

Canadian National Railways

will be delivered under these authorized orders before the house has before it next year the usual Canadian National Railways financing and guarantee bill. With the permission of the house I could place on *Hansard* a list of the rolling stock that it is expected

will be delivered prior to the time the house would ordinarily deal with it next year.

Mr. Speaker: Has the hon. member permission?

Some hon. Members: Agreed.

Mr. Benidickson: The table follows:

Description	Amount
12 (800 H.P.) Diesel electric switchers	\$ 1,393,920.00
12 (660 H.P.) Diesel electric switchers	1,203,840.00
1 Diesel electric switching locomotive	101,201.00
24 (1500-1600 H.P.) Road diesels	4,800,000.00
20 Diesel switchers Canadian}	3,120,000.00
5 Diesel switchers (U.S.) }	
1000 (40-ton) Automobile cars	7,700,000.00
1500 (70-ton) Drop end gondola cars	10,601,250.00
750 (70-ton) Gondola cars	5,280,000.00
300 (70-ton) Gondola cars (G.T.W.R.R.)	1,955,400.00
500 (70-ton) Triple hopper cars	3,465,000.00
750 (70-ton) Triple hopper cars	5,176,875.00
125 (70-ton) Covered hopper cars (G.T.W.R.R.)	881,250.00
500 (50-ton) Box cars (part order)	3,374,250.00
130 (50-ton) Box cars (part order)	877,305.00
50 (30-ton) Box cars (Nfd.)	278,575.00
300 (50-ton) Steel underframe flat cars	1,996,500.00
500 (50-ton) Flat cars	3,308,250.00
10 (30-ton) Steel frame stock cars	68,200.00
	\$55,581,816.00

Mr. J. M. Macdonnell (Greenwood): As the parliamentary assistant has stated, this bill is pursuant to action taken last June, which action was an innovation. I think any questions that I have to ask could better be asked when we are in committee.

Motion agreed to, bill read the second time and the house went into committee thereon, Mr. Dion in the chair.

On section 1—*Short title.*

Mr. Macdonnell (Greenwood): Mr. Chairman, as the parliamentary assistant has pointed out, authority was given last June by chapter 45 to the governor in council to incur commitments totalling \$111 million. The explanation given then was that by reason of an anticipated shortage of steel and so on it was desirable to get that authority, which I believe was unprecedented. The judgment of the house was obtained and the authority was given to make commitments covering the equipment set out in the table to be found on page 4297 of *Hansard* of June 19.

The government is now coming to parliament and saying that with regard to part of that sum of \$111 million, to wit, \$55 million odd, they now wish to carry the transaction a step forward and be allowed to issue securities to provide for the purchase of equipment totalling this lesser amount. I should like to ask whether all the equipment

[Mr. Benidickson.]

in the amount now presently being provided for was included in the list of June last.

Mr. Benidickson: Yes.

Mr. Macdonnell (Greenwood): We granted the authority to make these commitments and naturally we must grant authority to pay. How soon are these deliveries to begin? How is this amount arrived at? As these commitments have been made, there is no sense holding back and not giving authority. On the other hand we ought to be given a prima facie case for the need of authorizing this very large amount at this time.

Mr. Benidickson: On page 4296 of *Hansard* for the last session I gave in some detail the reasons for the apprehensions of the railroad about future deliveries having regard to the short supply position of many of the items that they anticipated they would want in 1952. The detail of equipment that the house gave me permission to table without reading is in every particular to be found also in the list that I provided last session to which the hon. member for Greenwood has referred, and which appears at page 4297. It has turned out that the actual expected delivery date of this equipment is somewhat better than the management of the road believed was possible last spring when they thought that orders should be placed with manufacturers.

My hon. friend asks how we arrive at the figure of \$55 million that we are now asking authority to finance. This is based upon the