fore parliament, approximately, $1,500,000; 1929 budget, $53,750,000; Manitoba Northern Railway, $7,000,000; loan account, Central Vermont bonds, $8,609,000; temporary borrowings from bank, $40,000,000; new equipment, $18.000,000; all of which make a total of $142,794,000.

There is included in the $53,000,000 certain requirements which I shall not analyse at the moment. To the figures already given there must be added approximately $1,000,000 for the Canadian Government Merchant Marine and approximately $1,000,000 for the West Indies service, or $2,000,000, bringing the total to $145,000,000, which will have to be provided for this year by some form of financing.

But that is not the whole story. There is accruing due by June of next year, within about a year from now—we must bear in mind that approximately half of this year has now passed, and that the railway operates on the calendar year, not the fiscal year —the following securities:

4½ per cent 5 year gold bonds, Canadian National, February 15, 1930..	$18,000,000
4 per cent consolidated debenture bonds, Canadian Northern, June 30, 1930 (Manitoba guaranteed)	10,785,000
4 per cent Ontario division bonds, Canadian Northern, June 30, 1930..	5,700,000
4½ per cent Ontario division bonds, Canadian Northern, June 30, 1930..	61,000
4 per cent first mortgage debenture stock, Canadian Northern, June 30, 1930..	2,860,000
4½ per cent Prince Albert branch bonds, Canadian Northern, unguaranteed, June 30, 1930.	300,000
	$37,706,000

There must be added to that a further sum, namely, the $10,000,000 estimated as being required in connection with the $50,000,000 vote for the Montreal terminals. That $10,000,000 may not be required for the balance of this year, but within one year at least it may reasonably be estimated as required. That, together with the $142,000,000 previously given, brings the figures up to the enormous total of $192,000,000.

But by June next one-half of the railway year will have expired, and provision will have to be made in the early part of next session, as provision has already been made this session, for the current year's capital expenditures. Estimated on the basis of the railway expenditures for the past few years, that will amount to another $35,000,000, which will have to be authorized by parliament like the sum we have in the estimates to-day. That would bring the total up to $227,000,000 which we might properly say the Canadian National railways must raise or finance for the year from now until June, 1930. That is an enormous sum of money, Mr. Chairman. These funds will be raised by guaranteed bonds; that is, the railway will issue its securities which will be guaranteed by the government. It is true that part of this sum may be raised in the way this $40,000,000 is being carried at the moment, by borrowing from the banks, but that is only temporary financing. Sir Henry Thornton indicated that it was his intention to take care of that $40,000,000 temporarily borrowed from the banks as early as could reasonably be done. So we may say that the Canadian National railways must go into the money markets during the next twelve months for the enormous sum of $227,000,000. They will do that, of course, with the assistance of the Minister of Finance; that is, the Minister of Finance, acting for the government, will guarantee the bonds of the railway.

But we find that the Minister of Finance has also some obligations maturing. I checked these figures up with the Finance department this morning and I find that during this year there is accruing due in August next a 5½ per cent bond loan of $60,000,000; in February next, 4½ per cent securities amounting to $20,000,000, and in the latter part of next year, 4 per cent bonds, three-year treasury notes, amounting to $45,000,000. Part of that $45,000,000 comes due beyond June, 1930, but it will have to be provided for. There is an additional $125,000,000 which must be raised. A substantial portion of this amount the Minister of Finance in his budget speech indicated he expected to retire out of consolidated fund surplus. We have then facing the financial experts of the country the raising of these two enormous figures, $227,000,000 for railway purposes, and $125,000,000 of the country's obligations, making a total of $352,000,000. I would just in passing indicate that this $352,000,000 amounts to more than the whole national debt of Canada in the pre-war period.

Where is this money coming from? We look to the New York market for the raising of this money; there is no doubt of that. I understand that some indication has been given that possibly we might look to London for part of this financing. I am bringing this to the attention of the committee and of parliament not for the purpose of reflecting in any way on the Canadian National Railways, but with this idea: When the railway committee are studying, as they will study several of these resolutions and bills—not thi one but some of the others—which will obli-