

be interested in the transaction, although the money is paid direct from one company to the other.

Mr. MacNICOL: Citadel does not direct company "A" to the company from which it must buy the machine?

Mr. STIRLING: Nor is Citadel buying machines for private firms?

Mr. HOWE: No. Perhaps I had better qualify that. Citadel buys machines which the government will own, and which it sometimes installs for a private plant. My hon. friend will understand that we sometimes equip a private plant to do work for the government, but the tools will remain the property of the government.

Mr. HANSON (York-Sunbury): I would ask the Minister of Finance to bring down to-morrow or as soon as convenient a statement of the expenditures and commitments up to the latest date for which the information is conveniently available with regard to the cost of the thirty-day training plan. I was in communication with the Minister of National Defence (Mr. Ralston) about the matter and he undertook to get me these figures, but they have not yet been made available.

Mr. POWER: They will certainly be available to-morrow. I saw the letter here to-night.

Mr. HANSON (York-Sunbury): I would think they are available and I would like them spread on the record, with the break-down, if the department has it, showing the amount that was allocated for the scheme out of the 1940 appropriation to be spent (a) by National Defence, and (b) by War Services; also how far the activities of War Services go, and the expenditure in that respect before these men are handed over to National Defence for training. My understanding is that under the present practice War Services calls the men up, pays for their preliminary medical examination and gives them their transportation, all of which of course is charged up to this vote. Then, at the training centre these men are delivered over to National Defence, and from then on the expense in respect of these men is for the account of National Defence until they are paid off, when they are re-delivered, so to speak, to War Services, which transports them back to their homes. I think that is the *modus operandi*. The deputy minister of war services gave me an item, on request, but it did not include expenses for transportation either way, on the theory that the bills had not come in. I can hardly understand that. I am not doubting his word for a moment, but these men were called up in October.

Mr. POWER: I am not sure about their transportation home. I imagine they would go home at the expense of National Defence. I am not clear on that, but certainly War Services pays transportation to the camp.

Mr. HANSON (York-Sunbury): If the minister, who knows much more about the matter than I do, says that the men return home at the expense of National Defence—

Mr. POWER: I think so.

Mr. HANSON (York-Sunbury): —then that should be included.

This appropriation includes the cost of housing, the hutments. I should like to have the break-down of the cash expended for that purpose up to the end of January, if that is available. That may be too recent a date, but certainly the expenditure up to December 31 last, and the commitments up to that date, should be available. I should like to have the amount of the appropriation for that purpose and the amount out of that appropriation still available to be paid, in as full detail as possible. I am sure they have that information at the department, and we would like to have it as a basis for further questioning. As it is now nearly eleven o'clock, I would suggest to the minister that we rise and report progress.

Progress reported.

On motion of Mr. Lapointe (Quebec East) the house adjourned at 10.58 p.m.

## Friday, February 21, 1941.

The house met at three o'clock.

### RAILWAY ACT AMENDMENT

#### PROPOSED APPLICATION OF CROWSNEST PASS RATES ON GRAIN WESTWARD AS WELL AS EASTWARD

Mr. THOMAS REID (New Westminster) moved for leave to introduce Bill No. 15, to amend the Railway Act.

He said: This bill proposes a slight amendment to section 325 of the Railway Act. The purpose of the amendment is to rectify what was omitted when the Railway Act was last amended by parliament in 1925, by granting to the people of British Columbia the same consideration in the matter of freight rates on all grains and flour to the Pacific coast as was given to the other provinces at that time. The adoption of this amendment will not only remove a grave injustice of many years' standing, thereby enabling the people of British Columbia to procure their flour and feed grains at costs comparable to those in other