

Here is another thing which honourable senators unaccustomed to the growing and handling of wheat may not know. If wheat is stored properly its colour and grain is improved, and it should not be milled for at least one year anyway. We used to think the only method of improving grain was to stack it, but we have since found that it is cheaper to improve it by properly storing it in a granary. The farmers of western Canada would certainly be well advised to store their wheat in granaries whenever possible. I would just like to ask what would be the result if we had no carry-over of wheat and the entire crop in western Canada were frozen. I think we should have a carry-over of at least two million bushels of wheat in case of any emergency.

I want to discuss wheat prices. In all my experience there has been a spread of about 6 cents between grades 1 and 3. Sometimes the spread between grades has only been 2½ cents, but this year it is 10 cents. So it is evident that somebody intends to make use of grades 2 and 3.

**Hon. Mr. Aseltine:** There is a difference of 10 cents between grade 3 and grade 4.

**Hon. Mr. Horner:** Yes. In other words, there is a jump of 18 cents between grade 1 and grade 4, and that is what the farmers are protesting against.

I have heard the same complaint right along about the production of hogs. Less than one-third of our bacon comes from grade A hogs. Despite the fact we are short of food these days, there is a \$5 difference in the selling price of a hog if it weighs one pound over a certain weight. I do not know of anything more ridiculous than this system, which was introduced years ago to encourage the farmers of Canada to raise hogs which produce the type of bacon required in England. That necessity has long since passed, and we have since discovered that the fault was not so much with the hogs, but that our packers did not know how to cure the bacon to suit the British people. I think this grading system should be abolished entirely.

**Hon. Mr. Aseltine:** Do you mean to tell me that if a hog weighs, say, 181 pounds instead of 180 pounds you get \$5 less per hog?

**Hon. Mr. Horner:** The limit is 185 pounds and if the hog weighs 186 pounds it is considered to be too heavy.

**Hon. Mr. Aseltine:** That is what you are protesting against?

**Hon. Mr. Horner:** Yes, and it is the same thing when the hog is too light. A farmer is

docked again if his hog weighs less than 135 pounds.

**Hon. Mr. Barbour:** Is not the maximum weight 175 pounds?

**Hon. Mr. Horner:** Perhaps. I know it has been varied to some extent. I have heard fellows say that they have run their pigs around for a couple of hours to take a few pounds off them.

**Hon. Mr. McKeen:** Does that work?

**Hon. Mr. Horner:** Yes, it works. So much for the high cost of living in Canada.

I agree with the honourable senator from Vancouver South (Hon. Mr. Farris) that the railway strike was unjustified, but I think that if anyone has the right to speak about it in this house it is an honourable senator from Saskatchewan. I agree entirely with what the honourable senator from Regina (Hon. Mr. Wood) had to say about the strike. The sorry part of it is that the railroad men themselves are the ones who are going to lose. Perhaps I will be pardoned if I say something about railway labour and management, because every summer from 1910 to 1918 I used to ship horses west by rail. In those days all the money I had or could borrow I invested in horses, so I stayed very close to them when they were being shipped. I could tell some rather interesting stories about life on the railroads in the early days. For instance, I remember on one occasion travelling along north of Lake Superior on a CPR freight train. This was at a time when the railways were starting to use bigger engines in an attempt to haul longer freight trains. On this particular run the train crew decided to show railway management that they were not going to haul so much freight, and they deliberately broke a coupling while the train was on a grade. They notified the railway officials that they were leaving half the train on a siding, and then they high-tailed it to the next division point with the remaining cars. Fortunately for me my horses had been placed in a car close to the engine. I certainly hollered plenty about what happened then, and there were other occasions when I raised my voice in protest. I recall buying twenty-two horses in Moose Jaw. A horse dealer there told me that it would be all right to put the horses in one freight car because they were only going to travel a short distance. The train travelled from Moose Jaw to Regina during the night. Early the next morning I went to the freight office to tell them I wanted to unload the horses because they would die right there if the train did not soon pull out of Regina. The yard master