friend in one of the ways I have suggested.

[Translation]

**Mr. Grégoire:** Will the hon. minister agree to postpone clause 3 until the end of our examination? Tomorrow, before continuing the consideration of clause 3, the minister could bring us these details.

Obviously, I cannot blame the minister for not having the answer at hand. I know that when such a bill is considered in committee, some members may raise questions just as difficult as the one I am putting and that is why I have no idea of blaming the minister for not having the reply at hand but I think the information which he has supplied is inadequate and does not answer the question I have raised.

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He has given us information regarding construction of seven or eight branch lines for an expenditure of \$13,125,000. Railroad property cost \$79,701,000, which is a large amount.

I should like to know how much has been spent in each province out of this amount of \$79,701,000, out of the sum of \$13,125,000, out of the \$85,304,000 for equipment, out of the \$14,595,000 for telecommunications and out of the sum provided for hotels.

So if the minister prefers to adjourn consideration of clause 3 until tomorrow, at which time we may continue the examination of the other clauses, we may have a complete reply tomorrow.

[English]

**Mr. Benson:** Mr. Chairman, if we could move forward with this bill I could give the information in respect of the road property. This information is available to my hon. friend in the capital budget of the C.N.R. which was tabled in the house. The information he is asking for is available to the house at this time.

All we are asking for in this particular bill is the right of the government of Canada to guarantee the loans. The question I suggested was difficult to answer related to the breakdown by provinces, and I doubt that I could provide that information by tomorrow. I will undertake to ask the C.N.R. to do that if it is possible. Let me repeat that the information in respect of road property has been broken down by regions and is available in the budget which has already been tabled.

[Translation]

**Mr. Grégoire:** Mr. Chairman, I have received the committee report on the C.N.R., but I did not find in it the answer to the question I asked, by province.

As for the study made by the transport and communications committee, the Minister of National Revenue is probably not aware of it and I even believe he does not approve of such action. But I shall tell him this: Mr. Chairman, I have been systematically kept away, brushed aside, along with the hon. member for Sherbrooke (Mr. Allard). We are the only ones to have been systematically eliminated from the committees. We do not sit on any committee. If the minister tells me that this information has been given in the transport and communications committee, I say to him it is really unfortunate, but if we