

the Maritime provinces—I presume if Newfoundland had been with us at that time the reference would have been to the Atlantic provinces.

However, the Maritime provinces came into Confederation with the building of the rail-ment. Since that time the Intercolonial Railway, as we all know, has been assimilated into the great Canadian National Railways, and I want to point out one fact to show how insignificant the Atlantic provinces, as we now know them, have become in the ramifications of the Canadian National Railways.

Those of us in the Maritimes who do not live near an airport and are compelled, and for the most part happily, to travel on Canadian National Railways have a problem with regard to connections. Let me at this stage say that the Ocean Limited, the train that connects Montreal with Halifax, is one of the finest on this continent and I pay tribute to the people who designed it, who manage it and who operate it; they are all most courteous and very co-operative. But we who come to Parliament and who use the Ocean Limited arrive in Montreal just fifteen minutes after the Montreal to Ottawa train has left for this city. We have to wait there in the Central Station until approximately 10.35 a.m. and then get a slow train which arrives in Ottawa some time after one o'clock. If we could connect with the earlier train we would arrive in Ottawa about 10.30.

I have written two or three letters to the headquarters of the Canadian National Railways, and my friend from Halifax (Hon. Mr. Isnor) has written many letters, as has my honourable friend on the other side of the chamber, Senator Macdonald (Cape Breton), and many others, appealing to and pleading with the management of the C.N.R. to allow us to make connections. But we might as well write to the wall! We get very little satisfaction. I emphasize this to show what the situation is so far as the Atlantic provinces are concerned.

Hon. Mr. Deschatelets: Will the honourable senator permit me a question? What was the reason given by the company in this particular case for not granting this request?

Hon. Mr. Burchill: I am very glad you brought that up. I was going to mention it, but I did not want to hurt the feelings of people from Montreal. The answer we received was that the business and professional people of the City of Montreal desire a train to leave Montreal at a certain hour in order to arrive in Ottawa at a convenient time for them, and their wishes must be obeyed. That is the whole crux of my remarks. That is the importance which the people of the metropolitan areas of this country have assumed in the management and direction of the Canadian National Railways in comparison with the people down by the sea.

I am very happy indeed that the Leader is going to invite the president of C.N.R. to attend the committee. I hope I can be at the meeting because I would like very much to ask him why it is not possible to re-schedule that train or to make some arrangement so that we can make a more convenient connection for Ottawa. I speak not only on behalf of parliamentarians, but of all people from the Maritime provinces using that train to visit our national capital. This situation has been in existence for several years.

Motion agreed to and bill read second time.

REFERRED TO COMMITTEE

On motion of Hon. Mr. Connolly (Ottawa West) bill referred to the Standing Committee on Transport and Communications.

STANDING COMMITTEE ON TRANSPORT AND COMMUNICATIONS

NOTICE OF MEETING

Hon. Mr. Connolly (Ottawa West): Honourable senators, before we adjourn I draw the attention of honourable senators to the fact that the Standing Committee on Transport and Communications will meet tomorrow morning at 10 o'clock in Room 356-S. The Minister of Transport and the officials will be present at the meeting.

The Senate adjourned until tomorrow at 3 p.m.