

whereas the people of the country lost millions of dollars because of the tie-up in transportation. I believe that by striking the unions really lost more than they gained.

I cannot see how we are going to be able to bring down the cost of living index if all the people in the country are to have a 40-hour work week. I would suggest that the best way to reduce the cost of living is to work harder and produce more goods, and by doing that we also would likely be able to purchase more for our dollar.

The Speech from the Throne says that parliament will be asked to consider the Korean situation, and to provide funds for national defence and for armed forces which may be required abroad. I am sure that what happened during the first and second world wars is fresh in the minds of everyone here. Now the governments of Canada, the United States and other Western countries are uniting and forming, as it were, a police force, in an endeavour to stop wars at their source and prevent them from spreading over the globe. I am sure that everyone is proud of the way the young men of this country enlisted when they were asked to volunteer for service in the war in Korea. It is worthy of note that about 60 per cent of the enlistments were by soldiers who had served in the Second World War.

Before concluding, I would be remiss if I did not say something about Prince Edward Island, the province which is sometimes called "the million acre farm." I do not say that it is the best province in the dominion—a claim which one sometimes hears. I could perhaps claim for it the second place amongst the provinces, but I do not wish to go even that far.

One of the terms under which Prince Edward Island entered Confederation was that the province was to have continuous communication with the mainland. For a good many years this communication, especially in the winter months, was not very satisfactory. My memory goes back fifty-two years, to a time when, during the winter months, I crossed by ice-boat, the fare being \$4 if the passenger remained in the boat, or \$2 if he got out, put a strap over his shoulder and helped to pull the boat. I recall an occasion when a member of the federal parliament made the crossing and was the only one who remained in the boat.

Conditions of communication in the early days were not good. At one time a crew of about six men went with the boat, which they rowed through the open water and pulled over the frozen ice. On one occasion the little vessel encountered a snowstorm and lost its way. It remained stranded on the

ice during the night, and both the hands and the feet of one member of the crew were so badly frostbitten that they had to be amputated. The crew burned the mail and everything they could to keep themselves warm during the night.

About thirty-three years ago an ice-breaker was built in Glasgow, Scotland for, I think, the Borden government. That boat is still running and is in good order. A second ice-breaker was completed in Montreal in 1944, at a cost of more than \$7 million. That vessel is owned by the Department of Transport, but on August 10, 1947, it was officially turned over at Charlottetown for operation by the Canadian National Railways. The government of Prince Edward Island, the boards of trade and others have felt that the boat, which accommodates seventy-five motor cars and eighteen railway cars, should not have been strike-bound and tied up at the wharf when hundreds of people were desirous of crossing to the mainland.

The Premier of Prince Edward Island, Mr. Jones, whom many honourable senators know to be a big, broad-shouldered man, announced that he would call the legislature into session. The following day Mr. Hall, who apparently has some human kindness in his heart, ordered the strike-bound ferry back into full operation. I do not know whether he feared that the premier would take the vessel away from the railways. In any event, the union head saw fit to put the men back to work.

About 70 per cent of the people of Prince Edward Island are rural; they work hard and long hours, and do not belong to unions. The only means by which they can obtain some of the luxuries which the central provinces have is by producing quality goods. This they try to do. They raise seed potatoes which I think I can properly claim are the best in Canada. This seed is shipped to most of the other provinces and to about half of the states in the American Union. Last year a large shipment went to Israel, and perhaps more will be required by that country this year.

The Island raises fine Yorkshire hogs. At the Charlottetown exhibition this year we had a very good judge from the province of Saskatchewan. He was so impressed by the quality of our hogs that he bought three carloads to take back to Saskatchewan. I think if the honourable senator from Blaine Lake (Hon. Mr. Horner) would tell what he knows, he would say that he owns some of these hogs. The hog producers in my province have to buy feed from Saskatchewan, raise the hogs, and then sell them back to Saskatchewan. Now that province is attempting to