

CANADIAN NATIONAL RAILWAYS

SYNOPTICAL HISTORY
OF
ORGANIZATION, CAPITAL STOCK, FUNDED DEBT
AND
OTHER GENERAL INFORMATION

as of December 31, 1960

Compiled by
the late A.B. Hopper
and
T. Kearney, B.Sc., B. Eng.

Accounting Department
Montreal, Quebec
October 15, 1962

Any discrepancies or omissions
discovered herein should be
referred to the Comptroller

THE ACADIA COAL COMPANY, LIMITED

1.

(former owner of Vale Railway, and line between Stellarton, N.S. and Westville, N.S., totalling about 9 miles, now included in "The Intercolonial Railway").

INCORPORATED: March 31, 1865 - Nova Scotia Act 28 Vic. Cap. 64
May 11, 1886 - Nova Scotia Act 29 Vic. Cap. 161, amalgamation with two other companies authorized.
May 3, 1887 - Nova Scotia Act 50 Vic. Cap. 115, name changed (History below).

HISTORY: Under Nova Scotia Cap. 64, March 31, 1865, "Acadia Coal Company" was incorporated.

Under Nova Scotia Act 35 Vic. Cap. 73, April 18, 1872. "Vale Coal, Iron and Manufacturing Company" was incorporated.

Under Nova Scotia Act 49 Vic. Cap. 162, May 11, 1886, the above mentioned two companies and Halifax Coal Company were authorized to amalgamate as one Company under the name "Acadia Coal Company".

Under Nova Scotia Act 50 Vic. Cap. 115, May 3, 1887, the name of the amalgamated Company was changed to "The Acadia Coal Company, Limited".

Under Deed of May 28, 1887, the Dominion Government purchased the railway line between Stellarton and Westville, N.S., approximately 3 miles to form part of The Intercolonial Railway.

A line had been constructed from New Glasgow to its coal mines near Thorburn with a short extension to the town. The extension was later abandoned. The remaining line (5.79 miles) was leased for operation by Canadian Government Railways from May 1, 1915, under authority of Order in Council P.C. 27, January 8, 1917.

Under Agreement dated January 10, 1917, authorized by Dominion Order in Council P.C. 27, of January 8, 1917, The Acadia Coal Company, Limited granted His Majesty an option to purchase the line from connection with The Intercolonial Railway at New Glasgow to the coal mine at Thorburn, (5.79 miles,) known as the Vale Railway, for the sum of \$30,000. Pending exercise of the option of purchase the railway was leased to His Majesty for a period of ten years from May 1, 1915, at an annual rental of \$1200. The Agreement also provided that in the event of purchase of the property by the Crown, the Company retained the right at all times to maintain upon the right of way, the high tension transmission lines, transmission pole line, telephone wires.

On June 4, 1925, an Agreement, authorized by Dominion Order in Council P.C. 843 of May 29, 1925, was executed on similar terms which granted His Majesty the option to purchase within 10 years from May 1, 1925, the railway to be under lease to His Majesty meanwhile.

By Agreement dated June 4, 1935, December 11, 1940, October 4, 1945, and October 17, 1950, the option to purchase and lease was extended to June 3, 1940, June 3, 1945, June 3, 1950 and June 3, 1955 respectively.

HISTORY
(Cont'd.)

By letter dated January 19, 1953, The Acadia Coal Company agreed to reduce the option price from \$30,000 to \$25,000 and by Canadian National Railway Company Directors Minute No. 158 of May 20, 1955, it was resolved that the exercise of the option to purchase be recommended to the Minister of Transport.

Dominion Order in Council P.C. 1955-775 dated May 26, 1955 and amending P.C. 1955-893 dated June 15, 1955, authorized purchase of the Vale Railway in the name of Her Majesty in right of Canada, to form part of the Intercolonial Railway, for the sum of \$25,000. Surveys and Legal Expenses: \$3,000.

Canadian National Railways cheque in the amount of \$25,000 in full payment of the purchase price was mailed to the Acadia Coal Company on May 27, 1955.

LOCATION:

New Glasgow Division - Thorburn Subdivision:
 New Glasgow - Thorburn 5.79 miles
 Stellarton, N.S. - Westville, N.S. 3.00 miles

ATLANTIC AND ST. LAWRENCE RAILROAD COMPANY

(majority capital stock owned by Canadian National Railway Company)
 The railway is leased to, and operated by Canadian National Railway Company under title "Canadian National Lines in New England".

INCORPORATED: February 10, 1845 - State of Maine
 June 30, 1847 - State of New Hampshire
 October 27, 1848 - State of Vermont.

HEAD OFFICE: Portland, Maine, U.S.A.

HISTORY: Atlantic and St. Lawrence Railroad was formed to construct a railroad from the City of Portland, Maine to the Canadian boundary.

The line was constructed from Portland, Maine to Island Pond, Vermont (west end of yard), 149.58 miles and sections were opened for traffic as follows:

		<u>Miles Opened for Traffic</u>	
Portland	- North Yarmouth	15.25	July 1848
North Yarmouth	- Danville Junction	12.25	September 1848
Danville Junction	- Mechanic Falls	8.75	November 1848
Mechanic Falls	- Oxford	4.50	September 1849
Oxford	- South Paris	6.50	January 1850
South Paris	- Bethel	22.75	March 10, 1851
Bethel	- Gorham	21.25	July 23, 1851
Gorham	- Groveton	30.50*	July 12, 1852
Groveton	- Island Pond	27.50	January 1853

* Spur line from main line station to Berlin Falls Town (1.25 miles), was opened in 1856.

ATLANTIC AND ST. LAWRENCE RAILROAD COMPANY

HISTORY
(Cont'd.):

7. The authorized Capital Stock of Atlantic and St. Lawrence Railroad Company was increased, and issued sterling shares were exchanged for currency shares on the basis of 4 currency shares of \$100 par value for one sterling share of £100 par value.

The Company was reorganized December 31, 1949.

PROPERTY

INVESTMENT: As at December 31, 1959:

Road	\$11,189,139	
Acquisition adjustment	451,067 CR.	\$10,738,072

ACCRUED

DEPRECIATION: As at December 31, 1955:

Road	\$49,372	\$10,688,700
------	----------	--------------

CAPITAL

STOCK: Prior to reorganization (September 1, 1943):

Authorized and Issued:		
11,290 Sterling shares - £100 par value		\$ 5,464,360
(convertible at \$4.84)		
190 U.S. currency shares - \$100 par value		19,000
40 U.S. currency Fractional shares -- \$16 par value		640
		<u>\$ 5,484,000</u>

The Capital Stock was originally authorized and issued in shares of \$100 par value, but this proved inconvenient since its best market was in England, so authority was obtained from the Maine Government to change the shares to £100 par value and to exchange issued stock on the basis of one hundred £100 shares and a fractional share for 480 \$100 shares.

As at December 31, 1959: (stated in U.S. or Sterling currency)

Authorized:	70,000 shares - \$100 par value each	\$7,000,000
Issued:	62,969 shares - \$100 par value each	6,296,900
	40 fractional shares - \$16 par value ea.	640
	12 shares -- £100 each exchangeable for	
	48 shares - \$100 par value each	<u>4,800</u>
	Total issued	\$6,302,340

The last two items and 4 shares of \$100 par value each, or a total of \$5,840 is held by the Public. The balance is owned by Canadian National Railway Company.

Certificates representing 62,956 shares of \$100 par value each in the name of Canadian National Railway Company, and 9 shares of \$100 par value each in the names of Directors (endorsed in blank) are held in Royal Trust Company vaults, Montreal --- unpledged.

LONG-TERM
DEBT:

Prior to reorganization (September 1, 1943):

1st Mortgage Bonds 6% due October 1, 1864	\$1,500,000
2nd Mortgage Bonds 6% due May 1, 1871	713,000
3rd Mortgage Bonds 6% due July 1, 1889	<u>787,000</u>
	\$3,000,000

All owned by Canadian National Railway Company acquired through issue of The Grand Trunk Railway of Canada 5% Perpetual Debenture Stock.

ATLANTIC AND ST. LAWRENCE RAILROAD COMPANY

LONG-TERM
DEBT:
(Cont'd.)

Under Mortgage Deed dated September 1, 1943 a 4%, 30 year First Mortgage Bond for \$3,438,000 was issued to the Canadian National Railway Company, secured by a General Mortgage on the property of the Company and maturing on September 1, 1973. This Bond has been forwarded to Mr. Kenneth Baird, Attorney, Portland, for disposal.

ACCOUNTING:

Prior to 1918 the primary operating, income, and other accounts were included in The Grand Trunk Railway Company of Canada accounts. From 1918 to 1922 inclusive the net income or loss was included in The Grand Trunk Company account as "Separately operated properties." Commencing January 1, 1923, the railway was, for accounting purposes, included in "Canadian National Railways," and the primary operating income, and other accounts were so included.

Under Agreement dated October 2, 1959 the Atlantic and St. Lawrence Railroad Company was amalgamated with and under the name of the Canadian National Railway Company. This Agreement was approved by Order in Council P.C. 1959-5238 and became effective September 30, 1959.

BARRE GRANITE RAILWAY COMPANY

7

(Charter forfeited April 1, 1932)
(formerly affiliated with The Centmont Corporation)

INCORPORATED: December 7, 1911 - Under the laws of the State of Vermont.

HISTORY: On December 7, 1911, "Barre Granite Railway Company" was incorporated under Section 4338 of the Public Statutes of the State of Vermont. Documents were filed with Secretary of State on January 30, 1912. The railway was incorporated with the object of constructing a line from Barre quarries to Williamstown, Vermont, a distance of 10 miles. Right of way and other lands were acquired but construction was not commenced.

DISSOLUTION: No construction was done by this Company.

CAPITAL Authorized - \$100,000
STOCK: Issued - none

NON-NEGOTIABLE DEBT: Up to December 31, 1928, Central Vermont Railway Company had made cash advances for land purchases amounting to \$102,306.66. In July 1929 this amount was written down to what was considered present day value, i.e., \$45,000. At the end of December 1929, the amount had been further reduced by \$23,244.80 representing sale of property, leaving a balance of \$21,755.20. On January 30, 1930 the advance account was transferred to Central Vermont Railway Inc. and transferred by the latter to The Centmont Corporation. In payment Central Vermont Railway Inc. received capital stock of The Centmont Corporation, as authorized by I.C.C. Central Vermont Reorganization Supplemental Order dated January 28, 1930 (Finance Docket 7821). At April 1, 1932, the balance of the property was transferred to The Centmont Corporation in payment of the advances.

The charter of the Barre Railway Company was forfeited on April 1, 1932. Notice of forfeiture for failure to file annual licence tax returns and non-payment of the annual licence tax was sent by the Commissioner of Taxes for the State of Vermont on April 18, 1932.

BAY CITY TERMINAL RAILWAY COMPANY

(included in Grand Trunk Western Railroad Company from November 1, 1928)

ORGANIZED: August 29, 1910 -- Under Act No. 198 of Session Laws of Michigan for 1873 and Acts amendatory thereof.

BAY CITY TERMINAL RAILWAY COMPANY

HISTORY: Under the provisions of Act 198 of Session Laws of Michigan for 1873 and Acts amendatory thereof "Bay City Terminal Railway Company" was organized for the purpose of constructing, maintaining and operating a railroad of standard gauge, from a point of connection at grade with the Cincinnati, Saginaw and Mackinaw Railroad at or near the intersection of Ionia Street and Chippewa Street, Bay City, Michigan (formerly West Bay City), across the Saginaw River to Seventh Street, between Saginaw and Water Streets, and on the same to conduct a general railroad business and to connect with other railroads and to exercise and enjoy all the powers given to railroad companies under the Statutes of the State of Michigan.

The line was opened for traffic on September 28, 1913. Ionia Street to Seventh Street, Bay City, (1.17 miles).

By authority of Interstate Commerce Commission Order of November 8, 1929, (Finance Docket 7320), Bay City Terminal Railway Company and nine other railway companies formerly owned and/or operated by the Grand Trunk Western System or by the Canadian National Railway Company, in the States of Michigan, Indiana, Illinois and Wisconsin, were consolidated (effective November 1, 1928) under the name "Grand Trunk Western Railroad Company." For all accounting purposes consolidation was effective from January 1, 1929.

LOCATION:	Detroit Division - Saginaw Subdivision	<u>Miles</u>
	Ionia Street to Seventh Street, Bay City, Michigan	1.17
	Sidings	<u>2.12</u>
	Total operated mileage	3.29

CAPITAL STOCK: As at November 1, 1928:
150 shares of Common Stock \$100 par value each -- \$15,000.
All owned by Canadian National Railway Company and exchanged for 600 shares of Grand Trunk Western Railroad Company Common Stock of non par value, to which a value of \$25 per share was assigned.

FUNDED DEBT: As at November 1, 1928 -- nil.

NON-NEGOTIABLE DEBT TO AFFILIATED COMPANIES: As at December 31, 1927:
Capital advances by Canadian National Railway Company totalling \$468,223.97. These advances were funded by the issue to Canadian National Railway Company of Grand Trunk Western Railroad Company 6% Cumulative Preferred Stock having a par value of an equal amount.

ACCOUNTING: Prior to 1918 the primary operating income and other accounts were included in The Grand Trunk Railway Company of Canada accounts. From 1918 to 1922 inclusive the net income or loss was included in The Grand Trunk Railway Company of Canada accounts as "Separately operated properties." Commencing January 1, 1923 the railway was, for accounting purposes, included in "Canadian National Railways," and the primary operating income, and other accounts were so included.

THE BAY OF QUINTE RAILWAY COMPANY

9.

(included in "Canadian National Railway Company" from June 11, 1956)

FORMED: January 1, 1897 - Dominion Cap. 15, April 23, 1896, - by Amalgamation.

HISTORY: Under Dominion Act 44 Vic. 67, May 15, 1879, "The Napanee, Tamworth and Quebec Railway Company" was incorporated to construct a railway from Napanee to the Ottawa River near Point Alexander in Renfrew County.

The railway was completed and opened for traffic:

Napanee	to	Tamworth	27.50 miles	August	4, 1884
Harrowsmith	"	York	6.63 "	November	30, 1889
Tamworth	"	Mile 24.70	10.20 "	November	30, 1889
Mile 24.70	"	Tweed	9.19 "	December	30, 1889
	Total		53.52 miles		

Under Dominion Act 53 Vic. Cap. 62, April 24, 1890, the name was changed to "The Kingston, Napanee and Western Railway Company"

The railway was completed and opened for traffic:

Deseronto	to	Deseronto Jct.	3.76 miles	March	21, 1881
-----------	----	----------------	------------	-------	----------

Under Dominion Cap. 46, March 21, 1881, "The Bay of Quinte Railway and Navigation Company" was incorporated to construct a railway from Mill Point, Hastings County to the Grand Trunk Railway and to acquire vessels, docks, elevators, etc.

The railway was completed and opened for traffic:

Sydenham	to	Harrowsmith	4.17 miles	November	2, 1893
----------	----	-------------	------------	----------	---------

Dominion Act 59 Vic. Cap. 15, April 23, 1896 (1), provided for amalgamation of The Kingston, Napanee and Western Railway Company and The Bay of Quinte Railway and Navigation Company into one corporation under the name "The Bay of Quinte Railway Company". The shareholders of all the Capital Stock of both companies were the same persons. The amalgamation was effective January 1, 1897 in accordance with agreement dated December 31, 1896.

Under Agreement dated August 5, 1910 the Rathbun Company and E. Walter Rathbun, owners of the outstanding stock of the Bay of Quinte Railway Co. agreed to sell this stock to Mackenzie, Mann and Company, Ltd. for \$500,000. The purchase to become effective as of July 1, 1910.

On June 20, 1914, by authority of Dominion Act 4-5 Geo. V. Cap. 20, 1914, The Canadian Northern Railway Company acquired the Capital Stock and property of the Company. The section of the line from Sydenham to Deseronto served as part of the Canadian Northern main line between Ottawa and Toronto and the balance including the running rights over C.P.R. mentioned (following page), between Kingston and Harrowsmith served as feeder lines. Later extensive diversions were made for improvement of grades and alignment of the Canadian Northern Ottawa-Toronto main line, the cost of which was assumed by the Canadian Northern Railway.

THE BAY OF QUINTE RAILWAY COMPANY

AMALGAMATION: On June 8, 1954, The Bay of Quinte Railway Company and 11 other companies were amalgamated into one company under the name "Canadian Northern Consolidated Railways". The latter Company was amalgamated with "Canadian National Railway Company" June 11, 1956.

PROPERTY INVESTMENT: Included in property accounts of Canadian Northern Railway, and is not recorded separately.

SUBSIDIES: (Statistics of Steam Railways - 1938, P. 63 & 65)

The Kingston, Napanee and Western Rly. Co.				\$208,733
The Bay of Quinte Rly. Co.				
	paid in	1902-03	\$19,200.00	
	fiscal year	1903-04	49,920.00	
		1906-07	<u>72,603.00</u>	<u>141,723</u>
Total Dominion subsidies				\$350,456
Ontario Authorization				84,000 *
Municipal				<u>197,990</u>
				<u>\$632,446</u>

*subject to the condition that the Company should not amalgamate with any other company without the approval of the Lieutenant-Governor of Ontario in Council.

CAPITAL STOCK: Prior to amalgamation on June 8, 1954:

	Common	Preferred	Total
Authorized	\$1,000,000	\$500,000	\$1,500,000
Issued	930,000	465,000	1,395,000

The Capital Stock was acquired by Mackenzie, Mann & Company as of July 1, 1910 .

Under Agreement dated July 14, 1914, the Contractors (Mackenzie, Mann & Company, Limited, Sir William Mackenzie and Sir Donald D. Mann) transferred all the shares of capital stock to the Trustees, free of prior charges, to become and remain the property of The Canadian Northern Railway Company to form part of the mortgaged premises under Trust Deed dated July 15, 1914. Payment was included in the \$23,000,000 of capital stock of The Canadian Northern Railway Company issued to the contractors in consideration of their turning over control of the companies as set out in The Canadian Northern Railway Guarantee Act, 1914, Dominion Act 4-5 Geo. V. Cap. 20, June 12, 1914.

Upon Amalgamation on June 8, 1954, the outstanding share certificates were cancelled and in substitution therefore common stock of Canadian Northern Consolidated Railways of equal value was included in the share certificate issued by Canadian Northern Consolidated Railways to The Canadian Northern Railway Company.

FUNDED DEBT: As at June 8, 1954 - nil.

THE BEAUHARNOIS JUNCTION RAILWAY COMPANY

11

(included in "Canadian National Railway Company" from January 31, 1923)

INCORPORATED: April 22, 1887 - Quebec Act 50 Vic. Cap. 70.

HISTORY: Under Quebec Act 50 Vic. Cap. 70, Province of Quebec, April 22, 1887, "The Beauharnois Junction Railway Company" was incorporated to construct and operate a railway from a point in the parish of Ste. Martine, County of Chateauguy through the Counties of Beauharnois and Huntingdon via St. Clement, Beauharnois, St. Anicet and Valleyfield.

The line was constructed from Ste. Martine, Que. to Valleyfield, Que. (19.22 miles) and opened for traffic in 1889.

Under Agreement dated September 27, 1888 the line was leased to The Grand Trunk Railway Company of Canada for a term of 21 years from January 1, 1889.

Subsequent to Amalgamation in 1893, by Agreement dated January 1, 1896, The Grand Trunk Railway Company of Canada leased the line from Beauharnois to Valleyfield (13.32) miles to the St. Lawrence and Adirondack Railway Company (New York Central) for a term of 99 years. The annual rental was \$7,000 until August 1896 when The Grand Trunk Railway renounced certain running rights which it had retained and the annual rental was increased to \$10,000.

AMALGAMATION: Effective April 1, 1893 under Agreement dated October 1, 1892, ratified and confirmed by Dominion Cap. 47, April 1, 1893, The Beauharnois Junction Railway Company and fourteen other companies were amalgamated under the name "The Grand Trunk Railway Company of Canada."

DONATIONS AND GRANTS: Subsidies were as follows: (Statistics of Steam Railways - 1938 p.62)

Dominion	\$ 62,400	
Province of Quebec	<u>195,805</u>	\$258,205

LOCATION: St. Lawrence Division

DOT #50	Ste. Martine	-	Valleyfield	<u>Miles</u> 5.90
	Valleyfield	-	Beauharnois	13.32

Leased to St. Lawrence and Adirondack Railway Company.

CAPITAL STOCK: Prior to amalgamation on April 1, 1893:

Authorized:	3,000 shares - \$100 each	\$300,000
Issued:	3,000	300,000

All owned by The Grand Trunk Railway Company of Canada.

Upon Amalgamation on April 1, 1893, the share capital other than G.T.R. was converted into an equal amount of Ordinary stock of The Grand Trunk Railway Company of Canada in accordance with the terms of Amalgamation Agreement.

Prior to Amalgamation on April 1, 1893:

Bonds outstanding in the amount of \$86,000 were held in The Grand Trunk Railway Company of Canada Treasury, and upon amalgamation the liability with respect thereto was assumed by the latter Company.

THE BELT RAILWAY COMPANY OF CHICAGO

(1/13 Stock owned by Grand Trunk Western Railroad Company)

INCORPORATED: November 22, 1881 - Under the laws of the State of Illinois.
November 22, 1932 - Charter extended for fifty years from
November 22, 1932.

HEAD OFFICE: Chicago, Illinois. Annual meeting first Tuesday in April.

HISTORY: On April 22, 1881, The Belt Railway Company of Chicago was incorporated under the laws of the State of Illinois for the purpose of performing switching services exchanging freight traffic between connecting carriers and between carriers and industries at Chicago.

Ownership of the capital stock was divided equally between the five proprietary tenants of the Chicago and Western Indiana Railroad Company as under:

Chicago and Atlantic Railway Company	now Erie R.R.
Chicago and Eastern Illinois Railroad Company	
The Chicago and Grand Trunk Railway Company	GTWRR
Louisville, New Albany and Chicago Railway Company	CI & L RR (Monon)
Wabash, St. Louis and Pacific Railway Company	Wabash RR

Under Agreement dated March 31, 1883, The Belt Railway Company of Chicago leased the Belt Division and certain specified tracks, and the right to joint use with others of certain other tracks, from Chicago and Western Indiana Railroad Company for a term of 999 years from November 1, 1882.

The line was opened for traffic on May 1, 1883.

In order to meet the requirements of traffic and business of The Belt Railway, Chicago and Western Indiana Railroad undertook to increase and improve the facilities, and to add thereto the railroad, clearing yard, and other property including real estate comprising approximately 1237 acres, which it acquired from Chicago Union Transfer Company by deed dated September 2, 1912.

On November 1, 1912, the following seven companies joined the original five owner companies, at which time each of the twelve companies became owners of one-twelfth of the capital stock.

Atchison, Topeka & Santa Fe Railway Company
Chesapeake & Ohio Railway Company
Chicago, Burlington and Quincy Railroad Company
Chicago, Rock Island and Pacific Railroad Company
Illinois Central Railroad Company
Minneapolis, St. Paul and Sault Ste. Marie Railroad Company
The Pennsylvania Railroad Company

**HISTORY:
(Cont'd.)**

On November 1, 1912, a new lease superseding the lease of March 31, 1883, and supplements thereto, concerning the Belt Division, including rolling stock and telegraph and telephone lines along the leased line, etc., was entered into which was limited to the period from November 1, 1912, to September 1, 1962.

Under Agreement dated November 1, 1912 (terminating September 30, 1962) between The Belt Railway Company of Chicago and its twelve owning companies each of the owning companies acquired the right of running and operating freight trains, locomotives and cars, in common with the Belt Railway, over the Belt Division and other tracks leased by the Belt Railway Company of Chicago from Western Indiana Railroad Company, for which each company pays a proportionate (based on wheelage count) share of working expenses. The privileges granted include the use of telegraph and telephone facilities but do not include the right to make up or break up trains or do switching or operate passenger trains on the Belt Railway.

In December 1923, the Pere Marquette Railway Company joined the other twelve owners at which time each of the thirteen companies became owner of one-thirteenth of the Capital Stock of \$3,120,000 or \$240,000 each.

**DISTRIBUTION
OF EXPENSES
AND
OBLIGATIONS:**

Regular annual dividends at 6% per annum are paid to the owners of the Capital Stock. The amount required to pay this dividend is included in "Working Expenses" of the Belt Railway and charged to the users of the line.

"Working Expenses" include rental (\$867,845 per annum and such sums as may be required to pay interest on all obligations incurred and outstanding from time to time by reason of additions and betterments constructed or acquired after September 2, 1912, at the request or with the approval of the lessee for its use, and dividends at 6% per annum on the Capital Stock), taxes, insurance, maintenance, operation, etc., but excluding expenses of train service and maintenance of equipment applicable to the Belt Railway's separate operation. This item also includes the monthly net revenue or loss from The Belt Railway, and the amount set aside to pay the 6% dividend.

To ensure a fair and equitable apportionment of "Working Expenses" operations are divided into two categories, and the Belt Railway is divided into zones or sections, separate wheelage count being maintained for each zone.

The first category is termed "Owner Line Operations" and covers the operation of freight traffic over the Belt Railway by owner lines for the purpose of interchanging traffic with each other.

The second category is termed "Belt Railway Operations" and covers the use of the line, in common with others, in carrying out its own operations (for which it collects switching charges at tariff rates) which are as follows:

THE BELT RAILWAY COMPANY OF CHICAGO

DISTRIBUTION OF
EXPENSES AND
OBLIGATIONS:
(Cont'd.)

- (a) Business moving to or from industries on the Belt Railway, either delivered to or received from other carriers; also movements between industries located on the Belt Railway
- (b) Business moving between owners and non-owners.
- (c) Business moving between non-owners.

"Working Expenses" in connection with "Belt Railway Operations" are deducted from Revenue of the Belt Railway in determining the Belt Railway "Net Revenue" which is apportioned to the Owners on the basis of 1/5 each.

"Working Expenses" are allocated to each zone, directly as far as possible and the balance on an equitable basis. The amount so allocated to each zone is charged monthly to the users (including Belt Railway Operations) on the ratio which the wheelage count for each user bears to the total wheelage operated over each zone in the same month, except that such expenses applicable to unused zones are charged monthly to the owners in equal proportions.

CAPITAL
STOCK:

Authorized 50,000 shares of \$100 par value each	\$5,000,000
Issued 31,200	3,120,000

The Capital Stock is all owned in equal shares by the following thirteen companies:

- Atchison, Topeka and Santa Fe Railway Company
- The Chesapeake and Ohio Railway Company (Pere Marquette District)
- Chicago and Eastern Illinois Railroad Company
- Chicago, Burlington and Quincy Railroad Company
- Chicago, Indianapolis and Louisville Railway Company
- Chicago, Rock Island and Pacific Railroad Company
- Erie Railroad Company
- * Grand Trunk Western Railroad Company
- Illinois Central Railroad Company
- The Pennsylvania Railroad Company
- Wabash Railroad Company
- Wisconsin Central Railway Company

* The 1/13th of Capital Stock owned by Grand Trunk Western Railroad Company (2400 shares of \$100 each - \$240,000) is covered by #286 Certificate for 1 share in the name of the Vice President and General Manager of the Company at Detroit, and Certificate #222 for 2399 shares in the name of Grand Trunk Western Railroad Company. Both Certificates are held in Royal Trust Company vaults, Montreal - Unpledged.

FUNDED
DEBT:

As at December 31, 1960:		
Equipment Trust dated April 1, 1950	\$2,832,000	
Less Installments paid to date	<u>2,478,000</u>	354,000

Note: The five owner Companies advance funds to The Belt Railway sufficient to cover installment payments as they mature. The owners are reimbursed by The Belt Railway by annual payments out of sums accrued by it as depreciation on the equipment acquired under the Trust arrangement.

Condensed Balance Sheet -- December 31st 1960.

ASSETS:

Current Assets		\$4,108,242
Investments		1,697,098
Property -- Road	524	
Equipment	\$4,332,827	
Leased	17,795	
	\$4,351,146	
Less Depreciation	1,771,416	2,579,730
Other assets and deferred charges		926,252
Total Assets		\$9,311,322

Liabilities and Shareholders Equities

Current Liabilities		\$2,194,671
Long term debt obligations		236,000
Equipment obligations		118,000
Payments to affiliates		2,101,074
Other liabilities and deferred credits		2,815,051
Capital Stock issue	\$3,120,000	
Less retained income	1,273,474	1,846,526
Total Liabilities		\$9,311,322

DIRECTORS:	R.G. Ryder,	The Atchison, Topeka & Santa Fe Ry. Co.	Chicago, Ill.
	M.I. Dunn,	The Chesapeake & Ohio Ry. Co.	Cleveland, Ohio
	Owen F. Clarke,	The Chesapeake & Ohio Ry. Co.	Cleveland, Ohio
	David O. Mathews,	Chicago & Eastern Illinois R.R. Co.	Chicago, Ill.
	H.C. Murphy,	Chicago, Burlington & Quincy R.R. Co.	Chicago, Ill.
	F.J. Conrad,	Chicago, Rock Island & Pacific R.R. Co.	Chicago, Ill.
	Garret C. White,	Erie-Lackawanna R.R. Co.	Cleveland, Ohio.
	H.A. Sanders,	Grand Trunk Western R.R. Co.	Detroit, Mich.
	O.H. Zimmerman,	Illinois Central R.R. Co.	Chicago, Ill.
	Henry J. Buchman,	Monon R.R.	New York, N.Y.
	H.W. Large,	The Pennsylvania R.R. Co.	Chicago, Ill.
	J.D. Bond,	Soo Line R.R. Co.	Minneapolis, Minn.
	H.H. Pevler,	Wabash R.R. Co.	St. Louis, Mo.

EXECUTIVE
COMMITTEE:

H.W. Large,	Chairman
F.J. Conrad	
H.H. Pevler	
Garret C. White	
O.H. Zimmerman	

THE BELT RAILWAY COMPANY OF CHICAGO

OFFICERS: L.A. Evans, President and General Manager
 F.J. Wasson, Vice President-Traffic
 F.C. Gagen, General Counsel
 J.R. Ekholm, Secretary and Treasurer
 I.A. Schilke, Auditor
 C.L. Holt, Assistant Auditor
 G.D. Moriarty, Assistant Secretary and Assistant Treasurer.

 GENERAL OFFICES

DEARBORN STATION, CHICAGO, ILLINOIS

LOCATION: A. Lines leased from Chicago and Western Indiana Railroad Company

As at December 31, 1960.

	<u>Miles</u>
Cragin to South Deering	24.06
Clearing to 48th Street	<u>3.10</u>
Total 1st main track	27.16
2nd main track	25.60
Yard tracks and sidings	<u>312.88</u>
Total	365.64

B. Lines leased from other Companies

	<u>Miles</u>
Yard tracks and sidings	15.15

C. Operated under Trackage Rights C&WI R.R. Co.

		<u>Miles</u>
Total	First Main Line	13.49
"	Second Main Line	13.53
"	Other Main Lines	10.37
"	Yards & Sidings	<u>4.98</u>
	Total	42.37

D. Operated under Trackage Rights - Other Companies

	<u>Miles</u>
First Main Line	11.08
Second Main Line	9.49
Yard Tracks & Sidings	<u>22.96</u>
Total	43.53

	<u>Miles</u>
Grand Total	466.69

(Included in "Canadian National Railway Company" from June 11, 1956)

INCORPORATED: July 18, 1904 - Dominion Cap. 48.

HISTORY: Under Dominion Act 4, Edward VII, Cap. 48, July 18, 1904, "The Bessemer and Barry's Bay Railway Company" was incorporated to construct and operate a railway from L'Amable to Barry's Bay, etc., etc.

The railway was constructed from Bessemer Jct. to Childs Mine, a distance of 7.34 miles and opened for traffic about December 31, 1905. Mackenzie, Mann & Co. purchased this road from Canadian Iron Mines and in June, 1915, The Canadian Northern Railway Company acquired ownership of the capital stock at a cost of \$103,679.10.

AMALGAMATION: On June 8, 1954, The Bessemer and Barry's Bay Railway Company and 11 other companies were amalgamated into one company under the name "Canadian Northern Consolidated Railways". The latter Company was amalgamated with "Canadian National Railway Company" June 11, 1956.

PROPERTY INVESTMENT: Included in property accounts of Canadian Northern Railway, and is not recorded separately.

LAND GRANT: Province of Ontario - 9 acres. (Statistics of Steam Railways - 1938, p.63).

CAPITAL STOCK: Prior to Amalgamation on June 8, 1954:

Authorized:	5,000 shares - \$100	\$500,000
Issued:	1,250 shares - \$100	125,000

Mackenzie, Mann & Co. Ltd. purchased the railway from the Canada Iron Mines Ltd. and Stock Certificates were issued to their representatives on March 13, 1913. About June 30, 1915, Mackenzie, Mann & Co. Ltd. sold the stock to the Canadian Northern Railway Company for \$103,679.10, and it was placed in the Royal Trust Company's vaults in the name of the Canadian Northern Realities Ltd. in trust for the Canadian Northern Railway Company.

FUNDED DEBT: As at June 8, 1954 - nil.

BETHEL GRANITE RAILWAY COMPANY

(Dissolved May 4, 1938)

(Wholly owned subsidiary of The Centmont Corporation)

INCORPORATED: August 4, 1904 - Under the laws of the State of Vermont.

HISTORY: On August 4, 1904, "Bethel Granite Railway Company" was incorporated under the provisions of Vermont Statutes, Title 26, Cap. 167, and such other statutes of Vermont as relate to such corporations. A line was built from Bethel, Vermont, to Granite Quarries, a distance of (5.39 miles), and opened for operation on November 20, 1905. The line was operated by Central Vermont Railway Company until October 1, 1923. It was then leased to the Woodbury Granite Company at an annual rental of \$25 until September 30, 1936.

At Board of Directors Meeting in April 1937, a resolution was passed recommending that the railway be abandoned. The Interstate Commerce Commission approved the abandonment on June 18, 1937 (Finance Docket 11632).

CONSTRUCTION: The Bethel Granite Railway was constructed in accordance with an Agreement executed May 4, 1904 between the Central Vermont Railway Company and the E.B. Ellis Granite Company, under which each Company paid one half of the Expense of procuring the Right of Way and the E.B. Ellis Granite Company advanced sufficient funds to construct the railway and the Central Vermont Railway Company agreed to own and operate the railway. The E.B. Ellis Granite Company also agreed to the Central Vermont Railway Company 50 cents per ton on all granite transported and to receive a refund of 20 cents per ton until the sum refunded equalled the amount advanced by the E.B. Ellis Granite Company for construction. It was understood that the right of way and railroad were the property of the Central Vermont Railway Company.

The railway was completed and opened for traffic on November 20, 1905 between Bethel, Vermont, and Granite Quarries a distance of 5.39 miles. The road was owned by the Central Vermont Railway Company who operated it until October 1923.

On October 1, 1923, the railway was leased to the Woodbury Granite Company and operated by them until September 30, 1936.

DISSOLUTION: The Railway was sold to the Centmont Corporation on January 1, 1930 and by ruling of the Interstate Commerce Commission the line from Bethel to Bethel Quarry 5.39 miles was eliminated from the Central Vermont Railway operated mileage.

Under Finance Docket 11632, dated June 18, 1937 abandonment of the entire line was authorized.

The Board of Directors at a Meeting held in St. Albans on November 15, 1937 directed Mr. Horace H. Powers, Counsel of the Company to take such action as may be necessary to dissolve and surrender the charter of the Company by filing a petition in County Court.

On April 1, 1938, the State of Vermont notified the Company that the charter was forfeited for failure to file annual licence tax returns.

CAPITAL
STOCK:

Authorized - \$50,000
 Issued - \$25,000

The Capital Stock was originally owned by Central Vermont Railway Company at a cost of \$25,000. In January 1930, ownership was transferred at cost to Central Vermont Railway Inc. The Capital Stock was later transferred to The Centmont Corporation, as authorized by I.C.C., Central Vermont Reorganization Supplemental Order dated January 28, 1930 (Finance Docket 7821).

NON-NEGOTIABLE

DEBT:

Funds for construction were originally advanced by Central Vermont Railway Company. The amount being transferred at cost to Central Vermont Railway Inc. in January 1930, and later transferred in January 1932 to The Centmont Corporation for which Central Vermont Railway Inc. received Capital Stock of The Centmont Corporation as authorized by I.C.C., Central Vermont Reorganization Supplemental Order dated January 28, 1930 (Finance Docket 7821).

THE BRANTFORD, NORFOLK AND PORT BURWELL RAILWAY COMPANY

(Included in "Canadian National Railway Company" from January 31, 1923)

INCORPORATED: January 23, 1869 - Ontario Act 32 Vic. Cap. 58
 March 24, 1874 - Ontario Act 37 Vic. Cap. 53, name changed (see History)

HISTORY: Under Ontario Act 32 Vic. Cap. 58, January 23, 1869, "The Norfolk Railway Company" was incorporated to construct a railway from any point in or near Simcoe or from Port Dover via Simcoe to or near Caledonia or Brantford.

Under Ontario Act 37 Vic. Cap. 53, March 24, 1874, the name was changed to "The Brantford, Norfolk and Port Burwell Railway Company".

The line was constructed from Brantford to Canada Air Line Railway at Tillsonburg (35.83 miles) and opened for traffic in 1876. On January 1, 1878 the line was leased in perpetuity to The Great Western Railway Company. The latter Company was amalgamated with The Grand Trunk Railway Company of Canada on August 12, 1882.

AMALGAMATION: Effective April 1, 1893, under Agreement dated October 1, 1892, ratified and confirmed by Dominion Act 46 Vic. Cap. 47, April 1, 1893, The Brantford, Norfolk and Port Burwell Railway Company and fourteen other companies were amalgamated into one company under the name "The Grand Trunk Railway Company of Canada."

DONATIONS AND
GRANTS:

Subsidies were as follows: (Statistics of Steam Railways of Canada - 1938, p.63).
 Province of Ontario \$68,000

THE BRANTFORD, NORFOLK AND PORT BURWELL RAILWAY COMPANY

Continued
LOCATION:

London Division - Burford Subdivision:
Brantford - Tillsonburg 35.83 miles

CAPITAL
STOCK:

Prior to Amalgamation on April 1, 1893:
Authorized: 600 shares - \$50 each \$30,000
Issued: 600 shares 30,000
All owned by The Grand Trunk Railway Company of Canada.

Upon Amalgamation on April 1, 1893, the share capital, other than Grand Trunk Railway was converted into an equal amount of Ordinary stock of The Grand Trunk Railway Company of Canada in accordance with the terms of Amalgamation Agreement.

LONG-TERM
DEBT:

Prior to Amalgamation on April 1, 1893:
Bonds outstanding in the amount of \$123,127 were held in The Grand Trunk Railway Company of Canada Treasury, and upon Amalgamation the liability with respect thereto was assumed by the latter Company.

BROOKSAY REALTY COMPANY

(dissolved 1947)

(formerly wholly owned subsidiary of The Centmont Corporation)

INCORPORATED: May 8, 1930 - Under Article 11, Cap. 248 of the General Laws of the State of Rhode Island.

HISTORY:

Under Article 11, Cap. 248 of the General Laws of the State of Rhode Island, on May 8, 1930, "Brooksay Realty Company" was incorporated for the purpose of acquiring and selling the real estate of Southern New England Railway Company, which Company was at that time in Receivership.

On August 18, 1930 Brooksay Realty Company bought all the right-of-way property of Southern New England Railway Company in the State of Rhode Island, including Belt Line at Providence for the Price of \$150,000, and on the same day gave a general mortgage thereon to The Centmont Corporation as security for a 6% loan of \$150,000.

On November 10, 1930, Brooksay Realty Company bought the terminal properties of Southern New England Railway Company in Woonsocket and Providence for the price of \$353,500, and on the same day gave a 6% mortgage thereon to The Centmont Corporation as security for a loan of \$353,500.

Further advances amounting to \$27,900 bearing interest at 6% were made, making the total advances by Centmont Corporation \$531,400.

HISTORY (CONT'D.): After the Brooksay Realty Company divested itself of all of its saleable real estate holdings on the best terms possible, and the property considered unsaleable was transferred to John E. O'Connell and M. Edward Barnes, it was decided to dissolve the Company.

DISSOLUTION: On December 1, 1947, at a special meeting of the Stockholders, it was voted to dissolve the corporation.

On December 2, 1947, a Petition for dissolution was filed in the Superior Court for the State of Rhode Island in a case described as Equity No. 19573, Horace H. Powers vs Brooksay Realty Company, which Petition was answered the same day admitting the allegations therein and joining in the prayer for dissolution.

On December 4, 1947 the Petition and Answer were set down for Hearing before the Superior Court. On December 15, 1947, the Court made a Final Decree, granting the prayer of the Petition and dissolving the corporation. The Decree was entered that same day.

CAPITAL STOCK: Authorized: 1,500 shares NPV
 Issued: 100 shares NPV at \$20 per share (book value)
 \$2,000.

Prior to dissolution the Capital Stock was all owned by The Centmont Corporation, a wholly owned subsidiary of Central Vermont Railway Inc.

BUFFALO AND LAKE HURON RAILWAY COMPANY

(leased in perpetuity to "Canadian National Railway Company"
 majority of capital stock owned by Canadian National Railway Company)

INCORPORATED: May 16, 1856 - Province of Canada Cap. 21.

HEAD OFFICE: Montreal, Quebec.

HISTORY: "The Brantford and Buffalo Joint Stock Railroad Company" was formed under authority of Province of Canada Act 14-15 Vic. Cap. 72, August 10, 1850. Province of Canada Act 14-15 Vic. Cap. 121, August 30, 1851, acknowledged the formation of the corporation and preserved its rights.

Under Province of Canada Act 16 Vic. Cap. 45, November 10, 1852, the name was changed to "The Buffalo, Brantford and Goderich Railway Company".

Under Province of Canada Act 19-20 Vic. Cap. 21, May 16, 1856, "Buffalo and Lake Huron Railway Company" was incorporated for the purpose of acquiring the property, rights, etc. of The Buffalo, Brantford and Goderich Railway Company which had become embarrassed and unable to complete its line of railway between Paris and Goderich, pursuant to Agreement dated February 11, 1856, duly ratified by Shareholders.

HISTORY:
(Cont'd.)

Under Agreement dated February 11, 1856, between the Buffalo, Brantford and Goderich Railway Company and Robert Hilario Barlow on behalf of the Buffalo and Lake Huron Railway Company, confirmed by Province of Canada Act 19-20 Vic. Cap. 21, May 16, 1856, the property rights and privileges of the Buffalo, Brantford and Goderich Railway Company was vested in the Buffalo and Lake Huron Railway Company, and the latter Company is held responsible for all contracts, agreements and obligations entered into by the Buffalo, Brantford and Goderich Railway Company.

A line was constructed from Fort Erie to Goderich (161.42 miles), and sections were opened for traffic as follows:

		<u>Miles</u>	<u>Opened for Traffic</u>
Fort Erie	- Paris	82.59	Nov. 1, 1856
Paris	- Stratford	31.69	Dec. 22, 1856
Stratford	Goderich	45.39	June 28, 1858
Goderich	- Goderich Elevator	1.75	

The Company also had the right to own and operate Ferry Boats for the purpose of transporting freight and passengers to and from the United States. The Ferry Service was discontinued when the International Bridge was constructed and opened for traffic in 1873.

The railway was operated by The Grand Trunk Railway Company of Canada effective July 1, 1864 under Agreement dated July 7, 1864, confirmed by Province of Canada Act 29-30 Vic. Cap. 92, August 15, 1866, which Agreement was terminated by The Grand Trunk Railway Company of Canada paying the Buffalo and Lake Huron Railway Company \$146,000 in cash and \$206,833 in Grand Trunk Equipment Mortgage Bonds No. 2 in full settlement of all claims up to July 1, 1869.

LEASE IN

PERPETUITY:

Under Agreement dated February 2, 1870, between The Grand Trunk Railway Company of Canada (now Canadian National Railway Company) and Buffalo and Lake Huron Railway Company, confirmed by Shareholders and Bondholders of the respective companies and by Dominion Act 33 Vic. Cap. 49, May 12, 1870, the railway, property and rights of Buffalo and Lake Huron Railway Company was leased to The Grand Trunk Railway Company of Canada (now Canadian National Railway Company) in perpetuity from July 1, 1869, at a maximum annual rental of £70,000. Under the terms and conditions of this Agreement, subject to mortgages, debenture holders and creditors of each of them, and to the annual rent charge thereon, the railway of the Buffalo and Lake Huron Railway Company was vested in The Grand Trunk Railway Company of Canada.

PURCHASE BY

CANADIAN

NATIONAL RAILWAY

COMPANY:

Under Agreement dated November 27, 1958, the Buffalo and Lake Huron Railway Company amalgamated with the Canadian National Railway Company. This Agreement was approved by Order in Council P.C. 1958-1620, dated November 27, 1958, and became effective on December 17, 1958. Order in Council P.C. 1956-1561 approved the purchase of 52,513 shares of the Buffalo and Lake Huron Railway Company at a price of £8.0.0. (\$26.78) per share. Order in Council P.C. dated April 25, 1957 declared the Company to be comprised in the Canadian National Railway Company.

PROPERTY

INVESTMENT: As at December 12, 1958:

Merged into Canadian National Railway Company at \$3,424,847

DONATIONS

AND GRANTS: Subsidies were as follows: (Statistics of Steam Railways of Canada - 1938, p.62)

Municipal \$966,000

LOCATION: London and Stratford Divisions

	<u>Miles</u>
Mi. 3.36 Dunnville Subdivision - Mi. 113.51 near Stratford	109.24
Mi. 116.15 Stratford - Goderich	45.24

CAPITAL

STOCK: As at December 12, 1958:

Authorized and Issued:

52,513 shares @ £10 each £525,130

99.5% owned by Canadian National Railway Company.

Cancelled on amalgamation, December 12, 1958.

LONG-TERM

DEBT: As at December 31, 1960:

5½% First Mortgage Perpetual Debentures	£297,000
5½% Second Mortgage Perpetual Debentures	<u>£458,700</u>
	£755,700

All Held by Public.

THE BULKLEY AND TELKWA VALLEY COAL COMPANY, LIMITED

(former subsidiary of The Grand Trunk Pacific Railway Company)
Charter expired February 25, 1921

INCORPORATED: March 16, 1905 - British Columbia Letters Patent.

HISTORY: The Company was organized on March 17, 1905. Three of the six directors elected to the Board in 1915 were Officers of the Grand Trunk Pacific Railway Company, including E.J. Chamberlin and M. Donaldson as its President and one of its Vice-Presidents, respectively.

Incorporated in pursuance of an option from Forbes George Vernon to Charles M. Hayes for the purchase of the charter rights and franchises of the Pacific Northern and Dominion Railway Company, together with coal lands in British Columbia.

DISSOLUTION: On February 25th, 1921, after liquidation of all its obligations and disposal of all its assets, The Bulkley and Telkwa Valley Coal Company, Limited was dissolved and its corporate existence terminated.

The Certificates representing 10,000 shares of \$100 each of Capital Stock were issued and outstanding. The Charter, Seal, original Minute Books and other corporate documents pertaining to the corporate existence of The Bulkley and Telkwa Valley Coal Company Limited are in the custody of the Secretary, Canadian National Railway Company, Montreal.

CAPITAL
STOCK:

Authorized:	10,000 shares of \$100 each	\$1,000,000
Issued:	10,000 shares of \$100 each	1,000,000

2,500 shares were issued as "Paid up" to Forbes George Vernon and others in consideration for lease of 8,320 acres of coal land and 13 Coal Mining Licences covering an area of 8,420 acres in British Columbia.

7,500 shares were held for account of The Grand Trunk Pacific Railway Company.

Share Certificates were not cancelled when the corporate existence of the Company was terminated on February 25th, 1921.

Company originally held leases to 26 sections of coal lands which were allowed to expire in 1921 following examination and tests of deposits which it was considered were not sufficiently promising to warrant the large expenditure necessary to start mining operations.

Charter expired February 25th, 1921 and President decided not to apply for renewal. Company therefore considered to be extinct.

According to the ledger, the share certificates are still outstanding. They have no value.

(Former subsidiary of The Grand Trunk Railway Company of Canada)
powers granted under the Charter lapsed.

INCORPORATED: July 13, 1906 - Dominion Act 6, Edward VII, Cap. 69.

HISTORY: Under Dominion Act 6, Edward VII, Cap. 69, July 13, 1906, "The Burk's Falls and French River Railway Company" was incorporated to construct and operate a railway from Burk's Falls to a point where The Canadian Pacific Railway crosses the French River.

The Company was organized on June 26, 1907. The last Annual Meeting was held on October 12, 1910.

POWERS LAPSED: The powers granted under the Charter lapsed for non-compliance with the provisions of Section 150 of "The Railway Act" Cap. 37, 1906.

CAPITAL STOCK: Authorized: \$500,000

No one call thereon to exceed 10% on the shares subscribed

Issued: \$125,000

All held by The Grand Trunk Railway Company of Canada.

THE BURLINGTON AND LAMOILLE VALLEY RAILROAD COMPANY

(Property acquired by Central Vermont Railway Company (C.V. Rly. Inc.) April 15, 1899).

INCORPORATED: April 20, 1889 - Under Cap. 158 of Revised Laws of Vermont approved November 28, 1882, and Articles of Association filed with Secretary of State of Vermont April 20, 1889.

HISTORY: Under State of Vermont Public Act # 2, approved November 20, 1872, Burlington and Lamoille Railroad Company was incorporated on February 24, 1875 by Articles of Association filed with Secretary of State of Vermont on that date.

Under provisions of sections 3461 to 3479 of Cap. 158 of the Revised Laws of Vermont approved November 28, 1882, and Articles of Association filed with Secretary of State of Vermont April 20, 1889, Burlington and Lamoille Valley Railroad Company was incorporated.

Under decree of foreclosure issued January 15, 1887 by United States Circuit Court, district of Vermont, the road formerly owned by Burlington and Lamoille Railroad Company was sold in February 1888, and on May 1, 1889 was acquired by Burlington and Lamoille Valley Railroad Company for 99 years from May 1, 1889.

THE BURLINGTON AND LAMOILLE VALLEY RAILROAD COMPANY

HISTORY: (Cont'd.) The line was completed and opened for traffic on July 31, 1877 from Burlington to Cambridge Jct. a distance of 35.00 miles, and the road was operated by the Corporation until May 1, 1889, when the operation was leased to the Central Vermont Railroad Company and the line from Burlington to Essex Jct., a distance of 9.00 miles, was abandoned.

Under Deed dated April 15, 1899, Central Vermont Railway Company (successor of Central Vermont Railroad Company) acquired the remaining line from Essex Junction to Cambridge Junction, 25.90 miles, and all the rights of way, real estate, franchises etc. pertaining to the railroad of Burlington and Lamoille Valley Railroad Company extending from Burlington to Cambridge Junction, for the sum of \$250,000 in 4% gold mortgage bonds of Central Vermont Railway Company dated May 1, 1899. On June 16, 1938, operations were discontinued on this portion of the line.

LOCATION: Central Vermont Railway - Northern Division.

THE BURRARD INLET TUNNEL AND BRIDGE COMPANY

(property leased to "Canadian National Railway Company" with option to purchase) effective January 1, 1953.

INCORPORATED: May 4, 1910 - Dominion Act 55-56 Vic. Cap. 74.

HEAD OFFICE: Vancouver, B.C.

DECLARATORY: Undertaking declared to be a work for the general advantage of Canada Dominion Act 55-56 Vic. Cap. 74, 1910.

HISTORY: The Burrard Inlet Tunnel and Bridge Company was incorporated July 9, 1892, under Act 55-56 Vic. Cap. 65, Dominion of Canada to lay out, construct, operate, maintain and use a tunnel under the First Narrows of Burrard Inlet and a bridge over the Second Narrows of Burrard Inlet both for the carriage of foot passengers, carriages, street railway and railway and railway purposes.

Authorized Capital Stock: \$500,000

The Burrard Inlet Tunnel and Bridge Company was incorporated on May 4, 1910 under Act 9-10, Edward VII, Cap. 74, Dominion of Canada to lay out, construct, operate, maintain and use a tunnel under the First Narrows of Burrard Inlet, for foot passengers, carriages, street railway and railway purposes and a bridge over the Second Narrows of Burrard Inlet for similar purpose. The Company may lay out, construct and operate a railway from the north end of said bridge along the shore of the municipality of North Vancouver to a point at Deep Cove.

Authorized Capital Stock: \$3,000,000

HISTORY:
(Cont'd.)

A bridge over the Second Narrows of Burrard Inlet and a line of railway was constructed on the bridge and the approaches thereto and opened for traffic under authority of Order No. 36996 of the Board of Railway Commissioners, dated October 31, 1925.

Under Trust Deeds dated September 1, 1923 and September 1, 1925 the property was mortgaged in favour of the Montreal Trust Company for \$700,000.

Mortgage dated September 1, 1923	\$630,000	Bonds
" " September 1, 1925	70,000	Bonds

The Canadian National Railways being the junior in the Vancouver area, a study was undertaken in 1949 with a view to improve its position and as to the possibility of reaching the main harbour front over its own tracks and acquiring access to the north side of Burrard Inlet which was expected to expand rapidly in the matter of harbour facilities and industrial development.

After prolonged negotiations an agreement was entered into on November 1, 1952, effective January 1, 1953 between the Canadian National Railway Company, the Canadian Northern Railway Company and the Burrard Inlet Tunnel and Bridge Company. This agreement was authorized by Order in Council P.C. 1853-51 dated January 14, 1953 approved by the Board of Transport Commissioners Order No. 81060 dated May 14, 1953 and sanctioned by Order in Council P.C. 1953-798 dated May 18, 1953. The electors of the City of North Vancouver and of the district of North Vancouver assented to the agreement in October 1952.

Under this agreement the Burrard Inlet Tunnel and Bridge Company leased to the Canadian National Railway Company for a period of 21 years from January 1, 1953 its property and facilities known as the Second Narrows Bridge (excluding the highways on the bridge and its approaches,) and its line of railway with the option of purchasing the property at the end of the 21 years term for the sum of one dollar.

The Bridge Company undertook to pay to the Trustee under the mortgage a minimum of 50% of its gross earnings from highway tolls on the bridge until the Trust Deeds are discharged; also to discharge the Trust Deed and to pay to the Trustee within twelve years of the date of the agreement the principal amount of the bonds outstanding with interest thereon to date of payment in respect to mortgage dated September 1, 1923. The Bridge Company also retained the right to collect tolls for the use of the highways on the bridge or the approaches thereto by pedestrians to the transportation of animals, goods or vehicles.

The Railway Company undertook to pay to the National Harbours Board within twelve months of the date of the agreement the amount of a loan made to the Bridge Company by the then Vancouver Harbour Commissioners pursuant to an agreement dated August 1, 1925 with accrued interest, and to procure a release from the National Harbours Board of all rights, privileges and benefits of the National Harbours Board under said agreement and to maintain and operate the bridge with the exception of highways on the bridge and the approaches thereto.

Cheque in payment of the loan by the Vancouver Harbour Commissioners to the Burrard Inlet Tunnel and Bridge Company made in 1925 was mailed to the National Harbours Board, Ottawa on November 3, 1953 as follows:

Amount of Loan	\$98,181.20	
Interest on Loan	<u>86,905.61</u>	\$185,086.81

CANADA ATLANTIC RAILWAY COMPANY

(included in "Canadian National Railway Company" from January 31, 1923)

Includes: Montreal and City of Ottawa Junction Railway Company
 Coteau and Province Line Railway and Bridge Company
 The Ottawa, Arnprior and Parry Sound Railway Company
 The Ottawa, Arnprior, and Renfrew Railway Company
 The Ottawa and Parry Sound Railway Company
 Parry Sound Colonization Railway Company

INCORPORATED: June 28, 1879 - Dominion Cap. 57. (formed by amalgamation)
 June 6, 1899 - Dominion Cap. 81. (further amalgamation)

HISTORY: "Montreal and City of Ottawa Junction Railway Company"

Under Dominion Act 34, Vic. Cap. 47, April 14, 1871, "Montreal and City of Ottawa Junction Railway Company" was incorporated to construct a railway from Ottawa via Alexandria to Coteau Landing.

Under Dominion Act 42 Vic. Cap. 57, May 15, 1879, Montreal and City of Ottawa Junction Railway Company and Coteau and Province Line Railway and Bridge Company were amalgamated under the name "Canada Atlantic Railway Company", as published in Canada Gazette June 28, 1879.

The Line was completed and opened for traffic:

Coteau Jct.	to Casselman	48.50 miles	February 1, 1882
Casselman	" Ottawa	29.76	September 13, 1882
Coteau	" Coteau Landing	2.00	July 1, 1883

"Coteau and Province Line Railway and Bridge Company"

Under Dominion Act 35 Vic. Cap. 83, June 14, 1872, "Coteau and Province Line Railway and Bridge Company" was incorporated to construct a line from Coteau through the Counties of Beauharnois, Chateauguay, Huntingdon or Napierville to the U.S. boundary which, in conjunction with Montreal and City of Ottawa Junction Railway Company, would afford the shortest and most convenient connection between the Ottawa Valley and the Eastern States on the Atlantic seaboard.

Under Dominion Act 42, Vic. Cap. 57, May 15, 1879, Coteau and Province Line Railway and Bridge Company and Montreal and City of Ottawa Junction Railway Company were amalgamated under the name "Canada Atlantic Railway Company", as published in Canada Gazette June 28, 1879.

The line from Coteau to the United States boundary near Alburg Jct. Vermont (53.56 miles) was opened for traffic as follows:

Lacolle	to Clarks Island	43.50 miles	July 1, 1884
International Bdry.	" Lacolle	7.25 "	July 1, 1888
Clarks Island	" Coteau	2.31 "	Feb. 1, 1890

HISTORY
(Cont'd.):

"The Ottawa, Arnprior and Parry Sound Railway Company"

Under Dominion Act 54-55 Vic. Cap. 93, July 31, 1891, "The Ottawa, Arnprior and Parry Sound Railway Company" was formed by amalgamation of The Ottawa and Parry Sound Railway Company and The Ottawa, Arnprior, and Renfrew Railway Company on May 18, 1891, pursuant to deed of amalgamation dated May 18, 1891, duly ratified by the respective shareholders of the two amalgamating companies, and was declared to be works for the general advantage of Canada.

Under Deed of Amalgamation dated July 15, 1896, duly ratified by shareholders of the respective companies, The Ottawa, Arnprior and Parry Sound Railway Company and Parry Sound Colonization Railway Company were amalgamated under the name The Ottawa, Arnprior and Parry Sound Railway Company.

Under Dominion Act 60 Vic. Cap. 8, October 5, 1896, the amalgamation was confirmed and The Ottawa, Arnprior and Parry Sound Railway Company was vested with the rights, franchises, powers, privileges and assets of the amalgamated companies.

Under Deed of Amalgamation dated June 6, 1899, between The Ottawa, Arnprior and Parry Sound Railway Company and Canada Atlantic Railway Company, confirmed by Dominion Act 62-63 Vic. Cap. 81, August 11, 1899, the two companies were amalgamated under the name "Canada Atlantic Railway Company"

"The Ottawa, Arnprior, and Renfrew Railway Company"

Under Ontario Act 51 Vic. Cap. 71, March 23, 1888, "The Ottawa, Arnprior, and Renfrew Railway Company" was incorporated to construct and operate a railway from Ottawa to Renfrew.

Under Dominion Act 54-55 Vic. Cap. 93, July 31, 1891, The Ottawa and Parry Sound Railway Company and The Ottawa, Arnprior, and Renfrew Company were amalgamated, effective May 18, 1891, under the name "The Ottawa, Arnprior and Parry Sound Railway Company", pursuant to deed of amalgamation dated May 18, 1891, duly ratified by the respective shareholders of the two amalgamating companies.

The line was completed and opened for traffic as follows:

Ottawa Deep Cut	to	Arnprior	37.90 miles	May 14,	1893
Ottawa Riverside	"	Ottawa Main St.	.82 "	July 1,	1893
Arnprior	"	Renfrew Jct.	<u>17.35</u> "	Sept. 16,	1894
			56.07 "		

"The Ottawa and Parry Sound Railway Company"

Under Dominion Act 51 Vic. Cap. 65, May 4, 1888, "The Ottawa and Parry Sound Railway Company" was incorporated to construct and operate a railway from Renfrew to Eganville, thence to Parry Sound.

Under Dominion Act 54-55 Vic. Cap. 93, July 31, 1891, The Ottawa and Parry Sound Railway Company and The Ottawa, Arnprior, and Renfrew Railway Company were amalgamated effective May 18, 1891, under the name "The Ottawa, Arnprior and Parry Sound Railway Company", pursuant to deed of amalgamation dated May 18, 1891, duly ratified by the respective shareholders of the two amalgamating companies.

CANADA ATLANTIC RAILWAY COMPANY

HISTORY
(Cont'd.):

The railway was completed and opened for traffic as follows:

Renfrew Jct.	to Eganville	22.25 miles	Sept.	16,	1894
Eganville	to Madawaska	53.25 "	Sept.	23,	1894
Madawaska	to Cache Lake	35.75 "	May	1,	1895
Cache Lake	to Scotia	46.04 "	Dec.	1,	1896
Rose Point	to Depot Harbour	2.68 "	Dec.	1,	1896
Total		159.97 miles			

Under Dominion Act 60 Vic. Cap. 8, October 5, 1896, the amalgamation was confirmed, and the rights, franchises, powers, privileges, property and assets of the amalgamated companies were vested in The Ottawa, Arnprior and Parry Sound Railway Company.

The railway was completed and opened for traffic as follows:

Scotia	to Edgington	30.00 miles	July	1,	1893
Edgington	to Rankins	10.00 "	July	1,	1894
Rankins	to Rose Point	7.75 "	July	1,	1895
		47.75 miles			

"Canada Atlantic Railway Company"

Under Dominion Act 42 Vic. Cap. 57, May 15, 1879, "Canada Atlantic Railway Company" was formed by amalgamation of Coteau and Province Line Railway and Bridge Company and Montreal and City of Ottawa Junction Railway Company as published in Canada Gazette June 28, 1879.

Canada Atlantic Railway Company leased The Central Counties Railway Company line from Glen Robertson to Hawkesbury, Ontario (21.00 miles) for a term of 99 years from September 14, 1891 at an annual rental of \$10,500, and leased the line of the above Company from South Indian (now Limoges) to Rockland, Ontario (16.61 miles) for a term of 99 years from September 4, 1895 at an annual rental of \$8,500. Use of the latter line was abandoned in 1936.

Under Deed of Amalgamation dated June 6, 1899, between Canada Atlantic Railway Company and The Ottawa, Arnprior and Parry Sound Railway Company, confirmed by Dominion Act 62-63 Vic. Cap. 81, August 11, 1899, the two companies were amalgamated June 6, 1899, under the name "Canada Atlantic Railway Company."

Under Agreement dated August 31, 1899, Canada Atlantic Railway Company leased the line constructed by The Pembroke Southern Railway Company between Pembroke and Golden Lake (21.09 miles) for a term of 5 years. After the lease expired operation was assumed by the Grand Trunk Railway Company of Canada.

Under Agreement dated August 15, 1904, with Mr. J.R. Booth, The Grand Trunk Railway Company of Canada acquired control of the Canada Atlantic Railway Company (including Canada Atlantic Transit Company, Canada Atlantic Transit Company of U.S. and Vermont and Province Line Railroad Company, by transfer to it of Capital Stock as follows:

CANADA ATLANTIC RAILWAY COMPANY

HISTORY

(Cont'd.):

60,725 shares Common Stock	-	Canada Atlantic Railway Company
10,000 shares Preferential Stock	-	Canada Atlantic Railway Company
2,190 shares Capital Stock	-	Canada Atlantic Transit Company
2,500 shares Capital Stock	-	Canada Atlantic Transit Co. of U.S.
2,000 shares Capital Stock	-	Vermont & Province Line Railroad Co.

The above constituted all of the outstanding Capital Stock of these companies, with the exception of 1,275 shares of Common Stock of the Canada Atlantic Railway Company held by the Public. In consideration of The Grand Trunk Railway Company of Canada guarantee with respect to 4% Consolidated First Mortgage Sterling Bonds dated January 1, 1905, in the amount of \$16,000,000 issued by Canada Atlantic Railway Company in redemption of existing Bonds and for addition and betterments, the Grand Trunk Railway Company of Canada (now Canadian National Railway Company) assumed control on October 1, 1905. The Bonds matured on January 1, 1955 at which time the balance outstanding in the hands of the Public was paid off by Canadian National Railway Company.

AMALGAMATION: Under Deed dated February 9, 1914, ratified and confirmed by Dominion Cap. 89, May 27, 1914, Canada Atlantic Railway Company and The Grand Trunk Railway Company of Canada were amalgamated under the name of the latter Company. The Agreement was ratified by the shareholders of The Grand Trunk Railway Company of Canada on April 29, 1914, and by the shareholders of Canada Atlantic Railway Company on July 29, 1914, which latter date, under the terms of the Act and the Agreement, became the date of Union.

DONATIONS

AND GRANTS: Subsidies were as follows: (Statistics of Steam Railways - 1938 p.62,p.64)

Canada Atlantic Railway			
	Dominion	\$282,355	
	Ontario	270,000	
	Quebec	200,000	
	City of Ottawa	<u>150,000</u>	\$ 902,355

Ottawa, Arnprior and Parry Sound Railway

	Dominion	779,712	
	Ontario	434,076	
	Township of Huntley	<u>2,900</u>	1,216,688

Parry Sound Colonization Railway

	Dominion	152,800	
	Ontario	<u>143,250</u>	<u>296,050</u>

\$ 2,415,093

CANADA ATLANTIC RAILWAY COMPANY

LOCATION:	Mileage of Constructed and Leased Lines:	<u>Mileage</u>	
Vermont and Province Line Railroad Company	East Alburgh to International Boundary	3.11	3.11
Coteau and Province Line Railway and Bridge Company	International Boundary to Coteau	53.56	53.56
Montreal and City of Ottawa Jct. Railway Company	Coteau Landing to Ottawa	80.26	80.26
Ottawa, Arnprior and Renfrew Railway Company	Ottawa Deep Cut to Renfrew Jct.	55.25	56.07
	Riverside to Ottawa Main St.	<u>.82</u>	
Ottawa and Parry Sound Railway Company	Renfrew Jct. to Scotia	157.29	160.27
	Rose Point to Depot Harbour	<u>2.98</u>	
Parry Sound Colonization Railway Company	Scotia Jct. to Rose Point	47.75	<u>47.75</u>
	Total		401.02

Leased Lines:

Central Counties Railway Company	Glen Robertson to Hawkesbury	21.09	38.46
	South Indian (Limoges) to Rockland	16.61	
	Rockland Spur	<u>.76</u>	
Pembroke Southern Railway Company	Golden Lake to Pembroke	21.09	<u>21.09</u>
	Total		460.57

Abandonments:	<u>Miles</u>	<u>Date</u>	
Coteau -- Coteau Landing	2.00	Feb. 1,	1890
Rockland Spur	.76		1922
Limoges-- Clarence Creek	11.51		1923
Two Rivers -- Algonquin	5.58	March 1,	1923
Rockland -- Clarence Creek	5.10	June 30,	1936
James Bay Jct. - Falding	3.44	June	1938
Whitney -- Two Rivers	16.46	Dec. 31,	1946
Chaudiere Jct. - Nepean	9.70	Sept. 25,	1952
Falding -- Scotia	41.19	March 4,	1955
Kearney -- Algonquin	38.30	May	1959

Mileage leased and constructed	460.57
Mileage Abandoned	134.04
Mileage in Operation	326.53

**CAPITAL
STOCK:**

Prior to Amalgamation on July 29, 1914:

Authorized:	62,000 shares Common Stock	-\$100 each	\$6,200,000
	10,000 shares Preferential Stock	-\$100 each	1,000,000
Issued:	60,725 shares Common Stock		\$6,072,500 held by Grand Trunk Railway
	1,275 shares Common Stock		127,500 held by Public
	10,000 shares Preferential Stock		1,000,000 held by Grand Trunk Railway.

Upon Amalgamation on July 29, 1914 holders of share capital, upon surrender of securities representing such Capital (whether Preference or Ordinary) were entitled to receive an equal amount of Ordinary Stock of The Grand Trunk Railway Company of Canada in accordance with the terms of Amalgamation Agreement.

**LONG-TERM
DEBT:**

Prior to Amalgamation on July 29, 1914:

The liability respecting 4% Consolidated First Mortgage Sterling Bonds dated January 1, 1905 in the amount of \$16,000,092 and maturing January 1, 1955, was assumed by the Amalgamated Company. At maturity date the balance outstanding in the hands of the Public was paid off by Canadian National Railway Company (successor by amalgamation of The Grand Trunk Railway Company of Canada).

ACCOUNTING: From October 1, 1905, when The Grand Trunk Railway of Canada acquired control of the Company until Amalgamation in 1914, the net deficit was included in The Grand Trunk Railway Company of Canada accounts as "Separately operated properties".

CANADA ATLANTIC TRANSIT COMPANY

(formerly wholly owned subsidiary of "Canadian National Railway Company") dissolved by lapse of Charter.

INCORPORATED: June 13, 1898 - Dominion Act 61 Vic. Cap. 95.

HISTORY: Under Dominion Act 61 Vic. Cap. 95, June 13, 1898, "Canada Atlantic Transit Company" was incorporated to operate a line of boats between Fort William, Ontario and Depot Harbour, Ontario, and operated in conjunction with Canada Atlantic Transit Company of United States, which operated a line of steamers between Duluth, Minnesota, and Depot Harbour, Ontario and other Canadian ports.

Under Agreement with John R. Booth, dated August 15, 1904, The Grand Trunk Railway Company of Canada acquired this Company with the purchase of Canada Atlantic Railway Company. At date of acquisition this Company owned no vessels or other property.

HISTORY:
(Cont'd.)

The Company owned the two steamers "Newona" and "Ottawa", but both were sold prior to sale of the Canada Atlantic Railway Company to The Grand Trunk Railway Company of Canada.

The Company purchased the S.S. "Ottawa" on October 2, 1905 from J.R. Booth.

The S.S. "Ottawa" foundered November 15, 1909 at 10.00 A.M., 15 miles of Passage Island, Lake Superior. The crew of 17 were saved and landed by life boats at Copper Harbour, Michigan at 6.00 A.M., on November 16, 1909. The insurance \$150,000 was paid by the Insurance Company.

Under Agreement dated August 15, 1904 with J.R. Booth, The Grand Trunk Railway Company of Canada acquired control of the Canada Atlantic Railway Company including the Canada Atlantic Transit Company, and on October 1, 1905 assumed operation of the Company. The boats owned by the Canada Atlantic Transit Company were operated under lease by the Canada Atlantic Transit Company of U.S. under lease.

When the Grand Trunk Railway Company of Canada amalgamated with the Canadian National Railway Company on January 30, 1923, control of the Company passed to the Canadian National Railway Company.

On February 15, 1926 the Canada Atlantic Transit Company purchased the S.S. "Canadian Harvester" from the Canadian Government Merchant Marine, Ltd. for \$50,000 and changed her name to the S.S. "Delwarnic", and on November 24, 1926 purchased the S.S. "Canadian Gunner" from the Canadian Government Merchant Marine, Ltd., also for \$50,000 and changed her name to the S.S. "Canatco". The purchase price was advanced by the Canadian National Railway Company.

The S.S. "Canatco" was lost at sea on or about October 21, 1942, when she is believed to have struck an uncharted rock while proceeding in convoy to Goose Bay, Labrador.

The S.S. "Delwarnic" was sold in July 1946 to the Elton Trading Company, Panama.

DISSOLUTION: The service on the Great Lakes was not revived in the postwar period, and after liquidation of all of the Company's obligations and disposal of all its assets, Annual Returns to the Secretary of State of Canada for Canada Atlantic Transit Company were discontinued allowing the Company's charter to lapse as of December 14, 1950.

The Certificates representing 2,190 shares of \$100 par value each of Capital Stock issued and outstanding were cancelled on December 14, 1950. The Charter, Seal, original Minute Books and other corporate documents pertaining to the corporate existence of Canada Atlantic Transit Company are in the custody of the Secretary, Canadian National Railway Company, Montreal.

CAPITAL
STOCK:

Authorized: 10,000 shares of \$100 par value each \$1,000,000
 Issued: 2,190 shares of \$100 par value each 219,000 unpledged
 all owned by Canadian National Railway Company and carried at \$1.

Share Certificates were cancelled on December 14, 1950 when the Charter lapsed and the corporate existence of the Company was terminated.

(formerly wholly owned subsidiary of "Canadian National Railway Company")

INCORPORATED: October 30, 1899 - For a period of 30 years, under General Laws of the State of Minnesota.
February 14, 1900 - Amended
1929 - Charter extended 30 years to October 30, 1859.

HISTORY: Under the General Laws of the State of Minnesota, October 30, 1899, "Canada Atlantic Transit Company of United States" was incorporated for a period of 30 years; extended a further 30 years in 1929.

The Company operated a line of steamers between Duluth, Minnesota, Depot Harbour, Ontario and other Canadian and American Lake Ports, and, formed part of the through route of the Canada Atlantic Railway from Swanton, Vermont, via Depot Harbour, to points in the United States.

Under Agreement with John R. Booth, dated August 15, 1904, The Grand Trunk Railway Company of Canada acquired this Company with the purchase of Canada Atlantic Railway Company.

At the time of acquisition the Company owned and operated the steamer "George Orr" which was requisitioned on October 17, 1917 by the United States Government, from whom \$337,500 was received in payment, and the steamers "Kearsarge" and "Arthur Orr". The latter two were built of steel in 1893 and purchased in 1904 for \$148,500 and \$250,000 respectively.

In 1926 the Canada Atlantic Transit Company purchased 2 steamers, afterwards renamed the S.S. "Dalwarnic" and S.S. "Canatco" from Canadian Government Merchant Marine, Limited, which were then altered and improved for service on the Great Lakes and chartered to the Canada Atlantic Transit Company of United States for operation. These two steamers were continued in this service until July 31, 1941 and August 15, 1941, when they were respectively chartered to Canadian National (West Indies) Steamships, Limited, on instructions of the Canadian Shipping Board, to replace vessels transferred to ocean services during World War II.

This left only the "Arthur Orr" in operation, the "Kearsarge", an expensive vessel to operate, having been tied up for a number of years and required extensive repairs. Two ships were chartered for brief periods in 1941 from Canada Steamship Lines, Limited, but from September 20, 1941 the service was performed by one vessel - the "Arthur Orr". Repairing the "Kearsarge" proved too expensive, and contract for her sale for \$35,000 was entered into with Nottingham Steel Company. One vessel could not provide adequate service and it was decided on February 19, 1942 to suspend operations.

The "Arthur Orr" was chartered to Nicholson Universal Steamship Company for one year with option to purchase for \$100,000. Before the transaction could be completed the ship was requisitioned by the United States War Shipping Board. She was found not suitable for off-shore operation and was returned whereupon she was again chartered to Nicholson Universal Steamship Company (Overlakes Freight Corporation) with option to purchase for \$75,000 in addition to charter hire of \$25,000, which option was exercised.

HISTORY**(Cont'd.):**

The "Kearsarge" was requisitioned by the United States Government and delivery taken on December 10, 1942. In 1945 the Company executed a bill of sale and accepted \$15,000 in full payment of all claims arising from the requisition.

DISSOLUTION: On May 6, 1948, after liquidation of all its obligations and disposal of all its assets Canada Atlantic Transit Company of United States was dissolved and its corporate existence was terminated. Certificate of Voluntary Dissolution was filed in the office of Secretary of State of Minnesota on May 6, 1948 and the corporate existence of the Company was terminated on that date.

The Certificate representing 2,500 shares of \$100 par value each of Capital Stock issued and outstanding were cancelled. The Charter, Seal, original Minute Books and other corporate documents pertaining to the corporate existence of Canada Atlantic Transit Company of United States are in the custody of the Secretary, Canadian National Railway Company, Montreal.

CAPITAL STOCK:

Authorized:	2,500 shares of \$100 par value	\$250,000
Issued:	2,500 shares of \$100 par value	250,000

All owned by Canadian National Railway Company and registered in the name of Continental Realty and Holding Company.

Share Certificates cancelled when the corporate existence of the Company was terminated on May 6, 1948.

PROFIT AND LOSS:

Profit and Loss debit balance of \$2,279,519.13 to May 6, 1948, date of termination of corporate existence of the Company, was transferred to Canadian National Railway Company.

THE CANADA EASTERN RAILWAY COMPANY

(property included in "The Intercolonial Railway" from October 1, 1904)

INCORPORATED: April 11, 1872 - New Brunswick Cap. 33
 March 26, 1890 - Dominion Cap. 74, Confirmed the New Brunswick Act of Incorporation and changed the name of the Company (see History).

DECLARATORY: Declared to be a work for the general advantage of Canada - Dom. Cap. 74, March 26, 1890.

HISTORY: Under New Brunswick Act 33 Vic. Cap. 48, April 7, 1870 "The Chatham Branch Railway Company" was incorporated to construct and maintain a railway from Chatham to the Intercolonial Railway at Nelson.

The railway was completed and opened for traffic as follows:

Chatham Jct.	to Chatham	9.00 miles	August 1, 1876
Chatham	to Chatham Wharf	2.00 miles	about July 1, 1887

Under Dominion Act 51 Vic. Cap. 72, May 22, 1888, "The Chatham Railway Company" was incorporated to acquire the railway line from Chatham Junction (now Nelson Junction) to Chatham, and to extend the line etc. The line was extended about $5\frac{1}{2}$ miles to Loggieville.

Under New Brunswick Act 35 Vic. Cap. 33, April 11, 1872, "The Northern and Western Railway Company of New Brunswick" was incorporated to construct and maintain a railroad from Chatham to Fredericton.

The railway was completed and opened for traffic as follows:

Chatham Jct.	to South Devon	106.73 miles	January 1 1887
Indiantown	to Blackville	9.00 "	January 1 1887
	Total	115.73 miles	

Under Dominion Act 53 Vic. Cap. 74, March 26, 1890, the New Brunswick Act of Incorporation was confirmed, and the name was changed to "The Canada Eastern Railway Company", and the purchase of The Chatham Railway property Capital Stock, rights, privileges and franchises was authorized.

Under New Brunswick Act 61 Vic. Cap. 57, March 18, 1898, "Alexander Gibson Railway and Manufacturing Company" was incorporated for the purpose, among others, of acquiring and operating the railway of The Canada Eastern Railway Company.

Under Dominion Act 61 Vic. Cap. 59, June 13, 1898, The Canada Eastern Railway Company was authorized to sell and transfer to Alexander Gibson Railway and Manufacturing Company its railway and branches, rights, franchises, powers, privileges, and property.

Under Dominion Act 2 Edward VII, Cap. 46, May 15, 1902, "The Canada Eastern Railway Company" was incorporated with power to acquire the railway undertaking of Alexander Gibson Railway and Manufacturing Company together with its railway, rights, franchises, powers, privileges and property. Apparently this proposed action was not carried out.

Dominion Cap. 4, August 10, 1904, authorized the Dominion Government to acquire the railway, rights, franchises, powers and property formerly belonging to The Canada Eastern Railway Company, from Alexander Gibson Railway and Manufacturing Company, to form part of the Government railways system. The purchase was completed and became effective on October 1, 1904.

DONATIONS

AND GRANTS: Subsidies were as follows (Statistics of Steam Rlys. of Canada p.62):

Dominion	\$374,840	
Province of New Brunswick	<u>377,500</u>	\$752,340

Under New Brunswick Act 52 VIC. Cap 63 April 11, 1889 the name of the Northern and Western Railway Company was changed to the Canada Eastern Railway Company. The line was extended from Chatham to Loggieville a distance of 5.17 miles about December 31, 1894.

THE CANADA EASTERN RAILWAY COMPANY

LOCATION:		<u>Miles</u>
Moncton and Edmundston Divisions:		
	Loggieville, N.B. - Nelson Junction, N.B.	13.49
	Blackville, N.B. - South Devon, N.B.	87.00
	<u>Discontinued</u>	
	Nelson Jct. N.B. - Blackville, N.B.	24.00

CANADIAN AIRWAYS, (LIMITED)

(formerly partly owned subsidiary of "Canadian National Railway Company")
 Sold to Canadian Pacific Railway August 31, 1942

INCORPORATED: June 27, 1930 - Dominion Letters Patent.

HISTORY: Under Dominion Letters Patent dated 27, 1930 Canadian Airways, (Limited) was incorporated to operate aerial transportation throughout Canada for the handling of mail, freight, express and passenger traffic.

Early in 1930 an agreement was reached between individuals who held a substantial majority of the Capital Stock of the Aviation Corporation of Canada, Limited, all the Capital Stock of Western Canada Airways Limited, to accept in exchange therefor the Capital Stock of a new company to be incorporated under the name of Canadian Airways, (Limited) on the basis of valuation of the shares of the existing companies (with certain agreed adjustments) as reflected on their Balance Sheets as of December 31, 1929. After ratification of the agreement by shareholders of the respective existing companies, and incorporation of Canadian Airways, (Limited) sale of the assets and undertakings to the latter Company was consummated and shares of the new Company were issued in exchange. Shares were also issued to Canadian Pacific Railway Company for cash consideration.

Upon the recommendation of the Minister of Railways and Canals, ratified at a meeting of the Privy Council November 4, 1930 Canadian National Railway Company also subscribed for 10,000 shares of N.P.V. stock at \$25 per share - \$250,000 - which it received on December 5, 1930.

As a result of the agreement Canadian Airways, (Limited) acquired the entire business of Western Canada Airways Limited, and of the wholly-owned subsidiaries of Aviation Corporation of Canada, Limited, i.e. International Airways of Canada Limited, Canadian Airways Limited (Old), Interprovincial Airways, Limited, and a controlling interest in the partially-owned subsidiary, Canadian Transcontinental Airways, Limited.

LOCATION:

	<u>Operating Bases</u>	
	<u>Eastern Lines</u>	<u>Western Lines</u>
		<u>Pacific Lines</u>
	Longueuil, Que.	Winnipeg, Man.
	Quebec City	Lac du Bonnet, Man.
	Senneterre, Que.	Ilford, Man.
	Rouyn, Que.	Sioux Lookout, Ont.
	Oskelaneo, Que.	Kenora, Ont.
	Sept Isles, Que.	Edmonton, Alta.
	Chapleau, Ont.	Fort McMurray, Alta.
	Moosonee, Ont.	Peace River, Alta.
	Moncton, N.B.	Cameron Bay, N.W.T.
	Charlottetown, P.E.I.	
		Vancouver, B.C.
		Carcross, Y.T.

PROPERTY INVESTMENT:

As at December 31, 1936:			
	Aircraft engines and other equipment	\$1,545,128	
	Less Depreciation reserve	<u>951,787</u>	\$593,341
	Land, buildings and structures	\$ 445,289	
	Less Depreciation reserve	<u>82,499</u>	\$362,790

SUBSIDIARY COMPANY:

The Clarke Steamship Company proposed to engage in the business of carrying mail and passengers by plane in the Lower St. Lawrence, in which business the Canadian Airways, (Limited) was already engaged, and to avoid losses a new Company, Quebec Airways, Limited, was formed in which Canadian Airways, (Limited) and Clarke Steamship Company were both interested. James A. Richardson of the former Company was Chairman and D.A. Clarke of the latter Company was President of the new Company. Canadian Airways, (Limited) held the entire issue of 536 - 7% Preference shares of the par value of \$100 each, and 7,500 of the 10,000 N.P.V. Common shares of Quebec Airways, Limited. Canadian National Railway Company was interested only indirectly through its holding of Canadian Airways, (Limited) stock.

CAPITAL STOCK:

As at December 31, 1936:

Authorized:	200,000 shares N.P.V.
Issued:	129,753 shares N.P.V.

Held as follows:

Western Canada Airways Limited	60,000 shares
Aviation Corporation of Canada Limited	47,088 "
Canadian Transcontinental Airways	2,665 "
Canadian Pacific Railway Company	10,000 "
Canadian National Railway Company	10,000 "

Canadian National Railway Company acquired the 10,000 shares at \$25 each - \$250,000 on December 5, 1930, and on August 31, 1942 sold the 10,000 shares.

THE CANADIAN EXPRESS COMPANY

(included in "Canadian National Railway Company" from June 8, 1954)

INCORPORATED: February 16, 1865 - Province of Canada Letters Patent.

HEAD OFFICE: Montreal, Quebec.

HISTORY: Transportation of express traffic in Canada commenced in 1843.

Early in 1842 Messrs. Pullin and Copp started operating a stage express business between New York, Albany, Troy and Saratoga Springs. In 1843 this service was connected at Albany and Troy with Virgil and Howard's Express which operated to Burlington, Vermont, and Plattsburgh, N.Y. Lake Champlain; to St. Johns, Quebec, on the Richelieu River, by stage to Laprairie, Que., and across the St. Lawrence River to Montreal.

About 1844 these lines were consolidated under the name "Pullin, Virgil and Company's Express." Subsequently, the service was extended to Toronto and other points. Other competitive companies were also formed, including British and North American Express Company, and Cheney, Rice and Company.

In 1855, representatives of these various organizations met in conference in Montreal for the purpose of consolidating the various express companies operating in Canada at that time under one name and management. A merger under the name "British and American Express Company" with a Capital Stock of \$300,000 was agreed upon and operation was carried on under that name until the spring of 1865.

At a meeting held in St. Lawrence Hall, Montreal, on December 8, 1864, it was resolved to form a new company to succeed British and American Express Company. William G. Fargo occupied the chair, and Benjamin P. Cheney, E.H. Virgil, Wm. G. Fargo, Robert Kent and Thomas Kirkpatrick were elected provisional directors with authority to obtain a charter, purchase the property and goodwill of British and American Express Company, and make arrangements for continuing the business from January 1, 1865, pending receipt of charter by the new Company.

Under Province of Canada Letters Patent, February 16, 1865, "The Canadian Express Company" was incorporated with an authorized Capital Stock of \$3,000,000.

Operations were carried on over The Grand Trunk Railway and all other railways, roads, rivers, lakes and all other modes of communication within the Province of Canada.

The Canadian Express Company subscribed to one-third of the Capital Stock of "The Intercolonial Express Company of Canada (Limited)" which was incorporated on June 21, 1879, to handle express traffic over The Intercolonial Railway.

On December 1, 1889, operations of The Intercolonial Express Company of Canada (Limited) were turned over to The Canadian Express Company for management. This arrangement was continued to April 1, 1914, when operation by The Intercolonial Express Company (Limited) over The Intercolonial Railway was discontinued and the Company was wound up and surplus distributed to shareholders on a prorata basis in exchange for outstanding shares.

On May 11, 1891, The Canadian Express Company introduced the first Money Order service in Canada.

HISTORY

(Cont'd.):

Under Agreement of December 29, 1891, The Grand Trunk Railway Company of Canada acquired \$1,500,000 of Capital Stock along with other assets. The price was 44¢ on the \$1 and \$660,000 was paid to the Trustees for the Shareholders. Various security assets taken over realized \$335,002.22 when sold. The net cost to the G.T.R. was therefore \$324,997.78. Operations were taken over as of January 1, 1892.

In 1913 certain stables were sold by The Grand Trunk Railway to the Express Company, the book cost of which was \$113,099.14, for which the Express Company issued \$192,200 of its Capital Stock in payment.

In 1921, a further \$26,600 of Capital Stock was purchased at par by The Grand Trunk Railway Company of Canada. The total Capital Stock issued and acquired by The Grand Trunk Railway Company of Canada was carried in its accounts at par of \$1,768,800.

By Agreement of September 1, 1921, all operations of The Canadian Express Company were taken over by Canadian National Express Company.

By Agreement dated June 30, 1924, the Company's properties were entrusted to the management of Canadian National Railway Company for operation as a department of the railway, the railway having been empowered in the previous year to carry on business customarily carried on by express companies (later section 25 of Canadian National Railways Act).

AMALGAMATION: On June 8, 1954, Canadian National Railway Company, The Canadian Express Company and five other companies were amalgamated into one company under the name "Canadian National Railway Company".

LOCATION OF

OPERATIONS: The Canadian Express Company operated over:

The Grand Trunk Railway -
 The Grand Trunk Pacific Railway
 The Intercolonial Railway
 Temiskaming and Northern Ontario Railway
 Central Vermont Railway (in Canada)
 Windsor, Essex and Lakeshore Rapid Railway
 Chatham, Wallaceburg and Lake Erie Railway
 Quebec, Montreal and Southern Railway
 Dominion Iron and Coal Company Railway
 Hampton and St. Martin's Railway
 Inverness Railway and Coal Company Railway
 Salisbury and Albert Railway
 Sydney and Louisburg Railway
 Cape Breton Railway
 Prince Edward Island Railway
 Quebec Oriental Railway
 Atlantic, Quebec and Western Railway
 Maritime Coal and Railway Company Railway
 Montreal and Southern Counties Railway
 London and Lake Erie Railway

Note:

Prior to July 1, 1918 the Company operated over Grand Trunk Lines in New England from International Boundary to Portland, Maine, and Branches; and between Detroit and Port Huron in Michigan. These operations were then taken over by American Railway Express Company.

THE CANADIAN EXPRESS COMPANY

CAPITAL
STOCK:

Prior to Amalgamation on June 8, 1954:

Authorized: 17,688 shares - \$100 - \$1,768,800
 Issued: 17,688 shares - \$100 - 1,768,800

All owned by Canadian National Railway Company.

Upon Amalgamation on June 8, 1954, the outstanding shares were cancelled
 in accordance with the terms of Amalgamation agreement dated May 13, 1954.

FUNDED

DEBT:

As at June 8, 1954 - Nil.

