

As honourable members will observe, the purpose of this Bill is to reinstate a subsection that was inadvertently repealed in the amending Act of 1941.

Hon. Mr. WHITE: Honourable members will notice on referring to the list of bills passed this session a bill, No. 4, bearing the same title as this measure. I have always understood that it was not proper to pass two bills bearing the same title during the same session.

Hon. Mr. KING: I think in the circumstances it is absolutely necessary that this subsection be reinstated. The inadvertency to which I have referred was discovered only after the passage of the other bill mentioned by the honourable member. A similar question was raised in the House of Commons, and it was agreed that unless this subsection is reinstated the purpose of the original Act is nullified.

The motion was agreed to, and the Bill was read the second time.

THIRD READING

Hon. Mr. KING moved the third reading of the Bill.

The motion was agreed to, and the Bill was read the third time, and passed.

CANADIAN NATIONAL RAILWAYS FINANCING AND GUARANTEE BILL

SECOND READING

Hon. J. H. KING moved the second reading of Bill 124, an Act to authorize the provision of moneys to meet certain capital expenditures made and capital indebtedness incurred by the Canadian National Railways System during the calendar year 1942, to provide for the refunding of financial obligations and to authorize the guarantee by His Majesty of certain securities to be issued by the Canadian National Railway Company.

He said: Honourable senators, I have asked the honourable member from De Salaberry (Hon. Mr. Gouin) to explain the Bill.

Hon. L. M. GOUIN: Honourable senators, this Bill is for the purpose of:

(a) Providing authority for the capital expenditures of the railway system and the retirement of miscellaneous maturing obligations, either by way of loan from the Dominion or by the issue by the company of securities guaranteed by the Dominion. This is the usual purpose of this Act.

The total amount to be provided for that purpose is limited to \$22,360,000, divided as follows:

General additions and betterments	\$16,210,000	
New equipment purchases	3,208,000	
Acquisition of securities	3,403,000	
		\$22,821,000
Less: available from equipment retirements \$	2,056,000	
Reserves for depreciation and debt discount amortization	8,200,000	
		10,256,000
		\$12,565,000
Retirement of maturing obligations, including sinking fund and equipment trust principal payments	9,795,000	
		\$22,360,000

This total will be found in the last paragraph of section 2.

Hon. L. COTE: At this point I should like to ask the honourable gentleman a question. In the total of \$22,360,000 there is the amount of \$16,210,000 for general additions and betterments. Can he supply us with a breakdown of the \$16,000,000 so as to indicate what the money is being spent for, and where?

Hon. Mr. GOUIN: I have before me the breakdown which my honourable friend asks for. I suggest that I be permitted to place on Hansard that breakdown, which I am quite willing to communicate immediately to my honourable friend.

(The following is the breakdown furnished to Hon. Mr. Coté):

General Additions and Betterments

Atlantic Region.....	\$ 1,605,887
Central Region.....	4,716,179
Western Region.....	2,509,062
Grand Trunk Western Railroad Company.....	812,924
Central Vermont Railway, Inc.	110,867
Hotels	83,652
Montreal terminals development.....	1,900,000
Prince Edward Island car ferry and terminals.....	160,500
Subsidiary companies.....	75,410
General, including additions and betterments to equipment.....	4,235,519

Hon. Mr. KING.