

Dominion to undertake the electrification of the National railways.

In the provinces outside of Ontario and Quebec—in the West and in the East—let there be co-operation with the provincial governments and municipalities in generating enough electrical energy not only to drive the railroads and provide power for the industries but to light and perhaps heat the dwellings of citizens. You in the West and in the East want power as much as we want it in Ontario. In that province to-day we have the distribution of electrical energy at cost. If they can have that in the East they can have it in the West. In Ontario we are spending money for this purpose and the money is a paying investment. The country will make money out of such an enterprise and it will reduce the cost of transportation. The railroads may have to scrap some of their engines, but the cheapest thing to do with equipment when you find something better is to scrap it. So my suggestion, and it is a practical suggestion, is to go on with the waterways right away, and with the electrification of the railways. If you electrify the railways you can connect up with the Temiskaming and Northern Ontario railway. Sir Adam Beck has a scheme for the electrification of that system and giving power to the mines. The railway service can be extended to the mining districts in northern Ontario and Quebec, and in that way there will be a great revival of business in Canada. The thing to do in this country in order to get industry going is to electrify the railways and give employment to the people. If that is done not one dollar will be lost. As Sir Adam Beck has shown, by doing this you realize a profit which meets all the costs, provides for a sinking fund and gives the people a service at a very low rate.

My principal reason for speaking to-night is to direct the attention of my hon. friends in the Maritime provinces and in the West to the proposal for the electrification of the railways so that they may embark upon an admirable scheme of development such as we have in Ontario.

MR. CHURCH: Could you get anywhere with your programme under the group system of government you have been boosting.

MR. MACLEAN (York): I do not know whether you would or not. My hon. friend knows as much about it as I do and can work the question out for himself. My idea is that even if we do have to go to the group system it will not be a bad way to bring about what we desire.

MR. CHURCH: Do you think there would ever have been a hydro-electric system if we

had had the group system of government at the start? Did not Ontario vote out the group system last June three to one?

MR. MACLEAN (York): I am not to blame for that. My hon. friend himself went out and fought in the campaign and as he says they were defeated. I do not blame him, I know what took place. There is a fight of the big interests against Sir Adam Beck. There I leave the matter.

Now, I want to say a word or two in regard to the great railway that opposes the National Railway system in this country, and that is the Canadian Pacific. I have much admiration for that road, it has been made a great success; but there are men in Montreal who have joined the Mount Royal bloc, as I would call it, the exponents of which are the Montreal Gazette and the Montreal Star. They are preaching a queer doctrine—not only the doctrine we heard this afternoon, “that gloom, and the whispers of death, and everything else will come to Canada”—but there are men in Montreal who are saying—I put it right up, perhaps, to the Canadian Pacific, certainly to some of the banks and Bankers' Association—that in some way what I would call “the Mount Royal hookworm” has got into the National railways and into Adam Beck's hydro-electric system in Ontario. They are continuing to preach that doctrine, and that is the attitude of this Mount Royal club, if we may call it such. Now, that cannot go on in this country. There is lots of room for the two railway systems, if we have to have them, but it is going to be an expensive thing for Canada. I should like to see the Canadian Pacific, in some way, join up with the Canadian National Railways. In the platform I lay down here to-night I left a saving clause:

Co-operation and joint user with competing services where the same may be in the public interest.

There is no reason why the Canadian Pacific should not work in with the Canadian National Railways. There should be joint user, at least, and other things of that kind. They should take an example from the Hudson's Bay Company; the great thing for the Canadian Pacific to do would be to cash in like the Hudson's Bay Company, so that our two railway systems might get together. Some people might not like that. They might say, “We want competition, and amalgamation would not pay.” But we heard from the hon. member (Mr. McCrea) this afternoon about the awful charges on the country in the way of railway cost. And the railway costs have got to come down in Canada. We have