

the Montreal hump yard has just gone into operation, the Winnipeg hump yard is in an advanced state of construction, and the only really important hump yard yet remaining to be completed is the enormous one in the vicinity of Toronto—I do hope that in the next year or two there will be a substantial reduction in the large capital requirements which we are asked to vote annually for the Canadian National Railways.

I have another observation to make in connection with the very substantial capital requirements that are contained in this bill. The question I should like to ask is this: Who is going to be in charge of making these capital expenditures, what officials, and what directors? We are told that the term of office of the President and Chairman of the Board of Directors of the Canadian National Railways has expired, and that he is holding office at the moment on a day-to-day basis. I think that is a very unsatisfactory state of affairs, honourable senators. When we are asked to vote these enormous sums for expenditures to be made by the Canadian National Railways, mainly under the direction of the chief officer, we should be told who that chief officer is going to be. And with regard to the directors, honourable senators will recall that a few weeks ago we passed legislation to increase the number on the board of directors of the Canadian National Railways from seven to 12. There has yet been no announcement as to who the additional directors are to be. I think it would be only fair to Parliament to be told, at a time when these enormous capital expenditures are to be made with the approval and under the management of the board of directors, who these additional directors are going to be.

I have one further comment on the side, one might say, about the new board of the C.N.R., which will have a total of 12 members. I would hope that men will be appointed to that board who will not show themselves so subservient to the interests of the party now in power as the directors of the Bank of Canada appear to have been on recent occasions.

As my honourable friend has said, it is usual to refer this bill to the Standing Committee on Transport and Communications, and I gather that upon the conclusion of the discussion on second reading this afternoon he will move that this be done. I just wish to point out that when this bill is before the committee, which I assume will be some time tomorrow, that will be one opportunity the members of this chamber will have to ask such questions as may be in their minds with respect not only to the general operation of the railway company and of the

Trans-Canada Air Lines, but also any particular questions with respect to conditions in their own parts of the country. In the past it has always been the custom for a number of responsible officials of the Canadian National Railways to be present at this committee meeting to give answers, which I think in the vast majority of cases have proven satisfactory, to the questions honourable senators have raised.

Motion agreed to and bill read second time.

REFERRED TO COMMITTEE

On motion of Hon. Mr. Macdonald (Cape Breton), bill referred to Standing Committee on Transport and Communications.

DOCUMENT TABLED

Hon. Walter M. Aeltine tabled:

Memorandum of Agreement (amending Agreement No. 14) made the 13th day of June, 1961, respecting contributions under the Hospital Insurance and Diagnostic Services Act, between the Government of Canada and the Government of the Province of Manitoba.

VISCOUNT BENNETT

NOTICE OF INQUIRY RE PORTRAIT

Hon. G. Percival Burchill: Honourable senators, I give notice of the following inquiry:

Is the Government aware that the portrait of the Right Honourable Viscount Bennett is stored in this building, or in its precincts, waiting to be hung in an appropriate place in the halls of Parliament?

If so, can the Government advise approximately at what date this obvious public service will be performed?

In explanation of this inquiry, may I say that I have to thank the honourable senator from De la Durantaye (Hon. Mr. Pouliot) for having called my attention two years ago to the fact that a portrait of the Right Honourable Viscount Bennett is missing from the portraits of Prime Ministers of this country which are at present hanging in the halls of Parliament. I made sure immediately that a portrait of Viscount Bennett could be obtained. I hold in my hand correspondence from Lord Beaverbrook, who interested himself in procuring a portrait and having it shipped from the University of New Brunswick, and also a letter of acknowledgment from the Prime Minister of Canada written in June 1959.

Last evening I surveyed the halls of Parliament and found that the portrait is nowhere