

all damage of bush fire from our steam locomotives, which they have in the past been responsible for. The value of wood lost in the bush fires alone would pay the cost of electrification of the railroads. All new railroads about or to be constructed in the future should and must for their own, if not our national sake, be operated by electricity, as should every other industry. Future development of our white coal also demands that all electric power be standardized so as to permit all power plants to be interconnected, thereby permitting a constant and reliable supply, and that the whole structure be given a solid financial footing, so that the financing, new development, rate of return and individual initiative is assured, no matter what abnormal conditions may come and go. Everyone realizes that the past war resulted in injuring the credit of all public utilities and railroads. The whole question is huge, but as sure as we meet here to-day you will see such a scheme, as outlined, come to pass—you cannot stop it. It has to come and it is up to our financiers, the business men and the workmen of this province to see that we go forward and that we profit by the lessons of others and realize the birthright given to us.

EDITORS NOTE.—As an example of Rly Electrification already decided on the Midi System of France has now announced a ten year programme. By 1925, 1000 miles will be converted and by 1930 the remaining 700 miles of the Co. will be changed over to electric operation.

Twelve water power plants will supply of energy. After exhaustive investigation 1500 volts Direct Currents with overhead catenary line construction has been decided on, as a large number of multiple unit passenger trains will be operated in addition to freight. Had freight traffic been the principal consideration in their case 3000 volts Direct Current would have been adopted identical with the system at present in operation on the 655 route-miles of the C. M. & St. P. R. R.

