

5. Electrification of the National railways, and in connection therewith, co-operation with the provinces or municipalities for the distribution of power in areas adjacent to the transmission lines of the National railways.

6. Encouragement of national and other co-operation to develop sales and export of Canadian farm products. Also to secure therefor the lowest transportation charges by land and sea.

7. To defend our country and yet ever aim at reducing the evils of war by co-operation with other nations in disarmament and the erection of a world court of arbitration.

There is a plank that goes home to everyone. It goes home to all the mothers, brothers, widows and sisters who lost their friends in the war. I have not a word to say against war in the past, but the world is lost if it does not find a way to end war. There is no hope for humanity if we cannot stop war, and it will not be stopped by fighting but by more courage on the part of public men and public women, and their getting together with church societies of all kinds and uniting, not quite to stop war for the present, for we will all fight for our country, every Canadian will do that, but in view of our experience we want to see if something cannot be done by co-operation between nations, first to reduce armaments, and then to get a world court to settle these disputes between the different nations.

Let me just go over this programme again and make a few comments on one or two things. First of all, on a national banking system for Canada. We have had that up before us in the Banking committee, I know I am charged with being an enemy of the banks, because I have the hardihood to propose that we ought to improve the banking system in this country, something after the manner in which it has been done in the United States, and banking in the United States is based on the credit of the nation. They do everything there on the credit of the nation. They have any number of banks with an immense capitalization, and all these banks make a great deal of money, and they make it under the National Reserve Bank system. Why cannot we have the same thing in this country. As I told a friend of mine to-day who was speaking to me about the tariff: "True," I said, "the tariff is a great issue in this country, but the biggest issue in the next election is going to be the banking law of this country."

Now I pass to this other proposal of mine with reference to the St. Lawrence waterway. I am glad to know that the government is taking that up, and I was glad to see notice

[Mr. W. F. Maclean.]

given by the Minister of Railways, (Mr. Graham) the other day that he has already appointed his members on the Joint Advisory Commission, and I hope there will be a further announcement any day. I went over to the department here in Ottawa that has charge of the development of water-powers in Canada and I got their reports on the matter; they are available to any gentleman that wants them, and they show a system for electrifying the whole of Canada from the Pacific to the Atlantic. Sir Adam Beck's system of hydro-electric development in Ontario is the most successful experiment in public ownership of any service like the distribution of electrical energy, and he is applying now for Cornwall island on the St. Lawrence, where he is going to develop an immense amount of power. It will have to be done there in an international way, and the Americans will get half of the power developed, I presume.

In the province of Quebec, at Sault rapids, they have enough power to drive every train from Quebec right up to where they meet the Ontario system, and the Ontario system goes up to lake Superior, where you have the Nipigon hydro-electric power, and then on to Winnipeg. After you get out of the electrical influence generated at Winnipeg, you come to Saskatchewan and Alberta, and the experts of the department, as I see by their reports, have come to the conclusion that you must generate energy for these two provinces by means of great steam plants fired by coal or lignite. They have lignite in Saskatchewan and an abundance of Alberta coal. The great secret of the electrification of railways is the wonderful progress that is being made in high voltage transmission over long distances, and the Edison men are to-day perfecting a system whereby they can transmit a million volts through a wire over long distance without any great waste, and with a wonderful distribution of power. So that means that the electrification can be done at half what it costs now; it also means a substantial reduction in freight rates.

As to the Maritime provinces, my suggestion is that as they have no great water-powers, they develop these large steam plants at the pit heads of their mines for the distribution of electrical energy. I was reading in one of the American papers only yesterday that the American Electrical Company are building to-day generators that produce 75,000 horsepower in one unit, and you have only to increase the number of units to get all the power you want. So the real policy for Canada to-day, if we want to give some relief to the eastern provinces, and to do something to make the West more satisfied, is for the