

Mr. ROSS (St. Paul's): If the air lines use the island airport what arrangement will be made to take passengers to the city?

Mr. HOWE: I have no knowledge of that. I have heard the suggestion that there will be a ferry across, but it will be entirely up to the municipality and the users.

Item agreed to.

To provide for assisting municipalities to improve existing airports or to provide new airports—further amount required, \$500,000.

Mr. BENNETT: I was asked whether or not some were favoured as against others, and I said I understood that there was a fixed rule established from which there was no departure. Is that correct?

Mr. HOWE: That is not altogether correct. In building the line it has been found impossible always to get the necessary facilities. In Calgary, for example, we needed an airport, and the city was unable to provide it. In that instance we made the only arrangement that was workable. We said that if the city provided the land and undertook to operate the airport, we would build it. In Lethbridge we had to go beyond the proportion simply in order to get the field into condition to operate. That, however, was done because they needed it.

Mr. BENNETT: Public necessity.

Mr. HOWE: Yes. There are no others treated in that way.

Item agreed to.

Railway service—specials—Amount to be applied towards the actual cost of construction work for the protection, safety and convenience of the public in respect of highway crossings of railways as the governor in council may from time to time determine, \$1,000,000.

Mr. COLDWELL: I would impress upon the minister the extreme need for proper protection at railway crossings. A large number of accidents are occurring, and I believe it is at times impossible on account of drainage and other conditions to build subways or bridges. Does the minister contemplate a large expenditure this year on the installation of safety devices? If so, would he consider looking into Canadian devices, of which I believe there are some. The majority of those now in use for the protection of crossings, are, I understand, of United States origin.

Mr. HOWE: The minister has absolutely nothing to do with the expenditure of the fund, which is administered entirely by the board of railway commissioners.

Mr. BENNETT: On public application made by the municipality.

[Mr. Howe.]

Mr. HOWE: Yes. The application comes from interested parties.

Mr. COLDWELL: But this is public money, and perhaps the minister, if it is at all possible, will see to it that Canadian equipment is used.

Mr. HOWE: In so far as I have anything to do with the matter, I shall be glad to consider the suggestion.

Item agreed to.

Special—To provide for contribution to cost of railway projects now needed but which have been deferred under present conditions, \$850,000.

Mr. BENNETT: This looks like a deferred maintenance item which should be in another place.

Mr. HOWE: It is similar to the vote put through in the first session of this parliament. The purpose is for cooperation with the railways to absorb unemployment.

Mr. BENNETT: Oh, that is what it is for.

Mr. HOWE: Yes. The contribution that we shall make will not be more than the actual labour involved in the project.

Mr. BENNETT: That is sufficient to identify it. It did not indicate on the face of it what it was.

Item agreed to.

Government Owned Enterprises (Non-active Accounts)

Canadian National Railway Company

Amount not exceeding \$42,000,000 to be paid from time to time, under such conditions as the Minister of Finance may prescribe, to the Canadian National Railway Company (hereinafter called "the national company") and to be applied by the national company in payment of the deficit arising in the calendar year 1938, including such supplementary contribution to the intercolonial and Prince Edward Island railway employees' provident fund as may be necessary to provide for payment in full of monthly allowances under the provisions of the Intercolonial and Prince Edward Island Railway Employees' Provident Fund Act notwithstanding, the limitation contained in section four of the said act, and including such supplementary contribution to the Grand Trunk Railway of Canada superannuation and provident fund as may be necessary to enable payment to be made of monthly allowances under the rules and regulations of the fund, notwithstanding the limitation contained in section thirteen of chapter sixty-five of the Statutes of Canada, 1874, but not including amounts charged to proprietor's equity of the national railway system as defined in chapter twenty-two of the Statutes of Canada, 1937—

Canadian National Railways, exclusive of eastern lines, \$39,900,000.

Eastern lines, \$2,100,000.