CANADIAN GOVERNMENT RAILWAYS (not incorporated)

(owned by Canada and entrusted to "Canadian National Railway Company"
 for management and operation from January 20, 1923)

As at December 31, 1960

<u>Road</u>	<u>Mileage</u>	<u>Investment</u>
Intercolonial Railway	1,483	\$204,326,170.59
Prince Edward Island Railway	275	10,765,984.28
New Brunswick & P.E.I. Railway	36	1,888,880.05
International Railway of New Brunswick	105	3,296,765.06
National Transcontinental Railway	1,776	211,034,893.70
Moncton & Buctouche Railway	28	716,465.22
Salisbury & Albert Railway	24	511,382.42
Elgin & Havelock Railway	12	218,984.08
York & Carlton Railway	5	68,459.71
Quebec & Saguenay Railway	62	7,998,324.65
Caraquet & Gulf Shore Railway	79	1,458,511.71
Lotbiniere & Megantic Railway	13	186,336.16
Cape Breton Railway	26	200,603.44
Quebec Bridge	2	21,706,664.49
Long Lac cut-off	30	2,847,547.01
Branch Line aid		36,485.95
Temiscouata Railway	101	1,968,845.15
Hudson Bay Railway	510	36,702,007.60
Newfoundland Docks		620,908.00
Northwest Communication System		17,833,075.52
Other communications facilities		<u>1,441,086.01</u>
		525,828,380.80
Less Adjustments of above balances on separation of road and equipment		<u>(37,401,683.09)</u>
Total Road		\$488,426,697.71

Equipment

Rolling Stock	\$ 11,592,754.00
Floating Equipment	<u>7,227,749.53</u>
	\$ 18,820,503.53
 Total Road and Equipment Assets	 \$507,247,201.24

Improvements on Leased Property

Lake Superior Branch	\$ 4,138,093.46
Van Buren Bridge	<u>16,225.76</u>
	\$ 4,154,319.22

Other Physical Property

Malagash Spur	\$ 29,290.75
Murray River Property	1,898.43
Land - abandoned lines	203,732.98
Land - ballast pit	<u>37,373.50</u>
	272,295.66

Note:

The term "Canadian Government Railways" is used as a descriptive (but not corporative) title and is defined in Section 10 of the Act incorporating Canadian National Railway Company (Dominion Act 9-10 Geo. V. Cap. 13, June 6, 1919). It includes all such railways or parts thereof, and all such properties, works, powers, rights and privileges or interests or any of them as may be designated in any Order in Council from time to time subsisting, entrusting the management and operation thereof to the Company.

HISTORY:

Under the terms of Imperial Act 30-31 Vic. Cap. 3, March 29, 1867 (The British North America Act, 1867), effective July 1, 1867 ownership of all railway lines previously built or acquired by the Province of Nova Scotia and New Brunswick were vested in the Dominion Government which at the same time became obligated to extend the existing lines into an Intercolonial System. The railway lines thus acquired and subsequent additions thereto by construction or acquisition are the nucleus of, and form an important part of the railway properties owned by the Crown and now collectively described by the term "Canadian Government Railways".

Under Dominion Act 31 Vic. Cap. 12, December 21, 1867, these lines came under the jurisdiction of the Department of Public Works. They so remained until establishment of the Department of Railways and Canals, and appointment of the Minister of Railways and Canals to have jurisdiction over all railway lines pertaining to the Dominion Government, as authorized by Dominion Act 42, Vic. Cap. 7, May 15, 1879.

In accordance with the terms of Addresses from the Houses of the Parliament of Canada and from the Legislative Council and House of Assembly of Prince Edward Island, respectively, for admittance of Prince Edward Island into the Dominion of Canada, duly approved by Order in Council at the Court of Windsor, June 26, 1873, the railways under contract and in course of construction in Prince Edward Island became the property of the Dominion Government on July 1, 1873. These lines, known as Prince Edward Island Railway, form part of the railway properties owned by the Crown and now collectively described by the term "Canadian Government Railways".

CANADIAN GOVERNMENT RAILWAYS (not incorporated)

HISTORY

(Cont'd.):

Under Dominion Act 3 Edward VII, Cap. 71, October 24, 1903, provision was made for construction of a National Transcontinental Railway wholly within Canada extending from Moncton to the Pacific Coast. The proposed line was to be composed of two divisions, the Western Division from Winnipeg to the Pacific Coast to be constructed by The Grand Trunk Pacific Railway Company, and the Eastern Division from Moncton to Winnipeg to be constructed by the Dominion Government, under the charge of three Commissioners forming a corporate body under the name "The Commissioners of The Transcontinental Railway". Construction was duly completed by the respective parties, the last spike in the construction of the Eastern Division (Moncton to Winnipeg) being driven on November 17, 1913. The railway was operated for a short period, in sections, by the Contractors and Commissioners. The Eastern Division is now known as the "National Transcontinental Railway" and forms part of the railway properties owned by the Crown and now collectively described by the term "Canadian Government Railways".

At the time of the original opening of "The Intercolonial Railway for traffic, and the taking over of Prince Edward Island Railway, an organization was adopted, which, with some modification remained in effect until 1909. The Official placed in immediate charge of both railways was a General Manager, the title being "General Manager, Government Railways".

Under Dominion Order in Council P.C. 825, April 20, 1909, the position of General Manager, Government Railways" was abolished and "The Government Railways Managing Board" was established effective April 1, 1909 to supervise and direct all departments of the railways owned or operated by the Government of Canada, with powers usually vested in executives of railway corporations. The Board consisted of the following:

M.J. Butler, Deputy Minister and Chief Engineer of the Department of Railways and Canals. (Chairman).	
David Pottinger, I.S.O.	) Members required to devote full time to the official duties attached to their positions.
E. Tiffin, Traffic Manager	
F.P. Brady	

Under Dominion P.C. 1031, May 5, 1913, The Government Railways Managing Board was abolished and F.P. Gutelius was appointed General Manager of Government Railways.

Dominion Act 4-5, Geo.V. Cap. 43, June 12, 1914, enacted that after completion of the Eastern Division of the National Transcontinental Railway (Moncton to Winnipeg) and until it is leased to The Grand Trunk Pacific Railway Company, the Eastern Division shall be under the control and management of the Minister of Railways and Canals who shall have power to operate the whole or any part of the Division as a Government railway. Dominion Act 4-5 Geo. V. Cap. 1, April 3, 1914, provided funds for operation from Moncton to Levis.

Under Dominion Act 5, Geo. V. Cap. 16, April 15, 1915, the Minister of Railways and Canals was authorized to construct or acquire any line of railway in the province of Quebec or in the Maritime provinces, directly connected with the existing Government Railways system, which in his opinion could be more conveniently or usefully operated as part of the Government Railways system, provided that no such line purchased or leased shall exceed 200 miles in length; provided further that no contract for the construction of a line or railway exceeding 25 miles in length shall

HISTORY
(Cont'd.):

be entered into or the purchase price of any such railway be paid until after a sum of money for the purpose has been appropriated by Parliament; provided further that such railway or other work, when constructed, leased, purchased or otherwise acquired shall form part of the Government Railways system and shall be subject to the provisions of the Government Railways Act.

Under the above mentioned general authority, the following railway lines were acquired as of the date indicated opposite each:

Cape Breton Railway	July 1, 1920
Caraquet and Gulf Shore Railway	June 1, 1920
Elgin and Havelock Railway	June 1, 1918
Moncton and Buctouche Railway	June 1, 1918
St. Martin's Railway (line abandoned in 1940)	June 1, 1918
Salisbury and Albert Railway	June 1, 1918
York and Carleton Railway	June 1, 1918

By authority of Dominion Act 5, Geo. V. Cap. 16, April 15, 1915, confirming Agreement dated March 8, 1915, between The New Brunswick and Prince Edward Island Railway Company and the Minister of Railways and Canals the whole of the railway, about 36 miles, extending from Sackville to Cape Tormentine Station, and undertaking of The New Brunswick and Prince Edward Island Railway Company together with all its rights, franchises, powers and privileges, and all lands, rolling stock, equipment, stores and all other personal property of the Company, was acquired as of August 1, 1914, for the sum of \$270,000 plus interest at 4% per annum from August 1, 1914, to date of payment.

By authority of Dominion Act 5 Geo. V. Cap. 16, April 15, 1915, confirming Agreement dated August 1, 1914, between International Railway Company of New Brunswick, Thomas Malcolm, Railway Contractor and owner of the Capital Stock of the Company, and the Minister of Railways and Canals, all of the issued Capital Stock, railway lines of about 112 miles extending from Campbellton to St. Leonard, N.B.; rolling stock, franchises rights, powers, privileges and all other property of International Railway Company of New Brunswick was acquired upon payment of \$2,700,000 on August 1, 1919, the railway being leased in the meantime at an annual rental of \$90,000.

Under Agreement dated July 29, 1915, between The Grand Trunk Pacific Railway Company and the Crown, authorized by Dominion Cap. 18, 1915, The Lake Superior Branch, extending from Lake Superior Junction to Fort William, including terminal facilities, was leased to the Dominion Government for 999 years from May 1, 1915, at an annual rental of \$600,000.

Under Dominion P.C. 1529, June 5, 1917, Canadian Government Railways was divided into Eastern and Western Lines, and C.A. Hayes was appointed General Manager of the Eastern Lines, and F.P. Brady was appointed General Manager of the Western Lines.

Under Dominion P.C. 2854, November 20, 1918, the Order in Council appointing Mr. Hayes and Mr. Brady as General Managers was rescinded and, with a view to attaining a maximum of economy and efficiency in the operation of the Canadian Government Railways and of the Canadian Northern Railway System, the persons from time to time comprising the Board of Directors of The Canadian Northern Railway Company were appointed a Board of Management of Canadian Government Railways and given the powers vested in the General Manager under the general regulations of the Canadian Government Railways adopted by Dominion Order in Council P.C. 184, January 22, 1914.

CANADIAN GOVERNMENT RAILWAYS (not incorporated)

HISTORY
(Cont'd.):

Dominion P.C. 3122, December 20, 1918, refers to the established use of the term "Canadian Northern Railway System" as a descriptive (but not incorporative) title for all lines of railway owned or controlled by The Canadian Northern Railway Company and also to the use of the name "Canadian Government Railways" which is also merely one of description, and states that as a matter of convenience in connection with the operation of both Canadian Northern Railway System and Canadian Government Railways under one management the use of one name as a collective or descriptive title for both Systems is highly desirable, and directed that the name "Canadian National Railways" be used as a collective or descriptive designation in lieu of the name Canadian Northern Railway System and Canadian Government Railways in respect of the whole of the lines of railway and railway properties controlled or operated by the Board of Directors of The Canadian Northern Railway Company; provided that deeds, leases, agreements and documents of all kinds requiring execution under seal shall continue to be drawn and executed under the respective corporate names of the corporations (including the Crown) owning or entitled to the properties affected thereby.

Dominion Act 9-10 Geo. V. Cap. 13, June 6, 1919, removed Canadian Government Railways from the provisions of the Government Railways Act with respect to the operation of a railway (as distinguished from the provisions respecting the construction or maintenance of a railway) and the provisions of the Railway Act became applicable. This Act also provided that the Railway Act would apply to Canadian Government Railways re construction of lines.

Dominion Act 9-10 Geo.V. Cap. 13, 1919, also enacted that the fiscal year in respect of the Canadian Government Railways shall cover the period from January 1st in one year to December 31st of the same year.

Dominion Act 9-10 Geo.V. Cap. 13, 1919, also provided that all expenses incurred in connection with the operation or management of the Canadian Government Railways shall be paid out of the receipts and revenues of the Canadian Government Railways, and that in the event of a deficit occurring such deficit shall from time to time be payable by the Minister of Finance out of any unappropriated moneys in the Consolidated Revenue Fund of Canada, the amounts so paid to be included in the estimates submitted to Parliament at its first session in the following fiscal year, and in the event of a surplus existing at the close of any fiscal year such surplus shall be paid into the Consolidated Revenue Fund of Canada.

Dominion P.C. 2482, December 13, 1919, declared Hudson Bay Railway to be part of Canadian Government Railways.

By authority of Dominion Act 6-7 Geo.V. Cap. 22, May 18, 1916, Dominion P.C. 2411, December 1, 1919, and Deed of sale executed on April 29, 1920, the Lotbiniere and Megantic Railway extending from Lyster to Saint Jean Des Chaillons was acquired as of April 1, 1920, for the sum of \$330,000 plus interest at 5% per annum from April 1, 1920, to date of payment.

By authority of Dominion Act 6-7 Geo.V. Cap. 22, May 18, 1916, Dominion P.C. 478, March 4, 1919, Dominion P.C. 721, April 5, 1919, and Dominion P.C. 1988, September 24, 1919, the Quebec and Saguenay Railway extending from its junction with the Quebec Montmorency and Charlevoix Railway at St. Joachim to Nairn Falls, was acquired and entrusted to the Board of Directors of The Canadian Northern Railway Company for management and operation. The railway was operated by the Contractors actually until October 8, 1920, when it was finally inspected and taken over.

HISTORY
(Cont'd.):

In 1920 the Province of New Brunswick, which owned the Capital Stock of Saint John and Quebec Railway Company, completed construction of the railway line from Westfield Beach, N.B. to Centreville, N.B., 157.92 miles, and pursuant to Agreement of March 5, 1912, authorized by Dominion Act 2, Geo.V. Cap. 49, April 1, 1912, the line was leased to the Dominion Government for a term of 99 years. The line was operated by Canadian Government Railways, under lease, until September 1, 1929 when the property was purchased by Canadian National Railway Company.

Under Dominion Order in Council P.C. 115, dated January 20, 1923, authorized by Dominion Act 9-10 Geo.V. Cap. 13, 1919, the powers of General Manager in respect of the Canadian Government Railways heretofore entrusted to the Board of Directors of The Canadian Northern Railway Company were terminated, and management and operation of Canadian Government Railways was entrusted to the Board of Directors of Canadian National Railway Company. The lines so entrusted included the following:

The Intercolonial Railway,
National Transcontinental Railway,
Prince Edward Island Railway,
Hudson Bay Railway,
The Lake Superior Branch - leased from The G.T.P. Railway Company;

and all other railways and branch lines, the title to which, and to the lands and properties whereon such railways are constructed, is vested in the Crown.

In 1926, construction work on Hudson Bay Railway (which had been suspended in 1918 due to financial stringency and the more important problems issuing from the Great War, after completion of the line to about Kettle Rapids) was resumed.

Under Dominion Order in Council P.C. 974, June 25, 1926 entrustment to Canadian National Railway Company for management and operation of the Hudson Bay Railway was withdrawn, and contract was entered into for rehabilitation and completion of the line by Canadian National Railway Company as agent of the Minister of Railways and Canals.

Under Dominion Order in Council P.C. 1100, June 27, 1929 the Agreement whereby the Hudson Bay Railway was operated by Canadian National Railway Company as agent of the Minister of Railways and Canals was renewed. Since April 1, 1935 the Department of Transport provided separate appropriations for the Operating Deficit and for Additions and Betterments to the property.

Since January 1, 1933 the accounts respecting the operation of the Prince Edward Car Ferry and Terminals at Borden, P.E.I. and Tormentine, N.B. have been maintained separately to comply with Dominion Order in Council P.C. 904 dated May 16, 1933.

Effective January 1, 1938 the cost of operating the Prince Edward Island Ferry Service has been provided as a direct obligation of the Government, and separate appropriations are provided in the Estimates of the Department of Transport to cover the operating deficit. Amounts received from the Government in this respect are credited to railway operating revenues. Consequently, the net result in the railway accounts is the same as though the revenues and expenses relating to operation of the Car Ferry Service were excluded from the railway accounts.

INCORPORATED: Canadian Government Merchant Marine, Limited was incorporated under Dominion Letters Patent issued December 30, 1918.

CAPITAL STOCK:	Authorized	\$1,000,000
	Issued	660,900
	Cancelled	660,100
	Outstanding, Directors shares	800

Early in 1918 there was a serious depletion of world shipping and the Dominion Government decided there was an imperative need for Canada to create, own and operate a strong merchant marine of her own. Consequently under Government appropriations orders were placed with fourteen shipbuilding firms in Canada for the construction of a fleet of sixty three cargo vessels representing six standard types having a deadweight of 380,736 tons. In addition three vessels having a deadweight of 10,476 tons were transferred by the Department of Railways and Canals making a total of sixty six vessels with a total deadweight of 391,212 tons. The original cost of the sixty six vessels was \$79,521,932.32 or an average of \$203. per deadweight ton.

CONSTRUCTION: The Canadian Government Merchant Marine Fleet was constructed as follows:

	<u>Vessels</u>	<u>D.W.Tonnage</u>
Canadian Vickers Limited, Montreal, P.Q.	12	93 253
Collingwood Shipbuilding Co., Collingwood & Kingston, Ont.	9	35 690
Wallace Shipyards Limited, Vancouver, B.C.	6	36 256
Port Arthur Shipbuilding Co., Ltd. Port Arthur, Ont.	7	26 705
Tidewater Shipbuilding Co., Three Rivers, P.Q.	4	20 010
J. Coughlin and Sons, Vancouver, B.C.	6	50 181
Nova Scotia Steel and Coal Co., New Glasgow, N.S.	3	8 336
Davie Shipbuilding Co., Levis, P.Q.	3	18 517
British American Shipbuilding Co., Welland, Ont.	2	9 109
Halifax Shipyards Ltd., Halifax, N.S.	4	38 050
Harbour Marine Co., Victoria, B.C.	2	16 846
Dominion Shipbuilding Co., Toronto, Ont.	2	7 319
Prince Rupert Dry Dock Co., Prince Rupert, B.C.	2	16 625
Midland Shipbuilding Co., Midland, Ont.	1	3 839
Total Vessels	63	380 736
Transferred from Dept. of Railways and Canals	3	10 476
Total C.G.M.M. Fleet	66	391 212

OPERATIONS: An Order in Council, P.C. 575, was issued March 16, 1920, providing for that all vessels on completion should be turned over to the Canadian Government Merchant Marine, Limited for operation.

OPERATIONS
(Cont'd.):

The arrangement made provided that each vessel on completion should be sold to a separate owning Company bearing the same as that of the vessel, such as "Canadian Voyageur, Limited" etc., the Government receiving in payment therefor demand notes for the cost price of the vessel, bearing interest at $5\frac{1}{2}\%$ per annum secured by a mortgage on the vessel, and all of the issued Capital Stock of the Company. Under this arrangement sixty six "Owning Companies" were organized; sixty four with an authorized capital of \$40,000 each, and two with an authorized capital of \$100,000 each. A capital of \$10,000 was issued by each Company, a total of \$660,000, and a mortgage obligation to the Dominion for the cost price of each vessel. The Dominion Government turned over the stock of the "owning companies" to the Canadian Government Merchant Marine, Limited, in exchange for an equal amount of Canadian Government Merchant Marine Company Ltd. stock. In all \$660,000 C.G.M.M. Ltd. stock was issued to the Dominion Government. This issued share capital was reduced as the vessels were disposed of.

The first unit of the Fleet "The Canadian Voyageur" built by Canadian Vickers Limited was delivered to the Company on February 22 1919 and sailed February 27, 1919 from Halifax on her maiden voyage with a general cargo to the West Indies.

During the years 1919 and 1920, regular sailings were established to the United Kingdom, South America, the West Indies, as well as other sailings to French Ports, and in the Newfoundland coastal trade. During these two years there were substantial operating profits excluding interest and depreciation charges.

However with the delivery of the full complement of sixty six ships in 1921 there was a decided drop in ocean rates, in some cases reaching as much as 50%, and the best rates obtainable were only sufficient to pay operating expenses. In addition there was a decided decline in business, while outward tonnage was fairly well maintained, the inward business especially that originating from Europe fell away to such an extent that homeward cargoes were almost impossible to obtain, resulting in losses on many voyages.

From the experience gained during the first three years of operation the Directors recommended the disposal of all the smaller type vessels. The Government adopted this policy and at the end of 1933 the disposal of these vessels was fully accomplished. It was also recommended in 1921 that the ledger cost of the other vessels should be reduced to a figure representing their present day replacement value. When these vessels were constructed the average price of the fleet was \$203 per deadweight ton, however, in 1921 \$75 per ton seemed a fair price, but this recommendation was not carried out. In 1930 it was considered doubtful that the vessels could be sold for more than \$10 per deadweight ton. In disposing of the fleet of 66 ships, 56 vessels, having a deadweight of 327,793 tons were sold for \$2,368,439.51 or an average of \$7.23 per ton.

A further recommendation was made that interest due the Government should be payable only if earned after allowing for depreciation, and that such remission of interest should be applicable for a period of five years. This recommendation was made in view of the Company establishing new routes for Canada's export trade which were profitable in the early stages, but suffered during the business depression following the war.

OPERATIONS:
(Cont'd.)

Unlike old established business the new Company was unable to build up reserves to finance interest payments in times of depression. However no action was taken on this recommendation and interest and depreciation were accumulated on the original war time costs. The following table shows the charges for depreciation and interest due the Government 1919 to 1936:

Interest accrued but not paid	\$51,325,205
Depreciation accrued	31,119,959
Interest cancelled on vessels sold	42,708,568
Depreciation cancelled on vessels sold	<u>3,119,959</u>
Net accrued interest not paid	8,426,637
Operating Profit and Loss	<u>8,099,086</u>
Net Change in Profit and Loss Account	\$16,525,723

As a result of the service operated by the Canadian Government Merchant Marine, Limited to Australia, New Zealand and Newfoundland the Canadian Government effected an annual saving of \$156,500 formerly paid in subsidies to other companies for which no credit appears in the Balance Sheet of the Canadian Government Merchant Marine.

The service to Australia and New Zealand was maintained continuously until April 1936 when the last ten vessels were taken over by the Montreal, Australia and New Zealand line:

Sailings to South American Ports commenced in 1919 but were discontinued in 1921 owing to the falling off in cargoes. In 1929, at the request of the Department of Trade sailings to South American were resumed with an annual subsidy of \$120,000 for guaranteed monthly sailings, but owing to lack of homeward cargoes the service was discontinued early in 1933.

The Intercoastal Service, which was commenced in 1924 to develop the British Columbia lumber business in eastern Canada was discontinued at the end of 1932, as the principal supporter had decided to go into steamship operation and there was not sufficient business from other shippers to warrant continuing the service.

The service to the United Kingdom from Atlantic Ports was maintained till 1929 when it became impossible to operate this service with the obsolete ships at the Company's disposal in competition with the up-to-date ships then being operated by other steamship companies.

The Pacific Coast Service to California was maintained until 1929, when paper shippers having made other arrangements, the service had to be discontinued.

The Pacific Coast Service to Australia, the Orient and India was commenced in 1920, in order to promote the British Columbia Lumber Business, but was forced to discontinue some time afterwards because of the low rates on outward cargoes and the lack of homeward cargoes.

OPERATIONS
(Cont'd.):

The Canadian National Steamships Act 1927, Act 17 Geo. V., Chap. 29, assented to March 31, 1927, established the West Indies Service Section 11 reads as follows:

"The Company, the Canadian Government Merchant Marine, Limited, the Canadian National Steamships, Limited and any other Company which is in any manner allied with the Canadian National Railways may in connection with the operation of their respective boats or vessels use the name "Canadian National Steamships" as a collective or descriptive designation of all boats or vessels operated from time to time in conjunction with the Canadian National Railways, without, however, affecting the rights or liabilities of the respective Companies owning the boats or vessels for any of their respective acts or omissions. All boats or vessels operated under the name "Canadian National Steamships" may adopt a common house "flag."

Note: "The Company" signified Canadian National (West Indies) Steamships, Limited.

In 1936 the ten vessels in service were considered unsatisfactory and were fast becoming obsolete, and due to the heavy losses sustained in operation, the Government was not desirous of constructing new vessels, therefore, negotiations were entered into with three British Lines: Ellerman and Bucknell Steamships, Limited, Commonwealth and Dominion Line, and New Zealand Shipping Company, to take over the Australia and New Zealand Service and purchase the vessels. An agreement was entered into on April 27 1936 between the Dominion Government and the three Steamship Companies above mentioned under which the Steamship Companies agreed to purchase these ten vessels at the rate of \$4.7692 per deadweight ton. Nine of these vessels having a deadweight tonnage of 80,180 were sold for \$379,865. One of the boats, the S.S. Canadian Planter was damaged in collision on May 3, 1936 prior to arrival in Montreal and was excluded from the vessels sold, but was subsequently sold for \$19,000 at sheriffs sale.

With the transfer of the S.S. Canadian Cruiser on September 14, 1936 the affairs of the Canadian Government Merchant Marine, Limited were liquidated except for some minor transactions, but the charter of the Company has not been surrendered.

SCHEDULE OF DELIVERY OF VESSELS

<u>Vessel</u>	<u>Built By</u>	<u>Built at</u>	<u>Delivery Date</u>	<u>D.W. Tons</u>
Canadian Voyageur	Canadian Vickers, Ltd.	Montreal	Feb. 22 1919	4 575
" Warrior	Collingwood S.B. Co.	Collingwood	April 26 1919	3 995
" Pioneer	Canadian Vickers, Ltd.	Montreal	May 9 1919	8 408
" Ranger	" " "	"	May 22 1919	8 382
" Recruit	Collingwood S.B. Co.	Collingwood	June 7 1919	3 964
" Volunteer	Wallace Shipyards Ltd.	Vancouver	June 19 1919	4 496
" Trader	Port Arthur S.B. Co. Ltd.	Port Arthur	July 17 1919	3 341
" Trooper	Wallace Shipyards Ltd.	Vancouver	Aug. 6 1919	4 540
" Sailor	Port Arthur S.B. Co. Ltd.	Port Arthur	Aug. 6 1919	3 357
" Seigneur	Canadian Vickers, Ltd.	Montreal	Aug. 14 1919	8 391
" Signaller	Collingwood S.B. Co.	Collingwood	Aug. 30 1919	3 975
" Miller	Canadian Vickers, Ltd.	Montreal	Sept. 24 1919	8 390
" Adventurer	Port Arthur S.B. Co. Ltd.	Port Arthur	Oct. 29 1919	3 408
" Gunner	Collingwood S.B. Co.	Collingwood	Nov. 5 1919	3 978
" Aviator	Wallace Shipyards Ltd.	Vancouver	Nov. 15 1919	5 166
" Sower	Port Arthur S.B. Co. Ltd.	Port Arthur	Nov. 17 1919	3 406
" Navigator	Canadian Vickers, Ltd.	Montreal	Nov. 22 1919	4 581
" Settler	Tidewater S.B. Co.	Three Rivers	Dec. 1 1919	4 918
" Spinner	Canadian Vickers, Ltd.	Montreal	Dec. 6 1919	8 393
Total to December 31, 1919 in operation			19	99 664
Canadian Raider	Wallace Shipyards Ltd.	Vancouver	Jan. 17 1920	5 781
" Importer	J. Coughlin and Sons	"	Feb. 5 1920	8 381
" Exporter	" " " "	"	March 6 1920	8 380
" Farmer	Collingwood S.B. Co.	Collingwood	April 28 1920	3 964
" Miner	N.S. Steel and Coal Co.	New Glasgow	May 7 1920	2 778
" Planter	Canadian Vickers, Ltd.	Montreal	May 7 1920	8 399
" Beaver	Collingwood S.B. Co.	Kingston	May 11 1920	3 973
" Sealer	N.S. Steel and Coal Co.	New Glasgow	May 12 1920	2 777
" Observer	Collingwood S.B. Co.	Collingwood	June 14 1920	3 982
" Prospector	J. Coughlin and Sons	Vancouver	June 15 1920	8 367
" Trapper	Davie S.B. Co.	Levis	June 25 1920	5 054
" Rancher	Tidewater S.B. Co.	Three Rivers	July 11 1920	4 892
" Inventor	J. Coughlin and Sons	Vancouver	July 17 1920	8 350
" Hunter	Davie S.B. Co.	Levis	Aug. 10 1920	5 021
" Otter	British American S.B. Co.	Welland	Aug. 18 1920	4 555
" Victor	Canadian Vickers, Ltd.	Montreal	Aug. 25 1920	8 433
" Conqueror	" " "	"	Sept. 30 1920	8 407
" Runner	Port Arthur S.B. Co. Ltd.	Port Arthur	Oct. 4 1920	4 573
" Carrier	" " " " " "	" "	Oct. 15 1920	4 620
" Squatter	British American S.B. Co.	Welland	Nov. 11 1920	4 554
" Rover	Collingwood S.B. Co.	Collingwood	Nov. 17 1920	3 920
" Mariner	Halifax Shipyards, Ltd.	Halifax	Nov. 27 1920	8 340
" Winner	Harbour Marine Co.	Victoria	Nov. 29 1920	8 407
" Highlander	Wallace Shipyards Ltd.	Vancouver	Dec. 15 1920	8 449
" Sapper	N.S. Steel and Coal Co.	New Glasgow	Dec. 18 1920	2 781

Under authority of Order in Council P.C. 640 issued March 29, 1920, the Department of Railways and Canals transferred on April 1, 1920, to the Canadian Government Merchant

SCHEDULE OF DELIVERY OF VESSELS

<u>Vessel</u>	<u>Built by</u>	<u>Built at</u>	<u>Delivery Date</u>	<u>D.W.Tons</u>
Marine, Ltd.				
Sheba				3 400
Thomas J. Drummond				3 501
J.A. McKee				3 575
Total to December 31, 1920 in operation			<u>47</u>	256 678
Canadian Fisher	Tidewater S.B. Co.	Three Rivers	Jan. 20 1921	5 100
" Explorer	Halifax Shipyards Ltd.	Halifax	Feb. 24 1921	8 341
" Forester	Tidewater S.B. Co.	Three Rivers	Feb. 26 1921	5 100
" Traveller	Harbour Marine Co.	Victoria	April 9 1921	8 439
" Commander	Canadian Vickers, Ltd.	Montreal	April 26 1921	8 439
" Coaster	Collingwood S.B. Co.	Kingston	May 5 1921	3 939
" Leader	Canadian Vickers, Ltd.	Montreal	May 6 1921	8 456
" Skirmisher	Wallace Shipyards Ltd.	Vancouver	May 16 1921	8 424
" Harvester	Port Arthur S.B. Co. Ltd.	Port Arthur	May 17 1921	4 000
" Pathfinder	Dominion S.B. Co.	Toronto	July 18 1921	3 640
" Engineer	" " " "	"	Aug. 26 1921	3 679
" Scottish	Prince Rupert Dry Dock Co.	Prince Rupert	Aug. 27 1921	8 100
" Logger	Midland S.B. Co.	Midland	Oct. 11 1921	3 839
" Transporter	J. Coughlin and Sons	Vancouver	Oct. 22 1921	8 356
" Challenger	Davie S.B. Co.	Levis	Oct. 22 1921	8 423
" Britisher	Prince Rupert Dry Dock Co.	Prince Rupert	Nov. 15 1921	8 100
" Cruiser	Halifax Shipyards Ltd.	Halifax	Nov. 22 1921	10 682
" Pathfinder	J. Coughlin and Sons	Vancouver	Dec. 18 1921	8 347
" Constructor	Halifax Shipyards Ltd.	Halifax	Jan. 29 1922	<u>10 500</u>
Total Received			66	390.582
Upward adjustment made in Dead Weight Tonnage in 1932				<u>630</u>
Total Received				391 812
Deductions				
Canadian Exporter	Lost at sea July 31, 1921			8 380
" Recruit	Sunk in collision August 18, 1921			3 964
Lost in 1921			2	12 544
Fleet as at December 31, 1922			64	379 468

CANADIAN GOVERNMENT MERCHANT MARINE LIMITED

DISPOSAL OF VESSELS

Fleet as at December 31, 1922 -- 64 ships of 378,238 tons Deadweight:

			<u>Tons</u>
<u>1923</u>			
"Thomas J. Drummond"	Sale	Patterson S.S. Co., Fort William, Ont.	3,501
"J.A. McKee"	"	" " " " " " " "	3,575
"Sheba"	"	Manor S.S. Company, Bristol, England	3,400

<u>1924</u>			
"Canadian Logger"	"	Sir Thomas Wilson, Belfast, Ireland	3,839
"Canadian Miner"	"	W. Hanson, Norway	2,778
"Canadian Sealer"	"	" " "	2,777

<u>1925</u>			
"Canadian Pathfinder"	Sale	Patterson S.S. Co., Fort William, Ont.	3,640
"Canadian Engineer"	"	" " " " " " "	3,679
"Canadian Adventurer"	"	James Playfair, Midland, Ont.	3,408
"Canadian Sailor"	"	" " " "	3,357
"Canadian Signaller"	"	" " " "	3,975
"Canadian Sower"	"	" " " "	3,406
"Canadian Trader"	"	" " " "	3,341
"Canadian Warrior"	"	" " " "	3,995
"Canadian Navigator"	<u>Lost</u>	" " " "	4,581

<u>1926</u>			
"Canadian Gunner"	Sale	Canadian Atlantic Transit Co.	3,978
"Canadian Harvester"	"	" " " "	4,000
"Canadian Settler"	"	Arbot S.S. Co., London, England	4,918

1927 - NIL

1928

"Canadian Raider"	Sale	Dominion Iron & Metal, St. John, N.B.	5,181
-------------------	------	---------------------------------------	-------

Transferred

1929

"Canadian Aviator"	"	C.N. (W.I.) Steamships Ltd.	5,166
"Canadian Carrier"	"	" " " "	4,620
"Canadian Hunter"	"	" " " "	5,021
"Canadian Otter"	"	" " " "	4,555
"Canadian Runner"	"	" " " "	4,573
"Canadian Sapper"	"	" " " "	2,781
"Canadian Volunteer"	"	" " " "	4,496

Sold

"Canadian Coaster"		Kingsley Navigation Co., Vancouver, B.C.	3,939
"Canadian Fisher"		Compania Naveira, Amaya, Spain	5,100
"Canadian Forrester"		" " " "	5,100
"Canadian Observer"		Kingsley Navigation Co., Vancouver, B.C.	3,982
"Canadian Rancher"		Compania Naviera, Amaya, Spain	4,892
"Canadian Rover"		Kingsley Navigation Co., Vancouver, B.C.	3,920
"Canadian Trapper"		Compania Naviera, Amaya, Spain	5,054

DISPOSAL OF VESSELS

(Cont'd.)

<u>Sold</u>	<u>1930</u>	<u>Tons</u>
"Canadian Trapper"	G. Paus Knudsen, Norway	4,540

<u>Transferred</u>	<u>1931</u>	
"Canadian Pathfinder"	C.N. (W.I.) Steamships Ltd.	8,347
"Canadian Skirmisher"	" " " "	8,424
"Canadian Transporter"	" " " "	8,357

<u>Sold</u>		
"Canadian Beaver"	Cap. Redfern, Colborne, Ont.	3,973
"Canadian Farmer"	" " " "	3,964
"Canadian Commander"	A. Lauro, Italy	8,439
"Canadian Explorer"	" " " "	8,341
"Canadian Traveller"	" " " "	8,439
"Canadian Miller"	A.S. Onassis, Buenos Ayres, S.A.	8,390
"Canadian Ranger"	Dominion Shipping Co., Vancouver, B.C.	8,382

1932

Transferred back to C.G.M.M. Co. by C.N. (W.I.) S.S. Ltd in 1932:

"Canadian Carrier"	4,620
"Canadian Otter"	4,555
"Canadian Runner"	4,573
"Canadian Volunteer"	4,496

<u>Sold</u>	<u>1933</u>	
"Canadian Carrier"	Carribbean S.S. Co., Montreal, P.Q.	4,620
"Canadian Importer"	B.C. Shipping Agencies, Vancouver, B.C.	8,381
"Canadian Inventor"	Sun Shipping Co., London, England	8,350
"Canadian Mariner"	" " " " "	8,340
"Canadian Otter"	Carribbean S.S. Co., Montreal, P.Q.	4,555
"Canadian Prospector"	Captain W. Ogilvie, Liverpool, N.S.	8,367
"Canadian Runner"	Maraga S.S. Co.	4,573
"Canadian Seigneur"	Sun Shipping Co., London, England	8,391
"Canadian Spinner"	A.S. Onassis, Buenos Ayres	8,393
"Canadian Squatter"	International Waterways, Montreal	4,554
"Canadian Volunteer"	Webster and Sons, Kingston, Jamaica	4,496
"Canadian Winner"	Dominion Shipping Co., Vancouver, B.C.	8,407

1934

"Canadian Pioneer"	A. A. Norris, Montreal, P.Q.	8,408
--------------------	------------------------------	-------

1935 - NIL

(Cont'd.)

DISPOSAL OF VESSELS

<u>Sold</u>	<u>1936</u>	<u>Tons</u>
"Canadian Britisher"	Montreal, Australia & N.Z. Line, Montreal	8,320
"Canadian Challenger"	" " " " " "	8,442
"Canadian Conqueror"	" " " " " "	8,407
"Canadian Constructor"	" " " " " "	10,687
"Canadian Cruiser"	" " " " " "	10,682
"Canadian Highlander"	" " " " " "	8,449
"Canadian Leader"	" " " " " "	8,455
"Canadian Planter"	" " " " " "	8,399
"Canadian Scottish"	" " " " " "	8,305
"Canadian Victor"	" " " " " "	8,433
Fleet at December 31, 1936		NIL

Note: The foregoing figures require an adjustment of 630 tons for increase in deadweight tonnage of various vessels.

<u>No.</u>	<u>D.W. Tons</u>	<u>Disposal</u>	<u>Original Cost</u>	<u>Net Receipts</u>	<u>Loss to C.G.M.M.</u>
56	327 793	By Sale	\$66,974,059.72	\$2,368,439.51	\$64,605,620.21
4	25 324	Lost	5,143,710.67	2,111,474.93	3,032,235.74
6	38 095	Transferred	7,404,161.93	933,071.83	6,471,090.10
66	391 212		\$79,521,932.32	\$5,412,986.27	\$74,108,946.05

Other Construction Costs not accepted by C.G.M.M.

	139,989.46	139,989.46	
Grand Total	\$ 79,661,921.78	\$5,412,986.27	\$74,248,935.51

COST TO THE DOMINION OF CANADA

Original Investment per C.G.M.M. Accounts	\$79,521,932.32	\$79,661,921.78
Other construction costs not accepted by C.G.M.M.	<u>139,989.46</u>	79,661,921.78
Recovered through Sales	2,368,439.51	
" " Insurance	2,111,474.93	
" " Transfer to West Indies Co.	<u>933,071.83</u>	<u>5,412,986.27</u>
Loss on Capital account		\$74,248,935.51
Profit and Loss deficit as at December 31, 1936	16,525,723.64	
Less interest on Government Loans	<u>8,426,637.44</u>	
Loss on operating account		\$ 8,099,086.20
Cost to the Dominion of Canada, exclusive of interest on Capital		\$82,348,021.71

PROFIT AND LOSS ACCOUNT

<u>Year ending December 31</u>	<u>Operating Revenues</u>	<u>Operating Expenses</u>	<u>Operating Profit or Loss</u>	<u>Other Charges</u>	<u>Total Profit or Loss</u>
1919	\$ 2,770,919	\$ 1,714,152	\$ 1,056,767	\$ 415,358	\$ 641,409
1920	10,001,370	8,738,063	1,263,307	597,416	665,891
1921	10,749,995	13,075,900	-2,325,905		-2,325,095
1922	9,764,877	12,234,966	-2,470,089		-2,470,089
1923	8,988,749	10,862,445	-1,873,696		-1,837,696
1924	8,810,775	10,261,663	-1,450,888		-1,450,888
1925	9,840,069	10,766,913	-926,844		-926,844
1926	10,955,437	11,045,597	-90,160		-90,160
1927	10,234,570	10,955,305	-720,735		-720,735
1928	9,112,511	10,321,594	-1,209,083		-1,209,083
1929	8,371,441	9,250,348	-878,907		-878,907
1930	5,164,903	5,999,114	-834,211		-834,211
1931	3,789,229	4,233,574	-444,345		-444,285
1932	2,261,756	2,588,369	-326,613	77,151	-403,764
1933	2,229,897	2,247,836	-17,939	-1,994,533	1,976,594
1934	2,302,559	2,429,825	-127,266	-998,460	871,194
1935	2,764,549	2,452,727	311,826		311,826
1936	2,216,441	1,192,136	303,505	-759,066	1,062,571
Total	\$120,330,047	\$130,370,527	-\$10,040,480	-\$2,662,134	-\$7,378,346

The Insurance Fund was appropriated by the Dominion Government to reduce the indebtedness to the Government as follows:

1933	\$3,000,000
1934	1,000,000
1936	800,000
	<hr/>
Total	4,800,000

This accounts for the credit charges shown in other charges for these three years.

The Canadian Government Merchant Marine, Limited as incorporated on June 30th, 1918 and granted the trade name "Canadian National Steamships" by Chapter 29, 1927 remains in existence with a panel of Canadian National Railways officers for the sole purpose of winding up any outstanding claims against the ships of the fleet. Such ships were incorporated individually by Dominion Letters Patent. The Company today has no remaining assets.

DIRECTORS

Donald Gordon
Wilfrid Gagnon
J. A. Northey
J. R. Griffith
W. G. Stewart
H. W. Marsh

OFFICERS

Donald Gordon
N. J. MacMillan
S. F. Dingle
R. H. Tarr
J. A. Sauve
P. A. Kelly
J. M. Young
E. J. Denyar
L. J. Mills

President
Executive Vice-President
Vice-President
Vice-President & Secretary
General Manager
Assistant General Manager
Assistant Secretary
Treasurer
Comptroller

EMPLOYEES' RELIEF AND INSURANCE ASSOCIATION

ESTABLISHED: This Association was established on May 1, 1890. Membership covered life insurance and sickness and accident benefits for employees on the lines known as the Canadian Government Railways, also for employees of system railway companies and Departments in the Atlantic Region. From December 1, 1959, membership covers life insurance only.

HEAD OFFICE: Canadian National Headquarters, Moncton, N.B.

MANAGEMENT: The Association is administered by a Committee of Management consisting of seven members, four of whom are appointed by the Company and three elected by members of the Association.

OBJECT OF ASSOCIATION: The object of the Association is to provide a sum of money payable to members who become totally and permanently disabled or to the heirs or assigns of deceased members.

RAILWAY PARTICIPATION: In addition to the fees and levies paid each month by the members the Railway contributed annually the sum of \$15,000. In consideration of this contribution the Constitution, Rules and Regulations, were subject to approval by the Railway. After 1959 this contribution was discontinued. The Railway now bears all expenses incurred in the administration of the Association.

MEMBERSHIP: Membership is divided into three classes, class A members being covered for \$1,000 life insurance, class B for \$500 and class C for \$250. Membership at December 31, 1960, was as under:-

Class A	6,418
B	1,686
C	<u>3,640</u>

11,744

The total life insurance in force at December 31, 1960, was \$8,171,000. From December 1, 1959, the Association was closed to new members.

TRUST FUND: Canadian National Railway Company Directors' Minute of April 29, 1948, resolved that at the request of the Canadian Government Railways Employees' Relief and Insurance Association the Canadian National will act as Trustee of the Association to receive and hold in trust securities bonds, debentures, and funds of the Association, to manage, sell, invest and re-invest the same on behalf of the Association and to pay over monies to the Association, from time to time, at the request of the Association, it being understood that the Canadian National shall only be required to account for and be responsible to the Association for securities, bonds, debentures and monies of the Association which are actually received by the Canadian National, as Trustee, and shall not be responsible in any way for the disposition of monies paid over to the Association. The investments to be made by the Trustee are limited to Canadian Government securities, or securities guaranteed by the Canadian Government.

CANADIAN NATIONAL ELECTRIC RAILWAYS

(included in Canadian National Railway Company from June 11, 1956)

ORGANIZED: December 26, 1923 - Dominion - by Amalgamation.

HISTORY: Under Amalgamation agreement dated November 7, 1923 (approved by Dominion Order in Council P.C. 2443 dated December 17, 1923) duplicate original counterpart thereof having been filed with the office of Secretary of State for Canada on December 26, 1923, "Canadian National Electric Railways" was formed by amalgamation of The Toronto Suburban Railway Company and The Toronto Eastern Railway Company effective on December 26, 1923.

By Agreement dated January 1, 1924, the Township of York took over 1.34 miles of line known as the Lambton Section (the price being \$20,982.76).

By Agreements dated October 1, 1925, and November 10, 1925, the Township of York and the Town of Weston took over 3.81 miles of line within their limits and terminated the franchises relating thereto (the price being \$32,500).

There then remained only two sections - Weston to Woodbridge, 7.53 miles, and Keele Street, Toronto to Guelph, 49.06 miles. On May 8, 1926 the Weston to Woodbridge line was abandoned and the rails lifted. The line from Keele St., Toronto to Guelph was continued in operation until August 15, 1931, when the Company went into Receivership.

In 1928 Eldorado Park, between Cooksville and Georgetown, was purchased as an amusement park operated during the summer seasons for picnics, the investment expenditure to August 15, 1931, being \$54,890.29.

The Toronto Suburban Railway Company 4 $\frac{1}{2}$ % First Mortgage Debenture Stock issued July 15, 1911, and maturing July 15, 1961, and covered by Trust Deed, amounted to £540,000 (\$2,628,000) and remained outstanding in the hands of the Public. The Trustees under the Trust Deed dated July 15, 1911, were The British Empire Trust Co. Ltd., London. Due to continual operating losses Canadian National Electric Railways defaulted on the interest payment due July 15, 1931, and on August 15, 1931, The British Empire Trust Company was appointed "Receiver", succeeded by Wm. A. Walker on August 18, 1931.

On May 4, 1933, Canadian National Railway Company made an offer of 25 per cent payment for the Capital Stock. The offer was accepted and pursuant to Agreement dated January 10, 1934, between Canadian National Railway Company and The British Empire Trust Company Limited, upon payment of £25 cash for each £100 of Debenture Stock outstanding, i.e. £135,000 (\$657,000) for £540,000 (\$2,628,000), authorized by Dominion Cap. 28, 1934, the Trustees discharged the Trust Deed and released the remaining property and assets free and clear of all costs in full and final satisfaction of the principal and interest in respect of the First Mortgage Debenture Stock and of all claims by the Stockholders. Following this action the Receiver was discharged by Ontario Supreme Court Order dated September 13, 1935, and the Receiver surrendered all books and records in his possession on October 21, 1935.

AMALGAMATION: Under Amalgamation agreements dated May 13, 1954, between Canadian National Electric Railways and eleven other companies also wholly owned by The Canadian Northern Railway Company (approved by Dominion Order in Council P.C. 1954-716 dated May 13, 1954) duplicate original counterparts thereof having been filed with the office of Secretary of State for Canada on June 8, 1954, Canadian National Electric Railways and the other 11 companies were amalgamated into one company under the name "Canadian Northern Consolidated Railways" effective June 8, 1954. The latter Company was amalgamated with Canadian National Railway Company June 11, 1956.

**CAPITAL
STOCK:**

As at June 8, 1954:

Authorized	45,000 shares of \$100 each	\$4,500,000
Issued	17,500 shares of \$100 each	1,750,000

All owned by The Canadian Northern Railway Company, and upon Amalgamation on June 8, 1954 the outstanding Capital Stock was exchanged for Capital Stock of Canadian Northern Consolidated Railways of equal value.

**FUNDED
DEBT:**

The Trust Deed dated July 15, 1911 respecting the $4\frac{1}{2}\%$ First Mortgage Debenture Stock issued by The Toronto Suburban Railway Company on July 15, 1911 and maturing July 15, 1961, was discharged on September 13, 1935 by the Trustees, The British Empire Trust Company, Ltd., in accordance with Agreement dated January 10, 1934, upon redemption of the outstanding securities by payment of 25% of the face value of the securities, and the expenses and disbursements of the Receiver and the Trustee.

"THE TORONTO SUBURBAN RAILWAY COMPANY"

HISTORY:

Under Ontario Letters Patent, November 12, 1890, "Weston, High Park and Toronto Street Railway Company (Limited)" was incorporated to build a street railway in Toronto, West Toronto Junction, and Townships of York and Etobicoke.

Under Ontario Act 54 Vic. Cap. 97, May 4, 1891, the name was changed to "The City and Suburban Electric Railway Company (Limited)".

Under Ontario Letters Patent, February 11, 1891, "Davenport Street Railway Company (Limited)" was incorporated.

By 1894 the Street Railway Construction Company Limited had constructed certain railway lines in the Town of Toronto Junction and adjoining municipalities, which The City and Suburban Electric Company (Limited) and Davenport Street Railway Company (Limited) were then operating, but balances were due for construction.

"THE TORONTO SUBURBAN RAILWAY COMPANY"HISTORY
(Cont'd.)

Under Ontario Act 57 Vic. Cap. 94, May 5, 1894, "Toronto Suburban Street Railway Company (Limited)" was incorporated for the purpose of acquiring, and subsequently acquired, the property, assets, rights, privileges and franchises of The City and Suburban Electric Railway Company (Limited) and Davenport Street Railway Company (Limited) which were in financial difficulties. The lines acquired at that time were located in the Town of Toronto Junction and adjoining municipalities and totalled approximately 7.5 miles. The mileage was increased by small additions to 9.84 miles prior to 1914. These were extended subsequently to Lambton Mills, Guelph, Weston and Woodbridge making a total of 66.15 miles.

According to R.P. Ormsby, former secretary of the Canadian Northern Railway Company, Mackenzie, Mann and Company Limited never acquired control of the Toronto Suburban Railway Company, but Sir William Mackenzie was personally interested in it from 1911 or perhaps a little earlier.

The Suburban Construction Company was organized by Mackenzie, Mann and Co. Ltd., and a charter was granted by Ontario Letters Patent dated May 17, 1911. The Company was formed to engage in construction work in general and in particular to construct the Toronto Suburban Railway. The charter of the Company was surrendered by Mr. R.P. Ormsby on February 27, 1929.

The Toronto Suburban Railway Company formed a part of the Mackenzie, Mann interests but was not a constituent company of the Canadian Northern System taken over by the Government in November 1917.

Under Agreement of January 11, 1919, between Sir William Mackenzie and The Canadian Northern Railway Company the railway acquired (as of June 30, 1917) the outstanding Capital Stock consisting of 15,000 shares of \$100 each - \$1,500,000, without cost, in consideration of which the railway undertook to arrange discharge of The Toronto Suburban Railway Company liabilities as disclosed by their Balance Sheet as of June 30, 1917. These liabilities amounted to \$670,135.27.

By Agreements between The Toronto Suburban Railway Company and the City of Toronto dated November 13, 1923, and December 14, 1923, authorized by Ontario Act 13-14 Vic. Cap. 95, May 8, 1923 and Dominion Act 13-14 Vic. Cap. 7, June 13, 1923, the City obtained releases from the railway of all rights, powers, privileges and franchises enabling the railway to construct, maintain and operate lines of railway upon or along highways within City of Toronto limits. The City also took over effective September 1, 1921, 5.94 miles of line comprising the lines in the city, including the line along Davenport Road, also the electric light and power system within the City limits (the price being \$130,317.24).

AMALGAMATION:

On December 26, 1923, The Toronto Suburban Railway Company and The Toronto Eastern Railway Company were amalgamated under the name of Canadian National Electric Railways.

"THE TORONTO SUBURBAN RAILWAY COMPANY"CAPITAL
STOCK:

As at December 26, 1923:

Authorized	30,000 shares of \$100 each	\$3,000,000
Issued	15,000 shares of \$100 each	1,500,000

By Agreement of January 11, 1919, with Sir William Mackenzie, The Canadian Northern Railway Company acquired the Capital Stock as of June 30, 1917, in consideration of the railway undertaking to arrange discharge of the Company's liabilities as of June 30, 1917. These liabilities amounted to \$670,135.27. Upon Amalgamation on December 26, 1923 the outstanding Common Stock was exchanged for Common Stock of Canadian National Electric Railways of equal value.

NON-
NEGOTIABLE
DEBT:

As at August 15, 1931:

Advances by Canadian National Railways (including deficits to the same date of \$2,500,618.37, assumed by The Canadian Northern Railway).	\$3,121,114.40
---	----------------

"THE TORONTO EASTERN RAILWAY COMPANY"

HISTORY:

Under Dominion Act 9-10 Edward VII, Cap. 167, May 4, 1910, "The Toronto Eastern Railway Company" was incorporated to construct and operate a railway from Toronto, via Whitby, Oshawa and Bowmanville to Cobourg; with branches to Peterborough, Lindsay, Markham, Stouffville or Uxbridge, etc., declared to be works for the general advantage of Canada. The line was projected as an electric railway. In 1905-1906, when The Canadian Northern Railway Company was locating its Ottawa - Toronto line, it was found expedient in order to obtain desirable grades to build north of the Towns of Whitby, Oshawa and Bowmanville. These communities opposed the plan, making their objection known to the Minister of Railways and Canals, but withdrew their opposition upon the promise given them of an electric railway being built as above outlined.

According to R.P. Ormsby, former Secretary of the Canadian Northern Railway Company, Mackenzie Mann and Co., Ltd., never acquired control of the Toronto Suburban Railway Co., but Sir William Mackenzie was personally interested in it from 1911 or perhaps a little earlier.

On May 16, 1911, the organization meeting was held, and 2500 shares were issued on which 10% was paid.

Under construction agreement dated October 7, 1915 the Toronto Suburban Ry. Co., the Company agreed to issue 240,000 fully paid up shares to Mackenzie Mann and Co., Ltd., being part of the issue of May 16, 1911 on which 10% cash had been paid up in cash, and the balance under the construction contract, \$10,000 paid up only 10% in cash. The railway was constructed between Bowmanville and Whitby 14.6 miles, and grading was done from Whitby to Pickering 5.00 miles, when conditions brought on by World War I brought construction to a stop.

CANADIAN NATIONAL ELECTRIC RAILWAYS

"THE TORONTO EASTERN RAILWAY COMPANY"

History: The Stock was therefore issued to Mackenzie, Mann and Company, Limited
(Cont'd. \$240,000 of which 10% was paid in cash and the balance under the construction contract.

The Toronto Eastern Railway Company formed a part of the Mackenzie, Mann interests but was not a constituent company of the Canadian Northern System taken over by the Government in November 1917. It was acquired by The Canadian Northern Railway Company under authority of Dominion Order in Council P.C. 2331 of September 23, 1918, by payment of the cost of construction (\$761,649.15) to date of acquisition.

Negotiations for the sale of this line to Hydro-Electric Power Commission of Ontario took place in 1920 and 1921. The price was to be \$706,000 but the sale was never consummated as the Government of the Province of Ontario refused its consent, without which the Hydro-Electric Power Commission could not make the purchase.

AMALGAMATION: On December 26, 1923, this company was amalgamated with The Toronto Suburban Railway Company under the name of Canadian National Electric Railways.

PROPERTY INVESTMENT: Investment in Road and Equipment to December 26, 1923 (date of Amalgamation under the name of Canadian National Electric Railways) was \$959,938.44, including a charge of \$144,948.97 covering discount on bonds. In 1923 and 1924 a total of \$111,829.78 was expended on rehabilitation of the line, and charged to Profit and Loss. The land was eventually sold through Canadian National Realities and the amount of Investment, less proceeds from sale of land, was written off to Profit and Loss in the years 1927 to 1938.

CAPITAL STOCK: As at December 26, 1923:

Authorized	\$1,000,000
Issued	250,000

The Canadian Northern Railway Company acquired the Capital Stock under authority of Dominion Order in Council P.C. 2331 of September 23, 1918, by payment of the cost of construction (\$761,649.15) to date of acquisition. Upon amalgamation on December 26, 1923, the outstanding common stock was exchanged for common stock of Canadian National Electric Railways of equal value.

FUNDED DEBT: 5% First Mortgage Debenture Stock and Bonds issued September 1, 1915 and maturing September 1, 1945 in the amount of \$900,000 were held by The Canadian Northern Railway Company at a cost of \$755,050.03. These securities were cremated on February 15, 1929, and written off the books, following agreement that the project would be abandoned.

(wholly owned subsidiary of Canadian National Railway Company)

INCORPORATED: May 15, 1902 - Dominion Act 2 Edward VII, Cap. 49.

HISTORY: Under Dominion Act 2 Edward VII. Cap. 49, May 15, 1902, "The Canadian Northern Express Company" was incorporated for the purpose of carrying on the business of an express company in conjunction with the Canadian Northern Railway.

Under Dominion P.C. 1989, October 18, 1919, the name was changed to "Canadian National Express Company".

By Agreement of September 1, 1921 all operations of The Canadian Express Company were taken over by Canadian National Express Company. This arrangement continued until by agreement dated June 30, 1924, the properties of both companies were entrusted to Canadian National Railway Company for management and operation as a department of the railway, the railway having been empowered in the previous year, (later section 25 of Canadian National Railways Act) to carry on business customarily carried on by express companies.

**PROPERTY
INVESTMENT:**

Included in property accounts of The Canadian Northern Railway Express Company, Limited (now Canadian National Railway Company).

**CAPITAL
STOCK:**

As at June 11, 1956:

Authorized:	10,000 shares	\$1,000,000
Issued:	10,000 shares	1,000,000

Prior to Amalgamation of The Canadian Northern Railway Express Company Limited with Canadian National Railway Company on June 11, 1956 these shares were all owned by the first named Company.

**FUNDED
DEBT:**

As at June 11, 1956 - Nil.

CANADIAN NATIONAL HOTELS, LIMITED

(wholly owned subsidiary of "Canadian National Railway Company")

INCORPORATED: October 15, 1954 - Dominion Letters Patent.

HEAD OFFICE: Montreal, Que.

HISTORY: Various corporations comprised in Canadian National Railways and the Crown, owned one or more of the hotels included in the chain of hotels operated by Canadian National Railways. The lack of uniformity in the corporate structures and diversification of ownership resulted in problems relating to capital accounting in respect of the hotels as a unit, the question of federal or provincial jurisdiction with respect to labour legislation, and effective administration. After careful study and consultations with other Company Officers, the Law Department recommended the incorporation of a new company, which would acquire ownership of and would operate all the hotels comprised in the Canadian National Railways hotel system, as the means by which the unsatisfactory corporate condition could most effectively be remedied. On February 29, 1952 the Directors of Canadian National Railway Company and the five other owning corporations approved the recommendations as recorded in Minute No. 8453. At C.N.R. Directors Meeting on April 22, 1952, (Minute No. 8540) the Directors were informed that a recent communication from the Minister of Transport indicated that the Government approved the proposal in principle.

At Canadian National Railway Company Directors' Meeting on March 26, 1954 (Minute No. 9577) it was resolved that application be made for the approval of the Governor in Council to the acquisition by Canadian National Railway Company of Capital Stock and Debentures of the proposed Hotel Company.

By Dominion Order in Council P.C. 1954-1086 of July 13, 1954, as amended by Order in Council P.C. 1954-1714 of November 9, 1954 Canadian National Railway Company is authorized to acquire the Capital Stock and Debentures in Canadian National Hotels, Limited.

Under Dominion Letters Patent dated October 15, 1954, "Canadian National Hotels, Limited" was incorporated to acquire ownership of and to operate the hotels comprised in the Canadian National Railways hotel system, the authorized Capital Stock being 1,800,000 shares of no par value, which may be issued for an amount not exceeding in the aggregate \$45,000,000, i.e., \$25 a share. At a meeting held on October 22, 1954 the provisional Directors resigned and were replaced by the Directors of Canadian National Railway Company as permanent Directors of Canadian National Hotels, Limited.

Under Agreement dated January 14, 1955 between The Canadian Northern Railway Company, Canadian National Realities, Limited, The Grand Trunk Pacific Development Company, Limited, Canadian National Railway Company, and Canadian National Hotels, Limited authorized by Minute No. 9990 of the Directors of the first four mentioned companies, and Canadian National Hotels, Limited Directors' Minute No. 10, of December 29, 1954, and by Dominion Order in Council P.C. 1954-1086 of July 13, 1954 and amending Order in Council P.C. 1954-1714 of November 9, 1954, ownership of the hotels listed below was transferred to Canadian National Hotels, Limited, as of the close of business on December 31, 1954 -- adjustment with respect to capital investment to be as of the commencement of business on January 1, 1954.

HISTORY:
(Cont'd.)

The owning companies agreed to the sale in consideration of Canadian National Railway Company cancelling the debt owing by them to the Canadian National Railway Company to the extent and in the amount of the investment in each hotel as indicated below.

Upon transfer of title to The Charlottetown, Newfoundland Hotel, and The Nova Scotian by the Crown to Canadian National Hotels, Limited, Canadian National Railway Company cancelled the debt owing by them to the Canadian National Railway Company to the extent and in the amount of the investment in each hotel as indicated below:

<u>Name of Hotel</u>	<u>Location</u>	Amount of C.N.R. System investment as at Jan. 1, 1954
(a) The Charlottetown	Charlottetown, P.E.I.	\$ 870,808.76
(a) Newfoundland Hotel	St. John's, Nfld.	1,575,724.69
(a) The Nova Scotian	Halifax, N.S.	2,518,557.91
Jasper Park Lodge	Jasper, Alta.	5,540,846.95
(b) Hotel Vancouver	Vancouver, B.C.	11,665,649.64
The Fort Garry	Winnipeg, Man.	3,022,663.44
Chateau Laurier	Ottawa, Ont.	9,111,798.60
The Bessborough	Saskatoon, Sask.	3,680,248.60
The Macdonald	Edmonton, Alta.	8,501,471.19
		<u>\$46,487,769.78</u>

(a) The Nova Scotian was constructed by the Railway on land acquired in 1916 by his late Majesty in right of Canada from the United Kingdom Government. Canadian National Railway Company Directors in Minute No. 9911 of November 25, 1954 recommended that in view of the fact that the only investment of the Crown in right of Canada in The Charlottetown, Newfoundland Hotel, and The Nova Scotian is the price of the land on which The Nova Scotian was constructed, approval Order in Council should be obtained to transfer the three hotel properties to Canadian National Hotels, Limited for a nominal consideration. Dominion Order in Council P.C. 1955-743, May 19, 1955 authorized transfer by Letters Patent of The Nova Scotian from the Crown to Canadian National Hotels, Limited for the price of \$9,900. This amount is included in the amount of investment at January 1, 1954 shown above. The Charlottetown was constructed by the Railway on land which was purchased by the railway in 1929 from the Knights of Columbus, and transferred in 1931 to the Crown in right of Canada for a nominal consideration, to form part of Canadian Government Railways. Dominion Order in Council P.C. 1955-742, May 19, 1955 authorized transfer by Letters Patent of The Charlottetown property to the Hotel Company for a nominal consideration.

Under an Order of the Lieutenant-Governor in Council of the Province of Newfoundland dated July 17, 1950, passed pursuant to Section 31 of the Terms of Union Newfoundland with Canada ownership of the Newfoundland Hotel property including the land forming the site was vested in the Crown in right of Canada. Extensive renovations and additions to the facilities were made at a cost to the Railway of \$1,575,724.69. Dominion Order in Council P.C. 1955-741, May 19, 1955 authorized transfer by Letters Patent of the Newfoundland Hotel property to the Hotel Company for a nominal consideration.

HISTORY:
(Cont'd.)

- (b) Ownership of Hotel Vancouver was transferred to Canadian National Hotels, Limited, subject to the existing lease to Vancouver Hotel Company Limited with the right to a renewal for a further term of 21 years from May 24, 1960.

The Agreement also provided that Canadian National Hotels, Limited retain the profits, if any, and pay the losses, if any, resulting from operation during the calendar year 1954, including the profits or losses, if any, on The Prince Edward and The Prince Arthur hotels and Minaki and Pictou Lodges from January 1, 1954 to February 28, 1955; also declared the intention that a long term lease of the site for the Queen Elizabeth Hotel be entered into, and after completion of the construction by Canadian National Railway Company, ownership of the building be transferred to Canadian National Hotels, Limited in consideration of Canadian National Hotels, Limited issuing to the Railway Company Capital Stock and/or debentures in value equal to the aggregate investment by the Railway Company in the hotel at the time of transfer.

In consideration of the acquisition of the nine hotel properties listed above having an investment value of \$46,487,769.78 at January 1, 1954, Canadian National Hotels, Limited assumed responsibility for all liabilities, leases, etc. of Canadian National Railway Company in connection with said hotels, and allotted to Canadian National Railway Company 1,115,706 fully paid and non-assessable shares of Capital Stock of Canadian National Hotels, Limited of no par value at a price of \$25 for each share (including 7 shares subscribed by the incorporators of the Hotel Company) - \$27,892,650, and issued to Canadian National Railway Company a 3½% debenture of Canadian National Hotels, Limited having face value of \$18,595,120 payable on December 31, 1973. Additional Capital Stock and debentures of Canadian National Hotels, Limited were issued to Canadian National Railway Company to cover cash advances by the latter Company for working fund and capital expenditure made subsequent to January 1, 1954.

PROPERTY

INVESTMENT: As at December 31, 1960.

	Land	Building	Fur.&Equip.	Total
The Bessborough	\$ 130,189	\$ 3,265,434	\$ 599,386	\$ 3,995,009
The Charlottetown	29,865	750,999	149,333	930,197
Chateau Laurier	378,856	7,364,026	2,267,765	10,010,647
The Fort Garry	114,606	2,893,052	731,109	3,738,767
Jasper Park Lodge	495,100	4,562,364	1,115,559	6,173,023
The MacDonald	321,633	6,954,065	1,499,585	8,775,283
Newfoundland Hotel		2,087,601	249,194	2,336,795
The Nova Scotian	137,279	5,215,893	1,072,266	6,468,438
Hotel Vancouver	1,059,986	9,104,913	1,591,902	11,756,801
Total	\$ 2,667,514	\$ 42,238,347	\$ 9,276,099	\$54,177,960
The Queen Elizabeth		\$ 20,871,891	\$ 4,936,988	\$25,808,876

"The Queen Elizabeth is owned directly by The Canadian National Railway Company and cannot be transferred to Canadian National Hotels, Limited.

CANADIAN NATIONAL HOTELS, LIMITED

ACCRUED DEPRECIATION:	As at December 31, 1960:		
	Buildings, furniture and equipment		\$3,705,686.
INVESTMENT IN AFFILIATED COMPANIES:	As at December 31, 1960:		
	Vancouver Hotel Company Limited		\$105,250
	750 shares of \$100 each		
	Canadian Pacific Railway Company is joint-owner and holds an equal number of shares.		
CAPITAL STOCK:	As at December 31, 1960:		
	Authorized:	1,800,000 shares N.P.V.	\$45,000,000
	Issued:	1,151,789 shares N.P.V.	32,775,300
	All owned by Canadian National Railway Company.		
LONG-TERM DEBT:	As at December 31, 1960:		
	3½% debentures maturing December 31, 1973.		\$18,026,840
	All held by Canadian National Railway Company.		

"The Bessborough" - Saskatoon, Sask.

HISTORY: The Bessborough was constructed on land acquired in 1928 by Canadian National Railway Company and was opened on December 10, 1935. The original investment was \$3,531,540, carried in Canadian National Railway Company accounts. The Bessborough (and other hotels) was transferred to Canadian National Hotels, Limited as of December 31, 1954, in consideration of the issue to Canadian National Railway Company of Capital Stock and Debentures of Canadian National Hotels, Limited having a face value of \$3,680,249, representing the amount of investment in The Bessborough as at January 1, 1954.

FURTHER INFORMATION: See Page - 66.

"The Charlottetown"- Charlottetown, P.E.I.

HISTORY: In 1929 Canadian National Realties, Limited purchased the land, on which The Charlottetown was subsequently constructed, from the Knights of Columbus. The Charlottetown was constructed with funds appropriated by Parliament for Canadian National Railways, and the hotel was opened April 14, 1931.

Under Dominion Order in Council P.C. 115 of January 20, 1923, the Canadian Government Railways, including lands, properties and the subsequently acquired hotel, were entrusted to Canadian National Railway Company for management and operation.

In or about 1931 the land was transferred to the Crown in right of Canada, for a nominal consideration, to form part of Canadian Government Railways. Investment expenditures by Canadian National Railway Company were carried in open account as "advances" forming part of the debt of Canadian Government Railways to Canadian National Railway Company. The amount outstanding at January 1, 1954 with respect to The Charlottetown was \$870,808.76.

Canadian National Railway Company Directors Minute No. 9911 of November 25, 1954 mentioned among other things that Canadian National Railways had an investment of \$870,809 in The Charlottetown, ownership of which was to be transferred to Canadian National Hotels, Limited, and that the Crown had no direct investment in the property, and resolved that application be made for approval by the Governor in Council to transfer The Charlottetown (and the Newfoundland Hotel and The Nova Scotian) to Canadian National Hotels, Limited for a nominal consideration.

Dominion Order in Council P.C. 1955-742, May 19, 1955 authorized transfer by Letters Patent of The Charlottetown property to Canadian National Hotels, Limited, for a nominal consideration; and amended P.C. 115 of January 20, 1923 so as to delete The Charlottetown from the entrustment. Upon transfer of title Canadian National Railway Company cancelled the debt owing to it by Canadian Government Railways to the extent of \$870,809, representing the amount of investment as at January 1, 1954, and received Capital Stock and Debentures of Canadian National Hotels, Limited having a face value of \$870,809. The hotel was taken over by Canadian National Hotels, Limited as a going concern as of December 31, 1954.

FURTHER INFORMATION: See Page - 66.

"Chateau Laurier"- Ottawa, Ont.

HISTORY: Under the powers granted The Ottawa Terminals Railway Company, the Chateau Laurier was constructed by that Company with funds advanced by The Grand Trunk Railway Company of Canada, and opened on June 1, 1912.

In 1927 an extension of the hotel was undertaken to meet an ever-growing demand for accommodation at Ottawa, and by the end of 1928 was sufficiently progressed to enable the use of 140 new bedrooms. The new East Wing was completed and opened in March 1929, thereby increasing the hotel accommodation to 534 guest rooms.

On June 8, 1954, a number of railway companies, including The Ottawa Terminals Railway Company, were amalgamated into one Company under the name "Canadian National Railway Company", and the latter Company thereby became owner of the Chateau Laurier.

Under Agreement dated January 14, 1955, ownership of Chateau Laurier was transferred to Canadian National Hotels, Limited as of December 31, 1954, in consideration of the issue to Canadian National Railway Company of Capital Stock and Debentures of Canadian National Hotels, Limited having a face value of \$9,111,799, representing the amount of investment in the Chateau Laurier as at January 1, 1954.

FURTHER
INFORMATION: See Page - 66.

"The Fort Garry" - Winnipeg, Man.

HISTORY: The Fort Garry Hotel was constructed and owned by The Grand Trunk Pacific Development Company, Limited. The original cost was \$2,706,977, and the hotel was opened in December 1913.

The Grand Trunk Pacific Development Company, Directors Minute No. 150 dated April 1, 1955, passed a by-law authorizing transfer of ownership of the property to Canadian National Hotels, Limited, in consideration of \$1. Upon transfer, and receipt by Canadian National Railway Company of Common Stock and Debentures of Canadian National Hotels, Limited in the amount of \$3,022,663 (representing the amount of investment as at January 1, 1954) in payment thereof, Canadian National Railway Company cancelled the debt owing to it by The Grand Trunk Pacific Development Company, Limited to the extent of this amount as per Agreement of January 14, 1955.

The hotel was taken over by Canadian National Hotels, Limited as a going concern as of December 31, 1954.

FURTHER
INFORMATION: See Page 66.

"Jasper Park Lodge" - Jasper, Alberta

HISTORY: Jasper Park Lodge and the golf course was constructed by The Canadian Northern Railway Company on land leased from the Dominion Government. The Lodge is operated in summer seasons only, and was first opened in 1922. Construction of the golf course was undertaken in 1924.

Between 1924 and 1930 substantial additional facilities were constructed to provide increased accommodation.

On July 15, 1952 the main building was destroyed by fire of undetermined origin. By various expedients the Lodge was kept in operation for the balance of the 1952 season, with such success that total patronage for the year showed a decrease of only 25% compared with 1951. Replacement was undertaken immediately and the new central building was completed and ready for operation on June 10, 1953.

Under Agreement dated January 14, 1955 ownership of Jasper Park Lodge, including the golf course and other properties, (and other hotels) was transferred to Canadian National Hotels, Limited as of December 31, 1954, in consideration of (a) the issue to Canadian National Railway Company of Capital Stock and Debentures of Canadian National Hotels, Limited having a face value of \$5,540,847, representing the amount of investment in Jasper Park Lodge as at January 1, 1954, and (b) cancellation by Canadian National Railway Company of the debt owing to it by The Canadian Northern Railway Company with respect to advances to the extent of \$5,540,846.95.

Jasper Park Lodge was taken over by Canadian National Hotels, Limited as a going concern as of December 31, 1954.

**FURTHER
INFORMATION:**

See Page 66.

"The Macdonald" - Edmonton, Alberta.

HISTORY: The Macdonald was originally constructed, owned and operated by The Grand Trunk Pacific Development Company, Limited. It was opened for operation in July 1915, and had 183 guest rooms.

Following representation to Canadian National Railways by the City of Edmonton and other public bodies during the previous several years looking to the construction of an addition to The Macdonald, as the available accommodation was found to be entirely inadequate in view of the tremendous growth of the City of Edmonton, and having in mind the importance of the Company's position in Edmonton from a railway traffic standpoint, the Directors of Canadian National Railway Company by resolution of November 25, 1948, authorized construction of an extension to provide approximately 280 additional guest rooms. The proposal was approved by Dominion Order in Council P.C. 1030 of March 3, 1949.

On December 20, 1949 and Agreement was entered into between Canadian National Railway Company, The Grand Trunk Pacific Development Company, Limited (owner of The Macdonald) and the City of Edmonton providing in part as follows:

"The Macdonald" - (cont'd.)HISTORY:
(Cont'd.)

Canadian National Railway Company undertook (a) to construct the addition at its own expense, (b) to pay the City \$100,000 as the Railway's contribution to the cost of public improvements to be undertaken by the City and for lands to be conveyed to the Railway by the City, (c) to pay the cost to the City of replacing with cast iron pipes the sewer pipes under the site of the addition and of relocating light, power and telephone cables thereunder.

The City of Edmonton undertook (a) to convey to the Railway title for the site for the addition, (b) to acquire certain property and demolish any buildings thereon and undertake public improvements beneficial to the area in which the hotel is situated, (c) to apply for legislative authority to limit the municipal tax with respect to the hotel to \$75 per bedroom per annum for ten years, and to \$100 per bedroom per annum thereafter.

Construction of the new 15-storey wing was commenced in 1950, and financed with funds appropriated by Parliament for Canadian National Railways, and the new wing was fully in service by the end of January 1953.

In 1951 ownership of the original hotel was transferred to Canadian National Railway Company.

Under Agreement dated January 14, 1955 ownership of The Macdonald (and other hotels) was transferred to Canadian National Hotels, Limited as of December 31, 1954, in consideration of the issue to Canadian National Railway Company of Capital Stock and Debentures of Canadian National Hotels, Limited having a face value of \$8,501,471, representing the amount of investment in The Macdonald as at January 1, 1954.

The Macdonald was taken over by Canadian National Hotels, Limited as a going concern as of December 31, 1954.

FURTHER
INFORMATION: See Page 66

"Newfoundland Hotel" - St. John's, Nfld.

HISTORY: The Newfoundland Hotel was opened in 1926, and prior to October 1, 1949 was owned by the Government of Newfoundland.

Under an Order of the Lieutenant-Governor in Council of the Province of Newfoundland dated July 17, 1950 passed pursuant to Section 31 of the Terms of Union of Newfoundland with Canada, the land forming the site of the Newfoundland Hotel, together with the hotel and all structures and improvements on the land and all equipment in the hotel were transferred to His Majesty in right of Canada, free of debt.

Under Dominion Order in Council P.C. 4531, September 25, 1950 the property was entrusted to Canadian National Railway Company for management and operation with retrospective effect to October 1, 1949. This entrustment was terminated by Order in Council P.C. 1955-741 dated May 19, 1955, upon transfer of the property to Canadian National Hotels, Limited, which was effective at the close of business on December 31, 1954.

"Newfoundland Hotel" - (cont'd.)HISTORY:
(Cont'd.)

Since transfer of Newfoundland Hotel to Canada effective October 1, 1949 extensive renovations and additions to the facilities of the Newfoundland Hotel were commenced in 1950 and completed in 1953. The cost of these improvements, \$1,575,724.69, was carried in open account as "advances" forming part of the debt of Canadian Government Railways to Canadian National Railway Company.

Canadian National Railway Company Directors Minute No. 9911 of November 25, 1954 mentioned among other things that Canadian National Railways had an investment of \$1,575,724.69 in Newfoundland Hotel, ownership of which was to be transferred to Canadian National Hotels, Limited, and that the Crown had no direct investment in the property, and resolved that application be made for approval by the Governor in Council to transfer Newfoundland Hotel (and The Charlottetown and The Nova Scotian) to Canadian National Hotels, Limited for a nominal consideration.

Dominion Order in Council P.C. 1955-741, May 19, 1955 authorized transfer by Letters Patent of Newfoundland Hotel, including land, structures and appurtenances, for a nominal consideration to Canadian National Hotels, Limited. Upon transfer Canadian National Railway Company cancelled the debt owing to it by Canadian Government Railways to the extent of \$1,575,724.69, representing the amount of investment expenditure for renovations and additions during the period October 1, 1949 to January 1, 1954, and received Capital Stock and Debentures of Canadian National Hotels, Limited having a face value of \$1,574,725.

ACCOUNTING:

In 1956, for accounting purposes, \$750,000 (representing the estimated value of the property on October 1, 1949, the effective date of the transfer of ownership to the Crown in right of Canada pursuant to Section 31 of the Terms of Union) was added to Property Investment account, and a corresponding amount was credited to Reserve for depreciation.

FURTHER
INFORMATION:

See Page 66

"The Nova Scotian" - Halifax, N.S.

HISTORY:

The Nova Scotian was constructed in 1930 with funds appropriated by Parliament for Canadian National Railways, on Canadian Government Railways land acquired in 1916 by the Crown in right of Canada from the United Kingdom Government. The hotel was opened on June 23, 1930.

Under Dominion Order in Council P.C. 115 of January 20, 1923, the Canadian Government Railways, including lands, properties and the subsequently acquired hotel, were entrusted to Canadian National Railway Company for management and operation.

In 1931 The Nova Scotian was transferred to the Crown in right of Canada for a nominal consideration, to form part of Canadian Government Railways. Investment expenditures by Canadian National Railway Company were carried in open account as "advances" forming part of the debt of Canadian Government Railways to Canadian National Railway Company. The amount outstanding at January 1, 1954 with respect to The Nova Scotian was \$2,518,558.

"The Nova Scotian" - (cont'd.)HISTORY:
(Cont'd.)

Canadian National Railway Company Directors Minute No. 9911 of November 25, 1954 mentioned among other things that Canadian National Railways had an investment of \$2,518,558 in The Nova Scotian, ownership of which was to be transferred to Canadian National Hotels, Limited, and that, excepting the small investment for land, the Crown had no direct investment in the property, and resolved that application be made for approval by the Governor in Council to transfer The Nova Scotian (and the Newfoundland Hotel and The Charlottetown) to Canadian National Hotels, Limited for a nominal consideration.

Dominion Order in Council P.C. 1955-743, May 19, 1955 authorized transfer by Letters Patent of The Nova Scotian from the Crown to Canadian National Hotels, Limited for the price of \$9,900; and amended P.C. 115 of January 20, 1923 so as to delete The Nova Scotian from the entrustment. Upon transfer of title Canadian National Railway Company cancelled the debt owing to it by Canadian Government Railways to the extent of \$2,518,558, representing the amount of investment (including the land) as at January 1, 1954, and received Capital Stock and Debentures of Canadian National Hotels, Limited having a face value of \$2,518,558.

FURTHER
INFORMATION:

See Page 66.

"Hotel Vancouver" - Vancouver, B.C.

HISTORY:

Construction of the Hotel Vancouver by The Canadian Northern Railway Company was in part fulfilment of an undertaking by the Railway when it was arranged that the City of Vancouver be the Pacific Coast terminus of the Canadian Northern Railway System.

The Canadian Northern Railway System originally chose Port Mann as the Pacific Coast terminal of their transcontinental railway, but by subsequent agreement between Canadian Northern Pacific Railway Company and The Canadian Northern Railway Company on the one hand, and the City of Vancouver on the other, arrangements were made for the Pacific Coast Terminus to be in the City of Vancouver. Among other things the City gave the Railway certain areas in the Bed of False Creek, and the Railway undertook rather onerous obligations, among which were; to obtain entrance to the City by double track tunnel, to construct a station, to electrify the tunnel and the False Creek area, to construct (if required) a spur track to the City Market, and within five years from 1913 to construct a 250 room first-class hotel on property other than Railway property.

The Railway did not fully carry out the terms of this arrangement. Among other things it obtained trackage rights over the Great Northern Railway in lieu of the tunnel entrance.

At various times the City pressed its claims upon the Railway and, following lengthy negotiations, on April 15, 1928, the City Council adopted a resolution relieving the Railway of its major unfulfilled obligations under the Agreement in consideration of the construction of a modern hotel of not less than 500 rooms. The Dominion Government approved this arrangement by Order in Council P.C. 1218, August 7, 1926, wherein it was mentioned that the estimated cost to the Railway of carrying out the

"Hotel Vancouver" - (Cont'd.)HISTORY:
(Cont'd.)

works called for by the agreement is \$8,150,000, and the estimated cost of construction of the proposed hotel is \$3,500,000. By this Order in Council the Railway was authorized to construct the hotel at the approximate cost of \$3,500,000 and to subsequently fully equip and operate it.

Order in Council P.C. 1218 was subsequently cancelled by Order in Council P.C. 1478 of September 28, 1926, and on November 29, 1927 Dominion Order in Council P.C. 2214 was passed approving a proposed agreement between the City of Vancouver and The Canadian Northern Railway Company, which, among other things, provided that the Railway would construct and permanently maintain a first class modern fire-proof hotel of 500 rooms, to be operated as part of the Canadian National Hotel System, the site to be on the south side of Georgia Street between Burrard and Hornby Streets; to be commenced before November 15, 1928, and completed and ready for occupancy on or before December 31, 1930, subject to reasonable extensions.

Having regard to what was then expected to be a continued and rapid development of the tourist business on the Pacific Coast, the Railway management and Board of Directors thought it would be folly to provide for a hotel of less than 600 rooms, and plans were altered accordingly to provide for 595 rooms.

Work on the project commenced in December 1928. Two or three years later, because of the intervening depression, it was decided to suspend construction. The contract was cancelled on July 29, 1933, at which date the expenditures amounted to \$9,012,387.

On April 1, 1938 work on the hotel was resumed. The work was completed and the hotel was opened for operation on May 25, 1939.

The original cost of construction was \$11,607,072, recorded in the investment account of The Canadian Northern Railway Company. Title to the property was registered in the name of Canadian National Realities, Limited.

In compliance with the Canadian National-Canadian Pacific Act, 1933, requiring the adoption of co-operative measures, an Agreement was entered into on July 28, 1938 between Canadian National Railway Company and Canadian Pacific Railway Company providing for the formation of a new company to be jointly owned, and that Hotel Vancouver would be leased to the new company for operation, and that operation of the existing Canadian Pacific hotel in Vancouver be terminated. (For further details of the agreement see "Vancouver Hotel Company Limited").

Under Agreement dated January 14, 1955 ownership of Hotel Vancouver was transferred to Canadian National Hotels, Limited as of December 31, 1954, in consideration of (a) the issue to Canadian National Railway Company of Capital Stock and Debentures of Canadian National Hotels, Limited having a face value of \$11,665,650, representing the amount of investment in Hotel Vancouver as at January 1, 1954, and (b) cancellation by Canadian National Railway Company of the debt owing to it by The Canadian Northern Railway Company with respect to advances to the extent of \$11,665,649.64.

"Hotel Vancouver" - (Cont'd.)

History: Hotel Vancouver was taken over by Canadian National Hotels, Limited as
(Cont'd.) a going concern as of December 31, 1954, subject to the lease mentioned hereunder.

Lease: Vancouver Hotel Company Limited was incorporated by Dominion Letters Patent dated October 4, 1938, and Hotel Vancouver was leased to that Company for operation for a term of 21 years from May 25, 1939, with the right to renewal for a further term of 21 years to May 24, 1981.

Further Information: See Page 66.

CANADIAN NATIONAL HOTELS, LIMITED

ACCRUED

DEPRECIATION: As at December 31, 1960:
Buildings, furniture and equipment \$3,705,686

INVESTMENT
IN AFFILIATED
COMPANIES.

As at December 31, 1960:
Vancouver Hotel Company Limited 105,250
750 shares of \$100 each
Canadian Pacific Railway Company is joint-owner and holds an equal number of shares.

CAPITAL
STOCK:

As at December 31, 1960:
Authorized: 1,800,000 shares N.P.V. \$45,000,000
Issued: 1,151,789 shares N.P.V. 32,775,300
All owned by Canadian National Railway Company.

LONG-TERM
DEBT:

As at December 31, 1960:
 $3\frac{1}{2}\%$ debentures maturing December 31, 1973 \$18,026,840
All held by Canadian National Railway Company.

DIRECTORS

Canadian National Ry. Co.
Donald Gordon
Wilfrid Gagnon
J. A. Northey
J. R. Griffith
W. G. Stewart
H. W. Marsh

SHAREHOLDERS

1,311,005 shares
1 share
1 "
1 "
1 "
1 "
1 "

1 "
1,311,012 shares

(issued at \$25.00 per share)
(\$32,775,300)

Directors - 7

Quorum - 4

OFFICERS

Donald Gordon	President
N.J. MacMillan	Executive Vice-President
S.F. Dingle	Vice-President
R.H. Tarr	Vice-President & Secretary
S.S. Chambers	General Manager
J.L. Ball	Comptroller
E.J. Denyar	Treasurer
J.M. Young	Assistant Secretary
D.W. Gilmour	Assistant Secretary
H.M. Blaiklock	General Manager of Real Estate

CANADIAN NATIONAL HOTELS, LIMITED
Investment (Gross) at December 31st, 1960.

79

	<u>No. Guest Rooms 1960</u>	<u>Date Opened</u>	<u>Original Capital Cost</u>	<u>Land</u>	<u>Buildings</u>	<u>Furnishings & Equipment</u>	<u>Total</u>
Chateau Laurier	550	June 1, 1912	\$ 2,601,139	\$ 378,856	\$ 7,364,026	\$2,267,765	\$10,010,647
The Macdonald	485	July 1, 1915	2,152,625	321,633	6,954,065	1,499,585	8,775,283
The Fort Garry	265	Dec. 11, 1913	2,706,978	114,606	2,893,052	731,109	3,738,767
The Bessborough	260	Dec. 9, 1935	3,567,584	130,189	3,265,434	599,386	3,995,009
The Nova Scotian	325	June 23, 1930	2,440,928	137,279	5,251,893	1,072,266	6,461,438
Newfoundland Hotel	140	* 1926	1,551,652	-	2,087,601	249,194	2,336,795
The Charlottetown	110	Apr. 14, 1931	854,105	29,865	750,999	149,333	930,197
Jasper Park Lodge	368	July 1, 1922	2,539,154	495,100	4,562,364	1,115,559	6,173,023
Hotel Vancouver	560	May 25, 1939	11,625,126	1,059,986	9,104,913	1,591,902	11,756,801
The Queen Elizabeth	1,182	Apr. 17, 1958	25,730,008.91	-	20,871,391.26	4,936,985.20	25,808,876.46

* By Order-In-Council the Newfoundland Hotel was entrusted to the Canadian National Railways on October 1st, 1949.

(No share capital - controlled by "Canadian National Railway Company")

Incorporated: March 9, 1925 - Dominion Letters Patent.

Head Office: Winnipeg, Man.

History: The Dominion Department of Citizenship and Immigration established regulations in 1925 (which regulations were continued until 1951) which specified that, where possible, prospective immigrant land settlement families from Continental Europe should deposit in trust monies for re-establishment purposes with a Government approved land settlement agency. This money was required to be deposited prior to the granting of a visa as a measure of good faith that the immigrant family would settle on farm land after arrival in Canada.

The Canadian National Railways Colonization and Agriculture Department was anxious to be active in securing families of this type, and to promote the settlement of farm land in Canadian National territory, and applied for incorporation of an agency to carry out this purpose.

Under Dominion Letters Patent dated March 9, 1925, issued to the Department of the Railway, "Canadian National Land Settlement Association" was incorporated, without share capital, and was granted wide powers to carry on a business in the Dominion of Canada and elsewhere, of such a type of colonization as will induce the exploration and development of natural resources in Canada.

From 1925 to the end of 1956, 27,106 land settlement units have been located on 4,878,391 acres of farm land. During the same period \$3,732,810.61 has been received in trust on behalf of immigrant land settlement units. The last immigrant deposit was received in 1952.

The Association now holds in trust only two deposits totalling \$4,010 on behalf of two immigrants who have not yet been located on land. The remainder of the deposits received have been released by the Association from time to time, and in accordance with individual deposits, for the purchase of land, equipment or livestock by the immigrant families concerned, but only after the Railway Department's fieldmen were satisfied that the purchase was bonafide and that the transaction was such that the prospective settlement unit had an excellent change of making a success of his new venture.

Since 1952 it is no longer necessary for prospective immigrant land settlement families to deposit money with any agency before securing their visa. They merely show proof to the Visaing Officer Overseas that they have a certain amount of capital and that they qualify as farmers. They are then accepted for forwarding to Canada as a land settlement unit under the auspices of one of the Railways or under the auspices of the Settlement Service of the Department of Citizenship and Immigration.

In addition to administering trust funds on behalf of immigrant families the Association has been, and continues to be active in promoting the settlement of Canadian farm families in territory contiguous to Canadian National Railways; and also endeavours to promote the settlement of American settlers who wish to locate on farm land in Canada.

History:
(Cont'd.)

Whilst the Association is not now as active as formerly, there is the possibility that immigration regulations could change or special movements of immigrant families with capital could develop at any time, and in view of this the Department of Colonization and Agriculture deems it desirable to maintain the Associations Charter. The cost is \$2 per year remitted to the Secretary of State for Canada, Ottawa.

Each year an annual meeting is held for election of directors, executive committee, and officers. With the exception of the Director of the Railway Colonization and Agriculture Department, Montreal, who is a Director, and President of the Association, the Directors and Officers of the Association are Officers of the Western Region of the Railway. The Auditor and the Treasurer of the Association are the Assistant Regional Auditor and the Regional Treasurer, respectively, of the Railway at Winnipeg.

CANADIAN NATIONAL RAILWAY COMPANY
and respecting
CANADIAN NATIONAL RAILWAYS

INCORPORATED: Legislation Dominion Act 9-10, Geo.V, Cap. 1e, June 6, 1919.
Amended Dominion Act 14-15, Geo. V, Cap. 13, July 19, 1924.
Revised Revised Statutes, 1927, Chapter 172 amended by
Dominion Act 18-19, Geo. V, Cap. 13, June 11, 1928.
Dominion Act 19-20, Geo. V, Cap. 10, June 14, 1929.
Dominion Act 21-22, Geo. V, Cap. 6, June 11, 1931.
Dominion Act 23-24, Geo. V, Cap. 33, May 23, 1933.
Dominion Act 1, Geo. VI, Cap. 22, April 10, 1937.
Dominion Act 8, Geo. VI, Cap. 9, June 1, 1944.
Dominion Act 13, Geo. VI, Cap. 6, March 25, 1949.
Dominion Act 1, Eliz. II, Cap. 36, July 4, 1952.
Dominion Act 3-4, Eliz. II, Cap. 29, June 23, 1955.

