

National are going ahead with it, because this resolution definitely provides for next year's capital expenditures.

Mr. CHEVRIER: No, it does not.

Mr. GILLIS: Then I have not read the resolution correctly.

Mr. MAYHEW: This only provides money for the current calendar year.

Mr. GILLIS: That is for 1945?

Mr. MAYHEW: Yes. In other words we have about a month to go.

Mr. GILLIS: And it is to guarantee principal and sinking funds, and so forth. Nevertheless the project I am talking about was recommended in 1943. Now 1944 has gone by, and this is 1945; we are providing for their 1945 capital expenditures, and still there is no mention of this undertaking. As far as I am concerned I want something definite on it. If they are going to build it, that is fine. If they are not going to build it, I want to know, and so do the people of Nova Scotia. The thing I want to find out is, can I believe the Minister of Munitions and Supply when he makes a statement in this house? Unless you are prepared to live up to the promises made both inside and outside this house—

Some hon. MEMBERS: Order.

Mr. GILLIS: I am listening.

The CHAIRMAN: Order. I do not think the hon. member for Cape Breton South should question whether he can believe a member of the government, and I do not think he intended to do that.

Mr. GILLIS: No, I did not mean it in that way. What I did mean is that editorials in the daily newspapers across Canada are questioning the veracity of every member of this house in connection with this particular project. As the hon. member for Vancouver East says, I do not know whether I can believe myself. Before this bill carries, I should like a definite statement from the minister on behalf of the Canadian National Railways that they are going ahead with this project. We are depending on it to create employment in the province. If we are not going to get any employment from that direction we shall have to start thinking about something else. This project was played up all over the province as being one that would employ 7,000 men for three years. That would relieve the unemployment problem in Nova Scotia to a considerable extent, but if this project is not going to be carried out we shall have to replace it with something else. If the parliamentary assistant is not in a position to give an answer

at this time, I suggest that before the bill carries some decision should be made.

Mr. DECHENE: In view of the fact that other hon. members have discussed the matter of new construction to be undertaken by the National Railways, may I ask if it is in order to discuss branch lines and new constructions under the resolution now before the house? If so, I also have something to say.

The CHAIRMAN: The resolution refers to expenditures for the calendar year, expiring on December 31, 1945. I do not think there could be much further work started this year, and therefore I would not think a general discussion on the building of branch lines would be in order.

Mr. MacNICOL: Is there any item in the estimates covered by this amount for plans and specifications for the Canso viaduct and the building of a railroad to Truro?

Mr. MAYHEW: Nothing I could find. I should like to have this moved from the resolution stage so that we may introduce the bill. The suggestions that have been made by hon. members will be noted.

Mr. BLACK (Cumberland): I think we should have a statement from the Minister of Transport with regard to this matter which has been brought up before by the hon. member for Cape Breton South and myself.

Mr. CHEVRIER: I submit with deference that this resolution has nothing to do with the causeway of Canso, either directly or indirectly. I am not in position, nor do I intend to make a statement on government policy with respect to that important project. As hon. members will see, the resolution is to bring in a measure to authorize the Canadian National to issue securities not exceeding \$8,800,000. The budget of the Canadian National Railways for the year 1945 was submitted to the railways and shipping committee and approved by the committee. In that committee there was set out in detail what the \$8,800,000 was for. It included additions and betterments to the railways amounting to \$15,000,000 and some odd; acquisition of securities, a little over \$1,000,000; retirement of maturing capital obligations, including sinking fund and equipment principal payments. \$10,777,000; less depreciation from reserves and discount amortization, \$18,000,000, leaving \$8,800,000 required for capital expenditure. The details of the additions and betterments were given to the committee. This is for expenditures already made or indebtedness incurred, and it could in no way be linked with the project at Canso. When the time comes, whether it be on my estimates or on the estimates of the Minister of Recon-