

settled. I have no apologies to offer for saying that I fear this whole labour question is not settled. I only wish it were. The railway strike gave several honourable senators, including myself, the opportunity to make their first trip to Ottawa by plane. In this connection I should like to refer to the courteousness of the stewardess and others, who made the trip by air a delightful one. The ticket agent was right at the plane when I boarded it in Saskatoon, and he remarked, "Senator, we hope to see you again". He was reminding me that I had been helped out on this occasion, and that I should not forget about air travel in the future.

By way of contrast I recall an incident on the dining car of a Canadian National Railway train, when the steward refused to serve four boys who were clean and well behaved but who were in shirt sleeves. After the boys were ordered out of the car by the steward I remonstrated with him, and pointed out that they were perhaps travelling without coats and that I, for one, would certainly not object to their being served in the dining car. But the steward was very short and nasty with me, and refused to allow them to return. It was not long before young lads from the United States were travelling in considerable numbers over that line to Edmonton and to Dawson Creek. When they came along the steward was lucky if they had a shirt to wear in the dining car; yet nothing was said.

As I may want to travel home by rail, my feeling about railway employees is somewhat the same as Stephen Leacock's attitude toward co-education. When asked which of the two sexes were the smarter, he said, "The Lord help me, I think I know the answer to that". I could tell of many instances of discourteousness at the hands of railway employees, but I do believe that they are the exception rather than the rule. There are many railway people who are doing a faithful job and are most solicitous about the comfort of the travelling public.

Just about the time the bus companies in Saskatoon were building terminals which allowed passengers to step from the curb into the bus, the railways decided, in the interests of safety, to build underground waiting-rooms. The honourable senator from Regina (Hon. Mr. Wood) said that he knew of one death which might be regarded as attributable to the dangerous stairs in a railway station. The death of the late honourable senator from Central Saskatchewan, the late Senator Johnston, which occurred while he was hurrying to catch a train, was no doubt precipitated by reason of his having to use dangerous stairs.

In the stations which have dugouts, as I call them, the train crew go aboard from the ground level; yet one often sees an old lady trudging unassisted up the stairs with a bag in each hand, unable to make use of the hand-rail. At Calgary and Edmonton, for instance, the passengers go in at ground level, but in many railway stations the stairs are very hazardous. The bus terminals take passengers aboard from the curb; further, there is a man ready to take the baggage and place it in the bus, and no tip is expected.

I am anxious to see our railways prosper, for their prosperity is most important to the economy of Canada, and particularly to the province of Saskatchewan. I would emphasize that we in this chamber should have no fear of the political effect of anything we may say. In an attempt to get satisfactory railway service in Canada, I would suggest that we turn the railways over to the men, and let them see if they can make a living out of operating them.

I turn now to the question of surplus horses from the West. Notwithstanding the prospect that horsehide may become very valuable, as suggested by the honourable senator from Churchill (Hon. Mr. Crerar), our horses are still going to the United States.

I have had a good deal of experience in hiring men, and in this respect I have been particularly fortunate. On many occasions I have had difficulty in getting hired help to stop work at a decent hour. Some of those who worked too hard were unreasonable in their association with their fellow workers. In one instance I had to keep a man by himself because he was too hard on the other men. I recently met that chap in British Columbia, and he complained that in the shipyard where he was then employed the unions would not let him do a good day's work.

I should like for a few minutes to direct the attention of the house to the Korean affair and to world conditions generally. The honourable senator from Waterloo (Hon. Mr. Euler) was quite right when he said that no one should say that we are headed for another war. Certainly I hope we are not. When I consider the staggering amounts expended for military purposes, I always wonder what would be the result if we spent only a small part of those amounts on peace. I do not want to offend the government in any way, but I think it has fallen down in the battle of propaganda for peace. The United States is today spending large sums on broadcasting its aims in several languages. I believe Canada could adopt a similar policy to advantage.

As to the activities of communist sympathizers, my suggestion is that rather instead of