HISTORY:

Under Order-In-Council P.C. 3122 dated December 20, 1918, the use of the name "Canadian National Railways" was authorized to designate operation procedure of the Canadian Northern Railway Company and the entrusted Canadian Government Railways.

The Canadian National Railway Company was incorporated on June 6, 1919 under Act 9-10, Geo. V, Cap. 13, Dominion of Canada for the purpose of consolidating the railways, works and undertakings comprised in the Canadian Northern System and operating them together with the Canadian Government Railways as a national railway system and all such lines as may be entrusted to it by Order-In-Council. The directors shall be nominated by the Governor in Council and the stock vested in the Minister of Finance.

Under Section I of the Canadian National Railway Company's Act 1919 The Dominion issued P.C. 2094 dated October 4, 1922 the Governor in Council nominated the following Directors of the Company:

Major General Sir Henry Worth Thornton,	K.B.E., London, England.
John H. Sinclair,	K.C., New Glasgow, N.S.
Richard P. Sough,	Toronto, Ontario.
James Stewart,	Winnipeg, Man.
Ernest R. Decary,	Montreal, Que.
Frederick G. Dawson,	Prince Rupert, B.C.
Tom Moore,	Ottawa, Ontario.
Graham A. Bell,	Ottawa, Ontario.
Gerard G. Ruel,	Toronto, Ontario.

Thereby bringing the Canadian National Railway Company into existence. The First Meeting of the Board of Directors was held at Ottawa, Ontario on October 10, 1922, and Sir Henry W. Thornton was appointed President and Chairman.

CANADIAN NATIONAL RAILWAY COMPANY

HISTORY:
(Cont'd.)

Under Order-In-Council P.C. 114 issued January 19, 1923 the whole of the preference and common stock of the Grand Trunk Railway Company of Canada was vested in His Majesty the King in the right of the Dominion of Canada in accordance with the majority award of the Board of Arbitration made at Ottawa on September 8, 1921 and the decision of the appeal of the Judicial Committee of the Privy Council delivered on November 10, 1922.

Under Order-In-Council P.C. 115 dated January 20, 1923, authorized by Dominion Cap. 13, 1919, the powers of General Manager of the Canadian Government Railways previously entrusted to the Board of Directors of The Canadian Northern Railway Company were terminated and management and operation were entrusted to the Board of Directors of the Canadian National Railway Company. The lines so entrusted include:

The Intercolonial Railway
 The National Transcontinental Railway
 The Prince Edward Island Railway
 The Lake Superior Branch of the Grand Trunk Pacific Railway Company
 The Hudson Bay Railway

and all other railways and branch lines, the title to which, and to the lands and properties whereon such railways are constructed, is vested in His Majesty.

By agreement dated January 30, 1923 between Canadian National Railway Company and The Grand Trunk Railway Company of Canada, which agreement was submitted to the shareholders of The Grand Trunk Railway Company of Canada at a meeting duly called and held, at which all of the voting shares were represented by proxy, and was duly approved of and authorized by the unanimous vote of all of the said shareholders, and confirmed by the shareholders of Canadian National Railway Company by the Governor in Council by authority conferred upon him under Dominion Statutes of 1918, Cap. 13, Section 9, and sanctioned by Dominion Order-In-Council P.C. 181 dated January 30, 1923, The Grand Trunk Railway Company of Canada was amalgamated with Canadian National Railway Company to form one company under the latter name. A counterpart of the agreement was filed in the Office of the Secretary of State of Canada on January 31, 1923, and the amalgamation became effective on that date.

The capital stock of the Amalgamated Company was declared to be \$180,424,327.70 (until otherwise declared by the Governor in Council). One share covering the declared amount of capital stock was issued to the Minister of Finance, in trust for His Majesty, and upon such issue the shares then held by the Minister of Finance in the capital stock of The Grand Trunk Railway Company of Canada was surrendered by the Minister of Finance to the Amalgamated Company for cancellation. The declared capital stock is the equivalent of \$165,627,738.70 of capital stock of The Grand Trunk Railway Company of Canada formerly held by the public, and \$14,796,589.00 formerly held in The Grand Trunk Railway Company of Canada Treasury.

Under Order-In-Council P.C. 194 dated February 5, 1923 the Head Office of the Canadian National Railway Company was declared to be in Montreal.

HISTORY:
(Cont'd.)

Order-In-Council P.C. 380 dated March 8, 1924 authorized the Canadian National Railway Company to lease the Inverness Railway and Coal Company for three years from February 1, 1924 at a rental of \$25,000 per annum with the right to purchase the Company for \$500,000 as outlined in the agreement dated February 1, 1924.

Order-In-Council P.C. 1758 dated September 26, 1925 authorized the Minister of Railways and Canals to lease the Rouyn Mines for a period of thirty years, to be operated by the Canadian National Railway Company and authorized the Canadian National Railway Company to guarantee a loan of \$2,000,000 at $4\frac{1}{2}\%$ interest.

Order-In-Council P.C. 653 issued April 30, 1926 authorized the Canadian Railway Company to establish a self insurance fund in lieu of carrying fire insurance with outside companies under the powers granted by Act 13-14, Geo. V, Chap. 6, Dominion of Canada, assented to June 13, 1923.

✓ The management and operation of the Hudson Bay Railway was terminated by Order-In-Council P.C. 974 dated June 25, 1926, and the construction of the Railway by the forces of the Canadian National Railway Company for the Department of Railways and Canals was authorized.

The Maritime Freight Rates Act 17, Geo. V, Chap. 44, assented to April 14, 1927, authorized the adjustment of Freight Rates on Eastern Lines in accordance with the recommendations of the Maritime Claims Royal Commission. Deficits which may result from the new rates are to be provided for in the Parliamentary Estimates and paid by the Dominion Government.

Order-In-Council P.C. 1022 dated June 30, 1927 approving By-Law No.11 of the Canadian National Railway Company appointing an Executive Committee consisting of six Directors.

The Maritime Freight Rates Act 17, Geo. V, Cap. 44, Dominion of Canada, assented to April 14, 1927 authorized the adjustment of Freight Rates on Eastern Lines to meet the recommendations of the Maritime Claims Royal Commission. Any deficits resulting from the new rates are to be provided for in the Parliamentary Estimates and paid by the Dominion Government.

Order-In-Council P.C. 102 issued January 18, 1928 approved the contract with Dillon Read & Co., New York, dated December 12, 1927 in connection with the Central Vermont Refunding Mortgages 5% Gold Bonds to the extent of \$8,609,000.00 held by the public.

Order-In-Council P.C. 1128 issued June 29, 1928 authorized the Canadian National Railway Company to take over from Dillon Read and Company the Central Vermont Refunding Mortgage 5% Gold Bonds acquired or which may be acquired.

HISTORY:
(CONT'D.)

The "Canadian National Railways Pension Act," 19-20 Geo. V, Cap. 4, Canada, assented to May 1, 1929, authorized the establishment of a Canadian National Railways Pension Fund, applicable to other Companies owned or controlled by His Majesty, excluding the Canadian Government Railways.

Order-In-Council P.C. 321 issued February 20, 1929 authorized the Bank of Montreal to take over from the Canadian National Railway Company certain Central Vermont Railway Company Bonds acquired from Dillon Read and Company not exceeding \$8,609,000.00. Interest to be charged at $5\frac{1}{4}\%$.

Order-In-Council P.C. 1296 issued July 19, 1929 authorized the Canadian National Railway Company to take over the Refunding Mortgage 5% Gold Bonds of the Central Vermont Railway Company for an amount not exceeding \$8,609,000.00 from the Bank of Montreal.

Order-In-Council P.C. 1442 issued August 7, 1929 approved the acquisition of the Kent Northern Railway Company by the Canadian National Railway Company as authorized by Act 19-20, Geo. V, Cap. 14, Dominion of Canada, assented to June 14, 1929. Purchase Price \$60,000.

Order-In-Council P.C. 1443 issued August 7, 1929 approved the acquisition of the Inverness Railway and Coal Company by the Canadian National Railway Company as authorized by Act 19-20, Geo. V, Cap. 13, Dominion of Canada, assented to June 14, 1929. Purchase Price \$375,000.

Order-In-Council P.C. 1444 issued August 7, 1929 approved the acquisition of the Quebec, Montreal and Southern Railway Company by the Canadian National Railway Company as authorized by Act 19-20, Geo. V, Cap. 15, Dominion of Canada assented to June 14, 1929. Purchase Price \$5,920,361.

Order-In-Council P.C. 1445 issued August 7, 1929 approved the acquisition of the Quebec Oriental Railway and the Atlantic Quebec and Western Railway by the Canadian National Railway Company as authorized by Act 19-20, Geo. V, Chap. 16, Dominion of Canada assented to June 14, 1929. Purchase Price \$3,500,000.

Order-In-Council P.C. 1446 issued August 7, 1929 approved the acquisition of the Saint John and Quebec Railway by the Canadian National Railway Company as authorized by Act 19-20, Geo. V, Cap. 17, Dominion of Canada, assented to June 14, 1929. Purchase Price \$6,000,000.

CANADIAN NATIONAL RAILWAY COMPANY

History:
(Cont'd.)

The "Canadian National Railways Pension Act" Act 19-20, Geo. V, Cap. 4, Dominion of Canada assented to May 1, 1929 authorized the establishment of a Canadian National Railways Pension Fund, applicable to other companies owned or controlled by His Majesty excluding the Canadian Government Railways.

Order-In-Council P.C. 1296 issued July 19, 1929 authorized the Canadian National Railway Company to take over the Refunding Mortgage 5% Gold Bonds of the Central Vermont Railway Company for an amount not exceeding \$8,609,000.00 from the Bank of Montreal.

History:
(Cont'd.)

Order-In-Council P.C. 1650 dated July 16, 1932 accepted the resignation of Sir Henry Thornton from the Directorate of the Canadian National Railway Company and Order-In-Council P.C. 1652 dated July 30, 1932 terminated the agreement with Sir Henry Thornton as Managing head of the Canadian National Railway Company.

The Royal Commission on Transportation made its report to the Government on September 13, 1932, recommending that three Trustees should be appointed by the Governor in Council, in whom should be vested all the Powers of the Present Board of Directors of the Canadian National Railway Company both in respect of the parent and all subsidiary companies of the system; and any and every power and authority necessary to enable them to administer the property, and operate the system and every part thereof. Joint action between railways with a view to savings in the wider sphere was also strongly urged.

The Recommendations of the Royal Commission on Transportation were implemented by the passage on May 23, 1933 of the "Canadian National - Canadian Pacific Act 1933". Nominations and Appointments to the Board of Directors of the Canadian National Railway Company were vacated and the Governor in Council was authorized to appoint three trustees one of whom shall be Chairman. The Trustees were empowered to appoint a Chief Operating Officer with the titular rank of President who shall report to and be only responsible to the Trustees. The present Chief Operating Officer of the Company, S.J. Hungerford, who had acted as such since the resignation of Sir Henry Thornton, to continue to Act as President until the Trustees shall have been appointed.

Order-In-Council P.C. 2682 dated December 23, 1933 vacated the Board of Directors and appointed three Trustees:

Hon. Charles P. Fullerton, K.C. Chairman
Frederick K. Morrow and
J. Edward Labelle, K.C.

The Trustees assumed office December 30, 1933, and on January 31, 1934 Mr. S.J. Hungerford was named President by the Trustees.

Act 23-24 Geo. V, Cap. 33, May 23rd, 1933, known as Canadian National - Canadian Pacific Act, provided that nominations and appointments to Board of Directors would be vacated and three Trustees substituted for original incorporators. One of such Trustees shall be their Chairman who shall be appointed for term of five (5) years and who shall devote his whole time to performance of the duties of his office. The other Trustees shall from time to time during the terms of their first appointments devote their whole or part time (as may be determined from time to time by the Governor-in-Council) to performance of the duties of their office. Their term of office shall be for lesser term than five years and of different duration, but appointments to fill vacancies occurring by efflux of time shall be for 5 year terms, each Trustee to continue in office until his successor is appointed. Salaries for such whole and/or part time shall be fixed at the time of their appointments, to be paid by

HISTORY
(Cont'd.)

the Canadian National Railways.

Every incorporated company in Canada which is comprised in National Railways not heretofore incorporated by or under the law of the Dominion of Canada nor declared to be works for the general advantage of Canada are hereby re-incorporated and now so declared.

The Trustees shall have and exercise all the powers, rights, privileges and immunities and perform all the duties, responsibilities and restrictions, formerly exercised and performed by the Board of Directors, and be substituted for Boards of Directors of all Canadian Companies comprised within the National Railways, however, in respect to companies partially owned, the Trustees shall replace those Directors of the Board who previously were appointed by or for the Canadian National Railways.

Under this Act the Trustees shall submit to the Minister of Finance an annual budget of amounts required for income deficits, etc., and to Parliament each year, a report of operations and capital expenditures, etc. A continuous audit of the railways' accounts shall be made by independent auditors appointed annually by a resolution Parliament, reports of such audits to be submitted annually to Parliament.

For the purposes of effecting economies and providing for more remunerative operation, the Canadian National and Canadian Pacific Railways are hereby directed and authorized to attempt forthwith to agree and continuously endeavour to agree upon such co-operative measures to effect that purpose, all proposed plans or arrangements to be on a fair and reasonable apportionment as between the employees of the two Companies. Disputes between the two Companies shall be submitted to a Tribunal of Arbitration consisting of Chairman, the Chief Commissioner of the Board of Railway Commissioners for Canada and a representative of each railway, upon it being made to appear to him that the dispute is of sufficient importance. The railways separately or jointly may apply to the President of the Exchequer Court of Canada, or in the event of such President acting as Chief Commissioner, a Judge of the Supreme Court of Canada for the appointment of two additional members to the Tribunal, all reasonable fees and expenses of the Tribunal to be apportioned by the presiding officer against the two railways.

Nothing in this Act shall be deemed to authorize the amalgamation of any railway company comprised in the two railways, or unified management and control of the two railway systems.

Edw. VIII, Cap. 25, assented to June 23, 1936 (incorporating Bill #21 passed by the House of Commons, June 5, 1936) an Act to amend The Canadian National-Canadian Pacific Act, 1933.

Part 1 of Act 23-24, Geo. V, Cap. 33, May 23, 1933 respecting appointment of three (3) Trustees is hereby repealed, and the Governor-in-Council may appoint a Board of seven Directors in the place thereof. One of said Directors may be appointed Chairman of the Board who shall devote his whole time to the performance of his duties. Sums paid to Directors shall be fixed by Governor-in-Council. Of the original Directors including the Chairman of the Board, three shall be

HISTORY:
(Cont'd.)

appointed for terms of three years each from appointment, two for terms of two years each, and two for terms of one year each.

The Directors shall appoint, subject to the approval of the Governor-in-Council, a President of the National Co., who may be the Chairman of the Board of Directors, or a person, other than one of the Directors.

A continuous audit of the accounts of National Railways shall be made by independent auditors appointed annually by a joint resolution of the Senate and House of Commons, and annually reporting to Parliament in respect of their audit.

The Conservative Government of the Rt. Hon. R.B. Bennett was defeated in the General Election held October 14, 1935, and on October 23, 1935 the Liberal Government of Rt. Hon. W.L. MacKenzie King assumed office.

On June 23, 1936 under Act 1, Edw. VIII, Cap. 25, the Liberal Government passed a revision of the Canadian National-Canadian Pacific Act vacating the Trustees and restoring the appointment of seven Directors one of whom shall be Chairman.

CAPITAL REVISION ACT 1937

"The Canadian National Railways" Capital Revision Act 1937. Act 1, Geo. VI, Cap. 22, Dominion of Canada, assented to April 10, 1937 and brought into force by Proclamation issued April 30, 1937 provided for the cancellation of capital stocks and certain indebtedness of the Canadian National Railway System to His Majesty and for adjustment of the accounts of the system.

The provision of this Act have been carried out. The previously outstanding capital stock of the Canadian National Railways Company, formerly the Grand Trunk Railway Company of Canada, having a par value of \$50,424,327 has been surrendered by the Government and cancelled. The outstanding capital stock of the Canadian Northern Railway Company amounting to \$82,000,600 has been surrendered by the Dominion and cancelled. The remainder of the outstanding stock of the Canadian Northern Railway Company amounting to \$18,000,000 has been transferred from the Dominion to the Canadian National Railway Company in exchange for one million no par value shares of the latter company, which is its entire issued share capital. The Capital stock of the Canadian National Railways Securities Trust, consisting of 5,000,000 of no par value has been issued as consideration for the transfer to the Securities Trust of the indebtedness of the railway system to the Dominion as set out in Schedule A to the Act, and of the collateral Securities held in respect thereof.

The adjustments authorized under the Act were entirely confined to the relationship between the Government and the railway, and did not in any way deal with the large funded debt of the System in the hands of the public.

HISTORY:
(Cont'd.)

Order-In-Council P.C. 2332 dated September 10, 1936 appointed S.J. Hungerford and five other Directors to replace Trustees as follows;

S.J. Hungerford,	Montreal	Chairman
J.Y. Murdock, K.C.,	Toronto	
Wilfred Gagnon,	Montreal	
H.J. Symington, K.C.,	Montreal	
D.H. McDougall,	Montreal	
R.J. Moffat	Bradwell, Sask.	

Order-In-Council P.C. 2428 dated September 17, 1936 appointed B.L. Daly of Winnipeg as the seventh Director.

The Board of Directors appointed S.J. Hungerford, President on October 29, 1936 and this appointment by Order-In-Council P.C. 2955 dated November 18, 1936.

Order-In-Council P.C. 8316 dated September 14, 1942 accepted the resignation of S.J. Hungerford as Chairman and President and appointed R.C. Vaughan to succeed him. This appointment became effective October 1, 1942.

The Canadian National Railway Company started off in 1923 as a collection of insolvent railway lines with a fantastic interest debt. During the first World War the Canadian Northern, The Grand Trunk and the Grand Trunk Pacific through a combination of bad judgement and bad luck found themselves in financial difficulties and they were forced to turn to the Federal Government for assistance. In some cases they borrowed directly from the Government. In other cases they resorted to borrowing from the public, and the Government guaranteed their bonds. In other words their debts were backed by the prestige and resources of our National Government.

Eventually it became clear that these three Companies would not be able to carry on, and something had to be done about it. Ordinarily when a company is declared bankrupt there is a recognized procedure for winding up and paying off the creditors with so many cents on the dollar. But in this case the Federal Government itself was the largest single creditor, so it was decided that these companies should not go through bankruptcy proceedings and instead were taken over by the Government. With all their debts intact these three railways were entrusted to the Canadian National Railway Company in 1923 along with the former Canadian Government Railways.

These were the circumstances under which Sir Henry Thornton brought his genius for leadership to the presidency of the Canadian National Railway System. The management of the day was faced with a financial hopeless prospect. The component lines as a group could not even meet operating expenses. The average operating loss in the five years before consolidation was over nine million dollars annually, and other income charges brought the average annual loss close to twelve million dollars.

HISTORY: Here is what the liabilities side of the balance sheet looked like
(Cont'd.) in January 1, 1923:

Funded Debt held by public	\$804 503 000
Loans from Government	\$506 946 000
Total Funded Debt	\$1 311 449 000

The annual interest charges on this debt amounted to over \$35 000 000 per year and in addition there were over \$28 000 000 in annual interest charges owing to the Government. There were other factors, too, that condemned the Canadian National Railways to chronic deficits. Large expenditures had to be made to co-ordinate the various lines and bring them to the standard required for efficient operation; yet there was no way of securing the necessary money other than by borrowing from the public or the Government, and of course this added still more to the annual interest charges. No provision was made for further investment by the owners which is the usual practice in a business concern. Although the Dominion of Canada owned all the railways comprising the Canadian National Railways; all the money provided by the Government took form of a loan on which fixed interest was payable so that the Government's position after 1923 was more like that of a Banker or an outside creditor than a proprietor.

The Canadian National Railways thus started off with a low earning capacity and an impossible load of fixed interest charges. Over a period of 26 years from 1923 to 1948 these varied from \$35 041 000 in 1923 to a high of \$56 965 000 in 1932 or an average 1923-1948 of \$47 563 000. It stands greatly to the credit of the management and employees alike that since its formation in 1923 the Canadian National Railways has never failed in any year to meet its operating expenses for 1926, 1929 and the war years 1941 - 1945 inclusive, the system even managed to meet all interest charges due the public and the Government. The average deficit for the 26 year period was nearly \$20 000 000. The addition of the Newfoundland Railway increased the deficit to \$30 000 000 because of the excessive fixed charges the Railway has to pay.

The Capital Revision Act of 1937 was not intended to provide a satisfactory or final adjustment of the capital structure. What it did was:-

First It was the practice for the Government to loan money to the C.N.R. in order to meet the deficits. Of course this added more to the interest charges and so increased the deficits which in turn required more loans, adding more to the interest charges and so on in vicious circle. This practice was stopped in 1932 and deficits thereafter were voted by Parliament as they are today. The 1937 Capital Revision Act wrote off all loans that had been made to cover deficits and also interest on Government Loans unpaid.

Secondly The Act cancelled some \$240 000 000 of Grand Trunk and Canadian Northern stock that had been declared worthless by arbitration many years before.

HISTORY:
(Cont'd.)

Thirdly \$270 000 000 on loan for purposes of additions and betterments were converted to equity capital, so the C.N.R. was relieved of paying fixed interest on this amount.

The main point to be remembered, therefore was that the Capital Revision Act of 1937 was mainly concerned with the writing off of loans for deficits and the unpaid interest on Government Loans, and as such was a belated recognition that these deficits should have been met year by year with funds voted by Parliament as they are now. None of the money invested in the property itself by the Government was written off by the 1937 Capital Revision Act nor was there any reduction in the interest-bearing debt in the hands of the public.

CAPITAL REVISION 1952

On December 29, 1948 an Order-In-Council was issued appointing The Honourable W.F.A. Turgeon, K.C., L.L.D., a member of the King's Privy Council

Henry Forbes Angus, Esq., Professor of Economics, University of British Columbia

Harold Adams Innis, Professor of Political Economy, University of Toronto,

to be a Commission to report on representations made to the Government that, by reason of economic, geographic and other disadvantages certain sections of Canada are adversely affected by transportation difficulties and by certain anomalies which are said to be found in the existing tariffs of Tolls and Rates, and without restricting the generality of the above, the Commissioners should in particular:

- (a) Review and report upon the effect, if any, of economic, geographic or other disadvantages under which certain sections of Canada find themselves in relation to the various transportation services therein.
- (b) Review the Railway Act and make recommendations.
- (c) Review the Capital Structure of the Canadian National Railway Company and report on the advisability of establishing and maintaining the fixed Charges of the C.N.R. on a basis comparable to other major railways in North America.
- (d) Review the present-day accounting methods and statistical procedure of the railways in Canada, and report upon advisability of adopting measures conducive to uniformity in such matters.
- (e) Report upon results achieved under the CN-CP Act of 1933 and make recommendations as the present situation warrants.
- (f) Report on any feature of the Railway Act which might advantageously be revised or amended in view of present-day conditions.

HISTORY:
(Cont'd.)

In its submission to the Turgeon Royal Commission on Transportation the C.N.R. asked for relief equivalent in amount to \$30 000 000 annually, and in a personal statement Mr. Donald Gordon proposed a method of getting at it. After having heard arguments from all sides in public hearings the Royal Commission on its Report submitted February 9, 1951 concluded the C.N.R. had established a case for the reduction of fixed interest charges, and the submission provided the foundation for the Royal Commission's report and in turn provided the basis for Act 1, Eliz. II, Cap. 36, assented to July 4, 1952, and known as the Canadian National Railways Capital Revision Act. Although this Act only became law on July 4, 1952, the Act operates and became effective on January 1, 1952.

The Capital Revision Act provides:

3 - (1) The Minister of Finance shall release the C.N.R. by instrument in writing from all claims by Her Majesty to payments falling due after December 31, 1951. The total amount so released to \$736,385,405; being 50% of the total indebtedness of the C.N.R. to Her Majesty and the Public on December 31, 1951 on account of borrowed capital.

(2) In consideration of the release by the Minister of the claims specified in above the C.N.R. shall issue and deliver to the Minister of Finance 736,385,405 shares of 4% preferred stock of the C.N.R.

(4) In order to relieve the C.N.R. for a period of ten years from its obligation to pay interest on a portion of its indebtedness to Her Majesty.

(a) The Minister of Finance shall by instrument in writing release the C.N.R. from all claims by Her Majesty to payments falling due after December 31, 1951 on account of principal and interest in respect of loans specified in Schedule B, to be \$100,000,000.

(b) In consideration thereof the C.N.R. shall deliver to the Minister of Finance an instrument in writing evidencing an obligation of the C.N.R. to pay Her Majesty the sum of \$100,000,000 on January 1, 1972 with interest thereon including the ten years beginning January 1, 1952.

5. (a) The Minister of Finance shall upon releasing the C.N.R. in accordance with Sections 3 and 4 surrender to the C.N.R. for cancellation the instruments specified in Schedules A and B, evidencing the indebtedness of the C.N.R. to Her Majesty in respect of Loans specified in Schedules A and B.

(b) The Securities specified in schedule A, 4th column shall be transferred to the Securities Trust.

6. The Minister of Finance shall in respect of each year of the C.N.R. commencing in the years 1952 to 1960 inclusive, purchase at par from the C.N.R. Company shares of 4% preferred stock of the C.N.R. having a total par value when added to the par value of shares of such stock purchased under section 2 equal to 3% of the gross revenue of the C.N.R. system on the fiscal year as certified by the auditors of the C.N.R. System.

HISTORY:
(Cont'd.)

7%. The C.N.R. is hereby authorized to issue such shares of 4% preferred stock as are necessary to carry out the provisions of this Act.

B.(1) The Capital Stock of the Securities Trust shall consist of five million shares of no par value.

(2) The Minister of Finance shall with the approval of the Governor in Council transfer to the C.N.R. the Capital Stock of the Securities Trust held by him on July 4, 1952, and in consideration thereof the C.N.R. shall issue and deliver to the Minister an equal number of shares of no par value of the Stock of the C.N.R. Company which shall be shown in the accounts of Canada and the books of the C.N.R. Company as having an initial stated value of \$373,518,135.

(3) The Capital Stock of the Securities Trust shall be shown in the Securities Trust as having a stated value of \$378,518,135 as of January 1, 1952.

To summarize briefly the Act has done this:-

- (1) Half the interest-bearing debt has been changed to preferred stock on which after settling income taxes we must pay up to 4% as a dividend if it can be earned.
- (2) For ten years at least no interest need be paid on the \$100 000 000 long term debt.
- (3) From now on the Government will buy more preferred stock each year in amounts which are 3% of the Gross Revenue.

What the Act has not done:-

- (1) It has not written off any of the money invested in the C.N.R.
- (2) It has not guaranteed as against the possibility of deficits. The C.N.R. still owes interest charges amounting to some \$24,000,000 a year and if they are it will still be in the red.
- (3) It has no direct effect on the amount of taxes that Canadians are called upon to pay, but it will do much to correct the false impression that the C.N.R. has been losing money on its current operations, and is thereby a burden on the taxpayers. Thanks to the Capital Revision Act 1952 operating surpluses will no longer be swamped with interest charges which simply reflect the cost of someone else's mistakes at some other time in the distant past and leaving nothing to do with what is happening here and now.

CANADIAN NATIONAL RAILWAY COMPANY
CAPITAL REVISION ACT 1952

95

HISTORY: (Cont'd.)	Balance at December 31, 1951	Adjustments under Cap. Rev. Act Jan. 1, 1952	Transactions Jan. 1, 1952 to Dec. 31, 1960	Balance at Dec. 31, 1960
Equity Capital	\$	\$	\$	\$
Capital Stock Canadian National Railway Co.	18,000,000	378,518,135(a)	-36,555,118	359,963,017
Capital Stock Canadian National Rys. Securities Trust	378,518,135	-378,518,135(a)		-
Canadian National Ry. Co. 4% Preferred Stock		736,385,405(b)	189,199,859	925,585,264
Capital Investment of Canadian Govt. in Canadian Govt. Rys.	379,877,514		55,717,367	435,594,881
	\$776,395,649	736,385,405(b)	208,362,108	1,721,143,162
Per Cent of Capitalization	34.5%			48.4%
Long Term Debt	1,472,770,809			1,828,329,943
Total Capitalization	2,249,166,458			3,549,473,105

Note (a) The Capital Stock of the Securities Trust previously owned by the Government of Canada, was transferred to the Canadian National Railway Co. in consideration for a like amount of Capital Stock of the Canadian National Railway Company.

Note (b) The 4% Preferred Stock is represented by shares having a par value of one dollar each, in respect of which non-cumulative dividends shall, from time to time, be paid to the extent that earnings are available for distribution in any year.

The amount issued under the adjustment authorized by the Capital Revision Act, and for which a like amount of Government of Canada loans have been cancelled, is equal to fifty percent of the Borrowed Capital at December 31, 1951. The 4% Preferred Stock purchased by the Government of Canada was issued under the provisions of the Canadian National Railways Capital Revision Act 1952. This Act provides that in respect of the years 1952 to 1960, inclusive, the Government of Canada shall purchase, at a par value of one dollar each, shares of stock having a total par value equal to 3% of the gross revenue of the Natural System.

Under agreement dated May 13, 1954 the companies listed below agreed to amalgamate with the Canadian National Railway Company. This agreement was sanctioned and approved by Order-In-Council P.C. 1954-715 issued May 13, 1954 and became effective when filed with the Secretary of State on June 8, 1954.

The Lachine, Jacques Cartier and Maisonneuve Ry. Co.	\$	120
The Maganetawan River Railway Company		30,000
The Montreal and Province Line Railway Company		1,000,000
The Ottawa Terminal Railway Company		250,000
The Canadian Express Company		1,768,800
National Transcontinental Ry. Branch Lines Company		500
Total	\$	3,049,420

The shares of the capital stock of the amalgamating companies were cancelled.

HISTORY:
(Cont'd.)

Under Agreement dated May 17, 1956, approved by Order-In-Council P.C. 1956-733 issued May 17, 1956.

	Capital Stock
The Canadian Northern Ry. Co.	\$ 18,000,000
The Canadian Northern Alberta Ry. Co.	3,000,000
The Canadian Northern Ontario Ry. Co.	10,000,000
The Canadian Northern Ry. Express Co. Limited	1,000,000
The Canadian Northern System Terminals (Limited)	2,000,000
Canadian Northern Steamships, Limited	2,000,000
The Niagara, St. Catherine & Toronto Navigation Co, (Ltd.)	100,000
Canadian Northern Consolidated Railways	35,306,600
The Grand Trunk Pacific Railway Co.	24,920,200
The Grand Trunk Pacific Branch Lines Co.	200,000
The Grand Trunk Pacific Saskatchewan Ry. Co.	20,000
The Grand Trunk Pacific Development Co. Limited	3,000,000
Grand Trunk Pacific Terminal Elevator Co. (Limited)	501,000
Manitoba Northern Railway Co.	500,000
The Montreal and Vermont Junction Railway Co.	197,300
The Stanstead, Shefford and Chambly Railroad Company, and	608,333
The Pembroke Southern Railway Company	107,800
Total Capital Stock	\$101,461,233

Agreed to amalgamate with the Canadian National Railway Company. This agreement was filed with the Secretary of State of Canada on June 11, 1956 on which date the amalgamation became effective.

The capital stock of the Canadian National Ry. Co. shall be and stand as the capital stock of the amalgamated company, and the capital stocks of the several amalgamating companies shall be treated as cancelled.

By agreement dated November 27, 1958 the undernoted Companies were amalgamated with and under the name of the Canadian National Ry. Co. This agreement was approved by Order-In-Council P.C. 1958-1620 dated November 27, 1958-1620 dated November 27, 1958 and became effective on December 12, 1958.

The Buffalo and Lake Huron Ry. Co.
The Thousand Islands Ry. Co.
The Oshawa Ry. Co.
National Terminals of Canada Ltd.

"The Queen Elizabeth - Montreal, Que."

The Queen Elizabeth was constructed during the years 1954-58 with funds appropriated by Parliament for Canadian National Railways. The gross capital cost of the hotel which was included in Property Investment accounts of Canadian National Railways, was \$25,730,008.91.

On 8th November, 1954, an Agreement was completed between Canadian National Railways and Hilton of Canada Limited, for the latter Company to manage and operate the Hotel for a term of fifteen years from the date that it was first opened to the public.

The Hotel opened its doors to the public on 17th April, 1958.

No. of Guest Rooms 1960	1,182
Date Opened	17th April, 1958
Original Capital Cost	\$25,730,008.91
Investment (Gross) at 31st December, 1960	
Building	\$20,871,891.26
Furnishings and Equipment	<u>4,936,985.20</u>
Total	\$25,808,876.46
	<hr/>
Return to C.N.R. 1960	<u><u>\$ 1,401,384.00</u></u>

CANADIAN NATIONAL RAILWAY COMPANY
LONG TERM DEBT AS OF DECEMBER 31, 1960

Bonds, Debentures and Equipment Obligations	SECURITY	Currency in which payable	Date of Maturity	Outstanding December 31, 1961
COMPANY				
Canadian Northern Alberta	3½% Deb. Stock	Sterling	May 19, 1961	\$ 3 597 518
Grand Trunk Pacific	3% Bonds	Ca.-U.S.Stg.	Jan.1,1962	26 465 130
Grand Trunk Pacific	4% Bonds	Ca.-U.S. "	Jan.1,1962	7 999 074
Canadian National	8 Yr. 1½ month Bonds	Canadian	Feb.1,1963	250 000 000
Canadian National	5 Yr. 5½% Bonds	"	Feb.15,1964	199 000 000
Canadian National	17 Yr. 3% Bonds	"	Jan.3,1966	35 000 000
Canadian National	20 Yr. 2½% Bonds	"	Jan.2,1967	50 000 000
Canadian National	6½ Yr. 4½% Bonds	"	April 1,1967	73 500 000
Canadian National	9 Yr. 5% Bonds	"	May 15,1968	56 400 000
Canadian National	20 Yr. 2-7/8% Bonds	"	Sept.15,1969	70 000 000
Canadian National	21 Yr. 2-7/8% Bonds	"	July 16,1971	40 000 000
Canadian National	20 Yr. 3¾% Bonds	"	Feb. 1, 1974	200 000 000
Canadian National	25 Yr. 2¾% Bonds	U.S.	Feb.15, 1975	6 000 000
Canadian National	18 Yr. 5% Bonds	Canadian	May 15, 1977	86 400 000
Canadian National	23 yr. 4% Bonds	"	Feb. 1, 1981	300 000 000
Canadian National	25 Yr. 5¾% Bonds	"	Jan. 1, 1985	99 500 000
Canadian National	27 Yr. 5% Bonds	"	Oct. 1, 1987	173 250 000
Grand Trunk Western	4½% Note	Can.-U.S.	Sept.15, 1979	400 000
Buffalo and Lake Huron	5½% 1st Mtge.Bonds	Sterling	Perpetual	795 366
Buffalo and Lake Huron	5½% 1st Mtge.Bonds	Sterling	Perpetual	1 228 399
Various	5% Debenture Stocks	"	Perpetual	88 972
Various	4% Debenture Stocks	"	Perpetual	8 784
Equipment Trust Cert- ificates - Series "V"	2¾%	Canadian	Jan.15,1961	675 000
Total Bonds, Debentures and Equipment Obligations				\$1 680 308 243
Government of Canada Loans and Debentures				
Capital Revision Act Jan. 1, 1972 Debenture		Canadian		\$ 100 000 000
C.G.R. Advances for Working Capital		Canadian		16 983 762
Financing and Guarantee Acts Temporary loans		Canadian		31 037 938
Refunding Act 1955 Loans for Debt Redemption		Canadian		-
Total Government of Canada Loans and Debentures				148 021 700
Total Long Term Debt				\$1 828 329 943

CANADIAN NATIONAL RAILWAYS
System operated mileage (first main track)

	<u>Owned</u>	<u>Leased</u>	<u>Trackage rights</u>	<u>Total</u>	<u>Comment</u>
Dec. 31 1922					
Canadian Government Railways	4 019.46	360.91	55.07	4 435.44	
Hudson Bay Railway	214.00			214.00	
Canadian Northern Railway	9 156.52	350.52	67.93	9 574.97	
Duluth, Winnipeg & Pacific Rly	170.51		7.38	177.89	
Grand Trunk Pacific Railway	2 657.36	36.08	2.17	2 695.61	
	16 217.85	747.51	132.55	17,097.91	
Grand Trunk Railway	3 339.11	250.47	22.29	3 611.87	
Grand Trunk Western Railway	733.83	231.48	26.38	991.69	
Grand Trunk Lines in New England		172.21		172.21	
Total at December 31, 1922	20 290.79	1 401.67	181.22	21 873.68	As per Annual Reports
Canadian Government Rlys.	-1.80		-39.90	-39.90	Deduct GTR trackage rights
				-1.80	Correction previous figures
Canadian Northern Railway			-6.42	-6.42	Deduct running rights ex GTR
Grand Trunk Railway	2.24			-2.24	Add St. Clair Tunnel mileage
			-7.06	-7.06	Deduct trackage rights ex CGR
			-1.02	-1.02	Deduct trackage rights ex Can. Nor.
			-6.66	-6.66	Deduct trackage rights ex Cent. Vermont.
	-16.18			-16.18	Reclassified
Total at December 31, 1922	20 275.05	1 401.67	120.16	21 796.88	Eliminating duplications
<u>1923</u>	<u>Sub division</u>	<u>Division</u>			
Apr. 21	St. Albert	Edmonton	-5.54	-5.54	Discontinued St. Albert - Ste. Anne
Jun 13	North Lake	Port Arthur	-23.26	-23.26	Discontinued - Mackies - North Lake
22	Brule	Edson	3.90	3.90	Ansell-Bickerdike

<u>1923</u>	<u>Sub division</u>	<u>Division</u>	<u>Owned</u>	<u>Leased</u>	<u>Trackage rights</u>	<u>Total</u>	<u>Comment</u>
Jun 22	Brule	Edson	-3.75			-3.75	Retirement diverson
24	Bashaw		3.48			3.48	New Connection Duhamel-Battle
Jul 4	Bashaw		-10.25			-10.25	Abandonment - Old Duhamel - Battle
Aug. 6	Cowichan	Vancouver Island	25.90			25.90	Victoria reinstatement
6	Cowichan	Vancouver Island	16.90			16.90	Victoria M.52.50 to M.69.40
8	Orono	Belleville	-22.23			-22.23	Cobourg-Brighton abandoned
14	Craik	Regina	3.71			3.71	New - Ardmore Cut Off
14	Craik	Regina	-4.13			-4.13	Regina Tower discontinued
Sep.16	Kashabowie	Lakehead	2.72			2.72	New - Rowan Cut Off
16	Graham	Port Arthur	.33			.33	New - Rowan Cut Off
23	Huntsville	Allandale	.56			.56	New - Huntsville - Alderdale
23	Huntsville	Allandale	-3.54			-3.54	Discontinued
Oct. 1	Toronto Trmls.		2.09			2.09	Don Jct.-Rosedale
4	Kashabowie	Lakehead	-2.98			-2.98	M.34.51 to M.37.49 abandoned
31	St. Peters	New Glasgow	.51			.51	New connection
31	St. Peters	New Glasgow	-5.65			-5.65	M.0 to M.5.65 Abandoned
Nov. 1	M. & P.L.	St. Lawrence		50.32		50.32	Montreal & Province Line leased
1	M. & P.L.	St. Lawrence		8.60		8.60	Marieville-St. Cesaire leased
1	S.S.& C.	St. Lawrence		29.80		29.80	Stanstead, Shefford & Chambly lease
Dec.19	Caramat	Hornepayne	29.50			29.50	Longlac Cut Off
19	Hammond	Ottawa		-16.21		-16.21	Trackage and Wye discontinued
31	Murray Bay	Saguenay	-4.80			-4.80	Not operated as main line
	Various		17.60	-25.46	14.11-	-21.97	Minor items and adjustments
	As at December 31,1923		20,296.12	1,448.72	106.05	21,850.89	
<u>1924</u>							
Mar 28	Middleton	Halifax	-24.45			-24.45	Bridgetown-Port Wade abandoned
Apr 1	Inverness	New Glasgow		60.53		60.53	Inverness Railway leased
Apr 14	Orono	Belleville	-1.22			-1.22	Mileage abandoned
May 18	Cowichan	Vancouver Island	3.80			3.80	New - M.69.40 to M.73.20
Jun 5	Grand Mere	St. Jerome	-25.09			-25.09	Allenby-Donnacona abandoned

CANADIAN NATIONAL RAILWAYS (Mileage Cont'd.)

101

<u>1924</u>	<u>Sub division</u>	<u>Division</u>	<u>Owned</u>	<u>Leased</u>	<u>Trackage rights</u>	<u>Total</u>	<u>Comment</u>
Aug. 1	Alford		-2.84			-2.84	Harrisburg-Alford Jct. discontinued
Sep. 20	Hemmingford	St. Lawrence	-2.86		-2.53	-5.39	Abandoned
21	Crest		- .19	-28.89		-29.08	Midway-Dog River Jct. discontinued
Oct 10	Middleton	Halifax	7.66			7.66	Bridgetown-Granville Centre
10	Gravelbourg	Regina	5.50			5.50	Existing track now main line
10	Gravelbourg	Regina	9.57			9.57	New - M.109.60-M.119.17
Nov 1	Albreda	Kamloops	-18.60			-18.60	M.17.21-M.35.40 dismantled
1	Albreda	Kamloops	18.19			18.19	M.17.21-M.35.40 rehabilitated
19	Peebles	Regina	22.06			22.06	New - Peebles-Handsworth
Dec 7	Grand Mere	St. Jerome	6.26			6.26	New - Donnacona Cut Off -
	Various		-26.31	23.34	-2.63	-5.60	Minor items and adjustments
	As at December 31, 1924		20,267.60	1,503.70	100.70	21,872.19	
<u>1925</u>							
Jan 1	St. Cesaire	St. Lawrence		-8.60		-8.60	Marieville-St. Cesaire Transferred
22	Paddockwood		23.94			23.94	Paddockwood Jct. - Paddockwood
23	St. Rose		22.48			22.48	New - St. Rose-Rorketon BRC 37173
May 3	M. & P.L.	St. Lawrence		-1.37		-1.37	Now used as siding
3	Granby	St. Lawrence		-17.20		17.20	Transferred
3	S.S. & C.	St. Lawrence		10.37		10.37	Rehabilitated
22	Montfort	St. Jerome	12.66			12.66	New - Fresniere-Rinfret Junction
Sep 1	M. & P.L.	St. Lawrence		-9.67		-9.67	Farnham-St. Angele now siding
1	M. & P.L.	St. Lawrence		-3.06		-3.06	Transferred
14	Okanagan	Kamloops	90.23		25.50	115.73	New - Junction with CPR
Oct 5	Endiang	Calgary	33.00			33.00	New - Hanna-Warden branch
5	Central Butte		11.60			11.60	New - Dunblane-Central Butte Branch
6	Eston		29.70			29.70	New - Eston Southerly branch
19	Yarmouth	Halifax	4.22			4.22	New - Lockeport-Lockeport Town
20	Lumby	Kamloops	14.53			14.53	New - Lumby Jct. - Lumby BRC 36948
Nov 4	Tidewater	Vancouver Island	6.56			6.56	New - Cowichan Bay BRC 37031
4	Cowichan	" "	9.60			9.60	New - Cowichan Lake-Youboo BRC 37032
9	Orono	Belleville	-7.46			-7.46	Dismantled less .46 miles siding
Dec.17	Robinhood	Prince Albert	23.00			23.00	New - Turtleford-Fairholme BRC 37176

CANADIAN NATIONAL RAILWAYS (Mileage Cont'd.)

<u>1925</u>	<u>Sub division</u>	<u>Division</u>	<u>Owned</u>	<u>Leased</u>	<u>Trackage rights</u>	<u>Total</u>	<u>Comment</u>
Dec 18	Dodsland	Saskatoon	50.00			50.00	New - Loverna, Sask. - Hemaruka, Alta.
31	Bedford	Halifax	4.74			4.74	Deepwater Terminals branch reclassified
	Various		236.02	-242.94	1.73	-5.19	Minor items and adjustments
	As at December 31, 1925		20,832.42	1,231.23	128.12	22,191.77	
<u>1926</u>							
Jan 1	Port Dalhousie	London	-5.59			-5.59	M.18.63-M.24.06 transferred
3	Cataraqui	Belleville			-18.60	-18.60	Kingston-Harrowsmith (CPR) suspended
4	Tidewater	Vancouver Island	.89			.89	New - M.6.56-M.7.45 BRC 37225
12	Cowichan	Vancouver Island	.51			.51	New - M.82.8-M.83.31 BRC 37231
19	Pine Falls		19.50			19.50	New - Beaconia-Pine Falls BRC 37264
Feb 14	Jacques Cartier	Montreal Trmls.	11.06			11.06	Eastern Junction-Turcot
May 1	Hudson Bay		-214.00			-214.00	Hudson Bay Rly. taken over
11	C.S.& M.		-1.08			-1.08	West Bay City, Michigan reclassified
24					68.20	68.20	New - Fredericton-Vanceboro
Jul 29	Montfort	St. Jerome	9.00			9.00	Intervale-M.9 reclassified
	Montfort	St. Jerome	2.33			2.33	New - M.9-M.11.33 Lac Remi BRC 37922
Sep 15	Acadia Valley		24.60			24.60	New - Eyre-Acadia Valley M.24.60
16	Bengough		28.49			28.49	New - Bengough-Willowbunch BRC 38137
Sept	Midland	Belleville	-2.08			2.08	Duplicate mileage eliminated
Sept	Sutton		-1.32			-1.32	Sutton-Jackson's Point siding
Sep 26	Orono	Belleville	-30.18			-30.18	Todmorden-Brinlook Crossing discontinued
Oct 20	Endiang	Calgary	29.18			29.18	New - M.33.00-M.62.18 BRC 38286
23	Elbow		25.98			25.98	New - M.11.6-M.37.58 BRC 38300
Nov	Tisdale	Prince Albert	2.96			2.96	Rehabilitation and dismantlement
Nov	Tisdale	Prince Albert	-3.00			-3.00	To ease grades at Prince Albert
Nov	C.S.& M.		-1.46			-1.46	Saginaw, discontinued
Nov	C.S.& M.				1.57	1.57	Trackage rights at Saginaw,
Dec 7	Robinhood	Prince Albert	42.50			42.50	New - Fairholme-Rabbit Lake BRC 38526
23	Coronado		19.55			19.55	New - St. Paul-Elk Point BRC 38591
	Various		-11.35			-11.35	Minor items and adjustments
	As at December 31, 1926		20,778.91	1,231.23	179.29	22,189.43	

<u>1927</u>	<u>Sub division</u>	<u>Division</u>	<u>Owned</u>	<u>Leased</u>	<u>Trackage rights</u>	<u>Total</u>	<u>Comment</u>
Jan 1			492.52			492.52	Central Vermont Railway
1	Sellwood	Capreol	-4.20			-4.20	Milnet-Sellwood discontinued
May 4	White Bear		5.05			5.05	New - M.29.7-M.34.75 BRC 38979
Jun	Sheerness	Calgary	-5.06			-5.06	Wardlow- Steveville reclassified
Sep 25	Bethany	Belleville	-15.64			-15.64	Millbrook-Omemee dismantled
Nov 13	Brule	Edson	29.94			29.94	M.35.13 -M.65.07 rehabilitated (GTP)
13	Brule	Edson	-30.33			-30.33	Obed-Solomon discontinued (Can.Nor.)
22	Roberval		26.60			26.60	New - M.32.07-Dolbeau (Mistassini)
Dec.			-492.52			-492.52	Central Vermont Railway excluded
	Various		3.24			3.24	Minor items and adjustments
	As at December 31, 1927		20,788.51	1,231.23	179.29	22,199.03	
<u>1928</u>							
Jan 1	Rouyn		43.90			43.90	New - Taschereau-Noranda BRC
Feb 8	Saskatoon Trmls.	Prince Albert	6.08			6.08	Saskatoon Loop Line,
May 21	Sutton	Belleville	-5.97			-5.97	Stouffville -Ballantrae siding
Jun 19	Sutton	Belleville	-10.66			-10.66	Ballantrae-M.16.63 dismantled
July 6	Cowichan	Vancouver Island	11.69			11.69	New - M.83.31-M.95.00 BRC 41025
Sep 24	Weyburn	Regina	22.81			22.81	New - Weyburn-Radville BRC 41430
Oct 26	Bonnyville	Edmonton	37.15			37.15	New - Gabriel Jct.-Bonnyville
30	Bretona		9.61			9.61	New - Bretona-Clover Leaf BRC 41694
Dec 7	Coronado		19.49			19.49	New - Elk Point-Heinsburg BRC 41886
27	Tonkin	Saskatoon	22.44			22.44	New Willowbrook-Crowtherview
27	Robinhood	Prince Albert	37.34			37.34	New Rabbit Lake-Speers BRC 41968
27	Bolney	Prince Albert	29.00			29.00	Spruce Lake - Frenchman Butte
	Halifax Trmls.	Halifax	-3.68			-3.68	Reclassified as siding
	Morency	Saguenay	7.07			7.07	Morency Jct.-Mont Mills reclassified
	Key Harbour	Capreol	6.99			6.99	Key Jct.-Key Harbour reclassified
	Sellwood	Capreol	4.20			4.20	Milnet-Sellwood reclassified
	Orono	Belleville	6.48			6.48	Brinlook -Greenburn reclassified
	Maynooth	Belleville	15.87			15.87	Maynooth-Wallace reclassified
	Bessemer	Belleville	7.34			7.34	Bessemer-Child's Mine reclassified

CANADIAN NATIONAL RAILWAYS (Mileage Cont'd.)

<u>1928</u>	<u>Sub division</u>	<u>Division</u>	<u>Owned</u>	<u>Leased</u>	<u>Trackage rights</u>	<u>Total</u>	<u>Comment</u>
	Marmora	Belleville	7.09			7.09	Marmora Village-Cordova reclassified
	Toronto Trmls.	Toronto Trmls.	-2.25			- 2.25	Yonge St. -Avenue Rd-Dovercourt Rd.
	Various		-2.53			- 2.53	Minor items and adjustments
	As at December 31, 1928		21,057.97	1,231.23	179.29	22,468.49	
<u>1929</u>							
Jan 1	Murray Bay	Saguenay	4.70			4.70	La Malbaie-Nairn Falls resumed
6	Strathcona		-7.42			-7.42	Bretona-Terminal Jct. dismantled
June	Stoneham	Saguenay	10.54			10.54	Branches reclassified
23	Stevensville	London			2.48	2.48	Curtis St. Station, Buffalo
July 1	Rosedale		26.19			26.19	New - Rosedale-Trefoil (with CPR)
16	Q.M.& S. Rly.	St. Lawrence	157.09			157.09	Purchase
Aug. 8	Inverness Rly.	New Glasgow	60.53	-60.53		-	Purchase previously lease
Sep 1	St.J. & Que. Rly.		157.84	-157.84		-	Purchase previously lease
1	Richibucto	Campbellton	26.60			26.60	Purchase Kent Northern Railway
29	Sorel	Levis	6.50			6.50	Nicolet-St. Gregoire on resumed
29	South Bend		1.40			1.40	New line for diversion
29	South Bend				1.43	1.43	N.Y.C. tracks at South Bend
30	Craik	Regina	3.24			3.24	Grasswood-Newcross diversion
30	Craik	Regina	-4.34			-4.34	M.151.03-Nutana dismantled
Oct 1	Cascapedia	Campbellton	98.15			98.15	Purchase Quebec Oriental Railway
1	Chandler	Campbellton	104.17			104.17	Purchase Gaspé Lines
Nov 17	Grand Mere	St. Jerome	7.90			7.90	New - M.83.87-M.91.77
17	Grand Mere	St. Jerome	-7.51			-7.51	M.83.87-M.91.38
17	Shawinigan	St. Jerome	-3.59			-3.59	Aldred-Shawinigan
17	Elrose		16.40			16.40	New - Kindersley-Glidden BRC 43057
Dec 18	Falconbridge	Capreol	3.03			3.03	Garson - Falconbridge reclassified
18	Falconbridge	Capreol	3.50			3.50	- Falconbridge Jct.-Falconbridge
Dec	Key Harbour	Capreol	-6.99			-6.99	Key Harbour branch reclassified
	Sellwood	Capreol	-4.20			-4.20	Sellwood branch reclassified
	various		-3.86			-3.86	Minor items and adjustments
	As at December 31, 1929		21,707.84	1,012.86	183.20	22,903.90	

CANADIAN NATIONAL RAILWAYS (Mileage Cont'd.)

105

<u>1930</u>	<u>Sub division</u>	<u>Division</u>	<u>Owned</u>	<u>Leased</u>	<u>Trackage rights</u>	<u>Total</u>	<u>Comment</u>
Jan 1	Flin Flon	Dauphin			4.65	4.65	The Pas-Flin Flon Jct.
1	Flin Flon	Dauphin	87.00			87.00	New - Flin Flon Jct.-Flin Flon
1	Sherridon	Dauphin	42.00			42.00	New - Sherritt Jct.-Sherridon
10		Detroit	1.29		26.59	27.88	New - Penn. Jct.-Simpson
Feb 1	C.V. Rly. Inc.	All lines	420.76		-2.55	418.21	Central Vermont Railway Inc.
Apr 27	Stevensville	London			-3.40	-3.40	River St. -Curtis St., suspended
May 18	Assiniboine	Dauphin	68.62			68.62	New - Lilian-Mutchler BRC 44602-3
18	Amiens	Prince Albert	75.00			75.00	New - Amiens Jct.-Medstead
June 1		Northern	5.41			5.41	St. Albans-Fonda Jct.
5	So. Londonderry	Southern	-12.63			-12.63	Brattleboro-South Londonderry
Jul 21	Athabaska	Edson	-2.40			-2.40	Cardiff Jct.-Cardiff dismantled
Aug 1		Northern			48.04	48.04	Brattleboro-Windsor, Vt.
Sep 1	Clarence Creek	Montreal	4.63			4.63	Reclassified
1	Arborfield	Prince Albert	20.02			20.02	New - Crane-Arborfield BRC 43371
1	Chelan	Prince Albert	29.00			29.00	New - Crooked River - Reserve
1	Chelan	Prince Albert	31.07			31.07	New - Reserve-M.31.07 BRC 45333
28	Lake Verde	Island	9.95			9.95	New - Maple Hill - Lake Verde
Nov 24		Capreol			2.07	2.07	Algo Jct.-Copper Cliff
24		Capreol	2.39			2.39	Algo-Algo Jct. reclassified
Dec	Key Harbour	Capreol	7.01			7.01	Key Harbour branch reclassified
	Various		-4.46			-4.46	Minor items and adjustments
	As at December 31, 1930		22,496.50	1,012.86	258.60	23,767.96	
<u>1931</u>							
May 18	Holly	Detroit	5.22			5.22	New - Pontiac Belt Line extension
May	Cass City	Detroit	-2.75			-2.75	Track at Pontiac reclassified
	Wyebridge	Allandale	-8.85			-8.85	Birch-Tay written off
June 1	Bethel Quarry	Northern	-5.39			-5.39	Bethel-Bethel Quarry sold
Aug. 29	Oka	St. Jerome	4.31			4.31	New - Oka Jct. - Calumet BRC 47156
Sep 1	Meskanaw	Prince Albert	87.60			87.60	New - Thatch - Lannaw BRC 45391
Dec 7	Deseronto	Belleville	-28.89			-28.89	Napanee-Trenton dismantled
Dec	North Toronto	Toronto Trmls.	2.47			2.47	Reclassified

CANADIAN NATIONAL RAILWAYS (Mileage Cont'd.)

<u>1931</u>	<u>Sub Division</u>	<u>Division</u>	<u>Owned</u>	<u>Leased</u>	<u>Trackage rights</u>	<u>Total</u>	<u>Comment</u>
Dec	Sorel	Levis	27.47			27.47	Reclassified as main track
Dec	Stevensville	London			-3.49	-3.49	River Street - Black Rock relinquished
Dec	North Lake	Port Arthur	14.96			14.96	Sand Lake-North Lake reclassified
Dec	Sheerness	Calgary	5.06			5.06	Wardlow-Stevensville reclassified
Dec	Lulu Island	Kamloops	11.65			11.65	Queensboro-Steveston reclassified
	Various		3.28			3.28	Minor items and adjustments
	As at December 31, 1931		22,612.64	1,012.86	255.11	23,880.61	
<u>1932</u>							
Sep 1	Hatherleigh	Prince Albert	31.54			31.54	New - Hamlin-Glenbush BRC 46770
Dec	Milton	Halifax	-3.68			-3.68	Milton-Rapid Falls discontinued
Dec	Deschailions	Levis	-3.54			-3.54	Parisville-Deschailions discontinued
Dec	Iberville	St. Lawrence	-50.04			-50.04	Noyan - St. Hyacinthe discontinued
Dec	Deseronto	Belleville	-9.22			-9.22	Trenton - Brighton discontinued
Dec	Harrisburg	Stratford	-4.90			-4.90	M.6.93-M.11.83 discontinued
Dec	Otterville	London	-22.76			-22.76	Various mileage discontinued
Dec	Hagersville	London	-9.09			-9.09	Jarvis-Port Dover discontinued
Dec	Alvinston	London	-3.27			-3.27	Souterville-Kingscourt discontinued
Dec	North Lake	Port Arthur	-14.96			-14.96	M.44.50-M.59.46 discontinued
Dec	Sheerness	Calgary	-5.06			-5.06	M.53.69-M.55.75 discontinued
Dec	Lulu Island	Kamloops	-11.65			-11.65	transferred to Construction Dept. M.6.62-M.8.43 reclassified as siding.
	Various		-3.19			-3.19	Minor items and adjustments
	As at December 31, 1932		22,502.82	1,012.86	255.11	23,770.79	
<u>1933</u>							
Jan 1	Muskegon	Detroit			-20.33	-20.33	Owosso Jct. Ashley relinquished
Feb 20	Algonquin	Ottawa	-10.70			-10.70	M.26.80-M.37.50 discontinued
Apr 30	Renfrew	Ottawa	6.20			6.20	M.156.14-Two Rivers resumed
Jun 25	Renfrew	Ottawa	4.16			4.16	Two Rivers-Cache Lake resumed
Jul 16	Grand Rapids	Detroit			2.55	2.55	Shaw-Muskegon

CANADIAN NATIONAL RAILWAYS (Mileage Cont'd.)

107

	<u>Sub Division</u>	<u>Division</u>	<u>Owned</u>	<u>Leased</u>	<u>Trackage rights</u>	<u>Total</u>	<u>Comment</u>
<u>1933</u>							
Dec	Alvinston	London	-6.97			-6.97	Alvinston-Souterville inactive
Dec	Otterville	London	3.00			3.00	Brandy Creek-Ellaton reclassified
	Various		1.33			1.33	Minor items and adjustments
	As at December 31, 1933		22,499.84	1,012.86	237.33	23,750.03	
<u>1934</u>							
Apr 29	Flint	Chicago	-1.67			-1.67	Port Huron-Court Street discontinued
May	Cowichan	Vancouver					
		Island	-12.04			-12.04	M.83.26-Kissinger now inactive
Oct 2	Otterville	London	-9.81			-9.81	Ellaton-Otterville now inactive
23	Alvinston	London	6.97			6.97	Alvinston-Souterville reclassified
	Various		1.34			1.34	Minor items and adjustments
	As at December 31, 1934		22,484.63	1,012.86	237.33	23,734.82	
<u>1935</u>							
May	Middleton	Halifax	-8.67			-8.67	Bridgetown-Granville discontinued
June 30	Welland	St. Thomas	-1.14			-1.14	M.6.43-M.7.57 at Arnum reclassified
July 29	Tweed	Belleville	-19.54			-19.54	Tweed-Bannockburn discontinued
Sept 25	Patricia Bay	Vancouver					
		Island	-15.53			-15.53	Victoria-Patricia Bay discontinued
25	Patricia Bay	" "	-1.67			-1.67	Sidney Jct.-Sidney discontinued
Nov 1	Lovett	Edmonton	-4.61			-4.61	Foothills-Lovett discontinued
	Various		.58			.58	Minor items and adjustments
	As at December 31, 1935		22,434.05	1,012.86	237.33	23,684.24	
<u>1936</u>							
Jan 27	Muskegon	Detroit			20.47	20.47	Owosso Jct.-Ashley running rights
Feb 2	Orono	Belleville	-41.80			-41.80	Ronnac-Greenburn discontinued
Mar 7	Port Perry	Belleville	-13.88			-13.88	Port Perry-Manilla Jct. discontinued
19	Nashwaak	Edmundston	-1.29			-1.29	South Devon-Fredericton discontinued

CANADIAN NATIONAL RAILWAYS (Mileage Cont'd.)

	<u>Sub division</u>	<u>Division</u>	<u>Owned</u>	<u>Leased</u>	<u>Trackage rights</u>	<u>Total</u>	<u>Comment</u>
<u>1936</u>							
Apr 26	Granby	St. Lawrence			13.48	13.48	Iberville-Meigs rights acquired
26	Versailles	" "	-10.87			-10.87	S.S.&C.Jct. -Farnham discontinued
30	Lac St. Anne	Edmonton	-32.61			-32.61	Peace River - Darson discontinued
June 30	Clarence Creek	Laurentian	-4.62			-4.62	Rockland-Clarence Creek discontinued
Sept 13	Alliston	Allandale	-1.63			-1.63	New junction at Allimil -
Dec	Morency	Laurentian	-7.05			-7.05	Morency -Mont Mills discontinued
Dec	Sorel	Levis	-27.48			-27.48	Fortierville - St. Gregoir dis- continued
Dec	Stoneham	Laurentian	-9.95			-9.95	Loretteville-Stoneham discontinued
	Various		-1.05			-1.05	Minor items and adjustments
	As at December 31, 1936		22,281.82	1,012.86	271.28	23,565.96	
<u>1937</u>							
Jan 1	Brooksby	Prince Albert	27.28			27.28	New - Ridgedale-Carrot River
1	Gravelbourg	Regina	21.86		1.02	22.88	New - Neidpath-Friend
1	Bonnyville	Edmonton	20.58			20.58	New - Bonnyville-Beaver River
1		Regina	48.64			48.64	New - Mawer-Main Centre
1		Edmonton	51.48			51.48	New - Unity-Boda BRC
1	Dodsland	Saskatoon	40.53		1.19	41.72	New - Hemaruka-Scapa
Apr	Beach Connection	London	-5.08			-5.08	Hamilton-Beach Road reclassified
July 8	Alvinston	London	-6.94			-6.94	Alvinston-Souterville inactive
Nov 28	Val d'Or	Cochrane	36.43			36.43	New-Senneterre-Rouyn
	Various		.37			.37	Minor items and adjustments
	As at December 31, 1937		22,516.97	1,012.86	273.49	23,803.32	
<u>1938</u>							
Mar 25	North Lake	Port Arthur	-35.29			-35.29	Twin City - Mackies discontinued
28	La Tuque	Laurentian	-22.25			-22.25	Domburg-St.Marc discontinued
Jun 1	Nashwaak	Edmundston	1.29			1.29	South Devon-Fredericton resumed
16	Cambridge	Northern	-25.96			-25.96	Essex Jct. - Cambridge discontinued
June	Algonquin	Allandale	-3.34			-3.34	James Bay Jct.-M.4.90 discontinued

CANADIAN NATIONAL RAILWAYS (Mileage Cont'd.)

109

<u>1938</u>	<u>Sub division</u>	<u>Division</u>	<u>Owned</u>	<u>Leased</u>	<u>Trackage rights</u>	<u>Total</u>	<u>Comment</u>
Aug	Taft	D.W. & P.			-3.76	-3.76	Trackage at Duluth reclassified
Sep 8	Cowichan	Vancouver Island	8.43			8.43	Youbooc-Hawes operation resumed
Dec 5	Val d'Or	Cochrane	65.06			65.06	New - Val d'Or-Noranda BRC 56738
	Various		2.32			2.32	Minor items and adjustments
	As at December 31, 1938		22,507.23	1,012.86	269.73	23,789.82	
<u>1939</u>							
Jan 16	Freleighsburg	St. Lawrence		-17.90	-.14	-18.04	Farnham-Freleighsburg discontinued
Apr 1	Milton	Halifax	-.95			-.95	Milton Jct. Milton now yard track
1	Jacques Cartier	Montreal Trmls.	-1.22			-1.22	Now yard track
1	Leaside	Toronto Trmls.	-2.18			-2.18	Oriole-Donlands Jct. now yard track
1	Alderdale	Capreol			-1.36	-1.36	Now yard track (North Bay)
1	Mt. Clemens	Chicago	-3.89			-3.89	Tappan-Fort Gratiot now yard track
Jul 1	Williamstown	Northern	-7.38			-7.38	discontinued
26	L'Orignal	Laurentian	-56.60			-56.60	Hawkesbury-Hurdman Discontinued
Dec	Marmora	Belleville	-6.19			-6.19	M.3.33-M.9.52 inactive
	Various		4.70			4.70	Minor items and adjustments
	As at December 31, 1939		22,433.52	994.96	268.23	23,696.71	
<u>1940</u>							
Aug 1	St. Martin's	Moncton	-28.75			-28.75	Hampton-St.Martin's abandoned
23	Renfrew	Ottawa	-4.12			-4.12	Two Rivers-Cache Lake rails lifted
31	Lachute	Laurentian	-24.60			-24.60	Carbo-Cushing Jct. abandoned
	Various		-.78			-.78	Minor items and adjustments
	As at December 31, 1940		22,375.27	994.96	268.23	23,638.46	

CANADIAN NATIONAL RAILWAYS (Mileage Cont'd.)

	<u>Sub division</u>	<u>Division</u>	<u>Owned</u>	<u>Leased</u>	<u>Trackage rights</u>	<u>Total</u>	<u>Comment</u>
<u>1941</u>							
March 1	Delta	Portage-Brandon	-5.40			-5.40	Oakland-Delta abandoned
April 14	Red Deer	Calgary	-5.39			-5.39	Red Deer Jct.-Red Deer Discontinued
14	Red Deer	Calgary			7.97	7.97	Red Deer Jct.-Red Deer
30	Exeter	Stratford	-23.64			-23.64	Clinton-Wingham discontinued
May 31	Tweed	Belleville	-33.94			-33.94	Yarker-Tweed abandoned
June 30	Port Perry	Belleville	-19.47			-19.47	Whitby Jct.-Port Perry discontinued
	Various		2.86			2.86	
	As at December 31, 1941		22,290.29	994.96	276.20	23,561.45	
1942	Various		- .52			- .52	Minor items and adjustments
1943	Cornwall	Montreal Trmls.	2.19			2.19	Central Station-Victoria Bridge
	Various		- .74			- .74	Minor items and adjustments
1944	Various		- .55			- .55	Minor items and adjustments
<u>1945</u>							
April 29	Cowichan	Vancouver Island	-7.47			-7.47	M.82.88-M.90.35 discontinued
June 9	L'Assomption	St. Jerome	14.12			14.12	Pointe aux Trembles-Eastern Jct.
Dec. 29	St. Lin	St. Jerome	-34.32			-34.32	Abandoned and siding
	Various		.48			.48	Minor items and adjustments
	As at December 31, 1945		22,263.48	994.96	276.20	23,534.64	
<u>1946</u>							
May 30	Muskegon	Detroit	-53.07			-53.07	Greenville-Muskegon discontinued
Dec 31	Renfrew	Ottawa	-16.46			-16.46	Whitney-Two Rivers dis- continued
Dec	Various		343.38	-343.38		-	Purchase Manitoba Railway
	Various		1.44			1.44	Minor items and adjustments
	As at December 31, 1946		22,538.77	651.58	276.20	23,466.55	

CANADIAN NATIONAL RAILWAYS (Mileage Cont'd.)

111

	<u>Sub division</u>	<u>Division</u>	<u>Owned</u>	<u>Leased</u>	<u>Trackage rights</u>	<u>Total</u>	<u>Comment</u>
<u>1947</u>							
July 1	Murray Bay	Laurentian	5.08	-5.08		-	Purchase St. Joachim-Cap Tourmente
Sept 1	Athabaska	Edson	-12.21			-12.21	Trelle Jct.-Morinville abandoned
1	Athabaska	Edson			20.29	20.29	N.A.R. Jct. - Morinville (NAR)
	Various		-1.19			-1.19	Minor items and adjustments
	As at December 31, 1947		22,530.45	646.50	296.49	23,473.44	
<u>1948</u>							
Oct. 18	Endiang	Calgary	-9.68			-9.68	Nevis-Alix discontinued
18	Endiang	Calgary			9.38	9.38	Nevis-Alix (CPR)
Dec 31	Lampman	Regina	-22.39			-22.39	M.89.29-M.111.68 inactive
31	Gravelbourg	Regina	-22.02			-22.02	Neidpath-Friend inactive
31	Spondin	Saskatoon	-23.92			-23.92	Hemaruka-Spondin inactive
	Various		-0.65			-0.65	Minor items and adjustments
	As at December 31, 1948		22,451.79	646.50	305.87	23,404.16	
<u>1949</u>							
Feb 28	Kiask Falls	Cochrane	39.08			39.08	New - Barraute-Beauttyville
Apr 1	Various		705.13			705.13	Newfoundland Railway included
Dec	Various		1.35			1.35	Minor items and adjustments
	As at December 31, 1949		23,197.35	646.50	305.87	24,149.72	
<u>1950</u>							
Jan 1	Temiscouata	Edmundston	101.30			101.30	Purchase Temiscouata Railway
Apr 30	Champlain	Laurentian	6.42			6.42	Bridge-Champlain Market reclassified
	Various		.41		.55	.96	Minor items and adjustments
	As at December 31, 1950		23,305.48	646.50	306.42	24,258.40	

CANADIAN NATIONAL RAILWAYS (Mileage Cont'd.)

	<u>Sub division</u>	<u>Division</u>	<u>Owned</u>	<u>Leased</u>	<u>Trackage rights</u>	<u>Total</u>	<u>Comment</u>
<u>1951</u>							
May 1	Cass City	Detroit	-18.58			-18.58	Cass City - Bad Axe abandoned
June 1	Lakefield	Belleville	-17.97			-17.97	Port Hope-Millbrook abandoned
Nov 1	Montmorency	Laurentian	25.33		-.19	25.14	Purchase Quebec-St. Joachim
25	Granby	St. Lawrence			41.76	41.76	M. & S. C. Jct.-Granby
Dec 31	Granby	St. Lawrence			-13.79	-13.79	Iberville-Farnham rights cancelled
31	Bonnyville	Edmonton	3.75			3.75	New - Beaver River-Grand Centre
	Various		-4.72		-.55	-5.27	Minor items and adjustments
	As at December 31, 1951		23,293.29	646.50	333.65	24,273.44	
<u>1952</u>							
Aug. 30	Westport	Belleville	-40.51			-40.51	Lyn Jct.-Westport discontinued
Sept 28	Renfrew	Ottawa	-12.10			-12.10	Deep Cut South March discontinued
	Various		-1.19			-1.19	Minor items and adjustments
	As at December 31, 1952		23,239.49	646.50	333.65	24,219.64	
<u>1953</u>							
Dec	Harbour Yard	Vancouver Trmls.			2.34	2.34	Harbour Yard-Second Narrows Bridge
Dec	Various		143.91			143.91	New - Sherridon-Lynn Lake
			295.51	-268.53	-24.86	2.12	Minor items and adjustments
	As at December 31, 1953		23,678.91	377.97	311.13	24,368.01	
<u>1954</u>							
May 28	Edmonton Trmls.	Edmonton	-9.20			-9.20	Edmonton-South Edmonton discontinued
	Various		.56			.56	Minor items and adjustments
	As at December 31, 1954		23,670.27	377.97	311.13	24,359.37	

CANADIAN NATIONAL RAILWAYS (Mileage Cont'd.)

113

<u>1955</u>		<u>Sub Division</u>	<u>Division</u>	<u>Owned</u>	<u>Leased</u>	<u>Trackage rights</u>	<u>Total</u>	<u>Comment</u>
Jan.	12	Kitimat	Smithers	40.38			40.38	New - Terrace-Kitimat
Mar.	4	Algonquin	Allandale	-41.09			-41.09	Falding-Scotia abandoned
Apr.	24	Scotia	New Glasgow	-5.24			-5.24	M.3.00-Pictou Landing abandoned
May	14	Sydney	New Glasgow	13.60			13.60	Canso Causeway Port Hastings
	31	Elgin	Moncton	-13.53			-13.53	Petitcodiac-Elgin abandoned
	31	Albert	Moncton	-20.40			-20.40	Hillsboro-Albert abandoned
Oct.	29	Alliston	Allandale	-18.46			-18.46	Alliston-Creemore discontinued
Nov.	19	St. Armand	Northern	-25.33			-25.33	International Boundary-St. Johns
Dec.	31	Nicolet	Levis	-14.58			-14.58	St. Leonard Jct.-Nicolet discontinued
		Various		3.21			3.21	Minor items and adjustments
As at December 31, 1955				23,588.83	377.97	311.13	24,277.93	
<u>1956</u>								
June	30	Lockeport	Halifax	-3.85			-3.85	Lockeport Jct.-Lockeport reclassified
July	20	St. Armand	Northern	-14.30			-14.30	Fonda, Vt.-International Boundary (C.V.Rly.)
Aug.	31	Harte	Winnipeg Trmls.	-4.82			-4.82	Woodward Ave. - Searle discontinued
Oct.	14	Ste. Angele	St. Lawrence	3.49			3.49	Marieville-Ste. Angele
Dec.	31	Thousand Island	Belleville	4.51			4.51	The Thousand Islands Railway
Dec.	31	Oshawa Rly.	Belleville	4.57			4.57	The Oshawa Railway
Dec.	31	N.S.& T. Rly.	London	39.38			39.38	Niagara, St. Catharines & Toronto Rly.
		Various		-2.10	-5.79	5.96	-1.93	Minor items and adjustments
As at December 31, 1956				23,615.71	372.18	317.09	24,304.98	
<u>1957</u>								
Oct.	14/56	Ste. Angele	St. Lawrence	-3.49			-3.49	Marieville - Ste. Angele abandoned
Aug.	16	Kiask Falls	Cochrane	10.92			10.92	New - Beattyville - M.50.0 -
Oct.	6	"	"	41.40			41.40	" - M.50.0 Miquelon
"		Opemisca	"	108.75			108.75	" Miquelon - Chibougamau
"	27	Mulgrave	New Glasgow	-12.60			-12.60	Linwood Jct. - Mulgrave reclassified
"		Thorburn	" "	-5.79			-5.79	New Glasgow - Thorburn "

CANADIAN NATIONAL RAILWAYS (Mileage (Cont'd.))

		<u>Sub division</u>	<u>Division</u>	<u>Owned</u>	<u>Leased</u>	<u>Trackage rights</u>	<u>Total</u>	<u>Comment</u>
<u>1957</u>								
Oct.	27	Scotia	New Glasgow	-3.02			-3.02	New Glasgow - M.3.02 reclassified
Nov.		Bartibog	Campbellton	23.17			23.17	New - Bartibog - Heath Steele Mines -
Dec.	31	Thompson	Hudson Bay		31.14		31.14	" - Sipwesk - Thompson -
"		Dunnville	London	80.31	-80.31			Fort Erie - Paris Jct. - Buffalo & L. Huron Ry.
"		Drumbo & Goderich	Stratford	74.41	-74.41			Paris Jct. - Goderich
"		Various		0.97			0.97	Minor items and adjustments
As at December 31, 1957				23,930.74	248.60	317.09	24,496.43	
<u>1958</u>								
Feb.	7	Wekusko	Hudson Bay	136.40			136.40	H.B. Ry. incorporated in C.N.R. -
"		Thicket	"	189.74			189.74	" " " " " " "
"		Herchmer	"	183.71			183.71	" " " " " " "
"		Flin Flon	"	4.51		-4.51		Track rights on H.B. Ry.transferred
Apr.	27	Key Hbr.	Capreol	-6.98			-6.98	Key Jct. Key Hbr. abandoned -
May	1	Barre	Central Vt. Ry.	-8.09			-8.09	Montpelier Jct. - Barre 7.71 Sold
Oct.	26	Deseronto	Belleville	-6.34			-6.34	Napanee - Deseronto reclassified
Dec.	31	Lunenburg	Halifax	-6.96			-6.96	Mahone Jct. - Lunenburg "
"		Manitouwadge	Hornepayne	23.72			23.72	Hillsport - Geco previously siding
"		"	"			5.52	5.52	Geco - Manitouwadge rights acquired
"		Thompson	Hudson Bay	31.14	31.14			Sipiwesk - Thompson - Previously leased
"		Various		-6.74			-6.74	Minor items and adjustments
As at December 31, 1958				24,464.85	217.46	318.10	25,000.41	

CANADIAN NATIONAL RAILWAYS (Mileage Cont'd.)

115

<u>1959</u>	<u>Sub division</u>	<u>Division</u>	<u>Owned</u>	<u>Leased</u>	<u>Trackag rights</u>	<u>Total</u>	<u>Comment</u>
June 30	Algonquin	Allandale	-38.30			-38.30	Kearney - Algonquin Park abandoned
Oct. 25	Cran	Laurentian	133.13			133.13	New - Triquet - Faribault
Oct 25	Algonquin	Allandale	-6.39			-6.39	Scotia - Kearney reclassified
	Various		-2.00			-2.00	Minor items and adjustments
	As at December 31, 1959		<u>24,551.29</u>	<u>217.46</u>	<u>318.10</u>	<u>25,086.85</u>	
<u>1960</u>							
April 1	Irondale	Belleville	-50.96			-50.96	York River - Howland abandoned
" 24	Sunny Brae	Scotia	-12.48			-12.48	Ferrona Jct. - Sunny Brae reclassified
"	Shippigan	Campbellton	-6.85			-6.85	Pokemouche Jct. - Shippigan reclassified
"	Stanley	Edmundston	-5.40			-5.40	Stanley Jct. - Stanley "
" 25	Alliston	Allandale	-16.18			-16.18	Creemore - Collingwood abandoned
"	"	"	-5.52			-5.52	Allimil - Alliston reclassified
"	Sutton	"	-8.88			-8.88	Zephyr - Sutton "
Sept. 2	Chisel Lake	Hudson Bay	51.38			51.38	New - Optic Lake - Chisel Lake
Oct. 30	Connors	Edmundston	-18.92			-18.92	Baker Brook Jct. -Connors abandoned
"	Kingston	Belleville	-2.15			-2.15	Kingston - Hanley reclassified
"	Marmora	"	-2.75			-2.75	Belmar - M.2.75 "
"	Bessemer	"	-7.34			-7.34	Bessemer Jct. - Childs Mine reclassified
"	Coe Hill	"	-7.20			-7.20	Ormsby Jct. -Coe Hill "
"	Franklin	Northumberland	-3.85			-3.85	Moncton - Odium Jct. "
"	Pugwash	"	-4.56			-4.56	Pugwash Jct. - Pugwash "
" 11	Rouses Point	St. Lawrence	4.00			4.00	New - Brosseau - Castle Gardens Diversion
"	"	"	-5.41			-5.41	St.Lambert - Brosseau abandoned
Nov. 30	Muskegon	Detroit	-2.99		-1.31	-4.30	Shaw - Muskegon reclassified
	Various		-0.36			-0.36	Minor items and adjustments
	As at December 31, 1960		<u>24,444.87</u>	<u>217.46</u>	<u>316.79</u>	<u>24,979.12</u>	

CANADIAN NATIONAL RAILWAYS - Leased Lines

<u>Lessor</u>	<u>Location</u>	<u>Mileage</u>
Van Buren Bridge Company	At I.N.R. Jct.	.62
Atlanta & St. Lawrence	Portland to International Boundary	165.37
Lewiston and Auburn Railroad	Lewiston Jct. - Lewiston	5.43
Norway Branch	South Paris - Norway	1.45
Niagara Falls L.A. Br. Co. Ltd.	Suspension Bridge Niagara Falls	.25
Mountain Park Co, Ltd.	Parkhill Jct. - Mountain Park	29.93
Luscar Collieries Ltd.	Leyland - Luscar	4.91
Chicago K. & S. Railway	Kalamazoo - Pavilion	9.50
Total		<u>217.46</u>

CANADIAN NATIONAL RAILWAY COMPANY
TRACKAGE RIGHTS - MAIN LINE LOCATION

<u>Lessor</u>	<u>Location</u>	<u>Mileage</u>
Algoma Eastern Railway	At Sudbury	1.74
Ann Arbor Railroad	Durand - Owosso Jct.	20.47
Boston and Maine Railroad	Windsor - Bellows Falls	24.31)
Boston and Maine Railroad	Bellows Falls - Brattleboro	23.73)
Boston and Maine Railroad	Brattleboro - East Litchfield	10.58
Canadian Pacific Railway	Saint John - Westfield Beach	13.80
" " "	Fredericton Connection	.35
" " "	Thereault	.67
" " "	Fredericton - Maine Bdy.	66.83
" " "	Cadorna - Quebec	3.38
" " "	At Farnham	.63
" " "	At Harrowsmith	.02
" " "	Toronto, Yonge St. - Avenue Road	4.08
" " "	Geco - Manitou Lodge	5.52
" " "	Current Jct. - Port Arthur	1.95
" " "	McCallum - Regina	1.25
" " "	Otway - Ullin	4.27
" " "	Red Deer Jct. - Red Deer	7.96
" " "	Nevis - Alin	9.38
" " "	Kamloops - Campbell Creek	10.85)
" " "	Armstrong - Vernon Jct.	14.69)
" " "	Vancouver Harbour Connection	2.34)
Central Vermont Railway Inc.	At Alburgh	.02
Chicago and W.I.R.R.	C. & W.I. Jct. - Chicago	4.85
Chicago, Kalamazoo and Sag. R.R.	Pavilion Jct. - Kalamazoo	1.03
Chicago, St. P., M. & O. Railway	At Duluth	.88
Dominion Atlantic	At Middleton	.71
Dominion Government	Brownsville - New Westminster	1.50
Federal District Comm.	Hawthorne - Wass.	5.97
Great Northern Railway	New Westminster - Vancouver	11.89
Luscar Collieries Branch	At Luscar	.38
Michigan Central Railroad	Meredith Jct. - Mershon	1.57
New York Central Railroad	At Messina	.09
" " " "	At Niagara	.18
" " " "	At South Bend	1.43
Maine Central Railroad	At Vanceboro	.27
Forward		<u>259.57</u>

CANADIAN NATIONAL RAILWAY COMPANY
 TRACKAGE RIGHTS - MAIN LINE LOCATION

117

<u>Lessor</u>	<u>Location</u>	<u>Mileage</u>
Forward		259.57
New York N.H. & H.R.R.	At Willimantie	.11
Northern Alberta Railway	N.A.R. Jct. - Morinville	20.29
Northern Pacific Railway	At Duluth	2.73
Pennsylvania R.R.	Walker - Shaw	29.09
Rutland R.R.	At Rouses Point	.22
Toronto Terminals Ry.	Don - Bathurst St.	2.42)
" " "	Union Sta. - Don Crossovers	1.88)
" " "	Bathurst & Terminal St.	.16)
Yarmouth	At Yarmouth	.32
Total		316.79

OPERATED MILEAGE - December 31, 1960

<u>Region</u>	<u>Owned</u>	<u>Leased</u>	<u>Trackage Rights</u>	<u>Total</u>
Atlantic	3,907.97	.62	82.95	3,991.54
Central	7,238.67	172.50	26.31	7,437.48
Western	12,124.35	34.84	90.36	12,229.55
G.T.W.	878.50	9.50	58.44	948.44
C.V.R.	315.38		58.73	374.11
Total	24,444.87	217.46	316.79	24,979.12

LIST OF PROPERTIES PRESENTLY
ENTRUSTED TO
CANADIAN NATIONAL RAILWAY COMPANY

<u>P.C. No.</u>	<u>Date</u>	<u>Subject</u>
115	January 20, 1923	Entrustment of Canadian Government Railways (Intercolonial Railway, National Trans-continental Railway, Lake Superior Branch leased from Grand Trunk Pacific Railway, Prince Edward Island Railway and Hudson Bay Railway and all other railways and branch lines, title to which, and to the lands and properties whereon such railways are constructed, is vested in the Crown).
460	March 22, 1928	Entrustment of Ogden Piers Nos. 2 and 3, Ogden Point, Victoria, British Columbia.
904	May 16, 1933	Amending P.C. No. 115, dated January 20, 1923, to provide for separation of accounts of Prince Edward Island ferry terminals and steamers from accounts of Canadian Governments Railways or Canadian National Railways.
2351	August 26, 1939	Entrustment of land and land covered by water forming part of the foreshore of St. Lawrence River between Victoria Bridge and the tail race of River St. Pierre.
1659	March 5, 1942	Amending terms of entrustment of Canadian Government Railways properties to provide that after December 31, 1941, Company shall also keep the accounts respecting construction (including additions and betterments) relative to Prince Edward Island car ferry and terminals separately from all other accounts respecting construction, operation and management of Canadian Government Railways or Canadian National Railways.
3340	July 27, 1948	Re-entrustment of Hudson Bay Railway - budgeting and accounts of Railway not to be included with those of Company.
1454	April 1, 1949	Entrustment of Newfoundland Railway, including ships, telecommunication properties, radio stations, etc.
635	February 10, 1950	Entrustment of Temiscouata Railway.

LIST OF PROPERTIES PRESENTLY
ENTRUSTED TO
CANADIAN NATIONAL RAILWAY COMPANY

119

<u>P.C. No.</u>	<u>Date</u>	<u>Subject</u>
3928	August 15, 1950	Entrustment on terms and conditions to be arranged of FM radio stations at Cape Ray, Newfoundland, and Cape North and New Waterford, Nova Scotia. (Note: Cape Ray withdrawn by a subsequent order).
3966	August 15, 1950	Authorizing agreement as to terms and conditions of entrustment of FM radio stations covered by P.C. 3928.
2293	April 17, 1952	Entrustment of Steep Rock spur and Port Arthur ore dock and facilities - capital cost of additions and betterments and cost of operation and maintenance to be assumed by Company: Company to pay Government six cents per gross ton on all ore transported from Steep Rock Mine and handled over the ore dock until the cost (without interest) of entrusted facilities has been amortized in full.
1953-197	February 13, 1953	Amending P.C. 1454, dated April 1, 1949 to provide that Government will assume any deficits in operation of North Sydney - Port aux Basques ferry and terminals, and that capital expenditures for ferry facilities will be shown as separate items in public accounts of Canada.
1955 - 48/408	March 21, 1955	Entrustment of completed ferry for service between Yarmouth, Nova Scotia, and Bar Harbor, Maine, and ferry terminals at those points - management and operation not to be part of operations of Canadian National Railways but for separate account of Crown.
1955 - 1215	August 16, 1955	Entrustment of M.V. "William Carson" and ferry service between North Sydney and Port aux Basques, including new ferry terminals at those points - subject to any capital expenditures required and approved by Minister with respect thereto and any deficits occurring in the operation thereof to be paid to Company from parliamentary appropriations.

OPERATING STATISTICS FOR 1923 TO 1960
CANADIAN NATIONAL RAILWAY COMPANY

Year	Operating Revenue \$ 000	Operating Expenses \$ 000	Net Operating Revenue \$ 000	Oper. Rates %	Gross Income \$ 000	Interest on Funded Debt \$ 000	Interest on Dominion Advances \$ 000	Surplus or Deficit \$ 000
1923	254 926	234 690	20 237	92.06	24 158	35 041	30 158	- 51 698
1924	235 588	218 344	17 244	92.68	21 373	38 362	31 271	- 54 860
1925	244 971	212 709	32 264	86.83	36 279	40 438	31 450	- 41 455
1926	275 570	227 345	48 225	82.50	50 467	39 702	32 090	- 29 894
1927	268 705	229 176	39 529	82.00	43 199	40 376	32 405	- 37 688
1928	304 591	249 731	54 860	81.90	57 538	41 811	32 507	- 24 730
1929	290 497	248 632	41 865	85.58	45 286	45 504	32 691	- 40 934
1930	250 369	228 288	22 081	91.18	26 489	51 316	32 604	- 68 280
1931	200 505	199 313	7 192	99.41	5 978	55 587	32 644	- 93 513
1932	161 104	155 208	5 896	96.34	9 896	56 965	35 525	- 96 532
1933	148 520	142 813	5 707	96.16	7 554	56 465	36 034	- 96 052
1934	164 903	151 936	12 967	92.14	15 010	55 812	35 995	- 85 501
*1935	173 185	158 926	14 259	91.77	* 8 015	53 469	35 050	- 84 828
1936	186 610	171 478	15 132	91.89	8 975	49 185	36 429	- 79 626
1937	198 397	180 789	17 608	91.12	11 242	48 889	1 745	- 42 029
1938	182 242	176 175	6 066	96.67	1 019	49 839	926	- 54 471
1939	203 820	182 966	20 854	89.77	15 249	49 814	916	- 38 239
1940	247 527	202 520	45 007	81.82	37 921	48 702	1 738	- 15 385
1941	304 377	237 769	66 608	78.12	58 601	44 698	5 647	5 439
1942	375 655	288 999	86 656	76.93	78 952	34 950	14 033	27 282
1943	440 616	324 476	116 140	73.64	85 302	30 998	18 665	35 639
1944	441 148	362 547	78 600	82.18	71 097	28 136	19 934	23 026
1945	433 733	355 294	78 479	81.91	71 084	26 022	20 306	24 756
1946	400 586	357 237	43 439	89.18	35 720	23 359	21 323	- 8 962
1947	438 198	397 123	41 075	90.63	27 939	23 822	20 002	- 15 885
1948	491 270	464 740	26 530	94.60	11 297	23 203	21 627	- 33 533
1949	500 736	478 502	22 222	95.56	4 058	24 303	21 798	- 42 043
1950	553 832	493 997	59 835	89.20	42 417	24 019	21 659	- 3 261
1951	624 834	580 150	44 684	92.85	31 783	23 468	23 347	- 15 032
1952	675 219	624 853	40 366	94.02	24 305	21 849	22 314	142
1953	696 622	659 049	37 573	94.61	28 331	21 575	6 512	244
1954	640 637	626 465	14 172	97.79	2 451	25 833	5 376	- 28 758
1955	683 089	629 013	54 076	92.08	43 722	30 653	651	10 718
1956	774 800	703 303	71 497	90.77	57 860	26 473	3 786	26 077
1957	753 166	734 566	18 610	97.53	7 399	24 766	11 049	- 29 573
1958	704 947	700 021	4 926	99.30	- 5 070	33 873	11 098	- 51 591
1959	740 165	720 822	19 343	97.38	5 210	38 692	12 533	- 43 588
1960	693 141	685 794	7 347	98.94	- 6 473	60 350	6 539	- 67 497

* After 1934 Gross Income becomes Income available for fixed charges.

