

people get riled when they appear before the Board of Transport Commissioners and find that the apparently simple sections of the Railway Act to which I have referred are not interpreted at all as they think they should be. The board's answer is always the same: that so many years ago a certain ruling was made and there is no way to get around it. It is like a judge saying he has made a decision on a certain case and that his decision will have to stand for all time to come with respect to other cases. I thought I had a good case when I appeared before the board but in the end I was sorry that I had ever gone before it. I just wasted my time presenting the case as I did.

Honourable senators, if we do not look after the welfare of our farm population Canada could suffer serious consequences. I think it was the honourable Leader of the Opposition (Hon. Mr. Haig) who recently spoke about men leaving their farms to work elsewhere. I know that in my own province many farmhands have left farms to take up jobs where they work only five days a week, enjoying two coffee breaks each day and getting two or three weeks' holidays with pay a year. They say, "Why should we stay on the farm, where we have to work six or seven days a week at long hours with hardly any holidays?" I know of a farmer in my own district who is paying a man \$250 a month and all found to have his cows milked. If it were suggested that the price of beer or whisky should be raised there would never be a word of objection, but try to raise the price of milk and listen to the cries of protest. Yet milk is one of the basic healthful foods of life.

Honourable senators, farmers now cannot pay low wages and get men to work. I ask that the Government be serious about these things; I know something can be done about them, and therefore I make no apology in speaking on behalf of the people engaged in farming in and around my province.

I do not think I have any more to say at present. I have warned honourable senators that later on I shall speak on the Wheat Board. I hope the Leader of the Opposition (Hon. Mr. Haig) and the honourable member from Churchill (Hon. Mr. Crerar) will be present when I speak on that subject, and I shall deal with it in as speedy a manner as possible. There may be some arguments—it is time that we had a really good argument in the Senate—but I shall try to keep to the facts, and certainly shall not attempt to stir up animosity.

Hon. Senators: Hear, hear.

82719—9½

Hon. Mr. Reid: Before resuming my seat, I wish to express my appreciation for the hearing I have been accorded this afternoon.

Hon. R. B. Horner: Honourable senators, I had not intended to speak on this bill, but I want to make a few remarks in connection with the \$1 million loan to the United Nations to help in the clearing of the Suez Canal. I find it very difficult to understand people who support the policy of the Government and the action of the Secretary of State for External Affairs, the Honourable Mr. Pearson, with regard to the decision that Israel should quit a certain part of the Gaza Strip. The honourable senator from Toronto-Trinity (Hon. Mr. Roebuck) favours, and even demands, that Israel's armed forces stay there and hold out. The honourable senator from Cariboo (Hon. Mr. Turgeon) hoped they would withdraw.

Honourable senators, my chief purpose in rising is to make a few remarks in connection with freight assistance on western feed grains for the eastern provinces. The honourable senator from New Westminster (Hon. Mr. Reid) mentioned that cattle from the Prairies are shipped to distant markets. That is quite logical, because the western farmer has an abundance of grain for feeding cattle. I know one farmer who shipped \$9 million worth of cattle into the United States, and was able to compete well in the market down there. There is nothing impossible or unnatural about cattle being shipped from the hills in British Columbia, where it is difficult to grow grain, to the Prairies, where feed is abundant; in fact, it is far more practicable to ship the cattle, providing water is available, than to ship the grain to the cattle. At the present time there is on the Prairies an abundance of low-grade grain that is difficult to market. During the past several years we have had heavy crops, but there have been years when hay was shipped from Montreal to the west at \$60 freight per ton. We would have done better to shoot the cattle than to pay the freight on the feed. At that time every bushel of grain grown in western Canada was needed there, and that time may come again.

Hon. Mr. Aseltine: Are you speaking of feed grain?

Hon. Mr. Horner: Feed grain, yes. Now, with regard to the subsidy, who is getting it? Let us be perfectly fair about that. In western Canada we had a ceiling of \$1.20 a bushel on the price of wheat when our neighbours to the south were getting \$3. Canadian millers were allowed to buy at a special price of 75 cents a bushel when western farmers should have received \$2.75. It has been estimated by men who know