

By this statement the union leaders admit that the railway workers are receiving much higher salaries than other classes of workers; and they show a lack of interest for those with smaller incomes who, by the way, pay a substantial part of the larger incomes received by the railway workers. There is no mysterious way by which these high pay cheques are produced; they come out of the pockets of all Canadians, especially modest wage earners and farm workers. There are some workers on the railway, such as track maintenance men and freight handlers, who are not receiving the pay they should receive; others are getting salaries out of proportion to other workers.

Another important point which I must mention is that some of the railway workers did not want to strike. The use of the secret ballot should, therefore, be made compulsory instead of the ballot used before this strike, which required a voter to sign his name, specify his job and his place of residence. Surely this is not a democratic way of voting.

As to the demand for higher pay, I would point out that the men in the ranks during the last war, and those who are now on their way to Korea, are working for as low as \$3 a day, and for them there is no forty-hour week.

The demands of the military services will deplete the ranks of the workers. How are we to produce arms and equipment for the use of our fighting men, for your sons and mine? The urgent need is that all work longer hours for greater, not less, production; that during the next few years we all have less ease and comfort, not more.

Hon. Mr. Horner: Hear, hear.

Hon. Mr. Wood: The recent strike took place at a time when the fate of the railways was already hanging in the balance. On a recent motor trip to the coast we passed a moving van taking furniture from Regina to Vancouver, and on every highway we saw trucks, each of which was taking seven motor cars from Detroit to Seattle. Oil will soon flow by pipe-line and water transport from Alberta to the Atlantic coast, with a resultant loss of revenue to the railways of about \$50 million. This condition, I understand, is due to the inability of the railways to compete in the matter of rates. If the railway rates continue to go up the time may not be far off when the people of Canada will find other means of transportation. The trans-Canada highway is making rapid strides towards completion in Western Canada. It is already evident that the trains in the West are carrying fewer passengers than they did formerly, though hotels and motor camps are as full as

they ever were. After the boost in pay which the railway workers were granted some time ago, many small stations were obliged to close. The same thing will happen again if the railways are forced to increase their cost of operation.

When the time comes that the Canadian people find a cheaper means of transporting their durable goods from east to west, make no mistake about it, the burden of operating the railways will then fall upon the producers of cattle, wheat, fruit and other raw products, who have no choice of transportation. I talked to one man in Regina who before the strike sent a carload of material into Winnipeg every day by railway freight and who when the strike came was forced to call in a trucking company. He found that by truck he could ship 19 per cent cheaper with one day faster delivery than by rail.

In central Canada at the present time the railways have not been able to raise their rates because of the likelihood that they would lose their best paying traffic to motor, water and other forms of transportation. How can the railways operate profitably on the only traffic left to them, that of the wheat grower and the cattle producer, except by raising the rates on these commodities? The urgent need today is for railway leaders who are men with a sound knowledge of economics.

As for the Korean situation, I was very pleased to see in the press that the Honourable Brooke Claxton does not propose sending our specially-trained airborne brigade group to Korea, because they have been trained for the special purpose of defending this country. In Exercise Sweetbriar they received special training in Arctic conditions. I most heartily agree with Mr. Claxton and members of the government on their stand in connection with this airborne brigade. While on the West Coast we have anti-aircraft defence and radar, and fighting planes and similar equipment down the Alaskan Highway and at Churchill, I do not think anyone would suggest in this house that we are properly protected from an invasion by air throughout northwestern Canada and the West Coast. It would seem very unlikely to me that the Russians, if they decided to invade this continent, would try to make a landing on the West Coast or the far northern shores. If all reports in the papers are correct, Russia has some 5,000 aircraft, 3,000 of which are bombers and transport planes. Let us not forget that Hitler did not make a frontal attack in France against the Maginot Line. Behind the defence line in Western Canada would be the prairies. We should keep in mind that the distance from the Behring Straits to Edmonton and Calgary—