After 1936 Cash Deficit contributed by Government.

CANADIAN NATIONAL RAILWAY COMPANY
FREIGHT & PASSENGER STATISTICS

121

Year	Revenue Freight Tons Thousands	Revenue Ton Miles Millions	Revenue per Ton Mile Cents	Passenger Carried Thousand	Revenue Passenger Miles Millions	Revenue per passenger Mile Cents	Average No. of Employees	Average Hourly Earnings per Employee
1923	59 990	19 034	1 007	24 578	1 483	2 740	109 972	\$
1924	55 035	17 420	1 018	23 491	1 407	2 730	104 175	
1925	57 591	18 486	1 010	22 373	1 418	2 670	101 008	
1926	63 544	19 769	1 046	22 240	1 478	2 670	105 361	
1927	64 525	19 920	1 046	21 123	1 518	2 620	106 196	
1928	71 727	22 588	1 011	20 167	1 514	2 585	110 156	608
1929	67 996	19 375	1 108	19 753	1 401	2 650	111 383	619
1930	54 563	16 910	1 086	17 374	1 214	2 710	101 046	640
1931	41 708	14 610	1 020	13 196	866	2 679	91 416	649
1932	34 377	12 818	942	10 364	686	2 515	76 616	612
1933	31 368	11 550	972	9 435	665	2 261	70 625	582
1934	36 966	12 950	974	10 080	723	2 259	74 774	559
1935	38 808	13 509	990	9 721	770	2 162	75 053	583
1936	43 451	14 814	982	10 099	831	2 048	83 506	590
1937	47 038	15 165	1 014	10 888	953	1 987	84 363	613
1938	40 578	14 505	964	10 289	892	2 030	79 940	653
1939	45 691	17 084	938	10 145	875	2 035	81 672	652
1940	55 060	21 532	904	11 204	1 125	1 929	86 366	650
1941	65 370	27 200	881	17 681	1 762	1 810	95 362	682
1942	71 545	31 729	909	30 363	2 708	1 784	100 651	730
1943	80 427	36 327	894	34 501	3 619	1 848	106 893	763
1944	80 851	36 016	893	35 928	3 697	1 888	108 278	827
1945	79 941	34 600	915	30 371	3 386	1 953	110 591	832
1946	78 950	30 812	975	22 320	2 289	2 190	109 809	898
1947	86 221	32 945	1 040	21 227	1 845	2 332	112 801	927
1948	85 241	32 943	1 195	20 083	1 735	2 368	115 395	1 064
1949	76 089	30 922	1 276	18 426	1 621	2 671	116 057	1 104
1950	81 365	31 988	1 394	16 820	1 408	2 834	116 347	1 133
1951	89 618	36 435	1 369	17 323	1 611	2 947	124 608	1 294
1952	90 054	38 430	1 397	18 833	1 635	2 964	131 297	1 425
1953	86 523	36 678	1 509	18 081	1 539	2 984	130 109	1 525
1954	79 338	32 882	1 529	17 859	1 472	2 973	122 237	1 550
1955	87 607	35 677	1 511	16 811	1 464	3 001	119 430	1 560
1956	90 033	41 935	1 461	15 989	1 501	3 054	126 639	1 645
1957	88 881	36 674	1 601	13 920	1 499	3 124	124 620	1 716
1958	79 486	35 077	1 554	12 737	1 269	3 270	113 086	1 798
1959	82 202	35 542	1 613	12 694	1 272	3 159	111 538	1 905
1960	77 689	34 011	1 547	12 024	1 201	3 190	104 155	1 945

CANADIAN NATIONAL RAILWAY COMPANY
DIRECTORS AND OFFICERS
DECEMBER 31, 1960

Board of Directors:	Donald Gordon, C.M.G., LL.D.	Montreal
	Wilfrid Gagnon, C.B.E.	Montreal
	J.A. Northey	Toronto
	J.R. Griffith	Saskatoon
	E.W. Bickle	Toronto
	W.G. Stewart, Q.C.	Moncton
	H.W. Marsh	Regina

Officers:

Donald Gordon, C.M.G., LL.D., President
N.J. MacMillan, Q.C., Executive Vice-President
S.F. Dingle, System Vice-President
E.A. Bromley, Vice-President, Purchases and Stores
O.M. Solandt, O.B.E., M.C., D. Sc., Vice-President, Research
and Development
W.T. Wilson, Vice-President, Personnel and Labour Relations
H.C. Friel, Q.C., Vice-President and General Counsel
R.H. Tarr, Vice-President and Secretary
J.L. Toole, Vice-President, Accounting and Finance
A.H. Hart, Vice-President, Sales
H.C. Grayston, Vice-President, Transportation and Maintenance
F.A. Gaffney, Vice-President, Highway Services
D.V. Gonder, Vice-President, Atlantic Region
W.H. Kyle, Vice-President, St. Lawrence Region
E. Wynne, Vice-President, Great Lakes Region
J.R. McMillan, Vice-President, Prairie Region
G.R. Graham, Vice-President, Mountain Region
H.A. Sanders, Vice-President and General Manager, Grand Trunk
Western railroad
D.M. Kerr, General Manager, Central Vermont Railway
J.C. Kenkel, European General Manager
H.M. Blaiklock, General Manager, Real Estate
R. Sommerville, General Manager, Hotels
J.R. White, General Manager, Telecommunications
K.E. Dowd, M.D., C.M., F.A.C.S., Chief Medical Officer
C.A. Harris, Director of Public Relations
E.A. Spearing, M.B.E., Director of Investigation
L.J. Mills, O.B.E., Comptroller
E.J. Denyar, Treasurer

(LINES EAST OF LEVIS, QUE. AND DIAMOND JUNCTION, QUE.)

Legislation : The Maritime Freight Rates Act, Chap. 44 of the Statutes of Canada, 1927 under Section 6 of the Act specified as follows:

"For accounting purposes, but without affecting the management and operation of any of the Eastern Lines, the revenues and expenses of the Eastern Lines (including the reductions herein authorized which shall be borne by the Eastern Lines) shall be kept separately from all other accounts respecting the construction, operation or management of the Canadian National Railways. In the event of any deficit occurring in any Railway fiscal year in respect of the Eastern Lines the amount of such deficit shall be included in a separate item in the estimates submitted to Parliament for or on behalf of the Canadian National Railways at the first session of Parliament following the close of such fiscal year."

Lines Involved : The Eastern Lines territory involved in the Legislation comprised the lines of railway situated within the Provinces of New Brunswick, Nova Scotia, Prince Edward Island and the lines in the Province of Quebec extending from the southern boundary near Matapedia and near Courchesne to Diamond Junction and Levis, and comprised:

Canadian Government Railways	East of above-mentioned points
Halifax & South Western Railway	(Canadian Northern Railway Co.)
Canadian National Rly. Co., from	Matapedia, Que., to Gaspe., Que.
"	Kent Jct. N.B. to Richibucto, N.B.
"	Saint John, N.B. to Centreville, Que.
"	Pt. Tupper, N.S. to Inverness, N.S.
Canadian National Télégraphs	
Canadian National Express	

Separation of Accounts : From July 1st, 1927 to December 31st, 1931, separate income accounts for Eastern Lines were maintained and excluded from the Canadian National System accounts and published separately. Due to request by the Members of the Select Standing Committee of the House of Commons, and the Royal Commission on Transportation the net income result of the Eastern Lines for the year 1932, while maintained separately, was included with that for the balance of the System, presenting an income account for the all inclusive Canadian National System. The separation was continued to the year 1936 only.

In the separation of operating and income accounts for the Eastern Lines territory the following procedures were adopted.

Operating Revenues: Revenue from passenger, freight, mail, express etc., moving between stations within the Eastern Lines, generally referred to as "local traffic" was credited 100% to Eastern Lines.

Revenue from freight moving between a station within the territory to a station without the territory on the C.N.R. was apportioned on the basis of division sheets furnished by the Traffic Department: Revenue from passenger, mail, express and other revenue was apportioned on mileage pro rata.

CANADIAN NATIONAL RAILWAYS EASTERN LINES

Operating Expenses: All operating expenses relating directly and solely to Eastern Lines were charged 100% to Eastern Lines.

All operating expenses "common" to both Canadian National and Eastern Lines, such as expenses of management, supervision, accounting, traffic, etc., were apportioned between Canadian National and Eastern Lines on various appropriate bases which varied with the nature of the expense; i.e.

Maintenance of Way	-	on Track Mileage Basis
Maintenance of Equipment		on Unit Mileage Basis
Traffic	-	on Gross Revenue pro rata
Transportation	-	on Train Mileage Basis
General	-	on Train Mileage Basis

Taxes: Nova Scotia, New Brunswick, and Prince Edward Island Provincial taxes were charged 100% to Eastern Lines, also Quebec Provincial Tax against the Gaspé Railways and 25% of the tax by that Province against the C.N. Telegraphs.

Equipment Rentals: In the matter of apportioning equipment rentals a pooling arrangement was put in effect for all Canadian National (Canadian Lines), Eastern Lines receiving as an owner its proportion of interest credit from the Pool on C.G.R. owned equipment in the ratio that the mileage made on C.G.R. Lines in Eastern Lines was to the mileage of all C.G.R. Lines, and was charged as a user with its mileage proportion of the Pool Rental Balances.

Interest on Funded Debt: Due Public Eastern Lines was charged with interest paid to the public on indebtedness assumed against Corporate Lines in the Eastern Lines. Interest charged for the year 1936, as an example, was as follows:

	Principal O/S <u>Dec. 31, 1936</u>	Interest for <u>Year 1936</u>
Halifax & South Western Ry. 3½% 1st Mtge. Deb. Bonds	\$4 447 000 00	\$155 645 00
St. John & Quebec Ry. 4% 1st Mtge. Deb. Stock	2 727 977 40	109 119 10
5% Indebtedness to Province of New Brunswick	<u>1 364 022 60</u>	<u>68 201 13</u>
	<u>\$8 539 000 00</u>	<u>\$332 965 23</u>

Interest on Dominion Govt. Loans: Apart from interest on securities paid to the public, advances had been provided (a) by direct appropriations of Parliament for C.G.Rys., on which no interest was charged (b) by Government Loans to Canadian Northern Rly. and Canadian National Railways prior to July 1st, 1927, on which interest was charged as follows:-

	<u>Loans prior to July 1, 1927</u>	<u>Interest for Year 1936</u>
Halifax & South Western Ry. (Can. Nor. Rly. Co.)		
Capital Expenditures	\$ 2 295 734 10	\$ 119 313 48
Deficits	8 192 432 45	461 049 33
Inverness Ry. (Can. Nat. Ry. Co.)		
Capital Expenditures	1 887 75	94 39
Deficits	642 743 02	32 556 82
Pictou Lodge (Can. Nat. Ry. Co.)		
Capital Expenditures	85 022 29	4 251 12
Lockeport Spur (Can. Nat. Ry. Co.)		
Capital Expenditures	<u>182 961 33</u>	<u>9 148 07</u>
	<u>\$11 400 780 94</u>	<u>\$ 626 413 21</u>

Interest on
C.N. Ry. Ad-
vances since
July 1, 1927
Utilized for
Capital Re-
quirements:

Canadian National security issues were sold to finance the requirements of the entire National Railways, including Eastern Lines and the interest on such amount of the proceeds as were utilized for Eastern Lines requirements was charged against Eastern Lines as follows:-

	<u>Eastern Lines Requirements to Dec. 31, 1936</u>	<u>Interest for Year 1936</u>
Canadian Government Railways	\$16 216 112 78	\$ 682 505 25
Canadian National Railways	7 589 346 43	367 829 64
Canadian Northern Railway	<u>2 477 072 84</u>	<u>123 023 56</u>
	<u>\$26 282 532 05</u>	<u>\$1 173 358 45</u>

Deficit on
Eastern Lines:

The result was the basis upon which separate payments were made to Canadian National Railways in respect of the deficit of Eastern Lines for the period, July 1, 1927 to December 31, 1936.

	<u>Deficit for Period</u>	<u>Int. on Govt. Loans & Other Items not Requiring Cash</u>	<u>Cash Loans Contributed by Dom. Govt.</u>
6 Months to			
Dec. 31, 1927	\$ 2 525 723 49	\$ 407 787 07	\$ 2 117 936 42
Year 1928	4 983 348 33	782 991 82	4 200 356 51
1929	5 560 267 50	798 050 28	4 762 217 22
1930	7 272 057 43	795 390 86	6 476 666 57
1931	9 339 175 51	626 413 21	8 712 762 30
1932	7 262 257 97	626 413 21	6 635 844 76
1933	7 317 982 57	626 413 21	6 691 569 36
1934	6 444 488 95	626 413 21	5 818 075 74
1935	6 415 564 84	789 857 28	5 625 707 56
1936	<u>6 718 689 70</u>	<u>864 617 45</u>	<u>5 854 072 25</u>
	<u>\$63 839 556 29</u>	<u>\$6 944 347 60</u>	<u>\$56 895 208 69</u>

CANADIAN NATIONAL RAILWAY - EASTERN LINES
(LINES EAST OF LEVIS, QUE. AND DIAMOND JUNCTION, QUE.)

Freight Rate
Reduction
contributed by
Government:

In each of the years included on previous page, the subsidy paid by the Government under the 20% Freight Rate Reduction provisions of the 1927 Maritime Freight Rates Act has been included as freight revenue thereby reducing the net deficit to the amounts shown. The rail freight rate reduction applied to: 1) local traffic between points within the territory; 2) on export (rail-sea) traffic originating on the territory destined through ocean ports on the territory; 3) on westbound traffic destined to points in Canada beyond the limits of the territory (the rate reduction is applicable to Levis or Diamond Junction only.) The subsidy payments received from the Government during the period were as follows:

6 Months to	<u>20% Freight Rate Reduction</u>
Dec. 31, 1927	\$ 931 809 89
Year 1928	2 151 527 75
1929	2 438 074 82
1930	2 362 205 10
1931	1 885 000 00
1932	1 413 839 87
1933	1 378 000 00
1934	1 778 239 21
1935	1 658 183 90
1936	<u>1 824 028 90</u>
	<u>\$17 820 909 44</u>

The territory covered by the 1927 Act was later extended to embrace Newfoundland under the terms of Union and under Vote 668 of 1958 further supplementaries authorized a subsidy of 30% in place of the original 20% on all westbound traffic destined to points in Canada beyond the limits of the Eastern Lines territory.

CANADIAN NATIONAL LINES - NIAGARA FRONTIER - NEW YORK

INCORPORATED: No separate incorporation under this title; it is part, as explained below, of the Canadian National Railway Company, incorporated June 30, 1923, under the laws of the Dominion of Canada.

HEAD OFFICE: Montreal, Que.

HISTORY: The name "Canadian National Lines - Niagara Frontier - New York" is the title approved by the Interstate Commerce Commission, (authority their file GAC/ACC, September 25, 1934) of an accounting division, (previously entitled "Canadian National Railway Company - New York" authority I.C.C. letter July 2nd, 1930, file GAC/ACC) made necessary by reports required by the I.C.C. owing to the projections into the State of New York (at the Niagara Frontier) of the tracks owned and operated by the Canadian National Railway Company.

The Niagara Frontier Lines consist of two separate lines viz: (a) the Line between the International Boundary at Suspension Bridge and the New York Central Railroad Company's Suspension Bridge Station and (b) the line from International Boundary at the International Bridge to the connection with the New York Central Railroad at Black Rock as follows:

	<u>1st Main Track</u>	<u>2nd Main Track</u>	<u>Sidings</u>	<u>Total</u>
(a) 1. International Boundary of Suspension Bridge to New York end of Bridge	.12	.12		.24
2. Canadian National Railway - East end of Suspension Bridge at Whirlpool St. to connection with N.Y.C.	.04	.04	.10	.18
3. Trackage rights over N.Y.C. to Suspension Bridge	.18	.18	.42	.78
(b) 4. International Boundary to West Side Niagara St., Black Rock, N.Y.	.40	.33	.25	.98
5. Black Rock and Austin Street Yards			5.97	5.97
6. D.L.& W.R.R. at Black Rock, N.Y., under trackage rights	—	—	.30	.30
	<u>.74</u>	<u>.67</u>	<u>7.04</u>	<u>8.45</u>

(1) Owned by the Niagara Falls International Bridge Company and the Niagara Falls Lower Arch Bridge Company and leased by them in perpetuity to the Canadian National Railway Company successors by amalgamation to the Grand Trunk Company of Canada at a present rental of \$80,000.00 per annum, half of which is allocated to Canadian National Lines - Niagara Frontier.

(2) Owned and operated by Canadian National Railways.

(3) Running rights over New York Central Railroad to New York Central Station - Schedule "C", of agreement dated January 1st, 1916 between

CANADIAN NATIONAL LINES - NIAGARA FRONTIER - NEW YORK

HISTORY: New York Central Railroad and Grand Trunk Railway Company of Canada
(Cont'd.) (now Canadian National Railways), the latter Company to pay \$300.00 per month for use of station and services of employees etc.

(4 & 5) Canadian National Railways as owners of the International Bridge Company operate over this trackage under an implied lease.

(6) Operated under trackage rights covered by agreement dated May 19, 1892 between New York Lackawanna & Western Railway, International Bridge Company, Grand Trunk Railway Company of Canada (now Canadian National Railways), the Delaware, Lackawanna & Western Railway and the Farmers Loan & Trust Company.

CAPITAL None issued under this title.

STOCK:

BONDS None issued under this title.

ACCOUNTING: No separate Balance Sheet. Income Statement compiled (Result of operation is segregated under the above title only, for the purpose of complying with the I.C.C. and U.S. Income Tax requirements).

CANADIAN NATIONAL RAILWAYS (FRANCE)

(wholly owned subsidiary of Canadian National Railway Company)

INCORPORATED: December 29, 1923 - Under the laws of France (for a period of 99 years).
Name changed (see History).

HEAD OFFICE: Paris, France.

HISTORY: On December 29, 1923, "Societe Immobiliere de la Rue Scribe" was incorporated under the laws of France, according to Deed, under private signature and constituted for a period of 99 years to own and operate the Hotel Scribe property which had just then been acquired by the Canadian National Railways, also to own and operate a traffic agency.

On December 24, 1924 the name of the Company was changed to "Canadian National Railways (France)".

Shortly after the formation of the Canadian National Railway System (1922-1923) a programme for putting this extensive and important enterprise "on the map" was instituted by the then President. As part of this programme it was proposed to open an office of the Railway in Paris rather than continue the past policy of mere agency representation. Whatever the thoughts as to method may have been in the initial stages, in the end it was arranged to acquire a building at the corner of Boulevard des Capucines and the Rue Scribe, the principal occupants of which were then the Grand Cafe and the Jockey Club.

So far as the location of the premises is concerned it is well-nigh ideal and may be compared roughly with the corner of Fifth Avenue and Forty-second Street in New York or the corner of Peel and St. Catherine Streets in Montreal. In normal times it might perhaps be described as the tourist centre of the world.

The Hotel Scribe property was acquired by Arnold Aronovici on behalf of Canadian National Railways on May 23, 1923. The property is situated at No. 14 Boulevard des Capucines and No. 1 Rue Scribe, Paris and comprises 2,726.9 sq. yds. of which 2,356.1 sq. yds. are occupied by buildings. The cost to Canadian National Railways of acquiring the property was 42,182,161 francs of which 30 million francs was entered into the capitalization of the newly formed French Company and the balance of 12,182,161 francs (\$792,600) was carried in the railway accounts as part of the Canadian National Railways investment in the Paris property. This latter amount was written off in 1942.

When the property was acquired in 1923 it was occupied by a number of tenants.

On December 20, 1924 it was leased to Societe des Hotels Reunis for a term of forty years, effective January 1, 1925, at an annual rental of 2,400,000 francs, plus taxes and insurance. The rent was subject to increase or decrease if the franc fluctuates below 20.00 francs or above 16.50 francs to the United States dollar. The lessee agreed to reconstruct the building and furnish Canadian National Railways (France) with free office space on the ground floor for its traffic agency. At the expiration of the lease the improvements (which cost the tenant Company approximately 16,000,000 francs) revert to Canadian National Railways (France). Reconstruction was completed by December 31, 1925 and rental payments commenced January 1, 1926.

HISTORY:
(Cont'd.)

In 1932 the Societe des Hotel Reunis were unable to pay the full amount of rental due to depressed business conditions and in 1933 the condition became worse so that effective October 1, 1933 the rentals were reduced. The rental terms were subsequently re-negotiated several times, partly due to the world wide depression which lasted until the beginning of World War II in September 1939, conditions during and following the War, certain decrees of the French Government enabling tenants to seek adjustment of rentals, devaluation of the Franc and the effect of inflation.

During the difficult and protracted negotiations which took place from time to time respecting the rental terms Canadian National Railway Company, as the Parent Company, realized the necessity of Canadian National Railways (France) making concessions in rental terms in order to protect the investment of the Parent Company as far as possible. During the occupation of Paris by the Germans, both London and Montreal offices were out of touch with Mr. A.L. Regamey in Paris until the War ended in 1945. Mr. Regamey had been appointed Chairman and General Manager of Canadian National Railways (France) on December 14, 1940.

The Hotel Scribe was requisitioned during the War by the Germans who paid the Hotel Company well for the use of the facilities. After the war the Hotel was subsequently occupied for some time by the American Army personnel, and after release by them the ground floor was requisitioned for a time by the French Government.

PROPERTY	As at December 31, 1960:		
INVESTMENT:	Hotel property	Francs 28,000,000	(\$1,873,573.92)
	Ticket office	965,937	(9,659.37)
	Equipment	24,935	(6,869.36)

Exchange: 280,000 francs of original investment converted at rate of exchange when francs sent to France i.e. 14.9447 = \$1.

CAPITAL
STOCK:

As at December 31, 1960:
 Authorized: 60,000 shares of 500 francs each 30,000,000 francs
 Issued: 60,000 shares of 500 francs each 30,000,000 francs
 All owned by Canadian National Railway Company.

DIRECTORS

Wilfrid Gagnon
 J. C. Kenkel
 Roy Archibald
 A. Thubet
 James Ashworth
 A. Lechanteur (deceased)
 F. C. Gilbert-Berthiez

OFFICERS

Wilfrid Gagnon	President and General Manager
J. C. Kenkel	Vice-President
A. Thubet	Assistant General Manager.

(August 1, 1929 to December 31, 1934)

HISTORY:

Dominion Cap. 4, May 1, 1929, amended Cap. 89, April 12, 1907, by repealing Section 5 which authorized establishment of the "Grand Trunk Pension Fund" and in substitution therefor authorized establishment of a fund to be known as "Canadian National Railways Pension Fund" for the purpose of making provision for the payment of allowances to employees after leaving the service.

The Act added a sub-section to the former Act providing that the rules and regulations from time to time in effect for the Canadian National Railways Pension Fund may be made applicable to officers and employees of any company or corporation, the railway or undertaking of which, wheresoever situate, is now or may hereafter be directly or indirectly owned or controlled by His Majesty in right of the Dominion of Canada (excluding Canadian Government Railways) and the directors are empowered to make them so applicable upon request expressed in a resolution made and submitted by the directors of any such company, and authorized any such company to contribute to the Fund sufficient to cover its proportionate share of the cost of administration, and of the pension and other payments. The expression "railway or undertaking" in this sub-section includes the lines of railway, undertakings, steamships, telegraphs, properties and works which any such company has authority to construct, maintain or operate.

This Fund provided the first established Pension Plan for employees leaving the service of companies included in the Canadian Northern Railway System, companies included in the Grand Trunk Pacific Railway System, Canadian Government Merchant Marine, Limited, Canadian National (West Indies) Steamships, Limited, and numerous subsidiary companies.

Dominion Cap. 5, May 1, 1929, empowered the Governor in Council to close The Intercolonial and Prince Edward Island Railways Employees' Provident Fund to new entrants, and, in order to provide for the payment of pension allowances on retirement to Canadian Government Railways employees who are not members of the said Fund, to apply or to make applicable to such employees the same or similar rules and regulations for pension allowances as are or may from time to time be in effect and applicable to Canadian National Railways employees under the Canadian National Railways Pension Act (Dominion Cap. 4, May 1, 1929).

Under the authority above cited Dominion P.C. 1447, August 7, 1929, ordered that the Fund be forthwith closed to all new entrants, and that with respect to those employees of the Canadian Government Railways in the service upon or after August 7, 1929, who are not members of the said Fund, the rules and regulations for pension allowances as are or may be in effect from time to time and applicable to Canadian National Railways employees under the Canadian National Railways Pension Act shall apply and be applicable to such Canadian Government Railways employees; and further ordered that, so long as the Canadian National Railway Company is managing and operating the Canadian Government Railways for the Government, the Directors of that Company are authorized to apply such rules and regulations to employees of the said Railways and to charge to the operating expenses of the said Railways from time to time sufficient sums to cover the proportionate share or shares of the cost and expenses of management, administration and disposition with respect thereto and the amount of the pension and other payments made or to be made in connection therewith.

CANADIAN NATIONAL RAILWAYS PENSION FUND

133

(August 1, 1929 to December 31, 1934)

EMPLOYEE
CONTRIBUTIONS:

Employees were not required to contribute to this fund.

AMOUNT OF
PENSION:

The amount of pension at the age of 65 years or over, payable during the lifetime of the pensioner, equalled 1% (for each year of service) of the best 10 consecutive years average earnings.

ADMINISTRATION:

This Fund, and the Grand Trunk Pension Fund in effect prior thereto, was administered by a Pension Committee, the members of which were from time to time appointed by the directors of The Grand Trunk Railway Company of Canada (later Canadian National Railway Company) until January 1, 1935, when the Pension Board set up under Canadian National Railways Pension Fund Rules and Regulations effective that date assumed administration.

As at December 31, 1956, 156 persons granted pensions under the rules of this Fund and the prior Grand Trunk Pension Fund were still living and receiving pensions.

PRE-1935

Prior to 1935 the C.N.R. had an entirely non-contributory Pension Plan which provided - subject to certain age and service qualifications - for pensions of 1% per year of service of an employee's highest average salary for any ten consecutive years with a minimum of \$25 per month.

1935 PLAN

On January 1st, 1935, a revised Pension Plan was introduced under which:

- (a) The right to non-contributory pensions which employees then in service had accrued was preserved, i.e., on normal retirement they became entitled at the sole expense of the Company to the greater of:
 - (1) a service pension equal to 1% of their highest ten years' average salary to December 31st, 1934, multiplied by their years of service to that date, or
 - (2) a minimum basic pension of \$25 per month.
- (b) Employees entering service on or after January 1st, 1935, at not over age forty-five and remaining to normal retirement age, would become entitled to a basic pension of \$25 per month payable at the sole expense of the Company.
- (c) In addition, all employees with ten years' service were provided with the opportunity of supplementing their service or basic pensions by contributing up to 10% of salary, contributions up to 5% of salary being matched by the Company. On retirement the total, plus interest, became payable in the form of an annuity calculated in accordance with approved actuarial tables on a single life basis - with or without a guarantee for a specified period of years - or on a joint and survivor basis, at the election of the employee. (After January 1st, 1947, employees were also entitled to contribute during their first ten years' service but without matching by the Company).

1952 REVISION

Effective January 1st, 1952, the Pension Plan was again modified by adding to the foregoing arrangements - which became Part I - an alternative arrangement - known as Part II - the main features of which were:-

- (a) An employee assuming an obligation to contribute 5% of his salary to the Pension Fund might obtain - subject to certain age and service requirements - a pension at retirement based on a percentage of his average salary for the last five or ten years of service, whichever was greater. The percentage was the aggregate of 1% for each year of service up to twenty, $1\frac{1}{4}\%$ for each of the next ten years' service, and $1\frac{1}{2}\%$ for each additional year of service. (For example, the pension obtainable by an employee with 30, 35 and 40 years' service was 32.5%, 40% and 47.5% respectively, of average salary for the last five or ten years.)
- (b) Subject to certain age and service qualifications, provision was made for the payment of pensions on early retirement, both voluntary and on account of disability, and for survivor benefits on death of an employee either before or after retirement.

1952 REVISION
(Cont'd.)

- (c) All employees in service on January 1st, 1952, were given the opportunity of transferring to Part II even if they had not theretofore contributed under Part I, and all employees entering service after January 1st, 1952, could elect to transfer to Part II at any time within ten years from date of entry. The contribution liability for obtaining a full pension under Part II was 5% of salary since the later of January 1st, 1935, or date of entry into service, but if the full liability was not met, a Part II pension was still payable although reduced proportionately with the deficiency.
- (d) In addition, employees who had retired prior to January 1st, 1952, and were in receipt of pensions, to which they had contributed under the 1935 rules, were given the opportunity of having their pensions recalculated on a Part II basis.

1959 PLAN

Notwithstanding the opportunity made available to employees in 1952, to obtain greatly improved pension benefits on retirement by electing to contribute to the Pension Plan, less than half did so and would therefore qualify only for the relatively small non-contributory service or basic pension when they reached retirement age. In the light of experience with the Pension Plan following the 1952 revision, the Pension Board (consisting of both management and employee representatives) commenced a thorough review of it, in 1957. This led to a revision of Part II of the Pension Plan (now known as the 1959 Plan), which became effective on January 1st, 1959. The principal changes from the former Part II rules incorporated in the revision were as follows:-

MEMBERSHIP:

- (a) Contribution (5% of salary) to the 1959 Plan was made compulsory for employees entering service on or after January 1st, 1959.
- (b) All employees in service on December 31st, 1958, who were not then contributing under Part II were given the opportunity to elect, prior to December 31st, 1959, to transfer to the 1959 Plan.

SALARY BASIS FOR PENSION CALCULATION:

Previously pensions were calculated on the average monthly compensations for the last sixty or one hundred and twenty months of allowable service, whichever was greater. Under the 1959 Plan this is changed to average monthly compensation for the last sixty months of allowable service, or for any five consecutive calendar years, whichever is larger.

The change provides somewhat better protection for an employee against a reduction in his earnings towards the end of his service.

ALLOWABLE SERVICE:

The method of determining allowable service was altered. Employees in service on or after January 1st, 1959, to whom the 1959 Plan applies have all service calculated on the basis of a full month for any month in which an employee performed any work. (Formerly service prior to July 1st, 1942, was with certain exceptions, calculated on the basis of days actually worked.)

ALLOWABLE SERVICE

(Cont'd.)

This change reduces the impact of layoffs prior to July 1, 1942, on the pensions of a considerable number of employees.

INTEREST ON CONTRIBUTION REFUNDS:

Formerly interest was not allowed on the refund of contributions consequent upon resignation or discharge taking place within five years of entering service. The revision provides for the allowance of interest on such refunds after one year's service.

ABSENCE ACCOUNT INJURY ON DUTY:

A new rule was introduced which enables an employee who after December 31st, 1958, loses one or more full calendar months due to injury on duty, in respect of which he is paid Workmen's Compensation for temporary total disability, to obtain credit for pension purposes for the time so lost upon contributing 5% of the average monthly compensation during the last six full calendar months before the employee's injury. A scheduled employee injured on duty and receiving Workmen's Compensation benefits (which are, of course, indirectly paid by the Company), does not appear on the Company's payroll in a calendar month in which he does no work and formerly no allowable service was credited to him for such a period. The new provision provides relief in those cases of serious injury where the impact on individual pensions might otherwise be substantial.

EMPLOYEES SERVING IN ELECTIVE PUBLIC OFFICE:

A new rule was introduced whereby an employee granted leave of absence to serve in an elective public office may continue to accrue service for the purpose of the Pension Plan by contributing 10% of a constructive salary, i.e., both the employee's and the employer's share.

LATE ENTRY INTO SERVICE:

Formerly members of Part II who entered the service after attaining age forty-five became entitled to only one-half the normal benefits provided under the rules. This provision was omitted from the 1959 Plan, and employees retiring under them after December 31st, 1958, therefore receive the normal pension based on their years of service and salaries.

DEFERRED PENSIONS:

Subsequently, in January 1961, the 1959 Plan rules were amended to provide that:

- (a) a member having at least fifteen years allowable service and service plus age totalling sixty or more, whose service is terminated by resignation or dismissal, and who is not entitled to payment of an immediate pension under the rules, may elect to be granted a deferred pension as an alternative to obtain a refund of his own pension contributions.

DEFERRED PENSIONS:

- (Cont'd.) (b) A deferred pension (based on allowable service to date of termination of service) becomes payable at age 65 or sooner (in a reduced amount) if the early retirement pension qualifications of the rules are attained.

This provision enables employees with the necessary age and service qualifications, who might wish to seek other employment, to do so without losing their accrued C.N.R. pension rights.

INTERCOLONIAL AND PRINCE EDWARD ISLAND
RAILWAYS EMPLOYEES' PROVIDENT FUND

Approximately 1300 active C.N.R. employees are members of this Fund rather than of the C.N.R. Pension Plan. The Fund, which was established by Act of Parliament in 1907, became insolvent in 1923 and its liabilities were assumed by the C.N.R. It was closed to new members in 1929 when a C.N.R. Pension Plan was first established.

Members of the Fund contribute $1\frac{1}{2}\%$ of earnings and became entitled to retirement pensions of $1\frac{1}{2}\%$ for each year of service of annual earnings during the last eight years of service, subject to a minimum of \$30. per month and a maximum of $\frac{2}{3}$ of final eight years' average earnings. Although the Fund provides somewhat larger pensions for smaller contributions than the C.N.R. Pension Plan, it provides no benefits to survivors either on death of a member in service or after retirement and is in various other respects less favourable than the C.N.R. Plan.

In 1956 and again upon the introduction of the 1959 C.N.R. Pension Plan, members of the Provident Fund were given the opportunity to elect to transfer to the C.N.R. Plan and thus obtain the survivor and other benefits available under the latter Plan. A total of 213 members elected to transfer.

PRESENT PENSION STATUS OF EMPLOYEES

During 1959 every employee who, as of December 31st, 1958, was not contributing under Part II of the 1952 C.N.R. Plan, had individually brought to his attention the advantages of transferring to the 1959 C.N.R. Pension Plan. About 32,000 employees did so. This, together with the compulsory feature of the 1959 Plan, for new employees entering the service after January 1st, 1959, has produced the following changes in the pension status of active employees:

CONTRIBUTORS

	<u>Dec. 31/58</u>	<u>%</u>	<u>Dec. 31/60</u>	<u>%</u>
1959 C.N.R. Plan	36,015	34.6	71,329	74.1
1935 C.N.R. Plan	16,026	15.4	7,201	7.5
I.C. & P.E.I. Fund	<u>1,941</u>	<u>1.9</u>	<u>1,296</u>	<u>1.4</u>
T o t a l	53,982	51.9	79,826	83.0

NON-CONTRIBUTORS

1935 C.N.R. Plan	<u>50,121</u>	<u>48.1</u>	<u>16,401</u>	<u>17.0</u>
T o t a l	<u>104,103</u>	<u>100.0</u>	<u>96,227</u>	<u>100.0</u>

MARCH, 1961.

CANADIAN NATIONAL RAILWAYS TRUST COMPANY

(no Capital Stock or Shares in the Company)

This is not a subsidiary of Canadian National Railway Company

- INCORPORATED: April 7, 1922 - New Brunswick Act 12, Geo. V. Cap. 17
 April 1, 1930 - New Brunswick Act 20, Geo. V. Cap. 12 name changed
 (see History).
- HEAD OFFICE: Moncton, N.B.
- DIRECTORS: The President, Vice President of the Law Department and Vice-President of the Finance Department, respectively, of Canadian National Railway Company, are by New Brunswick statutes ex-officio Directors of the Company with power to transact all the business of the Company.
- HISTORY: Under New Brunswick Act 12, Geo. V. Cap. 17, April 7, 1922, "The Saint John and Quebec Railway Trust Company" was incorporated for the purpose of becoming the trustee under a trust mortgage dated May 14, 1912, and supplemental agreement dated August 24, 1912, securing Saint John and Quebec Railway Company 50 year 4% Debenture Stock of the par value of \$4,250,000, which issue was guaranteed by the Province. The Province had acquired the Capital Stock of the railway company and the Lieutenant-Governor in Council did not deem it advisable that a trustee outside the Province should continue to act under the trust mortgage. It also enacted that there would be no Capital Stock or shares in the Company, and that the Company would be governed by a board of three directors with power to transact all the business of the Company, and who would serve without remuneration.
- The sale of the Saint John and Quebec Railway to Canadian National Railway Company rendered expedient a change in the control of the Trust Company. New Brunswick Act 20, Geo.V. Cap. 12, April 1, 1930 declared the offices of Directors of the Trust Company to be vacant and enacted that in lieu thereof the Directors shall be the President, and the Vice Presidents of the Law and Finance Departments, respectively, of Canadian National Railway Company, and their respective successors from time to time in office, including persons duly appointed to act temporarily in such capacities respectively. The Act amended Cap. 17, 1922 to provide that the Directors named and their successors as Directors constitute a body corporate. The name of the Trust Company was also changed to "Canadian National Railways Trust Company" and the Company was empowered to act as a private Trustee, both within the Province and elsewhere, in respect to all matters in which the Canadian National Railway Company (including its allied and associated enterprises) is directly or indirectly interested.
- CAPITAL STOCK: Incorporated with no Capital Stock or shares in the Company.

DIRECTORS

Donald Gordon
H. C. Friel
J. L. Toole

OFFICERS

Donald Gordon	President
N. J. MacMillan	Executive Vice-President
H. C. Friel	Vice-President, Law
R. H. Tarr	Secretary
J. M. Young	Assistant Secretary
D. W. Gilmour	Assistant Secretary
L. J. Mills	Comptroller
E. J. Denyer	Treasurer
E. W. Wolff	European Secretary and Treasurer
C. N. Oakley	Asst. European Secretary and Treasurer

CANADIAN NATIONAL REALTIES, LIMITED

(Wholly owned subsidiary of "Canadian National Railway Company")

INCORPORATED: January 5, 1918 - Dominion Letters Patent
October 12, 1918 - Dominion Supplementary Letters Patent - powers extended.
August 21, 1924 - Dominion Supplementary Letters Patent - name changed -
(see History).

HISTORY: Under Dominion Letters Patent dated January 5, 1918 "Canadian Northern Realties, Limited" was incorporated.

The Company has power to deal in real estate, personal property, stocks and bonds of other companies, etc., and to promote immigration and assist settlers by cash advances, stock, etc. The reason for incorporation was to keep newly-acquired property for the Canadian Northern Railway free from the mortgages on Canadian Northern Railway property.

By Dominion Supplementary Letters Patent dated October 12, 1918, powers were extended.

In June 1922 this Company acquired 900 fully paid shares of \$100 each of the Capital Stock of Continental Realty and Holding Company for the sum of \$100,000 cash. The funds were advanced to this Company for this purpose by The Canadian Northern Railway Company.

Under Dominion Supplementary Letters Patent dated August 21, 1924, the name was changed to "Canadian National Realties, Limited", and powers were further extended.

CANADIAN NATIONAL REALTIES, LIMITED

HISTORY: On September 19, 1924, the remaining properties of Federal Properties
(Cont'd.) Limited which were located in Montreal and had a ledger value of \$45,580, were taken over at the same value.

On January 1, 1925, the remaining properties of Toronto Dwellings, Limited, having a ledger value of \$446,262 and other assets of \$488,734, and liabilities amounting to \$591,118 were taken over at the same amounts.

On October 31, 1933, the remaining properties of The Toronto, Niagara and Western Railway Company which were located between and in the Cities of Toronto and Hamilton and had a ledger value of \$321,014, were taken over at the same value.

As of January 1, 1933, the remaining properties of The Grand Trunk Pacific Development Company Limited - Townsite Department, having a ledge value of \$6,001 and other assets of \$78,749, and liabilities amounting to \$2,655 were taken over at the same amounts. These assets and liabilities included the unliquidated assets and liabilities of Transcontinental Townsite Company Limited which had been taken over in 1925 by the Grand Trunk Pacific Development Company Limited.

The Company also acquired other miscellaneous physical properties from time to time.

As of January 1, 1934, all the assets and liabilities of Canadian National Realities, Limited were consolidated in the books at its Head Office in Montreal.

PROPERTY

INVESTMENT: As at December 31, 1960:
Miscellaneous physical property (including Canadian Northern Land Department) \$ 5,501,848

CAPITAL Authorized: 400 shares of \$100 each \$40,000
STOCK: Issued: 400 shares of \$100 each 40,000 (unpledged)

All owned by The Canadian Northern Railway Company prior to Amalgamation under the name Canadian National Railway Company on June 11, 1956, and carried at \$1.

FUNDED

DEBT: As at December 31, 1960 - Nil.

ADVANCES DUE
TO AFFILIATED

COMPANIES: As at December 31, 1960:
Advances due Canadian National Railway Company \$ 6,555,672

DIRECTORS

Donald Gordon
 Wilfrid Gagnon
 J. A. Northey
 J. R. Griffith
 W. G. Stewart
 H. W. Marsh

OFFICERS

Donald Gordon	Chairman and President
N. J. MacMillan	Executive Vice-President
A. H. Hart	Vice-President
S. F. Dingle	" "
E. A. Bromley	" "
Dr. O. M. Solandt	" "
J. L. Toole	" "
W. T. Wilson	" "
H. C. Friel	Vice-President, Law
R. H. Tarr	Vice-President & Secretary
H. C. Grayston	Vice-President
J. M. Young	Assistant Secretary
D. W. Gilmour	" "
L. J. Mills	Comptroller
E. J. Denyar	Treasurer
G. A. Norman	Chief Accountant
H. M. Blaiklock	General Manager

THE CANADIAN NATIONAL RAILWAYS SECURITIES TRUST

(Wholly owned subsidiary of "Canadian National Railway Company"
 from 1952)

INCORPORATED: April 30, 1937 - Dominion Act 1 Geo. VI. Cap. 22, S. 12, which came into force on April 30, 1937 by Proclamation.

HEAD OFFICE: Ottawa.

HISTORY: Under Dominion Act 1, Geo. VI. Cap. 22, proclaimed April 30, 1937. "The Canadian National Railways Securities Trust" was incorporated to take over and hold the indebtedness of the Canadian National Railway System to the Crown, together with the collateral securities held by the Minister of Finance in respect thereof as set out in Schedule A of the Act. The Capital Stock was stated to be five million shares of no par value to be issued to the Minister of Finance to be held on behalf of the Crown as consideration for the transfer to the Securities Trust of the indebtedness to the Crown and of the collateral securities in respect thereof. The Capital Stock was required to be shown on the books of the Securities Trust as having an initial stated

HISTORY:
(Cont'd.)

value equal to the total of the loans made by the Crown to, and extended by, the Canadian National Railway System for capital purposes prior to January 1, 1937, which loans totalled \$270,037,437.88 as set out in Schedule A of the Act.

The Act also provided, among other things, that a detailed statement of assistance given to each railway company whether by way of cash subsidy, money loan, land grant, or otherwise (except grants to relieve unemployment) be included annually as an appendix to the Public Accounts of Canada, showing separately the assistance given (a) in aid of construction and (b) to meet losses in operation, and as far as possible for each item of assistance the name of the Company to which granted, date granted, authority for grant, etc.

The Trust was created solely for the purpose of acquiring and perpetuating the Government claims and collateral against the Railway Companies in the same way and to the same extent as they were then held by the Government, subject however, to provision for their releases with the approval of the Governor in Council. There were certain securities held by the Public which it was considered might be advanced in their ranking of priority if the Government claims against the Railway Companies had been cancelled outright.

Subsequent to creation of this Trust a large amount of Railway securities were repatriated mostly made possible by the Vesting Orders of the United Kingdom Treasury dated October 26, 1940 and January 26, 1942, with the result that the securities remaining in the hands of the Public had little significance. As a consequence when the proposed Canadian National Railways capital revision was under consideration in 1952 it was considered that the purposes for which the Securities Trust was created could be carried out as effectively if the Capital Stock of the Trust were to be owned by Canadian National Railway Company rather than the Government. The indebtedness of the debtor corporations was to remain unchanged and the restrictions as to the release of the securities was to remain under the control of the Governor in Council.

The Canadian National Railways Capital Revision Act 1, Elizabeth II, Cap. 36, July 6, 1952 implemented the considerations mentioned in the preceding paragraph, and the Securities Trust was reconstituted. The five million no par value shares of Capital Stock was transferred to Canadian National Railway Company in consideration of the issue to the Government of an equal number of Common Shares of Canadian National Railway Company. In addition under the Act the Government transferred to the Securities Trust the securities held as collateral to Government Loans which were exchanged (under the Act) for preferred stock of Canadian National Railway Company. The collateral securities so transferred to the Trust were the repatriated securities previously referred to, having an aggregate principal value of \$405,552,989. The Act also provides that "The Securities Trust shall not sell, release, destroy or otherwise dispose of claims, obligations and securities held by it except with the approval of the Governor in Council".

A separate Annual Report of the Securities Trust is submitted to the Minister of Transport, in which the Balance Sheet and full list of securities held is set forth.

TRUSTEES

Chairman - Donald Gordon, C.M.G., LL.D.
 Wilfrid Gagnon, C.B.E.
 J. A. Northey
 J. R. Griffith
 E. W. Bickle
 W. G. Stewart, Q.C. LL.B.
 H. W. Marsh

OFFICERS

Secretary..... R. H. Tarr
 Comptroller..... L. J. Mills
 Treasurer..... E. J. Denyar
 Assistant Secretary..... J. M. Young
 Assistant Secretary..... D. W. Gilmour

CANADIAN NATIONAL ROLLING STOCK LIMITED

(Wholly owned subsidiary of "Canadian National Railway Company")

INCORPORATED: February 13, 1920 - Dominion Letters Patent.

HEAD OFFICE: Toronto, Ontario.

HISTORY: Under Dominion Letters Patent dated February 13, 1920, Canadian National Rolling Stock Limited was incorporated for the purpose of purchasing, leasing or otherwise acquiring railway equipment.

Dominion Order in Council P.C. 3151, December 15, 1938 declared Canadian National Rolling Stock Limited to be a company comprised in the term "Canadian National Railways" as defined in Statutes of Canada Act 19-20 Geo. V. Cap. 10, June 14, 1929.

For many years contracts for rolling stock required by Canadian National Railways were made between Canadian National Rolling Stock Limited and the equipment builders. Financing was through equipment trusts.

For equipment trust issues outstanding see Long Term Debt schedule in Canadian National Railways Annual Report.

CANADIAN NATIONAL ROLLING STOCK LIMITED

PROPERTY As at December 31, 1960:
INVESTMENT: Esquipment Nil.

CASH
ADVANCES: As at December 31, 1960:
Amount due Canadian National Railway Company Nil.

CAPITAL STOCK:	Authorized:	5,000 shares - \$100	\$500,000
	Issued:	500 shares - \$100	50,000 unpledged.
	Discounted		-50,000
	Total		<u>Nil</u>

DIRECTORS

Donald Gordon
Wilfrid Gagnon
J. R. Griffith
W. G. Stewart
H. W. Marsh

OFFICERS

Donald Gordon	Chairman and President
N. J. MacMillan	Executive Vice-President
A. H. Hart	Vice-President
S. F. Dingle	" "
E. A. Bromley	" "
Dr. O. M. Solandt	" "
J. L. Toole	" "
W. T. Wilson	" "
H. C. Friel	Vice President, Law
R. H. Tarr	Vice-President & Secretary
H. C. Grayston	Vice-President
J. M. Young	Assistant Secretary
D. W. Gilmour	" "
L. J. Mills	Comptroller
E. J. Denyar	Treasurer

(Wholly owned subsidiary of "Canadian National Railway Company" from June 11, 1956)

INCORPORATED: May 26, 1910 - Dominion Letters Patent.
Feb. 26, 1925 - Dominion Letters Patent - Amended - (named changed).

HISTORY: Under Dominion Letters Patent dated May 26, 1910 "The Grand Trunk Pacific Coast Steamship Company, Limited" was incorporated for the purpose of meeting the necessity which arose for The Grand Trunk Pacific Railway Company providing a coast steamship service connecting with the Railway at Prince Rupert, and operating a line between Seattle, Victoria, Vancouver, Prince Rupert, and Stewart.

The Company was empowered to acquire, construct, charter or otherwise possess vessels, wharves, warehouses, dry docks, grain elevators, cold storage and all business incidental to business within the Dominion of Canada, and to amalgamate with any other company authorized to carry on a like business.

The S.S. "Prince Rupert" was built at Wallsend on Tyne by Messrs. Swan Hunter and Wigham and launched on December 13, 1909. She left the builders yard at 2.00 P.M. on Saturday, April 2, 1910 and arrived at Victoria, B.C. on Saturday, June 4, 1910. The S.S. "Prince Rupert" sailed from Seattle via Victoria and Vancouver to Prince Rupert and arrived at Stewart at midnight on Sunday, June 12, 1910 with a full list of passengers including many guests of the Company.

The S.S. "Prince George" was launched in the builders yard at Wallsend on Tyne by Miss Louise Hayes on Thursday, March 10, 1910 and she arrived at Victoria, B.C. at 12 noon on Sunday, July 12, 1910 and entered the service from Seattle to Prince Rupert and Stewart on July 21, 1910.

SERVICES: In April 1910 a semi-weekly service during summer months and a weekly service during winter months was inaugurated between the ports of Seattle, Victoria, Vancouver and Prince Rupert. The S.S. "Prince George" and the S.S. "Prince Rupert", owned by The Grand Trunk Pacific Development Company, Limited, were assigned to this service. The service between Seattle, Victoria and Vancouver was discontinued in March 1923. On August 12, 1930, when the "Prince David" and "Prince Henry" were added to the fleet, the service between Seattle, Victoria and Vancouver was resumed on a daily schedule, and continued until September 15, 1931.

For the purpose of implementing an agreement of October 1, 1909 between The Grand Trunk Pacific Railway Company and the Dominion Government for carrying mails between Prince Rupert and the Queen Charlotte Islands for a period terminating March 31, 1915, for which a subsidy of \$200 for each round trip was received, the Steamer "Prince Albert" was also purchased in 1910 and placed in service between these two points. The S.S. "Prince Albert" was sold in 1923.

In the fall of 1910 a passenger and freight service between Vancouver and Way ports of Northern British Columbia was commenced. The S.S. "Prince John", owned by The Grand Trunk Pacific Development Company, Limited, was assigned to this service.

SERVICES:
(Cont'd.)

In June 1916 a tourist service between Vancouver and Skagway, Alaska, was inaugurated, calling at Prince Rupert, Ketchikan, Wrangel and Juneau. This service was suspended from 1918 until 1925 when the S.S. "Prince Charles" was added to the fleet.

Under Dominion Letters Patent dated February 26, 1925 the name of the Company was changed to "Canadian National Steamship Company, Limited".

Under Dominion Bill No. 142, March 1927 the title "Canadian National Steamship" was authorized for use with respect to operation on the Atlantic and Pacific Oceans.

In 1930 the S.S. "Prince William", owned by Canadian National Railway Company, was added to the fleet, until she was laid up on January 20, 1930 at Prince Rupert, and subsequently sold on March 23, 1938.

After the Tri-City service between Seattle, Victoria and Vancouver was discontinued in September 1931 the "Prince David", "Prince Henry" and "Prince Robert" were engaged to some extent in Special Cruises, including the Caribbean, Boston, Bermuda, Nassau, West Indies, Havana, St. Lawrence River and Gulf, Halifax and South America, etc.

The following vessels were included in the fleet:

S.S. "Prince Albert"	1910-1923	Sold in 1923
S.S. "Prince George"	1910-1945	Destroyed by fire September 22, 1945
S.S. "Prince John"	1910-1940	Sold June 7, 1940
S.S. "Prince Rupert"	1910-1956	Sold June 19, 1956
S.S. "Prince Charles"	1925-1940	Sold June 7, 1940
S.S. "Prince William"	1925-1938	Sold March 23, 1938
S.S. "Prince David"	1930-1939	Sold October 11, 1939
S.S. "Prince Henry"	1930-1938	Sold December 23, 1938
S.S. "Prince Robert"	1930-1939	Sold October 11, 1939
T.S.S. "Prince George"	1948-	Still in service.

In 1956 the only vessel remaining in service was the T.S.S. "Prince George" which commenced operating between Vancouver, Prince Rupert and Skagway, Alaska, on June 10, 1948.

JOINT
VENTURE;

In studying the action to be taken with respect to replacement of the S.S. "Prince Rupert", which had outlived her usefulness and was laid up in 1954, consideration was given to the possibility of "pooling" the Vancouver-Ketchikan service with the Canadian Pacific Railway, and in October 1954 a tentative arrangement known as "Co-ordination of Northern B.C. Coastal Services, C.N.S.S. - C.P.S.S., Vancouver-Ketchikan" was made with the Canadian Pacific Railway, which permitted the retirement of the "Prince Rupert" and obviated the construction of a new vessel as a replacement. The arrangement is now more commonly known as the "Joint Venture".

JOINT
VENTURE:
(Cont'd.)

On March 29, 1955, a formal memorandum of Agreement was made between Canadian Pacific Railway Company, Canadian National Railway Company, and Canadian National Steamship Company, Limited covering the "Joint Venture Operation". The Agreement provided among other things that: The S.S. "Prince Rupert" be withdrawn from service, and during the term of the agreement the Canadian National shall not use in Northern British Columbia Service between Vancouver to and including Prince Rupert any vessel in substitution for the S.S. "Prince Rupert" etc. (The S.S. "Prince Rupert" was sold to Japanese interests on June 19, 1956 and sailed for Japan July 5, 1956).

Canadian Pacific Railway supply the vessel, S.S. "Princess Norah" renamed for the Joint Venture S.S. "Queen of the North", and Master and crew and be responsible for provisioning, operation, maintenance, management, etc.

Each party retains their identity; i.e. names of Canadian National and Canadian Pacific shall have equal prominence.

Vessel shall be repainted; insignia to be different from either Canadian National or Canadian Pacific and the vessel will not fly any house flag.

Furnishings, if crested, identified with Canadian Pacific will continue to be used, but will, when necessary be replaced with furnishings not identified with either Canadian Pacific or Canadian National.

Cutlery, crockery, table linen, etc., crested or marked will be supplied in equal proportions.

Canadian Pacific shall keep the accounts, subject to inspection by Canadian National. Profit or loss, as the case may be, will be shared 50% each.

The agreement is for a term of 3 years from March 29, 1955, and thereafter from year to year subject to termination by 3 months' notice in writing by either party at any time after the expiry of the first 30 months of the agreement; provided that no notice of termination shall become effective during any of the months of April to September inclusive in any year, and that any notice intended to terminate the agreement during either of the months of February or March in any year shall be given not later than November of the previous year. There is also provision for termination in the event of hostilities in which either Canada or the U.S. is a belligerent, or if the vessel becomes a total loss or requires repairs which would not be warranted.

PROPERTY
INVESTMENT:

As at December 31, 1956:

Miscellaneous wharf equipment, trucks, tractors,
gangplanks, scales, etc. \$8,105

Note:

The dock property at Vancouver is owned by The Grand Trunk Pacific Development Company, Limited (now Canadian National Railway Company).

CANADIAN NATIONAL STEAMSHIP COMPANY, LIMITED

CAPITAL As at December 31, 1956:
 STOCK: Authorized: 1000 shares of \$100 each \$100,000
 Issued: 150 shares of \$100 each 15,000

All owned by The Grand Trunk Pacific Railway Company (now Canadian National Railway Company), and carried at \$1.

LONG-TERM DEBT: Nil.

PRINCE BOATS: In order to limit liability in the event of extensive damage to the property of others each of the "Prince" boats was owned by a separate corporation. To avoid the expense of new charters, charters of vessels of the Canadian Government Merchant Marine Fleet, which were issued by Dominion Letters Patent in 1920 retained after disposal of the vessels in the meantime, were used by having supplementary Letters Patent issued to change the names of the Companies to those of the "Prince" boats.

Original and supplementary Dominion Letters Patent dated as shown hereunder were issued:

<u>Original name of Company and date</u>	<u>Amended name of Company and date</u>
Thos. J. Drummond, Limited. Apr. 1, 1920	Prince Charles, Limited. Feb. 19, 1925
Canadian Settler, Limited. Apr. 1, 1920	Prince David, Limited. Sept. 13, 1930
Canadian Sailor, Limited. Apr. 1, 1920	Prince George, Limited. Apr. 4, 1930
Canadian Trader, Limited. Apr. 1, 1920	Prince Henry, Limited. Sept. 13, 1930
Canadian Sealter, Limited. May 18, 1920	Prince John, Limited. Nov. 3, 1930
Canadian Warrior, Limited. Apr. 1, 1920	Prince Robert, Limited. Sept. 13, 1930
Canadian Signaller, Limited. Apr. 1, 1920	Prince Rupert, Limited. Apr. 4, 1930
Canadian Sower, Limited. Apr. 1, 1920	Prince William, Limited. Nov. 3, 1930

Each "Prince" boat company had an authorized Capital Stock of 400 shares of \$100 each. Only 100 shares were issued.

All of these shares are owned by Canadian National Railway Company, and the stock of each of the still active Companies is carried at \$1. unpledged. Certificates in the name of Canadian National Realties, Limited in trust for Canadian National Railway Company are held in Royal Trust Company vaults, Montreal.

Under Agreements of October 29, 1930, etc., between each of the "Prince" boat Companies, Canadian National Steamship Company, Limited, Canadian Government Merchant Marine, Limited, and Canadian National Railway Company the "Prince" boats were entrusted to Canadian National Steamship Company, Limited, for management and operation.

DIRECTORS

Donald Gordon
 Wilfrid Gagnon
 J. A. Northey
 J. R. Griffith
 W. G. Stewart
 H. W. Marsh

OFFICERS

Donald Gordon	Chairman and President
N. J. MacMillan	Executive Vice-President
A. H. Hart	Vice-President
S. F. Dingle	Vice-President
E. A. Bromley	Vice-President
G. R. Graham	Vice-President
Dr. O. M. Solandt	Vice-President
J. L. Toole	Vice-President
W. T. Wilson	Vice-President
H. C. Friel	Vice-President, Law
R. H. Tarr	Vice-President and Secretary
H. C. Grayston	Vice-President
W. D. McPherson	General Manager
J. M. Young	Assistant Secretary
D. W. Gilmour	Assistant Secretary
E. J. Denyar	Treasurer
L. J. Mills	Comptroller

"PRINCE CHARLES, LIMITED"

(Wholly owned subsidiary of "Canadian National Railway Company")
 Incorporated by Canadian Government Merchant Marine, April 1, 1920 as
 "Thos. J. Drummond, Limited".

HISTORY:

In 1925 the S.S. "Prince Charles" (formerly S.S. "St. Margaret") was purchased by Canadian National Railway Company, and after conversion from coal to oil burning, was added to the fleet operated by "Canadian National Steamships" on the Pacific Coast.

By supplementary Dominion Letters Patent dated February 19, 1925 the corporate name "Thos. J. Drummond, Limited" was changed to "Prince Charles, Limited". Ownership of the S.S. "Prince Charles" was then transferred to "Prince Charles, Limited", the Capital Stock of which is owned by Canadian National Railway Company.

The S.S. "Prince Charles" was in Tramp Service prior to sale of the S.S. "Prince Charles" and S.S. "Prince John" on June 7, 1940 to The Union Steamships, Limited for \$80,000 cash payment.

"PRINCE CHARLES, LIMITED"HISTORY:
(Cont'd.)

The ledger value at date of sale was:

S.S. "Prince Charles"	\$287,237	
S.S. "Prince John"	<u>148,230</u>	\$435,467
Service value to June 7, 1940 charged to depreciation	\$355,467	
Sale price	<u>80,000</u>	\$435,467

Since sale of the S.S. "Prince Charles" on June 7, 1940, the corporation "Prince Charles, Limited" remains inactive.

"PRINCE DAVID, LIMITED"

(Wholly owned subsidiary of "Canadian National Railway Company")
Incorporated by Canadian Government Merchant Marine, April 1, 1920
as "Canadian Settler, Limited".

HISTORY:

In 1930 the S.S. "Prince David" was constructed, and purchased by Canadian National Railway Company and added to the fleet operated by "Canadian National Steamships" on the Pacific Coast.

By supplementary Dominion Letters Patent dated September 13, 1930, the corporate name "Canadian Settler, Limited" was changed to "Prince David, Limited". Ownership of the S.S. "Prince David" was then transferred to "Prince David, Limited", the Capital Stock of which is owned by Canadian National Railway Company

In 1932 the "Prince David" was transferred to the East Coast and engaged in special cruises in the Carribean and between Boston and Bermuda. On the second of the latter trips she struck a reef off Bermuda on March 13, 1932 and was badly damaged. \$1,247,222 representing cost of salvaging and repairs was recovered from the underwriters.

In 1934 the "Prince David" made 43 trips between Miami, Florida, and Nassau, Bahamas, commencing January 5, and ending April 19, 1934, after which she was laid up at Bermuda.

In 1936 and 1937 the "Prince David" was operated by National Tours, New York, on a cruise from New York to the Pacific Coast via the Panama Canal, and on a number of West Indies cruises, after which the vessel was returned to Halifax on March 7, 1937, and again laid up until requisitioned by the Minister of National Defence for Naval Affairs on October 11, 1939.

On February 5, 1940 the S.S. "Prince David" (and the S.S. "Prince Robert") were taken over by the Dominion Government at a sale price of \$700,000 each. Payment was made on January 2, 1941 in the amount of \$1,473,835.62, representing sale price of the 2 vessels, \$1,400,000, and interest at 5% from October 11, 1939 to October 31, 1940.

Retirement entries were as follows:

Debit Dominion Government for sale price	\$ 700,000
Debit Service Value charged to depreciation	731,272
Debit Capital loss	<u>706,950</u>
Credit book value at date of sale	\$2,138,222

Since sale of the vessel on October 11, 1939 the corporation "Prince David, Limited" remains inactive.

(Wholly owned subsidiary of "Canadian National Railway Company")
 Incorporated by Canadian Government Merchant Marine April 1, 1920 as
 "Canadian Sailor, Limited".

HISTORY:

In April 1910 two coal burning steamers, the S.S. "Prince George" and the S.S. "Prince Rupert", were purchased by The Grand Trunk Pacific Development Company, Limited, and placed in the service of The Grand Trunk Pacific Coast Steamship Company, Limited, (now Canadian National Steamship Company, Limited) which at that time inaugurated a semi-weekly service during summer months and a weekly service during winter months between the ports of Seattle, Victoria, Vancouver and Prince Rupert.

These two vessels were converted to oil burners in 1912 at a cost of \$18,800 each.

By supplementary Dominion Letters Patent dated April 4, 1930 the corporate name "Canadian Sailor, Limited" was changed to "Prince George, Limited". Ownership of the S.S. "Prince George" was then transferred to "Prince George, Limited", the Capital Stock of which is owned by Canadian National Railway Company.

The S.S. "Prince George" remained in service on the Pacific Coast until it was destroyed by fire on September 22, 1945.

In September 1946 contract was awarded for a new vessel to replace the S.S. "Prince George" and the keel was laid on December 4, 1946. The new vessel is a twin screw passenger and cargo ship with provision for carrying motor cars, and is equipped with the most modern navigation aids, gyro compass, echo sounders, wireless and radar. The new vessel was named T.S.S. "Prince George" and was built by Yarrows Limited at Esquimalt, B.C. It was launched October 6, 1947 and delivered June 1, 1948.

The vessel is 350 feet long, with a breadth of 52 feet and a speed of 18 knots. Gross tonnage is approximately 5,700 tons and capacity is 400 tons of general cargo, and is designed to carry 322 passengers.

The T.S.S. "Prince George" is the largest and fastest vessel built on Canada's Pacific Coast.

She was placed in service between Vancouver, Prince Rupert and Skagway, Alaska on June 10, 1948.

PROPERTY	As at December 31, 1956:	
INVESTMENT:	T.S.S. "Prince George"	\$4,008,584

CAPITAL	Authorized:	400 shares of \$100 each	\$40,000
STOCK:	Issued:	100 shares of \$100 each	10,000

All owned by Canadian National Railway Company and carried at \$1. - unpledged. Certificate representing 100 shares in the name of Canadian National Realties, Limited in trust for Canadian National Railway Company is held in Royal Trust Company vaults, Montreal.

LONG-TERM DEBT: Nil.

Under Agreement dated November 27, 1958 the Prince George, Limited was amalgamated with and under the name Canadian National Steamship Company. This was approved by Order in Council P.C.1958-1621 dated November 27, 1958 and became effective December 12, 1958.

"PRINCE HENRY, LIMITED"

(Wholly owned subsidiary of "Canadian National Railway Company")
 Incorporated by Canadian Government Merchant Marine April 1, 1920 as
 "Canadian Trader, Limited".

HISTORY:

In May 1930 the S.S. "Prince Henry" was constructed, and purchased by Canadian National Railway Company and added to the fleet operated by "Canadian National Steamships" on the Pacific Coast.

By supplementary Dominion Letters Patent dated September 13, 1930 the corporate name "Canadian Trader, Limited" was changed to "Prince Henry, Limited". Ownership of the S.S. "Prince Henry" was then transferred to "Prince Henry, Limited" the Capital Stock of which is owned by Canadian National Railway Company.

In 1932 the "Prince Henry" was transferred from the Pacific to the East Coast and engaged in special cruises, making 24 round trips between Boston and Bermuda and 3 trips between Boston and Havana.

In 1936 after the "Prince Henry" had been laid up at Halifax since 1932 it was operated by National Tours, New York on 5 West Indies cruises and returned to Halifax on September 15, 1936.

In 1937 National Pleasure Tours chartered the "Prince Henry" and operated the vessel for 6 cruises from Miami to Vera Cruz, after which it was returned to Halifax on March 17, 1937. Later in 1937 the Clarks Steamship Company chartered the passenger accommodation on the "Prince Henry" for four cruises in the St. Lawrence River and Gulf. The vessel sailed on July 4 and was returned to Halifax on September 7, 1937 after completing the cruises.

In 1938 Clarke Steamship Company again chartered the passenger accommodation for a series of cruises from Miami to Haiti, Havana, Jamaica and return from January 9 to April 7, 1938, and for a series of cruises in the St. Lawrence River and Gulf, and one cruise to New York, from July 1 to September 12, 1938.

On December 23, 1938 the "Prince Henry" was sold to Clarke Steamship Company for \$500,000.

Retirement entries were as follows:

Debit Clark Steamship Company for sale price	\$500,000.00
Debit Income - loss applicable to 8 yrs. 7 mos. service life	668,195.00
Capital Loss	<u>994,261.05</u>
Credit - book value at date of sale	\$2,162,456.05

Since sale of the vessel on December 23, 1938 the corporation "Prince Henry, Limited" remains inactive.

"PRINCE JOHN, LIMITED"

153

(Wholly owned subsidiary of "Canadian National Railway Company")
Incorporated by Canadian Government Merchant Marine May 18, 1920 as
"Canadian Sealer, Limited".

HISTORY:

In the fall of 1910 the S.S. "Prince John" (formerly S.S. "Amethyst") was purchased by The Grand Trunk Pacific Development Company, Limited, and turned over to Canadian National Steamship Company, Limited (then The Grand Trunk Pacific Coast Steamship Company, Limited) for operation in passenger and freight service between Vancouver and Way ports of Northern British Columbia.

In 1913 the vessel was converted from coal to oil burning at a cost of \$8,250.

By supplementary Dominion Letters Patent dated November 3, 1930 the corporate name "Canadian Sealer, Limited" was changed to "Prince John, Limited", Ownership of the S.S. "Prince John" was then transferred to "Prince John, Limited", the Capital Stock of which is owned by Canadian National Railway Company.

The S.S. "Prince John" was in Tramp Service prior to sale of the S.S. "Prince John" and S.S. "Prince Charles" on June 7, 1940 to The Union Steamships, Limited for \$80,000 cash payment.

The ledger value at date of sale was:

S.S. "Prince Charles"	\$287,237	
S.S. "Prince John"	<u>148,230</u>	\$435,467

Service value to June 7, 1940 charged to depreciation	\$355,467	
Sale Price	<u>80,000</u>	\$435,467

Since sale of the vessel S.S. "Prince John" on June 7, 1940, the corporation "Prince John, Limited" remains inactive.

"PRINCE ROBERT, LIMITED"

(Wholly owned subsidiary of "Canadian National Railway Company")
Incorporated by Canadian Government Merchant Marine April 1, 1920 as
"Canadian Warrior, Limited".

HISTORY:

In 1930 the S.S. "Prince Robert" was constructed, and purchased by Canadian National Railway Company and added to the fleet operated by "Canadian National Steamships" on the Pacific Coast.

By supplementary Dominion Letters Patent dated September 13, 1930 the corporate name "Canadian Warrior, Limited" was changed to "Prince Robert, Limited". Ownership of the S.S. "Prince Robert" was then transferred to "Prince Robert, Limited", the Capital Stock of which is owned by Canadian National Railway Company.

In 1931 the "Prince Robert" made one excursion in the vicinity of Vancouver, three trips between Boston, West Indies and Havana, one trip between Halifax and South America and one trip between Halifax and Vancouver.

PRINCE ROBERT, LIMITEDHISTORY:
(Cont'd.)

In 1932 she was in the Vancouver - Alaska service from June 13, to August 31.

In 1933 and 1934 the "Prince Robert" was laid up.

From 1935 to 1939 she was in the Vancouver - Skagway service during the summer seasons and made some excursions from Vancouver and vicinity.

On October 11, 1939 the S.S. "Prince Robert" was requisitioned by the Minister of National Defence for Naval Affairs, and on February 5, 1940 the S.S. "Prince Robert" and the S.S. "Prince David" were taken over by the Dominion Government at a sale price of \$700,000 each. Payment was made on January 2, 1941 in the amount of \$1,473,835.62, representing sale price of the 2 vessels, \$1,400,000, and interest at 5% from October 11, 1939 to October 31, 1940.

Retirement entries were as follows:

Debit Dominion Government for sale price	\$700,000
Debit Service Value charged to depreciation	723,055
Debit Capital loss	<u>768,021</u>
Credit book value at date of sale	\$2,191,076

Since sale of the vessel on October 11, 1939 the corporation "Prince Robert, Limited" remains inactive.

PRINCE RUPERT, LIMITED

(Wholly owned subsidiary of "Canadian National Railway Company")
Incorporated by Canadian Government Merchant Marine April 1, 1920 as
"Canadian Signaller, Limited".

HISTORY:

In April 1910 two coal burning steamers, the S.S. "Prince Rupert" and the S.S. "Prince George" were purchased by The Grand Trunk Pacific Development Company, Limited, and placed in the service of The Grand Trunk Pacific Coast Steamship Company, Limited (now Canadian National Steamship Company, Limited) which at that time inaugurated a semi-weekly service during summer months and a weekly service during winter months between the ports of Seattle, Victoria, Vancouver and Prince Rupert.

These two vessels were converted to oil burners in 1912 at a cost of \$18,800 each.

By supplementary Dominion Letters Patent dated April 4, 1930 the corporate name "Canadian Signaller, Limited" was changed to Prince Rupert, Limited. Ownership of the S.S. Prince Rupert was then transferred to Prince Rupert, Limited, the Capital Stock of which is owned by Canadian National Railway Company.

The S.S. "Prince Rupert" remained in service on the Pacific Coast until laid up in 1954. She was sold to Japanese interests on June 19, 1956 for \$110,000 less 5% commission - net \$104,500. She was renamed the S.S. "Rupert Maru" and sailed for Japan July 5, 1956 manned by Japanese crew.

HISTORY:
(Cont'd.)

The loss on retirement of \$528,050 was charged to depreciation reserve, although only \$203,564 had been accumulated in reserve commencing January 1, 1940. Had depreciation been fully accumulated it would have totalled \$541,000 and there would have been a credit balance of \$12,950.

Since sale of the S.S. "Prince Rupert" on June 19, 1956 the corporation "Prince Rupert, Limited" remains inactive.

By agreement dated November 27, 1958 "Prince Rupert, Limited" was amalgamated with and under the name Canadian National Steamship Company, Limited. Approved by Order in Council P.C. 1958-1621 dated November 27, 1958. Amalgamation effective December 12, 1958.

"PRINCE WILLIAM, LIMITED"

(Wholly owned subsidiary of "Canadian National Railway Company")
Incorporated by Canadian Government Merchant Marine April 1, 1920 as
"Canadian Sower, Limited".

HISTORY:

In 1930, the S.S. "Prince William" (formerly S.S. "Aktion") was purchased by Canadian National Railway Company, and, after remodelling and conversion from coal to oil burning, was added to the fleet operated by "Canadian National Steamships" on the Pacific Coast.

By supplementary Dominion Letters Patent dated November 3, 1930 the corporate name "Canadian Sower, Limited" was changed to "Prince William, Limited". Ownership of the S.S. "Prince William" was then transferred to "Prince William, Limited", the Capital Stock of which is owned by Canadian National Railway Company.

The S.S. "Prince William" was laid up at Prince Rupert on January 20, 1931, and sold to Armour Salvage and Towing Company on March 23, 1938.

Since sale of vessel S.S. "Prince William" on March 23, 1938, the corporation "Prince William, Limited" remains inactive.

CANADIAN NATIONAL STEAMSHIP COMPANY, LIMITED

Head Office - Montreal, Que.

Incorporated by Canada Letters Patent May 26th, 1910, as "The Grand Trunk Pacific Coast Steamship Company, Limited". Name changed by Supplementary Letters Patent February 26, 1925.

By agreement dated November 27th, 1958, the undernoted companies were amalgamated with and under the name of this Company. Approved by Order-in-Council P.C. 1958-1621, dated November 27th, 1958. Amalgamation effective December 12th, 1958.

Prince George, Limited
Prince Rupert, Limited

Operates a steamship service on the Pacific Coast.

TRADE NAME - "Canadian National Steamships" authorized by Statutes of Canada, Chap. 29, 1927.

Authorized Capital - \$100,000
Amount issued - 15,000
Held by System - 15,000

SHAREHOLDERS

Canadian National Realties, Limited - 150 shares.

DIRECTORS

Donald Gordon
Wilfrid Gagnon
J. A. Northey
J. R. Griffith
W. G. Stewart
H. W. Marsh

OFFICERS

Donald Gordon	Chairman and President
N. J. MacMillan	Executive Vice-President
A. H. Hart	Vice-President
S. F. Dingle	Vice-President
E. A. Bromley	Vice-President
G. R. Graham	Vice-President
Dr. O. M. Solandt	Vice-President
J. L. Toole	Vice-President
W. T. Wilson	Vice-President
H. C. Friel	Vice-President-Law
R. H. Tarr	Vice-President and Secretary
H. C. Grayston	Vice-President
W. D. McPherson	General Manager
J. M. Young	Assistant Secretary
D. W. Gilmour	Assistant Secretary
E. J. Denyar	Treasurer

CANADIAN NATIONAL STEAMSHIP COMPANY, LIMITED

Description of "Prince Boats"

	S.S. "Prince Charles"	S.S. "Prince David"	S.S. "Prince George"	S.S. "Prince Henry"	S.S. "Prince John"	S.S. "Prince Robert"	S.S. "Prince Rupert"	S.S. "Prince William"	S.S. "Prince George"
Registered No.	124202	156892	129748	156885	129472	156906	129743	155164	
Construction	Steel	Steel	Steel	Steel	Steel	Steel	Steel	Steel	Steel
Fuel used	oil	oil	oil	oil	oil	oil	oil	oil	oil
Gross tonnage	1 344	6 892	3 372	6 893	906	6 892	3 379	525	5 700
Net tonnage	767	3 072	1 625	3 055	540	3 072	1 626	281	
Deadweight	473	900	1 100	900	882	900	1 100	200	
Cargo capacity - tons	150	300	350	300	550	300	350	80	400
Passenger accommodation									322
1st Class	90	331	206	331	36	319	206	24	
Deck	43	46	32	46	36	46	32	10	
Year built	1907	1930	1910	1930	1910	1930	1909	1915	1948
Purchase price	\$116,449	\$2,132,253	\$435,354	\$2,167,298	\$110,314	\$2,183,068	\$442,417	\$ 60,000	
Cost of additions etc.	\$170,788	\$ 5,969		\$ 4,842-	\$ 37,916	\$ 8,008	\$184,850	\$109,415	
Total ledger value	\$287,237	\$2,138,222		\$2,162,456	\$148,230	\$2,191,076	\$627,267	\$169,415	\$4,008,584

CANADIAN NATIONAL (WEST INDIES) STEAMSHIPS, LIMITED

Organization: Letters Patent April 16, 1961

History: The Government of Canada, on June 18, 1920, entered into a Trade Agreement with the Governments of the Bahamas, Jamaica and British Honduras under which the Canadian Government undertook to provide a Fortnightly Freight mail and passenger service between Canada and the above colonies. This service was inaugurated with the sailing of "S.S. Canadian Fisher" from Halifax on January 25, 1921 followed by the "S.S. Canadian Forester" on March 22, 1921 and every three weeks thereafter. The colonies agreed to contribute 25% of any loss sustained but not exceeding £3,000 from Bahamas, £5,000 from Jamaica and £5,000 from Honduras a total of £13,000 in any one year. This service was operated by the Canadian Government Merchant Marine, Limited and continued in operation until April 1929 when it was taken over by Canadian National (West Indies) Steamships Limited. The operation of this service resulted on a deficit of \$1,222,485.15 excluding interest and depreciation, but after taking credit for \$282,918.30 contributed by the islands.

A Trade Agreement dated July 6, 1925 was entered into between the Government of the Dominion of Canada and the Governments of Bahama Islands, Barbados, Bermuda, British Guiana, British Honduras, Jamaica, the Leeward Islands, Trinidad and Tobago, and the Windward Islands. This Agreement was approved by Act 16-17 George V., Chap. 16 of the Dominion of Canada, assented to on June 15, 1926. The Tariff concession authorized by the Act came into operation by Proclamation of the Governor in Council issued April 30, 1927. The Agreement provided for:

EASTERN GROUP.

- (1) A fortnightly freight, passenger and mail service from Canadian Ocean ports all the year round, calling each way at Bermuda, St. Kitts, Nevis Antigua, Montserrat, Dominica, St. Lucia, Barbados, St. Vincent, Grenada, Tobago, Trinidad and Demerara.
- (2) The vessels shall be of from 5,000 to 6,000 tons gross, capable of maintaining an ocean speed of not less than 12 knots, and providing accomodation for 100 first-class, 30 second-class and 100 steerage or deck passengers, and shall be provided with 'tween decks, and storage accomodation as required, but not less than 10,000 cubic feet.
- (3) In addition to the foregoing the Government of Canada will provide a fortnightly service with vessels of 4,300 gross tons or thereabouts deadweight and a speed of about 10 knots, from Canadian River Ports in Summer and From Canadian Ocean Ports in Winter calling at St. Kitts, Antigua, Barbados, Trinidad and Demerara.

The Representatives of the Colonies mentioned in the Agreement, undertook that their respective Governments would contribute towards the Steamship service, when established in the following amounts annually

Barbados	£ 5,000
Bermuda	1,500
British Guiana	8,500
Leeward Islands	2,500
Trinidad	9,000
Windward Islands	2,500

£ 29,000

Provided that if it is found impossible to call at Tobago the contribution of Trinidad would be decreased by £ 1,500. As no calls were made at Tobago the annual subsidy for the Eastern Group amounted to £ 27,500.

WESTERN GROUP

A fortnightly freight, passenger and mail service between St. Lawrence ports

CANADIAN NATIONAL (WEST INDIES) STEAMSHIPS, LIMITED

History: in Summer and such Canadian Ocean Ports in Winter as may be designated by the
(Cont'd.) Canadian Government and calling both ways at Bermuda, the Bahamas and Kingston,
Jamaica alternating with a fortnightly freight service between said Canadian
Ports and Kingston, Jamaica, direct.

(1) Passenger steamers to be similar in size to those proposed for the Eastern Route, that is to say, from 5,000 to 6,000 gross tons, ocean speed at 14 knots, accomodation for 100 First-Class passengers, with 'tween decks, and refrigeration for about 70,000 stems of bananas and also cold storage for Canadian meats, fish, butter, cheese and other dairy products from Canada to the Colonies and for fruit, green vegetables etc. from the Colonies to Canada

(2) Each of the freight steamers shall also have a speed of about 10 knots and refrigeration for about 50,000 stems of bananas.

(3) A steamer operating on a fortnightly schedule connecting with the steamers specified in Article 1 above, shall be supplied by the Government of Canada between British Honduras and Kingston, Jamaica, of about 1000 tons, speed 10 knots with accomodation for at least 20 first class passengers and cold storage.

The representatives of the Colonies above mentioned undertook that their Governments would contribute towards the services value established as follows

Bermuda	£ 2,000 per annum
Bahamas	2,000 " "
British Honduras	2,000 " "
Jamaica	12,000 " "

TOTAL	£ 18,000 " "
-------	--------------

The agreement having been ratified by the Colonies signatory thereto The Dominion Government called for tenders, which resulted in the operation of the service being awarded to the Canadian National Steamships.

Prior to the operation by Canadian National Steamships a fortnightly freight, passenger and mail service was operated by the Royal Mail Steam Packet Company between Canadian Atlantic Ports and the Eastern Group of Islands, for which the Canadian Government paid an annual subsidy of \$340,666.

ORGANIZATION OF CANADIAN NATIONAL (WEST INDIES) STEAMSHIPS, LIMITED

On March 31, 1927, the Canadian Government passed the "Canadian National Steamships Act 1927" authorizing the formation of the Canadian National (West Indies) Steamships, Limited under the provision of the Companies' Act and in accordance with provisions of the British West Indies Trade Agreement as set forth in the Schedule to Act 17 George V, Chap. 29, assented to June 15, 1925. Provision was also made to guarantee the securities of the Company so formed as to principal and interest to an aggregate of \$10,000,000.

The Canadian National Steamships Act 1927 granted the Company to be formed power to transfer the boats when constructed or acquired to individual companies to be known as "Owning Companies" for the purpose of holding one each of the respective boats in consideration of an issue to the Company of all the capital stock of the owning companies respectively, fully paid up and non assessable including qualifying shares of the Directors. The Owning Companies may thereupon entrust to the Company the management and operation in every particular of the boats.

The Act also authorized the Canadian National (West Indies) Steamship Limited the Canadian National Steamships, Limited, the Canadian Government

CANADIAN NATIONAL (WEST INDIES) STEAMSHIPS, LIMITED

History: Merchant Marine, Limited and any other Company which is in any way allied with
(Cont'd.) the Canadian National Railways, in connection with the operation of their respective boats or vessels to use the name "Canadian National Steamships" as a collective or descriptive designation of all boats or vessels operated from time to time in conjunction with the Canadian National Railways, without, however, affecting the rights or liabilities of their respective Companies owning the boats or vessels for any of their respective acts or omissions. All boats under the name "Canadian National Steamships, Limited" were authorized to adopt a common house flag.

The Canadian National (West Indies) Steamships, Limited was incorporated under Dominion Letters Patent issued April 16, 1927. Pending the construction of vessels the Dominion Government was authorized to transfer at a reasonable valuation any boats now operated by the Canadian Government Merchant Marine, Limited which might be suitable or with alterations might be adapted to the West Indies Service. Accordingly a temporary service was operated with the "S.S. Canadian Pathfinder" and "S.S. Canadian Skirmisher" which had been converted for that purpose, pending the construction of suitable vessels.

Five new Freight and Passenger vessels were constructed, three for the Eastern Group and two for the Western Group. Two Canadian Government Merchant Marine vessels were reconditioned for the Western Group and one vessel was conditioned for the service between Jamaica and British Honduras, and four vessels were transferred to the Eastern Freight Service. In the interests of economy and because of lack of cold storage facilities the four vessels in the Eastern Freight Service were replaced by three other Canadian Government Merchant Marine Vessels.

The new vessels inaugurated operation in the Eastern Group with the sailing of the "R.M.S. Lady Nelson" from Halifax on December 12, 1928 and the "R.M.S. Lady Hawkins" on December 28, 1928 and the R.M.S. Lady Drake on January 11, 1929 with a regular fortnightly service thereafter. A fortnightly Freight Service was also operated from the St. Lawrence River Ports in Summer and Atlantic Ocean Ports in Winter by the S.S. Chomey, S.S. Colborne and S.S. Cornwallis.

The New vessels inaugurated operation in the Western Group with the sailing of "R.M.S. Lady Somers" on April 12, 1929 followed by the "R.M.S. Lady Rodney" on April 29, 1929 with a fortnightly service thereafter the "S.S. Connector" maintained a fortnightly service between Jamaica and British Honduras and the "S.S. Cathcart" and the "S.S. Cavalier" maintained a Fortnightly Freight Service between the St. Lawrence River Ports in Summer and Atlantic Ocean Ports in the Winter and Jamaica.

Each vessel of the Fleet, in accordance with the provisions of the Canadian National Steamships Act, 1927, is owned by a separately incorporated Company, the accounts of which reflect the investment and liability in connection therewith. These owning Companies, by agreement have entrusted their vessels to the Canadian National (West Indies) Steamships, Ltd. for operation

R.C. Vaughan's Report to Minister of Transport March 10, 1949.

The Canadian National (West Indies) Steamships, Ltd. was incorporated on April 16, 1927 to implement the British West Indies Trade Agreement of July 6, 1925. In the first five years of operation, which the trade was being built up, operating deficits were incurred but since 1934 the Company has consistently shown operating profits and a surplus after paying fixed charges since 1940. Since 1948 there has been an operating deficit except for the years 1949 and 1952. All years since 1948 have shown a net Income deficit after paying fixed charges. Out of the net operating profit there has been paid \$ 6,992,237

CANADIAN NATIONAL (WEST INDIES) STEAMSHIPS LIMITED

History:
(Cont'd.)

for interest on bonds held by the public and \$ 7,689,604 to the Government for principal and interest. The amounts paid to the Government for interest include \$3,456,413 for interest on advances for deficits in the development period 1929-1934. The advances in question did not represent additional capital investment in the enterprises nor did they provide assets capable of providing an interest return.

The accounts of the Company do not, however, reflect the full financial advantages to Canada of the Company's operations. Prior to the inauguration of its services an annual subsidy of \$ 340,666 had been paid to private operators for service to the eastern group of islands only. Under the 1925 trade agreement Canada undertook to provide certain ship tonnages and services for which tenders were invited from Steamship interests. Private interests asked for an annual subsidy of \$582,783 for the operation of the eastern service only. No offers were made for the western service. The Company was therefore incorporated for the purpose of carrying on both the services called for in the trade agreement; and on the basis of the above mentioned tender for part of the service only it is reasonable to assume that Canada has thereby saved a very large sum in subsidy payments.

During the twenty years of operation 1929-1948, export cargoes from Canada to the Islands totalled 2 960 834 tons with a trade value in excess of 250 million dollars. Import tonnage was 4 053 852 with an estimated trade value of over 152 million dollars. This extensive endeavour put forth by the Company to further and develop trade between Canada and the West Indies has been of inestimable value to Canada and the West Indies. It is to be hoped that in any new agreement which may be negotiated cognizance will be taken of the greatly increased cost of operation by the inclusion of enhanced subsidy provisions and that it will contain some measure of assurance that the Company will continue to obtain a fair share of the available tonnage movement commensurate with the services operated.

		<u>HISTORY OF FLEET</u>		
Fleet at December 31, 1929		Deadweight tonnage		
	Lady Nelson	"	"	6710
	Lady Hawkins	"	"	6670
	Lady Drake	"	"	6670
	Lady Somers	"	"	4665
	Lady Rodney	"	"	4665
	Cavalier	"	"	5166
	Cathcart	"	"	5021
	Champlain	"	"	4620
	Colborne	"	"	4573
	Chomedy	"	"	4555
	Cornwallis	"	"	4496
	Connector	"	"	2781
Fleet		12 Vessels	" "	60592

In 1932 the C.N. (W.I.) SS Ltd. transferred to the C.G.M.M. Ltd.

Champlain	Deadweight tonnage	4620
Colborne	" "	4573
Chomedy	" "	4555
Cornwallis	" "	4496
Downward adjustment on tonnage	" "	4608
Total Deductions 1936		<u>22852</u>

Also in 1932 The C.G.M.M. Ltd. transferred to C.N. (W.I.) SS Ltd.

CANADIAN NATIONAL (WEST INDIES) STEAMSHIPS LIMITED
HISTORY OF FLEET

Colborne	Deadweight tonnage	8650
Chomedey	" "	8730
Cornwallis	" "	8360
Total Additions 1936	" "	<u>25686</u>
Fleet December 31, 1932 11 Vessels	" "	63426
Downward adjustment in tonnage 1936	" "	<u>940</u>
Fleet December 31, 1936 11 Vessels	" "	62486
Upward adjustment in tonnage 1937	" "	<u>275</u>
Fleet December 31, 1937	" "	62761

There was no further change in the deadweight tonnage until after December 31, 1940.

Fleet at December 31, 1940	Gross Tons	Deadweight Tons
Lady Drake	7 985	6 370
Lady Hawkins	7 989	6 370
Lady Nelson	7 970	6 370
Lady Rodney	8 194	4 665
Lady Somers	8 194	4 665
Cathcart	3 708	2 950
Cavalier	3 663	2 950
Chomedey	6 136	8 600
Colborne	6 230	8 650
Cornwallis	5 458	8 390
Connector	1 789	2 781
Fleet December 31 1940 11 Vessels	67 316	62 761

During the war years records were not made available of the losses suffered by the Canadian Nationals (West Indies) Steamships Ltd. Fleet, but the annual report of R.C. Vaughan, President dated March 15, 1946 gives these in detail.

On October 3 1940 the "Lady Somers" was requisitioned by the United Kingdom naval authorities and was lost through enemy action on July 15, 1941

8 194 4 665

The "Lady Hawkins" was lost through enemy action on January 19, 1942

7 989 6 370

The "Lady Nelson" was torpedoed while lying in the Port of Casbreos, St. Lucia B.W.I. on March 9, 1942, but the ship was salvaged, repaired and fitted out as a hospital ship sailing from Halifax May 1, 1943.

