

if the idea is that the outstanding loans he was referring to are to be refunded at a lower rate of interest?

Hon. Mr. GOUIN: I have no information on that point. But my impression is that there would be some advantage in such refunding.

Hon. L. COTE: Honourable senators, I am sure there is no serious objection to this Bill, and I am equally certain we all feel grateful to the honourable senator from De Salaberry (Hon. Mr. Gouin) for having given us a complete and lucid explanation of the measure. So far as the clauses of the Bill are concerned, no one could have desired a fuller and clearer explanation than he has made, and within the limits of the information given him with regard to the breakdown of the figures, I think he has done the very best that could be done.

My questions about certain items of capital expenditure were not prompted by a desire to object to our Canadian National Railways spending money on capital extensions, but I take the view, as I expressed it the other day when the honourable senator from Saint John (Hon. Mr. Foster) spoke on the company's balance sheet, that from now on the management should limit capital expenditures to what is absolutely essential. I think we all hope the management will do that. Unfortunately capital expenditures must be financed by borrowings, on which interest has to be paid. I trust the railways will not fall on such evil days as they have known in the past, but I am afraid they will not always find times as good as at present; and when poorer times come, operating deficits will be added to the interest on these borrowings, and must be provided for out of taxation. Heaven knows we shall have enough taxation in any event after we are through with the job of winning the war. My chief purpose in asking for the information was to provide myself with an opportunity to express this view, and also to impress on the management of the Canadian National Railways the expediency of furnishing, when requesting authorization of Parliament for capital expenditures, less meagre details than we have been given to-day. To refer to capital extensions simply as "general additions" is too indefinite. It would be a simple matter to be more specific by giving sub-headings to indicate the nature of at least the more important projects.

Hon. GUSTAVE LACASSE: Honourable senators, a little while ago I made a remark which may have sounded more or less like a joke, but I ask your permission to come back to the matter for a few moments. My honour-

Hon. Mr. PATERSON.

able friend from Ottawa East (Hon. Mr. Coté) rightly said the expenditures for the central region—which I believe includes the section I represent—did not cover repairs; so I take it for granted the intention is to erect some new buildings, perhaps stations or something in that line. I said I should like to see a new station at Windsor. Well, Windsor is one of the most important railway terminals in Canada. I take it for granted that all the moneys making up that total of more than \$4,000,000 have already been earmarked by the Canadian National management, but if it is not too late to do so I plead with them to allot a certain sum for Windsor.

Hon. Mr. LAMBERT: Hear, hear.

Hon. Mr. LACASSE: I welcome the honourable gentleman's support. A few years ago the station at Windsor suffered from a very bad fire. I am not trying to make a joke when I say that the firemen did such a good job that they saved the station, but lost their local popularity by doing so. We should have preferred the fire to wipe out the station and force the Canadian National Railways to put up a new building. Hamilton and London have been favoured with splendid new stations, and I do not think either of those cities is as important a railway terminal as Windsor. So if I am not too late I wish to avail myself of this opportunity, supported as I am by the honourable senator from Ottawa (Hon. Mr. Lambert), to plead with the management of the Canadian National Railways that in their generosity they will not forget the city of Windsor.

Hon. A. L. BEAUBIEN: Page Mr. Pouliot.

Hon. Mr. LACASSE: The present station at Windsor is a disgrace. I might add that this is true of it not only as a railway station, but also from the point of view of sanitary conditions. I am not suggesting that the management make large capital expenditures in general just now, but I urge that if any new buildings are to be erected anywhere the city of Windsor be not overlooked, and that the disgraceful station there be replaced.

Hon. Mr. COTE: I know I am out of order in rising again, but perhaps I shall be permitted to add just this remark. I think it is within the knowledge of us all that an honourable member of another place has succeeded in obtaining a new railway station at a place called Rivière du Loup. That station cost the honourable member a good many speeches. I hope that if the honourable senator from Essex (Hon. Mr. Lacasse) is really eager to obtain a new station for