

Mr. DUNNING: You will find the Canadian National over the page.

Mr. BENNETT: I should have mentioned those.

Mr. DUNNING: They go down to 1932.

Mr. BENNETT: Total loans, \$645,527,455.83; less adjustments authorized, \$1,666,897.57, leaving a total of \$643,860,558.26. In the last column we see the list of those held in the railway treasury at Montreal. The other ones are the ones in which we are interested, namely, the Canadian Northern, the Grand Trunk and the Grand Trunk Pacific, including the development company. The Canadian National Railways have in their treasury certain of these securities, which were exchanged for collateral securities and upon which money was raised to retire obligations. That is not important. I hope the minister does not think I am too insistent, but I really am curious to know why this is done. I have asked myself why, and I have no doubt the minister has in mind the answer given in the House of Lords when a member said he had asked himself a question.

Mr. DUNNING: We will not be so unkind as that.

Mr. BENNETT: Under liabilities, which are to be found at page 14a, we find long-term debt to the public, \$1,184,612,248.59. That is picked out and put in there. Why is the process carried on in this way?

Mr. HOWE: As I suggested before, we are attempting to eliminate duplication between the debt of Canada and the debt of the railway. We do not want to have the same securities appearing in the net debt of Canada and in the net debt of the railways. Through one process or another these securities have been moved into the net debt of Canada, while still remaining in the net debt of the railway. They are now being taken out of the net debt of the railway and put into the securities trust. If they are still active assets of the dominion, they are left as they are in the railway balance sheet. I think that explanation is complete.

Mr. BENNETT: I am sorry to say that does not answer my question.

Mr. STEWART: Schedule A shows the loans for capital purposes totalling \$270,037,437.88. The amount for deficits is shown as \$373,823,120.38. Does that amount include what has been paid out of consolidated revenue fund for deficits in the last three or four years?

Mr. HOWE: Not at all.

[Mr. Bennett.]

Mr. DUNNING: Those amounts are shown on succeeding pages.

Section agreed to.

On section 24—Appendix to public accounts showing total assistance to all railways.

Mr. WALSH: This section reads:

The minister shall include annually as an appendix to the public accounts of Canada a statement showing the total assistance, whether by way of cash outlay, land grant, loan, advance, guarantee or otherwise, given by the dominion to all railways.

This section was included in the bill after a rather heated debate in committee. It has a decided political tinge. The section is unfair to the Canadian National Railways and unfair to the Canadian Pacific Railway company. It was not included in the original bill and has been included in the amended bill only because of the insistence of certain members of the committee. The minister will remember the turn the discussion took in the committee when the suggestion was made that an appendix should be added to the public accounts of Canada to show everything that had been granted to the two railway systems from their inception. There could be no motive other than political in a suggestion of this nature.

Mr. HOWE: What is the political motive in that?

Mr. WALSH: If the minister will refer to the minutes of the meeting at which this section was discussed he will find the term "political motives" more or less defined.

Mr. HOWE: I wish you could define it for me now.

Mr. WALSH: I do not think it needs any defining, particularly by those who are sitting at the present time on the treasury benches. Here we have intruded into a railway measure of vast importance, dealing with approximately \$1,800,000,000 worth of assets, a statement of this nature, asking that an appendix be added to show everything that was granted to the Canadian National Railways and to the Canadian Pacific Railway.

An hon. MEMBER: Why not?

Some hon. MEMBERS: What is wrong with that?

Mr. WALSH: Hon. members realize as well as I do that many kinds of grants have been made to the railway systems of Canada, three in particular: first, grants in aid of construction; second, those made to meet deficits; and third, those which have been made recently in aid of unemployment. How