The "Lady Drake" was torpedoed on May 4, 1942 after sailing from Bermuda May 3 1942

7 985 6 370

In June 1942 "Lady Rodney" was chartered by the Department of National Defence and in October 1945 was transferred to the repatriation service.

On September 11, 1942 the "Cornwallis" was torpedoed while lying at Bridgetown, Barbados, but did not sink. After salvage, she was towed to Mobile and repairs were completed in July 1943. On December 3, 1944 she was again torpedoed off the Coast of Maine and sunk.

7 985 6 370

War Losses

In 1941 the Connector was withdrawn from inter Island Service and returned to Canada for home duties

29,626 25 795

In December 1943 the "Connector" was chartered to the Jamaican Government for service between Kingston, Jamaica and Tampa, Florida.

CANADIAN NATIONAL (WEST INDIES) STEAMSHIPS, LIMITED
HISTORY OF FLEET

Gross Tons Deadweight Tons

At the end of hostilities therefore the fleet was reduced to seven vessels with the "Lady Nelson" and the Lady Rodney still in Government Service.

Lady Nelson	7 970	6 370
Lady Rodney	8 194	4 655
Cathcart	3 708	2 950
Cavalier	3 663	2 950
Chomedy	6 136	8 600
Colborne	6 230	8 650
Connector	1 789	2 781
Total	7 Vessels	37 690
		86 966

In 1946 it was decided to dispose of certain of the older vessels and three vessels were sold and the proceeds placed in the Vessel Replacement Fund and three vessels were acquired from War Assets Corporation.

Vessels disposed of in 1946.

Cathcart	708	2 950
Cavalier	3 663	2 950
Connector	1 789	2 781
	9 160	8 681
Total	4 Vessels sold	28 530
		28 285

Vessels acquired in 1946

Canadian Conqueror	Non Refrigerated	2 930	4 532
Canadian Cruiser	Diesel Powered & refrigerated	6 745	7 460
Canadian Observer	Non Refrigerated	2 967	4 532
Ships acquired in 1946		3 Vessels	<u>12 642</u>
		41 172	44 809

The "Lady Nelson" and Lady Rodney resumed regular sailing in July and August 1947. The "Chomedy" and Colborne were sold during 1947 and five vessels were acquired.

Sold during 1947

Chomedy	6 136	8 600
Colborne	6 230	8 650
Sold during 1947	2 vessels	<u>12 366</u>
		17 250
		<u>28 806</u>
		27 559

Acquired during 1947

Canadian Challenger	Diesel powered and refrigerated	6,745	7 460
Canadian Constructor	" " " refrigerated	6 745	7 460
Canadian Highlander	Non refrigerated	2 966	4 532
Canadian Leader	" "	2 930	4 532
Canadian Victor	" "	2 963	4 532
Acquired during 1947		5 Vessels	<u>22 349</u>
Fleet at December 31 1947		10 Vessels	51 155
Adjusted Tonnage in 1949		82	40
Fleet at December 31, 1949		10 Vessels	51 073
			56 115

CANADIAN NATIONAL (WEST INDIES) STEAMSHIPS, LIMITED
HISTORY OF FLEET

	Gross Tons	Deadweight Tons
<p>The "Lady Nelson" and "Lady Rodney" were withdrawn on completion of the 1952 season and both vessels were sold in February 1953 to new owners.</p>		
<p style="padding-left: 20px;">Sold February 1953</p>		
Lady Nelson	7 830	6 410
Lady Rodney	8 252	4 665
Sold in 1953	2 Vessels	16 082
Fleet at December 31 1953.	34 991	11 075
No Change in 1954 or 1955		45 040

**SALE OF
FLEET:**

There were no operations of the Company's vessels during 1958. The service had been discontinued since July 1957 as a result of a strike called by the Seafarers International Union. The events which culminated in the strike began with the submission in September 1956 of demands by the S.I.U. for increases in the basic wage and overtime rates, and for certain changes in working conditions. The ensuing negotiations having failed to produce agreement, a federal conciliation officer was appointed and subsequently a Board of Conciliation and Investigation. The Board's report, issued late in March 1957, was accepted by the Company but rejected by the Union as a basis for settlement. Following the withdrawal from service of all the unlicensed personnel the Company offered a wage increase substantially higher than that recommended by the Conciliation Board. This offer was not accepted.

In May 1958, following a careful appraisal of the factors involved in a restoration of operations, Management announced, with the approval of Government, that it was abandoning the service and would dispose of the vessels by sale. The fact that the fleet had been out of service for such a lengthy period meant that long established traffic connections had been obliged to make other arrangements and the outlook for the future made it most unlikely that heavy operating losses could be avoided. Other carriers had expanded schedules and extended routings to cover the service formerly provided by the Company.

The fleet of eight vessels was sold in August 1958 to the Banco Cubano del Comercio Exterior of Havana, Cuba for \$2,800,000. The agreement of sale provided for an immediate cash payment of \$560,000 with the balance payable in five equal annual instalments of \$448,000 with the interest on the unpaid balance at 5% per annum. The first of the five annual instalments was received in August 1959 and the principal outstanding under the agreement of sale amounted to \$1,792,000 at December 31, 1959. The balance owing is secured by a letter of credit from the purchaser, confirmed by the Bank of America, New York.

As the shipping operations have ceased, arrangements have been made, for administrative purposes, to transfer the corporate management to the Government of Canada. The present Directors (who are also the Directors of the Canadian National Railway Company) will be replaced by a Board consisting of designated Government officials. The present officers will be similarly replaced.

CANADIAN NATIONAL (WEST INDIES) STEAMSHIPS, LIMITED
INCOME STATEMENT 1929 - TO DATE

Year	Operating Revenue	Operating Expenses	Operating Deficit or Profit	Other Charges	Net Income Deficit or Surplus.
1929	\$ 3 332 683	\$3 780 524	\$ 447 841-	\$ 670 055	\$ 1 117 896 -
1930	3 792 694	4 315 831	523 137-	839 519	1 362 656 -
1931	3 648 986	4 095 555	446 569-	848 792	1 345 361 -
1932	3 323 077	3 606 793	283 716 -	1 009 298	1 293 014 -
1933	2 956 975	3 454 972	497 997 -	974 244	1 472 241 -
1934	3 509 738	3 606 417	96 679 -	1 082 001	1 178 680 -
1935	3 816 246	3 616 215	200 031	1 117 421	917 390 -
1936	4 332 593	3 765 194	557 399	1 131 612	574 213 -
1937	4 676 684	4 018 146	658 538	1 139 813	481 275 -
1938	4 915 355	4 169 116	746 239	1 150 348	404 109-
1939	4 642 306	4 018 447	623 859	1 148 288	524 429-
1940	5 750 341	4 545 306	1 205 035	1 217 779	12 744-
1941	6 756 464	5 029 107	1 727 356	1 134 140	593 216
1942	5 600 496	4 220 219	1 380 277	1 106 397	273 880
1943	4 492 189	3 188 579	1 303 610	864 773	438 837
1944	5 378 059	3 403 726	1 974 333	702 946	1 271 387
1945	4 412 251	2 849 091	1 563 160	447 074	1 116 086
1946	6 669 128	4 950 240	1 709 888	407 836	1 302 052
1947	7 857 471	7 028 193	829 078	306 401	522 677
1948	7 964 720	7 320 615	644 106	368 062	166 044
1949	6 595 007	6 582 608	12 399	472 879	460 489-
1950	5 124 200	5 725 632	601 432-	427 335	1 028 767-
1951	6 808 478	6 840 054	31 576-	415 416	466 992-
1952	7 449 247	7 122 971	326 276	330 285	3 909-
1953	4 509 342	5 331 788	822 466-	304 364	1 126 830-
1954	5 105 082	5 424 983	319 901-	308 509	628 410-
1955	5 946 605	5 995 684	49 079-	46 885	95 964-
1956	6 125 470	6 052 570	72 900	49 619	23 281
1957	4 012 162	4 517 526	605 364-	43 486	648 850-
1958	-	1 114 726	1 114 726-	37 228	1 151 954-

CANADIAN NATIONAL (WEST INDIES) STEAMSHIPS, LIMITEDSTATEMENT OF CAPITAL SURPLUSFOR THE YEAR ENDED DECEMBER 31, 1959

Balance at December 31, 1958		\$3 500 910
Add:		
Interest on time deposits	\$ 49 689	
Interest on investments	105 489	
Interest on agreement of sale	103 687	
Other income from sale of office furniture, etc.	3 822	
		<u>262 687</u>
		3 763 597
Deduct:		
Settlement of outstanding claims	16 943	
Interest on Government of Canada loan and advance	30 926	
Cost of pension benefits	32 197	
Net adjustment of supplies inventory to estimated salvage value	47 924	
Management and general expenses	85 582	
		<u>213 572</u>
Balance at December 31, 1959		<u><u>\$3 550 025</u></u>

CANADIAN NATIONAL (WEST INDIES) STEAMSHIPS, LIMITED

Capital	Authorized	-	\$1,640,000.
Stock:	Amount issued	-	1,640,000.

TRADE NAME: - "Canadian National Steamships", authorized by Statutes of Canada, Chapter 29, 1927.

BOARD OF DIRECTORS

Donald Gordon, C.M.G., LL.D.
 Wilfrid Gagnon, C.B.E.
 J.A. Northey
 W.J. Parker, M.B.E., LL.D.
 J.R. Griffith
 E.W. Bickle
 W.G. Stewart, Q.C.
 H.W. Marsh

OFFICERS

President.....	DONALD GORDON, C.M.G., LL.D.
Executive Vice-President.....	N.J. MACMILLAN, Q.C.
Vice-President.....	M.A. METCALFE, C.B.E.
Vice-President.....	D.I. GRANT, Q.C.
Vice-President and General Counsel.....	H.C. FRIEL, Q.C.
Vice-President and Secretary.....	R.H. TARR
General Manager.....	J.A. SAUVE
Comptroller.....	L.J. MILLS
Treasurer.....	E.J. DENYAR

GOVERNMENT APPOINTEDDIRECTORS

H. R. Balls
 C. N. Isbister
 A. Watson
 C. S. Booth

OFFICERS

C. S. Booth
 H. R. Balls
 N. A. Paton

President
 Vice-President
 Secretary-Treasurer

CANADIAN NATIONAL TELEGRAPH COMPANY

(Wholly owned subsidiary of "Canadian National Railway Company" from June 11, 1956)

INCORPORATED: May 15, 1902 - Dominion Cap. 51.

DECLARATORY: The works of the Company were declared to be for the general advantage of Canada - Dominion Cap. 51, May 15, 1902.

HISTORY: Under Dominion Cap. 51, May 15, 1902, "The Canadian Northern Telegraph Company" was incorporated with powers to construct or acquire and operate overhead, underground, or cable lines of telegraph from and to any place in Canada or elsewhere, or to make connections with, or lease any telegraph lines in Canada or elsewhere, etc., etc.

Under Dominion Order in Council P.C. 2247, September 17, 1920, the name was changed to "Canadian National Telegraph Company".

ACQUISITION OF DOMINION TELEGRAPH COMPANY PROPERTIES AS OF NOVEMBER 1, 1948.

The original "Dominion Telegraph Company" which was incorporated under the General Law relating to Electric Telegraph Companies was merged in and declared to be the "Dominion Telegraph Company" incorporated by Dominion Cap. 82, April 14, 1871, with the extended powers therein granted.

The Company owned telegraph lines and facilities constructed or acquired principally along the highways in the Provinces of Nova Scotia, New Brunswick, Quebec and Ontario. Most of these lines were subsequently removed from their original locations and were replaced in many instances along railway rights of way with the result that the lines of Dominion Telegraph Company disappeared or lost their identity.

By Indenture dated June 12, 1879, the Dominion Telegraph Company leased to the American Union Telegraph Company for a term of 99 years from July 1, 1879, all of its telegraph lines and facilities in Canada and elsewhere for the following principal considerations:

- (a) Rental of \$52,500 per annum (subject to increase to \$62,500 in the event that the Lessee should, during the lease term, enter into any pooling or traffic agreement with any third telegraph company in Canada) and
- (b) Assumption by American Union Telegraph Company of Dominion Telegraph Company's then outstanding bonded indebtedness (principal and interest) in the amount of £60,000 (\$293,859.70).

By Indenture dated July 11, 1881, American Union Telegraph Company assigned to The Western Union Telegraph Company the unexpired term of the aforementioned lease, in consideration of the assumption by the Western Union of the above noted rental payments and funded indebtedness.

HISTORY:
(Cont'd.)

By Indenture dated August 26, 1881, Western Union sublet to The Great North Western Telegraph Company of Canada for a term of 97 years from July 1, 1881, all of the leasehold lines and facilities of Dominion Telegraph Company in Canada and elsewhere west of the Province of New Brunswick in consideration of the payment by Great North Western of the rental of \$62,500 per annum and the assumption by the Great North Western of Dominion Telegraph Company's bonded debt of £60,000 and interest thereon.

Under an Agreement dated January 1, 1915, The Canadian Northern Telegraph Company (now Canadian National Telegraph Company), in consideration of the payment of \$293,859.70 to Western Union, acquired the latter's claim against Great North Western in respect of the above noted bonded indebtedness of Dominion Telegraph Company, said indebtedness having been theretofore discharged and the bonds redeemed by Western Union; and under said agreement The Canadian Northern Telegraph Company became beneficial owner of a majority of the shares of Capital Stock of Great North Western.

By an Agreement of Purchase and Sale dated January 12, 1925, between Dominion Telegraph Company and "Dominion Telegraph Securities, Limited" (a "holding" company incorporated to acquire the assets of Dominion Telegraph Company) the latter Company purchased all of the assets of Dominion Telegraph Company including all moneys to thereafter accrue under the lease dated June 12, 1879.

By Agreement dated January 15, 1925, between Dominion Telegraph Company, The American Union Telegraph Company, The Western Union Telegraph Company, The Great North Western Telegraph Company of Canada and Dominion Telegraph Securities, Limited, Dominion Telegraph Company and Dominion Telegraph Securities Company, Limited in consideration of the payment to them by the Great North Western of \$116,640, released The American Union, The Western Union and The Great North Western from their respective covenants (as successive lessees) to return to Dominion Telegraph Company at the expiration of the original 99 years lease term the telegraph lines and facilities of Dominion Telegraph Company in good working order and repair, with an adequate supply of telegraph instruments and plant of the most improved character then in use in America; and Dominion Telegraph Company and the Securities Company further covenanted, upon termination of the 99 year term, to transfer to The Great North Western all of their right, title and interest in the leasehold lines and facilities west of the Province of New Brunswick and to transfer to Western Union all said rights in respect of the balance of the lines and facilities included in said lease.

By an Agreement and Bill of Sale dated January 4, 1929, the Western Union Telegraph Company sold to Canadian National Railway Company (for "Canadian National Telegraphs"), for a consideration of \$1,103,295 and-inter alia- the assumption by the Canadian National Railway Company of payment to Dominion Telegraph Company of the above noted rental of \$62,500 per annum, its land line telegraph plant, facilities and business in the Provinces of New Brunswick, Nova Scotia and Prince Edward Island.

HISTORY:
(Cont'd.)

As a result of the foregoing transactions Canadian National Railways (by action of one or other of the companies comprised therein) had acquired the reversionary interest of Dominion Telegraph Company and the Securities Company in all of the telegraph lines and facilities in Canada conveyed by the original 99 year lease to The American Union Telegraph Company, and was entitled at the termination thereof (June 30, 1978), and subject meanwhile to payment to the Securities Company of the rental of \$62,500 per annum, to a conveyance free from encumbrance of all of said telegraph lines and facilities.

Dominion Telegraph Securities, Limited had no substantial assets other than the right to be paid said annual rental for the balance of the above noted term, and being desirous of disposing of said right and of winding up its corporate affairs, offered to sell to Canadian National Railway Company its rights under the said lease for the sum of \$1,017,900.41. Its principal liabilities (in addition to an unsettled claim of the Government for Income Tax) were outstanding 5½% Bonds in the amount of about \$843,000, and \$40,000 of issued Capital Stock.

By purchase Agreement dated November 1, 1948, between Dominion Telegraph Securities, Limited and Canadian National Railway Company (approved by Dominion Order in Council P.C. 2600, May 23, 1949) Canadian National Railway Company purchased the lease and telegraph system of Dominion Telegraph Securities, Limited free of all liens and encumbrances, for the sum of \$1,017,900.41.

By Agreement dated November 1, 1948, between Canadian National Railway Company and The Great North Western Telegraph Company of Canada the latter company transferred all its right, title and interest in the Agreement of January 15, 1925, and in the telegraph lines and property of Dominion Telegraph Securities, Limited and in the above mentioned leases to Canadian National Railway Company and Canadian National Railway Company in turn released the Great North Western from future rental payments under the lease.

By Agreement dated December 5, 1949, Dominion Telegraph Securities, Limited (with the consent of The Royal Trust Company, Trustee under Deed of Trust and Mortgage, dated February 2, 1925) transferred all its estate, right, title and interest in the telegraph system free of all encumbrances to Canadian National Railway Company.

Dominion Telegraph Securities, Limited surrendered its charter and the corporate existence of the Company was terminated as of April 3, 1950, in accordance with acceptance of surrender and cancellation of charter by Provincial Secretary of the Province of Ontario dated February 14, 1950.

ACQUISITION OF MONTREAL TELEGRAPH COMPANY TELEGRAPH LINES AND PROPERTY AS OF MAY 31, 1954.

By Agreement dated November 18, 1853, Montreal Telegraph Company (incorporated July 28, 1847) contracted to construct a telegraph line of poles and wires and to supply instruments for operating same at prices stated in the Agreement, along the lines of The Grand Trunk Railway Company of Canada. The Agreement further provided that Montreal Telegraph Company would have the right to erect, for its own use, on the pole lines without charge, one wire for the entire length of line and one extra wire between Montreal and Toronto. Future maintenance of the facilities of the respective Companies was provided for in the Agreement.

HISTORY:
(Cont'd.)

By Agreement dated September 9, 1869, subject to conditions covered by the Agreement dated November 18, 1853, and by an exchange of letters dated April 18th, and 22nd, 1862, between the President of Montreal Telegraph Company and the Managing Director of The Grand Trunk Railway Company of Canada, as far as same are consistent with this deed, the latter Company sold to Montreal Telegraph Company for \$30,000, the sole and exclusive right and privilege of erecting, maintaining and operating, upon, along and over the lines of the said Railway Company, with the guarantee of quiet and undisturbed possession forever.

By Agreement dated September 22, 1870, between the Crown and Montreal Telegraph Company, the latter Company erected a line of telegraph between Riviere du Loup and Halifax along the entire line of The Intercolonial Railway and Branches, the line to be built and maintained by the Telegraph Company, with The Crown contributing \$30.00 per mile towards the first cost, which gave the Railway one wire and the right to a second wire to be furnished and maintained at the cost of the Telegraph Company. The Crown can at any time elect to purchase the Telegraph property at a fair valuation to be determined by arbitration.

By Agreement dated July 25, 1878, between Montreal Telegraph Company and the Crown, Montreal Telegraph Company undertook to provide lands and to construct, maintain and operate at all times after construction, a telegraph line between Matane and Fox River in the Province of Quebec, and to maintain and operate at least 9 stations along the telegraph line between these two points, to be located at:

St. Felicite	Cap de la Madeleine
Cap Chatte	Grand Vallee
St. Anne des Monts	Chlorodrome
Martin River Lighthouse	Grand Etang,
Mont Louis	

or at such points as may be hereafter agreed upon between the Minister of Marine and Fisheries and the Company. The Crown agreed to pay \$15,000 upon completion of construction to the satisfaction of the Minister within the time limit set forth in the Agreement i.e. August 10, 1878.

Under Lease dated August 17, 1881, between Montreal Telegraph Company, The Great North Western Telegraph Company, and The Western Union Telegraph Company as Guarantor, The Great North Western Telegraph Company as Guarantor, The Great North Western Telegraph Company undertook to operate and manage the telegraph lines and property of Montreal Telegraph Company in Canada and the United States for a term of 97 years from July 1, 1881, and agreed to deliver the demised premises to Montreal Telegraph Company upon termination of the lease in as good condition as when received.

Details of lines, offices, buildings, property, and supplies for purposes of maintenance, transferred to The Great North Western Telegraph Company of Canada are on File #C. 3284 A., along with above mentioned Lease, in the Agreements Branch. The total estimated value of the property transferred was \$2,207,533.35 summarized as follows:

HISTORY:	12,693 $\frac{3}{4}$	miles of poles and 21,607 miles of wire		\$1,626,903.50
(Cont'd.)	71,322	feet - cables	} crossing } bridges, } rivers and } canals	24,693.70
	20,160	feet - Gutta Percha covered wire		2,193.69
	1,323,036	feet - covered copper wire		6,600.00

Offices in:

New Brunswick	41		
Quebec	468		
Ontario	<u>935</u>	1,444	
Maine	19		
New Hampshire	7		
Vermont	11		
New York	181		
Michigan	<u>12</u>	<u>230</u>	
		1,674	\$ 212,500.00

Buildings in Quebec, Montreal, Ottawa and Toronto (1875 valuation)	279,946.46
Equipment, horses, harness and supplies for maintenance	<u>54,696.00</u>
	\$2,207,533.35

The telegraph lines and facilities extended along the route of The Intercolonial Railway and The Grand Trunk Railway, with numerous branches, including the following:

Halifax, N.S.	-	Port Huron, Michigan
Montreal, Que.	-	Portland, Maine
Ottawa, Ont.	-	Windsor, Ontario
Matane, Que.	-	Fox River, Que.

By Agreement dated October 13, 1944, between Montreal Telegraph Company and The Great North Western Telegraph Company of Canada, the latter Company, and The Western Union Telegraph Company as Guarantor, consented to the sale by Montreal Telegraph Company of the land and building (which had become obsolete and in need of extensive repairs) located at the south-west corner of Scott and Wellington Streets in Toronto for \$20,000, Montreal Telegraph Company retaining this sum and releasing The Great North Western Telegraph Company from all obligations under its lease with respect to this property.

On February 1, 1954, Canadian National Railway Company made an offer to Montreal Telegraph Company to pay \$3,000,000 in consideration of Montreal Telegraph Company agreeing to assign to Canadian National Railway Company or its nominee all the rights, title and interest of Montreal Telegraph Company under the Lease and sell to Canadian National Railway Company or its nominee the reversionary rights of Montreal Telegraph Company to the telegraph line and properties described or referred to in the Lease, and desisting from its appeal from the judgment of the Superior Court, Montreal, dated January 26, 1953, dismissing Montreal Telegraph Company's action against The Great North Western Telegraph Company of Canada (Court of Queen's Bench) (Appeal Side) No. 4968; provided that Montreal Telegraph Company be dissolved as provided for in Cap. 93, Statutes of Canada 1882.

HISTORY:
(Cont'd.)

At Special General Meeting of the Shareholders of Montreal Telegraph Company held on April 20, 1954, Montreal Telegraph Company was dissolved and its existing Directors were authorized to accept the offer made by Canadian National Railway Company and were empowered to realize all properties in the name of Montreal Telegraph Company and to divide the proceeds amongst the Shareholders after payment of all expenses as mentioned in minutes of said meeting.

By Agreement dated May 25, 1954, between Montreal Telegraph Company, Canadian National Railway Company, Canadian National Telegraph Company, and The Great North Western Telegraph Company, Montreal Telegraph Company sold and transferred to Canadian National Telegraph Company (nominee of Canadian National Railway Company) all its rights, title and interest in the Lease dated August 17, 1881, and in the system of telegraph and property referred to in the Lease with respect to which Montreal Telegraph Company had reversionary rights; excepting the reversionary rights to lot and buildings on southwest corner of St. Francois Xavier and St. Sacramento Streets in Montreal, lot and buildings between St. Peter and Sault-au-Matelot Streets in Quebec City, and lot and buildings on north-west corner of Sparks and Metcalfe Streets in Ottawa, which were transferred by separate deeds to Canadian National Railway Company. Montreal Telegraph Company also transferred to Canadian National Telegraph Company all its rights, title and interest in Agreement dated June 1, 1883 between Montreal Telegraph Company and The Great North Western Telegraph Company of Canada, said agreement being supplementary to the lease and dealing with insurance. Montreal Telegraph Company also declared that it had discontinued its appeal from the judgment of the Superior Court mentioned above, and that the telegraph lines and properties transferred were clear of all encumbrances. Receipt of cheques dated May 31, 1954, in the amount of \$3,000,000 covering the purchase price, and in the amount of \$27,500 covering rental for the period April 1, 1954 to May 31, 1954 were acknowledged by Montreal Telegraph Company.

ACQUISITION OF WESTERN UNION TELEGRAPH COMPANY LINES AND PROPERTY

In British Columbia	-as of Sept. 1, 1924
In Nova Scotia, New Brunswick and Prince Edward Island	-as of July 1, 1929
In Newfoundland	-as of March 1, 1950

The Western Union Telegraph Company, operated by its own or leased or controlled lines a general telegraph system in the Provinces of New Brunswick, Nova Scotia, and Prince Edward Island, and in Newfoundland and employed its system in the transaction of public or commercial telegraph business within those areas, as well as in the transmission of messages between its offices in the United States and its ocean cable stations in Canada, and its offices abroad. The Company also owned and operated properties in the Province of British Columbia and elsewhere.

Canadian National Railway Company operated by its own leased or controlled lines a similar telegraph system in Canada except in the Maritime Provinces of New Brunswick, Nova Scotia, and Prince Edward Island, in the transaction of public or commercial telegraph and cable business, and desired to extend its operations to all provinces of the Dominion by purchase of the land lines facilities of the Western Union in the Maritimes. At the time Union of Newfoundland with Canada was not contemplated.

History:
(Cont'd.)

By Agreement dated August 28, 1924, effective September 1, 1924, between Canadian National Telegraph Company and The Western Union Telegraph Company, a corporation of the State of New York, (in fulfilment of the intent of a certain section of Agreement dated January 1, 1915, between the Western Union Telegraph Company, The Canadian Northern Telegraph Company and The Canadian Northern Railway Company) the Canadian National Telegraph Company purchased for \$97,618.66 certain stated properties of The Western Union Telegraph Company in the Province of British Columbia, (Vancouver, Victoria and New Westminster, with connecting pole lines, wires, cable equipment etc.).

By Agreement of January 4, 1929, between Canadian National Railway Company and The Western Union Telegraph Company, Canadian National Railway Company acquired all the land lines business and property of The Western Union Telegraph Company in the Provinces of New Brunswick, Nova Scotia and Prince Edward Island (the Western Union reserving to itself ownership of all pole lines, wires and appurtenances and the cables and cable stations and equipment and other property necessary for its cable business) as set out in detail in Section I of Schedule "A" of the Agreement, as well as the lands, buildings, cables, rights, easements and other properties movable and immovable as described in Section II of Schedule "A", owned by The Anglo-American Telegraph Company, Limited (a British corporation) for the sum of \$1,103,295 (including \$126,788 being the sum agreed upon in a separate Agreement dated January 4, 1929 covering the purchase by Canadian National Railway Company of all the property of The Anglo-American Telegraph Company Limited in Prince Edward Island and New Brunswick and then under lease by the Anglo Company to the Western Union, which Agreement forms Schedule "B" of this Agreement). Certain privileges with respect to qualification for pension under the C.N.R. Pension Plan were extended to former Western Union employees who were transferred to Canadian National Railways at this time.

Prior to Union of Newfoundland with Canada on April 1, 1949 communications service was provided in Newfoundland by the Department of Posts and Telegraphs of Newfoundland (which service was entrusted to Canadian National Railway Company for operation and management as from date of Union). The Western Union Telegraph Company was also operating a telegraph service at St. John's, Newfoundland and certain plant facilities connected therewith as lessee of the Anglo-American Telegraph Company. Both parties believed it would be unprofitable and undesirable for both parties to continue providing telegraph service in Newfoundland and agreed that Canadian National Railway Company should take over operation of service theretofore performed by Western Union.

By Conveyance dated December 13, 1950, between Canadian National Railway Company, The Anglo-American Telegraph Company Limited and The Western Union Telegraph Company, Canadian National Railway Company acquired as of March 1, 1950 free of all encumbrances the land line telegraph property and a telegraph office leasehold in the Province of Newfoundland, which property the Western Union had been operating as lessee of the Anglo-American Company under lease dated March 12, 1912, for the sum of \$39,371; also certain spare parts and office equipment in St. John's and certain other landline telegraph property near Argentia owned by Western Union for the sum of \$5,629. Details of the properties acquired form Schedule "A" of the Conveyance. By direction of The Anglo-American

HISTORY:
(Cont'd.)

Company payment of the whole amount of \$45,000 was made to Western Union. Certain privileges with respect to qualification for pension under the C.N.R. Pension Plan were extended to former Western Union employees who were transferred to Canadian National Railways at this time.

ACQUISITION OF ANGLO-AMERICAN TELEGRAPH COMPANY PROPERTY

In Prince Edward Island & New Brunswick - acquired as of July 1, 1929.
In Newfoundland - acquired as of March 1, 1950.

By Agreement dated January 4, 1929, between Canadian National Railway Company, The Anglo-American Telegraph Company Limited, and The Western Union Telegraph Company, the Canadian National Railway Company purchased for the sum of \$126,788 all the property of The Anglo-American Telegraph Company Limited in Prince Edward Island and New Brunswick, which was then under lease to The Western Union Telegraph Company. By direction of the Anglo-American Company payment was made to The Western Union Company. The Agreement forms Schedule "B" of Agreement of the same date between Canadian National Railway Company and The Western Union Telegraph Company mentioned above, and the properties acquired are described in detail in Section II of Schedule "A" of the same Agreement.

Note: 50% of some 225 miles of wire in Prince Edward Island are jointly owned, half being owned by Canadian Government.

By Conveyance dated December 13, 1950, between Canadian National Railway Company, The Anglo-American Telegraph Company Limited, and The Western Union Telegraph Company, Canadian National Railway Company acquired as of March 1, 1950 free of all encumbrances the land line, telegraph property and a telegraph office leasehold in the Province of Newfoundland, which property the Western Union had been operating as Lessee of the Anglo-American Company under lease dated March 12, 1912, for the sum of \$39,371 paid by direction of the Anglo-American Company to Western Union. Details of the properties acquired form part of Schedule "A" of the Conveyance.

By Agreement dated January 1, 1915, between The Canadian Northern Telegraph Company, The Western Union Telegraph Company, and The Canadian Northern Railway Company as Guarantor, The Canadian Northern Telegraph Company acquired 3315 shares of Capital Stock of The Great North Western Telegraph Company, formerly owned by Western Union, and the Western Union claim for \$293,859.70 against Great North Western Telegraph Company, in consideration of the payment of \$293,859.70 to Western Union and indemnifying Western Union against all liability in respect of the leases of Dominion Telegraph Company and Montreal Telegraph Company properties effective July 1, 1881.

Prior to acquisition of the controlling shares of Capital Stock of The Great North Western Telegraph Company of Canada, The Canadian Northern Telegraph Company had constructed telegraph lines along the route of the Canadian Northern Railway, and operated those lines as a separate commercial telegraph business. The operating results from 1902 to 1915 inclusive were included as miscellaneous operation in the accounts of The Canadian Northern Railway Company.

HISTORY:
(Cont'd.)

Effective January 1, 1915, the Canadian Northern Railway management conducted the commercial telegraph business of The Canadian Northern Telegraph Company and The Great North Western Telegraph Company (and of The Grand Trunk Pacific Telegraph Company from November 1, 1920) as one system under the name of the Great North Western, until December 31, 1921.

The Agreement dated January 1, 1915, between the two companies respecting joint operation provided for an apportionment of profits between the two interests and for some years an attempt was made to make an apportionment, but as the two systems became more completely merged, losing their separate identities, the accounting as between the two became more difficult. In 1925 it was determined that a proper separation of results was not practicable. By this time over 98% of the Capital Stock of Great North Western was controlled by Canadian National Telegraph Company (formerly The Canadian Northern Telegraph Company) and all of the minority stock was only 25% paid up and was being purchased from time to time for \$10 per share which was considered to be its full value. It was therefore decided that no further attempts would be made to allocate the results of the joint operation as between the two companies, but to leave any question of profit due to the minority shareholders to be dealt with as and when such question might arise. Any shareholder seeking a nuisance value would subject himself to a demand call on the unpaid balance of his stock. The Canadian Northern Telegraph Company proportion of net result of operation from 1916 to 1922 inclusive was included as miscellaneous operation in the accounts of The Canadian Northern Railway Company.

Effective November 1, 1920, management of the telegraph service of The Grand Trunk Pacific Telegraph Company was transferred to the Canadian National Telegraph Company.

By Agreement dated January 1, 1921, between Canadian National Telegraph Company, The Canadian Northern Railway Company and His Majesty, the descriptive title "Canadian National Telegraphs" was adopted as a "trade name" for operation purposes, and effective January 1, 1922 all facilities of Canadian National Telegraph Company, The Grand Trunk Pacific Telegraph Company and The Great North Western Telegraph Company of Canada were operated as one system under the trade name "Canadian National Telegraphs". Separate accounts were maintained for each company up to December 31, 1927. Effective January 1, 1928, the accounts were consolidated under the name "Canadian National Railways".

As of September 1, 1924, Canadian National Telegraph Company purchased certain properties of The Western Union Telegraph Company in Vancouver, Victoria and New Westminster, British Columbia, with connecting pole lines, wires, cable equipment etc. for the sum of \$97,618.66.

As of July 1, 1929, Canadian National Railway Company purchased all the land lines, business and property of The Western Union Telegraph Company in the Provinces of New Brunswick, Nova Scotia and Prince Edward Island, as well as the lands, buildings, cables, rights, easements and other properties owned by The Anglo-American Telegraph Company, Limited (a British Corporation) which were then under lease to Western Union for the sum of \$1,103,295 (including \$126,788 being the sum agreed upon as the purchase price of The Anglo-American Company property), The Western Union reserving to itself ownerships of all pole lines, wires and appurtenances and the cables and cable stations and equipment and other property necessary for its cable business.

HISTORY:
(Cont'd.)

As of April 1, 1949, the date of Union of Newfoundland with Canada, the communication facilities formerly operated by the Department of Posts and Telegraphs of Newfoundland were entrusted to Canadian National Railway Company for operation and management, and effective the same date were included in the operations of Canadian National Railways, except to pay Newfoundland Government instead of Western Union.

As of March 1, 1950, Canadian National Railway Company purchased all the land line telegraph property and a telegraph office leasehold in the Province of Newfoundland, which property the Western Union had been operating as lessee of The Anglo-American Telegraph Company under lease dated March 12, 1912, for the sum of \$39,371; also certain spare parts and office equipment in St. John's and certain other land line telegraph property near Argentia owned by Western Union for the sum of \$5,629. Certain privileges with respect to qualification for pension under the C.N.R. Pension Plan were extended to former Western Union employees who were transferred to Canadian National Railways at this time.

By Agreement dated May 13, 1954, between Canadian National Telegraph Company and The Grand Trunk Pacific Telegraph Company, authorized by Board of Directors of each company by resolutions dated March 26, 1954, and sanctioned by Dominion Order in Council P.C. 1954-714 dated May 13, 1954, the two companies were amalgamated to form one company under the name "Canadian National Telegraph Company", with Capital Stock of 5259 shares of \$100 each - \$525,900 - being the aggregate amount of the fully paid up Capital Stock of the two predecessor companies. A counterpart of the Agreement was filed in the office of the Secretary of State of Canada on June 8, 1954, and the Amalgamation became effective on that date.

PROPERTY
INVESTMENT:

Communication properties are used jointly for Railway and Commercial telegraph operations. Investment in plant and equipment is carried in the property accounts of the railway and is not recorded separately from railway property.

CAPITAL
STOCK:

Prior to Amalgamation on June 8, 1954:

Authorized:	50,000 shares - par value \$100 each	\$5,000,000
Issued:	5,000 shares - par value \$100 each	500,000

All owned by The Canadian Northern Railway Company.

Upon Amalgamation all outstanding share certificates were cancelled and in substitution therefor certificate for 5,000 shares of Capital Stock - par value \$100 each - of the amalgamated company was issued in the name of Canadian National Realities, Limited in trust for The Canadian Northern Railway Company.

As at December 31, 1960:

Authorized:	5259 shares - par value \$100 each	\$525,900
Issued:	5259 shares - par value \$100 each	525,900

5,000 shares are owned by The Canadian Northern Railway Company (now Canadian National Railway Company) covered by Certificate in the name of Canadian National Realities, Limited in trust for The Canadian Northern Railway Company - Unpledged.

CAPITAL
STOCK:
(Cont'd.)

259 shares are owned by The Grand Trunk Pacific Railway Company (now Canadian National Railway Company) covered by Certificate in the name of Canadian National Realities, Limited in trust for The Grand Trunk Pacific Railway Company - Unpledged.

FUNDED
DEBT:

As at December 31, 1960: NIL.

First Mortgage 5% Gold Bonds issued July 1, 1907 - Matured June 30, 1930 \$2,000,000
\$1,200,000 of these securities are in the name of Canadian National Realities, Limited in trust for The Canadian Northern Railway Company (now Canadian National Railway Company) and held in Royal Trust Company vaults, Montreal - Unpledged.
\$800,000 are registered in the name of the Trustees under Trust Deed dated June 30, 1903. This Trust Deed was discharged on February 1, 1955.

DIRECTORS

Donald Gordon
Wilfrid Gagnon
J. A. Northey
J. R. Griffith
W. G. Stewart
H. W. Marsh

OFFICERS

Donald Gordon	Chairman & President
N. J. MacMillan	Executive Vice-President
A. H. Hart	Vice-President
S. F. Dingle	" "
E. A. Bromley	" "
Dr. O. M. Solandt	" "
J. L. Toole	" "
W. T. Wilson	" "
H. C. Friel	" " - Law
J. M. Tarr	Vice-President & Secretary
H. C. Grayston	Vice-President
J. M. Young	Assistant Secretary
D. W. Gilmour	Assistant Secretary
J. R. White	General Manager
L. J. Mills	Comptroller
E. J. Denyar	Treasurer
H. C. Grayston	Vice-President
H. M. Blaiklock	General Manager of Real Estate

(Wholly owned subsidiary of "Canadian National Railway Company")

INCORPORATED: October 6, 1903 - Dominion Letters Patent.
March 29, 1920 - Dominion P.C. 637, name changed (see History).

HISTORY: Under Dominion Letters Patent, October 6, 1903, "The Canadian Northern Transfer Company, Limited" was incorporated to conduct a general transfer and cartage business throughout the Dominion of Canada and elsewhere.

Under Agreement dated November 30, 1910, between Mackenzie, Mann and Company Limited, and Canadian Northern Transfer Company, Limited, Capital Stock amounting to \$500,000 fully paid up was issued to Mackenzie, Mann and Company, Limited, who in consideration transferred to the Canadian Northern Transfer Company, Limited, a cartage and transfer business. By a further Agreement of November 30, 1910, Mackenzie, Mann and Company, Limited sold the whole of the paid up Capital Stock of the Canadian Northern Railway Express Company Limited, who pledged it under the Canadian Northern Railway Express Company Limited, Mortgage Trust Deed, dated November 30, 1910 and it was held by the National Trust Company Limited as Trustees under this mortgage. This mortgage was discharged on June 25, 1955.

Under Dominion P.C. 637, March 29, 1920, the name was changed to "Canadian National Transfer Company".

In addition to operations in Winnipeg, Man., operations were later undertaken in Toronto, Ontario, under Ontario license of July 6, 1904, and in Montreal, Quebec. Due to the adverse effect of increased wage rates the Company sold its property in Winnipeg to Percival George Denison for \$80,000 on May 23, 1921, and in December 1929, sold its property in Toronto to Hendry Cartage Company for \$34,886.90, and its property in Montreal to Canadian Cartage and Storage Company for \$37,197.94.

CORPORATE STATUS: The Company has been inactive since December 1929, but its charter has not been surrendered because of the potential value of powers granted thereunder.

CAPITAL STOCK: As at December 31, 1955:

Authorized:	5,000 shares - \$100 each	\$500,000
Issued:	5,000 shares - \$100 each	500,000

All the Capital Stock was owned by The Canadian Northern Railway Express Company, Limited until the latter company was amalgamated with 16 other companies into one company under the name "Canadian National Railway Company" on June 11, 1956, when Canadian National Railway Company became the owner. - Unpledged.

FUNDED DEBT: As at December 31, 1960 - Nil.

DIRECTORS

Donald Gordon
Wilfrid Gagnon
J. A. Northey
J. R. Griffith
W. G. Stewart
H. W. Marsh

OFFICERS

Donald Gordon	Chairman & President
N. J. MacMillan	Executive Vice-President
A. H. Hart	Vice-President
S. F. Dingle	Vice-President
E. A. Bromley	Vice-President
Dr. O. M. Solandt	Vice-President
J. L. Toole	Vice-President
W. T. Wilson	Vice-President
H. C. Friel	Vice-President - Law
R. H. Tarr	Vice-President & Secretary
H. C. Grayston	Vice-President
J. M. Young	Assistant Secretary
D. W. Gilmour	Assistant Secretary
L. J. Mills	Comptroller
E. J. Denyar	Treasurer

Incorporated: Dominion Letters Patent dated 19 March 1931. Supplementary Letters Patent dated 18 December 1959.

Head Office: Montreal, Quebec

History: By Dominion Letters Patent dated March 19, 1931 "Canadian National Transportation, Limited" was incorporated for the purpose of carrying out bus and truck operations which the Railway cannot operate directly under its own charter. The Company has powers wide enough to indulge in any form of transportation in any part of Canada - except by rail and except as a Railway Company.

1931 Company acquires buses, which, under Agreement dated 20 November 1931, were leased to Niagara, St. Catharines and Toronto Railway Company on a rental basis to be operated in substitution of its electric railway. This Service was discontinued during 1960 and 1961.

1939 Oshawa Railway Company leased buses from Canadian National Transportation, Limited in substitution for its electric street cars. Operations commenced 28th January 1940, and were discontinued on 31st December 1959.

1940 Additional equipment acquired and operations commenced on 9th September 1940 of a bus and trucking service between Port Arthur, Geraldton and Longlac, Ontario supplementing Canadian National rail Service. This still operates and is included in the rail income of the system.

The following bus services were placed in operation, but were later discontinued due to lack of patronage.

<u>Route</u>	<u>Commenced</u>	<u>Discontinued</u>
Victoriaville - Drummond	June 1940	April 1942
Kamloops - Prince Rupert - Smithers	May 1951	April 1954
Kamsack, Sask. - Flin Flon, Man.	Nov. 1953	May 1956
Oshawa	Jan. 1940	December 1959
City of Niagara Falls and Stamford	Nov. 1931	October 1960
City of St. Catharines	Nov. 1931	August 1961

1953 Department of Road Transport, Canadian National Railways formed 1st September 1953 to take over the services operated by The Oshawa Railway Company, The Niagara, St. Catharines and Toronto Railway Company and Canadian National Transportation, Limited. These include the bus services operated by these three companies, and the interurban trucking service operated over the highway by Canadian National Railways in the name of Canadian National Transportation, Limited.

1959 The Company entered the trucking company field with the purchase of Sydney Transfer and Storage Limited and Eastern Transport Limited. At 31st December 1960 seven companies were in the process of being acquired, and purchase options had been taken on two more. These companies were:

History:
(Cont'd.)

	<u>Acquired</u>
Sydney Transfer and Storage Limited	5 October 1959
Eastern Transport Limited	"
East-West Transport Limited	29 April 1960
Empire Freightways Limited	30 January 1960
Wacos Holdings Limited	5 May 1960
Montalta Holdings Limited	5 May 1960
Midland Superior Express Limited	
49%	5 May 1960
51% not yet acquired	-
 Options:	
Hoar Transport Limited	
Husband Transport Limited	

At 31st December 1960, in addition to the trucking companies shown above, Canadian National Transportation, Limited was operating an all-year bus service between Port Arthur, Geraldton and Longlac, Ontario (195 miles one way) meeting all main line trains at Longlac, in which four buses and seven employees were engaged; also trucking services over the highways between various points on the Atlantic, St. Lawrence, Great Lakes, Prairie and Mountain regions ancillary to or in substitution of train service.

A public messenger and delivery service was also operated by Canadian National Telegraphs in the name of Canadian National Transportation, Limited at larger points where it maintains messengers for delivery of telegrams. As from January 1961 the net income from this service will be included in Canadian National Telegraphs operating statements.

Property Investment:	As at 31st December 1960	
	Non-rail property	\$4 832 472
Accrued Depreciation:	As at 31st December 1960	
	Non-rail property	\$1 646 700
Capital Stock:	As at 31st December 1960	
	Authorized: 1,500,000 n.p.v.	
	Issued : 50 shares at \$10 per share \$500 (unpledged)	

All shares are owned by Canadian National Railway Company. The share certificate is in the name of Canadian National Realities in Trust for Canadian National Railway Company.

Long term debt:	As at 31st December 1960	
	Canadian National Railways	\$10 263 994

DIRECTORS

Donald Gordon
Wilfrid Gagnon
J. A. Northey
J. R. Griffith
W. G. Stewart
H. W. Marsh

OFFICERS

Donald Gordon	Chairman and President
N. J. MacMillan	Executive Vice-President
R. H. Tarr	Vice-President & Secretary
F. A. Gaffney	Vice-President
L. J. Henderson	General Manager
I. Macaskill	Acting General Manager
J. M. Young	Assistant Secretary
D. W. Gilmour	Assistant Secretary
L. J. Mills	Comptroller
E. J. Denyar	Treasurer

CANADIAN NATIONAL TRANSPORTATION LTD
(ACQUISITIONS)

Sydney Transfer and Storage Ltd.

This Company was acquired on October 5, 1959. Its operations Inter-City Service between Sydney, New Glasgow, Halifax and Moncton as well as peddler operations throughout Cape Breton Island. It operates sixty pieces of Automotive Equipment and maintains terminals at Moncton, Halifax, New Glasgow and Sydney. The Company has 44 employees.

Head Office King's Road, Sydney N.S.

Officers

F.M. Chisholm	General Manager,	Truro N.S.
D.M. Beattie	Assistant General Manager	Sydney N.S.
A.R. Hamlin	Office & Traffic Manager	Sydney N.S.
W.B. Butler	Sales Manager	Sydney N.S.
J. Leclair	Comptroller	Sydney N.S.

Eastern Transport Ltd., Head Office

This Company was acquired on October 5, 1959, and operates between Halifax, Truro, New Glasgow and Moncton providing inter-city and peddler service throughout this territory. It has a total of 60 motor vehicles and maintains terminal facilities at Moncton, Truro, Halifax and New Glasgow. It employs 68 people.

Head Office Willow St., Truro, N.S.

Officers

F.M. Chisholm	General Manager	Truro N.S.
D.A. Chisholm	Asst. General Manager	Truro N.S.
I.W. Blondon	Rate & Claims Manager	Truro N.S.
W.L. Phillips	Office Manager	Truro N.S.

Empire Freightways Ltd.

This Company was acquired on January 30, 1960. It operates intra-provincially on the Saskatoon - Melfont - Prince Albert - North Battleford area of Saskatchewan, and inter-provincially between this Area and Winnipeg. This Company operates 115 motor vehicles and maintains terminals at Winnipeg, Regina, Saskatoon, Prince Albert, Melfont, North Battleford and Moosomin. It has 77 employees. Head Office, 1902, Quebec Ave., Saskatoon, Sask.

Officers

G.G. Dean	General Manager	Winnipeg
D.F. Pope	Comptroller	Winnipeg
R.A. Craig	Administrative Assistant	Winnipeg
J. Keller	Maintenance Supervisor	Winnipeg
E. Carter	Safety Supervisor	Winnipeg
S.W.C. Brown	Operations Manager	Saskatoon
M. Woytowich	Asst. Operations Mgr.	Saskatoon

East-West Transport Ltd.,

This Company was acquired on April 30, 1960. It operates inter-provincially between the major Western Canadian Cities of Vancouver, Calgary, Edmonton, Saskatoon, Regina, and Winnipeg. In addition the Ontario points of Toronto, Hamilton, Windsor, Sarnia and Kitchener are served inter-provincially from and the Four western provinces. It operates about 185 units of Rolling Stock, and terminals are maintained at Winnipeg, Vancouver, Kitchener and Toronto. There are

165 employees on the staff. Head Office 570 Nairn Ave., Winnipeg, Man.

Officers

G.G. Dean	General Manager	Winnipeg
D.F. Pope	Comptroller	Winnipeg
R.A. Craig	Administrative Assistant	Winnipeg
J. Keller	Maintenance Supervisor	Winnipeg
E. Carter	Safety Supervisor	Winnipeg

Midland Superior Express Ltd.

This Company is authorized to carry freight from Edmonton and Calgary to Sault Ste Marie, North Bay, Sudbury, Windsor, Hamilton, Toronto, Ottawa and Montreal and return. It operates into Vancouver from the Province of Alberta on East-West Transports' franchises. Terminals are located in Calgary, Edmonton, Hamilton, Toronto and Montreal. This Company owns all its trailers, local cartage units and some tractors and obtains motive power by contract with tractor owners. It employs 275 people.

Under agreement dated October 20, 1959, Canadian National Transportation Ltd., acquired 49% of Midland Superior Express Ltd., A second agreement dated May 5, 1960 covers the acquisition of the remaining 51% with a provision that the closing date shall be twenty days following the date upon which the Quebec Transportation Board approves the transfer. This Board has completed its formal hearing of the application to transfer the shares of Midland to Canadian National Transportation Ltd., and decision will be handed down in due course.

Head Office 1111, 42nd Avenue, S.E., Calgary, Alberta.

Officers

G.N. Warnick	President	Calgary, Alta.
J.D. Brechin	General Manager	Calgary, Alta.
A. Warnick	Western Zone Manager	Edmonton, Alta.
B. Cordick	Eastern Zone Manager	Toronto, Ont.
G.E. Shaw	Fleet Manager	Calgary, Alta.
G. Bennett	Sales Manager	Toronto, Ont.
R.J. Barrett	Comptroller	Calgary, Alta.

Wacos Holdings Ltd. and Montalta Holdings Ltd.

These two Companies were formed by Midland Superior Express Ltd., to hold the various lands and buildings used in the Midland Superior operations.

The trucking terminals located at Calgary, Edmonton, Saskatoon and Toronto are owned by Wacos Holdings Ltd., while the terminals located at Montreal is the property of Montalta Holdings Ltd.

Two agreements dated April 13, 1960 and April 28, 1960 cover the Acquisition of 100% each of Wacos and Montalta Holdings by the Canadian National Transportation Ltd.

Toronto-Peterborough Transport Company, Ltd.,

This Company was acquired on June 1961. It operates between Metropolitan Toronto and such points as Hamilton, Oakville, Ottawa, Port Hope, Cobourg, Belleville, Peterborough, Lindsay, Campbellford, Madoc and points north to and including Barry's Bay. It has a total of 300 motor vehicles, and operates terminals at Toronto, Hamilton, Port Hope, Cobourg, Belleville Peterborough, Lindsay and Madoc. It employs 260 people.

CANADIAN NATIONAL TRANSPORTATION LTD.

Head Offices at O'Connor Drive at Sunrise Ave., Toronto 16, Ont.

Officers

C.W. Tanner	Vice President	Peterborough, Ontario
F.A. Gaffney	Vice President	Montreal, Quebec
I. Macaskil	Treasurer	Montreal, Quebec
C.C. Henderson	Secretary	Montreal, Quebec
R.G. Tanner	Fleet Superintendent	Toronto, Ontario
C.A. Ashton	Traffic Manager	Toronto, Ontario
K.J. McAlister	Operations Manager	Toronto, Ontario

Hoar Transport Company, Ltd.

This Company was acquired in October 1961. It operates between Metropolitan Toronto and such points as Orillia, Gravenhurst, Bracebridge, Huntsville, Parry Sound, North Bay and Sudbury and between Metropolitan Toronto, Orano and Bomanville. It operates a total of 175 pieces of rolling stock and maintains terminals at Toronto, North Bay, Sudbury, Bracebridge Barrie, Huntsville, Orillia, Parry Sound and Oshawa. It employs 190 people. Head Office - 2525 Garrard St. E., Scarborough, Ont.

Officers

L.J. Henderson	President	Montreal, Quebec
C.V. Hoar	Vice President	Toronto, Ontario
S.M. Cooper	Secretary	Toronto, Ontario
L.A. Hewitt	Treasurer	Montreal, Quebec

INCORPORATED: May 4, 1910 - Dominion Act 910 Edward VII, Cap. 6.

HISTORY: Under Dominion Act 9-10 Edward VII, Cap. 6, May 4, 1910, "The Canadian Northern Alberta Railway Company" was incorporated to construct and operate a railway from Edmonton or Strathcona, westerly to coal areas near Brazeau and McLeod Rivers, and was empowered to amalgamate with The Canadian Northern Railway Company.

At a Meeting of the Provisional Directors held August 2, 1910, Certificates for 20 shares each were issued fully paid up to each of ten directors. At a Meeting on February 10, 1911 these ten directors were declared to be all the directors of the Company, and a further 29,880 shares were issued to A.J. Mitchell and R.P. Ormsby in trust. These 30,000 shares were transferred to the Trustees of the Canadian Northern Railway Company's 4% Guaranteed Debenture Stock and Bonds dated July 15, 1914.

The line was completed and opened for traffic as follows:

Trelle Jct.	to	Peace River Jct.	25.61 miles	October 8, 1913
Peace River Jct.	to	Yellowhead	<u>224.96</u> "	October 4, 1915
Total - Trelle Jct.	to	Yellowhead	250.57 miles	

During World War I, a demand for rails for overseas became urgent, and in 1917, the Dominion Government, under its powers conferred by the War Measures Act, lifted rails on both The Grand Trunk Pacific Railway and The Canadian Northern Railway between Imrie in Alberta and Red Pass Junction in British Columbia. The Canadian Northern rails being unsuitable in some respect for overseas requirements, were used to replace those taken from Grand Trunk Pacific Line. In the new alignment, the two railways were merged between Imrie and Red Pass Junction, so that the transcontinental main line of Canadian National Railways between these two points became a composite road, approximately 150 miles being on former Grand Trunk Pacific right of way and approximately 150 miles being on former Canadian Northern right of way.

AMALGAMATION: Under Amalgamation Agreement dated May 17, 1956, between Canadian National Railway Company, and The Canadian Northern Alberta Railway Company and 16 other companies (approved by Dominion Order in Council P.C. 1956-772 dated May 17, 1956) duplicate original counterpart thereof having been filed with the office of Secretary of State of Canada on June 11, 1956, The Canadian Northern Alberta Railway Company and the other 16 companies were amalgamated with and under the name Canadian National Railway Company effective June 11, 1956.

PROPERTY INVESTMENT: Included in property accounts of Canadian Northern Railway, and is not recorded separately.

THE CANADIAN NORTHERN ALBERTA RAILWAY COMPANY

Subsidies:	Dominion of Canada - fiscal year	1914	\$2,832,024	
		1915	262,080	
		1919	<u>25,896</u>	\$3,120,000

Municipal Bonus 168,353

Dominion Government Land Grant - 1,582.14 acres

Location: Railway as existing at present:

Trelle Jct.	to Peace River Jct.	25.61 miles
Styal	to Chip Lake	13.19 "
Solomon	to Snaring	29.25 "
Geike	to Yellowhead	<u>7.88 "</u>
Total -		75.93 miles

Abandoned: 174.64 miles

Capital Stock:	As at June 11, 1956:		
	Authorized: 30,000 shares par value \$100 each		\$3,000,000
	Issued: 30,000 " " " " "		3,000,000

The entire Capital Stock was pledged under the Canadian Northern Railway Company's 4% Guaranteed Debenture Stock and Bonds dated July 15, 1914.

Under Agreement dated May 17, 1956 the Canadian Northern Pacific Railway Company amalgamated with the Canadian National Railway Company. This Agreement was approved by Order in Council P.C. 1956-772 dated May 17, 1956 and filed with the Secretary of State of Canada on June 11, 1956 on which date it became effective. The Capital Stock was treated as cancelled.

Funded Debt:

The Canadian Northern Alberta Railway Company's First Mortgage 3½% Debenture Stock secured by Trust Deed dated March 22, 1911 and Supplementary Trust Deed dated April 20, 1912, maturing May 4, 1960. This mortgage is guaranteed as to Principal and Interest by the Dominion of Canada, and is a First Charge on the line from St. Albert to Medicine Lodge a distance of 150.00 miles.

Authorized:	\$ 3,150,000.00
Issued: 676,260 pounds Sterling @ \$4.86-2/3	3,149,998.66
Held by Public	3,149,998.66

This mortgage is payable in Sterling
This mortgage matured May 4, 1960 and proceedings to discharge this mortgage are now under way.

The Canadian Northern Alberta Railway Company's First Mortgage 3½% Debenture Stock secured by Trust Deed dated November 29, 1912, and maturing on April 1, 1962. This mortgage is guaranteed as to Principal and Interest by the Dominion of Canada and is a First Charge on the line from Medicine Lodge to the British Columbia boundary a distance of 97.6 miles.

Authorized:	\$ 3,570,000.00
Issued: 733,561 pounds Sterling	3,569,996.86

This was pledged with the Minister of Finance as part security for a loan of \$1,887,821.16 under the 1918 War Measures Act and an Order in Council issued July 5, 1918.
This mortgage is payable in Sterling.

FUNDED
DEBT:

Under Dominion Act 1, Elizabeth II. Cap 36 known as the Canadian National Railway's Capital Pension Revision Act 1952 assented to July 4, 1952. This mortgage was released to the Canadian National Railways Securities Trust in exchange for 4% Preferred Stock of the Canadian National Railway Company.

The Canadian Northern Alberta Railway Company's 4% Debentures were secured by Trust Deed dated July 15, 1914 and maturing September 1, 1934. This mortgage has no guarantee and was a Second Charge on the line from St. Albert to the British Columbia boundary, a distance of 247.6 miles. The amount authorized was the equivalent of the advances received from the proceeds of Canadian Northern 4% Debenture Stock. The amount issued was \$886 434.00 and it was pledged under the Canadian Northern Railway Company 4% Guaranteed Debenture Stock and Bonds and was held by the National Trust Company Limited as Trustees under this mortgage. It was payable in Canadian currency. This mortgage was discharged on April 1, 1939.

THE CANADIAN NORTHERN COAL AND ORE DOCK COMPANY, LIMITED

(Formerly wholly owned subsidiary of "The Canadian Northern Railway Company"). Charter surrendered March 31, 1942.

INCORPORATED: February 17, 1905 -Ontario Letters Patent.

HISTORY: Under Ontario Letters Patent dated February 17, 1905, "The Canadian Northern Coal and Ore Dock Company, Limited" was incorporated for the purpose of building a dock at Port Arthur, Ontario.

Under Agreement dated March 1, 1905 between the Canadian Northern Coal and Ore Dock Company; Limited, Mackenzie, Mann and Company Limited; and the Pittsburgh Coal Company, the Canadian Northern Coal and Ore Dock Company agreed to issue to Mackenzie, Mann and Company as part payment for the construction of the dock at Port Arthur, 5000 fully paid up shares of \$100.00 each of the Capital Stock. Under authority of Order in Council P.C. 1568 dated July 20, 1920 the Canadian Northern Railway Company acquired the whole of the Capital Stock for \$125,000.

A plant was built on a re-claimed block of land 616 feet wide, running easterly out into Lake Superior approximately 2,000 feet, at a total cost including buildings and equipment of more than \$2,000,000.

The property was leased to The Canadian Northern Railway Company for operation for a period of 25 years ending January 1, 1941. The facilities and equipment became antiquated and too costly to operate and would have required heavy expenditure for rehabilitation. The Railway decided in the circumstances to discontinue operation as of June 30, 1926.

HISTORY:
(Cont'd.)

In 1926, C.B. Devlin & Company of Fort William offered to sub-lease the premises and attempted operations. Difficulties arose which prevented final execution of the lease and the property became vacant.

On May 30, 1935, after several unsuccessful attempts to sub-lease the premises, a 21-year lease of the land, water-lot and dock with option of renewal for a further 21 years was entered into between The Canadian Northern Coal and Ore Dock Company, Limited, The Canadian Northern Railway Company and the Ontario Creosoting Company Limited, to become effective June 1, 1935.

In December 1935 accounts the value of equipment, machinery, etc., no longer required for railway purposes, was written off (the loss being absorbed by the amount available in the Sinking Fund). The value of land, water-lot and dock, estimated to be \$369,569.86, remained in the investment account.

By Trustees Resolution dated June 19, 1936, title to the remaining property (then under lease to Ontario Creosoting Company Limited) was transferred to Canadian National Realities, Limited on November 23, 1936, at the book value of \$369,569.86.

CHARTER
SURRENDERED:

As of March 31, 1942, the Charter of The Canadian Northern Coal and Ore Dock Company, Limited lapsed by reason of non-filing of annual returns for three consecutive years, as provided for under Section 40 (1) and (2) of the Companies Act (Ontario, Cap. 251, R.S. 1927,) and the corporate existence of the company was terminated. The Charter was surrendered to the Provincial Secretary of Ontario. The Seal, original Minute Books and other corporate documents pertaining to the corporate existence of the Canadian Northern Coal & Ore Dock Company, Limited are in the custody of the Secretary, Canadian National Railway Company, Montreal.

CAPITAL
STOCK:

Authorized:	5,000 shares - \$100 each	\$ 500,000
Issued:	5,000 shares - \$100 each	\$ 500,000

All owned by the Canadian National Railway Company at a cost of \$125,000 and written out of its accounts in December 1935 when the plant and equipment was retired.

Share Certificates were cancelled when the corporate existence of the Company was terminated on March 31, 1942.

LONG-TERM
DEBT:

As at March 31, 1942 - Nil

5% First Mortgage Twenty Year Sinking Fund Gold Bonds in the amount of \$1,750,000 were issued January 1, 1916. These were paid off at maturity, January 1, 1936 and the Mortgage relating thereto was discharged on February 9, 1937.

(Included in "Canadian National Railway Company" from June 11, 1956)

FORMED: June 8, 1954 - Dominion - by Amalgamation.

HISTORY: By Agreement dated May 13, 1954, between twelve railway companies, authorized by the Board of Directors of each of the said companies by resolutions dated March 26, 1954, and sanctioned by Dominion Order in Council P.C. 1954 - 716 dated May 13, 1954, the following companies were amalgamated to form one Company under the name "Canadian Northern Consolidated Railways", with Capital Stock of \$35,306,600, being the aggregate amount of Capital Stock issued by the parties to the agreement. A counterpart of the Agreement was filed in the Office of the Secretary of State of Canada on June 8, 1954, and the Amalgamation became effective on that date.

	Capital Stock Issued
The Bay of Quinte Railway Company	\$ 1,395,000.00
The Bessemer and Barry's Bay Railway Company	125,000.00
Canadian National Electric Railways	1,750,000.00
Canadian Northern Manitoba Railway Company	250,000.00
Canadian Northern Pacific Railway Company	25,000,000.00
Canadian Northern Western Railway Company	2,000,000.00
The Central Ontario Railway	3,331,000.00
The Halifax and South Western Railway Company	1,000,000.00
The James Bay and Eastern Railway Company	125,000.00
The Marmora Railway and Mining Company	128,600.00
The Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company	201,000.00
The St. Charles and Huron River Railway Company	1,000.00
	<u>\$ 35,306,600.00</u>

Outstanding share certificates of the predecessor companies, which were all owned and held by The Canadian Northern Railway Company, were cancelled and in substitution therefor a share certificate for an equal amount was issued by Canadian Northern Consolidated Railways.

AMALGAMATION: Under Agreement dated May 17, 1956, approved by Order in Council P.C. 1956-772 Canadian Northern Consolidated Railways amalgamated with the Canadian National Railway Company. This Agreement was filed with the Secretary of State of Canada on June 11, 1956 on which date the Amalgamation became effective. The Capital Stock \$35,306,000 was cancelled.

CAPITAL STOCK: Prior to Amalgamation on June 11, 1956:

Authorized:	353,066 shares - \$100	\$35,306,600
Issued:	353,066 shares - \$100	35,306,600

All owned by The Canadian Northern Railway Company. Upon Amalgamation on June 11, 1956, in accordance with the terms of Amalgamation Agreement dated May 13, 1956, the Capital Stock was treated as cancelled.

FUNDED DEBT: As at June 11, 1956 - Nil.

CANADIAN NORTHERN MANITOBA RAILWAY COMPANY

(included in "Canadian National Railway Company" from June 11, 1956)

INCORPORATED: February 20, 1914 - Manitoba Act 4, Geo. V., Cap. 135.

DECLARATORY: Works and undertaking declared to be works for the general advantage of Canada. Dominion Act 4-5 Geo. 5, Cap. 20, 1914.

HISTORY: Under Manitoba Act 4, Geo. V. Cap. 135, February 20, 1914, "Canadian Northern Manitoba Railway Company" was incorporated to construct and operate lines of railway from a point on the Oak Point Branch of The Canadian Northern Railway Company to a point on the eastern shore of Lake Manitoba; from Gypsumville to a point between Pas Mission and Hudson Bay; from a point between Roblin and Grand View to Portage La Prairie; and from Portage La Prairie to a point between Emerson and Sprague.

AMALGAMATION: On June 8, 1954, Canadian Northern Manitoba Railway Company and 11 other companies were amalgamated into one company under the name "Canadian Northern Consolidated Railways". The latter Company was amalgamated with "Canadian National Railway Company" June 11, 1956.

PROPERTY INVESTMENT: Included in property accounts of Canadian Northern Railway, and is not recorded separately.

SUBSIDIES: Land Grants were as follows (Statistics of Steam Railways - 1938, p.63).
 Dominion 73.16 acres.

LOCATION: The railway was completed and opened for traffic:
 Steep Rock Jct. to Steep Rock 12.13 miles December 14, 1914.

CAPITAL STOCK: Prior to Amalgamation on June 8, 1954:
 Authorized: 10,000 shares of \$100 each - \$1,000,000
 Issued: 2,500 shares of \$100 each - \$ 250,000

At a Meeting of the Provisional Directors held on June 11, 1914 Certificates were issued for 250 shares, \$25,000 on which 20% or \$5,000 was paid up. On July 6, 1914 Certificates were issued to the Trustees of the Canadian Northern Railway Company's 4% Debenture Stock and Bonds, for 2250 shares, \$225,000. These shares were pledged with the National Trust Company as Trustees under the mortgage of July 15, 1914. The Canadian Northern Railway Company owned the entire stock issued \$250,000.

Upon Amalgamation on June 8, 1954, the outstanding share Certificates were cancelled and in substitution therefor Common Stock of Canadian Northern Consolidated Railways of equal value was included in the share certificate issued by Canadian Northern Consolidated Railways to The Canadian Northern Railway Company.

FUNDED DEBT: As at June 8, 1954 - Nil.

FUNDED DEBT: The Canadian Northern Manitoba Railway Company issued a First Mortgage (Cont'd.) $4\frac{1}{2}\%$ Debenture Stock and Bonds for \$160,000 secured by Trust Deed dated January 2, 1916 and maturing on June 30, 1930. This mortgage was guaranteed by the Province of Manitoba according to tenor and was a first charge on the railway from Steep Rock Jct. to Steep Rock, 12.13 miles. This mortgage was discharged on July 15, 1940.

THE CANADIAN NORTHERN ONTARIO RAILWAY COMPANY

(Included in "Canadian National Railway Company" from June 11, 1956)

INCORPORATED: July 22, 1895 - Dominion Act 58-59 Vic. Cap. 50.

HISTORY: Under Province of Canada Act 10-11 Vic. Cap. 119, presented for Royal Assent July 28, 1847, Royal Assent April 15, 1848, Royal Assent signified by Proclamation June 24, 1848 "The Carillon and Grenville Railway Company" was incorporated to build a railway from Carillon to Grenville, etc.

Under Province of Canada Act 16 Vic. Cap. 103, April 22, 1853, "The Montreal and Bytown Railway Company" was incorporated to build a railway from Montreal via Terrebonne and Two Mountains Counties to Bytown (Ottawa). This latter Company completed about twelve and one-half miles within a year but was prevented from putting it in operation by the proprietors of the lands through which the road passes pending indemnification for the lands, until Province of Canada Cap. 116, July 1, 1856, authorized transfer of the Railway to the Wardens of the Counties of Ottawa and Argenteuil (in trust) for management and operation.

Under Province of Canada Act 22 Vic. Cap. 96, May 4, 1859 "Carillon and Grenville Railway Company" was incorporated to purchase at Sheriff's sale that part of the railway already constructed and to complete construction between Carillon and Grenville.

Under Agreement dated July 25, 1911, ratified by Dominion Cap. 80, June 12, 1914, Carillon and Grenville Railway Company sold to The Canadian Northern Ontario Railway Company effective July 25, 1911, for the sum of \$1, its line from the wharf at Grenville to the crossing of the highway at Carillon, together with running rights over the rails to the wharf property at Carillon, also all tracks, sidings, station houses, rolling stock and equipment and works, etc., and all other property owned or used in connection with the line described but reserving all franchises and powers of the Company under its Charter and also all land-grants and other subsidies.

Under Dominion Act 58-59 Cap. 50, July 22, 1895, "The James Bay Railway Company" was incorporated to construct and operate a railway from Parry Sound via French River, Lake Wahnapiatae to Moose River on James Bay. Amongst those petitioning for incorporation were William McKenzie and Donald D. Mann.

HISTORY:
(Cont'd.)

The James Bay Railway was completed and opened for traffic as follows:

Parry Sound	to	Canada Atlantic Jct.	3.70	miles	March	2	1902
Rosedale	"	Parry Sound	142.84	"	November	6	1906
Parry Sound	"	Still River	44.30	"	September	25	1907
Conniston	"	Sudbury	11.24	"	April	24	1908
Still River	"	Conniston	62.32	"	July	2	1908
Key Jct.	"	Key Harbour	6.98	"	November	6	1907
Total			271.38 miles				

Under Dominion Order in Council P.C. 1193, June 25, 1906, authorized by Dominion Cap. 110, July 20, 1905, the name was changed to "The Canadian Northern Ontario Railway Company"

The Canadian Northern Ontario Railway was completed and opened for traffic as follows:

Carson Jct.	to	Carson	3.66	miles	April	14	1908	
Sudbury Jct.	"	Selwood (via Milnet)	26.98	"	October	24	1908	
Sudbury Jct.	"	Wye	.47	"	October	24	1908	
Hawkesbury	"	South Nation River	23.70	"	June	8	1909	
South Nation River	to	Rockland	12.00	"	July	10	1909	
Rockland	to	Ottawa (Hurdman)	21.66	"	December	3	1909	
Milnet	"	Thor Lake	29.60	"	December	29	1909	
Udney	"	Atherley	7.34	"	July	28	1910	
Todmorden	"	Trenton	105.00	"	September	30	1911	
Trenton	"	Belleville East	15.50	"	October	28,	1911	
Thor Lake	"	Ruel	14.00	"	November	4,	1911	
Smith's Falls	81.19 to Mile	83.66	2.47	"	January	9,	1912	
Belleville East	to	Deseronto	12.72	"	January	30	1912	
Deseronto	to	Deseronto	1.08	"	January	30	1912	
Algo	"	Algo Jct.	2.39	"	July	30	1912	
Hurdman Jct.	"	Sydenham	86.39	"	December	30	1913	
South Falls M.	88.96 to Mile	89.66	0.70	"	December	30	1913	
"	"	M. 90.74 " "	91.33	0.59	"	December	30	1913
"	"	M. 95.62 " "	98.49	2.87	"	December	30	1913
"	"	M. 99.90 " "	100.15	.25	"	December	30	1913
Ottawa Jct.	to	Riverside	.27	"	June	26	1914	
Sudbury M	126.80 to Ruel Mile	3.03	3.03	"	October	24	1915	
Pembroke Jct.	to	Capreol	222.17	"	October	15	1915	
Ruel	"	Current Jct.	540.19	"	October	15	1915	
Federal	"	Pembroke Jct.	80.78	"	November	13	1915	
Mt. Royal Mile	5.81 to	Grenville	47.62	"	July	18	1916	
Oriole	to	Donlands	2.18	"	February	1	1918	
Bala Mile	89.44 to Mile	90.58	1.14	"	March	11	1920	
Pembroke Connection			.55	"	July	3	1920	
Bala Mile	139.59 to Mile	140.88	1.29	"	July	19	1920	
Val Royal	to	Cartierville	.82	"	October	6	1920	
Washago Division			.74	"	May	22	1922	
Smiths Falls M	103.77 to Mile	104.53	.76	"	June	1	1923	
Cobourg Connection			.60	"	August	8	1923	
Brighton Connection			.47	"	August	8	1923	
North Bay	to	C.N.R. Connections	1.44	"	September	23	1923	
Cobourg Connection			.42	"	April	14	1924	
Ronnac Connections			.55	"	November	9	1925	
South Parry Jct. Connections			.95	"	March	1	1931	
Beachburg M	34.96 to Mile	37.36	2.40	"	June	23	1931	
Algo Jct. Connection			1.10	"	August	13	1931	
Total			1,278.84 miles					

HISTORY:
(Cont'd.)

Under Agreement dated July 25, 1911, ratified by Dominion Act 3-4, Geo. V. Cap. 80, June 12, 1914, The Canadian Northern Ontario Railway Company acquired from Carillon and Grenville Railway Company effective July 25, 1911, for the sum of \$1, its line from the wharf at Grenville to the crossing of the highway at Carillon, together with running rights over the rails to the wharf property at Carillon, also all tracks, sidings, station houses, etc.

Under Agreement dated January 15, 1914, ratified by Dominion Act 4-5 Geo. V. Cap. 78, 1914, The Canadian Northern Ontario Railway Company, The Canadian Northern Railway Company and The Canadian Northern Quebec Railway Company leased the property of Mount Royal Tunnel and Terminal Company, Limited, for a period of 999 years from April 15, 1915.

The purpose of the railway was to form the connection between the Canadian Northern Railway System lines west of Port Arthur and the lines in Quebec, also to provide connection easterly and westerly from Toronto.

AMALGAMATION: Under Agreement dated May 17, 1956, approved by Order in Council P.C. 1956-772 dated May 17, 1956 The Canadian Northern Ontario Railway Company amalgamated with the Canadian National Railway Company. This Agreement was filed with the Secretary of State of Canada on June 11, 1956 on which date the Amalgamation became effective. The Capital Stock \$10,000,000 was cancelled.

PROPERTY INVESTMENT: Included in property accounts of Canadian Northern Railway Company and is not recorded separately.

SUBSIDIES: Subsidies and Land Grants were as follows: (Statistics of Steam Railways - 1938 -p.63).

Dominion	\$14,485,635	
Ontario	124,000	1,740.19 acres.

LOCATION: St. Jerome Belleville, Ottawa, Capreol and Hornepayne Divisions:

		<u>Miles</u>
Mount Royal Tunnel	Mi. 5.82 - Carillon	36.38
Cartierville Branch		.82
Grenville	- Hawkesbury	1.30
Riverside (Ottawa)	- Sydenham	86.20
Federal (Ottawa) - Current Jct. (Port Arthur)		895.52
Port Arthur		.17
Garson Jct.	- Garson	3.66
Sudbury Jct.	- Milnet	22.48
" "	- Wye	.47

THE CANADIAN NORTHERN ONTARIO RAILWAY COMPANY

LOCATION: (Cont'd.)		Miles	Discontinued
Hawkesbury	- Hurdman	55.93	1939
Deseronto	- Trenton	24.58	1931
Trenton	- Brighton	7.75	1932
Brighton	- Cobourg	23.26	1923
Cobourg	- Ronnac	6.95	1925
Ronnac	- Nor.Oshawa	32.44	1936
Nor. Oshawa	- Greenburn	9.77	1937
Greenburn	- Todmorden	23.33	1926
Udney	- Atherley	6.88	1922
Milnet	- Sellwood	4.50	1927
Key Jct.	- Key Harbour	6.98	1959

CAPITAL
STOCK:

Prior to Amalgamation on June 11, 1956:

Authorized:	500,000 shares - par \$100	\$50,000,000
Issued:	100,000 shares - par \$100	\$10,000,000

Under Agreement dated July 14, 1914, the Contractors (Mackenzie, Mann & Company, Limited, Sir William Mackenzie and Sir Donald D. Mann) transferred all the shares of Capital Stock to the Trustee, free of prior charges, to become and remain the property of The Canadian Northern Railway Company to form part of the mortgaged premises under Trust Deed dated July 15, 1914. Payment was included in the \$23,000,000 of Capital Stock of The Canadian Northern Railway Company issued to the Contractors in consideration of their turning over control of the companies as set out in The Canadian Northern Railway Guarantee Act, 1914, Dominion Cap. 20, June 12, 1914.

FUNDED
DEBT:

As at December 31, 1960

The Canadian Northern Ontario Railway Company's First Mortgage 3½% Debenture Stock secured by Trust Deed dated July 12, 1906 and maturing July 10, 1936. This Mortgage was guaranteed by the Province of Ontario in Sterling and formed a First Charge on the line from Toronto to Sudbury a distance of 266 miles.

Amount Issued £1,101,369 @ \$4.86-2/3 = \$ 5,359,996

This Mortgage was discharged on July 31, 1940.

The Canadian Northern Ontario Railway Company's First Mortgage 3½% Debenture Stock secured by Trust Deed dated June 24, 1908 and maturing June 30, 1938. This Mortgage was guaranteed by the Province of Ontario in Sterling and was a First Charge on 46 miles of railway and terminal lands in Toronto and Key Harbour.

Amount Issued £1,389,949 @ \$4.86-2/3 = \$6,725,485

This Mortgage was discharged on July 31, 1940.

The Canadian Northern Ontario Railway Company's 4% Perpetual Consolidated Debenture Stock and Bonds secured by Trust Deed dated June 28, 1909 and Supplement dated September 29, 1909 and is a First Charge on 307.50 miles of line.

Amount Issued £3,608,338 @ \$4.86-2/3 = \$17,560,578

This Mortgage was discharged on July 30, 1956.

FUNDED
DEBT:

The Canadian Northern Ontario Railway Company's First Mortgage 3½% Debenture Stock secured by Trust Deed dated October 4, 1911 and maturing May 19, 1961 and was a First Charge on 935 miles of railway. This mortgage was guaranteed by the Dominion of Canada in Sterling.

Amount Issued £7,350,000 @ \$4.86-2/3 = \$35,770,000

The Debenture Stock in the hands of the public was discharged on maturing on May 11, 1961, but the Trust Mortgage will not be discharged until the stock of this issue held by the Canadian National Railways Securities Trust pursuant to the Capital Revision Act is released.

The Canadian Northern Ontario Railway Company's 4% Debentures secured by Trust Deed dated July 15, 1914 and maturing on September 1, 1934, was a Charge on the several lines constructed. This mortgage had no guarantee and was issued in Canadian currency.

Amount Issued. \$1,463,009

This mortgage was discharged on April 1, 1939.

CANADIAN NORTHERN PACIFIC RAILWAY COMPANY

(included in "Canadian National Railway Company" from June 11, 1956)

INCORPORATED:

March 10, 1910 - British Columbia Act 1, Geo. V. Cap. 4.

DECLARATORY:

Works and undertaking declared to be works for the general advantage of Canada - Dominion Act 4/5 Geo. V., Cap. 20, 1914; P.C. 443, February 20, 1917; Proclamation February 20, 1917, published in Extra Canada Gazette February 28, 1917.

HISTORY:

Under British Columbia Act 50, Vic. Cap. 36, April 7, 1887, "The New Westminster Southern Railway Company" was incorporated to construct and operate a railway from 49th Parallel between Semiahmoo Bay and Township 16, New Westminster District to the south bank of the Fraser River opposite the City of New Westminster.

Under British Columbia Act 52 Vic. Cap. 36, April 6, 1889, the terminus was amended to "within the limits of the City of New Westminster on the north bank of the Fraser River."

In 1916, the line between Brownsville and Port Kells, B.C. was sold to Canadian Northern Pacific Railway Company.

In 1924, the remainder of the Company's lines were sold to the Vancouver, Victoria and Eastern Railway and Navigation Company.

HISTORY:
(Cont'd.)

Under British Columbia Act 10, Edward VII, Cap. 4, March 10, 1910, "Canadian Northern Pacific Railway Company" was incorporated to construct and operate railway lines from the eastern boundary of the Province of British Columbia, via Yellowhead Pass, through the City of New Westminster, to Vancouver and to English Bluff; from Victoria to Barkley Sound on the Island of Vancouver; etc. etc., with power to own and operate railway and commercial telegraph and telephone lines, steamships and other vessels, wharves, docks warehouses, elevators, coal mines, etc., and to carry on an express business. The incorporation was pursuant to an Agreement dated January 17, 1910, between the Minister of Mines for the Province of British Columbia, and The Canadian Northern Railway Company, ratified by British Columbia Act 10, Edward VII, Cap. 4, March 10, 1910, wherein the Province undertook to aid in the construction of the railway and the Railway undertook certain obligations, all of which are fully set out in Schedule to British Columbia Act 10 Edward VII, Cap. 3, March 10, 1910.

The Canadian Northern Railway System originally chose Port Mann as the Pacific Coast terminal of their Transcontinental System, but by agreement between Canadian Northern Pacific Railway Company and The Canadian Northern Railway Company on the one hand, and the City of Vancouver on the other, arrangements were later made for the Pacific Coast terminus to be in the City of Vancouver. Among other things, the city gave to the Railway Company certain areas in the bed of False Creek and the Railway Company undertook rather onerous obligations, among which were, an entrance to the city by double track tunnel, the construction of a station electrification of the tunnel and of the False Creek area, the construction if required of a spur track to the City Market, and within five years from 1913 the construction of 250 room first-class hotel on property other than Railway property.

The railway was completed and opened for traffic as follows:

Yellowhead	to	Brownsville	498.25 miles	October	14,	1915
Vancouver Jct.	"	Vancouver	.71 "	October	14,	1915
Queensboro	"	Stevenson	11.65 "	March	1,	1917
Victoria	"	Patricia Bay	17.13 "	February	20,	1918
Patricia Bay Jct.	"	Milnes Landing	24.70 "	January	19,	1920
Milnes Landing	"	Kinsol	26.20 "	January	20,	1920
Kamloops Jct.	"	Kamloops	2.84 "	July	2,	1920
Kamloops Jct.	"	Wye	.22 "	July	2,	1920
Kinsol	"	Chanlog	16.90 "	August	6,	1923
Chanlog	"	Cowichan Lake	3.80 "	May	18,	1924
Kamloops	"	C.P.R. Jct.	.69 "	September	14,	1925
Campbell Creek	"	Armstrong	56.43 "	September	14,	1925
Vernon	"	Kelowna	33.73 "	September	14,	1925
Lumby Jct.	"	Lumby	14.39 "	October	20,	1921
Cowichan Lake	"	Youbou	9.60 "	November	4,	1925
Youbou	"	Mile 83.31	.51 "	January	12,	1926
Mile 83.31	"	Kissinger	11.99 "	July	6,	1928
Total,			729.74 miles			

The Railway did not fully carry out the terms of this Agreement. In lieu of the tunnel entrance, trackage rights were obtained over the Great Northern Railway.

CANADIAN NORTHERN PACIFIC RAILWAY COMPANY

HISTORY:
(Cont'd.)

The City of Vancouver at various times pressed its claims upon the Railway Company and following lengthy negotiations, on April 15, 1928, the City Council adopted a resolution relieving the Railway of its major unfulfilled obligations under the contract in consideration of the construction of a modern hotel of not less than 500 rooms. The Government of Canada approved of this arrangement by Order in Council P.C. 1218, dated August 7, 1926, wherein it is stated the estimated cost to the Railway Company of carrying out the works called by the Agreement is \$8,150,000 and the estimated cost of construction of a proposed 500 room hotel is \$3,500,000.

Order in Council P.C. 1218 was subsequently cancelled by Order in Council P.C. 1478 of September 28, 1926, and on November 29, 1927, Order in Council P.C. 2214 was passed approving a proposed agreement between the City of Vancouver and the Canadian Northern Railway which among other things provided that the Railway Company would construct and permanently maintain a first-class modern fireproof hotel of 500 rooms to be operated as part of the Canadian National Hotel System, the site to be on the south side of Georgia Street between Burrard and Hornby Streets; that the excavation work for the foundation should be commenced before November 15, 1928.

Before construction actually commenced in December 1928 it was decided to provide a larger hotel and plans were made for 595 rooms. In July 1933 it was decided to suspend construction during the depression which had intervened. The expenditure to that date was \$9,012,387, which was included in the investment account of The Canadian Northern Railway Company

Work was resumed on April 1, 1938, and after completion the Hotel Vancouver was opened for operation on May 25, 1939.

AMALGAMATION: On June 8, 1954, Canadian Northern Pacific Railway Company and 11 other companies were amalgamated into one company under the name "Canadian Northern Consolidated Railways". The latter Company was amalgamated with "Canadian National Railway Company" June 11, 1956.

PROPERTY INVESTMENT: Included in property accounts of Canadian Northern Railway, and is not recorded separately.

SUBSIDIES: Subsidies and Land Grants were as follows: (Statistics of Steam Railways - 1938 p.63).

Dominion:	\$5,987,520	2,308.81 acres
British Columbia:		3,632.55 acres

LOCATION:		Miles
Kamloops Division and Vancouver Island:		
Red Pass Jct.	- Brownsville Jct.	471.20
Vancouver Jct.	- Vancouver	.71
Kamloops Jct.	- C.P.R. Jct.	3.55
Campbell Creek Jct.	- Armstrong Jct.	56.45
Vernon Jct.	- Kelowna	33.73
Lumby Jct.	- Lumby	14.39
Victoria	- Youbou	83.47
		<u>663.50</u>

CANADIAN NORTHERN PACIFIC RAILWAY COMPANY

LOCATION:
(Cont'd.)

<u>Discontinued</u>		
Victoria - Sidney and Patricia Bay		15.71 discount'd.1935
Youbou - Kissinger		11.83 discount'd.1931
<u>Running rights</u>		
Brownsville - New Westminster-		1.50
	Dept. of Public Works	
New Westminster - Vancouver Jct. -		11.89
	Great Northern Railway	
C.P.R. Jct. - Campbell Creek Junction -		10.81
	C.P.R.	
Armstrong Jct. - Vernon Junction - C.P.R.		14.69

CAPITAL
STOCK:

Prior to Amalgamation on June 8, 1954:

Authorized: 250,000 shares at \$100 each - \$25,000,000
 Issued: 250,000 shares at \$100 each - \$25,000,000

Originally all the shares of Capital Stock were issued to the Contractors (Mackenzie, Mann & Company, Limited, Sir William Mackenzie and Sir Donald D. Mann) as fully paid up on account of construction. Under agreement dated July 14, 1914, the Contractors transferred all the shares of Capital Stock to the Trustee, free of prior charges, to become and remain the property of The Canadian Northern Railway Company to form part of the mortgaged premises under Trust Deed dated July 15, 1914. Payment was included in the \$23,000,000 of Capital Stock of The Canadian Northern Railway Company issued to the Contractors in consideration of their turning over control of the companies as set out in The Canadian Northern Railway Guarantee Act, 1914, Dominion Act 4-5 Geo. V. Cap. 20, June 12, 1914.

Upon Amalgamation on June 8, 1954, the outstanding Share Certificates were cancelled and in substitution therefor Common Stock of Canadian Northern Consolidated Railways of equal value was included in the Share Certificate issued by Canadian Northern Consolidated Railways to The Canadian Northern.

FUNDED
DEBT:

As at June 8, 1954 - Nil.

The Canadian Northern Pacific Railway Company's First Mortgage 4% Guaranteed Debenture Stock and Bonds secured by Trust Deed dated April 2, 1910 and maturing April 2, 1950. Guaranteed by the Province of British Columbia according to tenor, and a First Charge on 597 miles of railway.

Amount Issued: £4,315,065 @ \$ 4.86-2/3 = \$20,999,997.59

Mortgage discharged July 27, 1955.

The Canadian Northern Pacific Railway Company's 4½% First Mortgage Terminal Debenture Stocks and Bonds secured by Trust Deed dated July 7, 1913 and maturing April 2, 1950. This mortgage was guaranteed by the Province of British Columbia according to tenor and was a First Charge on the various terminal properties.

Amount Issued: £1,770,000 @ \$4.86-2/3 = \$8,614,000

Mortgage discharged July 27, 1955.

CANADIAN NORTHERN PACIFIC RAILWAY COMPANY

FUNDED
DEBT:

The Canadian Northern Pacific Railway Company's $4\frac{1}{2}\%$ First Mortgage Debenture Stocks and Bonds, Branch Lines, secured by Trust Deed dated March 6, 1914, and maturing April 2, 1950. This mortgage is guaranteed by the Province of British Columbia according to tenor and was a First Charge on the various Branch Lines.

Amount Issued: £1,139,081 @ $\$4.86-2/3$ = \$5,543,527.54

Mortgage discharged July 27, 1955.

The Canadian Northern Pacific Railway Company's $4\frac{1}{2}\%$ Second Charge Debenture Stocks and Bonds secured by Trust Deed dated June 23, 1914 and maturing April 2, 1950. This mortgage is guaranteed by the Province of British Columbia according to tenor and is a Second Charge on the line from Yellowhead to Vancouver.

Amount Issued: £1,027,937 @ $\$4.86-2/3$ = \$4,999,998.73

The Canadian Northern Pacific Railway Company's 4% Debentures, secured by Trust Deed dated July 15, 1914 and maturing September 1, 1934. This mortgage had no guarantee and was a Charge on the various lines subject to prior issues.

Amount Issued in Canadian Funds \$14,406,223.98

Mortgage discharged April 1, 1939.

THE CANADIAN NORTHERN QUEBEC RAILWAY COMPANY

(majority stock owned by "The Northern Consolidated Holding Company, Limited" - a majority stock controlled subsidiary of Canadian National Railway Company)

Includes:

The Chateauguy and Northern Railway Company
 Great Northern Railway of Canada
 (formerly Great Northern Railway Company)
 The Lower Laurentian Railway Company
 (formerly The St. Lawrence, Lower Laurentian & Saguenay Railway Co.)
 Montfort and Gatineau Colonization Railway Company
 (formerly The Montfort Colonization Railway Company)
 The Quebec and James' Bay Railway Company
 The Quebec, New Brunswick and Nova Scotia Railway Company

Incorporated: July 19, 1906 - Dominion Order in Council P.C. 1380 (by amalgamation).
Directors: Under Section 2 of the Canadian National - Canadian Pacific Act of 1933 the Trustees (Directors) of Canadian National Railway Company replaced the previous Board of Directors.
Head Offices: Montreal, Quebec.
Declaratory: Declared to be works for the general advantage of Canada - Sec. 18, C.N.R. Act.

