I proposed was very similar up to a certain point but there was this ending :

—having regard to quality and price among other things, and unless the Governor in Council shall approve of the same being procured elsewhere.

As the clause stands in the Bill before us, it is perfectly open to the Grand Trunk Pacific to be its own judge as to whether it shall buy supplies manufactured in Canada or not. But, as I said, I do not intend to take up time at this stage in discussing the clause of the Bill.

The hon. member for Pontiac (Mr. Murray) said something with regard to the tremendous water-powers ; I am not unmindful of the fact that we in Canada have tremendous water powers ; I am not unmindful of the fact that the day is coming when electrical energy will be developed in Canada to a very much greater extent than it is at the present time. I believe that in the northern part of Ontario and Quebec we have immense water-powers and that these water-powers will be utilized to operate electric roads throughout the different sections of this country. I do not wish to take up time in discussing this question, as I know that many members of this House would not be interested in anything I might say on the subject of electrical development. But, Sir, about the only information we have in regard to this northern country is that it is full of water-powers from one end to the other. We have information, for instance, that the Abitibi river, at a distance of 100 miles from its junction with the Moose, has a width of 400 feet and, in its course, has a number of cascades and rapids each capable of developing from 15,000 to 150,000 horse-power. We know that within a few miles of this city of Ottawa the rivers are capable of developing hundreds of thousands of horse-power. When we consider, in connection with these facts, the fact that electrical science is so advanced that it is now possible to transmit electricity economically a distance of 500 miles, it seems clear that it is worthy of consideration whether the time has not come when it would be well to assist in the development of electric roads for the benefit of our people. Let me say that we find to-day in the little country of Sweden that they are doing away entirely with their steam railroads. They find that they have available in that country the energy of waterfalls capable of developing from 2,000,000 to 4,000,000 horse-power. They are doing away entirely with steam railroads and operating their roads by electricity. This is borne out by a statement in the 'Financial News.' We find the same thing taking place in Norway. But we need not go to Sweden or Norway to find examples of what I am speaking. We need not leave this continent. I can refer you to an article in one of the issues of 'The Electrician' of last year in regard to high speed electrical inter-urban railways, from which we find that at the present time there is invested in the United States of America $1,600,000,000 in electrical railways, upon which some $7,000,000 is paid yearly in dividends. These roads employ 300,000 people, who are paid $250,000,000 a year. They have 20,000 miles of track, on which 60,000 cars are operated. I need not even go out of Canada for examples. If we go to the province of Quebec we find there the Quebec, Montmorency and Charlevoix Railway, which has increased its traffic so much that its receipts have advanced from $44,241 the year before last to $73,292 last year. I do not know exactly over what distance they operate, but I believe it is something like 30 miles of track ; and they handle, not only passengers, but large quantities of freight, and they find it is very much cheaper to operate that system by electricity than to operate it by steam. In the United States we have a system of railways from Hudson to Albany, a distance of forty or fifty miles, which is handling freight and passengers very much more cheaply than they can be handled by the steam railways. In Italy the conditions are such that we have no difficulty in making a comparison between the cost of steam and electricity for the operation of railways. In that country they are operating electric railways side by side with the steam railways, and they find that the cost of the electric railways is very much less than the cost of the other. Some may say that this does not apply to the handling of freight ; but I contend that it has been proven already by the electric roads that they can handle freight better and more cheaply than it can be handled by steam railways. We have a road now being built from Niagara Falls to Rochester, a distance of 120 miles, which will be operated by electricity from the falls of Niagara. I refer to the development of electricity, because I believe that the time has come in Canada when encouragement should be given for the encouragement of electric roads for the benefit of our farmers and other producers. If you go to the state of Massachusetts, you find it covered with a network of electric roads, which are doing great service for the people. You find the same conditions are rapidly being brought about in the state of New York. We must not under-estimate the value of the great water-powers we have in this country. The New England states are the most rocky and barren of all the railway territory of the Union, but, owing to their immense water-powers, they have gone ahead at a very rapid rate and have become the manufacturing centre of the United States. I was very much interested in reading a report of the meeting of the Institute of Civil Engineers, held in Westminster, where one of the most eminent electrical engineers in the world stated that the main line railways, whether