

told me I would be the smartest man on earth if I could unload the horses because there was so little time. I got the horses out and fed them some hay, but the yard master told me to load them in the car immediately because the train was pulling out any minute. Not long after we left Regina the temperature reached 90 degrees, and the horses stood and fought in the heat of that car until 9 o'clock at night. When we got to Saskatoon on Friday night I went to see about getting the horses up to Blaine Lake the next day, but I was told the freight train had just left and no trains were running on Saturday. The railway people there told me that I should have wired them, and I replied "I am not running the railroad. I thought you received notice of what freight you were supposed to carry." I could have sued the railway plenty on that occasion because those horses, which incidentally were all dapple greys, were scalded black on their sides.

I notice that the Premier of Saskatchewan recently wrote an article condemning the callous treatment received by the employees of the CPR. I hold no brief for the CPR, but I think this criticism is entirely uncalled for. For political reasons the premier had to align his province with six others in protesting against increased freight rates, but I am complaining because of what he has done in other ways to hurt the railroads. He has spent huge sums of money on the construction of great highways paralleling Canadian National lines, on the purchase and operation of buses which run on those highways, on the erection of bus depots, and so on. I agree with the senator from New Westminster (Hon. Mr. Reid) that the Senate ought to make a study of the whole railway question. I know that we tried to do that once before, but surely we ought to make another attempt, for the situation is bad and will have to be dealt with in some way before long. There is some freight that should be shipped by rail, and we ought to give serious consideration to the problem of how to make sure that this is done—of how "to render unto Caesar the things that are Caesar's."

I say that during the recent strike labour lost a great deal of public good will, and the carriers are suffering. When I was up in Quebec over the week-end I was told that the railways will never get back some of their former business. One man who before the strike had been making heavy shipments by rail found that he could get satisfactory service from a trucker, and he signed a year's contract with him.

Now, I am going to suggest a way of solving the railway problem. The senator from Prince (Hon. Mr. Barbour) was mistaken in

saying that during the strike every railway wheel in Canada was stopped. The Algoma Central was running right along.

Hon. Mr. McKeen: And the Pacific Great Eastern.

Hon. Mr. Horner: So at least two lines kept on operating. Honourable senators who have never taken a trip on the Algoma Central have missed a great treat. I speak from experience. Before the train has gone fifty or sixty miles all the passengers are as one family. In the dining car there is no tomfoolery about a lot of linen, but the food is excellent and well served. All the employees seem to take great pleasure in pointing out special scenic features in the mountains and lakes, and spots where trout and other fish may be found. My trip over the line was one of the most delightful I have ever had. The main freight traffic point is Hawker Junction. A branch runs from there to Michipicoten, on Lake Superior, to which point iron, pulp and so on are hauled for transshipment via lake boats. I was surprised to find that from the Soo to within twenty miles of the Canadian Pacific Railway at Franz the Algoma Central runs through hardwood bush, maple and birch, and I was told that in the fall of the year when the trees are changing colour the spectacle in this area is gorgeous. When going through there you can imagine yourself in a miniature British Columbia. At one time you are right on top of a mountain, and before you know it you have run down a canyon to a lovely stream. I inquired who owned the Algoma Central and was informed that the men themselves had bought it, or the greater part of it. So of course they did not go on strike.

I want to mention something that was told to me by one of our colleagues in this chamber. I do not think it would be right to mention his name. The operation of his business requires a great deal of capital, and as he was experiencing much difficulty because of demands for higher wages and shorter work-days, he made a proposal to the workers. He said to them: "If you will pay me enough to cover the depreciation on my machinery and 4 per cent on my investment you can run the plant to suit yourselves and have whatever profits it will make. And I think the profits will be good, for you will do twice as much work then as you are doing now." They admitted that if they owned the plant they would do twice as much work as they did for him, but I do not know whether they accepted his proposal.

Now I come to my suggestion for solving the railway problem. For years we have been struggling with the Canadian National, which has become a kind of third leg of government,