"The Chateauguy and Northern Railway Company"

History: Under Quebec Act 58 VIC Cap. 64, January 12, 1895, "The Chateauguy and Northern Railway Company" was incorporated to construct and operate a railway from New York State boundary to Montreal, thence to a point at or near Joliette, etc., etc.

Dominion Act 61 VIC Cap. 79, June 13, 1898, confirmed deed of sale dated March 10, 1898, covering transfer of a portion of this Company's line then constructed and in operation to The Montreal Island Belt Line Railway Company.

The Railway was completed and opened for traffic as follows:

Joliette to Montreal, Moreau St.	36.21 miles	August 9, 1904
Paradis " St. Jacques	7.00 "	September 7, 1905
Total, -	43.21 miles	

Under lease dated October 23, 1903 the Chateauguy and Northern Railway Company was leased to the Great Northern Railway of Canada for a period of 999 years.

Amalgamated with two other companies under the name of The Canadian Northern Quebec Railway Company, July 19, 1906.

"Great Northern Railway of Canada"

Under Quebec Act 46 VIC Cap. 87, March 30, 1883, subject to Proclamation, "Great Northern Railway Company" was incorporated to construct and operate a railway from near St. Andrews to a point on the North Shore Railway via Argenteuil, Two Mountains, Terrebonne, L'Assomption, Montcalm, Joliette, Berthier, Maskinonge, St. Maurice and Champlain Counties, etc., etc.

The Great Northern Railway was completed and opened for traffic as follows:

History: (Cont'd.)	New Glasgow	to	St. Jerome	7.84 miles	December 19,	1884
	Bissonette	"	New Glasgow	10.00 "	about "	20, 1889
	Montcalm	"	Bissonette	10.00 "	" July	1, 1895
	St. Tite Jct.	"	St. Boniface	20.00 "	" "	1, 1898
	Aldred Jct.	"	Shawinigan			
			Falls	3.59 "	" "	1, 1900
	St. Jerome Jct.	"	Hawkesbury	34.58 "	" November	5, 1900
	St. Boniface	"	Montcalm	<u>54.51</u> "	" April	1, 1901
	Total	-		140.52 miles		

Under Dominion Act 55-56 VIC Cap. 40, July 9, 1892, "Great Northern Railway Company" was declared to be a corporation within the jurisdiction of the Parliament of Canada.

On November 28, 1900, the lower Laurentian Railway was purchased by the Great Northern Railway Company and operated as part of that Company from July 1, 1900 to July 19, 1906.

Dominion Act 60-61 VIC Cap. 44, June 29, 1897, confirmed an agreement dated April 28, 1897, between Great Northern Railway Company and The Quebec and James Bay Railway Company transferring to Great Northern Railway Company all the rights, privileges and franchises of The Quebec and James Bay Railway Company. At that time the Great Northern Railway Company was controlled by The Quebec and Lake St. John Railway Company and these two companies and The Quebec and James Bay Railway Company were composed, to a large extent, of the same persons.

Under Dominion Act 62-63 VIC Cap. 68, August 11, 1899, the name "Great Northern Railway Company" was changed to "Great Northern Railway of Canada", effective June 23, 1900, date of Proclamation.

Deed dated February 10, 1903, in records of Privy Council of Canada and approved by P.C. 329, March 6, 1903, covers sale of Montfort and Gatineau Colonization Railway Company's line including not less than nine-tenths of the shares subscribed in the Capital Stock to Great Northern Railway of Canada.

The financial position of the Great Northern Railway of Canada as of January 22, 1903 was as follows:

	<u>Debenture Stock</u>	<u>Common Stock</u>	<u>Common Stock</u>
In the Treasury of the Company	\$ 61,366	\$ 623,100	\$ 684,466
Purchase of Montfort & Gatineau Ry.	200,000	100,000	300,000
controlled by McNaught & Melville	2,250,000	2,750,000	5,000,000
<u>in hands of the Public</u>	<u>488,634</u>	<u>1,076,900</u>	<u>1,565,534</u>
Total Capital Stock	\$3,000,000	\$4,550,000	\$7,550,000

In 1903 the financial position of the Great Northern Railway of Canada reached a critical condition and Messrs. H.H. Melville and James McNaught who held a controlling interest in the Company appealed to Mackenzie Mann and Co. Ltd. for assistance in its reorganization. As a result Mackenzie Mann and Co. Ltd., arranged for a transfer to a holding company of not less than two thirds of the common and debenture stock of the Great Northern Railway of Canada. In addition two thirds of the common stock of the new holding company was to be transferred to the Canadian Northern Railway Company. Accordingly the Northern Consolidated Holding Company Ltd., was incorporated under Ontario Letters Patent on December 8, 1903.

THE CANADIAN NORTHERN QUEBEC RAILWAY COMPANY

HISTORY:
(Cont'd.)

"Great Northern Railway of Canada"

Dominion Act 60-61 Vic. Cap. 44, June 29, 1897, confirmed an Agreement dated April 28, 1897, between Great Northern Railway Company and The Quebec and James Bay Railway Company transferring to Great Northern Railway Company all the rights, privileges and franchises of The Quebec and James Bay Railway Company. At that time the Great Northern Railway Company was controlled by The Quebec and Lake St. John Railway Company and these two companies and The Quebec and James Bay Railway Company were composed, to a large extent, of the same persons.

Under Dominion Act 62-63 Vic. Cap. 68, August 11, 1899, the name "Great Northern Railway Company" was changed to "Great Northern Railway of Canada", effective June 23, 1900, date of Proclamation.

Deed dated February 10, 1903, in records of Privy Council of Canada and approved by P.C. 329, March 6, 1903, covers sale of Montfort and Gatineau Colonization Railway Company's line including not less than nine-tenths of the shares subscribed in the Capital Stock to Great Northern Railway of Canada.

The financial position of the Great Northern Railway of Canada as of January 22, 1903, was as follows:

		Common	Total
	<u>Debenture Stock</u>	<u>Stock</u>	<u>Capital</u>
			<u>Stock</u>
CAPITAL	In the Treasury of the Company	\$ 61,366	\$ 684,466
STOCK	Purchase of Montfort & Gatineau Ry.	200,000	300,000
ISSUED	Controlled by McNaught & Melville	2,250,000	5,000,000
TO COVER:	In hands of the Public	488,634	1,565,534
	<hr/>		
	Total Capital Stock	\$ 3,000,000	\$ 7,550,000

In 1903 the financial position of the Great Northern Railway of Canada reached a critical condition and Messrs. H.H. Melville and James McNaught, who held a controlling interest in the Company, appealed to Mackenzie, Mann and Co., Ltd. for assistance in its reorganization. As a result Mackenzie, Mann and Co., Ltd. arranged for a transfer to a holding company of not less than two thirds of the Common and Debenture Stock of the Great Northern Railway of Canada. In addition two thirds of the Common Stock of the new holding company was to be transferred to the Canadian Northern Ry. Co. Accordingly the Northern Consolidated Holding Company Ltd, was incorporated under Ontario Letters Patent on December 8, 1903.

Under Agreement dated December 17, 1903, the Northern Consolidated Holding Co., Ltd. agreed to purchase the holdings of H.H. Melville and James McNaught amounting to \$2,250,000 in fully paid up shares in the Debenture Stock and \$2,750,000 in the Common Stock all fully paid up thereby giving Mackenzie, Mann and Co., Ltd. control of the Great Northern Railway of Canada.

Amalgamated with two other companies under The Great Northern Railway of Canada to form The Canadian Northern Quebec Railway Company, July 19, 1906.

History:
(Cont'd.)

Under agreement dated December 17, 1903 the Northern Consolidated Holding Co., Ltd. agreed to purchase the holdings of H.H. Melville and James McNaught amounting to \$2,250,000 in fully paid up shares in the debenture stock and \$ 2,750,000 in the common stock all fully paid up thereby giving Mackenzie Mann and Co. Ltd., control of the Great Northern Railway of Canada.

The Great Northern Railway of Canada Amalgamated with two other Companies to form The Canadian Northern Quebec Railway Company, July 19, 1906.

"The Lower Laurentian Railway Company"

Under Quebec Act 41 VIC Cap. 48, March 9, 1878, "The St. Lawrence, Lower Laurentian and Saguenay Railway Company" was incorporated to construct a railway from a point between Batiscan and Three Rivers to a point on Lake St. John, etc.

Under Quebec Act 51-52 VIC Cap. 108, July 12, 1888, the name was changed to "The Lower Laurentian Railway Company".

The Lower Laurentian Railway was completed and opened for traffic as follows:

Riviere a Pierre	to Proulx	39.00 miles	November 9, 1901
and operated under lease by the Quebec and Lake St. John Railway Co, until October 31, 1900. On November 28, 1900 the railway was purchased by the Great Northern Railway of Canada from November 1, 1900 and operated until July 19, 1906 from St. Tite Jct. to Riviere a Pierre and the line from St. Tite Jct. to Proulx 4.27 miles was abandoned.			

Quebec Cap. 2, 1895 (1) refers to Lower Laurentian section of Great Northern Railway, and Quebec Cap. 4, 1897, cites Lower Laurentian Railway as now being part of Great Northern Railway.

"Montfort and Gatineau Colonization Railway Company"

Under Quebec Act 53 VIC Cap. 107, April 2, 1890, "The Montfort Colonization Railway Company" was incorporated to construct and operate a railway from at or near Lachute, St. Jerome or St. Sauveur to Montfort.

The railway was completed and opened for traffic as follows:

Old Montfort Jct.	to Sixteen Island Lake	25.00 miles	March 8, 1895
Sixteen Island Lake	to Haberdian	<u>10.30</u> "	December 7, 1897
Total,	-	21.30 miles	

Under Dominion Act 61 VIC Cap. 75, June 13, 1898, the name was changed to "Montfort and Gatineau Colonization Railway Company" and the undertaking was declared to be a work for the general advantage of Canada.

The Montfort and Gatineau Colonization Railway Company having gone into bankruptcy, its physical properties were sold to the Great Northern Railway of Canada under deed of sale dated February 10, 1903. This sale was approved by Order-In-Council P.C. 329 dated March 6, 1903.

"The Quebec and James' Bay Railway Company"

Under Dominion Act 46 VIC Cap. 70, May 25, 1883, "The Quebec and James' Bay Railway Company" was incorporated to construct and operate a railway

THE CANADIAN NORTHERN QUEBEC RAILWAY COMPANY

History:
(Cont'd.)

from Quebec City on a point on the Quebec and Lake St. John Railway to James Bay, with branches from Lake Edward to LaTuque and from Lake St. John to Chicoutimi, thence to Tadousac.

Under Dominion Act 50-51 VIC Cap. 70, June 23, 1887, the Act of Incorporation was revived with certain amendments.

Under agreement dated April 28, 1897, all the rights, privileges and franchises conferred upon The Quebec and James Bay Railway Company were transferred to Great Northern Railway Company.

"The Quebec, New Brunswick and Nova Scotia Railway Company"

Under Dominion Act 3 Edw VII Cap. 178, October 24, 1903, "The Quebec, New Brunswick and Nova Scotia Railway Company" was incorporated to construct and operate a railway from a point on Great Northern Railway of Canada near the City of Quebec to Quebec Bridge and from Quebec Bridge to Moncton and Pugwash, with a branch from Moncton to Saint John.

Amalgamated with two other companies under the name of The Canadian Northern Quebec Railway Company, July 19, 1906.

The railway was completed and opened for traffic as follows:

Limoulu	to	Garneau	77.39 miles	July 30,	1909
St. Mark Jct.	"	St. Mark	1.45 "	July 30,	1909
Morency	"	Mont Mills	7.07 "	January 25,	1910
Allenby	"	Cap Rouge	<u>5.10</u>	November 18,	1910
Total			91.01 miles		

"The Canadian Northern Quebec Railway Company"

The Canadian Northern Quebec Railway Company was formed by the amalgamation of the Great Northern Railway of Canada, the Chateauguay and Northern Railway Company and the Quebec, New Brunswick and Nova Scotia Railway Company under agreement dated June 11, 1906. This agreement was approved by Order in Council PC 1380 issued July 19, 1906.

The authorized Capital Stock is as follows:

Statutory Stock	\$ 3,000,000.00
Ordinary Stock	9,500,000.00

The Great Northern Railway of Canada Debenture Stock, issued at the time of the amalgamation was \$3,000,000 and this issue became the statutory stock of the Canadian Northern Quebec Railway Company.

The ordinary stock was made up as follows:

Great Northern Railway of Canada	Common Stock	\$ 4,550,000.00
Great Northern Railway of Canada	Preference Stock	450,000.00
Quebec, New Brunswick and Nova Scotia Railway Co.	Capital Stock	3,500,000.00
Chateauguay and Northern Ry. Co.	Capital Stock	<u>1,100,000.00</u>
Total Ordinary Stock		\$ 9,500,000.00

The issued Capital Stock is as follows:

Great Northern Railway of Canada	Debenture Stock	\$ 3,000,000.00
Great Northern " " "	Common Stock	4,550,000.00

History:
(Cont'd.)

Quebec, New Brunswick and Nova Scotia Ry. Co.	Capital Stock	\$ 1,000,000.00
Chateauguay & Northern Ry. Co.	Capital Stock	<u>1,000,000.00</u>
Total issued Capital Stock		\$ 9,550,000.00

This stock is held as follows:

<u>Owning Company</u>	<u>Statutory</u>	<u>Ordinary</u>	<u>Total</u>
Canadian Northern Ry. Co.	\$	\$2,000,000.00	\$2,000,000.00
Northern Consolidated Holding Co.	1996,600.00	3,148,000.00	5,144,600.00
Public	<u>1,003,400.00</u>	<u>1,402,000.00</u>	<u>2,405,400.00</u>
Total issued Capital Stock	\$3000,000.00	\$6,550,000.00	\$9,550,000.00

The outstanding stock of the Northern Consolidated Holding Company is \$6,181,500.00 of which the Canadian Northern Railway Company owns \$4,446,700.00 of 71.93% and the public the balance on this basis the stock of the Canadian Northern Quebec Railway Company is held as follows:

Stock owned by Northern Consolidated Holding Co.	\$5,144,600.00
Canadian Northern Railway Co's proportion 71.93%	<u>3,700,800.00</u>
Portion owned by the Public	\$1,443,800.00

Accordingly the stock of the Canadian Northern Quebec Railway Company is held as follows:

Canadian Northern Ry. Co. direct	\$2,000,000.00	
Canadian Northern Ry. Co. through Northern Consolidated Holding Co.	3,700,800.00	\$5,700,800.00
Held by Public direct	\$2,405,400.00	
Held by Public through Northern Consolidated Holding Co.	1,443,800.00	
Held by Public		<u>\$3,849,200.00</u>
Total Canadian Northern Quebec Ry. Co's Stock		\$9,550,000.00

Mileage of Railway acquired and constructed

Great Northern Railway of Canada	210.82 miles
Chateauguay and Northern Ry. Co.	43.21 "
Quebec New Brunswick and Nova Scotia Ry. Co.	91.01 "
Canadian Northern Quebec Ry. Co.	<u>61.93 "</u>
Total,	336.67 "

The railway was completed and opened for traffic as follows:

Rinfret Jct.	to St. Sauveur	15.20 miles	Nov. 14 1907
Rinfret Wye		0.28 "	Nov. 14 1907
St. Jacques	" Rawdon Jct.	4.00 "	Nov. 3 1909
Rawdon Jct.	" Rawdon	4.77 "	Sept. 7 1910
Intervale	" China Clay	9.07 "	Nov. 23 1916
Mile 60.42	" Cushing Jct.	1.16 "	Dec. 17 1919
Lachevretiere	" St. Mark	1.86 "	Nov. 26 1920
Granada	" West Burrills	3.90 "	Feb. 21 1921
St. Prosper	Connections	0.53 "	March 9 1921
Harvey	Connections	0.71 "	Oct. 31 1921
Fresnier	" Papineau	12.66 "	May 22 1925
Grand'Mere	" St. Boniface	<u>7.79 "</u>	Nov. 17 1929
Total		61.93 "	

History: Dominion Act 6-7 Edw 7 Cap. 73, 1907 confirmed powers of the amalgamated
(Cont'd.) Companies to the Canadian Northern Quebec Railway Company.

Under agreement dated January 15, 1914, ratified by Dominion Act 4-5 Geo V Cap. 78, 1914, The Canadian Northern Quebec Railway Company, The Canadian Northern Railway Company and The Canadian Northern Ontario Railway Company leased the property of Mount Royal Tunnel and Terminal Company, Limited, for a period of 999 years from April 15, 1915.

Under agreement dated July 14, 1914, and by authority of Dominion Act 4-5 Geo V Cap 20 June 12, 1914, The Canadian Northern Railway Company acquired capital stock of The Canadian Northern Quebec Railway Company in the amount of \$2,000,000 and \$4,446,700 or (71.93%) of the capital stock of The Northern Consolidated Holding Company, Limited which in turn owned Great Northern Railway of Canada capital stock (which by amalgamation had become capital stock of The Canadian Northern Quebec Railway Company) in the amount of \$5,144,600, thus acquiring the controlling interest in The Canadian Northern Quebec Railway Company.

Property investment: As at December 31, 1960:
Road \$37,072,937.90

Donations and grants: Donations and Land grants were as follows (Statistics of Steam Rlys. 1938 p.63):

Canadian Northern Quebec Province of Quebec	\$1,444,129	323,740 acres of land
Municipal	82,000	
Chateauguay and Northern Dominion	391,820	
Great Northern Railway of Canada Dominion	1,265,357	
Province of Quebec		30,400 acres of land
Lower Laurentian Railway Company Dominion	217,600	
Montfort and Gatineau Colonization Railway Company Dominion	<u>167,440</u>	
	\$3,568,346	<u>354,140 acres of</u>

Location: Operated and abandoned mileage December 31, 1960:

Operated Mileage		Year	Mileage	Mileage	Total
From	To				
St. Jacques	Rawdon		8.77		
Rinfred	St. Sauveur		15.48		
Intervale	China Clay		9.07		
Fresniere	Papineau		12.66		
Grand'Mere	St. Boniface		7.79		
Various	Connections		3.10	56.87	
Abandoned Mileage					
Various Connections			5.06	5.06	61.93
Chateauguay and Northern Ry. Co.					
Operated Mileage					
Joliette	Montreal		36.21		
Paradis	St. Jacques		7.00	43.21	43.21

Location:
(Cont'd.)

GREAT NORTHERN RAILWAY OF CANADA

Operated Mileage

<u>From</u>	<u>To</u>	<u>Year</u>	<u>Mileage</u>	<u>Mileage</u>	<u>Total</u>
St. Tite Jct.	Grand Mere		9.23		
St. Boniface	Joliette		48.88		
Rinfret	Papineau		.79	58.90	

Abandoned Mileage

St. Jerome Jct.	St. Jerome	1907	1.75		
Cushing Jct.	Grenville	1919	5.72		
Grand Mere	St. Boniface	1929	7.48		
Aldred	Shawinigan				
	Falls	1929	3.59		
Papineau	Cushing Jct.	1940	26.46		
Joliette	Rinfret	1945	34.32		
Grenville	Hawkesbury	1961	1.25		
Various Connections			1.05	81.62	140.52

Operated and abandoned Mileage December 31, 1960

Lower Laurentian Ry. Co.

Riviere a Pierre	St. Tite Jct.		34.73	34.73	
------------------	---------------	--	-------	-------	--

Abandoned Mileage

St. Tite Jct.	Proulx	1898	4.27	4.27	39.00
---------------	--------	------	------	------	-------

Montfort and Gatineau Colonization Ry. Co.

Operated Mileage

St. Sauveur	Huberdeau		30.00	30.00	
-------------	-----------	--	-------	-------	--

Abandoned Mileage

Old Montfort Jct.	St. Sauveur	1907	1.30	1.30	31.30
-------------------	-------------	------	------	------	-------

Quebec, New Brunswick and Nova Scotia Ry. Co.

* Limoilou	Cap Rouge		9.58		
Donacona	Lachevrotiere		15.35		
St. Prosper	Garneau		17.98	42.91	

* Line Allenby to Cap Rouge was sold to N.T.R. in 1915

Abandoned Mileage

Allenby	Donnacona	1924	25.01		
Lachevrotiere	St. Prosper	1920	14.62		
St. Mark Spur		1920	1.40		
Morincy Jct.	Mont Mills	1938	7.07	48.10	91.01

CANADIAN NORTHERN QUEBEC RAILWAY COMPANY

Summary of Mileage as of December 31, 1960.

<u>Company</u>	<u>Operated</u>	<u>Abandoned</u>	<u>Total</u>
Canadian Northern Quebec Ry. Co.	56.87	5.06	61.93
Chateauguay and Northern Ry. Co.	43.21		43.21
Great Northern Railway of Canada	58.90	81.62	140.52
Lower Laurentian Railway Co.	34.73	4.27	39.00
Montfort and Gatineau Colonizat- ion Ry. Co.	30.00	1.30	31.30
Quebec, New Brunswick & Nova Scotia Ry. Co.	<u>42.91</u>	<u>48.10</u>	<u>91.01</u>
Total Mileage	266.62	140.35	406.97

Capital Stock:

As at Dec. 31, 1955	Nil		
Authorized:	\$12,500,000		
Issued:	9,550,000		
Owner			
Canadian Northern Ry. Co.	\$ 2,000,000	\$	
Northern Consolidated Holding Co	3,148,000		
Public	1,402,000		
		\$ 6,550,000	
Statutory Stock	\$ 1,996,600		
Northern Consolidated Holding Co.			
Public	\$ 1,003,400		
		\$ 3,000,000	
Total Capital Stock		\$ 9,500,000	
Held By			
Canadian Northern Ry. Co. Direct	\$ 2,000,000		
through Northern Consolidated Holding Co.	3,700,800		
Total Canadian Northern Ry. Co. Holding		\$ 5,700,800	
Held By			
Public Direct	\$ 2,405,400		
through Northern Consolidated Holding Co.	\$ 1,443,800		
Total Held by Public		\$ 3,849,200	
Total Capital Stock		\$ 9,550,000	

Under agreement dated July 14, 1914, the Contractors (Mackenzie, Mann & Company, Limited, Sir William Mackenzie and Sir Donald D. Mann) transferred \$2,000,000 of capital stock (respecting their total holding) also \$4,446,700 of capital stock (representing the Contractors total holding) of The Northern Consolidated Holding Company, Limited, to the Trustee, free of prior charges, to become and remain the property of The Canadian Northern Railway Company to form part of the mortgaged premises under Trust Deed dated July 15, 1914. Payment was included in the \$23,000,000 of capital stock of The Canadian Northern Railway Company issued to the Contractors in consideration of their turning over control of the companies as set out in The Canadian Northern Railway Guaranteed Act, 1914, Dominion Cap. 20, June 12, 1914.

Upon amalgamation of The Canadian Northern Railway Company and 16 other companies into one company under the name "Canadian National Railway Company" on June 11, 1956, the capital stock of The Canadian Northern Quebec Railway Company and of The Northern Consolidated Holding Company, Limited which was owned by The Canadian Northern Railway Company became

the property of the newly Amalgamated Company.

Funded debt: Prior to July 31, 1956:

The Canadian Northern Quebec Railway Company 4% Perpetual Guaranteed Debenture Stock secured by Trust Deed dated October 22, 1906. This mortgage is guaranteed by the Canadian Northern Railway Company in Sterling and is a first charge on the lines of the Canadian Northern Quebec Railway Company and was a second charge on the lines of the former Great Northern Railway of Canada till April 19, 1938 when the first charge on the lines of the Great Northern Railway of Canada under the Mortgage of April 1, 1905 was discharged. The Canadian Northern Quebec Railway Company 4% perpetual was discharged on July 30, 1956.

There was no funded debt after July 30, 1956.

Amounts Payable to affiliated company: Demand Note dated November 18, 1943 in favour of The Canadian Northern Railway Company (now by amalgamation on June 11, 1956, Canadian National Railway Company) in respect of indebtedness of the Company as of December 31, 1942. Held in Royal Trust Company vaults, Montreal - Unpledged. \$25,091,818.88

DIRECTORS

Donald Gordon
Wilfrid Gagnon
J. A. Northey
J. R. Griffith
W. G. Stewart
H. W. Marsh

OFFICERS

Donald Gordon	Chairman & President
N. J. MacMillan	Executive Vice-President
A. H. Hart	Vice-President
S. F. Dingle	Vice-President
E. A. Bromley	Vice-President
Dr. O. M. Solandt	Vice-President
J. L. Toole	Vice-President
W. T. Wilson	Vice-President
J. A. McDonald	Vice-President
H. C. Friel	Vice-President-Law
R. H. Tarr	Vice-President & Secretary
H. C. Grayston	Vice-President
J. E. Gauthier	General Manager
J. M. Young	Assistant Secretary
D. W. Gilmour	Assistant Secretary
L. H. Mills	Comptroller
E. J. Denyar	Treasurer
E. W. Wolff	European Secretary & Treasurer
C. N. Oakley	Asst. European Secretary & Treasurer
C. N. Oakley	European Registrar
J. E. West	Asst. European Registrar
H. M. Blaiklock	General Manager of Real Estate

THE CANADIAN NORTHERN RAILWAY COMPANY
(amalgamated with and under name of "Canadian National Railway Company" June 11, 1956)

Includes:

Acquired by amalgamation:	<u>Acquired</u>
The Alberta Midland Railway Company	12- 7-1909
The Canadian Northern Branch Lines Company	21- 7-1913
The Canadian Northern Saskatchewan Railway Company	14-10-1926
The Edmonton and Slave Lake Railway Company	20- 2-1911
The Edmonton, Yukon and Pacific Railway Company	7- 5-1909
The Lake Manitoba Railway and Canal Company	13- 1-1899
The Manitoba and South Eastern Railway Company	3- 5-1900
Morden and North-Western Railway Company	21- 2-1903
The Northern Extension Railway Company	29-12-1909
The Ontario and Rainy River Railway Company	4- 5-1900
The Saskatchewan Midland Railway Company	29- 7-1910
The Saskatchewan North-Western Railway Company	12- 7-1909
The Western Extension Railway Company	23-10-1903
The Winnipeg and Northern Railway Company	2- 6-1913
The Winnipeg Great Northern Railway Company	13- 1-1899

Acquired by purchase of property:

The Brockville, Westport and North Western Railway	14-12-1911
The Port Arthur, Duluth and Western Railway	1899

Formed: January 13, 1899 - Dominion Act 62-63 VIC Cap 57, July 10, 1899 - by amalgamation.

History: Dominion Act 61 VIC Cap. 70, June 13, 1898, authorized The Lake Manitoba Railway and Canal Company to enter into an agreement for amalgamation with The Winnipeg Great Northern Railway Company, such agreement providing among other things for the name of the amalgamated company.

Under agreement dated December 20, 1898, duly ratified by shareholders of the respective companies, and approved under Dominion P.C. 2861, January 13, 1899, The Winnipeg Great Northern Railway Company and The Lake Manitoba Railway and Canal Company were amalgamated into one corporate body under the name "The Canadian Northern Railway Company".

Dominion Act 62-63 VIC Cap. 57, July 10, 1899, confirmed the agreement and declared "The Canadian Northern Railway Company", on and after January 13, 1899, to be a company duly formed under the terms and conditions, and vested with all the powers, franchises, privileges, assets, property, etc. mentioned in Act 63 VIC Cap. 70, of the statutes of 1898.

The various lines constructed by the Canadian Northern Railway Company were completed and opened for traffic as follows:-

<u>From</u>	<u>To</u>	<u>Miles</u>	<u>Date</u>		
Swan River	Bowsman	9.70	June	10	1900
Bowsman	Westgate	60.20	October	14	"
Westgate	Erwood	22.60	December	15	"
Sperling	Carmen	13.60	October	5	1901
Beaver	Gladstone	17.80	December	4	"
North Junction	Grandview	26.70	June	1	1903
Muir	Hallboro	26.90	November	13	"
Carmen	Learys	19.60	May	11	"
Ridgeville	G.N. Junction	9.90	July	12	"
Birnie	McCreary Junction	21.78	July	12	"
Grandview	Kamsack	71.35	May	26	1904

THE CANADIAN NORTHERN RAILWAY COMPANY

History: (Cont'd.)	From	To	Miles	Date		
	Brandon Junction	Carberry Junction	22.83	April	2	1905
	Elwood	Melfort	107.00	May	30	"
	Mile 48.00	Oak Point	12.67	May	30	"
	Kamsack	Humboldt	146.37	May	31	"
	Clanwilliam	Rosburn	58.10	October	25	"
	Humboldt	North Battleford	147.64	October	25	"
	Warman Connection		0.57	October	25	"
	Leary's	Somerset	15.48	December	17	"
	Hartney	Virden	37.33	December	17	"
	North Battleford	Edmonton	254.07	December	17	"
	Melfort	Prince Albert	62.25	April	1	1906
	Edmonton	E.Y. and P. Jct.	1.53	December	10	"
	C.N. Junction	Ridgeville	62.77	June	16	1907
	Battleford	Battleford Junction	8.00	June	16	"
	Brandon	McCallum	220.12	December	4	"
	Duluth Junction	International Bdry	1.48	June	14	1908
	Rosburn	Russell	26.29	November	27	"
	Saskatoon	Zealandia	60.00	November	27	"
	Notre Dame Junction	Notre Dame	2.55	December	6	"
	Dundee Junction	Parkmount	3.74	October	10	1909
	Interprovincial Boundary	Pelly	15.45	October	11	"
	Zealandia	Rosetown	12.00	November	18	"
	Dalmeny	Laird	28.10	February	22	1910
	Hudson Bay Junction	The Pas	87.84	February	28	"
	Rosetown	Kindersley	54.72	June	4	"
	Russell	Calder	41.00	June	17	"
	Prince Albert	Shellbrook	28.50	August	4	"
	Ochre River	Ste Rose	15.00	October	7	"
	Twin City Junction	Kakabeka Falls	9.76	November	21	"
	Maryfield	Luxton	68.00	June	23	1911
	Luxton	Ceylon	89.00	July	11	"
	Kindersley	Alsask	43.67	July	15	"
	North Battleford	Edam	38.00	July	20	"
	Shellbrook	Blaine Lake	35.00	July	21	"
	Calder	Rhein	23.00	July	27	"
	Rhein	Hampton	8.00	August	8	1910
	Pelly	Preeceville	37.00	October	17	"
	Oak Point	Gypsumville	96.05	October	20	"
	Ceylon	Bengough	27.50	November	21	"
	Grosse Isle	Mile 4.30	4.30	January	12	1912
	Hampton	Ross Junction	14.34	January	30	"
	Terminals Cut-Off		0.47	June	2	"
	Oak Point Mile 5.30	Mile 8.30	3.00	October	13	1913
	Tichfield	Elrose	50.00	October	24	"
	Alsask	Munson Junction	133.06	October	27	"
	Blaine Lake	Denholm	53.00	December	15	"
	Edam	Turtleford	19.00	July	29	1914
	Adelpha	Deloraine	27.76	September	11	"
	Inwood Mile 74.50	Hodgson	6.40	December	14	"
	Laird	Carleton	7.83	September	2	1915
	Bienfait	Estevan	9.06	November	5	"
	Elrose	Eston	35.00	November	5	"
	Estevan	Glidden	19.32	October	23	1918
	Glidden	Eatonia	10.68	July	16	1920
	Eatonia	Alsask	33.11	November	13	"
	Lyn Junction Connection		0.35	August	31	1921
	Turtleford	St. Walburgh	19.95	November	28	"
	Preeceville	Lintlaw	27.70	November	28	"
	Lintlaw	Belvington	13.24	December	12	"
	Barlow Junction Connections		1.30	December	21	"

THE CANADIAN NORTHERN RAILWAY COMPANY

	<u>From</u>	<u>To</u>	<u>Miles</u>	<u>Date</u>	
History: (Cont'd.)	Ryley Connections		0.51	January	1 1922
	Amaranth	Alonza	26.75	October	3 "
	Worell	Ardmore	3.61	June	5 1923
	Rowan Cut Off		1.21	September	24 "
	Conmee Junction	Mile 0.28	0.28	September	24 "
	Rowan Cut Off		1.96	October	4 "
	Lampman Connections		1.01	December	28 "
	Scottsburg	Neidpath	10.78	October	10 1924
	Peebles	Handsworth	22.29	November	19 "
	Paddockwood Jct.	Paddockwood	23.85	January	22 1925
	Ste Rose	Rorketon	22.12	January	23 1925
	Estevan	Mile 29.70	29.70	October	6 "
	Fairholme	Turtleford Junction	23.00	December	17 "
	Eyre	Acadia Valley	23.67	September	15 1926
	Bengough	Willowbunch	28.03	September	16 "
	Rabbit Lake	Fairholme	42.50	December	7 "
	Mile 29.70	Whitebear	4.60	May	4 1927
	Govel Junction	Yorath	0.76	November	11 "
	South Loop Junction at Neidpath	Govel Junction	5.86	February	8 1928
	Peebles Wye		.86	January	1 1937
Scarth Connections		0.30	December	31 "	
		0.42	November	14 1944	
	TOTAL,		3,070.61		
Abandonments					
Blewett	to Goodwater		22.39 miles		1948-52

HISTORY:
(Cont'd.)

On April 12, 1899, Minnesota and Manitoba Railroad Company was incorporated in the State of Minnesota, and authorized to construct a line of railway from Beaudette on Rainy River in Minnesota to the eastern boundary of Manitoba to connect The Canadian Northern Railway lines in Ontario and Manitoba. The Canadian Northern Railway Company owned 100% of the Capital Stock, and leased the line for 99 years from October 1, 1901.

On December 21, 1899 Minnesota and Ontario Bridge Company was incorporated in the State of Minnesota, and authorized to build a steel railway bridge across Rainy River from Beaudette, Minnesota to Rainy River, Ontario, a length of .20 miles, to connect the Minnesota and Manitoba Railroad in Minnesota with The Canadian Northern Railway in Ontario. Dominion Act 54-55 Vic. Cap. 82, 1891 also authorized The Ontario and Rainy River Railway Company to construct such a bridge. The Canadian Northern Railway Company owned 100% of the Capital Stock of the bridge company, and leased the bridge and appurtenances there-to for 99 years from October 1, 1901.

Under Agreement dated April 28, 1900, The Manitoba and South Eastern Railway Company was amalgamated with The Canadian Northern Railway Company effective May 3, 1900.

Under Agreement dated May 3, 1900, The Ontario and Rainy River Railway Company was amalgamated with The Canadian Northern Railway Company, effective May 4, 1900.

Under Agreement dated January 15, 1901, confirmed by Manitoba Act 1, Edward VII, Cap. 38, March 15, 1901, Northern Pacific and Manitoba Railway Company, Portage and North-Western Railway Company, The Winnipeg Transfer Railway Company (Limited), and The Waskada and North Eastern Railway Company leased their respective lines of railway to the Government of Manitoba for 999 years, with option of purchasing the demised premises and all franchises, rights and powers of the lessors for \$7,000,000 at any time during the term of lease. Northern Pacific Railway Company (of U.S.A.) also entered into the Agreement as representing the four lines named.

Under Agreement dated February 11, 1901, confirmed by Manitoba Act 1, Edward VII, Cap. 39, March 20, 1901, and Dominion Act 1, Edward VII, Cap. 53, May 23, 1901, the above mentioned lease and option of purchase was assigned by the Government of Manitoba to "The Canadian Northern Railway Company".

Under Agreement of December 6, 1902, authorized by Dominion Cap. 73, May 23, 1901, and approved by Dominion P.C. dated December 22, 1902, the four companies owning the leased lines were amalgamated as one Company under the name "The Manitoba Railway Company", at which time it was a subsidiary of Northern Pacific Railway (U.S.A.)

The Canadian Northern Express Company was incorporated on May 15, 1902 under Dominion Act 2, Edward VII, Cap. 40 for the purpose of carrying on a general express business in conjunction with the Canadian Northern Railway Company.

The Canadian Northern Telegraph Company was incorporated on May 15, 1902 under Dominion Act 2 Edward VII, Cap. 51, to construct, acquire, maintain and operate telegraph lines in Canada or elsewhere.

THE CANADIAN NORTHERN RAILWAY COMPANY

HISTORY:
(Cont'd.)

Under Agreement of January 26, 1903, Morden and North-Western Railway Company was amalgamated with The Canadian Northern Railway Company effective February 21, 1903.

Under Agreement dated September 28, 1903, The Western Extension Railway Company was amalgamated with The Canadian Northern Railway Company effective October 23, 1903.

Under Agreement dated July 20, 1906, Mackenzie, Mann and Company, Limited purchased the entire Capital Stock of the Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company, and operation of the railway was assumed by the Canadian Northern Railway Company on December 14, 1906.

Under Agreement dated December 21, 1908, The Edmonton, Yukon and Pacific Railway Company was amalgamated with The Canadian Northern Railway Company, effective May 7, 1909.

Under Agreement dated June 9, 1909, The Alberta Midland Railway Company was amalgamated with The Canadian Northern Railway Company effective July 12, 1909.

Under Agreement dated June 8, 1909, The Saskatchewan North-Western Railway Company was amalgamated with The Canadian Northern Railway Company, effective July 12, 1909.

Under Agreement dated August 11, 1909, The Northern Extension Railway Company was amalgamated with The Canadian Northern Railway Company effective December 29, 1909.

Under Agreement dated May 9, 1910, The Saskatchewan Midland Railway Company was amalgamated with The Canadian Northern Railway Company, effective July 29, 1910.

Under Agreement dated January 4, 1911, The Edmonton and Slave Lake Railway Company was amalgamated with The Canadian Northern Railway Company, effective February 20, 1911.

Under Agreement dated May 12, 1913, The Winnipeg and Northern Railway Company was amalgamated with The Canadian Northern Railway Company, effective June 2, 1913.

Under Agreement dated June 2, 1913, The Canadian Northern Branch Lines Company was amalgamated with The Canadian Northern Railway Company effective July 21, 1913.

Under Agreement dated January 15, 1914, ratified by Dominion Act 4-5 Geo.V. Cap. 78, 1914, The Canadian Northern Railway Company, The Canadian Northern Ontario Railway Company and The Canadian Northern Quebec Railway Company leased the property of Mount Royal Tunnel and Terminal Company Limited for a period of 999 years from April 15, 1915.

Under Trust Deed dated July 15, 1914, The Canadian Northern Railway Company acquired the railway and undertaking of The Brockville, Westport and North-Western Railway Company, which had been sold under Court Order on December 14, 1911 to R.P. Ormsby, who was acting in Canadian Northern Railway Company interests.

Under Agreements dated October 1, 1915 with Canadian Pacific Railway, ratified by Dominion Act 6,7 Geo. V. Cap. 38, 1916, The Canadian Northern Railway Company acquired running rights over Canadian Pacific Railway

HISTORY:
(Cont'd.)

rails at North Toronto and Port Arthur for a term of 999 years.

WINNIPEG AND HUDSON'S BAY RAILWAY AND STEAMSHIP COMPANY

Under Dominion Act 43, Vic. Cap. 57, May 7, 1880, "Nelson Valley Railway and Transportation Company" was incorporated to construct a railway from the north shore of Lake Winnipeg to a point on Hudson Bay at or near Churchill River.

Under Dominion Act 43, Vic. Cap. 59, May 7, 1880 "The Winnipeg and Hudson's Bay Railway and Steamship Company" was incorporated to construct a railway from Winnipeg to Port Nelson, and to operate vessels or ships, build elevators, buy and sell grain and other freight to make up cargoes of such sea-going vessels.

The Nelson Valley Railway & Transportation Company amalgamated with the Winnipeg and Hudson's Bay Railway and Steamship Company on May 25, 1883 under Act 46 Vic. Cap. 69, Dominion of Canada.

Dominion Act 47 VIC. Cap. 70, April 19, 1884, repealed amalgamation and empowered Nelson Valley and Transportation Company to sell its property and assets to The Winnipeg and Hudson's Bay Railway and Steamship Company for the sum of \$10,970, and to dissolve and wind up the Company.

Under Dominion Act 50-51 Vic. Cap. 81, June 23, 1887, after construction of 40 miles of line, the name The Winnipeg and Hudson's Bay Railway and Steamship Company was changed to "Winnipeg and Hudson Bay Railway Company"

Under Dominion Act 57-58 Vic. Cap. 94, July 23, 1894, the name was further changed to "The Winnipeg Great Northern Railway Company"

Under Agreement dated December 20, 1898, duly ratified by shareholders of respective companies, The Winnipeg Great Northern Railway Company and The Lake Manitoba Railway and Canal Company were amalgamated into one corporate body under the name "The Canadian Northern Railway Company" Dominion P.C. 2861, January 13, 1899, approved the Agreement, and Dominion Cap. 57, July 10, 1899, confirmed it. The Canadian Northern Railway Company was subsequently amalgamated with Canadian National Railway Company on June 11, 1956.

The Winnipeg and Hudson's Bay Railway and Steamship Company was completed and opened for traffic the following lines:

Sifton Jct.	to	Cowan	51.80 miles	December 13, 1898
Cowan	"	Swan Lake	31.94 "	November 15, 1899
Mile 8.30 towards Oak Pond			<u>39.70</u> "	May 30, 1905
Total			123.44 miles	

HISTORY:
(Cont'd.)

Under Dominion Act 52 Vic. Cap. 57, April 16, 1889, "The Lake Manitoba Railway and Canal Company" was incorporated to construct and operate a railway from Portage la Prairie to deep water of Lake Manitoba, with the right to improve and connect the water communication for navigation between Lakes Manitoba and Winnipegosis and the North Saskatchewan River, and to operate steam and other vessels in Manitoba and the North-West Territories.

Under Dominion Act 55-56 Vic. Cap. 41, May 10, 1892, the Company was incorporated anew and declared to be a work for the general advantage of Canada.

Under Agreement dated December 20, 1898, duly ratified by shareholders of respective companies, The Lake Manitoba Railway and Canal Company and The Winnipeg Great Northern Railway Company were amalgamated into one corporate body under the name "The Canadian Northern Railway Company". Dominion P.C. 2861, January 13, 1899, approved the Agreement, and Dominion Act 62-63 Vic. Cap. 57, July 10, 1899, confirmed it.

"Port Arthur, Duluth and Western Railway Company"

Under Ontario Act 46 Vic. Cap. 56, February 1, 1883, "Thunder Bay Colonization Railway Company" was incorporated to construct a railway from Prince Arthur's Landing (Port Arthur) to some point southeast of Arrow Lake.

Under Ontario Act 50 Vic. Cap. 83, April 23, 1887, the name was changed to "The Port Arthur, Duluth and Western Railway Company"

Under Dominion Act 51 Vic. Cap. 84, May 4, 1888, "The Port Arthur, Duluth and Western Railway Company" was incorporated and the railway declared to be a work for the general advantage of Canada.

Subsidies were granted as follows (Statistics of Steam Railways - 1938, p. 64)

Dominion	\$271,200	
Ontario	255,571	
Municipal	<u>40,000</u>	\$566,771

The line was completed and opened for traffic from Port Arthur to Gunflint a distance of 86.07 miles on June 1, 1893.

"Manitoba and South Eastern Railway Company"

Under Dominion Act 52 Vic. Cap. 60, May 2, 1889, "The Manitoba and South Eastern Railway Company" was incorporated to construct and operate a railway from Winnipeg to International Boundary, etc., etc.

Under Dominion Act 53 Vic. Cap. 77, April 24, 1890, the railway was declared to be a work for the general advantage of Canada.

Dominion Government Land Grant -680,320 acres (Statistics of Steam Railways 1938, p. 64).

THE CANADIAN NORTHERN RAILWAY COMPANY

HISTORY:
(Cont'd.)

"Manitoba and South Eastern Railway Company"

Under Dominion Act 62-63 Vic. Cap. 75, August 11, 1899, The Manitoba and South Eastern Railway Company was authorized to amalgamate with The Canadian Northern Railway Company.

Dominion P.C. 1236, May 2, 1900 approved the Amalgamation which was confirmed by Dominion Act 1 Edward VII, Cap. 52, 1901. Amalgamation agreement was dated April 28, 1900, and Amalgamation was effective May 3, 1900.

The line was completed and opened for traffic as follows:

Winnipeg	to	Marchand	47.00 miles	November 15, 1898
Marchand	"	Sprague	48.20 "	January 25, 1900
Sprague	"	International Bdy.	13.84 miles	December 2, 1900
Total Winnipeg to International Bdy. 109.04 miles.				

"Ontario and Rainy River Railway"

Under Ontario Act 49 Vic. Cap. 75, March 25, 1886, "The Ontario and Rainy River Railway Company" was incorporated to construct and operate a railway from Port Arthur via Fort William to or near White Fish Lake then to a point between Fort Frances and the mouth of Rainy River, with branch to Rat Portage (Kenora).

Under Dominion Act 55-56 Vic. Cap. 82, July 31, 1891, the railway was declared to be a work for the general advantage of Canada.

Under Agreement dated May 3, 1900, authorized by Dominion P.C. 1237, May 4, 1900, and confirmed by Dominion Act 1, Edward VII, Cap. 52, May 23, 1901, The Ontario and Rainy River Railway Company was amalgamated with The Canadian Northern Railway Company effective May 4, 1900.

The line was completed and opened for traffic as follows:

Fort Frances	to	Rainy River Bridge	55.67 miles	October 10, 1901
Stanley Jct.	to	Fort Frances	212.25 "	February 1, 1902
Total Stanley Jct. to Rainy River Bridge 267.92 miles				

"Morden and North Western Railway Company"

Under Manitoba Act 1, Edward VII, Cap. 61, March 29, 1901, "Morden and North Western Railway Company" was incorporated to construct and operate a railway from a point on International Boundary between ranges 3 and 6, west of the principal meridian, to Morden, Miami, Treherne, Carberry and to Winnipeg, Neepawa, thence to western boundary of the Province, with branches, etc., etc.

Under Agreement authorized by Manitoba Act 1-2, Edw. VII, Cap. 64, February 19, 1902, and Dominion Act 2, Edw. VII, Cap. 50, May 15, 1902, Morden and North Western Railway Company was amalgamated with the Canadian Northern Railway Company. Approved by Order in Council, February 21, 1903 the effective date.

HISTORY:
(Cont'd.)"Morden and North Western Railway Company"

Dominion Act 2, Edward VII, Cap. 50, May 15, 1902, declared the railway to be a work for the general advantage of Canada.

The line was completed and opened for traffic as follows:

Carmen Jct.	to	Sperling	30.00 miles	October	5,1901
Hillsboro	to	Neepawa	6.80 "	November	13,1902
Neepawa	to	Birnie	15.10 "	July	12,1903
Rosburn Jct.	to	Clan William	<u>20.20</u> "	November	22,1903
		Total,	72.10 miles		

"Western Extension Railway Company"

Under Manitoba Act 3, Edward VII, Cap. 67, March 18, 1903, "The Western Extension Railway Company" was incorporated to construct and operate lines of railway from Sperling to Morris, Portage la Prairie to Brandon, Swan River along Valley of Swan River to western boundary of Province, from Minto to Melita, etc., from Greenway to International Boundary, from Neepawa to Brandon, etc., with power to amalgamate with The Canadian Northern Railway Company.

Under Agreement dated September 28, 1903, as authorized by Dominion Act 3, Edward VII, Cap. 97, June 25, 1903, and approved by Dominion P.C. October 12, 1903, The Western Extension Railway Company was amalgamated with The Canadian Northern Railway Company, effective October 23, 1903.

The line was completed and opened for traffic as follows:

Portage la Prairie	to	Mile 55.55	55.55 miles	May	30,1905
Greenway	to	Adelpha	52.10 "	May	31,1905
Mile 55.55	to	M & B Jct.	21.47 "	October	25,1905
Thunderhill Jct.	to	Inter-Pro. Bdy.	20.15 "	April	1,1906
Hallboro	to	Beulah	<u>74.40</u> "	June	24,1911
		Total	223.67 miles		

"The Edmonton, Yukon and Pacific Railway Company"

Under Dominion Act 59, Vic. Cap. 17, April 23, 1896, "The Edmonton District Railway Company" was incorporated to construct and operate a railway from Edmonton to South Edmonton; also from Edmonton via St. Albert to Fort Assiniboine with a branch to Stoney Plains; also from Edmonton to Fort Saskatchewan with a branch to Sturgeon River, etc., etc.

Under Dominion Act 62-63, Vic. Cap. 64, August 11, 1899, the name was changed to "The Edmonton, Yukon and Pacific Railway Company".

Under Agreement dated December 21, 1908, approved by Dominion P.C. 219 April 23, 1909, The Edmonton Yukon and Pacific Railway Company was amalgamated with The Canadian Northern Railway Company effective May 7, 1909.

When the Canadian Northern Alberta Railway Company was incorporated on May 4, 1910, it was authorized to construct the lines of railway authorized by Acts concerning The Edmonton, Yukon and Pacific Railway Company.

HISTORY:
(Cont'd.)"Edmonton, Yukon and Pacific Railway Company"

Subsidies granted by Dominion Government - \$91,200 (Statistics of Steam Railways - 1938, p.62).

The line was completed and opened for traffic as follows:

Mile 3.9	to Terminal Jct.	4.50 miles	September 1, 1903
Edmonton Jct.	to Stony Plain	19.92 "	June 16, 1907
E.Y. & P. Jct.	to Mile 3.19	<u>3.19</u> "	February 18, 1908
	Total	27.61 miles	

"Alberta Midland Railway Company"

Under Alberta Act 9, Edward VII, Cap. 45, February 25, 1909 "The Alberta Midland Railway Company" was incorporated to construct and operate a railway from Vermillion to Whitford Lake and Bruderheim; from near Morinville to eastern boundary of the Province; from Edmonton to Peace River; from Strathcona via Calgary, etc. to Lethbridge; from Content via Red Deer to Rocky Mountain House, etc., etc., with power to amalgamate with The Canadian Northern Railway Company.

Under Agreement dated June 9, 1909, approved by Dominion P.C. 1482, June 28, 1909, The Alberta Midland Railway Company was amalgamated with The Canadian Northern Railway Company effective July 12, 1909.

Dominion Act 2, Geo. V. Cap. 77, sec. 4, 1912, authorized The Canadian Northern Railway Company to construct the lines of railway outlined and authorized in Alberta Act 9, Edward VII, Cap. 45, 1909.

The line was completed and opened for traffic as follows:

Vegreville	to Munson Jct.	161.15 miles	July 6, 1911
Munson Jct.	to Drumheller	11.90 "	November 29, 1911
Drumheller	to Calgary	84.57 "	February 12, 1914
Camrose	to Strathcona	<u>45.71</u> "	December 28, 1914
	Total	303.33 miles	

"Saskatchewan North Western Railway Company"

Under Saskatchewan Act 8-9 Edward VII, Cap. 18, January 23, 1909, "The Saskatchewan North Western Railway Company" was incorporated to construct and operate a railway from a point between Prince Albert and Battleford to Crooked Lake; from a point between Aylesbury and Davidson northerly and westerly to Provincial Boundary; from a point between Kaiser and the eastern boundary of the Province westerly to the Boundary of the Province south of the Saskatchewan River; from a point near Moose Jaw southerly and easterly to the International Boundary; from a point between R's. 1-12, west of 2nd M., to Souris Coal Fields; from Craven to Adam's Ferry and Brancepeth, etc., etc., with authority to amalgamate with The Canadian Northern Railway Company.

THE CANADIAN NORTHERN RAILWAY COMPANY

HISTORY:
(Cont'd.)

"Saskatchewan Northwestern Railway Company"

Under Agreement dated June 8, 1909, and Dominion P.C. 1483, June 28, 1909, the Company was amalgamated with The Canadian Northern Railway Company, effective July 12, 1909.

The line was completed and opened for traffic as follows:

Luxton	to	Bienfait	16.00 miles	April	15, 1911
Shellbrook	"	Big River	56.54 "	July	18, 1911
Mile 28.80	"	MacRorie	20.20 "	July	27, 1911
Bengough Jct.	"	Antar Mile 84.42,	83.00 miles	Oct.	10, 1911
MacRorie	"	Tichfield	6.00 miles	Oct.	24, 1913
Antar Mile 81.42	"	Moose Jaw	3.00 "	Dec.	15, 1913
Tichfield	"	Dunblane	7.32 "	Sept.	3, 1915
Moose Jaw	"	Moose Jaw Jct.	.99 "	July	10, 1921
Total			193.05 miles		

"Northern Extension Railway Company"

Under Manitoba Act 3-4 Edward VII, Cap. 77, February 8, 1904, "The Northern Extension Railway Company" was incorporated to construct and operate a railway from Oakland to northern or northwestern boundary of the Province, with branches to Makinak, Ochre River and Winnipegosis, etc., etc., with power to amalgamate with The Canadian Northern Railway Company.

Under Agreement dated August 11, 1909 and Dominion P.C. 2401, December 13, 1909, The Northern Extension Railway Company was amalgamated with The Canadian Northern Railway Company, effective December 29, 1909.

The line was completed and opened for traffic as follows:

St. James Jct.	to	Mile 5.30	5.30 miles	June	16, 1907
Oakland	"	Totogan	17.28 "	June	16, 1907
Paddington	"	Dundee Jct.	6.44 "	Oct.	10, 1909
Mile 15.55	"	Langruth	17.00 "	Oct.	2, 1911
Langruth	"	Amaranth	12.00 "	Dec.	30, 1913
Total			58.02 "		

"Saskatchewan Midland Railway Company"

Under Saskatchewan Act 9, Edward VII, Cap. 41, December 18, 1909, "The Saskatchewan Midland Railway Company" was incorporated to construct and operate a railway from a point on the Winnipeg-Edmonton branch of The Canadian Northern Railway within Ranges 1-2 west of the 3rd Meridian to join with the Thunder Hill branch of the said railway; from Kaiser or Kendal to Swift Current and to Saskatchewan Landing, etc., etc., with power to amalgamate with The Canadian Northern Railway Company.

HISTORY:
(Cont'd.)"Saskatchewan Midland Railway Company"

Under Agreement dated May 9, 1910 and Dominion P.C. 1128, June 1, 1910, the Company was amalgamated with The Canadian Northern Railway Company, effective July 29, 1910.

The line was completed and opened for traffic as follows:

Delisle	to	Mile 25.80	25.80 miles	July	27, 1911
Gravelbourg Jct."		Gravelbourg	79.00 "	December	29, 1913
Melfort	to	St. Brieux	22.00 "	July	2, 1915
St. Brieux	to	Humboldt Jct.	32.14 "	December	21, 1920
Gravelbourg	to	Scottsburgh	30.00 "	October	13, 1922
Total			188.94 miles		

"The Edmonton and Slave Lake Railway Company"

Under Dominion Act 62-63, Vic. Cap. 66, July 10, 1899, "The Edmonton and Slave Lake Company" was incorporated to construct and operate a railroad from Edmonton, via Athabasca Landing and Lesser Slave Lake to Peace River, etc., etc. The undertaking was declared to be a work for the general advantage of Canada.

Dominion Act 3, Edward VII, Cap. 18, 1903, corrects omission of work "Railway" in name of Company.

Under Agreement dated January 4, 1911, and Dominion P.C. 244, February 8, 1911, The Edmonton and Slave Lake Railway Company was amalgamated with The Canadian Northern Railway Company, effective February 20, 1911.

The line was completed and opened for traffic as follows:

E.Y. & P. Jct. to	Cardiff	21.65 miles	December 10, 1906
Cardiff Jct. to	Athabasca	<u>74.41</u> "	August 6, 1912
Total		96.06 miles	

"The Winnipeg and Northern Railway Company"

Under Manitoba Act 5-6 Edward VII, Cap. 122, March 16, 1906, "The Winnipeg and Northern Railway Company" was incorporated to construct and operate a railway from Winnipeg on the east side of Red River to East Selkirk and to Fort Alexander, with branches to points on Lake Winnipeg, etc., etc.

Under Agreement dated May 12, 1913, and Dominion P.C. 1331, June 2, 1913, The Winnipeg and Northern Railway Company was amalgamated with The Canadian Northern Railway Company, effective June 2, 1913.

The line was completed and opened for traffic as follows:

Parkmount	to	Grand Beach	50.73 miles	December 10, 1914
Grand Marais	to	Victoria Beach	<u>13.95</u> "	September 19, 1916
Total			64.68 miles	

HISTORY:
(Cont'd.)"The Canadian Northern Branch Lines Company"

Under Dominion Act 1-2 Geo. V. Cap. 56, April 4, 1911, "The Canadian Northern Branch Lines Company" was incorporated to construct and operate certain lines of railway as specified.

Under Agreement dated June 2, 1913, and Dominion P.C. 1581, June 25, 1913, The Canadian Northern Branch Lines Company was amalgamated with The Canadian Northern Railway Company effective July 21, 1913.

The line was completed and opened for traffic as follows:

Mile 4.30	to Inwood	26.70 miles	January	12, 1912
Inwood	to Mile 74.50	43.50 "	December	14, 1914
Canora	to Sturgis Jct.	<u>21.49</u> "	September	7, 1916
Total		91.69 miles		

"The Brockville and Westport and North-Western Railway Company"

Under Ontario Act 34 Vic. Cap. 45, February 15, 1871, "The Brockville and Westport Railway Company" was incorporated to build from Brockville to Westport, etc. Charter lapsed.

Under Ontario Act 47 Vic. Cap. 63, March 25, 1884, "The Brockville, Westport and Sault Ste. Marie Railway Company" was incorporated to construct and operate a railway from Brockville to Westport to Georgian Bay and to Sault Ste. Marie.

Under Dominion Act 3 Edward VII, Cap. 88, October 24, 1903, "The Brockville, Westport and North-Western Railway Company" was incorporated to acquire the franchise undertaking, railway and property of The Brockville, Westport and Sault Ste. Marie Railway Company. The property had been sold on January 20, 1903, under the direction of the Local Master of the High Court of Justice at Brockville and in pursuance of a judgment pronounced by the said court in a certain action wherein Knickerbocker Trust Company of New York and others were plaintiffs and Charles F. Holm, John Gerken and Valentin Schmitt of New York, and Clarence P. King of Philadelphia, were the purchasers and became vested with the said property. The railway was declared to be for the general advantage of Canada.

Under Agreement dated April 9, 1910, Martin Zimmerman of New York agreed to sell the entire First Mortgage Bond Issue of \$450,000 and the entire Capital Stock of \$900,000 of the Brockville, Westport and North-Western Railway Company for \$382,500 to Mackenzie, Mann and Company, Ltd. By letter of June 6, 1910, by consent of Mr. Martin Zimmerman the purchase price was fixed at \$362,500. Mackenzie, Mann and Company, Ltd. assumed control of the line on July 1, 1910.

On December 14, 1911, The Brockville, Westport and North-Western Railway was sold under Court Order and purchased by R.P. Ormsby, who was acting in Canadian Northern Railway Company interests.

HISTORY:
(Cont d.)

The Brockville, Westport and North-Western Railway Company"

Under Agreement dated January 24, 1912, the Knickerbocker Trust Company of New York as Trustees of the \$480,000 first mortgage 4% Bonds dated July 1, 1903 transferred the property of the former Brockville, Westport and North-Western Railway Company to Robert Phillip Ormsby. This Agreement was attested by the President and Secretary of Brockville, Westport and North-Western Railway Company.

Under Agreement dated July 10, 1914, Robert Phillip Ormsby transferred the property of the Brockville, Westport and North-Western Railway Company to the National Trust Company, Ltd. and the British Empire Trust Company as Trustees under the Canadian Northern Railway Company 4% Dominion Government guaranteed Debenture Stock and Bonds of July 15, 1914.

The line was completed and opened for traffic as follows:

Lyn Jct.	to	Westport	40.00 miles	January 11, 1886
Brockville	to	Lyn Jct.	<u>4.50 "</u>	July 12, 1888
Total Brockville to		Westport	44.50 miles	

The Board of Transport Commissioners under Order No.79236, dated June 8, 1952, authorized the abandonment of the line, and operation was discontinued between Lyn Jct. and Westport (40.51 miles) on June 30, 1952, and the line was dismantled in 1952.

"The Canadian Northern Saskatchewan Railway Company"

Under Saskatchewan Act 2, Geo. V. Cap. 43, March 15, 1912, "The Canadian Northern Saskatchewan Railway Company" was incorporated to construct and operate certain lines of railway in the Province, as outlined in schedule; and to acquire certain other lines, steamships etc., etc., with power to amalgamate with The Canadian Northern Railway Company.

Dominion Act 4-5 Geo. V. Cap. 20, June 12, 1914, declared the work to be for the general advantage of Canada.

Dominion P.C. 443, February 20, 1917, declared the railway to be for the general advantage of Canada and open for traffic.

Under Agreement dated August 24, 1926, and Dominion P.C. 2149, December 14, 1925, amended by Dominion P.C. 1482, October 5, 1926, The Canadian Northern Saskatchewan Railway Company was amalgamated with The Canadian Northern Railway Company effective October 14, 1926.

Dominion Government Land Grant - 30.36 acres - (Statistics of Steam Railways - 1938 - page 62).

The Railway was completed and opened for traffic as follows:

Wroxton	to	Yorkton	25.20 miles	September 17, 1915
Yorkton	to	Willowbrook	16.29 "	November 19, 1915
Dunblane	to	Lucky Lake	19.75 "	July 5, 1920
Lucky Lake	to	Scapo	8.79 "	March 30, 1921
Naisberry	to	Ridgedale	23.78 "	November 24, 1921
Scapo	to	Beechy	<u>6.47 "</u>	January 3, 1922
Total			100.28 miles	

HISTORY:
(Cont'd.)

Under The Canadian Northern Railway Guarantee Act, 1914, Dominion Act 4-5 Geo. V. Cap. 20, June 12, 1914, the Capital Stock of the Company was fixed at \$100,000,000, subject to an increase not exceeding \$25,000,000 for exchange of Income Charge Convertible Debenture Stock secured by Trust Deed dated May 6, 1910.

The Company was authorized to issue \$23,000,000 Capital Stock to the Contractors upon their transfer of shares mentioned in List (a) below, and to issue bonds, debentures, debenture stock and other securities not exceeding \$45,000,000 with interest at 4%.

The Act declared certain companies (and such other companies hereafter declared by the Governor in Council to be comprised in the Canadian Northern System) as own or operate railways, terminals, bridges or other railway facilities, to be "Constituent Companies"; and declared certain companies (and such other companies, hereafter declared by the Governor in Council to be comprised in the Canadian Northern System) as do not own or operate railways, terminals, bridges or other railway facilities, to be "Subsidiary Companies"; and authorized amalgamation under the provision of the Railway Act, of any "Constituent Company" subject to the legislative authority of the Parliament of Canada.

The Act authorized the Dominion of Canada to aid the construction of the Canadian Northern System by guaranteeing payment of the principal and interest of the bonds and other securities authorized to be issued under the Act, such securities to be secured by a trust deed, and subject to execution of agreement.

Note:

Draft of Agreement is set forth in the Third Schedule to the Act. Original Agreement dated July 14, 1914, is on file in Secretary's office vault and numbered 1466. Trust Deed was dated July 15, 1914, and the Trustees were The National Trust Company, Toronto, and British Empire Trust Company, London, England.

The terms of the Agreement were implemented as indicated herein.

The Contractors (Mackenzie, Mann and Company, Limited, Sir William Mackenzie and Sir Donald D. Mann) transferred to the Trustee the Capital Stock of the Constituent and Subsidiary companies listed hereunder, free of prior charges, to become and remain the property of The Canadian Northern Railway Company, to form part of the mortgaged premises under the New Trust Deed.

List (a)

<u>Stock transferred free from prior charges</u>	<u>Capital Stock</u>
The Bay of Quinte Railway Company	\$ 1,395,000
Canadian Northern Pacific Railway Company	25,000,000
The Canadian Northern Alberta Railway Company	3,000,000
Canadian Northern Western Railway Company	2,000,000
The Canadian Northern Saskatchewan Railway Company	1,000,000
Canadian Northern Manitoba Railway Company	Total Issue
The Canadian Northern Ontario Railway Company	10,000,000
The Canadian Northern Quebec Railway Company	2,000,000
Canadian Northern System Terminals (Limited)	2,000,000
The Central Ontario Railway	3,329,000
Duluth, Winnipeg and Pacific Railway Company	3,060,000
The Halifax and South Western Railway Company	1,000,000
The Irondale, Bancroft and Ottawa Railway Company	53,000
Mount Royal Tunnel and Terminal Company, Limited	Total Issue

HISTORY:
(Cont'd.)

List (a)
Stock transferred free from prior charges (cont'd.)

	<u>Capital Stock</u>
The Marmora Railway and Mining Company	\$ 100,000
The Northern Consolidated Holding Company, Limited	4,446,700
The Quebec and Lake St. John Railway Company	4,002,800
The Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company	201,000

The Contractors transferred to the Minister of Finance and Receiver General of Canada in trust for the Government, fully paid and non-assessable shares of The Canadian Northern Railway Company of the aggregate par value of \$33,000,000 to be the property of the Dominion of Canada.

The Contractors transferred the railway and undertaking of The Brockville, Westport and North Western Railway Company, free from bonds or other indebtedness, to become the property of The Canadian Northern Railway Company, and to form part of the mortgaged premises under the New Trust Deed.

The Canadian Northern Railway Company transferred to the Trustee as part of the mortgaged premises under the New Trust Deed all the mortgage securities and shares of stock listed hereunder, subject to the charge created thereon by Perpetual Consolidated Debenture Stock Trust Deed of June 30, 1903, and to the terms of the New Trust Deed.

List (b)
Mortgage Securities and Stocks transferred subject to mortgage
under Trust Deed of June 30, 1903 (discharged July 30, 1956)

	<u>Mortgage Securities</u>	<u>Capital Stock</u>
The Canadian Northern Coal & Ore Dock Co. Ltd.,	\$ 375,000	\$
The Canadian Northern Railway Express Co., Ltd.	3,000,000	1,000,000
Canadian Northern Steamships, Limited	£ 600,000	2,000,000
Canadian Northern System Terminals (Limited)	\$7,000,000	
The Canadian Northern Telegraph Company	800,000	500,000
The Edmonton & Slave Lake Railway Company	420,000	
The Lake Superior Terminals Company, Limited	2,000,000	500,000
The Minnesota and Manitoba Railroad Company	250,000	400,000
The Minnesota and Ontario Bridge Company	180,000	100,000
St. Boniface Western Land Company	750,000	250,000
The Winnipeg Land Company Limited	300,000	100,000

The Canadian Northern Railway Company granted a mortgage on its undertaking property, assets, rights, franchises, etc., under the terms of the New Trust Deed.

The Canadian Northern Railway Company issued during the years 1914 to 1918, 4% Guaranteed Debenture Stock and Bonds maturing September 1, 1934, amounting to \$29,560,333.33 which were guaranteed by the Dominion Government. \$17,060,333.33 was held by the Public and the balance of \$12,500,000 was held by the Minister of Finance to secure an advance of \$10,000,000. The securities totalling \$17,060,333.33 held by the Public were redeemed at maturity by an issue of Canadian National Railway Company 3% 16 year Callable Guaranteed Bonds dated December 15, 1934, which sold at a price of 98.75. Other arrangements to secure the advance of \$10,000,000 by the Minister of Finance were made subsequently, and the Minister of Finance released the securities totalling \$12,500,000 in 1938.

HISTORY:
(Cont'd.)

The mortgage dated July 15, 1914, was discharged on April 1, 1939.

Under Agreement dated October 1, 1917, between Dominion Government, The Canadian Northern Railway Company (Mackenzie, Mann & Company), and Canadian Bank of Commerce, authorized by Dominion Act 7-8 Geo. V., Cap. 24, September 20, 1917, and approved under Dominion P.C. 3225, November 15, 1917, the Dominion Government acquired additional shares of The Canadian Northern Railway Company stock, having a par value of \$60,000,000, thereby securing control of the Company and of the various Constituent and Subsidiary Companies comprising the Canadian Northern System, at a cost to be determined by arbitration. Nominal control passed to the Dominion Government on November 16, 1917. For further details see "Capital Stock".

In November 1917 G.A. Bell, then Financial Comptroller of the Department of Railways and Canals, was elected as government representative on the Board of Directors of The Canadian Northern Railway Company. In November 1918 Sir H. Laporte, A.P. Barnhill and Col. Thomas Cantley were added to the Board as further Government Directors.

Under Dominion P.C.3240, November 19, 1917, Sir William Ralph Meredith was appointed Government Arbitrator and as Chairman of Arbitrators. The Canadian Northern Railway Company or Mackenzie, Mann & Company appointed Hon. Wallace Nesbitt as their Arbitrator. The third Arbitrator was Hon. R.E. Harris, Chief Justice of Nova Scotia.

Under Dominion P.C. 2854, November 20, 1918, Dominion P.C. 1529 dated June 5, 1917, whereby C.A. Hayes was appointed General Manager of the Eastern Lines and F.P. Brady was appointed General Manager of the Western Lines of Canadian Government Railways was rescinded and, with a view to attaining a maximum of economy and efficiency in the operation of the Canadian Government Railways and of the Canadian Northern Railway System, the persons from time to time comprising the Board of Directors of The Canadian Northern Railway Company were appointed a Board of Management of Canadian Government Railways and given the powers vested in the General Manager under the general regulations of the Canadian Government Railways adopted by Dominion P.C. 184, January 22, 1914. This management was continued until terminated under Dominion P.C. 115, January 20, 1923 when management and operation of Canadian Government Railways was entrusted to the Board of Directors of Canadian National Railway Company.

Dominion P.C. 3122, December 20, 1918, refers to the established use of the term "Canadian Northern Railway System" as a descriptive (but not corporative) title for all lines of railway owned or controlled by The Canadian Northern Railway Company and also to the use of the name Canadian Government Railways which is also merely one of description, and states that as a matter of convenience in connection with the operation of both Canadian Northern Railway System and Canadian Government Railways under one management the use of one name as a collective or descriptive title for both Systems is highly desirable. The Order states that the use of such a title is a mere matter of description for convenience of reference and does not create a new legal corporate entity and directed that the name "Canadian National Railways" be used as a collective or descriptive designation in lieu of the names Canadian Northern Railway System and Canadian Government Railways in respect of the whole of the lines of railway and railway properties controlled or operated by the Board of Directors of The Canadian Northern Railway Company; provided that deeds, leases, agreements and documents of all kinds requiring execution under seal shall continue to be drawn and

HISTORY:
(Cont'd.)

executed under the respective corporate names of the corporations (including the Crown) owning or entitled to the properties affected thereby, the corporate entity in each case being preserved and the rights and liabilities remaining the same as heretofore, notwithstanding the use of the collective or descriptive designation.

Under Dominion Act 9-10 Geo. V. Cap. 13, June 6, 1919 Canadian National Railway Company was incorporated to provide a Company under which the railways, works and undertakings of the Companies comprised in the Canadian Northern System might be consolidated, and together with the Canadian Government Railways, operated as a national railway system. The Act refers to the acquisition of control and the First Schedule to the Act lists the Constituent and Subsidiary Companies acquired as under:

Constituent Companies

The Canadian Northern Railway Company
 The Bay of Quinte Railway Company
 The Bessemer and Barry's Bay Railway Company
 The Canadian Northern Alberta Railway Company
 The Canadian Northern Manitoba Railway Company
 The Canadian Northern Ontario Railway Company
 Canadian Northern Pacific Railway Company
 The Canadian Northern Quebec Railway Company
 The Canadian Northern Saskatchewan Railway Company
 Canadian Northern System Terminals (Limited)
 Canadian Northern Western Railway Company
 The Central Ontario Railway
 Duluth, Rainy Lake & Winnipeg Railway Company
 Duluth, Winnipeg & Pacific Railroad Company
 Duluth, Winnipeg & Pacific Railway Company
 The Halifax and South Western Railway Company
 The Irondale, Bancroft and Ottawa Railway Company
 The James Bay & Eastern Railway Company
 The Lake Superior Terminals Company, Limited
 The Marmora Railway and Mining Company
 The Minnesota and Manitoba Railroad Company
 The Minnesota and Ontario Bridge Company
 Mount Royal Tunnel and Terminal Company, Limited
 The Niagara, St. Catharines & Toronto Railway Company
 The Northern Consolidated Holding Company, Limited
 The Qu'Appelle, Long Lake & Saskatchewan Railroad & Steamboat Co.
 The Quebec & Lake St. John Railway Company
 The St. Charles & Huron River Railway Company
 The Toronto Eastern Railway Company
 The Toronto, Niagara & Western Railway Company
 The Toronto Suburban Railway Company

Subsidiary Companies

The Canadian Northern Express Company
 The Canadian Northern Railway Express Company Limited
 Canadian Northern Realties, Limited
 Canadian Northern Rolling Stock, Limited
 Canadian Northern Steamships, Limited
 The Canadian Northern Telegraph Company
 The Canadian Northern Transfer Company, Limited
 Federal Properties, Limited

HISTORY:
(Cont'd.)

Subsidiary Companies (cont'd.)

The Great North Western Telegraph Company of Canada
The Imperial Rolling Stock Company, Limited
The Niagara, St. Catharines & Toronto Navigation Co. Ltd.
St. Boniface Western Land Company
Toronto Dwellings, Limited
The Winnipeg Land Company, Limited

NOTE:

Under Dominion Act 9-10 Geo. V. Cap. 13, Dec. 18, 1919, the works of any of the companies comprised in the Canadian Northern System not heretofore declared to be works for the general advantage of Canada were declared to be works for the general advantage of Canada and the works of any company or companies hereafter from time to time declared by the Governor in Council to be comprised in the Canadian Northern System were declared from and after the date of the making of such declaration by the Governor in Council to be works for the general advantage of Canada.

Under Dominion P.C. 1595, July 12, 1920, Grand Trunk Pacific Railway System was entrusted to those who then or thereafter comprise the Board of Directors of The Canadian Northern Railway Company, subject to the rights of the Minister of Railways and Canals as Receiver, so that the System might be operated in harmony with Canadian National Railways (then Canadian Northern Railway System and Canadian Government Railways).

Under Agreement dated August 24, 1926, The Canadian Northern Saskatchewan Railway Company was amalgamated with The Canadian Northern Railway Company, effective October 14, 1926.

AMALGAMATION: On June 11, 1956, Canadian National Railway Company, The Canadian Northern Railway Company and 16 other companies were amalgamated into one company under the name "Canadian National Railway Company".

PROPERTY INVESTMENT: Transferred to investment account of Canadian National Railway Company upon Amalgamation on June 11, 1956:

* Road		\$480,914,320.62	
Donations and Grants			96,248.22 CR.
Miscellaneous physical property:			
Elevator "B" Port Arthur	\$3,808,358.12		
Johnston Storage- Vancouver		71,785.90	
National Cartage Warehouse- Winnipeg		293,096.55	
Roseisle Ski Slide		2,170.20	
Trenton Enginehouse		4,000.00	4,179,410.77
Improvements on leased property:			
Minnesota and Ontario Bridge Co.		21,297.53	
Minnesota and Manitoba Railroad Co.		350,910.57	372,208.10

* See Note on Page 165.

INVESTMENT IN
AFFILIATED
COMPANIES:

Transferred to investment account of Canadian National Railway Company upon Amalgamation on June 11, 1956:

* Stocks:	
Canadian National Realities, Limited	1
Canadian National Telegraph Company	500,000
Canadian Northern Consolidated Railways	1
The Canadian Northern Railways Express Co. Ltd.	1,000,000
The Dalhousie Navigation Company, Ltd.	1
The Great North Western Telegraph Co. of Canada	366,800
The Minnesota & Manitoba Railroad Company	400,000
The Minnesota & Ontario Bridge Company	100,000
The Niagara, St. Catharines & Toronto Railway Co.	925,000
The Public Markets, Limited	<u>287,500</u>
	\$ 3,579,303

Advances to affiliated companies:

Canadian National Express Company	409,040.05
Canadian National Telegraph Company	800,000.
The Canadian Northern Railway Express Co. Ltd.	3,000,000.00
Duluth, Winnipeg & Pacific Railway Co.	2,000,000.00
The Minnesota & Manitoba Railroad Company	250,000.00
The Minnesota & Ontario Bridge Company	<u>180,000.00</u>
	\$ 6,639,040.05

CAPITAL
STOCK:

Authorized:	\$125,000,000
Issued:	100,000,600

The Canadian Northern Railway Company is the result of the Amalgamation from time to time of various Companies, as follows:

Name of Amalgamating Companies	Provincial	Date of Amalgamation	Authorized Capital Stock of Amalgamating Companies
Winnipeg Great Northern Ry. Co.	Dom.	Jan.13, 1899	\$15,000,000
Lake Manitoba Ry. & Canal Co.	"	"	800,000
Manitoba & South Eastern Ry. Co.	"	May 2, 1900	750,000
Canadian Northern Ry. Co.(No.1)	"	"	16,000,000
Ontario & Rainy River Ry. Co.	Ont.	May 4, 1900	8,000,000
Canadian Northern Ry. Co.(No.2)	Dom.	"	16,750,000
Morden & North Western Ry. Co.	Man.	Feb.21, 1903	1,000,000
Canadian Northern Ry. Co.(No.3)	Dom.	"	24,750,000
Western Extension Ry. Co.	Man.	Oct. 12, 1903	5,000,000
Canadian Northern Ry. Co.(No.4)	Dom.	"	25,750,000
Edmonton, Yukon & Pacific Ry.Co.	"	Apr. 23, 1909	5,000,000
Canadian Northern Ry. Co.(No.5)	"	"	50,000,000
Saskatchewan, North Western Ry. Co.	Sask.	June 28,1909	5,000,000
Canadian Northern Ry. Co.(No.6)	Dom.	"	55,000,000
Alberta Midland Ry. Co.	Alberta	June 28,1909	5,000,000
Canadian Northern Ry. Co.(No.7)	Dom.	"	60,000,000
Northern Extension Ry. Co.	Man.	Dec. 13, 1909	5,000,000
Canadian Northern Ry. Co.(No.8)	Dom.	"	65,000,000
Saskatchewan Midland Ry. Co.	Sask.	June 1, 1910	2,000,000
Canadian Northern Ry. Co.(No.9)	Dom.	"	70,000,000
Edmonton & Slave Lake Ry. Co.	"	Feb. 20, 1911	900,000
Canadian Northern Ry. Co.(No.10)	"	"	72,000,000
Winnipeg & Northern Ry. Co.	Man.	June 2, 1913	5,000,000
Canadian Northern Ry. Co.(No.11)	Dom.	"	72,900,000
Canadian Northern Branch Lines Co.	"	June 25, 1913	15,000,000
Canadian Northern Ry. Co. (No.12)	"	June 25, 1913	77,900,000

THE CANADIAN NORTHERN RAILWAY COMPANY

CAPITAL STOCK: (Cont'd.)	Name of Amalgamating Companies	Provincial Capital	Date of Amalgamat- tion	Authorized Capital Stock of Amalgamating Companies
	Canadian Northern Ry. Co.			
	increased under Provisions of Dom. Chapter 20-1914 and of 5% Income Stock Mortgage (\$600)			100,000,600
	Canadian Northern Sask. Ry. Co. Sask.		Oct.14,1926	
	Canadian Northern Ry. Co. (No.13) Dom.			100,000,600

The total issued Capital Stock is \$100,000,600 all of which is fully paid up, of ordinary shares of par value of \$100 each. Under the provisions of Chapter 20 of the Statutes of Canada for 1914 the Capital Stock is fixed at \$100,000,000 subject to the issue of an additional \$25,000,000 which amount was to be issued only in exchange for a like amount of the Company's Five percent Income Charge Convertible Debenture Stock. Only \$600 of this Income Stock was exchanged for Capital Stock and the right to convert Income Stock for Capital Stock expired January 1st, 1922.

The same statute referred to the then issued paid-up Capital Stock as \$77,000,000 and authorized the issue of an additional \$23,000,000 as fully paid-up stock in consideration of the transfer to the Company of certain shares in certain subsidiary and constituent companies. The Capital Stock was to be increased by \$1,000,000 as a result of the Amalgamation of the Canadian Northern Saskatchewan Railway Company. The \$1,000,000 of Canadian Northern Saskatchewan Stock which was to be exchanged for a like amount of The Canadian Northern Railway Company stock had previously been pledged with the National Trust Company under the July 15th, 1914 mortgage. When the said mortgage was discharged and the Saskatchewan stock returned it was decided that it be cancelled and the total Canadian Northern stock was not increased (See Directors' resolution November 29th, 1937).

Pursuant to the Canadian National Railways Capital Revision Act, 1937, the Minister of Finance surrendered 820,006 shares for cancellation; the Minister also transferred to the Canadian National Railway Company 180,000 shares in exchange for 1,000,000 no par value shares of the Capital Stock of the Canadian National Railway Company with the initial value of \$18,000,000.

SHAREHOLDERS

Canadian National Railway Company - 180,000 shares @ \$100 per share.

NOTE

By Agreement dated May 17th, 1956, the Company was Amalgamated with seventeen other companies under the name of "Canadian National Railway Company". This Agreement was approved by Order-in-Council P.C. 1956-772, dated May 17th, 1956.

The above Agreement was deposited in the Office of the Secretary of State of Canada on June 11th, 1956, and effective as of that date the Company ceased to exist.

CAPITAL
STOCK:
(Cont'd.)

Canadian Northern Railway Arbitration Award

Pursuant to Order in Council P.C. 3225 of November 15, 1917, a Board of Arbitration consisting of The Hon. Sir William Ralph Meredith, Chief Justice of Ontario, The Hon. Robert Harris, Chief Justice of the Supreme Court of Nova Scotia, and The Hon. Wallace Nesbitt of Toronto, was empowered to decide on the value of the 600,000 shares outstanding of the Common Stock of Canadian Northern Railway. On May 25th this Board reported such stock to be worth \$10,800,000. As the Order in Council had limited the award to \$10,000,000 Mackenzie, Mann and Company and the Canadian Bank of Commerce were paid \$16.66 for the 510,000 shares in their possession. The holders of the remaining 90,000 shares, alleging that they were not parties to this transaction, were paid \$18.00 per share.

Payment of \$9,733,333.24 was made in 1918-1919. The balance was paid in 1920.

As of January 1, 1937 and as Authorized by The Canadian National Railways Capital Revision Act, under Act 1, Geo. VI, Cap. 22, April 10, 1937, 820,006 shares of Capital Stock - \$82,000,600 was surrendered to The Canadian Northern Railway Company by the Dominion Government and cancelled; and the remaining 180,000 shares - \$18,000,000 were transferred to Canadian National Railway Company in exchange for 1,000,000 no par value shares of Capital Stock of Canadian National Railway Company with the initial stated value of \$18,000,000.

Under the terms of Amalgamation Agreement with Canadian National Railway Company, dated May 17, 1956, the Certificate covering The Canadian Northern Railway Company outstanding Capital Stock was treated as cancelled.

FUNDED
DEBT:

Assumed by Canadian National Railway Company upon Amalgamation on June 11, 1956:

4% Perpetual Consolidated Debenture Stock	\$	267.67
3½% First Mortgage Debenture Stock maturing July 20, 1958 secured by Trust Deed dated October 21, 1908 and Supplementary January 27, 1910		5,636,506.48

Principal of Loans \$312,334,805.10 and Interest on Loans \$309,702,897.65 due The Canadian National Railways Securities Trust were assumed by Canadian National Railway Company upon Amalgamation on June 11, 1956.

Notes totalling \$108,632,719.60 held by Canadian National Railway Company were retired upon Amalgamation on June 11, 1956.

CANADIAN NORTHERN RAILWAY COMPANY

Funded
Debt:
(Cont'd.)

The Canadian Northern Railway Company's First Mortgage 4% Perpetual Consolidated Debenture Stock and Bonds, secured by Trust Deed dated June 30, 1903 and Supplementals not guaranteed matured in perpetuity.
Amount authorized: subject to certain limits

" Issued:
Public \$44,943,019.40
Pledged and unpledged 17,259,769.59 \$62,202,788.99

Mortgage discharged July 30, 1956

The Canadian Northern Railway Company's First Mortgage 3% Debenture Stock secured by Trust Deed dated July 29, 1903, maturing July 10, 1953. Guaranteed by the Dominion of Canada

Amount authorized: \$ 9,359,996.72
" issued: 9,359,996.72

Mortgage Discharged June 15, 1955.

Public Holding, Retired through Vesting Order and at Maturity
- Public holdings.

The Canadian Northern Railway Company's First Mortgage 3½% Debenture Stock secured by Trust Deed dated October 21, 1908 and supplemented January 27, 1910 maturing July 20, 1958. Guaranteed by the Dominion of Canada.

Amount authorized: \$ 7,896,590.00
" Issued: 7,896,588.26

Retired by Vesting Order, Company's offer, and at Maturity -

Mortgage discharged November 29, 1961.

The Canadian Northern Railway Company's First Mortgage 4% Bonds - The Pas - Mission Bonds secured by Trust Deed dated April 15, 1909, maturing on April 15, 1939 not guaranteed.

Amount authorized: \$ 881,000
" Issued: 880,000

Pledged and released by The Canadian National Railway's Securities Trust
Mortgage discharged October 23, 1943.

The Canadian Northern Railway Company's First Mortgage 4% Debenture Stock and Bonds secured by Trust Deed dated May 18, 1909 and supplements maturing January 23, 1939. Guaranteed by Province of Saskatchewan.

Amount authorized: \$ 15,000 per mile
" issued: Pledged 5,679,400.00
Public 8,029,999.99
\$ 13,709,399.99

Retired at maturity
February 9, 1944

The Canadian Northern Railway Company's First Mortgage 4% Guaranteed Debenture Stock and Bonds, secured by Trust Deed dated June 10, 1909 and supplement maturing February 25, 1939. Guaranteed by Province of Alberta

Amount authorized: \$ 5,586,665.64 \$ 15,000 per mile
" Issued: Public Holdings
Pledged
Mortgage Retired at maturity 4,139,699.60 \$ 9,726,340.24
discharged July 15, 1943.

Funded
Debt:
(Cont'd.)

The Canadian Northern Railway Company 4% Winnipeg Terminals Gold Bonds secured by Trust Deed dated July 26, 1909, maturing July 1, 1939 Guaranteed by the Province of Manitoba.

Amount authorized:	\$ 3,000,000
" Issued:	3,000,000

Mortgage retired at maturity and discharged May 18, 1940

The Canadian Northern Railway Company 4% Guaranteed Debenture Stock and Bonds secured by Trust Deed dated July 15, 1914, Maturing September 1, 1934 Guaranteed by the Dominion of Canada.

Amount authorized:	\$45,000,000
Issued: Public \$17,060,333.33	29,560,333.33
Retired at maturity and pledged <u>12,500,000.00</u>	
Discharged April 1, 1939	Unissued <u>15,439,666.67</u>
	\$45,000,100.00

The Canadian Northern Railway, the Canadian National Rolling Stock Ltd. Equipment Trust Service "E" 1920 Guaranteed by Canadian Northern Railway Company secured by Trust Deed dated May 1, 1920 and maturing May 1, 1935.

Amount authorized:	\$ 15,000,000
" Issued	15,000,000

Mortgage retired by Sinking Fund and at maturity and Discharged May 3, 1935.

The Canadian Northern Railway Company's 20th year, 7% Sinking Fund Gold Debentures Stock secured by Trust Deed dated December 1, 1920, maturing December 1, 1940 Guaranteed by the Dominion of Canada

Amount authorized:	\$ 25,000,000
" Issued: Retired through Sinking Fund and by call	25,000,000

Called at 102.5 and retired December 1, 1935

The Canadian Northern Railway Company's 25th year 6% Sinking Fund Gold Debenture Stock secured by Trust Deed dated July 1, 1921 maturing July 1, 1946 Guaranteed by the Dominion of Canada.

Amount authorized:	\$ 25,000,000
" Issued:	25,000,000

Retired through Sinking Fund, Vesting Order and at Maturity. Trust Agreement Released February 3, 1955.

Public holdings retired through Vesting Order, Company's offer and Call.

The Canadian Northern Railway Company's 10th year 4½% Gold Bonds Secured by Trust Deed dated February 15, 1925, maturing February 15, 1935 Guaranteed by the Dominion of Canada

Amount authorized:	\$ 17,000,000
" Issued:	17,000,000

Mortgage retired at Maturity and Discharged on February 15, 1935.

THE CANADIAN NORTHERN RAILWAY COMPANY

PROFIT AND LOSS:	Profit and Loss debit balance to June 11, 1956 transferred to Canadian National Railway Company upon Amalgamation	\$620,479,524.40
	Credit balance in Land Sales Account and	28,539,211.47
	Credit balance in Land Surplus Account were also transferred as indicated above	378,169.88

* Note:

Investment in properties of The Canadian Northern Quebec Railway Company and The Quebec and Lake St. John Railway Company is included in property investment of The Canadian Northern Railway Company (transferred to Canadian National Railway Company). Amount of Capital Stock of these two companies held by the Public is carried on balance sheet as a liability, partially offsetting the total property investment.

(included in "Canadian National Railway Company" from June 11, 1956)

INCORPORATED: November 18, 1910 - Dominion Letters Patent.

HISTORY: Under Dominion Letters Patent dated November 18, 1910, "The Canadian Northern Railway Express Company, Limited" was incorporated to act as a holding company for The Canadian Northern Express Company and The Canadian Northern Transfer Company, Limited.

AMALGAMATION: On June 11, 1956, Canadian National Railway Company, The Canadian Northern Railway Express Company, Limited and 16 other companies were amalgamated into one company under the name "Canadian National Railway Company".

By Agreement dated May 17, 1956 the Company amalgamated with and under the name of "Canadian National Railway Company." This Agreement was approved by Order in Council P.C. 1956-772 dated May 17, 1956, and deposited with the Secretary of State of Canada on June 11, 1956, the effective date on which the Company ceased to exist.

PROPERTY INVESTMENT: Nil.

INVESTMENT IN AFFILIATED COMPANIES:	Prior to Amalgamation on June 11, 1956:	Stock	%
		(Book Value)	Owed
	Canadian National Express Company	\$1,000,000	100%
	Canadian National Transfer Company	500,000	100%

CAPITAL STOCK:	Prior to Amalgamation on June 11, 1956:		
	Authorized:	10,000 shares - \$100	\$1,000,000
	Issued:	10,000 shares - \$100	1,000,000

All owned by The Canadian Northern Railway Company.

Under the terms of Amalgamation Agreement with Canadian National Railway Company, Dated May 17, 1956, the Certificates covering The Canadian Northern Railway Express Company, Limited outstanding Capital Stock were treated as cancelled.

