

render. A commission such as I have outlined would constitute a sufficient safeguard of public rights and interests, and at the same time would stand as a bulwark against unjust or hasty legislative action. I submit as another article of our policy,

The reorganization of the present railway commission as a public utilities commission, with wider powers and more extended jurisdiction, so as to establish thorough and effective control over all corporations owning or operating public utilities or invested with franchises of a national character.

TELEGRAPH AND TELEPHONE OPERATIONS.

It has been demonstrated in Great Britain that telegraphs and telephones can be successfully operated in connection with the post office department. I see no reason why a similar system should not be inaugurated and carried out successfully in Canada. Few people realize that at the present time Canada owns and operates 6,586 miles of State telegraph lines. These lines have not been remunerative for the reason that they have been established in thinly settled portions of the country where private enterprise could find no adequate return. If we are prepared to invest national capital in thinly peopled and unremunerative localities, why should we hesitate in those portions of the country where operations can be carried on at a profit? I do not forget the necessity that our great railways must be equipped with telegraph and telephone lines, nor do I forget the principle of justice to invested capital which I have already invoked. Having regard to these considerations, our policy should include

The establishment, after due investigation, of a system of national telegraphs and telephones under conditions which shall be just to capital already invested in those enterprises.

IMPROVED SERVICE IN THE POST OFFICE.

In its desire to make an annual announcement of surplus in the post office department, the Government has failed to meet effectively the legitimate demands for increased postal facilities, especially in newly developed portions of our country. Postal facilities in the West have not kept pace with railway development in that part of our country. Consequently, there is just ground for complaint, and that complaint should be remedied as rapidly as possible. We must not forget that in the more progressive countries of the world the system of free rural mail delivery has been