

were really handcuffed. The word they use today I think is "captive."

Hon. Mr. Choquette: Straitjacket.

Hon. Mr. Burchill: Yes. We were really handcuffed. We could not get anywhere in the Maritimes. So this special delegation went to Ottawa, and as a result the Duncan Commission was appointed and we finally got the Maritime Freight Rates Act.

Also, the Maritime Provinces Transport Commission has been in operation down there ever since, to ensure that operations are in line with the objectives of the Maritime Freight Rates Act. I want to pay tribute to that commission for the work it has done through the years in acting as watchdog over the rates charged by the Canadian National Railways on our commodities.

Now let me remind you once more that trading from central Canada to the Maritimes is a one-way street. We have to buy everything we need from the manufacturers in the central provinces, but we cannot sell them anything—at least we cannot sell them much, because the cost of transporting our goods to the central Canadian market undermines our ability to compete with other goods.

Senator Phillips yesterday afternoon gave two very excellent examples of what is happening and the detrimental effect it is having on our manufacturers in the Maritimes.

I remember one of our great manufacturers in New Brunswick, the late Mr. A. D. Ganong, who was a very active member of the Canadian Chamber of Commerce and the Maritime Board of Trade. He gave a lot of time to the furtherance of matters considered by those bodies. He told me once that the only product that virtually could be manufactured in the Maritimes with any hope of successful marketing in central Canada was a small article that did not weigh much, so that the cost of transporting it would be a small part of the total cost of manufacturing and delivery.

I think Maritime manufacturers in their years of experience would bear out and confirm that statement by Mr. Ganong.

In our section of the Province of New Brunswick, the northern part, we are solely dependent on the Canadian National Railways. Lumber and forestry products, which are the principal products of that section of the province, if shipped to points on this Continent, are entirely dependent on the

Canadian National Railways. The lumber industry survived over the years down there on account of the opportunities we had for shipping and selling to the United Kingdom.

In latter months, the restrictions that have been imposed in the United Kingdom on account of economic conditions over there have made it pretty difficult to make any sales in that market. So the industry is restricted in its search for markets for its products. I do not know what we would do if it were not for the truck transportation that we are able to employ between our manufacturing points and the market in eastern seaboard of the United States.

I am very much in favour of Senator Brooks' suggestion for a corridor road through Maine, an idea which has been promoted recently in the Maritimes so that we may use truck transportation for our commodities in the hope of being able to compete on a better basis in the Canadian market.

Let me just conclude by saying that, so far as the Maritime provinces are concerned, and in fact the Atlantic provinces, transportation is our very lifeline. I cannot emphasize too much that our future welfare and prosperity depends on transportation, and I have every reason to hope that the commission which will be appointed by this legislation will study and favourably consider the Maritime situation. If the worst comes to the worst, of course, as Senator Asletine reminded us this afternoon when he referred to what happened in 1919, we can always depend upon the Senate to look after our interests.

Hon. Gordon B. Isnor: Honourable senators, as the hour is late I will condense my remarks to the lowest possible point. However, I feel that in view of the fact that three westerners have taken part in the debate this afternoon and have presented their story in such an able manner, the least I can do is try to present our story from the east along with those points made by the honourable Senator Burchill.

I listened to and read the remarks made in the House of Commons on this bill, and I was very much impressed with the arguments advanced there. The reasons for the bill impressed me, but I think if the people of Canada could have listened to the remarks of the previous speakers this afternoon and to the remarks of the speakers yesterday, and as well to those of the sponsor of this bill (Hon. Mr. Deschatelets), they would better realize the value of the Senate.

Hon. Senators: Hear, hear.