FUNDED DEBT: As at June 11, 1956 - Nil.

\$3,000,000 4% First Mortgage Gold Bonds issued November 30, 1910, secured by Trust Deed dated November 30, 1910, maturing on December 1st, 1960.

Bonds cremated	January 5, 1955
Mortgage discharged	January 25, 1955.

The Canadian Northern Railway Express Company, Limited 4%, 50 Year First Mortgage Gold Bonds, secured by Trust Deed November 30, 1910 and maturing December 1st, 1960. This mortgage was unguaranteed, and was a First Charge on all real property owned or to be acquired and also on all property and assets. These Bonds were issued to

THE CANADIAN NORTHERN RAILWAY EXPRESS COMPANY, LIMITED

FUNDED
DEBT:
(Cont'd.)

Mackenzie, Mann and Company, Limited and in June 1911 were purchased by the Canadian Northern Railway Company and pledged with the Trustees of the Mortgages of June 30, 1903 and July 15, 1914. The mortgage was discharged January 25, 1955.

CANADIAN NORTHERN ROLLING STOCK, LIMITED

Charter surrendered February 24, 1931.

INCORPORATED: May 31, 1918 - Dominion Letters Patent.

HISTORY:

Under Dominion Letters Patent dated May 31, 1918, "Canadian Northern Rolling Stock, Limited" was incorporated. The Company was organized for the purpose of purchasing, leasing or otherwise acquiring locomotives, rolling stock, rails, plants, machinery, steamships and steamship equipment, also mills, power houses, etc., in connection with the business of the Canadian Northern Railway Company.

Under an Agreement dated July 8, 1918, the "Canadian Northern Railway Company" purchased from Canadian Northern Rolling Stock, Limited 500 shares of the Capital Stock for \$50,000 and sold to the Canadian Northern Railway Company 500 shares of the Capital Stock of the Imperial Rolling Stock Co. Ltd. for \$50,000.

Canadian Northern Rolling Stock, Limited purchased part of the rolling stock and equipment of the Canadian Northern Railway Company and paid for same out of funds raised through the issue of Equipment Trust Certificates Series "A", "B", "C" and "D" totalling \$27,000,000. The equipment was leased to the Canadian Northern Railway Company, and when the Certificates were retired by the Canadian Northern Railway Company the ownership of the rolling stock and equipment was transferred to the Canadian Northern Railway Company.

CHARTER
SURRENDERED:

On February 24, 1931 after liquidation of all its obligations and disposal of all its assets Canadian Northern Rolling Stock, Limited was wound up and its corporate existence was terminated. Certificate of Surrender of Charter was issued by the Secretary of State of Canada on February 24, 1931 and the corporate existence of the Company was terminated on that date.

The Certificates representing all the Capital Stock issued and outstanding were cancelled. The Seal, original Minute Books and other corporate documents pertaining to the corporate existence of Canadian Northern Rolling Stock, Limited are in the custody of the Secretary, Canadian National Railway Company, Montreal.

CAPITAL	Authorized:	5,000 shares - \$100	\$500,000
STOCK:	Issued:	500 shares - \$100	50,000

Share Certificates were cancelled when the corporate existence of the Company was terminated on February 24, 1931.

CANADIAN NORTHERN STEAMSHIPS, LIMITED

(included in "Canadian National Railway Company" from June 11, 1956)

INCORPORATED: October 21, 1909 - Dominion Letters Patent.

HISTORY: Under Dominion Letters Patent dated October 21, 1909, (notice thereof published in Canada Gazette, page 1113), "Canadian Northern Steamships, Limited" was incorporated and empowered to construct, purchase, lease, charter and operate steamships, tugs, dredges, lighters, vessels and boats of every description, buildings, hotels, shops, etc.

Under Agreement dated February 23, 1910, Mackenzie, Mann and Company, Limited sold to Canadian Northern Steamships, Limited, three steamers in consideration of which the Canadian Northern Steamships, Limited agreed to pay to Mackenzie, Mann and Company, Limited, \$200,000 which was to be applied in full payment of 2,000 shares of the Capital Stock held by Mackenzie, Mann and Company, Limited and five directors, and as a further consideration the Steamship Company agreed to issue to Mackenzie, Mann and Company, Limited a further 18,000 shares fully paid up.

The Canadian Northern Railway Company acquired the Stock on April 23, 1910, and pledged it under the mortgage securing the Canadian Northern Railway Company's 4% First Mortgage Perpetual Debenture Stock and Bonds and pledged as a Second Charge under the mortgage securing Canadian Northern Railway Company Guaranteed Debenture Stock and Bonds maturing September 1, 1934.

Commencing in May 1910, the Company operated two 21-knot, 12,000 ton steamers ("Royal Edward" and "Royal George") between Montreal and Quebec, Canada, and Bristol, England. The S.S. "Royal Edward" was torpedoed during World War I on October 13, 1915 and the claim for loss amounting to \$1,834,585.21 was paid through the British Admiralty.

Under Agreement dated May 10, 1916, the Company withdrew from the Atlantic Service and sold the S.S. "Royal George" to the Cunard Steamship Company for £320,000 as of March 3, 1916.

AMALGAMATION: On June 11, 1956, Canadian National Railway Company, Canadian Northern Steamships, Limited and 16 other Companies were amalgamated into one Company under the name "Canadian National Railway Company".

PROPERTY INVESTMENT: Prior to Amalgamation on June 11, 1956, the Company owned the Car Ferry "Canora"; Barges C.N. 107 and C.N. 109; and Tugs C.N. 1, and C.N. 2; which were operated by The Canadian Northern Railway Company (Canadian National Railways) between Port Mann and Vancouver Island. The investment was included in property accounts of Canadian Northern Railway.

CAPITAL STOCK:

Prior to Amalgamation on June 11, 1956:

Authorized:	20,000 - \$100 par value	\$2,000,000
Issued:	20,000 - \$100 par value	2,000,000

All owned by The Canadian Northern Railway Company.

Under the terms of Amalgamation Agreement with Canadian National Railway Company, dated May 17, 1956, the Certificate covering Canadian Northern Steamships, Limited outstanding Capital Stock was treated as cancelled.

FUNDED DEBT:

As at June 11, 1956 - Nil.

CANADIAN NORTHERN SYSTEM TERMINALS (LIMITED)

(included in "Canadian National Railway Company" from June 11, 1956)

INCORPORATED: September 18, 1907 - Dominion Letters Patent.

HISTORY: Under Dominion Letters Patent, September 18, 1907, "Canadian Northern System Terminals (Limited)" was incorporated primarily to purchase terminal facilities at various points on the system.

Canadian Northern System Terminals Ltd. was formed in 1907 and Certificates were issued for 20 shares to each of six directors, and no further stock was issued till 1912. Under Agreement dated June 1, 1912 the Company issued to Mackenzie, Mann and Company, Ltd. \$2,000,000 of its Capital Stock fully paid off. This Stock was acquired by the Canadian Northern Railway Company under authority of Dominion Act 4-5 Geo. V. Cap. 20, assented to June 12, 1914, and was pledged under the Canadian Northern Railway Company's 4% Guaranteed Debenture Stock and Bonds, secured under Trust Deed dated July 15, 1914 and maturing September 1, 1934. This mortgage was discharged on April 1, 1939 and the Capital Stock was turned over to Canadian National Realities Ltd., to be held in trust for the Canadian Northern Railway Company.

HISTORY:
(Cont'd.) Terminal properties were acquired at important points on the Canadian Northern Railway System including Quebec, Montreal, Ottawa, Toronto, Hamilton, Sudbury, Port Arthur, Winnipeg, Brandon, Regina and Calgary. The company also owned the Prince Arthur Hotel at Port Arthur, Ontario, and the Prince Edward Hotel at Brandon, Manitoba, which were sold in 1954.

AMALGAMATION: On June 11, 1956, Canadian National Railway Company, Canadian Northern System Terminals (Limited) and 16 other companies were amalgamated into one company under the name "Canadian National Railway Company".

PROPERTY INVESTMENT: Included in property accounts of Canadian Northern Railway, and is not recorded separately.

CAPITAL STOCK:

	Prior to Amalgamation on June 11, 1956:		
	Authorized:	20,000 shares - \$100	\$2,000,000
	Issued:	20,000 shares - \$100	2,000,000

All owned by The Canadian Northern Railway Company.

Under the terms of Amalgamation Agreement with Canadian National Railway Company, dated May 17, 1956, the Certificate covering Canadian Northern System Terminals (Limited) outstanding Capital Stock was treated as cancelled.

A mortgage was created on the property of the Company, secured by Trust Deed dated June 5, 1912 and maturing June 5, 2011. This issue known as the Canadian Northern System Terminals Ltd. First Mortgage, 99 year Debenture Stock and Bonds amounting to \$7,000,000, and are a First Charge on certain lands, premises, terminal and hotel facilities in and near certain cities. These lands were owned by the Canadian Northern Railway Company, and were pledged with the National Trust Company as security for an issue of Canadian Northern Railway Company's 4% First Mortgage Perpetual Consolidated Debenture Stock and Bonds and were a Second Charge on Canadian Northern Railway Company's 4% Guaranteed Debenture Stock and Bonds secured by Trust Deed dated July 15, 1914. As the latter mortgage was discharged on September 1, 1939, the Bonds are pledged only under the first mentioned 4% perpetual issue. The Bonds were released and the mortgage discharged on November 25, 1955.

CANADIAN NORTHERN WESTERN RAILWAY COMPANY
(Included in "Canadian National Railway Company" from June 11, 1956)

Incorporated: December 5, 1910 - Alberta Act 1 Geo V. Cap. 48.

Declaratory: Works and undertaking declared to be works for the general advantage of Canada - Dominion Act 4-5 Geo V Cap. 20, 1914; P.C. 443, February 20, 1917; and Proclamation, February 20, 1917, published in Extra Canada Gazette, February 28, 1917.

History: Under Alberta Act 1 Geo. V Cap. 48, December 5, 1910, "Canadian Northern Western Railway Company" was incorporated to construct and operate a railway from Edmonton or Strathcona to Pine or Peace River Pass; also a line from The Canadian Northern Railway between Edmonton and Calgary to Rocky Mountain House, to Brazeau and McLeod Rivers, with branches to coal areas, etc.

Dominion P.C. 443, February 20, 1917 declared the railway for the advantage of Canada and open for traffic.

Amalgamation: On June 8, 1954, Canadian Northern Western Railway Company and 11 other companies were amalgamated into one company under the name "Canadian Consolidated Railways". The latter Company was amalgamated with "Canadian National Railway Company" June 11, 1956.

Property investment: Included in property accounts of Canadian Northern Railway, and is not recorded separately.

Location: The Railway was completed and opened for traffic as follows:

(b)	Warden	to Otway	114.66 miles	August 18, 1914
	Ullin	" Brazeau	54.22 "	August 18, 1914
	Terminal Jct.	" Strathcona	1.51 "	December 14, 1914
	Peace River Jct.	" Sangudo	32.10 "	December 21, 1914
(a)	Camrose Jct.	" Alliance	59.72 "	January 27, 1916
	Sangudo	" Robinson	1.60 "	September 27, 1918
	Medicine Hat Jct.	" Cessford	47.00 "	December 17, 1919
	St. Paul Jct.	" Speddin	98.50 "	December 26, 1919
	Speddin	" St. Pauls	22.41 "	December 10, 1920
	Cessford	" Stevensville	11.75 "	July 21, 1921
	Robinson	" Whitecourt	38.39 "	November 29, 1921
	Red Deer Jct.	" Red Deer	6.06 "	October 20, 1922
	Total	-	487.92 miles	

Abandonments:

	Wardlow	- Steveville	5.06	1929
(c)	Red Deer Jct.	- Red Deer	5.39	1941
	Terminal Jct.	- South Edmonton	1.51	1954

Notes

- (a) Canadian Pacific Railway constructed line from Alliance to Youngstown over which Canadian National has running rights in perpetuity.
- (b) Between Otway and Ullin Canadian National has running rights over C.P.R.
- (c) Between Red Deer Jct. and Red Deer Canadian National has running rights over C.P.R.

Capital Stock: Prior to amalgamation on June 8, 1954:

Authorized:	60,000 shares - par value \$100 - \$6,000,000
Issued:	20,000 shares - par value \$100 - \$2,000,000

Capital Stock: On March 28, 1911, 25% of the authorized capital stock, namely
(Cont'd.) \$1,500,000 was subscribed for, 10% of which was paid up in cash as follows:

Provisional Directors		\$ 5,000
Mackenzie, Mann and Co., Ltd.		<u>1,495,000</u>
Total, -		\$ 1,500,000

Later it was decided that a total of \$ 2,000,000 fully paid up stock would be issued to Mackenzie, Mann and Co. Ltd., on account of construction work done, and on May 28, 1914 the certificates previously issued were surrendered and 19,940 shares fully paid up were issued to Mackenzie, Mann and Co., Ltd., and 60 shares to the Directors.

Directors	60 shares	\$ 6,000
Mackenzie Mann & Co.	<u>19,940 "</u>	<u>1,994,000</u>
Total -	20,000 "	\$ 2,000,000

These shares were transferred to the Canadian Northern Railway Company and pledged under the Mortgage of July 15, 1914 securing the Canadian Northern Railway Company 4% Guaranteed Debenture Stock and Bonds, which was discharged on September 1, 1939.

Upon amalgamation on June 8, 1954, the outstanding share certificates were cancelled and in substitution therefor common stock of Canadian Northern Consolidated Railways of equal value was included in the share certificate issued by Canadian Northern Consolidated Railways to The Canadian Northern Railway Company.

Funded Debt: Guaranteed by the Province of Alberta.

Canadian Northern Western Railway Co. 4½ First Mortgage Guaranteed Debenture Stock and Bonds, secured by Trust Deed dated April 8, 1913. Amount - \$6,424,000. Retired on February 16, 1942 on maturity.

Canadian Northern Western Railway Company First Mortgage Guaranteed Debenture Stock and Bonds secured by Trust Deed dated January 9, 1914. Amount \$2,779,997.73. Retired on maturity on October 22, 1943.

Funded Debt not guaranteed

Canadian Northern Western Railway Co. 4% Debentures secured by Trust Deed dated July 15, 1914.

Mortgage discharged on April 1, 1939.

Funded Debt after June 8, 1954 : - nil

Incorporated: May 20, 1898, B.C. Act 61 VIC. Cap. 50

History: The Canadian Yukon Railway Company was incorporated on May 20, 1898 under British Columbia Act 61 VIC Cap 50 to build a railway from a point at or near Douglas Channel, or from some point in British Columbia capable of being used as an ocean port, as may be so designated by the Dominion Government under the provisions of a contract entered into between said government and William Mackenzie and Donald Mann, dated January 25, 1898, to some point at or near the south end of Teslin Lake.

British Columbia Act 61 VIC. Cap. 30 assented to February 27, 1899 repealed B.C. Act 61, Cap. 30, but this did not in any way affect any claims which William Mackenzie and Donald Mann might make for a breach of contract in connection with certain agreements. William Mackenzie and Donald Mann submitted a claim for - \$302,717.19.

Order-In-Council P.C. 2041 dated November 30, 1901 submitted the claims of Mackenzie and Mann to the Exchequer Court of Canada with certain reservations. On May 3, 1902 Justice Burbridge of the Exchequer Court presented his findings in an award of \$327,678.10 plus \$830.20 costs a total of \$328,508.30. Eventually Mackenzie and Mann received \$282,000.00.

Dissolution: Under Act 17 Geo. V. Cap. 55, British Columbia, assented to March 7, 1927, the Charter of the Canadian Yukon Railway Company was dissolved.

CANNAR OILS LIMITED
 (wholly owned subsidiary of "Canadian National Railway Company")
 sold December 31, 1950

Incorporated: October 22, 1942 - Dominion Letters Patent.

History: Under Dominion Letters Patent dated October 22, 1942, "Cannar Oils Limited" was incorporated to exploit the possibility of oil recovery in the Vermillion, Alberta oil field. Canadian National Railways were in urgent need of an assured supply of fuel oil during the war period and the project was sponsored by Dominion Order in Council P.C. 1/9007 dated October 1, 1942.

On November 12, 1942, 620 acres of oil lands were leased from Western Drilling Company, Limited; a minimum of 50 wells was to have been drilled. It was estimated the possible production would be between 1,000 and 2,000 barrels per day. Only 29 wells were drilled as the field did not come up to expectations. Of these 29 wells, 10 were dry or abandoned and 7 were marginal and temporarily closed. 12 wells were productive. During the 7½ years from July 4, 1943, when production commenced, to December 31, 1950, 419,989 barrels or an average of 55,998 per annum were produced. The capital expenditure amounted to \$578,919 of which \$231,030 represents development expenditure including expenditure on unproductive wells.

Financial returns for the 7½ years were:

Revenue	\$484,534
Expenses	<u>319,899</u>
Net Revenue	164,635
Royalties paid	54,670
Interest due C.N.R.	<u>167,395</u>
Loss	\$ 57,430

The revenue was based on a fixed price to the Canadian National Railways of \$1.15 per barrel; the market value of oil was in excess of this price during most of the period of production.

For the first 2½ years production totalled 222,919 barrels, with a net profit of \$31,860; however production fell from 88,726 barrels in 1946 to 33,800 barrels in 1949, and to 15,997 in 1950.

Capital Stock:	Authorized 1000 shares No par value	Net loss on 7½ years operation
		\$57,430
		No Par value
	Issued 20 " at \$500	

Cannar Oils Limited was sold to Western Developments Limited (successors to Western Drilling Company Limited) on December 31, 1950 for \$25,000. C.N.R. loss on the enterprise was as under:-
 Advances, including \$100 for capital stock \$650,350

CANNAR OILS LIMITED

Capital Stock: (Cont'd.)	Written off against reserve for amortization of war projects (1944, \$425,000; 1949, \$145,000; 1950, \$24,724)	\$594,724
	Sale of Capital Stock, also miscellaneous salvage	26,726
	Cancellation of 1950 interest charged on Advance A/c	<u>28,900</u>
		<u>\$ 650,350</u>

THE CAPE BRETON RAILWAY COMPANY, LIMITED

(property included in "Canadian Government Railways" from June 30, 1920)

Incorporated: March 30, 1899 - Nova Scotia Act 62 Vic. Cap. 126
 July 26, 1901 - Nova Scotia O.C., name changed (see History).

History: Under Nova Scotia Act 41 Vic. Cap. 55, April 4, 1878, "The Cape Breton Railway Coal and Iron Company" was incorporated to construct a railway from the Strait of Canso to Louisburg or Sydney by way of St. Peters, etc.

Under Nova Scotia Act 47 Vic. Cap. 70, April 19, 1884, "The Cape Breton Railway Extension Company, Limited" was incorporated to construct a railway from the Strait of Canso to Sydney or Louisburg.

Under Nova Scotia Act 49 Vic. Cap. 75, May 11, 1886, the last mentioned Act of Incorporation was revived with certain amendments, construction to be commenced before May 1, 1887, vigorously prosecuted and completed within three years of that date.

Under Nova Scotia Act 53 Vic. Cap. 72, April 15, 1890, "The Cape Breton Railway Extension Company, Limited" was incorporated to construct a railway from the Strait of Canso to Sydney or Louisburg, etc.

Under Dominion Act 55-56 Vic. Cap. 36, July 9, 1892, "The Canso and Louisburg Railway Company" was incorporated to construct and operate a railway from the Strait of Canso, or from a point at or near McIntyre Station on the Intercolonial Railway, via St. Peters, to Louisburg and Sydney.

Under Nova Scotia Act 59 Vic. Cap. 84, February 15, 1896, "Canso and Louisburg Railway Company, Limited" was incorporated to construct a railroad from the Strait of Canso to Sydney or Louisburg with branch to Arichat.

Under Nova Scotia Act 62 Vic. Cap. 126, March 30, 1899, "Cape Breton Railway Extension Company, Limited" was incorporated. The purpose of those requesting incorporation was to provide a shorter route between Canso and Louisburg than then existed, which was The Intercolonial Railway from Canso to Sydney via Bras D'Or Lakes.

THE CAPE BRETON RAILWAY COMPANY, LIMITED

HISTORY: Under Nova Scotia Order-in-Council, July 26, 1901, the name of Cape Breton Railway Extension Company, Limited was changed to "The Cape Breton Railway Company, Limited".
(Cont'd.)

Construction of a line from Point Tupper to St. Peters (31 miles) was completed, and opened for traffic on September 8, 1903.

Under Dominion Act 5, Geo. V., Cap. 16, April 15, 1915, the Minister of Railways and Canals was authorized to acquire any railways directly connected with the existing Government Railways system in the Maritime Provinces, which in his opinion could be more conveniently or usefully operated as part of the Government Railways system.

Dominion P.C. 1324, June 12, 1920, recommended purchase by Dominion of Canada of The Cape Breton Railway from Point Tupper to St. Peters for \$100,000.

Vote 469, Dominion Act 10-11 Geo. V., Cap. 73, July 1, 1920, provided \$100,000 for the purchase of the assets and undertakings of The Cape Breton Railway.

Dominion P.C. 1443, June 30, 1920, declared the railway from Point Tupper to St. Peters to be part of the Government Railways system.

In 1923, a new connection, 0.51 miles long, from St. Peters Junction to a junction with the existing line at mile 5.65 from Point Tupper was built by Canadian Government Railways and opened for traffic in October. This section replaced the section of the original line from the junction at Point Tupper to mile 5.65, of which about 5 miles have been abandoned, the remainder now being used as a spur.

PROPERTY As at December 31, 1960:
INVESTMENT: Road \$200,603

DONATIONS Subsidies were as follows (Statistics of Steam Rlys. of Canada - 1938
AND GRANTS: p. 62)

Dominion	\$196,800	
Province of Nova Scotia	99,200	
Municipal	<u>10,000</u>	\$306,000

LOCATION: New Glasgow Division:
St. Peters Junction - St. Peters 25.51 miles

Discontinued

Point Tupper - near St. Peters Junction 5.65 miles
(in 1923)

(property included in "Canadian Government Railways" from June 30, 1920)

INCORPORATED: 1911 - By Amalgamation authorized under New Brunswick Cap. 122, April 13, 1911.

HISTORY:

"The Caraquet Railway Company"

Under New Brunswick Act 37 Vic. Cap. 76, April 8, 1874, "The Caraquet Railway Company" was incorporated to build from a point on The Inter-colonial Railway to Caraquet or Shippegan Harbour.

The railway appears to have been constructed and operated by the contractors as the different sections were completed.

Gloucester Jct.	to	Stonehaven	20.00	miles	about	June 30,	1888
Stonehaven	to	Upper Caraquet	25.00	"	"	June 30,	1886
Upper Caraquet	to	Pokemouche Jct.	14.30	"	"	June 30,	1887
Pokemouche Jct.	to	Shippegan	<u>6.55</u>	"	"	June 30,	1888
Total			65.85	miles			

New Brunswick Act 1, Geo. V. Cap. 122, April 13, 1911, authorized Amalgamation under the name "The Caraquet and Gulf Shore Railway Company".

"The Gulf Shore Railway Company"

Under New Brunswick Cap. 49, April 6, 1885, "The Gulf Shore Railway Company" was incorporated to construct and maintain a railroad from some point on the Caraquet Railway in the Parish of Caraquet to Tracadie.

A line was constructed from Pokemouche Junction on the Caraquet Railway to Tracadie, a distance of 13.44 miles, about July 1, 1887.

New Brunswick Act 1, Geo. V. Cap. 122, April 13, 1911, authorized Amalgamation under the name "The Caraquet and Gulf Shore Railway Company".

"The Caraquet and Gulf Shore Railway Company"

New Brunswick Act 1, Geo.V. Cap. 122, April 13, 1911, authorized Amalgamation of The Caraquet Railway Company and The Gulf Shore Railway Company under the name "The Caraquet and Gulf Shore Railway Company" subject to Agreement ratified by Shareholders of the respective amalgamating companies.

Under Dominion Act 5, Geo. V. Cap. 16, April 15, 1915, the Minister of Railways and Canals was authorized to acquire any railways directly connected with the existing Government Railways system in the Maritime Provinces, which in his opinion could be more conveniently or usefully operated as part of the Government Railways system.

Dominion P.C. 1260 dated May 22, 1918, authorized purchase by Dominion of Canada of The Caraquet and Gulf Shore Railway for the sum of \$200,000.

HISTORY:
(Cont'd.)"The Caraquet and Gulf Shore Railway Company"

Dominion P.C. 1318 dated June 10, 1920, approved the purchase for \$200,000, and Dominion P.C. 1443 dated June 30, 1920 declared the railway to be part of the Government Railways system from June 1, 1920.

Vote 469, Dominion Act 10-11 Geo. V. Cap. 73, July 1, 1920, provided \$200,000 for the purchase of the assets and undertakings of the Caraquet and Gulf Shore Railway.

Property Investment: As at December 31, 1960:
Road \$1,458,511

Donations and Grants: Subsidies were (Statistics of Steam Rlys. of Canada - 1938 p.62)

Caraquet Railway		
Dominion	\$224,000	
Province of New Brunswick	<u>180,000</u>	\$404,000
Gulf Shore Railway		
Dominion	53,699	
Province of New Brunswick	<u>41,950</u>	<u>95,649</u>
		\$499,649

Location: Campbellton Division:

Gloucester Junction - Shippegan	66.15 miles
Pokemouche Junction - Tracadie	13.14 miles

THE CENTMONT CORPORATION

(wholly owned subsidiary of Central Vermont Railway, Inc.)

Incorporated: December 6, 1929 - Under the Laws of the State of Vermont, Articles of Association being filed with Secretary of State of Vermont on December 6, 1929.

HEAD OFFICE: St. Albans, Vermont.

History: Under General Laws of the State of Vermont, "The Centmont Corporation" was incorporated on December 6, 1929 (Articles of Association having been filed with Secretary of State of Vermont on December 6, 1929), for the purpose of acquiring and liquidating certain non-carrier real estate without the necessity of obtaining release from the mortgage on the property of Central Vermont Railway, Inc. on the occasion of each sale; and to hold certain subsidiary stock of Central Vermont Railway, Inc. The Corporation is empowered to engage in the business of buying, mortgaging, pledging, owning, selling and/or exchanging real estate,

HISTORY:
(Cont'd.)

lands, tenements, bonds, stock, securities, and/or evidence of indebtedness of all kinds; to engage in the business of buying, mortgaging, pledging, owning, selling, exchanging and/or leasing railroad locomotives, railroad cars and other railroad equipment of all kinds; to act as Trustee for the benefit of any person, firm or corporation in respect of any or all of the above named property; and as Trustees to issue and deliver Certificates or other evidence of beneficial ownership in respect of any or all of the above named property.

I.C.C. Central Vermont Reorganization Supplemental Order dated January 28, 1930, authorized the transfer of real estate not required for carrier purposes, claims, stocks and bonds of certain subsidiaries, from Central Vermont Railway, Inc. to the Centmont Corporation for the purposes indicated, to be excluded from the First and General Mortgage of Central Vermont Railway, Inc. dated January 1, 1930, upon the express condition that Central Vermont Railway, Inc. shall cause The Centmont Corporation to use the proceeds from the sale of any of its property to call the preferred stock of said corporation, shall hold in a separate fund all money received from said corporation for said stock, shall use this fund only for investment in road and equipment, which shall not be subject to further capitalization, and shall not, without the approval of the Interstate Commerce Commission, sell or otherwise dispose of any part of the stock of The Centmont Corporation, except to Central Vermont Railway, Inc. upon call of said stock as herein provided.

CAPITAL
STOCK:

Prior to December 22, 1958.

	Authorized	Common	\$50,000
	Authorized	Preferred	Shares 11,000 N.P.V.
	Issued	"	" 9,875 "
	Cancelled	"	" 8,611 "
	Outstanding	"	" 1,264 "

FUNDED
DEBT:

Nil. As at December 22, 1958.

DISSOLUTION:

The Certificate of Dissolution was filed by the Secretary of State of Vermont on December 22, 1958 and effective as of that date, the Company ceased to exist.

NON-NEGOTIABLE
DEBT TO AFFIL-
IATED COMPANIES:

Notes due Central Vermont Railway, Inc. - \$281,000.

INVESTMENTS:

As at December 31, 1960:

	<u>Par</u>	<u>Cost</u>
Central Vermont Transit Corporation - 50 shares of \$100 each -	\$ 2,000	\$ 2,000
Central Vermont Transportation Company - 1500 shares of \$100 each -	\$150,000	\$ <u>60,000</u>
		\$ <u>62,000</u>

Other miscellaneous property and organization expenses \$122,553.79

THE CENTMONT CORPORATION

OPERATING	1930 - 1939	Loss	- \$ 436 625.58
RESULT:	1940 - 1949	Loss	- \$1 454 703.49
	1950 - 1957	Loss	- <u>\$2 690 450.60</u>
	Total	Loss	- <u>\$4 581 779.67</u>

THE CENTRAL COUNTIES RAILWAY COMPANY

(Majority capital Stock acquired by "Canadian National Railway Company" in 1948).

INCORPORATED: June 23, 1887 - Dominion Act 50-51, Vic., Cap. 82.
 April 16, 1889 - Dominion Act 52, Vic., Cap. 80, name changed
 (see History).

HEAD OFFICE: Montreal, Quebec.

HISTORY: Under Dominion Act 50-51, Vic., Cap. 82, June 23, 1887, "The Prescott County Railway Company" was incorporated to construct a railway from Hawkesbury to the Canada Atlantic Railway in Glengarry (Glen Robertson) etc.

Under Dominion Act 52, Vic., Cap. 80, April 16, 1889, the name was changed to "The Central Counties Railway Company."

The line was completed and opened for traffic as follows:

Glen Robertson	to Hawkesbury	21.00 miles	January	4, 1892
South Indian	" Rockland	16.61	"	September 4, 1895
Rockland Spur		<u>.76</u>	"	September 4, 1895
	Total	38.37 miles		

In 1948 Canadian National Railway Company acquired 4,880 shares of Capital Stock, 120 shares remain in the hands of the Public. These remaining 120 shares are owned by 6 different parties, whose present location is not known.

PROPERTY INVESTMENT: As at December 31, 1960:

Road	\$975,000.00
Improvements on leased property	232,323.58 Cr.
Acquisition adjustment	<u>565,684.91 Cr.</u>
	\$176,991.51

THE CENTRAL COUNTIES RAILWAY COMPANY

243

DONATIONS AND GRANTS: Subsidies were as follows: (Statistics of Steam Railways - 1938 (p.62)
 Municipal \$24,000

INVESTMENT IN AFFILIATED COMPANIES: As at December 31, 1960:
 Advances due by Canadian National Railway Company \$475,000

LOCATION: Ottawa Division - Vankleek Subdivision:
 Glen Robertson - Hawkesbury 21.00 miles

CAPITAL STOCK: Authorized: 5,000 shares - \$100 each \$500,000
 Issued: 5,000 500,000
 4880 shares owned by Canadian National Railway Company - acquired in 1948 - Unpledged.

120 shares held by Public.

Certificate representing 4880 shares in the name of Canadian National Realities, Limited in trust for Canadian National Railway Company are held in Royal Trust Company vaults, Montreal.

LONG-TERM DEBT: As at December 31, 1960 - Nil
 4% First Mortgage Bonds consisting of two issues totalling \$475,000 issued and secured by Trust Deeds dated March 14, 1910, and maturing on September 14, 1949 were paid off at maturity date by Canadian National Railway Company. Both Trust Deeds were discharged on May 12, 1950.

DIRECTORS

Donald Gordon
 Wilfrid Gagnon
 J. A. Northey
 J. R. Griffith
 W. G. Stewart
 H. W. Marsh

OFFICERS

Donald Gordon	Chairman and President
N. J. MacMillan	Executive Vice-President
A. H. Hart	Vice-President
S. F. Dingle	Vice-President
E. A. Bromley	Vice President
Dr. O. M. Solandt	Vice-President
J. L. Toole	Vice-President
W. T. Wilson	Vice-President
H. C. Friel	Vice-President, Law
J. A. McDonald	Vice-President
R. H. Tarr	Vice-President and Secretary
H. C. Grayston	Vice-President
J. E. Gauthier	General Manager
J. M. Young	Assistant Secretary
D. M. Gilmour	Assistant Secretary
L. J. Mills	Comptroller
E. J. Denyar	Treasurer
H. M. Blaiklock	General Manager of Real Estate

THE CENTRAL ONTARIO RAILWAY

(included in "Canadian National Railway Company" from June 11, 1956)

INCORPORATED: March 29, 1873 - Ontario Act 36 Vic. Cap. 73,
March 10, 1882 - Ontario Act 45 Vic. Cap. 61, name changed (see
History).

DECLARATORY: Declared to be for the general advantage of Canada - Dom. Cap. 60,
April 19, 1884.

HISTORY: Under Province of Canada Act 16, Vic. Cap. 245, June 14, 1853
"The Prince Edward Railway Company" was incorporated to construct
a railway from Point Traverse to Picton, thence to Carrying Place,
thence to intersect the Grand Trunk Railway between the mouth of the
Trent River and Brighton; also branches in Prince Edward County.

Under Ontario Act 36 Vic. Cap. 73, March 29, 1873 "The Prince Edward
County Railway Company" was incorporated to construct a railway from
any point on the Grand Trunk Railway between Trenton and Brighton
to the town of Picton.

Under Ontario Act 45 Vic. Cap. 61, March 10, 1882 the name was changed
to "The Central Ontario Railway".

The railway was completed and opened for traffic as follows:

Picton	to	Trenton Jct.	32.13 miles	October 27, 1879
Trenton Jct.	"	Coe Hill	72.08 "	August 28, 1884
Ormsby Jct.	"	Bancroft	19.60 "	November 2, 1900
Bancroft	"	Maynooth	15.80 "	November 7, 1907
Maynooth	"	Wallace	15.90 "	April 21, 1911
Total			155.51 miles	

AMALGAMATION: On June 8, 1954, The Central Ontario Railway and 11 other companies
were amalgamated into one company under the name "Canadian Northern
Consolidated Railways". The latter Company was amalgamated with
"Canadian National Railway Company" June 11, 1956.

PROPERTY INVESTMENT: Included in property accounts of Canadian Northern Railway, and is
not recorded separately.

SUBSIDIES: Subsidies and Land Grants were as follows: (Statistics of Steam
Railways - 1938, p. 63).

Dominion	\$205,863	
Ontario	278,000	55.36 acres
Municipal	93,500	

CAPITAL STOCK: Prior to Amalgamation on June 8, 1954:

Common Stock Authorized:	30,400 shares-par \$100 - \$3,040,000
Issued:	30,400 shares-par \$100 - \$3,040,000
5% Preferred Stock Authorized:	3,000 shares-par \$100 - \$ 300,000
Issued:	2,910 shares-par \$100 - \$ 291,000

CAPITAL
STOCK:
(Cont'd.)

Under an Agreement dated April 5, 1909, Mackenzie, Mann and Company Ltd., purchased from the Trust and Guaranty Company Ltd., \$3,290,000 of the Capital Stock of the Central Ontario Railway. The vendors also agreed to transfer to Mackenzie, Mann and Co., Ltd. as much of the remaining stock as they might acquire, and \$39,000 was subsequently transferred. On July 13, 1914 Mackenzie, Mann and Co., Ltd. transferred to the Canadian Northern Railway Company:

Capital Stock	Common	\$3,038,000
" "	Preferred	<u>291,000</u>
Total		\$3,329,000

The whole of the Capital Stock was deposited with the Trustees of the Mortgage of July 15, 1914 securing the Canadian Northern Railway Company's 4% Guaranteed Debenture Stock and Bonds which was discharged on April 1, 1939.

Upon Amalgamation on June 8, 1954, the outstanding share Certificates were cancelled and in substitution therefor Common Stock of Canadian Northern Consolidated Railways of equal value was included in the share Certificate issued by Canadian Northern Consolidated Railways to The Canadian Northern Railway Company.

FUNDED
DEBT:

The Central Ontario Railway Company's 5% First Mortgage, 25 Year Gold Bonds secured by Trust Deed dated January 1, 1909 and maturing January 1, 1934. These Bonds constituted a First Charge on all the property of the Company. They were cancelled on maturing on January 1, 1934, and the mortgage was discharged on September 1, 1936.

Amount issued as of June 8, 1954, \$200,000.

CENTRAL VERMONT AIRWAYS, INC.

(dissolved May 8, 1950)

(formerly wholly owned subsidiary of "The Centmont Corporation")

INCORPORATED:

October 27, 1933 - Under the Laws of the State of Vermont.

HISTORY:

On October 27, 1933, "Central Vermont Airways, Inc." was incorporated under the Laws of the State of Vermont, with the hope of getting a mail contract, and the intention of operating a line, in conjunction with Boston-Maine Airways, Inc., between Boston, Mass. and Montpelier, Vermont, with intermediate stops at Concord, N.H., and White River Junction, Vermont.

The first flight from Montpelier to Boston and return was made on October 27, 1933. The route was extended to Burlington, Vermont, February 7, 1934 and further extended to Montreal March 21, 1934. Service on the extension to Montreal was discontinued in November, 1934.

HISTORY:
(Cont'd.)

Prior to March 1, 1937 the Line was operated by Boston-Maine Airways, Inc. with planes leased from National Airways, Inc. (of which Company Miss Amelia Earhart, the world renowned flyer, was Vice President) with which Company there was also an agreement with respect to its mail contract.

Effective March 1, 1937, Boston-Maine Airways, Inc., was re-organized. Paul F. Collins and S.J. Solomon, former President, and Assistant Secretary, respectively, of National Airways, Inc., became owners of 50% of the Common Stock of Boston-Maine Airways, Inc. and the latter Company acquired the planes and equipment of National Airways, Inc. The other 50% of the Common Stock was issued 25% each to Boston and Maine Railroad and Maine Central Railroad. The purpose of the re-organization was (1) to extend the Boston-Burlington service to Montreal to connect with the then proposed Trans-Canada Air Lines, (2) to extend the Boston-Bangor service to Saint John and Halifax, the latter to connect with the proposed Transatlantic service, (3) operate a dual service Boston-Burlington and re-establish the Boston-Montreal service, (4) to secure Montreal-New York mail contract.

By contract dated March 1, 1937, between Boston & Maine Railroad, Maine Central Railroad, Boston-Maine Airways, Inc., and Central Vermont Railway Inc. the latter Company was given an option to acquire 319 shares of Preferred Stock and 250 shares of Common Stock of Boston-Maine Airways, Inc. Under authority of Central Vermont Railway Inc. Directors Resolution of December 15, 1939, Central Vermont Railway Inc. transferred its option rights to its subsidiary, Central Vermont Airways, Inc. The latter Company acquired the stock from Boston & Maine Railroad and Maine Central Railroad (50% from each) for the sum of \$39,700, and became 1/6th stockholder in Boston-Maine Airways, Inc., which was in the same proportion as the balance of stock then held by Boston & Maine Railroad and Maine Central Railroad, respectively.

By Directors Resolution #180 dated September 10, 1943, all of the 28,518 shares of the Common Capital Stock of North East Air Lines, Inc. (formerly Boston-Maine Airways, Inc.) were sold to Boston and Maine Railroad at \$6.25 per share. Cheque for \$178,231.80 representing sale price less \$5.70 Massachusetts transfer tax was received on September 11, 1943.

The proceeds of the sale were transferred to The Centmont Corporation its parent company, in reduction of advances of \$39,700, and the balance in the form of a dividend.

Central Vermont Airways, Inc. had no other property or assets and its Capital Stock then became of no value, and was held by The Centmont Corporation pending the winding up of the Company.

DISSOLUTION:

At Meeting of Stockholders of Central Vermont Airways, Inc. held on April 21, 1950 it was voted to dissolve the Company. Certificate of dissolution was filed on May 8, 1940, with Secretary of State, State of Vermont. The 10 certificates representing 50 shares of Common Stock which were issued and outstanding were cancelled by perforation. The charter, seal, original minute books, and other corporate documents pertaining to the corporate existence of the Company are in the custody of the Clerk and Treasurer, Central Vermont Railway, Inc. St. Albans, Vermont.

CAPITAL
STOCK:

Authorized: 50 shares of Common Stock of \$100 each \$5,000
 Issued: 50 shares of Common Stock of \$100 each \$5,000
 Prior to dissolution the Capital Stock was all owned by The Centmont Corporation, a wholly owned subsidiary of Central Vermont Railway Inc.

CENTRAL VERMONT RAILROAD COMPANY

INCORPORATED: November 23, 1872 - State of Vermont Special Act #204.

HISTORY:

Vermont Central Railroad Company
 Under Vermont Special Act #53, Vermont Central Railroad Company was incorporated on October 31, 1843 and the following lines were constructed and opened for traffic:

	<u>Miles</u>	<u>Opened</u>
Windsor to White River Junction, Vt.	14.78	February 13, 1849
White River Junction to Bethel, Vt.	25.30	June 26, 1848
Bethel to Roxbury, Vt.	21.00	September 17, 1848
Roxbury to Northfield, Vt.	7.00	October 10, 1848
Northfield to Montpelier, Vt.	9.57	June 20, 1849
Montpelier to Middlesex, Vt.	5.00	August 30, 1849
Middlesex to Waterbury, Vt.	5.00	September 29, 1849
Waterbury to Burlington, Vt.	29.20*	December 31, 1849
Total	<u>116.85</u>	

* The portion of this line between Winooski Bridge and Burlington, 2.5 miles was abandoned in 1862.

The corporation failed to pay the interest on its First Mortgage Bonds and surrendered possession of the property to Trustees of First Mortgage Bonds June 28, 1852. Deeds of surrender were given to Trustees of First Mortgage Bonds on May 12, 1854, and to Trustees of Second Mortgage Bonds June 21, 1854. Trustees of First Mortgage Bonds retained possession until July 1, 1855, when they were displaced by an order of the Chancery Court, Franklin County, Vt., dated May 17, 1855, which gave possession of the property to Vermont and Canada Railroad Company under the terms of the mortgage securing the lease of that property.

By order of the Chancery Court, Franklin County, Vt., dated May 6, 1856 possession of the property was restored to Trustees of First Mortgage Bonds as Receivers.

The property remained under the continuous management of various Receivers appointed by and subject to the direction of the Chancery Court, Franklin County, Vt., until June 30, 1884, when the Receivers were finally discharged in accordance with orders of the Court dated January 17, 1884 and January 31, 1884.

CENTRAL VERMONT RAILROAD COMPANY

HISTORY: (Cont'd.) On June 30, 1884, under the foreclosure, Consolidated Railway Company of Vermont acquired the property (excluding the portion of line between Winooski Bridge and Burlington which had been abandoned in 1862), and leased the property to Central Vermont Railroad Company for 99 years from that date.

HISTORY: Vermont and Canada Railroad Company
Under Vermont Special Act #25, Vermont and Canada Railroad Company was incorporated on October 31, 1845, and the following lines were constructed and opened for traffic:

	<u>Miles</u>	<u>Opened</u>	
Winooski Bridge to Burlington, Vt.	2.20	May	31, 1861
Essex Junction to St. Albans, Vt.	23.97	October	18, 1850
St. Albans to Vermont-New York State Line	22.17	June	1, 1851
Swanton, Vt. to Canada Line	<u>10.80</u>	November	14, 1864
	<u>59.14</u>		

A line was also constructed from Canada Line to Stanstead, Shefford and Chambly Junction (near Iberville, Que.), 23.60 miles, under the charter granted to The Montreal and Province Line Railway Company, which was a project of Vermont and Canada Railroad Company. This line was also opened for operation on November 14, 1864. In 1899 Central Vermont Railway Company acquired this line at a price of \$500,000.

In August 1849, these lines were leased in perpetuity to Vermont Central Railroad Company. In 1852 the latter Company was placed in the hands of Receivers. Various Receivers operated the property until June 30, 1884, when the Receivers were discharged by order of the Court, and the lease was assigned to Central Vermont Railroad Company for 99 years from that date.

AMALGAMATION: On December 14, 1891, by articles of consolidation, and under authority of Vermont Act 112, November 5, 1890, the following three companies were consolidated, and their franchises, railroads and other property were transferred to and merged in Central Vermont Railroad Company:

Consolidated Railroad Company of Vermont
Vermont and Canada Railroad Company
Montpelier and White River Railroad Company

HISTORY: Lamoille Valley Extension Railroad Company
Under Vermont Special Act #209, Lamoille Valley Extension Railroad Company was incorporated on October 25, 1872. Stockholders held their first Meeting and elected directors on August 24, 1880. A line was built from Maquam, Vt. to Vermont-New York State Line, 12 miles, and opened for traffic on December 31, 1883. The road was leased from that date, in perpetuity, to Ogdensburg and Lake Champlain Railroad Company.

HISTORY:
(Cont'd.)Lamoille Valley Extension Railroad Company (Cont'd.)

In June 1884, Central Vermont Railroad Company acquired a controlling interest in Ogdensburg and Lake Champlain Railroad Company and elected its own directors. In July 1884 operation of Lamoille Valley Extension Railway Company's line was suspended on account of being a parallel line. Operation of the property was never resumed.

The Lamoille Valley Extension Railroad Company's bondholders brought suit against Ogdensburg and Lake Champlain Railroad Company, and the lease was declared valid. Settlement was made by exchanging Ogdensburg and Lake Champlain Railroad Company bonds guaranteed by Central Vermont Railroad Company for Lamoille Valley Extension Railroad Company bonds. The Ogdensburg and Lake Champlain Railroad Company bonds were later taken up by Central Vermont Railroad under the guarantee. Central Vermont Railroad Company later acquired all the Capital Stock of Lamoille Valley Extension Railroad Company from Ogdensburg and Lake Champlain Railroad Company.

On December 7, 1887, Central Vermont Railroad Company acquired the property of Lamoille Valley Extension Railroad Company.

HISTORY:

Montpelier and White River Railroad Company

Under Vermont Special Act #162, Montpelier and White River Railroad Company was incorporated on November 8, 1867. A line was constructed from Montpelier to Barre, Vt. 6.57 miles, and opened for traffic January 7, 1875. A line was also constructed from Barre Junction to Williamstown, Vt., 7.28 miles, and opened for traffic June 30, 1888.

These lines were leased to Central Vermont Railroad Company until December 14, 1891, when, under authority of Vermont Special Acts #112, 1890 and #253, 1892, they were acquired by Central Vermont Railroad Company and consolidated with lines it acquired from Consolidated Railroad Company of Vermont and Vermont and Canada Railroad Company on the same date.

On December 14, 1891, by articles of consolidation, and under authority of Vermont Act 112, November 5, 1890, the following three companies were consolidated, and their franchises, railroads and other property were transferred to and merged in Central Vermont Railroad Company:

Consolidated Railroad Company of Vermont
Vermont and Canada Railroad Company
Montpelier and White River Railroad Company

HISTORY:

Consolidated Railroad Company of Vermont

Under sections 3461 to 3479 of Cap. 158 of Revised Laws of Vermont, approved November 28, 1882, Articles of Association incorporating Consolidated Railroad Company of Vermont were filed with Secretary of State of Vermont April 23, 1883, following decree of foreclosure granted to the First Mortgage Bondholders against Vermont Central Railroad Company and its Second Mortgage Bondholders by United States Circuit Court, District of Vermont, on March 27, 1883.

HISTORY:
(Cont'd.)Consolidated Railroad Company of Vermont (Cont'd.)

On June 30, 1884, under the foreclosure, Consolidated Railroad Company of Vermont acquired the main line from Windsor, Vt. to Winooski Bridge, Vt., 116.5 miles and the branch line from Montpelier Junction to Montpelier, Vt., 1.5 miles, total, 118 miles, from Vermont Central Railroad Company, and effective the same date, leased the lines to Central Vermont Railroad Company for 99 years from that date.

On December 14, 1891, by articles of consolidation, and under authority of Vermont Act 112, November 5, 1890, the following three companies were consolidated, and their franchises, railroads and other property were transferred to and merged in Central Vermont Railroad Company:

Consolidated Railroad Company of Vermont
Vermont and Canada Railroad Company
Montpelier and White River Railroad Company

HISTORY:

Central Vermont Railroad Company

Under Vermont Special Act #204, Central Vermont Railroad Company was incorporated on November 23, 1872, for the purpose of purchasing the Vermont Central and Vermont and Canada railroads, or either of such railways.

On June 21, 1873, Chancery Court, Franklin County, Vermont, appointed Central Vermont Railroad Company as Receivers and Managers of Vermont Central Railroad. The Company continued in this capacity until June 30, 1884 when discharged in accordance with Order of Court dated January 17, 1884 and January 31, 1884.

On June 30, 1884, Consolidated Railway Company of Vermont acquired the property formerly owned by Vermont Central Railroad Company, which included the main line from Windsor, Vermont, to Winooski Bridge, Vt., 116 miles, and the branch line from Montpelier Jct. to Montpelier, 1.5 miles, and effective the same date, leased the lines to Central Vermont Railroad Company for 99 years from that date.

On December 7, 1887, Central Vermont Railroad Company acquired the line which had been constructed from Maquam, Vt. to Vermont-New York State line, 12 miles, (operation of which was discontinued in July 1884) from Lamoyille Valley Extension Railroad Company.

On December 14, 1891, by articles of consolidation, and under authority of Vermont Act 112, November 5, 1890, the following lines were consolidated, and their franchises, railroads and other property were transferred to and merged in Central Vermont Railroad Company:

Main Line

			Acquired from
Windsor, Vt.	to Essex Jct., Vt.	110.70 miles	Consolidated RR. of Vt.
Essex Jct.	" Canada Line	<u>41.50</u> "	Vermont & Canada RR.
Total Main Line		152.20 miles	

Branch Lines

Montpelier Jct. to Montpelier, Vt.	1.50 miles	Consolidated RR of Vt.	
Essex Jct.	" Winooski Bridge	5.80 "	" " "
* Fonda Jct.	" New York State Line	16.90 "	Vermont & Canada RR.

CENTRAL VERMONT RAILROAD COMPANY

HISTORY:
(Cont'd.)

Central Vermont Railroad Company (cont'd.)

Branch Lines			
Winooski Bridge to Burlington	2.20 miles	Vermont & Canada RR.	
Montpelier to Williamstown	13.85 "	Montpelier & White River RR.	
Barre Jct. to Barre, Vt.	1.20 "	Montpelier & White River RR.	
Maquam to N.Y. State Line	<u>12.00 "</u>	Lemoille Valley Ext. RR.	
Total Branch Lines	53.45 miles		
Total in U.S.	205.65 miles		
State Line to S.S. & C. Jct.	<u>22.77 "</u>		
Total	228.42 miles		

The consolidation and merger of these companies was ratified and confirmed by Vermont Act 253, November 10, 1892.

- * The bridge across Lake Champlain between Alburg, Vt. and Rouses Point, N.Y., approximately 1 mile in length is jointly owned, 50% each, by Rutland Railroad Company and Central Vermont Railway Inc. Both companies operate over the bridge.

On March 20, 1896 by decree of United States Circuit Court, District of Vermont, E.C. Smith, St. Albans, and Charles M. Hays, Montreal, were appointed Receivers of Central Vermont Railroad Company and continued as such until April 20, 1899, the property having been sold under foreclosure to Central Vermont Railway Company.

CENTRAL VERMONT RAILWAY COMPANY

(corporate existence terminated) (formerly majority stock owned by Canadian National Railway Company)

INCORPORATED: November 16, 1898 - State of Vermont Special Act #159.

HISTORY: Under Vermont Special Act #159, Central Vermont Railway Company was incorporated on November 16, 1898.

Under Deed dated April 15, 1899, Central Vermont Railway Company (successor of Central Vermont Railroad Company) acquired the existing line of railroad from Essex Junction to Cambridge Junction, 26 miles, and all the rights of way, real estate, franchises, etc. pertaining to the Burlington and Lamoille Valley Railroad Company extending from Burlington, Vt. to Cambridge Junction, Vt. (which had been under foreclosure since January 15, 1887, and leased to Central Vermont Railroad Company for 99 years from May 1, 1889) for the sum of \$250,000 in 4% Gold Mortgage Bonds of Central Vermont Railway Company dated May 1, 1899.

CENTRAL VERMONT RAILWAY COMPANY

HISTORY:
(Cont'd)

On April 15, 1899, Central Vermont Railway Company acquired the property of Missisquoi Valley Railroad Company including the line of railroad from St. Albans, Vt. to Richford, Vt., 28.85 miles, (which had been leased to Central Vermont Railroad Company from June 30, 1888 until March 20, 1896 and operated by Receivers of Central Vermont Railroad Company from March 20, 1896 to April 20, 1899 when Central Vermont Railway Company took over operation.)

On April 20, 1899 Central Vermont Railway Company acquired under foreclosure sale, the property of Central Vermont Railroad Company including the following lines of railroad which had been operated by Receivers of Central Vermont Railroad Company since March 20, 1896.

Windsor Bridge	to	Canada Line	147.83 miles
Montpelier Jct.	"	Barre	8.05 "
Barre Jct.	"	Williamstown	14.03 "
Essex Jct.	"	Burlington	7.47 "
Swanton Jct.	"	Vermont New York Line	16.91 "
Maquam	"	Vermont New York Line	<u>12.00 "</u>
Total			206.29 miles

On April 20, 1899, the lease of New London Northern Railroad to Consolidated Railroad Company of Vermont, dated October 17, 1891, and effective for 99 years from December 1, 1891, assigned to Central Vermont Railroad Company December 9, 1891 (including lease of Brattleboro and Whitehall Railroad to New London Northern Railroad Company dated May 10, 1880), was assigned to Central Vermont Railway Company. There leased lines had been operated by Receivers of Central Vermont Railroad Company from March 20, 1896 to April 20, 1899, and comprised the following:

Brattleboro, Vt. to New London, Connecticut	121.02 Miles
Brattleboro to South Londonderry, Vermont	<u>35.35</u>
	156.37 Miles

Under Agreement dated August 2, 1899, effective May 1, 1899, between Central Vermont Railway Company and bondholders of The Stanstead, Shefford and Chambly Railroad Company whereby the Central Vermont Railway Company guaranteed 4% Debentures of The Stanstead, Shefford and Chambly Railroad Company held by the Public in the amount of \$155,865.25, Central Vermont Railway Company acquired all the issued and outstanding Capital Stock of The Stanstead, Shefford and Chambly Railroad Company - 5,000 shares, par value \$25 each - \$608,333.33, without cost.

On April 20, 1899, Central Vermont Railway Company acquired the line constructed by Vermont and Canada Railroad Company under the charter granted to The Montreal and Vermont Junction Railway Company, from Canada Line to Stanstead, Shefford and Chambly Junction (near Iversville, Quebec) 22.77 miles, at a cost of \$500,000, which was charged to account 701.

In 1900 a branch line, .79 miles, was built and opened for traffic from Vermont-New York line to Rouses Point.

HISTORY:
(Cont'd.)

In consideration of guaranteeing the principal and interest on \$200,000 4% First Mortgage Gold Bonds of The Montreal and Province Line Railway Company dated October 1, 1900 and secured by Trust Deed to National Trust Company dated December 7, 1900, Central Vermont Railway Company acquired all the authorized and issued shares of Capital Stock (10,000 shares of \$100 each - \$1,000,000 - unpledged) of The Montreal and Province Line Railway Company at a cost of \$1.

On November 3, 4, and 5, 1927 disastrous floods occurred in Vermont, which destroyed and damaged many bridges and much of the track, and it was considered necessary to submit to receivership and refinance the rehabilitation by the issue of receivers' certificates. Canadian National Railway Company owned 21,846 shares of the 30,000 outstanding shares of Common Stock, which had been subscribed for in 1899, by The Grand Trunk Railway Company of Canada, and which passed to Canadian National Railway Company when the last two mentioned Companies were amalgamated January 30, 1923. Canadian National Railway Company also owned \$14,198,205.55 Refunding Mortgage Bonds and had advanced \$20,725,274.20 from time to time for improvements meeting operating deficits, and other corporate necessities making a total pecuniary investment of over \$37,000,000.

On December 12, 1927 receivers were appointed by the United States District Court for the District of Vermont upon a creditor's bill of complaint filed by Canadian National Railway Company. Receivers appointed were George A. Gaston and John W. Redmond.

On April 24, 1928, the New York Trust Company as Trustee under the Refunding Mortgage of March 15, 1920, certain defaults having been made thereunder, filed a bill asking for the appointment of receivers and the foreclosure of the mortgage. The same receivers were appointed under this complaint as had been previously appointed. Appropriate ancillary proceedings ensued in the Federal Judicial districts of Massachusetts, Connecticut, and Southern New York. A decree of foreclosure and sale was entered on May 13, 1929, and the properties were sold on July 29, 1929 to Horace H. Powers and E. Deschenes for \$22,000,000, payable either in cash or partly in securities of and claims against Central Vermont Railway Company at their distributive value plus the assumption \$5,000,000 face value of 4½% outstanding receivers certificates issued January 16, 1928 and maturing January 16, 1930, plus certain minor liabilities set out in the decree. The sale was confirmed by decree entered August 19, 1929. The properties were then acquired by Central Vermont Railway, Inc., a new Company incorporated on August 12, 1929 for that purpose. The receivers were discharged on January 31, 1930 and Central Vermont Railway, Inc. commenced operation of the property on February 1, 1930.

CAPITAL
STOCK:

Prior to foreclosure sale July 28, 1929:		
Authorized:	30,000 shares of \$100	\$3,000,000
Issued:	30,000 shares of \$100	3,000,000

21,846 shares owned by Canadian National Railway Company
65 shares owned by 13 Directors
8,089 shares owned by Public.

CENTRAL VERMONT RAILWAY COMPANY

INVESTMENT IN AFFILIATED COMPANIES:	Prior to foreclosure sale July 28, 1929:	Owned by Central Vermont	
		<u>Rly. Co.</u>	<u>Book Value</u>
		<u>Outstanding</u>	<u>Par</u>
	Bethel Granite Railway Company	25,000 \$	23,600
	Central Vermont Transportation Company	200,000	200,000
	Montreal and Province Line Rly. Co.	1,000,000	982,000
	Montreal & Vermont Jct. Railway Co.	197,300	197,300
	Southern New England Railway Co.	3,000,000	2,993,000
	Southern New England Railroad Corp.	1,856,000	1,849,000
	The Stanstead, Shefford & Chambly RR. Co.	125,000	125,000

CORPORATE STATUS: On February 1, 1930 the Canadian National Railway Company, in exchange for obligations of \$38,860,776 due from Capital Stock, Funded Debt and miscellaneous advances, received in exchange thereof:

Central Vermont Railway Inc. Common Stock	\$10,000,000
" " " " 1st. Gen. Mtge. 5% Bonds	12,000,000
Debenture Bonds Series "A" 5½%	5,000,000
Total	<u>\$ 17,000,000</u>

CENTRAL VERMONT RAILWAY, INC.

(wholly owned subsidiary of Canadian National Railway Company)

INCORPORATED: August 12, 1929 - Under the General Laws of the State of Vermont, Articles of Association having been filed with the Secretary of State for Vermont on August 12, 1929.

September 16, 1935 - Amended - Board of Directors increased from 11 to 14.

January 23, 1939 - Amended - Board of Directors increased from 14 to 15.

HEAD OFFICE: St. Albans, Vermont.

HISTORY: A majority of the Capital Stock of Central Vermont Railway Company consisting of 21,846 shares of the 30,000 of its outstanding shares of Common Stock of the par value of \$100 each was owned by Canadian National Railway Company, the stock having been subscribed for in 1899 by The Grand Trunk Railway Company of Canada, which continued to own it until 1923 when The Grand Trunk Railway Company of Canada was amalgamated with Canadian National Railway Company and all the assets of The Grand Trunk Railway Company of Canada including the beneficial interest in this stock passed to Canadian National Railway Company. Canadian National Railway Company also owned Refunding Mortgage Bonds of Central Vermont Railway Company to the amount of \$14,198,205.55, including interest to December 1, 1929, and had advanced to it from

HISTORY:
(Cont'd.)

time to time the further sum of \$20,725,274.20 for the purpose of improving its property, making capital investments, meeting operating deficits and other corporate necessities, making an investment in Central Vermont Railway Company of \$34,923,479.75, which with the \$2,184,600 of stock it owned made its pecuniary interest in the old Company over \$37,000,000.

Following the disastrous floods which occurred in Vermont on November 3, 4, and 5, 1927, and which destroyed or damaged many bridges and much of the track it was considered necessary to submit to a receivership and refinance the rehabilitation by the issue of receivers' certificates. Accordingly on December 12, 1927, receivers were appointed by the United States District Court for the District of Vermont upon a creditor's bill of complaint filed by Canadian National Railway Company. On April 24, 1928, the Trustee under Central Vermont Railway Company's Refunding Mortgage of March 15, 1920, certain defaults having been made thereunder, filed a bill asking for the appointment of receivers and the foreclosure of the mortgage. The same receivers were appointed under this complaint as had been previously appointed. Appropriate ancillary proceedings ensued in the Federal judicial districts of Massachusetts, Connecticut and Southern New York. A decree of foreclosure and sale was entered on May 13, 1929, and the properties were sold on July 29, 1929, to Horace H. Powers and E. Deschenes for \$22,000,000, payable either in cash or partly in securities of and claims against the old Company at their distributive value, plus the assumption of \$5,000,000, face value of 4½% outstanding receivers' certificates, issued January 16, 1928 and maturing January 16, 1930 the issue of which had been authorized by Interstate Commerce Commission Order of February 1, 1928, plus certain minor liabilities set out in decree. The sale was confirmed by decree entered August 19, 1929, and was authorized by I.C.C. Central Vermont Railway Reorganization Order of December 14, 1929 (Finance Docket 7821).

On August 12, 1929, under the General Laws of the State of Vermont, Central Vermont Railway, Inc. (organized July 30, 1929) was incorporated (Articles of Association filed with Secretary of State for Vermont on August 12, 1929) for the purpose of taking over the property formerly owned by Central Vermont Railway Company, and with authority to do business in Massachusetts and Connecticut. Ownership of the property was duly transferred to Central Vermont Railway, Inc.

The receivership remained effective until January 31, 1930. Central Vermont Railway, Inc. commenced its operation of the property February 1, 1930.

By resolution of Canadian National Railway Company Directors, December 14, 1927, Canadian National Railway Company advanced \$100,000 towards expenditures in rehabilitation of Central Vermont lines.

To implement the guarantee by The Grand Trunk Railway Company of Canada of principal and interest of Central Vermont Railway Company 5% Refunding Mortgage Bonds maturing May 1, 1930, under Trust Deed dated May 15, 1920, Canadian National Railway Company made arrangements with Dillon, Read & Company for redemption up to June 30, 1928, of these bonds, of which there were outstanding with the public \$8,609,000.

CENTRAL VERMONT RAILWAY, INC.

HISTORY:
(Cont'd.)

The arrangements in this connection provided for purchase of the bonds by Dillon, Read and Company under Agreement of December 12, 1927, bonds purchased to be held by Dillon, Read until June 30, 1928, for sale to Canadian National Railway Company. Under authority of Order in Council 1128, dated June 29, 1928, the amount advanced by Dillon, Read, was taken up direct by Dominion Government.

Under authority of Order in Council 329, February 20, 1929, the amount advanced by Dominion Government was taken by Bank of Montreal.

Under authority of Order in Council 1296, dated July 19, 1929, the Bank of Montreal loan was taken up direct by Dominion Government as of August 1, 1929. Authority for issuance and guarantee of securities amounting to \$8,609,000 was given under Dominion Cap. 7, 1930, and refund of this loan was made to Dominion Government out of the issue of Canadian National Railway Company 4 $\frac{3}{4}$ % 25-year Guaranteed Gold Bonds amounting to \$50,000,000 made on June 15, 1930.

Under Agreement of August 16, 1929, between Central Vermont Railway, Inc. and Canadian National Railway Company, the latter Company purchased the securities which Central Vermont Railway, Inc. was authorized to issue under I.C.C. Central Vermont Railway Reorganization Order dated December 14, 1929 (Finance Docket 7821)

CENTRAL VERMONT
RAILWAY COMPANY
OBLIGATIONS:

	Held by Public	Owned by Can. Nat. Rly. Co. (Cost)
Prior to re-organization:		
Common stock authorized and issued:		
21911 shares par value \$100 each		\$ 261,700.85
8089 shares par value \$100 each	\$808,900.00	
Funded debt:		
5% 1st Refunding Mtge. Bonds	7,400.00	\$12,830,900.00
4% 1st Mtge. Bonds S.S. & C. Rly.	155,865.25	
4% 1st Mtge. Bonds Mtl. & Prov. Line	200,000.00	
6% Eqpt. Trust Series "E"	44,000.00	
5% Eqpt. Trust Series "F"	287,000.00	
4 $\frac{1}{2}$ % Receivers' Certificates		<u>5,000,000.00</u>
	<u>\$694,265.25</u>	<u>\$17,830,900.00</u>
Advances by Can. Nat. Rly. Co.		
Southern New England Rly.		\$ 3,230,996.45
Southern New England RR Corp.		4,895,379.01
C.V. Transportation Co.		476,794.72
Capital Expenditures		4,929,718.38
Debt Redemption		1,353,000.00
Traffic Agreement		68,631.96
Deficits		4,091,620.27
Unpaid interest		1,956,588.53
General Claims		21,779.79
Unsettled claims		<u>13,931.46</u>
		<u>\$21,038,440.57</u>
Less amounts due Central Vermont Railway Company		
Working capital	\$209,264.90	
Open account	<u>61,000.52</u>	<u>270,265.42</u>
		<u>\$20,768,175.15</u>
Total	*	\$38,860,776.00

CENTRAL VERMONT
RAILWAY COMPANY
OBLIGATIONS:
(Cont'd.)

* Of this amount \$15,813,637.93 represents bonds, notes and advances applicable to period prior to January 1, 1923.

Canadian National Railway Company received in exchange for indebtedness of \$38,860,776 on February 1, 1930 from Central Vermont Railway, Inc.

Common Stock	\$10,000,000
5% First and General Mtge Bonds	12,000,000
5½% Debenture Bonds, Series "A"	<u>5,000,000</u>
	\$27,000,000

CAPITAL STOCK:

Authorized: 100,000 shares of \$100 each - \$10,000,000
Issued: 100,000 shares of \$100 each - \$10,000,000

Canadian National Railway Company owns 99,997 shares. The remaining three shares are held personally by Messrs. Jones, Wise and Stephenson, who are Directors. One certificate covering 99,986 shares in the name of Canadian National Railway Company and 11 certificates covering 11 shares in the names of Directors (endorsed in blank) are held in Royal Trust Company's vault in Montreal - unpledged.

FUNDED DEBT:

As at December 31, 1960:
5% First and General Mortgage Gold Bonds, Series A, maturing January 1, 1960, owned by Canadian National Railway Company - \$12,000,000.

NON-NEGOTIABLE
DEBT TO AFFIL-
IATED COMPANIES:

As at December 31, 1960:

C.N.R. Demand Note #1	1/1/33	\$437,500	
" " " #2	7/1/33	437,500	
" " " #3	1/1/54	437,500	
C.N.R. Promissory Note	2/1/58	<u>\$17,000,000</u>	
		<u>\$18,312,500</u>	
C.N.R. Advances		20,056,250	
Total			\$38,368,750

ACCRUED
DEPRECIATION:

As at December 31, 1955:
Road and Equipment: \$ 5,601,632

INVESTMENT IN
PROPERTY:

As at December 31, 1960:
Account 701 \$30,334,320

DONATIONS
AND GRANTS:

As at December 31, 1955: \$ 137,194.37 CR

INVESTMENT IN
AFFILIATED
COMPANIES:

As at December 31, 1955: Book Cost
Stock
Central Vermont Transportation Company \$59,078.59 \$59,078.59

OPERATING
RESULTS:

February 1, 1930 to 1939	- \$9,376,026
1940 to 1949	- 5,829,393
1950 to 1959	- 5,240,238
1960	- 1,456,121

PROFIT &
LOSS:

As at December 31, 1960:	-\$24,481,780
--------------------------	---------------

DIRECTORS

Donald Gordon	Montreal, Quebec
J. A. McDonald	" "
J. E. Gauthier	" "
J. F. Roberts	" "
H. Brandom Jones	Montpelier, Vt.
D. M. Kerr	St. Albans, Vt.
B. Mongeau	Montreal, Que.
H. H. Powers	St. Albans, Vt.
J. R. Reitemeyer	Hartford, Conn.
H. C. Rice	Brattleboro, Vt.
F. W. Shepardson	Burlington, Vt.
J. H. Stacey	Windsor, Vt.
W. O. Wise	South Burlington, Vt.
F. W. Hutchinson	St. Albans, Vt.

EXECUTIVE COMMITTEE

Donald Gordon	(Chairman)	Montreal
J. A. McDonald		Montreal
J. E. Gauthier		Montreal
J. F. Roberts		Montreal
F. W. Hutchinson		St. Albans, Vermont

OFFICERS

Donald Gordon	Chairman and President
J. A. McDonald	Vice-President
J. E. Gauthier	Vice-President
J. F. Roberts	Vice-President
E. A. Bromley	Vice-President
F. W. Hutchinson	General Manager
W. H. Riddington	Clerk
M. A. Bliss	Comptroller & Treasurer
E. L. Hoy	Assistant Clerk
R. T. Vaughan	" "
L. J. Mills	Assistant Comptroller
E. J. Denyar	Assistant Treasurer

CENTRAL VERMONT TERMINAL INC.
and
CENTRAL VERMONT TRANSPORTATION COMPANY

CENTRAL VERMONT TERMINAL, INC. May 22, 1936 - Under the General Laws of the State of Vermont.
Articles of Association filed with the Secretary of State of Vermont on May 22, 1936.

CENTRAL VERMONT TRANSPORTATION COMPANY INCORPORATED: November 12, 1908 - Under the General Laws of the State of Maine.

HISTORY:

About June 1, 1872, New London Northern Railroad established a line of freight cargo steamers operating on Long Island Sound between its railroad terminal at New London, Connecticut, and Pier 36, East River, New York City, which it held under lease from the City of New York. The record is not entirely clear, but it appears that this service was continued by New London Northern Railroad or by other steamboat lines until the operation of freight cargo vessels between the two points was commenced by Central Vermont Railway Company about July 1, 1899 under a 10-year contract.

On November 12, 1908, under the General Laws of the State of Maine a separate company was incorporated under the name Central Vermont Transportation Company, and empowered amongst other things to carry on the business of building, acquiring, owning, chartering, selling, and otherwise disposing of, managing and operating steamships, barges, sailing vessels and boats of all sorts used for or in connection with transportation by water, of passengers and freight, to engage in the carriage of passengers or freight or both, upon the High Seas, or from a port or ports in the State of Maine to a foreign port or ports, or to a port or ports in other States; or upon waters where this corporation may navigate; to make and enter into any and all legal contracts with reference to, and in course of the prosecution of, the business described, with power to establish and collect tolls for services performed in carrying on such business.

The newly formed Company acquired vessels suitable for handling the freight between New London and New York and took over that part of the operation. The Terminal operations at New York, however, continued to be performed through the railroad organization jointly in the names of both the Central Vermont Transportation Company and the Central Vermont Railway Company. The terminal facilities were first located at Pier 36, East River, from about December 1871 until a transfer was made, apparently about 1890, to Pier 29 on South Street at the foot of Market in the Borough of Manhattan. The terminal services at New York included the operation of substations at various locations in the Metropolitan Area, and the handling of freight between Pier 29 and such substations, and between the Pier and connecting railways and boat lines extending to all rail and steamship terminals along New York Harbour.

Central Vermont Transportation Company was a wholly owned subsidiary of Central Vermont Railway, Inc., and both companies were operated under one management from the date of incorporation until April 1935.

The United States Merchant Marine Act was amended in 1930, and required 75% ownership by citizens of the United States of vessels transporting merchandise in coastwise service between points in the United States.

CENTRAL VERMONT TERMINAL, INC.
and
CENTRAL VERMONT TRANSPORTATION COMPANY

History:
(Cont'd.)

On January 7, 1935, the Supreme Court of the United States made a decision (Central Vermont Transportation Company vs. Durning 294 U.S. 33) that the ownership by Central Vermont Railway, Inc. of the capital stock of Central Vermont Transportation Company was in violation of Section 27 of the Merchant Marine Act as amended and in order that the Company may continue operations lawfully it was necessary to sell the majority of capital stock to persons qualifying as United States citizens. In compliance with this decision, Central Vermont Railway, Inc. sold 75% of Central Vermont Transportation Company's capital stock (1500 shares of \$100 each) to New London Northern Railroad Company (lessor of the line operated by Central Vermont Railway, Inc. between Brattleboro, Vt., and New London, Conn.) for the price of \$60,000, and withdrew completely from the management and control of Central Vermont Transportation Company. The stock was delivered, and payment of \$60,000 was made on April 5, 1935, and New London Northern Railroad substituted its own directors and officers, and took over control of the property on April 8, 1935. Due to some doubt as to the charter of Central Vermont Railway Inc. with respect to its off-line terminal operations in New York City it was deemed desirable to form a separate company to undertake these services.

On May 22, 1936, Central Vermont Terminal, Inc. was incorporated under the General Laws of the State of Vermont. Articles of Association were filed with the Secretary of State of Vermont on May 22, 1936. Interstate Commerce Commission approval was granted October 9, 1936 (Finance Docket 11300). Under this I.C.C. Order and the powers granted with incorporation Central Vermont Terminal, Inc. acquired for a nominal consideration of \$1 the leasehold interest of Central Vermont Transportation Company in Pier 29, East River, and assumed the Transportation Company's leasehold obligations in respect thereto, such as operation of Pier 29; and also assumed various cartage, lighterage, sub-station and stevedoring contracts then held in the name of Central Vermont Transportation Company. Central Vermont Terminal, Inc. commenced its separate operations on November 1, 1936 and discontinued operations November 1, 1946, when the Transportation Company terminated its operation of the boat line between New London and New York.

Because of the type of traffic offered and increasing costs after 1945 it was found uneconomical to continue operation of Central Vermont Transportation Company's Boat Line between New London and New York. Consequently, Central Vermont Transportation Company discontinued its operations on November 1, 1946. Central Vermont Terminal, Inc. also discontinued its operations at the same time. The lease of the dock facilities at Pier 29 terminated on October 31, 1947, and was not renewed. The Central Vermont Transportation Company owned three vessels which were sold for scrap in 1948.

Corporate
status:

The capital stock of Central Vermont Terminal, Inc. authorized and issued consisted of 50 shares par value \$100 each - \$5000 - all owned by Central Vermont Railway Inc. - unpledged.

On November 27, 1953, after liquidation of all its obligations and distribution of its assets, Central Vermont Terminal, Inc. was dissolved and its corporate existence was terminated. Certificate of Dissolution was filed with Secretary of State for Vermont on November 27, 1953.

The Certificates representing 50 shares of \$100 par value each of capital stock issued and outstanding were cancelled by perforation and

CENTRAL VERMONT TERMINAL, INC.
and
CENTRAL VERMONT TRANSPORTATION COMPANY

History:
(Cont'd.)

destroyed. The Charter, Seal, original Minute Books and other corporate documents pertaining to the corporate existence of Central Vermont Terminals Inc. are in the custody of the Clerk and Treasurer, Central Vermont Railway, Inc. St. Albans, Vermont.

Subsequent to discontinuance of the Boat Line Service between New London and New York the 1500 shares of capital stock of Central Vermont Transportation Company which had been sold to New London Northern Railroad Company were re-acquired by Central Vermont Railway Inc. on December 31, 1947, for \$60,000, and subsequently transferred to the Centmont Corporation at the same amount.

In October 1953 consideration was given to the question of winding up Central Vermont Transportation Company's corporate existence. It was decided, however, that the charter and ancillary rights should be maintained in good standing. The annual cost is approximately \$60.

Capital Stock:

Central Vermont Transportation Company.

Authorized: 10,000 shares of \$100 each,	\$1,000,000.
Issued: 2,000 shares of \$100 each,	\$ 200,000.

The stock was originally owned by Central Vermont Railway Company and was acquired by Central Vermont Railway Inc. along with other property and assets of former Central Vermont Railway Company on January 30, 1930, and carried by the latter at book cost of \$117,913.92. When 1500 shares of this stock were sold effective April 1, 1935, to New London Northern Railroad Company for \$60,000, the book value of the remaining 500 shares held by Central Vermont Railway Inc. was reduced to \$20,000 (to correspond with the market value of \$40 per share) by charging the difference of \$37,913.2 to Profit and Loss. In December 1947 Central Vermont Railway Inc. re-acquired the 1500 shares from New London Northern Railroad Company for \$60,000 and transferred ownership to The Centmont Corporation at the same price, since which date 25% of the stock is owned by Central Vermont Railway, Inc. and 75% is owned by The Centmont Corporation.

1 certificate for 498 shares in the name of Central Vermont Railway Inc. and 1 certificate for 1493 shares in the name of The Centmont Corporation and 9 certificates for 9 shares in the names of Directors (endorsed in) are held by the Clerk and Treasurer, Central Vermont Railway, Inc., St. Albans, Vermont - unpledged.

Funded Debt:

No securities in the name of this Company outstanding.

Dividends:

Dividends paid to Central Vermont Railway, Inc. (and Central Vermont Railway Company).

1911 - 1930 -	\$262,500.00
1935 -	65,974.86
1936 -	1,200.00

Dissolution:

Certificate of Dissolution, dated November 25, 1953, was filed with the Secretary of State of Vermont on November 27, 1953.

DIRECTORS: Donald Gordon
S. F. Dingle
D. M. Kerr
E. J. Movalli
F. W. Hutchinson
W. H. Riddington
H. H. Powers
H. F. Little
M. A. Bliss

OFFICERS

Donald Gordon	President
S. F. Dingle	Vice-President
D. M. Kerr	Vice-President & General Manager
K. Baird	Clerk
M. A. Bliss	Treasurer
H. H. Powers	Assistant Clerk
C. A. Dobbins	Comptroller
L. J. Mills	Assistant Comptroller
E. J. Denyar	Assistant Treasurer

CENTRAL VERMONT TRANSIT CORPORATION

(Wholly owned subsidiary of The Centmont Corporation)

INCORPORATION: December 5, 1931 - Under the General Laws of the State of Vermont, Articles of Association having been filed with Secretary of State for Vermont on December 5, 1931.

HEAD OFFICE: St. Albans, Vermont.

HISTORY: Under the General Laws of the State of Vermont, Articles of Association having been filed with Secretary of State for Vermont on December 5, 1931 "Central Vermont Transit Corporation" was incorporated for the purpose of engaging in over-the-road transportation by highway, both by motor truck and motor bus. The Corporation maintained its legal existence prior to June 22, 1956 through the payment of annual license tax.

In 1932 the Corporation commenced operating a motor truck over the highway from St. Albans, Vermont, to Montpelier and Barre, Vermont, and return, supplementing the Central Vermont Railway, Inc. rail service between those points. This service included door to door pick up and delivery service and was maintained on a 5 or 6 round trip per week basis until finally discontinued in 1955.

DISSOLUTION: Certificate of dissolution dated June 21, 1956 was filed with the Secretary of State of Vermont on June 22, 1956.

CAPITAL	Authorized:	500 shares of \$100 each	-	\$50,000
STOCK:	Issued:	50 shares of \$100 each	-	\$ 5,000

The Capital Stock was issued on January 2, 1940, as of February 14, 1940, and is all owned by The Centmont Corporation. One certificate covering 46 shares in the name of The Centmont Corporation and 4 certificates in the names of Directors (endorsed in blank) covering 4 shares, are all held by Clerk and Treasurer, Central Vermont Railway Inc., St. Albans, Vermont.

FUNDED DEBT: No securities in the name of this Company are Outstanding.

CENTRAL VERMONT WAREHOUSE, INC.

(Dissolved July 9, 1948)
(formerly wholly owned subsidiary of The Centmont Corporation)

- INCORPORATED:** June 4, 1939 - Under General Laws of State of Vermont Articles of Association having been filed with Secretary of State for Vermont on June 4, 1939.
- HISTORY:** Under the General Laws of the State of Vermont, Central Vermont Warehouse, Inc. was incorporated on June 2, 1939 (Articles of Association having been filed with the Secretary of State for Vermont on that date) for the purpose of engaging in the business of a Public Warehouseman under the Statute. Prior thereto Central Vermont Railway, Inc. had been doing a general storage business at St. Albans and vicinity under an intransit tariff whereby the railway stored the merchandise and issued a warehouse receipt. Shippers found that it was cheaper to store merchandise in private warehouses under a tariff whereby the railway acts only as the transportation agency and leaving the shipper free to arrange with others for the storage. Central Vermont Warehouse, Inc. was incorporated to engage in the storage business independently of the railway. This action was in line with the practice of several of the Trunk Lines operating out of New York City. The Company leased a portion of Central Vermont Railway, Inc. Remington Storage Plant at Swanton and also Railway Sheds at St. Albans known as the Lipe Shed & Car Shops. The Corporation commenced operations on February 1, 1940. Originally the physical handling of the traffic stored was done by a private contractor engaged by the Warehouse Company but later the handling was performed by railway forces. The Corporation discontinued its operations September 30, 1947, after which date the service was performed by Central Vermont Railway, Inc.
- DISSOLUTION:** On July 9, 1948, after liquidation of all its obligations, and distribution of its assets including the payment of liquidating dividend of \$357.67 to The Centmont Corporation, Central Vermont Warehouse, Inc. was dissolved and its corporate existence was terminated. Certificate of Dissolution was filed with Secretary of State of Vermont on July 9, 1948.

Certificates representing 50 shares of Common Stock which were issued and outstanding were cancelled by perforation. The Charter, Seal, Original Minute Books and other corporate documents pertaining to the corporate existence of the Company are in the custody of the Clerk and Treasurer, Central Vermont Railway, Inc., St. Albans, Vermont.

(First Railroad Company incorporated and first Railroad built in Canada - included in "Canadian National Railway Company" from January 31, 1923)

INCORPORATED: February 25, 1832, Province of Lower Canada Act 2 Wm. IV. Cap. 58.

LEGISLATIVE REQUIREMENTS: After completion the Company was required to measure the Railroad and to erect and maintain stones with proper inscriptions on the sides denoting the mileage at each mile post.

The Company was required to erect and maintain gates at each side of the public highway at level crossings. The gates were to be constantly kept shut except when they should be opened for the purpose only of letting railway traffic pass, after which the person in charge of railway traffic was required to cause said gates to be shut. This requirement was repealed under Cap. 18, January 30, 1841, which provided that at least one person be kept as a guard at each level crossing where gates were removed or had not been erected to prevent any obstruction remaining on the railroad or upon the public highway, and to watch over the safety of the persons and property passing and conveyed upon the highway or the railroad, and, in like manner and for the performance of a like duty, keep at least eight persons (including those to be stationed at the points aforesaid) to be stationed at distances not exceeding two miles from each other, on the railroad. This requirement remained in effect until repealed by Province of Canada Cap. 114, July 24, 1850, which enacted that "railway crossing" signboards painted in both English and French languages and stretching across the highway be erected, leaving 16 ft. clearance above the highway at each level crossing.

The tariff rates for the first entire year ended November 30th after completion of the line were stipulated to be 2ls 6d. per ton of freight and 4s. per passenger for the full distance, and proportionate rates for shorter distances, the rates thereafter to be regulated by the amount of dividends declared in the preceding year. Power was also granted to fix tariff rates for parcels not exceeding 125 lbs. weight, such rates being printed and stuck up in some conspicuous place in the office and every place where the rates are to be collected.

Province of Canada Act 13-14 Vic. Section 30, Cap. 114, July 24, 1850, enacted that no By-law of the Company fixing tolls for carrying passengers or freight shall be effective until sanctioned by the Governor of the Province of Canada.

The Act of incorporation provided for submission to the Legislature of annual reports of Receipts and Expenditures and statistics of the amount of tonnage and number of passengers carried.

Under Province of Lower Canada Act 2, Wm. IV. Cap. 58, February 25, 1832, "The Company of Proprietors of the Champlain and Saint Lawrence Railroad" was incorporated to construct and operate a railroad from Dorechester (St. Johns), Quebec, to the St. Lawrence River at Laprairie, etc., etc.

THE COMPANY OF PROPRIETORS OF THE CHAMPLAIN & SAINT LAWRENCE RAILROAD

HISTORY:
(Cont'd.)

Under Lower Canada Act 6, Wm. IV. Cap. 6, March 21, 1836, additional powers were granted to carry freight and passengers by ferry across the St. Lawrence river between Laprairie and Montreal Harbour at tariff rates specified in the Act, and to construct and operate a branch from Laprairie Jct. to St. Lambert, and to extend the line from St. Johns, Que., to the boundary line near Rouses Point, N.Y.

The line from Laprairie to St. Johns was 4 feet 8½ inches gauge and was opened for operation on July 21, 1836. Various reports state that whilst the railway had a locomotive, it was not used on the day of official opening nor until the next year because of an accident to the engine. These reports are not correct but arise from the fact that owing to unfamiliarity with the capacity of the locomotive, and to some trouble experienced with it on a trial run, only two passenger cars were attached to it on the trip from Laprairie to St. Johns on July 21st, while the rest of the train was pulled by horses. But the locomotive proved its worth so well that, commencing Monday, July 25, 1836, a regular locomotive train service was put into effect, between Laprairie and St. Johns.

Under Province of Canada Act 10-11 Vic. Cap. 121, 1847, presented for Royal Assent July 28, 1847, Royal Assent April 15, 1848, Royal Assent signified by Proclamation June 24, 1848 "The Montreal and Province Line Junction Railway Company" was incorporated to build from St. Johns to the New York boundary near Rouses Point.

Province of Canada Act 13-14 Vic. Cap. 114, July 24, 1850, repealed the above mentioned Act and authorized The Champlain and St. Lawrence Railroad Company to extend its line from St. Johns to the New York boundary near Rouses Point, and also to construct a branch from what is now Laprairie Junction to St. Lambert.

A separate Company, i.e., The Champlain and St. Lawrence Railroad Company (which see) was incorporated on February 26, 1851 under the laws of the State of New York to cover the construction and operation of the line in United States from the boundary to Rouses Point, N.Y. The line (1.08 miles) was opened for traffic on August 26, 1851.

AMALGAMATION:

Province of Canada Act 20, Vic. Cap. 142, May 27, 1857, authorized Amalgamation of The Company of Proprietors of the Champlain and Saint Lawrence Railroad and The Montreal and New York Railroad Company under the name "Montreal and Champlain Railroad Company".

LOCATION:

			Opened for	
St. Lawrence Division:			Miles	Traffic
St. Lambert	--	Laprairie Jct.	9.16	January 14, 1852
Laprairie Wharf	--	St. Johns	16.50	July 21, 1836
St. Johns	--	N.Y. Boundary	<u>21.08</u>	August 26, 1851
			Near Rouses Point, N.Y)	
Total			46.74	
<u>Discontinued</u>				
Laprairie Jct.		Laprairie	5.25	January 14, 1852
St. Lambert Wharf		South End of "S" Curve		
			at St. Lambert	1.75
				1866

CAPITAL
STOCK:

Prior to Amalgamation on May 27, 1857:
Authorized: 1,000 shares of £50 - £50,000 (\$243,333)

THE CHAMPLAIN AND ST. LAWRENCE RAILROAD COMPANY (NEW YORK)

(wholly owned constituent of "Canadian National Railway Co." from January 31, 1923)

INCORPORATED: February 26, 1851 - Articles of Association of the State of New York in pursuance and by virtue of an Act of the Legislature of the said State, entitled "An Act to authorize the formation of Railroad Corporations, and to regulate the same, passed April 2, 1850, three-fifths being present". The term was for 50 years, and was renewed under Certificate of Extension of Corporate Existence, filed in the Office of the Clerk of the County of Clinton, State of New York, August 3, 1900, for term of 50 years from February 26, 1901. In 1951 the Charter was renewed for a further 25 years to February 26, 1976.

HEAD OFFICE: Montreal, Que. - Annual Meetings held in Rouses Point, N.Y., First Wednesday in July.

HISTORY: The Company was incorporated to construct and operate a railroad from the port and harbour in Rouses Point to a point on the Canadian Line. It was intended to be a link in the rail connection between Montreal and Lake Champlain. The line (1.08 miles long) was opened for operation on August 26, 1851, at the same time as the line from St. Johns to the boundary owned by the Canadian Company of the same name.

Under Agreement dated January 1, 1864, confirmed by Province of Canada Cap. 85, June 30, 1864, between Montreal and Champlain Railroad Company (successor by amalgamation of The Company of Proprietors of The Champlain and Saint Lawrence Railroad) and The Grand Trunk Railway Company of Canada, the lines between Montreal and Rouses Point were leased to the Grand Trunk Railway until 1872, when under the terms of said Agreement, and confirmed by Dominion Cap. 64, June 14, 1872, The Grand Trunk Railway purchased the entire lines, assets, rolling stock, franchises, shares and rights of the Company.

The charter respecting the part of the former Champlain and Saint Lawrence Railroad within United States territory is retained for legal and legislative purposes.

LOCATION: The railway was completed and opened for traffic from the Canadian boundary to Rouses Point (1.08 miles) on August 26, 1851 and now forms part of the Rouses Point subdivision.

Under Agreement dated October 2, 1959 "The Champlain and St. Lawrence Railroad Company" and four other companies merged with and under the name "Canadian National Railway Company". This Agreement was approved by Order in Council P.C. 1959-1238 dated September 24, 1959, which was deposited in the office of the Secretary of Canada on September 30, 1960, and effective as of that date the Company ceased to exist.

Under the laws of the State of New York the merger Agreement was filed in the office of the Department of State at Albany, N.Y. on August 15, 1960.

THE CHAMPLAIN AND ST. LAWRENCE RAILROAD COMPANY

PROPERTY INVESTMENT:	As at December 31, 1959:	
	Lessor R & E Property	\$ 50,000.00
	Lessee Improvements	<u>141,619.69</u> \$191,619.69

CAPITAL
STOCK: Authorized - 250 shares par \$200 each - \$50,000
Issued - 50,000 (unpledged)
All owned by Canadian National Railway Company. Unpledged certificate
in name of Canadian National Realities Limited in trust for Canadian
National Railway Company is held by Railway in Royal Trust Co.'s vaults.

FUNDED
DEBT: As at December 31, 1959: - \$141,619.69 cost of Improvements on Leased
Property due Canadian National Railway Company.

LINES WEST OF
DETROIT AND ST.
CLAIR RIVERS:

From the very early days of The Grand Trunk Railway Company of Canada the Company had under consideration the establishment of a through route from Chicago to the Atlantic Seaboard.

