

WINDING UP ACT AMENDMENT.

Bill (No. 87) introduced—Mr. A. C. Macdonell—2342.

Macdonell, A. C. (Toronto, S.)—2342.

This Bill is designed to amend the Act which is now invoked in the various provinces for the winding up of insolvent companies—2342. The liquidator has the power to wind up an estate—2343.

WINDING UP ACT—AMENDMENT.

First reading of Bill No. 147—Hon. A. B. Aylesworth—5778.

Aylesworth, Hon. A. B. (Minister of Justice)—5778.

Introduces Bill 147, providing for the appointment of some person representing the whole of the shareholders in an insolvent company—5778-9.

WINDING-UP ACT AMENDMENT—7019.

Second reading Bill No. 147.

Aylesworth, Hon. A. B. (Minister of Justice)—7019.

The object of the amendment is manifest under the present law there is no provision for other than personal service—7019. Speaks of the York County Loan and Savings Co.; in dealing with a matter of insolvency, desirable to save expense as far as possible—7020.

Bergeron, J. G. H. (Beauharnois)—7020.

This provision we already have in the Province of Quebec—7020.

Borden, R. L. (Carleton, Ont.)—7020.

Considers the provision very good—7020.

WINNIPEG TERMINALS — CANADIAN NORTHERN RAILWAY AND GRAND TRUNK PACIFIC.

Bill (No. 128) introduced—Hon. H. R. Emmerson (Minister of Railways and Canals)—4929.

Emmerson, Hon. H. R. (Minister of Railways and Canals)—4929.

The object of this Bill is to provide union terminals at the City of Winnipeg—4929.

WINNIPEG TERMINALS — CANADIAN NORTHERN RAILWAY AND GRAND TRUNK PACIFIC RAILWAY.

Bill (No. 128) in Committee, and 3rd reading—5512-5670.

Barker, Sam. (Hamilton, East)—5519.

Why should the fact that a change takes place as between the government and the Grand Trunk Pacific make any difference in what the Canadian Northern have to pay?—5519. Emmerson says the Canadian Northern Railway bear one half the interest and the

WINNIPEG TERMINALS — CANADIAN NORTHERN RAILWAY AND GRAND TRUNK PACIFIC RAILWAY—*Con.*

Barker, Sam. (Hamilton, East)—*Con.*

other two divide the remaining half between them—5520. Why should each of those lines, with only 500 miles pay as much as the C. N. R., with 1,000 miles?—5522. No doubt under modern arrangements the general passenger station and all that will be common under any circumstances—5524.

Borden, R. L. (Carleton, Ont.)—5517.

The minister speaks of compensation upon one third wheelage basis; I do not understand that—5517. This agreement is a very long document, and some of us have not had an opportunity to investigate it to any great extent—5518. What difference arises when the government takes over the operation of the eastern division?—5519. Unless the government give written notice it becomes interested in the hotel and restaurant—5525.

Emmerson, Hon. H. R. (Minister of Railways and Canals)—5512.

I may say that the Bill is to confirm an agreement between the C.N.R. and the G.T.P.R.—5512. While the G. T. P. is the lessee of the eastern division the terminals will be operated by a so-called terminal board—5513. The interest upon the cost of construction prior to the execution of the lease is borne by the government—5514. Ample provision is made in this Bill protecting future contingencies as respect the eastern division—5515. Then the government becomes a one third partner with one third interest and is responsible for one third of the cost of maintenance and operation—5516. I used the expression one third in the sense that each partner has one-third interest—5517. I have gone over, perhaps imperfectly, all the salient clauses of the agreement—5518. I will repeat what I stated in the first instance, to make it clear—5519. Because in that instance the G.T.P. have ceased to be interested in the eastern division—5520. There would be a difference as to the user where three companies are interested instead of only two—5521. Because each requires just as much room in the station—5522. It is divided into thirds when there are three independent concerns operating on the railways—5523. Necessarily the G.T.P. would demand room and the C.N.R. would have to furnish it—5524. I presume that is under very grave and serious consideration—5525.

Fielding, Hon. W. S. (Finance Minister)—5670.

Makes motion for 3rd reading; allows Bill to stand—5670.

All the information required has been furnished—6259.

Foster, Hon. Geo. E. (North Toronto)—5670.

Haggart wished to see these plans; as he is absent, asks that the Bill stand—5670.