

Mr. CAHILL: They are not taken over but still stand as the Canadian Northern Telegraph Company, do they not?

Mr. MEIGHEN: But we have taken it over.

Mr. CAHILL: You have only taken over the stock.

Mr. MEIGHEN: That is all we want.

Mr. CAHILL: The Canadian National Railways will become responsible for the liabilities of these companies when taken over.

Mr. MEIGHEN: The Canadian Northern is responsible in the very same sense that the Canadian National will be responsible if this Bill passes.

Mr. CAHILL: The Canadian Northern has nothing to do with them. They are separate companies, in exactly the same position as the steamship companies, and the minute you take them over you become responsible for their liabilities. Liable to whom, I do not know, but I want to know.

Mr. MEIGHEN: It is too late to commence as far back as the hon. gentleman would require, and I therefore move that further consideration of schedule 1 be postponed.

Motion agreed to.

Schedule stands.

Mr. MEIGHEN: I beg to move that the following schedule be added to the Bill, to be known as schedule 2.

SCHEDULE 2.

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

By Section 3 of Chapter 29 of the Statutes of Alberta, 1911-12, as follows:—

From a point on the constructed line of the Canadian Northern Railway at or near Edmonton, thence on a northeasterly and easterly direction on the north side of the North Saskatchewan River to St. Paul de Metis, and thence to the eastern boundary of the province of Alberta.

From a point on the constructed line of the Canadian Northern Railway at or near Bruderheim, thence in a general easterly and southeasterly direction to a point at Vermillion, thence on a southerly direction to a point at or near Wainwright or through Medicine Hat to a point at the southerly boundary of the province of Alberta; with a branch from a point northwest of Vermillion on Townships 53 and 54 easterly to the eastern boundary of the province.

From Camrose, thence in a general southeasterly direction keeping north of the Battle River until the line reaches to or near the eastern boundary of range 12, west of the fourth meridian; thence in a southeasterly direction

to the eastern boundary of the province of Alberta.

From a point where the Saskatoon-Calgary line of the Canadian Northern Railway crosses the eastern boundary of the province in a generally northerly direction to a point on the authorized line of the Canadian Northern Railway running from Strathcona to Calgary.

From a point on the constructed line between Big Valley and Stettler, southeasterly to a junction with the Saskatoon-Calgary line.

By Section 2 of Chapter 40 of the Statutes of Alberta, 1914, namely:—

From a point at the city of Medicine Hat, thence in a generally northwesterly direction to a point on the Saskatoon Calgary line of the Canadian Northern Railway Company.

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

By Section 7 of Chapter 18 of the Statutes of Saskatchewan, 1908-09, as follows:—

From a point on the Qu'Appelle Long Lake and Saskatchewan Railway to Steamboat Company's line between Aylesbury and Davidson, thence in a generally northerly and westerly direction to the provincial boundary of Saskatchewan.

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

By Section 8 of Chapter 43 of the Statutes of Saskatchewan, 1912, as follows:—

From a point at or near Lampman on the Maryfield extension of the Canadian Northern Railway, thence in a generally northerly direction to a junction with the Brandon-Regina branch line of the said railway.

From a point on the Delisle Branch of the Canadian Northern Railway westerly to the western boundary of the Province of Saskatchewan.

From a point at or near Chamberlain southerly to Moosejaw.

From a point at or near Craven in a general northeasterly direction to a point at or near Hudson Bay Junction, with a branch from a point thereon to a point on the Rossburn branch of Canadian Northern Railway east of Yorkton.

From a point at or near Melfort north easterly to the eastern boundary of the province of Saskatchewan.

From a point at or near Hudson Bay Junction southerly through or near the town of Moosomin to a point on the southern boundary of the province of Saskatchewan, east of the second meridian.

From a point at or near Swift Current northerly to a point at or near Battleford.

From a point at or near Chamberlain westerly to a point on the western boundary of the province of Saskatchewan at or near Township 25.

From a point at or near Prince Albert northeasterly to the eastern boundary of the province of Saskatchewan.

From a point on the Prince Albert-Denholme line of the Canadian Northern Railway at or near Shellbrook westerly to a point on the North Battleford-Jackfish line of the Canadian Northern Railway.

From a point on the Canadian Northern Railway at or near Melfort, thence in a generally southeasterly direction to a connection with the Thunder Hill extension of the Canadian Northern Railway.