

From a point on the Canadian Northern Railway at or near Melfort, thence in a generally westerly and southwesterly direction to a point on the main line of the Canadian Northern Railway at or near Vonda.

The lines of railway which the Saskatchewan Midland Railway Company, a predecessor by amalgamation of the Canadian Northern Railway Company, was authorized to construct, namely:

By Section 7 of Chapter 41 of the Statutes of Saskatchewan, 1909, as follows:—

A line from a point on the Winnipeg-Edmonton branch of the Canadian Northern Railway within ranges 1 and 2 west of the third meridian running in a northeasterly direction to join with the projected extension of what is known as the Thunder Hill branch of the said railway.

A line from a point on the Brandon-Regina branch of the Canadian Northern Railway between Kaiser and Regina running in a southwesterly, westerly and northwesterly direction to the town of Swift Current and with a branch from Swift Current to a point at or near Saskatchewan Landing thence northerly and easterly to a point on the constructed line of the Canadian Northern Railway in or near township 34, range 9 west of the third meridian.

A line from a point on the Brandon-Regina branch of the Canadian Northern Railway between Lovat and Kendal, thence in a generally southwesterly direction to the international boundary.

A line from a point at or near the town of Humboldt running in a northeasterly direction to a point at or near the town of Melfort.

The lines of railway which the Canadian Northern Railway Company was authorized to construct, namely:—

By Sections 2, 3, and 4, Chapter 36 of the Statutes of Canada, 1915, as follows:—

From its line at Strathcona southerly to Calgary.

From a point on the company's line at Swan River in Manitoba, thence along the Swan River northerly and in a generally westerly direction to a point on the company's authorized line at the crossing by that line of the Saskatchewan River.

From a point in Regina northwesterly and westerly to a point on the Red Deer River, in the province of Alberta.

The line of railway which the Northern Extension Railway Company (since amalgamated with the Canadian Northern Railway Company) was authorized to build by Section 3 of Chapter 77 of the Statutes of Manitoba for 1904, namely:—

A line or lines from a point at the city of Winnipeg, or from any of the lines specified in the last mentioned Act, through the Rural Municipality of Springfield to the eastern or southern boundary of the province of Manitoba.

From Calgary to the confluence of the Little Bow and Belly Rivers, thence in a southwesterly direction to a point at Lethbridge.

From a point at or near Regina northwesterly to a point at or near Elbow.

By Section 2 of Chapter 76 of the Statutes of Canada 1914, as follows:—

From a point on the Company's authorized line at or near Battleford, thence in a generally westerly direction to a point on the head waters of the Brazeau River.

From a point in or near Regina northerly to a point at or near Humboldt, thence northeasterly

[Mr. Meighen.]

down or near the valley of the Carrot River to a point at or near the Pas Mission on the Saskatchewan River, and from a point on the Company's line between Humboldt and the South Saskatchewan river northeasterly to a point at or near the crossing of the South Saskatchewan river by the Company's Prince Albert Branch.

By Section 2 of Chapter 94 of the Statutes of Canada, 1913, as follows:—

From its line at or near Humboldt, in the Province of Saskatchewan, in a southwesterly direction to Township 29, Range 7, west of the third meridian, thence westerly and southwesterly to the city of Calgary in the province of Alberta.

From a point on its Brandon-Regina line near the west boundary of Manitoba, thence in a generally westerly direction to the city of Lethbridge, Alberta.

From a point on its line near North Battleford, thence northwesterly to a point at or near Athabaska Landing, with a branch to a point at or near Green Lake near its outlet into the Beaver River.

By Section 2 of Chapter 77 of the Statutes of Canada, 1912, as follows:—

From a point on the company's line of railway at or near Portage la Prairie, thence in a generally southerly and easterly direction to a point on the Ridgeville section of its line of railway in or near township 2, range 7, east of the principal meridian.

From a point on the Qu'Appelle, Long Lake and Saskatchewan Railway between Davidson and Disley, thence in a generally westerly and northwesterly direction to a point on the Saskatchewan-Calgary line in or near township 30, range 14, west of the third meridian.

From a point on its constructed line near Winnipegosis, thence in a generally southerly and easterly direction to a point on its constructed line near the south end of Lake Manitoba.

The lines of railway which the Canadian Northern Pacific Railway Company was authorized to construct, as follows:—

By Section 3 of Chapter 4, of the Statutes of British Columbia, 1910, as follows:—

From a point in the City of Victoria to a point on or near Barclay Sound on the Island of Vancouver, a distance of approximately one hundred miles.

By Section 3 of Chapter 32 of the Statutes of British Columbia, 1912, as follows:—

A line of railway one hundred and fifty miles in length in a northerly and easterly direction from the 100-mile post on the Vancouver Island section of the Canadian Northern Pacific Company's line of railway to a point on the east coast of the Vancouver Island.

A line of railway from a point on the company's line at or near the city of Kamloops to the City of Vernon, and thence to Lumby, and a line from a point at or near the said city of Vernon to the city of Kelowna via Long Lake, and a line from a point in or near the said city of Vernon, a point on the east arm of Okanagan Lake, opposite Okanagan Landing, as shown on the map deposited in the office of the Provincial Secretary of British Columbia; an aggregate distance of one hundred and forty-five miles.

By Section 2 of Chapter 57 of the Statutes of British Columbia, 1913, as follows:—

A line of railway extending from the north end of Westminster Bridge to Steveston, a distance of fifteen miles.