

Mr. MACLEAN (South York). Denmark is one; seven dollars a year for a telephone to every farmer in Denmark.

Mr. NESBITT. Why did you not go further for an example?

Mr. MACLEAN (South York). Because that is the best example of public ownership. There is a gentleman who is ashamed of public ownership; he is ashamed of the people of Canada, and he thinks they are not competent to go into the business and be trusted with public affairs of that kind. I am prepared to trust the Canadian people in connection with public ownership; I am ready to say to the people of Canada, take over the terminal elevators. I am prepared to see the people of Canada handle their railways, and this government has its one opportunity to make good in regard to public ownership in connection with the Intercolonial railway. There is a great national asset we have. It is based on public ownership. It has not done as well as it could do, but it can be made to do well if it is administered in the public interest.

Mr. MACDONALD. What do you think they should do about the Intercolonial railway?

Mr. MACLEAN. (South York) I would propose to run it as an absolute public proposition, and to extend it to where the traffic is. Bring it into the province of Ontario, and we make it the greatest railway in Canada. Bring it to Toronto and on to the Detroit river. Put it into Winnipeg. I stood in this House 15 years ago, when the late Mr. Blair was Minister of Railways, and when the proposal was made to build the Rainy River railway in connection with the Canadian Northern, and said that the way to increase the railway accommodation of the west was to make that line a portion of the Intercolonial, to bring the Intercolonial immediately from Montreal to the Georgian bay, there connect it with boats, build a line around the lakes, carry it to Winnipeg, and from there spread it all over the northwest. If that had been done at that time, the Canadian west would have had a state-owned railway that would have solved all problems. The lines would have been laid out in a scientific way, so as to secure the greatest efficiency all over the country. There is not efficiency in any railway system of the west to-day, because too many of the lines parallel one another.

Mr. MACDONALD. Is not the Intercolonial all right as it is now?

Mr. MACLEAN. (South York) It could be much better. What is the one way out of the difficulty in connection with

Mr. NESBITT.

the coal strike in England to-day? There is very little hope of a settlement unless the state takes over the coal business. I do not know that I am such a state socialist as to advocate that, but the people of England are coming pretty close to it. At the beginning of this year all the telephone lines in England went into the British post office, and they are now being administered in connection with it. The people's experience of state-owned telegraphs was so good that they took over the telephones, and they must now go into the cable business. They cannot stop at telegraphs and telephones when the cables remain undealt with. To my mind there is nothing for us to do but to get into the business without delay, and to say that we are going to have a state-owned cable. We ought to pass a resolution to that effect this session, and then you would see how the rates would come down. There would be a three-penny rate for all messages between Canada and England.

Mr. CROTHERS. Is not free trade a remedy for all these things?

Mr. MACLEAN. (South York) Perhaps the hon. gentleman can tell us that. There should be a national policy in regard to other things as well as tariffs; but I will not go into that to-night. The more I study this matter in the light of the experience of other countries, the more convinced I am that if you cannot have state ownership, state competition is the one remedy that will bring down tolls. The solution of the northwest railway problem is to put an absolutely state-owned railway in the Canadian west.

Mr. SPEAKER. Might I remind the hon. member that the question is in regard to cables.

Mr. MACLEAN. (South York) The hon. gentleman questioned me in regard to state ownership.

Mr. LEMIEUX. May I be allowed to say that I quite agree with my hon. friend in his suggestion that we should advocate a state-owned cable, and I might have mentioned it in my amendment; but, as it would involve an expenditure of money, I had to avoid it.

Mr. MACLEAN (South York). I apologize, Mr. Speaker, for trespassing on your good nature, and I will conclude by saying that the way to bring about the reform is to get into the business of state ownership.

Mr. F. R. LALOR (Haldimand). Mr. Speaker, I have heard the question of the nationalization of telephones, telegraphs and cable lines discussed in this House from time to time. This may be of advan-