It may be of interest to record here that at the first Meeting of Shareholders following the Amalgamation effective July 1, 1853, of five railway companies under the name "The Grand Trunk Railway Company of Canada", which was held at Quebec on July 27, 1854, in the report of General Manager, S.R. Bidder, he stated that:

"Whether as an amalgamated company with our neighbour the Great Western, or acting as an independent company, I am convinced that a large amount of the breadstuffs of Michigan, Iowa, Wisconsin and a portion of Illinois, which now find their way to the Seaboard by water and by United States lines of road, must pass over the Grand Trunk, not only on account of its being the cheaper and more direct route, but also because of the less number of handlings these goods would have, and the consequent extra rapidity with which they would be conveyed."

Both Mr. Thomas E. Blackwell, the Managing Director in 1859, and Mr. E.W. Watkin (afterwards President) were enthusiastic believers in the necessity of the Grand Trunk securing a good share of United States through traffic and they were most optimistic in regard to its practical good to the parent company. The extension of the line from Toronto to Sarnia in 1859 made the project inevitable.

On March 16, 1858, the Chicago, Detroit and Canada Grand Trunk Junction Railroad Company was incorporated to build a line from Port Gratiot (Port Huron), Michigan, on River St. Clair, opposite Point Edward (Sarnia) Ontario, to Detroit, a distance of 60 miles. The line was constructed under a well defined understanding that it would eventually be part of the Grand Trunk System. It was opened for traffic on November 21, 1859, and connected with the Michigan Central and Michigan Southern Railroads at Detroit. Under Agreement dated July 5, 1860 and lease dated October 11, 1860 and further supplemental lease dated April 1, 1863 The Grand Trunk Railway Company of Canada leased the line for 999 years from July 1, 1859.

Note: Prior to construction of St. Clair Tunnel which was commenced in November 1888, finished on August 30, 1890, and opened for traffic on September 19, 1891, traffic was moved across St. Clair River between Sarnia and Port Gratiot (Port Huron) by ferry. In 1875, an additional new (iron) car ferry: "The Huron" was placed in service to obviate interruptions in the service.

Prior to 1874, there was in existence a line known as the Port Huron and Lake Michigan Railway extending from Port Huron, Michigan, to Flint, Michigan, a distance of 64 miles. It exchanged some little traffic with the Grand Trunk but probably more with the Great Western Railway. (later amalgamated with the Grand Trunk) with which it connected by a ferry between Sarnia and Port Huron. The Port Huron and Lake Michigan Railway ultimately consolidated with companies which had built or were authorized to build other sections which, when completed, would make a line through to Chicago.

LINES WEST OF
DETROIT AND ST.
CLAIR RIVERS:
(Cont'd.)

There was also in existence a line from Lansing to Battle Creek, a distance of 45 miles, known as the Peninsular Railway Company, which was opened for traffic in 1869. This line was extended from Battle Creek to South Bend, a distance of 77 miles, which was opened for traffic in 1872. This line was further extended from South Bend to Valparaiso, a distance of 44 miles, which was opened for traffic in October 1873.

No. 2.

On July 30, 1873, the Chicago and Lake Huron Railroad Company was formed by consolidation and became owner of the lines from Port Huron to Flint and from Lansing to Valparaiso. It did not acquire the section between Flint and Lansing, a distance of about 50 miles, which was constructed and opened for traffic about January 1, 1877, by the Chicago and North-Eastern Railroad Company which was organized on August 12, 1874, for that purpose. This construction practically completed a through line from Port Huron to Valparaiso. The Pittsburg, Fort Wayne and Chicago Railroad (one of the Pennsylvania lines) was made use of between Valparaiso and Chicago, under some restrictions, for the traffic of the new route. It may be mentioned that the Pennsylvania Railroad Company had originally purchased a part of the Bonds of the Peninsular Railroad Company which had been organized to construct a line from the Michigan-Indiana state line to Valparaiso. The Grand Trunk Company had no financial interest in these lines until a later period.

From the year 1875, the through all-rail business of the Grand Trunk to and from the West was nearly all exchanged with the Michigan Central Railroad at Detroit Junction. It had practically no other connection of importance at the west end of its system. After the gauge was changed and the Company was placed in a position to handle through traffic promptly and efficiently certain adverse interests began to pay particular attention to it and to give trouble.

On October 15, 1877, The Grand Trunk Railway Company of Canada purchased the Capital Stock of Michigan Air Line Railroad, which had constructed a line from Richmond, Michigan, to Romeo, Michigan, a distance of 14.25 miles, and which was offered for sale and likely to fall into the hands of those who would use the line for competition against the Grand Trunk.

In 1878, through acquisition of stock, the control of the Michigan Central Railroad was secured by W.H. Vanderbilt, and that Company became affiliated with the New York Central Railroad Company. The same interest purchased control of the Canada Southern Railway. The Grand Trunk had then either to endeavour to secure some other outlet for its through traffic or quietly see it extinguished after all the large amount of Capital which had been expended to protect and extend the traffic. The situation was very clearly described in a speech of the President at the half-yearly meeting which took place in April 1879.

The President said:-

"The acquisition of the Michigan Central Railway by Mr. Vanderbilt placed us at a great disadvantage in many ways. Traffic was clearly diverted from our system at the same time that friendly co-operation was offered to us".

The President also spoke of the measures which the Grand Trunk would have to apply before it could be hoped to place the road in its proper position as one of the main-carrying and money-earning powers of the American Continent.

LINES WEST OF
DETROIT AND
ST. CLAIR RIVERS
(Cont'd.)

It will thus be seen that the line to Chicago was part of a far-sighted policy. Without connection with that city by an absolutely owned or controlled route, through shipments to the Seaboard, by the parent line, would have been seriously handicapped. In the year 1879, therefore, the Company was really faced with the problem of extending its system to the sources of Western Traffic or the alternative of becoming and remaining for years a line of local character.

It might be mentioned here that Dominion Act 42 Vic. Cap. 11, May 15, 1879, which authorized the purchase by the Government of Canada of the Grand Trunk line from Hadlow to Riviere du Loup, 124.50 miles for \$1,500,000, provided as a condition of purchase that the Grand Trunk should apply that sum towards the procuring of a line from Port Huron, Michigan, to Chicago, Illinois.

When there appeared a prospect of the Grand Trunk securing an outlet for its through traffic, or a large part of it, to and from the West, independent of the Michigan Central Railroad from which road it was being cut off, the control of the Chicago and North Eastern Railroad Company (which owned the line between Flint and Lansing) was purchased by the same interest which had secured control of the Michigan Central and the Canada Southern lines, and this, with the avowed object of closing the new route against the Grand Trunk. This control was, however, subsequently surrendered.

On August 26, 1879, The North Western Grand Trunk Railway Company (Michigan) was incorporated under Articles of Association dated August 23, 1879 by William S. Shepard, who conveyed on the same date the railroad between Port Huron and Flint which he had purchased under foreclosure sale on June 21, 1879, and which formed that section of the Chicago and Lake Huron Railroad Company formerly owned by the Port Huron and Lake Michigan Railroad Company to the new Company. The Articles of Association were filed with the Secretary of State for Michigan on August 26, 1879.

On January 7, 1880, The Michigan Railway Company was incorporated by Joseph Hickson et al under Articles of Association dated January 6, 1880, which were filed with the Secretary of State for Michigan on January 7, 1880. Joseph Hickson et al conveyed to the new Company the railroad from Lansing to the Indiana State Line formerly owned by the Peninsular Railway Company (Michigan) and purchased by them at foreclosure sale on August 25, 1879 by Deed dated March 13, 1880.

On January 6, 1880, Indiana Railway Company was organized and, on March 13, 1880, acquired from Joseph Hickson et al, the line of railway from the Michigan-Indiana State Line to Valparaiso, formerly owned by the Peninsular Railway Company, which had been sold to Joseph Hickson et al, on November 1, 1879.

THE CHICAGO AND GRAND TRUNK RAILWAY COMPANY

LINES WEST OF
DETROIT AND
ST. CLAIR RIVERS:
(Cont'd.)

On April 6, 1880, The Chicago and Grand Trunk Railway Company was created by consolidation of the five companies listed below:

Northwestern Grand Trunk Railway Company
Chicago and Northeastern Railroad Company
Michigan Railway Company
Indiana Railway Company

Northwestern Grand Trunk Railway Company (Illinois and Indiana), and thus became owners of the railway lines extending from Port Huron, Michigan, to Elsdon, Illinois, (now forming part of Grand Trunk Western Railroad Company).

The railway from Port Huron to Chicago a distance of 335.54 miles was completed and opened for traffic as follows:

			<u>Miles</u>	<u>Mileage</u>
	Port Huron and Lake Michigan Rly. Co.			
Port Huron	to Lapeer	June 3, 1871,	45.80	
Lapeer	to Flint	Dec. 12, 1871,	<u>19.94</u>	
Total			65.74	65.74
	The Chicago and North Eastern Rld. Co.			
Flint	to Lansing	Jan. 1, 1877,	49.05	114.79
	The Peninsular Rly. Co.			
Lansing	to Battle Creek	July 1, 1869,	45.00	159.79
	The Peninsular Railway Extension Co.			
Battle Creek	to Mich.-Ind. State Line,	Jan.1,1872,	64.44	224.23
	The Peninsular Railroad Co. Indiana			
Mich.-Ind. State Line	to South Bend	Jan.1,1872,	10.81	235.04
	The Peninsular Railroad Co. Indiana			
South Bend	to Valparaiso	Oct. 13,1873,	44.75	279.79
	The Chicago & State Line Extension Rly Co.			
Valparaiso	to Ind.-Ill. State Line,	Feb.8,1880,	25.11	304.90
	The Chicago and State Line Railway Company			
Ind.-Ill. State Line	to Elsdon,	Feb. 8, 1880,	21.89	326.79
	The Grand Trunk Junction Rly. Co.			
Elsdon	to C.&W.I. Jct.	Feb. 8, 1880,	3.90	330.69
	The Chicago and Western Indiana Rly Co.			
C.&W.I. Jct.	to Dearborn St., Chicago,	Feb.8,1880,	4.85	335.54

On April 7, 1880, The Grand Trunk Junction Railway Company, was organized primarily to secure an entrance into the City of Chicago. This Company constructed the line between Elsdon & Chicago and Western Indiana Junction, a distance of 3.90 miles, which was opened for traffic in 1880.

LINES WEST OF
DETROIT AND
ST. CLAIR RIVERS
(Cont'd.)

By lease effective July 1, 1880, The Chicago and Grand Trunk Railway Company, acquired the right to passenger accommodations at Polk Street Station, the right to exclusive use of freight building and yard, and to use, in common with other Railroad Companies, the main tracks, etc. of Chicago and Western Indiana Railroad, including use of the line from Chicago and Western Indiana Junction to Polk Street Station.

The line from temporary stations in Chicago to Port Huron was opened for traffic on February 8, 1880.

By Agreement of December 22, 1880, The Grand Trunk Junction Railway Company took over The Chicago and Grand Trunk Railway Company's proprietary tenants interest in the Chicago and Western Indiana Railroad Company's lease of July 1, 1880; and on the same day leased its entire line in perpetuity to The Chicago and Grand Trunk Railway Company. Thus The Chicago and Grand Trunk Railway Company had control, through ownership or long term lease, of the entire line from Port Huron to Chicago.

The Chicago and Grand Trunk Railway Company defaulted in payment of the principal of its First Mortgage Bonds which matured on January 1, 1900. There was also the urgent necessity of arranging for settlement of the Company's large floating debt, and of providing the means for improving the physical condition of the line and its equipment to place the railway on a more equal footing with other competing lines out of Chicago. In these circumstances a plan of re-organization was formulated, with the assent of the Directors of The Grand Trunk Railway Company of Canada.

As mentioned in greater detail under the heading "Grand Trunk Western Railway Company" foreclosure proceedings were instituted on January 3, 1900, and Receivers were appointed. The property was purchased at foreclosure sale by Charles M. Hays (then General Manager of the Grand Trunk Railway Company of Canada) and Elijah W. Meddaugh (who was for many years Solicitor for Grand Trunk Lines west of Detroit and St. Clair Rivers) to whom conveyances were made by Deeds dated November 2, 1900. On November 20, 1900 Messrs. Hays and Meddaugh organized three corporations under the laws of Michigan, Indiana and Illinois respectively, and the sections of the property within each State were subsequently conveyed to these respective corporations.

On November 22, 1900, "Grand Trunk Western Railway Company" was organized by consolidation of the above mentioned corporations organized in Michigan and Indiana. Grand Trunk Western Railway Company subsequently purchased the section of property within the State of Illinois from the corporation organized in Illinois. The Grand Trunk Western Railway Company thus became owner of the railway from Port Huron, Michigan to Elsdon, Illinois (327 miles), and successor of Chicago and Grand Trunk Railway Company. The entire Capital Stock of the re-organized Company was issued to The Grand Trunk Railway Company of Canada in consideration of guarantee of Bond interest payments.

THE CHICAGO AND KALAMAZOO TERMINAL RAILROAD COMPANY

(included in Grand Trunk Western Railroad Company from November 1, 1928)

ORGANIZED: July 1, 1895 - Under the laws of the State of Michigan.

HISTORY: Under Act No. 198 Session Laws of the State of Michigan, 1873, and Acts amendatory thereof, Articles of Association dated June 27, 1895 were filed with the Secretary of State of Michigan on July 1, 1895. M. Henry Lane and Frank B. Lay, of the Michigan Buggy Company organized "The Chicago and Kalamazoo Terminal Railroad Company" to construct and operate a line of railway within the City of Kalamazoo, Michigan, for the purpose of affording railway and terminal facilities for the principal industries in that city.

On February 28, 1907 the Grand Trunk Western Railway Company acquired the Capital Stock together with the franchise of the Company for \$150,000.

Under Indenture dated August 1, 1910 between Chicago, Kalamazoo and Saginaw Railway Company and Grand Trunk Western Railway Company the former Company's line between Pavilion Junction in the City of Kalamazoo and Pavilion, Michigan, approximately 9.50 miles from August 1, 1910.

The line from Main Street to Lake Street, a distance of 0.89 miles was constructed and the terminal trackage was opened for traffic on August 8, 1910.

By authority of Interstate Commerce Commission Order of November 8, 1929 (Finance Docket 7320), The Chicago and Kalamazoo Terminal Railroad Company and nine other railway companies formerly owned and/or operated by the Grand Trunk Western System or by the Canadian National Railway Company, in the States of Michigan, Indiana, Illinois and Wisconsin were consolidated (effective November 1, 1928) under the name "Grand Trunk Western Railroad Company". For all accounting purposes consolidation was effective from January 1, 1929.

LOCATION: Chicago Division
Terminal tracks within City of Kalamazoo :
a distance of .89 miles

Leased Lines

Chicago, Kalamazoo and Saginaw Railway :
Pavilion, Mich. to Pavilion Jct. in the
City of Kalamazoo 9.35 miles

Trackage Rights

Chicago, Kalamazoo and Saginaw Railway :
Pavilion Jct. to Lake Street, Kalamazoo 1.03 miles

Total operated Mileage 11.27 miles

CAPITAL STOCK: Outstanding as at November 1928:
1,000 shares of Common Stock of \$100 par value each - \$100,000.
All owned by Grand Trunk Western Railway Company.

FUNDED DEBT: As at November 1, 1928 - Nil.

INCORPORATED: June 5, 1879 under the laws of the State of Illinois. On January 26, 1932 the Charter was extended for a term of 50 years.

HEAD OFFICE: Chicago, Illinois, Dearborn Street Station.

ORGANIZED: This Company was organized on June 9, 1879 by Anthony J. Thomas and Charles Edward Tracy, et al of New York City, with a Capital Stock of \$500,000, for the purpose of constructing, maintaining and operating a line of railroad from a point on the Indiana - Illinois State Line in Thornton Township, Cook County, thence through or near the town of Dolton to a terminus to be located to the south of Van Buren Street in the City of Chicago, Ill., and provided with depot grounds, yards, shops and other terminal facilities, and to lease certain of the said road and terminal facilities to railroad companies now located in the vicinity of the City of Chicago who desire to gain an entry into the City.

The Main Line was opened in December 1880 to Twelfth Street, Chicago and in June 1883 to Polk Street.

Leases were executed with the following companies:

Chicago and Eastern Illinois Railroad Company,	October 24, 1879
Wabash, St. Louis and Pacific Railroad Company,	October 25, 1879
Chicago and Grand Trunk Railway Company,	July 1, 1800
Chicago and Atlantic Railway Company,	November 1, 1880
Louisville, New Albany & Chicago Railway Company,	December 1, 1881

Under Agreement dated December 22, 1880, the Grand Trunk Junction Railway Company assumed the proprietary tenants interest of the Chicago and Grand Trunk Railway Company's lease of July 1, 1880 in the Chicago and Western Indiana Railroad Company as to station accommodation, etc. This procured entry into Polk Street Station, Chicago, and assumed the obligation to provide certain funds necessary for the construction of the Chicago and Western Indiana Railroad, and received therefore \$1,000,000 of the Capital Stock of Chicago and Western Indiana Railroad Company without cash consideration, and later its proprietary provision of Capital Stock of the Belt Railway Company of Chicago. On December 22, 1880, the entire line of the Grand Trunk Junction Railway Company was leased to the Chicago and Grand Trunk Railway Company in perpetuity.

The successors of the five original leases were:

Chicago and Eastern Illinois Railroad Company
 Wabash Railroad Company
 Grand Trunk Western Railroad Company
 Chicago, Indianapolis and Louisville Railway Company
 Erie Railroad Company.

Under Agreement dated November 1, 1882 the five original Companies acquired in equal proportions the entire Capital Stock of the Chicago and Western Indiana Railroad Company, then amounting to \$5,000,000 in order to secure control of the Company and its property. These five Companies organized a corporation under the name of the Belt Railway Company of Chicago with a Capital Stock of \$12,000,000 of which \$6,100,000 was issued fully paid up and owned in equal proportions of \$1,220,000 each. On January 26, 1882 the Chicago and Western Indiana Railroad Company absorbed by consolidation, The South Chicago and Western Indiana Railroad, incorporated April 20, 1880 and The Chicago and Western Indiana Belt Railway, incorporated April 22, 1881. The former Company was organized for the purpose of giving to lessees of the Chicago and Western Indiana Railroad Company a connection with iron and

History:
(Cont'd.)

lumber interests in South Chicago and the latter Company was organized for the purpose of building a road to connect the various railroads entering Chicago outside of the City, and transferring cars without entering the City.

On March 31, 1883 the Chicago and Western Indiana Railroad Company leased to the Belt Railway Company of Chicago the belt section of its railroad and also the so-called Indiana Elevator (dismantled in 1911) at a monthly rental of \$8333.33. On November 1, 1912, a new lease was made for 50 years from date at an annual rental of \$867,840 plus taxes and interest on Bonds issued or to be issued for improvements or additions.

Under Agreement dated May 21, 1887, effective July 27, 1888 certain operating and property rights were leased to the Atchison Topeka and Santa Fe Railroad Company.

In 1912 the Company acquired the Chicago Union Transfer Railway Co. and in 1933 the Burlington, South Chicago Terminal Railroad Co.

Under Agreement dated November 1, 1912 seven other Companies joined the five which had been operating the Belt Railway Company of Chicago under a 999-year lease from the Chicago and Western Indiana Railroad. The Agreement calls for improvements in the terminal facilities in Chicago. The companies concerned were:

Atchison, Topeka and Sante Fe Railway Co.
Chicago, Rock Island and Pacific Railway Co.
Illinois Central Railway Co.
Pennsylvania Railroad Co.
Chicago, Burlington and Quincy Railroad Co.
Soo Line Railroad Company
Chesapeake and Ohio Railway Company
Grand Trunk Western Railroad Co.
Wabash Railroad Company
Erie Lackawanna Railroad Co.
Chicago and Eastern Illinois Railroad Co.
Monon Railroad Co.

The proportion of the working expenses payable by the twelve companies for use of the Belt Railway together with the proportion of such working expenses payable by the Belt Railway Co. applicable to the separate operation include interest on agreed rate on the original valuation of the Belt Division and the amount paid in connection with the purchase of Clearing Yard plus interest at the same rate paid by the Chicago and Western Indiana Railroad Co. on all funds and for additions and betterments to such division.

The Belt Division including the old Chicago Union Transfer Railway Co. yards now known as the Clearing Yard is leased to the Belt Railway Co. of Chicago under a fifty year exclusion lease dated November 1, 1912. This lease calls for the maintenance and operation of the Belt Line Division by and at the expense of the lessee and the unconditional payment by such lessee of an annual rental of \$867,840 plus taxes on the leased property, also interest on bonds used for improvements or additions to the Belt Railway after November 1, 1912.

The Belt Railway Company of Chicago has an option exercisable on a year's notice prior to September 1, 1962, to purchase the Belt Division for \$14,000,000 plus advances made by the Chicago and Western Indiana Railroad Co. for additions and betterments since May 11, 1911. In March 1961 the Belt Railway Co. announced its intention to purchase the Belt

History: Division for about \$37,000,000.
(Cont'd.)

MILEAGE: December 31, 1960	Operated by	Leased to	Leased to	Leased to	<u>Total</u>
	C&WL RR.	Proprietary Tenants	Belt Ry. Co. Chicago	Soo Line RR. Co.	
First Main Line	26.97		27.16		54.13
Second Main Line	26.99		25.60		52.59
Third Main Line	17.14				17.14
Fourth Main Line	13.68				13.68
Other Main Line	12.74				12.74
Yard Tracks & Sidings	55.79	45.13	323.54	1.24	425.70
Total	153.31	45.13	376.30	1.24	575.98

Trackage Rights granted other Companies:

Belt Railway Company of Chicago	17.75 miles
Other Railways	<u>12.78 "</u>
Total Trackage Rights	30.53 miles

CAPITAL STOCK: Authorized & Outstanding 50,000 shares @ \$100.00 \$5,000,000

FUNDED DEBT: Chicago and Western Indiana Railroad Co. 4-3/8 Series "A" First
Dec. 31, 1960. Collateral Trust Sinking Fund Bonds issued May 1, 1952 Maturing May 1, 1982.

Authorized	\$65,000,000
Outstanding, December 31, 1960	51,311,000
Held in Sinking Fund	12,928,000
Held in Treasury Unpledged	761,000

Condensed Balance Sheet as at December 31, 1960:

<u>Assets</u>	
Current Assets	\$ 3,609,705
Special Funds	1,878,326
Other Investments	747
Properties	87,523,726
Other Assets and Deferred Charges	1,111,142
Total Assets	\$94,123,646

Liabilities and Shareholders Equity

Current Liabilities	\$ 2,068,115
Long Term Debt	84,091,530
Other Liabilities & Deferred Credits	1,305,935
Shareholders Equity	6,658,066
Total Liabilities & Shareholders Equity	\$94,123,646

DIRECTORS

Chicago & Eastern Illinois Rld. Co.
 D. O. Mathews
 R. G. Rydin
 Monon Railroad
 H. J. Buchman
 Erie Railroad Company
 G. C. White
 Grand Trunk Western Rld. Co.
 H. A. Sanders
 Wabash Railroad Company
 H. H. Pevler

OFFICERS

L. A. Evans	President & General Manager
F. J. Wasson	Vice-President
J. R. Ekholm	Secretary & Treasurer
G. D. Moriarty	Assistant Secretary & Assistant Treasurer
I. A. Schilke	Auditor
C. L. Holt	Assistant Auditor
F. C. Gagen	General Counsel

THE CHICAGO, DETROIT AND CANADA GRAND TRUNK JUNCTION RAILROAD COMPANY

(included in Grand Trunk Western Railroad Company from November 1, 1928)

ORGANIZED: March 16, 1858 - Under the laws of the State of Michigan.

HISTORY: Under the laws of the State of Michigan, on March 16, 1858, "The Chicago Detroit and Canada Grand Trunk Junction Railroad Company" was incorporated to build a line from Fort Gratiot (Port Huron) Michigan, on River St. Clair, opposite Point Edward (Sarnia), Ontario, to Detroit. The line was constructed under a well defined understanding that it would eventually be part of the Grand Trunk System. It was opened for traffic on November 21, 1859, and connected with the Michigan Central and Michigan Southern railroads at Detroit. Prior to construction of St. Clair Tunnel which was opened for traffic on September 19, 1891, traffic was moved across St. Clair River by ferry to/ from the Grand Trunk Railway at Sarnia, Ontario.

Under Agreement dated July 5, 1860 and lease dated October 11, 1860 and further supplemental lease dated April 1, 1863 The Grand Trunk Railway Company of Canada leased the line for 999 years from July 1, 1859.

Under Agreement of November 15, 1928 and Supplemental Agreement of October 17, 1929, the leasehold rights were vested in Grand Trunk Western Railroad Company, subject to conditions set forth in the Supplemental Agreement of October 17, 1929.

By Authority of Interstate Commerce Commission Order of November 8, 1929 (Finance Docket 7320), The Chicago, Detroit and Canada Grand Trunk Junction Railroad Company and nine other railway companies formerly owned and/or operated by the Grand Trunk Western System or by the Canadian National Railway Company, in the States of Michigan, Indiana, Illinois and Wisconsin were consolidated (effective November 1, 1928) under the name "Grand Trunk Western Railroad Company". For all accounting purposes consolidation was effective from January 1, 1929.

LOCATION: Detroit Division - Mount Clemens Subdivision

Fort Gratiot (Port Huron) to West Detroit, approximately 55.65 miles
Main line used as siding 3.87 miles - total - 59.52 miles.

CAPITAL STOCK: Outstanding as at November 1, 1928:

10,950 shares of Common Stock of \$100 par value each - \$1,095,000
All owned by Canadian National Railway Company and exchanged for
43,800 shares of Grand Trunk Western Railroad Company Common Stock
of Non-Par value, to which a value of \$25 per share was assigned.

FUNDED DEBT AND CAPITAL ADVANCES: Outstanding as at November 1, 1928:

First Mortgage Bonds held by Canadian National Rly. Co.	\$1,095,000.00
Second Mortgage Bonds held by Canadian National Rly. Co.	691,141.46
Capital Advances by Canadian National Rly. Co.	
to December 31, 1927	<u>2,425,846.87</u>
	\$ 4,211,988.33

The First and Second Mortgage Bonds were surrendered (and cancelled) in exchange for Grand Trunk Western Railroad Company 4½% First and General Mortgage Gold Bonds Series "A" dated January 1, 1930 and maturing January 1, 1980, having par value of \$1,786,141.46. Capital Advances were funded by the issue to Canadian National Railway Company of Grand Trunk Western Railroad Company 6% Cumulative Preferred Stock having par value of \$2,425,846.87.

Non-negotiable debt to Canadian National Railway Company incurred in 1928 was liquidated by issuance to Canadian National Railway Company of Grand Trunk Western Railroad Company Common, and Preferred Stock.

ACCOUNTING: Prior to 1918 the primary operating, income, and other accounts were included in The Grand Trunk Railway Company of Canada accounts. From 1918 to 1922 inclusive the net income or loss was included in The Grand Trunk Railway Company of Canada accounts as "Separately operated properties". Commencing January 1, 1923 the railway was, for accounting purposes, included in "Canadian National Railways", and the primary operating, income, and other accounts were so included.

CHICAGO, KALAMAZOO AND SAGINAW RAILWAY COMPANY

(leased to Grand Trunk Western Railroad Company for 99 years from August 1, 1910) Controlled by the Michigan Central Railroad Company.

INCORPORATED: July 3, 1883 - Under the General Laws of the State of Michigan
Dec. 10, 1887 - Amended
July 10, 1888 - Amended

HEAD OFFICE: Detroit, Michigan

HISTORY: On July 3, 1883, Chicago, Kalamazoo and Saginaw Railway Company was incorporated under the General Laws of the State of Michigan, for the purpose of constructing a line from Pavilion, Michigan to Kalamazoo. The line from Main Street to Lake Street was constructed and the terminal trackage was opened for traffic on August 8, 1910.

Under Agreement dated August 1, 1910, Chicago, Kalamazoo and Saginaw Railway Company leased its line from Pavilion, Michigan to Pavilion Junction in the City of Kalamazoo, for a period of 99 years from that date, to Grand Trunk Western Railway Company (now Grand Trunk Western Railroad Company) at an annual rental of \$3000, thus providing the latter Company with access to the City of Kalamazoo and to the property of The Chicago and Kalamazoo Terminal Railroad Company (now Grand Trunk Western Railroad Company).

	<u>Road Miles</u>
LOCATION: At Pavilion (owned 50% each by Chicago, Kalamazoo and Saginaw Railway and Grand Trunk Western Railroad)	.15
Pavilion, Mich. to Pavilion Jct., in Kalamazoo (leased to Grand Trunk Western Railroad for 99 years from August 1, 1910)	9.35
In Kalamazoo	1.03

CAPITAL Authorized: \$2,000,000
STOCK: Issued: 450,000

Owned 60% Michigan Central Railroad
40% The New York Central Railroad Company.

INVESTMENT: Road and Equipment as at December 31, 1960: \$935,819

DIRECTORS: J. F. Nash
W. R. Grant
J. B. Gray
A. E. Baylis
R. W. Carroll, New York

OFFICERS: W. R. Grand, President
J. F. Nash Vice-President
A. E. Baylis Vice-President
E. G. Jerome Treasurer
R. W. Carroll Secretary
R. E. Kappauf, Comptroller

General Office: Detroit, Michigan
New York Office: 466 Lexington Ave., New York, N.Y.

(formerly wholly owned subsidiary of Grand Trunk Western Railroad Company from January 1, 1929)

Incorporated: May 3, 1893 - Under the General Laws of the State of Maine. Also licensed and qualified to transact business in the State of Illinois.

History: On May 3, 1893, "Chicago, New York and Boston Refrigerator Company" was incorporated under the General Laws of the State of Maine by Articles of Agreement dated May 3, 1893, certificate of organization being registered in the office of Secretary of State, Augusta, Maine, May 11, 1893.

The business of the Company consisted of the operation of a refrigerator car line under the trade names National Despatch Refrigerator Line (over the main lines of Grand Trunk and Central Vermont Railways from Chicago to Boston) and New York Despatch Refrigerator Line (over Grand Trunk lines via Niagara Frontier from Chicago to New York and Philadelphia), and the handling of traffic pertaining thereto.

Under agreement dated August 26, 1913, between The Grand Trunk Railway Company of Canada, Chicago, New York and Boston Refrigerator Company, Whipple Car Company, and Albert Tuttle (Trustee), The Grand Trunk Railway Company of Canada acquired all the common stock of Whipple Car Company amounting to \$1,000,000 par value, and the preferred stock amounting to \$400,000 (with \$600,000 common stock in the Treasury unissued), which carried with it as the property of Whipple Car Company, all the stock of Chicago, New York and Boston Refrigerator Company amounting 11,294 shares - \$1,129,400 -, and the trade names "National Despatch Refrigerator Line" and "New York Despatch Refrigerator Line", together with all the lands, buildings, tracks, cars, etc. belonging to both companies as set out in schedule annexed to the agreement, for the sum of \$1,300,000, payable by the assumption of \$300,000 of Mortgage Bonds, and the giving of promissory notes for \$1,000,000 less Equipment Bonds outstanding at October 1, 1913 amounting to \$153,000.

The purpose of the purchase was to control the routing of shipments of dairy products. In addition to rental received on a mileage basis for use of its cars, in accordance with agreement the Company received a commission from Lehigh Valley Railroad, Delaware, Lackawana and Western Railway, Grand Trunk Western Railroad, Canadian National Railways and Central Vermont Railway, on all dairy products moving via Port Huron, Michigan, and Niagara Falls, N.Y. irrespective of ownership of cars loaded, point of origin or destination of traffic.

Effective January 1, 1929, pursuant to Grand Trunk Western consolidation agreement dated May 9, 1928 (approved by Interstate Commerce Commission Order of November 8, 1929, Finance Docket 7320), Grand Trunk Western Railroad Company purchased the outstanding stock of Chicago, New York and Boston Refrigerator Company from Canadian National Railway Company. The stock consisted of 11,294 shares of \$100 each - \$1,129,400 for which Grand Trunk Western Railroad Company securities of a par value of \$1,129,400 were given to Canadian National Railway Company in payment.

CHICAGO, NEW YORK AND BOSTON REFRIGERATOR COMPANY

HISTORY:
(Cont'd.)

Early in 1941 it was decided for reasons of economy to discontinue operation of Chicago, New York and Boston Refrigerator Company as a separate entity. In accordance with Bill of Sale dated December 23, 1941, Grand Trunk Western Railroad Company acquired 290 refrigerator cars, and all other assets of Chicago, New York and Boston Refrigerator Company, and assumed all its liabilities, as of December 31, 1941, after which date Chicago, New York and Boston Refrigerator Company ceased to transact business.

DISSOLUTION:

On March 26, 1943, after payment of all outstanding obligations Chicago, New York and Boston Refrigerator Company was dissolved by Decree in the Supreme Judicial Court of Maine. The Certificates representing 11,294 shares of Capital Stock which were issued and outstanding were cancelled and returned to the Stock Certificate Book. The Charter, Seal, original Minute Books, and other corporate documents pertaining to the corporate existence of the Company are in the custody of the Secretary, Grand Trunk Western Railroad Company, in Detroit.

CINCINNATI, SAGINAW AND MACKINAW RAILROAD COMPANY

(Property included in Grand Trunk Western Railroad Company from January 1, 1943)

INCORPORATED:

December 28, 1889 -- Under General Laws of the State of Michigan.

HISTORY:

On June 29, 1887 Toledo, Saginaw and Mackinaw Railroad Company was incorporated. A line from Durand to East Saginaw, Michigan was built and operated by this Company.

The Railroad was completed and opened for traffic as follows:

Durand	to	Flushing	13.00 miles	October 23, 1888
Flushing	to	East Saginaw	26.00 "	December 17, 1888
East Saginaw	to	Da-at-Ko Beach	19.89 "	January 11, 1890

Total 58.89

On December 28, 1889, under the General Laws of the State of Michigan, "Cincinnati, Saginaw and Mackinaw Railroad Company" was incorporated, and on December 31, 1889, this Company purchased the property of Toledo, Saginaw and Mackinaw Rail Company.

Effective November 1, 1890, under Agreement dated October 2, 1890, between Cincinnati, Saginaw and Mackinaw Railroad Company, The Grand Trunk Railway Company of Canada, The Chicago and Grand Trunk Railway Company, and A.W. Wright, W.R. Burt and C.W. Wells, and subsequent agreement of the same date between The Grand Trunk Railway Company of Canada and The Chicago and Grand Trunk Railway Company the latter Company took over operation of the line, and continued operation until December 31, 1900 -- the Agreements so far as The Chicago and Grand Trunk Railway Company was concerned having been cancelled by order of United States Circuit Court, dated June 28, 1900.

HISTORY:
(Cont'd.)

Under Agreement dated December 28, 1900 the line was leased to The Grand Trunk Railway Company of Canada for a term of 99 years from January 1, 1901. The Agreement also provided for surrender in exchange for Capital Stock, of Cincinnati, Saginaw and Mackinaw Railroad Company bonded indebtedness totalling \$1,729,000, all held by shareholders. In 1921 227,6171 shares (par value \$27,761.71) were issued to The Grand Trunk Railway Company of Canada in exchange for \$32,000 bonds. In 1923 a redistribution of fractional shares was made increasing the holdings of The Grand Trunk Railway Company of Canada (Canadian National Railway Company) to 279 shares at an additional cost of \$69.15.

In May 1929, Canadian National Railway Company purchased the remaining 14,721 shares issued for \$150 per share -- \$736,050 -- the total cost to the Canadian National Railway Company of the entire 15,000 shares issued being \$763,880.86.

Pursuant to Agreement dated November 15, 1928, between Canadian National Railway Company and Grand Trunk Western Railroad Company the above mentioned lease dated December 28, 1900 was assigned to Grand Trunk Western Railroad Company effective January 1, 1929 (authorized by Interstate Commerce Commission Order of November 8, 1929, Finance Docket 7320). The Agreement provided among other things that Grand Trunk Western Railroad Company pay to Canadian National Railway Company \$54,443.32, being the amount of capital advances made by the latter Company to Cincinnati, Saginaw and Mackinaw Railroad Company, such payment to be by \$54,443.32 par value of its 6% cumulative preferred stock.

Effective January 1, 1943, the entire property rights and franchises of Cincinnati, Saginaw and Mackinaw Railroad Company were sold to, and merged into Grand Trunk Western Railroad Company upon payment of \$763,880 (the cost of the stock to Canadian National Railway Company), which sum was advanced to Cincinnati, Saginaw and Mackinaw by Canadian National Railway Company on open account, and bearing interest at 5%, as authorized by Interstate Commerce Commission Order of January 21, 1944, Finance Docket 14341.

DISSOLUTION:

On June 13, 1944, after distribution of its assets, Cincinnati, Saginaw and Mackinaw Railroad Company was dissolved by decree of dissolution granted in the Circuit Court for the County of Wayne, Michigan.

LOCATION:

Detroit Division -- Saginaw Subdivision:

Durand to Bay City

In Durand - 50% each owned by Grand Trunk Western Railroad Company (51.47 miles) and Ann Arbour Railroad Company (.17 miles)

ACCOUNTING:

From 1890 to 1900 the net income or loss was included in accounts of The Chicago and Grand Trunk Railway Company, the net income or loss of which was in turn included in The Grand Trunk Railway Company of Canada accounts.

From 1901 to 1918 the primary operating, income, and other accounts were included in The Grand Trunk Railway Company of Canada accounts. From 1918 to 1922 inclusive the net income or loss was included in The Grand Trunk Railway Company of Canada accounts as "Separately operated properties". Commencing January 1, 1923 the railway was, for accounting purposes, included in "Canadian National Railways", and the primary operating, income, and other accounts were so included.

THE COBOURG, BLAIRTON AND MARMORA RAILWAY AND MINING COMPANY
AND THE PETERBOROUGH AND CHEMONG LAKE RAILWAY COMPANY

(included in "Canadian National Railway Company" from January 31, 1923)

INCORPORATED:

June 23, 1887 - Dominion Act 50-51 Vic. Cap. 87. (C.B. & M. Rly)
Mar. 23, 1888 - Dominion Act 51 Vic. Cap. 74, (Peterborough & Chemong
Lake Rly.)

HISTORY:

The Cobourg Railroad Company was incorporated on March 6, 1834, under Act 4, Wm. IV. Cap. 38, Province of Upper Canada to build a railway from Cobourg to Rice Lake, this Charter lapsed by non user. The Charter was revived on June 9, 1846 under Act 9, Vic. Cap. 80, Province of Canada with more modest pretensions under the name of "Cobourg and Rice Lake Plank Road and Ferry Company", the object being to substitute a plank road for a railway and use a ferry across Rice Lake. This road was completed in due course and operated for a year or so after which the pressure of frost and other hazards rendered the road unpassable.

The Cobourg and Peterborough Rly. Co. was incorporated on November 10, 1852 under Act 16 Vic. Cap. 40, Province of Canada to build a railway from Cobourg to Peterborough. The road was completed and opened for traffic as follows:

Cobourg	to Rice Lake	15.00 miles	May 19, 1854
Rice Lake	to Hiawatha	3.00 "	Nov. 15, 1854
Hiawatha	to Chemong Jct.	11.25 "	Dec. 29, 1851
	Total	29.25 miles	

"Cobourg, Peterborough and Marmora Rly. and Mining Company"

Under Province of Canada Cap. 40, November 10, 1852, "The Cobourg and Peterborough Railway Company" was incorporated to build a railway from Cobourg to Peterborough.

The opening of the competitive line from Millbrook to Peterborough on August 18, 1858 reduced traffic to such an extent that traffic on the line from Rice Lake was suspended, but the considerable lumber over the southern portion from Cobourg to Harwood kept this operation of line open till 1865.

Under Province of Canada Act 20, Vic. Cap. 179, June 10, 1857 the name was changed to "Marmora Iron Company"

Under Province of Canada Act 18, Vic. Cap. 194, May 30, 1855, the first Company named "The Peterborough and Chemong Lake Railway Company" was incorporated to build a railway from Peterborough to Chemong Lake. The Act of Incorporation expired without completion of the undertaking and Province of Canada, Cap. 98, August 15, 1866, authorized the sale of properties, franchises, etc. at Public Auction.

Under Province of Canada Act 29-30 Vic. Cap. 103, August 15, 1866, "Cobourg, Peterborough & Marmora Railway & Mining Company" was authorized to be formed to become effective upon Amalgamation of The Cobourg & Peterborough Railway Company and Marmora Iron Company under the name of the new Company following filing of Deed and Publication of Notice in Canada Gazette.

Amalgamation was apparently effected in 1866 pursuant to Agreement, and Deed of Condition dated December 28, 1866, legalized by Ontario Act 33, Vic. Cap. 38, December 24, 1869.

HISTORY:
(cont'd.)

Apparently between the years 1866 and 1888, on the strength of the provisions of Province of Canada Act 29-30 Vic. Cap. 98, August 15, 1866 mentioned above, the properties, franchises, etc. of the first company named "The Peterborough and Chemong Lake Railway Company" were acquired by Cobourg, Peterborough and Marmora Railway and Mining Company.

Under Ontario Act 40, Vic. Cap. 81, March 2, 1877, following foreclosure obtained in the Court of Chancery for Ontario under rights of holders of preferential debentures the formation of a new Company under the name "Cobourg, Peterborough and Marmora Railway and Mining Company," (which was the same name as authorized under Section 8, Ontario Act 38 Vic. Cap. 47, December 21, 1874) was confirmed and established, which, with the consent of the holders of Debentures already issued, was empowered to increase the amount of Debentures, one hundred thousand dollars of the additional Debentures to be applied to the completion of the railway from Harwood to Peterborough.

Under decree of Ontario High Court of Justice dated June 1, 1886, all the property, franchises, etc., of the Company were sold. Thomas P. Pearce and Joseph Henderson became the owners but Thomas P. Pearce later became the sole owner and one of the petitioners for incorporation of The Cobourg, Blairton and Marmora Railway and Mining Company mentioned below.

The Cobourg, Blairton and Marmora Railway and Mining Company

Under Dominion Act 50, Vic. Cap. 87, June 23, 1887, "The Cobourg, Blairton and Marmora Railway and Mining Company" was incorporated to take over the whole or any part of the property, franchises, etc., formerly owned by The Cobourg, Peterborough and Marmora Railway and Mining Company.

The Cobourg, Blairton and Marmora Railway and Mining Company constructed a line from Cobourg, Ont. to Harwood, Ont. (14.50 miles) on a former portion of the right-of-way of The Cobourg, Peterborough and Marmora Railway and Mining Company in 1889, which for many years has been used as storage track.

Subsidies were paid by the Province of Ontario (\$18,740) and by Municipalities (\$113,500) in the amount of \$132,240.

The Peterborough and Chemong Lake Railway Company

Under Ontario Act 51 Vic. Cap. 74, March 23, 1888, the second company named "The Peterborough and Chemong Lake Railway Company" was incorporated to take over the road between Peterborough and Chemong Lake (8.25 miles) which had been completed and formed a part of the line of The Cobourg, Peterborough and Marmora Railway and Mining Company. This portion of the railway had been acquired by Joseph Hickson. The branch was opened for traffic on June 15, 1889.

THE COBOURG, BLAIRTON AND MARMORA RAILWAY AND MINING COMPANY
AND THE PETERBOROUGH AND CHEMONG LAKE RAILWAY COMPANY

HISTORY:
(Cont'd.)

"The Peterborough and Chemong Lake Railway Company"

The roadbed from Chemong Junction to Chemong was abandoned and rail removed in November 1899, for a distance of 5.31 miles, and the balance (3 miles) was taken up in December 1902.

The line from Peterborough to Chemong Lake (8.25 miles) was rehabilitated and opened for traffic.

AMALGAMATION:

Under Agreement dated October 1, 1892, ratified and confirmed by Dominion Act 56 Vic. Cap. 47, April 1, 1893, The Cobourg, Blairton and Marmora Railway and Mining Company, and The Peterborough and Chemong Lake Railway Company and thirteen other companies were amalgamated into one company effective April 1, 1893, under the name "The Grand Trunk Railway Company of Canada".

LOCATION:

Belleville Division:
Peterborough - Chemong Lake (8.25 miles) abandoned

CAPITAL STOCK:

Prior to Amalgamation on April 1, 1893.

The Cobourg, Blairton and Marmora Railway and Mining Company		
Authorized:	10,000 shares - \$100 each	\$1,000,000
Issued:	10,000 shares -	1,000,000
The Peterborough and Chemong Lake Railway Company (2)		
Authorized:	1,500 shares - \$100 each	\$ 150,000
Issued:	1,500 shares -	150,000

The entire Capital Stock of both companies was owned by The Grand Trunk Railway Company of Canada.

Upon Amalgamation on April 1, 1893, the share capital, other than Grand Trunk Railway was converted into an equal amount of Ordinary stock of The Grand Trunk Railway Company of Canada in accordance with the terms of Amalgamation Agreement.

LONG-TERM DEBT:

Prior to Amalgamation on April 1, 1893 - Nil.

CONSOLIDATED LAND CORPORATION
(wholly owned subsidiary of Grand Trunk Western Railroad Company)

Incorporated: February 13, 1930 - State of Indiana.

Head Office: 811 JMS Building, South Bend, Indiana.

History: On February 13, 1930, Consolidated Land Corporation was incorporated in the State of Indiana (Articles of Association were filed with Secretary of State on that date) with authority to purchase or otherwise acquire, own, develop, sell, mortgage, pledge or otherwise dispose of real estate, real and personal property and all interests and rights thereon without limit as to amount; to hold, purchase or otherwise acquire, and to sell, assign, transfer, mortgage, pledge or otherwise dispose of shares of capital stock or securities created by any other corporation or corporations, and while the holder thereof to exercise all privileges of ownership; to borrow money from any person, firm or corporation; to make and issue notes, bills, bonds, debentures and other evidence of indebtedness of all kinds and to secure the same by pledge, mortgage or otherwise without limit as to amount and to provide for payment of the same by deposited cash, sinking fund or otherwise; and to carry out and fulfil contracts of every sort and kind.

Investment in miscellaneous physical property:	As at December 31, 1960:	\$ 68,257.11
--	--------------------------	--------------

Advances to GTWRR Co.:	As at December 31, 1960:	\$233,081.49
------------------------	--------------------------	--------------

Capital Stock: Authorized: 2000 shares NPV common stock.

Issued:	2000 shares NPV common stock	\$ 64,000 (book value)
---------	------------------------------	------------------------

1000 shares were issued to Grand Trunk Western Railroad Company for \$1000 cash. 1000 shares were issued to Grand Trunk Western Railroad Company at stated value of \$63 per share for acquisition of land in the State of Indiana.

Certificates 1 and 2 covering 1000 shares each, in the name of Grand Trunk Western Railroad Company, are held in Royal Trust Company's vaults in Montreal - unpledged.

Funded debt:	As at December 31, 1960:	\$550,000
--------------	--------------------------	-----------

Balance of \$565,000 issue of 50 year 6% Gold Debentures, Series "A" dated February 15, 1930, due February 15, 1980 after retirement of \$15,000 on August 1, 1931. These bonds were issued at par, together with 1000 shares of NPV common stock at \$63 per share, in consideration for certain miscellaneous Physical Property of Grand Trunk Western Railroad Company in the State of Indiana at 75% of appraised value,

CONSOLIDATED LAND CORPORATION

FUNDED DEBT: (Cont'd.) Temporary Certificate 1 in the amount of \$550,000 in the name of Grand Trunk Western Railroad Company is held in Royal Trust Company's vaults, Montreal - unpledged.

Dissolution: The Secretary of State of the State of Indiana advised that Articles of Dissolution have been approved and filed and that the Consolidated Land Corporation ceased to exist as of December 9, 1960.

CONTINENTAL REALTY AND HOLDING COMPANY

(formerly wholly owned subsidiary of The Canadian Northern Railway Company) dissolved March 21, 1949.

INCORPORATED: May 23, 1922 - Under the Laws of the State of Maine, U.S.A.

HISTORY: The Duluth, Winnipeg and Pacific Railroad Company had acquired certain properties in Minnesota, some of which were used for right-of-way and terminal purposes or reserved for such purposes, while others were found to be not required for such purposes. The Duluth, Winnipeg and Pacific Railroad Company also owned properties in St. Paul and elsewhere acquired for other railway purposes. To avoid inclusion of the properties not required for right-of-way or terminal purposes under the railway mortgage it was intended to transfer such properties to Duluth and Virginia Realty Company. As the Capital Stock, or a certain percentage thereof, of the last named Company was held by foreigners (to the United States) it could not legally hold real estate in Minnesota. Application was made for incorporation in the State of Maine of a Holding Company, the Capital Stock of which would be vested in Canadian Northern Realities, Limited, on the understanding that the holding by a Canadian corporation of the Capital Stock of the Holding Company would not invalidate the right of Duluth and Virginia Realty Company to hold real estate in Minnesota.

Under the Laws of the State of Maine, U.S.A. "Continental Realty and Holding Company" was incorporated on May 23, 1922, and was empowered to acquire and hold real estate in a foreign country. The Company was also formed for the purpose of holding the stock of Duluth and Virginia Realty Company.

By authority of Directors Resolution on June 28, 1922, 900 fully paid shares of \$100 each of the Capital Stock of this Company was sold to Canadian Northern Realities, Limited for the sum of \$100,000 cash.

By authority of Directors Resolution on June 28, 1922, 450 fully paid shares of \$100 each of the Capital Stock of Duluth and Virginia Realty Company was purchased from that Company for the sum of \$100,000 cash.

DISSOLUTION: On March 21, 1949, after liquidation of all its obligations and disposal of all its assets, Continental Realty and Holding Company was dissolved and its corporate existence was terminated by decree of Superior Court of Kennebec County, Maine, under date of March 21, 1949. The Certificate of Dissolution was filed with the Secretary of State of Maine on April 18, 1949.

The Certificates representing 900 shares of \$100 each of Capital Stock issued and outstanding were cancelled. The Charter, Seal, original Minute Books and other corporate documents pertaining to the corporate existence of Continental Realty and Holding Company are in the custody of the Secretary, Canadian National Railway Company, Montreal.

CAPITAL STOCK:	Authorized:	1,000 shares of \$100 each	\$100,000
	Issued:	900 shares of \$100 each	90,000 unpledged

All owned by The Canadian Northern Railway Company at a cost of \$100,000.

Share Certificates were cancelled when Company was dissolved on March 21, 1949.

DALHOUSIE NAVIGATION COMPANY, LIMITED

INCORPORATED: May 5, 1911 - Dominion Letters Patent.

HISTORY: The Dalhousie Navigation Company, Limited was incorporated under Dominion Letters Patent issued May 4, 1911 for the purpose of providing a water connection during the navigation period between Port Dalhousie and Toronto. "The S.S. Dalhousie City" was acquired and leased to the Niagara, St. Catharines and Toronto Navigation Company Ltd. for operation.

At the first Meeting of the Board of Directors, held on May 10, 1911, the whole of the Capital Stock, \$50,000.00 was issued to Mackenzie, Mann and Company, Ltd. as part consideration for the purchase of the "S.S. Dalhousie City". This was confirmed by a resolution of the shareholders on August 14, 1915 and the stock was transferred to Mackenzie, Mann and Company, Ltd. as of August 16, 1915.

The Capital Stock was purchased by the Canadian Northern Railway Co. from Mackenzie, Mann and Company, Ltd. under authority of a resolution of the Board of Directors held April 22, 1920, together with the "S.S. Dalhousie City" for \$150,810.93. A mortgage of \$75,000 was assumed and the balance, \$75,810.93 was paid in cash.

The stock was transferred to the Canadian Northern Realities Ltd. on December 30, 1921 and it is now held by the Royal Trust Co. in the name of the Canadian National Realities Ltd.

DALHOUSIE NAVIGATION COMPANY, LIMITED

CAPITAL STOCK: Authorized: 500 shares of \$100 par value each \$50,000
Issued: 500 shares of \$100 par value each \$50,000
All owned by The Canadian Northern Railway Company and carried at value of \$1. - Unpledged. Certificates in name of Canadian National Realties, Limited, in trust for The Canadian Northern Railway Company, are held by Canadian National Railway Company in Royal Trust Company's vaults.

FUNDED DEBT: No securities in the name of this Company outstanding.

CHARTER: Inasmuch as the Company now owns no property and has no funded debt, and The Niagara, St. Catharines and Toronto Railway Company also has the power to navigate vessels on Lake Ontario there is no reason why the Charter should not be surrendered.

DISSOLUTION: Certificate of Surrender of Charter was issued by the Secretary of State of Canada on September 11, 1957.
Acceptance of application to surrender of Charter was issued by the Secretary of State of Canada, September 11, 1957.

(included in Grand Trunk Western Railroad Company from November 1, 1928)

ORGANIZED: March 23, 1912 - State of Michigan

HISTORY: Under Act 198 Session Laws of the State of Michigan, 1873, and Acts amendatory thereof, on March 23, 1912, "The Detroit and Huron Railway Company" was organized for the purpose of construction and operating a standard gauge railroad from Cass City to Bad Axe, Michigan. Articles of Association dated February 29, 1912 were filed with Secretary of State on March 23, 1912. The line was opened for operation on September 28, 1913.

By authority of Interstate Commerce Commission Order of November 8, 1929 (Finance Docket 7320), The Detroit and Huron Railway Company and nine other railway companies formerly owned and/or operated by the Grand Trunk Western System or by the Canadian National Railway Company, in the States of Michigan, Indiana, Illinois and Wisconsin were consolidated (effective November 1, 1928) under the name "Grand Trunk Western Railroad Company". For all accounting purposes consolidation was effective from January 1, 1929.

LOCATION: Detroit Division - Cass City Subdivision:
Cass City to Bad Axe, Michigan 18.58 miles
(line abandoned in 1951)

CAPITAL As at November 1, 1928
STOCK: 1480 shares of \$100 each issued and outstanding \$148,000
All owned by Grand Trunk Western Railway Company.

FUNDED As at November 1, 1928 - Nil.
DEBT:

ACCOUNTING: Prior to 1923 the net income or loss was included in Grand Trunk Western Railway Company accounts as "Separately operated properties", (the deficit of £13,566 for the years 1910 to 1916 was included in accounts for the year 1916), and the net income or loss of Grand Trunk Western Railway Company of Canada accounts as "Separately operated properties". Commencing January 1, 1923, both railways were for accounting purposes included in "Canadian National Railways", and the primary operating, income, and other accounts were so included.

ABANDONMENT: On May 1, 1951 operation was discontinued on the line from Cass City to Bad Axe a distance of 18.50 miles and the line was dismantled except for 0.23 miles at Cass City retained as a siding.

THE DETROIT AND TOLEDO SHORE LINE RAILROAD COMPANY

(50% Capital Stock owned by Grand Trunk Western Railroad Company)

INCORPORATED: March 29, 1898 - Under the General Laws of the State of Michigan.

HEAD OFFICE: Detroit, Michigan.

HISTORY: On January 24, 1898, "The Toledo and Ottawa Beach Railway Company" was incorporated under the general laws of the State of Ohio with the intention of building an electric line from Toledo to the Ohio-Michigan State Line.

On March 29, 1898 "The Pleasant Bay Railway Company" was organized under the general laws of the State of Michigan with the intention of building an electric line from the Ohio-Michigan State Line to Detroit.

On March 16, 1899, The Pleasant Bay Railway Company Stockholders' Meeting authorized the purchase of all property of The Toledo and Ottawa Beach Railway Company for the consideration of 944 shares of stock of The Pleasant Bay Railway Company and assumption by the latter of \$53,000 debt of the Toledo and Ottawa Beach Railway Company.

On April 14, 1899, Amended Articles of Association were filed with Secretary of State for Michigan, changing the name of The Pleasant Bay Railway Company to "The Detroit and Toledo Shore Line Railroad Company", with authority to acquire the property of The Toledo and Ottawa Beach Railway Company.

From January 8, 1902 to July 6, 1903 The Detroit and Toledo Shore Line Railway Company was in receivership, during which period it developed that the only hope of discharging obligations incurred during construction was to interest a steam railroad in the project. This was accomplished and on December 5, 1902 under agreement between W.B. Strang and Guy M. Walker (contractors), W.B. Strang (of the second part) The Detroit and Toledo Shore Line Railroad Company, Grand Trunk Western Railway Company, and the Toledo, St. Louis and Western Railroad Company (the guarantors) and The Mercantile Trust Company of New York (trustee) the entire Capital Stock, Bonds, Receiver's Certificates, indebtedness and other property specified in the agreement, of The Detroit and Toledo Shore Line Railroad Company was sold jointly to Grand Trunk Western Railway Company and the Toledo, St. Louis and Western Railroad Company, (now New York, Chicago & St. Louis Railroad Company) in consideration of payment on a 50 - 50 basis of \$100,000 for 14,280 shares of Capital Stock of par value of \$100 each, and the purchasers jointly and severally guaranteeing the principal and interest upon a new issue of bonds, discharging all The Detroit and Toledo Shore Line Railroad Company's obligations.

The railway was then converted to steam operation. It provides freight service only connecting with practically all railroads entering or serving Toledo. It is a traffic feeder to Grand Trunk Western Railroad Company at Detroit bringing to it certain traffic originating at Toledo or delivered to it from connections at Toledo.

PROPERTY INVESTMENT:	As at December 31, 1960:		
	Miscellaneous Physical Property	\$ 328,770	
	Road	8,563,591	
	Equipment	7,148,028	
	General Expenditures	<u>121,764</u>	\$16,162,153
	Leased Property (Improvements)		36,864
	Donations and Grants		<u>(102,006)</u>
			\$16,097,011

ACCRUED DEPRECIATION:	As at December 31, 1960:	
	Road	\$ 685,849
	Equipment	<u>2,646,559</u>
		\$ 3,332,408

LOCATION:	West Detroit, Michigan to Toledo, Ohio.	
	<u>Owned Lines</u>	<u>Main Line</u>
	River Rouge, Mich. to Toledo, Ohio	46.98
	<u>Trackage rights</u>	
	Wabash Railroad:	
	West Detroit to River Rouge, Mich.	<u>3.26</u>
	Total operated mileage	50.24

CAPITAL STOCK: Authorized: 30,000 shares of \$100 each \$3,000,000
 Issued: 30,000 shares of \$100 each 3,000,000
 15,000 shares each are owned by Grand Trunk Western Railroad Company and New York, Chicago and St. Louis Railroad Company. Certificates #72 for 7137 shares and #76 for 7860 shares respectively, in the name of Grand Trunk Western Railroad Company and 3 Certificates for 3 shares in the name of directors (endorsed in blank) are held in Royal Trust Company's vaults in Montreal - Unpledged.

In 1928 the book value of 14,280 shares of Capital Stock of The Detroit and Toledo Shore Line Railroad Company issued, of which Grand Trunk Western Railroad Company owned 50%, was increased to \$4,284,000, three times par value, as authorized by Interstate Commerce Commission.

On May 16, 1932, a stock dividend of 15,720 shares (\$1,572,000) was declared. This brought the total issue of Capital Stock up to 30,000 shares (\$3,000,000) of which Grand Trunk Western Railroad Company and New York, Chicago and St. Louis Railroad Company owned 50% each.

FUNDED DEBT:	Outstanding as at December 31, 1960:	
	First Mortgage 3½%, 30 year Series "A" Bonds dated December 1, 1952 Maturing December 1, 1982	\$2,713,000
	Principal, interest and sinking fund payments of \$30,000 per year are jointly and severally guaranteed by the two proprietary companies.	
	Equipment obligations maturing January 1, 1956 to December 1, 1964	\$ 538,386

EARNED SURPLUS UNAPPROPRIATED:	As at December 31, 1960:	\$7,237,060
--------------------------------	--------------------------	-------------

DIRECTORS

M. B. Phipps
 M. A. O'Brien
 H. A. Sanders
 T. O. Broker
 F. B. Henderson
 J. J. Fitzpatrick

Grand Trunk Western
 Railroad Co.
 N.Y. , C. & St. L. Rld. Co.

OFFICERS

M. B. Phipps	President (1961)
H. A. Sanders	Vice-President (1961)
F. B. Henderson	Secretary
C. A. Dobbins	Treasurer
E. L. Ray	General Manager
R. F. Stieglmeyer	Auditor

Meetings: Annual Meeting First Monday in May at Detroit.

DETROIT BELT RAILROAD COMPANY

INCORPORATED: November 2, 1892 - Under the laws of the State of Michigan

HISTORY: On June 30, 1892, Agreement was entered into between The Grand Trunk Railway Company of Canada, Wabash Railroad Company and Detroit, Grand Haven and Milwaukee Railway Company for the purpose of uniting into a Belt system the following mileage from Delray, Michigan to Brush Street Yard, Detroit:

The Grand Trunk Railway Company of Canada	3.80 miles
Detroit, Grand Haven and Milwaukee Railway Company	2.77 miles
Wabash Railroad Company	<u>3.40 miles</u>
	9.97 miles

and among other things providing that the Common Stock was to be divided between the three parties in proportion to the mileages indicated.

On November 1, 1892, "Detroit Belt Railroad Company" was organized, and Articles of Association were filed on November 2, 1892. Amended Articles of Association were filed on November 16, 1897.

According to stock subscriptions 260 shares of \$100 each - \$26,000 - were issued. 146 shares were considered as owned by The Grand Trunk Railway Company of Canada and Detroit, Grand Haven and Milwaukee, and the remaining 114 shares as owned by Wabash Railroad Company.

The owning companies contributed the following amounts towards expenditures of Detroit Belt Railroad Company.

HISTORY:
(Cont'd.)

	Total	D.G.H.		
		G.T.R.	& M. Rly.	Wabash RR.
1892				
Nov. 2, Franchise fee,	\$1,000.	\$376.30	\$278.90	\$344.80
" " 5% on \$12,000 stock paid in	600.	225.78	167.34	206.88
1897				
Nov. 8, 5% on \$14,000 additional stock paid in,	700.	350.00	.....	350.00
1898				
Jan. 6, For land bought from Emmons Estate	4,360.	2,180.00	.....	2,180.00
" 10, To pay Atty. Gott and Engineer Howard,	250.	250.00	.....	.....
	<u>\$6,910.</u>	<u>\$3,382.08</u>	<u>\$446.24</u>	<u>\$3,081.68</u>

On this basis the owning Companies would be entitled to Capital Stock as follows:-

The Grand Trunk Railway Company of Canada	127.25 Shares = 48.95%
Detroit, Grand Haven & Milwaukee Rly. Co.	16.79 " = 6.45%
Wabash Railroad Company	<u>115.96</u> " = <u>44.60%</u>
	260.00 Shares = 100.00%

Under Agreement dated February 4, 1898, Detroit Belt Railroad Company sold an undivided half-interest in 2.18 acres of right-of-way at Ecorse Creek to Detroit and Lima Northern Railway Company (now Detroit, Toledo and Ironton Railroad Company). In 1916, when the Grand Trunk System Statistics relating to History, Organization, Capital Stock, Funded Debt, Mileage, etc. was compiled, it was stated on page 154 that Detroit Belt Railroad Company owned the remaining undivided half-interest in the 2.18 acres referred to.

On December 3, 1915, distribution was made of Cash Balance of \$637.73 at credit of Detroit Belt Railroad Company with the First and Old Detroit National Bank, Detroit Michigan, the owning companies receiving refunds as follows:

The Grand Trunk Railway Company of Canada	\$312.10
Detroit, Grand Haven & Milwaukee Railway Company	41.20
Wabash Railroad Company	<u>284.43</u>
	\$637.73

Apart from the above the arrangements outlined in the Agreement of June 30, 1892 were never carried out, and the organization is not in operation.

(Included in Grand Trunk Western Railroad Company from November 1, 1928)

ORGANIZED: November 8, 1878 - State of Michigan.

HISTORY: Under the Territorial Legislature of Michigan, March 7, 1834, the Detroit and Pontiac Railroad Company was chartered to build a road from the City of Detroit to the village of Pontiac.

The line was completed and opened for traffic as follows:

Detroit	to	Royal Oak	13.00 miles	Autumn	1838
Royal Oak	to	Birmingham	5.40 "	Spring	1841
Birmingham	to	Pontiac	<u>8.00</u> "	September	1844
Total			26.40 miles		

The Detroit and Pontiac Line was operated by the owners from the date of opening to April 19, 1855, the date of consolidation with the Oakland and Ottawa Railroad Co., as the Detroit and Milwaukee Railway Company.

On April 3, 1848, the Oakland and Ottawa Railroad Company was chartered to build a road from the village of Pontiac to Lake Michigan.

The Detroit and Milwaukee Railway Company was incorporated on April 21, 1855 under authority of an Act of the Michigan Legislature approved on February 13, 1855, Act No. 140, 1855, and by Consolidation Agreement dated April 21, 1855 between the Detroit and Pontiac Railroad Company and the Oakland and Ottawa Railroad Company.

The line was constructed and opened for traffic as follows:

Pontiac	to	Fentonville	24.40 miles	October 2	1855
Fentonville	to	Owosso Jct.	27.78 "	July 1	1856
Owosso Jct.	to	St. Johns	19.52 "	Jan. 16	1857
St. Johns	to	Iona	26.12 "	Sept. 2	1857
Iona	to	Grand Rapids	53.36 "	July 12	1858
Grand Rapids	to	Springlake	28.83 "	Sept. 1	1858
Springlake	to	Grand Haven	1.96 "	Nov. 22	1858
		West side of river			
Ferrysburg	to	Grand Haven		Jan. 1	1870
		East side of river	1.36 miles		

The railway was operated by its own organization from April 19, 1858 to October 4, 1860 the date of foreclosure sale to Thomas Reynolds and William Grey and deed for sale was made by the special Master in Chancery on October 4, 1860. The Purchasers operated the road until October 17, 1860 and then transferred it back to the Detroit and Milwaukee Ry. Co. who operated it until October 24, 1860.

By Declaration filed in the office of the Secretary of State of Michigan on October 15, 1860 by Thomas Reynolds and William Grey the name of the Detroit and Milwaukee Railway Company was changed to the Detroit and Milwaukee Railroad Co. who operated the railroad from October 24, 1860 until foreclosure sale to Samuel Barker et al on September 4, 1878, who reorganized the Company under the name of Detroit, Grand Haven Railway Company on November 9, 1878. The Great Western Railway Company controlled and operated the railway from November 9, 1878 until August 12, 1882 when the Great Western Railway Company amalgamated with the Grand Trunk Railway Company of Canada who assumed control and operation of the railway.

DETROIT, GRAND HAVEN AND MILWAUKEE RAILWAY COMPANY

INVESTMENT IN	Grand Trunk-Milwaukee Car Ferry Company Capital Stock	
AFFILIATED	2,000 shares of \$100 each	\$200,000.00
COMPANIES:	Cash advances to December 31, 1927	44,578.93

The property was subsequently controlled and operated by The Great Western Railway Company until August 12, 1882, when The Great Western Railway Company was amalgamated with "The Grand Trunk Railway Company of Canada", the Capital Stock of the Detroit, Grand Haven and Milwaukee Railway Company being transferred to The Grand Trunk Railway Company of Canada as an asset of The Great Western Railway Company, thus conveying ownership and control to The Grand Trunk Railway Company of Canada.

By authority of Interstate Commerce Commission Order of November 8, 1929, (Finance Docket 7320) Detroit, Grand Haven and Milwaukee Railway Company and nine other railway companies formerly owned and/or operated by the Grand Trunk Western System or by the Canadian National Railway Company, in the States of Michigan, Indiana, Illinois and Wisconsin were consolidated (effective November 1, 1928) under the name "Grand Trunk Western Railroad Company". For all accounting purposes consolidation was effective from January 1, 1929.

LOCATION:	Detroit Division	
	Detroit to Grand Haven	190.77 miles

CAPITAL	Outstanding as at November 1, 1928:	
STOCK:	30,000 shares of \$50 each -- \$1,500,000. All owned by Canadian National Railway Company and exchanged for 60,000 shares of Grand Trunk Western Railroad Company Common Stock of non par value, to which a value of \$25 per share was assigned.	

FUNDED DEBT	Outstanding as at November 1, 1928:	
AND CAPITAL	Consolidated Mortgage Bonds	held by C.N.R. Co. \$3,200,000.00
ADVANCES:	Equipment Mortgage Bonds	do 2,000,000.00
	Mowat Mortgage	do 146,000.00
	South Lyon Land Mortgage	do 80,000.00
	Note of Indebtedness for Steamers	do 285,000.00
	Capital Advances by C.N.R. Co. to December 31, 1927	<u>6,777,778.06</u>
		\$12,488,778.06

FUNDED DEBT AND CAPITAL ADVANCES: (Cont'd.) All aforementioned securities were surrendered (and cancelled) and the Capital Advances were funded. In exchange Canadian National Railway Company received Grand Trunk Western Railroad Company securities comprised of 6% Cumulative Preferred Stock; 4½% First and General Mortgage Bonds Series "A" dated January 1, 1930 and maturing January 1, 1980; and 5% Gold Debentures Series "A" dated January 1, 1930 and maturing January 1, 1955; having a total par value of \$12,488,778.06.

Non negotiable debt to Canadian National Railway Company incurred in 1928 was liquidated by issuance to Canadian National Railway Company of Grand Trunk Western Railroad Company Common, and Preferred Stock.

ACCOUNTING: Prior to 1923 the net income or loss was included in The Grand Trunk Railway Company of Canada accounts as "Separately operated properties". Commencing January 1, 1923 the railway was for accounting purposes included in "Canadian National Railways", and the primary operating, income and other accounts were so included.

DETROIT TERMINAL RAILROAD COMPANY

(50% Capital Stock owned by Grand Trunk Western Railroad Company)

INCORPORATED: December 8, 1905 - Under the general laws of the State of Michigan.

HEAD OFFICE: Detroit, Michigan.

HISTORY: On December 8, 1905, "Detroit Terminal Railroad Company" was incorporated under the provisions of Cap. 164, of the Compiled Laws of 1897, as amended of the State of Michigan, for the purpose of constructing, operating, and maintaining a railroad furnishing freight terminal facilities to industries in Detroit, the route of road to extend from the Detroit River east of the city, around the City of Detroit to the Detroit River west of the city.

The Company serves as a switching railroad. Many industries are located along its lines, thus enabling Grand Trunk Western Railroad Company to secure its proportion of business from industrial concerns in the Detroit area, as well as a certain amount of business interchanged at Detroit.

PROPERTY INVESTMENT: As at December 31, 1960:

Road and Equipment Property	\$5,743,532
Miscellaneous Physical property	167,021
Donations and grants	(174,832)
	\$5,735,721

ACCRUED As at December 31, 1960:
 DEPRECIATION: Road and Equipment \$ 1,070,949

LOCATION: Detroit Terminals:

<u>Owned Lines:</u>	<u>Miles</u>
First main line	17.99
Second main line	13.78
Sidings and Yard Tracks	<u>66.61</u>
Total owned and operated	98.38

Operated but not owned:

Sidings and Yard tracks, Trucking	<u>55.80</u>
Total mileage operated	154.18

CAPITAL STOCK: Authorized: 20,000 shares of \$100 each \$ 2,000,000
 Issued: 20,000 shares of \$100 each \$ 2,000,000

10,000 shares are owned by Grand Trunk Western Railroad Company and the remainder is owned in equal shares by New York Central Railroad Company and Michigan Central Railroad Company.

Certified #86 for 9970 shares in the name of Grand Trunk Western Railroad Company and 30 Certificates in the names of directors (endorsed in blank) are held in Royal Trust Company's vaults in Montreal - unpledged.

FUNDED DEBT: Nil.

EARNED SURPLUS As at December 31, 1960: \$ 3,712,877
 UNAPPROPRIATED:

DIRECTORS

W. A. Eddy
 R. G. Flannery
 J. D. Gunther
 F. B. Henderson
 E. C. Johnson
 M. A. O'Brien
 H. A. Sanders
 G. H. Wyatt

OFFICERS

R. G. Flannery	President
H. A. Sanders	Vice-President
L. G. Kimbrough	Secretary
C. A. Dobbins	Treasurer
N. S. Babcock	Auditor and Assistant Secretary
J. B. Leamy	General Manager

THE DIGBY AND ANNAPOLIS RAILWAY

The Missing Link

Under Act 50-51 Vic. Cap. 25, Dominion of Canada, assented to June 23, 1887, the Agreement dated January 31, 1887, between Her Majesty the Queen, represented by the Minister of Railways and Canals, and the Western Counties Ry. Co. was confirmed.

Aid to extent of \$500,000 granted to effect terms of agreement.

Bond issues may be increased to \$4,200,000 by Minister of Railways and Canals.

Agreement of January 31, 1887, Schedule.

The Company shall withdraw the petition of right now pending in the Exchequer Court of Canada, and hereby releases the Government from all claims and demands of the Company in said petition of right in the Windsor Branch Railway.

Bonds to the extent of \$3,200,000 bearing interest at 4% may be issued, or if interest is at $3\frac{1}{2}\%$, not exceeding \$3,650,000.

The Company will commence construction of the line from Digby to Annapolis by May 1, 1887, and complete it by July 1, 1888.

The Company shall settle all existing liens.

The Government will pay \$500,000 to the Company.

Interest on Bonds shall not exceed 4%.

If Company fails to carry out terms the Government may complete railway and defray cost thereof from funds of the Company on its hands.

Government shall be entitled to purchase the railway at cost less \$500,000.

Under Act 52, Vic. Cap. 8, Dominion of Canada, assented to April 16, 1889. Whereas the Western Counties Ry. Co. has failed to complete the railway from Digby to Annapolis as provided for in above Agreement, the Minister of Railways and Canals is hereby authorized to complete the railway out of the appropriation of \$500,000 provided therefor.

This portion of the Western Counties Ry. Co. was built by the Dominion Government at a cost of \$618,655.25 as of June 30, 1894, and handed over to the Company for operation July 27, 1891.

Under Order-in-Council passed January 17, 1894, the Government was authorized to transfer this railway to the Western Counties Ry. Co. who by Deed dated January 17, 1894, released the Government from all claims, and this section of railway was by Deed dated February 1, 1894, conveyed to the Company.

The railway extends from Digby to Annapolis a distance of 20.4 miles and became part of the Dominion Atlantic Railway Company under agreement of October 12, 1893.

(Property included in "The Intercolonial Railway" from November 7, 1899).

INCORPORATED: June 21, 1886 - Quebec Act 49-50, Vic., Cap. 81.

DECLARATORY: Declared to be works for the general advantage of Canada - Dominion Act 56, Vic., Cap. 46, April 1, 1893.

HISTORY: Under Quebec Act 49-50, Vic., Cap. 81, June 21, 1886, "The Drummond County Railway Company" was incorporated to construct and operate a railway from Drummondville to a point on the Grand Trunk Railway between Kingsey and Victoriaville, etc., etc.

Under Dominion Act 56, Vic., Cap. 46, April 1, 1893, the Company was declared to have all the franchises, rights, powers and privileges conferred upon it by the Quebec Legislature as though originally conferred by the Parliament of Canada, and was authorized to build a branch line from St. Leonard in Nicolet County to a point on the Intercolonial Railway in Levis County.

The railway was completed and opened for traffic as follows:

Ste Rosalie Jct.	to Nicolet Wharf	61.99 miles		December 1, 1890
St. Leonard	" Lemieux	20.00 "	about	July 1, 1893
Lemieux	" Manseau	7.22 "		July 1, 1894
Manseau	" Chaudiere	<u>43.52</u> "		March 1, 1898
Total		132.73 miles		

Dominion Order in Council P.C. 466, dated February 25, 1898, authorized the Dominion Government to lease the railway from March 1, 1898, in connection with an extension of The Intercolonial Railway to Montreal, with the option of purchase. Through service on The Intercolonial Railway from Halifax to Montreal was commenced on March 1, 1898.

Dominion Order in Council P.C. 2000, August 18, 1898 authorized extension of the lease.

Dominion Order in Council P.C. 2336, November 4, 1899, approved the terms of purchase, and Deed of November 7, 1899 transferred ownership of the property to the Dominion Government.

DONATIONS AND GRANTS:

Subsidies were (Statistics of Steam Railway of Canada - 1938, P. 62):

Dominion	\$423,936	
Province of Quebec	<u>347,695</u>	\$771,631

LOCATION:

Levis Division:

West side of Chaudiere River - Ste. Rosalie 115.96 miles

Abandonments:

Nicolet	to Nicolet Wharf	2.19 miles	1926
St. Leonard Jct.	" Nicolet	<u>14.58</u> "	1955
		16.77 miles	

DULUTH AND VIRGINIA REALTY COMPANY

(formerly wholly owned subsidiary of "Continental Realty and Holding Company") dissolved December 9, 1946

INCORPORATED: July 31, 1912 - for 30 years from August 10, 1912 under Constitution and Laws of the State of Minnesota, particularly under provisions of Cap. 58, 1905.

January 29, 1942 - Certificate of Amended Articles of Incorporation filed in the office of the Secretary of State of Minnesota, made the time of corporate existence perpetual.

HISTORY: By Certificate of Incorporation dated July 31, 1912, "Duluth and Virginia Realty Company" was incorporated under the Laws of the State of Minnesota, for a period of duration of 30 years commencing August 10, 1912, and empowered to carry on the business of buying, selling, renting and improving lands and tenements. Certificate was filed in the office of Secretary of State of Minnesota on August 2, 1912. The purpose of forming the Company was to acquire miscellaneous physical properties from the Duluth, Winnipeg and Pacific Railroad Company and rent or sell such lands. While the Company was incorporated in 1912 it was not organized until 1922.

By Authority of Directors Resolution on June 28, 1922, 450 fully paid shares of \$100 each of the Capital Stock of this Company was sold to Continental Realty and Holding Company for the sum of \$100,000 cash.

By Resolution of Shareholders and Directors amending Articles of Incorporation dated January 9, 1942, and Certificate filed in the office of Secretary of State of Minnesota on January 12, 1942, in the office of Registrar of Deeds of the State of Minnesota on January 17, 1942, and in the office of Secretary of State of the State of Washington on January 29, 1942, the time of the corporate existence was made perpetual.

Among the properties acquired and subsequently liquidated by the Company were:

	<u>Book Cost</u>
(a) St. Paul, Minnesota properties	\$1,056,955.94
(b) Various non-transportation properties	127,003.16
(c) Seattle Dock property	400,000.00

Properties (a) and (b) were acquired from Duluth, Winnipeg and Pacific Railroad Company in 1923. About 55.39 acres of (a) property (being sand and gravel lands used by the J.L. Shiely Company, Inc. on a lease and royalty basis from January 14, 1924) was sold to the Shiely Company, Inc. in 1938. Property (c) was acquired in 1926 from the Commercial Company for \$400,000 under Deed dated August 14, 1926, subject to the leasehold interest outstanding under the terms and conditions of Lease dated December 11, 1909 from the Commercial Company to the Grand Trunk Pacific Dock Company of Seattle, which lease expired on December 31, 1934, and was renewed on the same terms and conditions by Duluth and Virginia Realty Company for a further period of about 25 years to November 29, 1959. The Grand Trunk Pacific Dock Company of Seattle operated the property along with certain Harbour Area leased by it from the State of Washington. Property (c) was sold in 1944 to Puget Sound Navigation Company.

DISSOLUTION: On December 9, 1946, after liquidation of all its obligations and disposal of all its assets, Duluth and Virginia Realty Company was dissolved and its corporate existence was terminated. Certificate of Voluntary Dissolution was filed in the office of Secretary of State of Minnesota on December 9, 1946.

The Certificates representing 450 shares of \$100 par value each of Capital Stock issued and outstanding were cancelled. The Charter, Seal, original Minute Books and other corporate documents pertaining to the corporate existence of Duluth and Virginia Realty Company are in the custody of the Secretary, Canadian National Railway Company, Montreal.

CAPITAL STOCK:	Authorized:	500 shares - \$100 par value each - \$50,000
	Issued:	450 shares - \$100 par value each - 45,000 un-pledged.

All owned by Continental Realty and Holding Company. The Capital Stock of the latter Company was owned by The Canadian Northern Railway Company.

Share Certificates were cancelled when the corporate existence of the Company was terminated on December 9, 1946.

**FUNDED
DEBT:** Funded debt as of December 9, 1946 - Nil.

The Duluth and Virginia Realty Co.'s 6% Mortgage secured by Trust Deed dated August 30, 1946 and maturing on August 16, 1936, payable in Gold Coin of the United States formed a First Mortgage on the Seattle Docks Property. This Mortgage of \$400,000 was issued in favour of the Continental Holding and Realty Co., who assigned it to the Canadian National Railway Company as security for an advance of \$400,000. A Certificate of Voluntary Dissolution by the Trustee was filed by the office of the Secretary of State of Minnesota on December 9, 1946.

DULUTH, RAINY LAKE AND WINNIPEG RAILWAY COMPANY

(wholly owned subsidiary of Duluth, Winnipeg and Pacific Railway Company which operates the property)

INCORPORATED: July 31, 1901, effective August 15, 1901 State of Minnesota Articles of Association - for term of 100 years.
December 18, 1905 - State of Minnesota Certificate of Amendment, name changed (see History)

HEAD OFFICE: Duluth, Minnesota

DULUTH, RAINY LAKE AND WINNIPEG RAILWAY COMPANY

HISTORY:

Under Articles of Association dated July 31, 1901, effective August 15, 1901 "Duluth, Virginia and Rainy Lake Railway Company" was incorporated in the State of Minnesota for a term of 100 years, for the purpose of constructing and operating a railway from Virginia, Minnesota, to the northern boundary line of Minnesota.

By Certificate of Amendment dated December 18, 1905, the name was changed to "Duluth, Rainy Lake and Winnipeg Railway Company"

The line was completed and opened for traffic as follows:

International Boundary to Cook	67.00 miles	January 1, 1908
Cook to Rainy Jct.	25.88 "	June 14, 1908
Total	92.88 miles	

The railway was operated independently until the Duluth, Winnipeg and Pacific Railway Company acquired the Capital Stock in 1910, after which the operation of the line was included in the operations of Duluth, Winnipeg and Pacific Railway Company.

Under Agreement dated November 18, 1908, Mackenzie, Mann and Company, Limited acquired all the Capital Stock of the Duluth, Rainy Lake and Winnipeg Railway Company, and under Agreement dated March 26, 1909, Mackenzie, Mann and Company, Limited transferred it to the Duluth, Winnipeg and Pacific Railway Company and it was pledged as security for the Duluth, Winnipeg and Pacific Railway Company. First Mortgage Debenture Stock and Bonds secured by Trust Deed dated June 1, 1910.

PROPERTY INVESTMENT:

As at December 31, 1960:
Road \$3,732,899.99

DONATIONS AND GRANTS:

As at December 31, 1955 - \$ 99,254.03

INVESTMENT IN AFFILIATED COMPANIES:

As at December 31, 1960:
Advances to Duluth, Winnipeg and Pacific Railway Company \$366,354.04

LOCATION:

Duluth, Winnipeg and Pacific Division - Cusson Subdivision: Miles
International Boundary - D.W.&P.R.R. Jct. at Mi. 77.69
about 4 miles north of Virginia, Minn. 87.75

Operated as part of Duluth, Winnipeg and Pacific Railway

CAPITAL STOCK:

As at December 31, 1960:
Authorized: 30,000 shares - par \$100 each \$3,000,000
Issued: 20,000 shares - par \$100 each \$2,000,000
All owned by Duluth, Winnipeg and Pacific Railway Company.

Certificates representing 19,995 shares in the name of National Trust Company, Limited and 5 shares in the names of Directors are held by National Trust Company, Limited in respect of Duluth, Winnipeg and Pacific Railway Company 4% First Mortgage Debentures matured June 1, 1939 (Trust Deed June 1, 1910).

LONG-TERM
DEBT:

As at December 31, 1960 - \$2,000,000

5% First Mortgage Sinking Fund Gold Bonds issued under authority of Directors Meeting of December 15, 1905 and secured by Mortgage dated January 1, 1906 and extension Agreement dated December 21, 1916 - maturity extended to January 1, 1921, in the amount of \$2,000,000 and were cremated on October 15, 1943.

This Mortgage was discharged July 2, 1943.

DIRECTORS

Donald Gordon
A. H. Hart
S. F. Dingle
N. J. MacMillan
H. C. Grayston

OFFICERS

Donald Gordon	President
N. J. MacMillan	Executive Vice-President
H. B. Grayston	Vice-President
A. H. Hart	Vice-President
S. F. Dingle	Vice-President
H. C. Friel	Vice-President, Law
J. R. McMillan	Vice-President and Secretary
R. H. Tarr	General Manager
E. J. Cooke	General Manager
J. M. Young	Assistant Secretary
D. W. Gilmour	Assistant Secretary
C. A. Dobbins	Comptroller and Treasurer
L. J. Mills	Assistant Comptroller
E. J. Denyar	Assistant Treasurer

DULUTH, WINNIPEG AND PACIFIC RAILROAD COMPANY

(wholly owned subsidiary of "Duluth, Winnipeg and Pacific Railway Company")

INCORPORATED: March 20, 1909 - State of Minnesota Articles of Association

HEAD OFFICE: Duluth, Minnesota

HISTORY: Under Articles of Association dated March 20, 1909, Duluth, Winnipeg and Pacific Railroad Company was incorporated in the State of Minnesota for the purpose of owning certain lands, rights and public domain rights and private land which were later leased to Duluth, Winnipeg and Pacific Railway Company for common carrier purposes, and also to own approximately 26 acres of land in Minnesota held for other purposes than those of a common carrier, it being doubtful if Duluth, Winnipeg and Pacific Railway Company, incorporated in the State of Maine, has the right to expropriate and hold lands in the State of Minnesota.

PROPERTY

INVESTMENT:

As at December 31, 1960:
Lands only \$525,758.18

The Duluth, Winnipeg and Pacific Railway built its own railway on these lands.

LOCATION:

Duluth, Winnipeg and Pacific Division - Taft Subdivision:
West Duluth - Mi. 77.69 about 4 miles north of Virginia Loop 3.56 miles.
Comprises right-of-way and station lands only.

CAPITAL

STOCK:

As at December 31, 1955:
Authorized: 1,000 shares - par \$100 each \$100,000
Issued: 1,000 shares - par \$100 each 100,000

All owned by Duluth, Winnipeg and Pacific Railway Company.

The whole of the original issue of Capital Stock was owned or controlled by Mackenzie, Mann and Co. Ltd. who in accordance with an Agreement dated March 26, 1909 transferred all of its stock to the Duluth, Winnipeg and Pacific Ry. Co. in consideration of the transfer of the Capital Stock of the Duluth, Winnipeg and Pacific Ry. Co. to Mackenzie, Mann and Co. Ltd.

Certificates representing 995 shares in the name of National Trust Company, Limited and 5 shares in the names of Directors are held by National Trust Company, Limited in respect of Duluth, Winnipeg and Pacific Railway Company 4% First Mortgage Debentures matured June 1, 1939 (Trust Deed June 1, 1910).

LONG-TERM

DEBT:

As at December 31, 1960:
Advances due Duluth, Winnipeg and Pacific Railway Company \$425,758.18

The Company has no Bonded Debt.

DIRECTORS

D.W. & P. Ry. Co.

Donald Gordon
 A. H. Hart
 S. F. Dingle
 N. J. MacMillan
 H. C. Grayston
 - - - - -

OFFICERS

Donald Gordon	President
N. J. MacMillan	Executive Vice-President
H. C. Grayston	Vice-President
A. H. Hart	Vice-President
S. F. Dingle	Vice-President
E. A. Bromley	Vice-President
H. C. Friel	Vice-President - Law
J. R. McMillan	Vice-President
R. H. Tarr	Vice-President & Secretary
E. J. Cooke	General Manager
J. M. Young	Assistant Secretary
D. W. Gilmour	Assistant Secretary
C. A. Dobbins	Comptroller & Treasurer
L. J. Mills	Assistant Comptroller
E. J. Denyar	Assistant Treasurer
S. L. Fogg	Clerk

DULUTH, WINNIPEG AND PACIFIC RAILWAY COMPANY

(Wholly owned subsidiary of "Canadian National Railway Company")

INCORPORATED: March 19, 1909 - State of Maine Articles of Association.

HEAD OFFICE: Augusta, Maine.

HISTORY: Under Articles of Association dated March 19, 1909, "Duluth, Winnipeg and Pacific Railway Company" was incorporated in the State of Maine for the purpose of constructing and operating railways in the State of Minnesota and to lease or purchase lines of other companies. As there was some doubt about the Company, incorporated in the State of Maine, having the right to expropriate and hold lands in the State of Minnesota, Duluth, Winnipeg and Pacific Railroad Company was incorporated in Minnesota on March 20, 1909 and the lands for right-of-way and stations were acquired by the latter Company.

The Duluth, Rainy Lake and Winnipeg Railway Company had constructed a line of railway between Rainier Jct. a distance of 92.88 miles and The Canadian Boundary near Rainier, Minnesota and, by use of Canadian Northern Railway facilities from the Boundary, were operating into Fort Frances, Ontario since December 15, 1907.

DULUTH, WINNIPEG AND PACIFIC RAILWAY COMPANY

History:
(Cont'd.)

Under agreement dated March 26, 1908 the Duluth, Winnipeg and Pacific Railway Company transferred the whole of its capital stock to Mackenzie, Mann and Co., Ltd., in consideration of construction work done, and received the Capital Stock of the Duluth, Winnipeg and Pacific Railroad Company and the Duluth, Rainy Lake and Winnipeg Railway Company.

The railway was completed and opened for traffic as follows:

D.W.& P. Jct.	to Mile 77.69	77.69 miles	December 16, 1912
South Jct.	" North Jct.	<u>3.56</u> "	December 15, 1915
Total,	-	81.25 miles	

In 1910 Duluth, Winnipeg and Pacific Railway Company acquired the capital stock of the Duluth, Rainy Lake and Winnipeg Railway Company. The railway line from West Duluth was constructed on land owned by Duluth, Winnipeg and Pacific Railroad Company to mile 77.69 where it was connected with the Duluth, Rainy Lake and Winnipeg Railway. Since then both lines have been operated as one system by Duluth, Winnipeg and Pacific Railway Company.

Property investment:	As at December 31, 1960:	
	Road and equipment (no lands owned)	\$6,671,009.30

Accrued depreciation:	As at December 31, 1960:	
	Road and equipment	\$ 835,772.52

Donations and grants:	As at December 31, 1960 -	\$ 35,611.27
-----------------------	---------------------------	--------------

Investment in affiliated companies:	As at December 31, 1960:	
	Stocks:	
	Duluth, Rainy Lake and Pacific Railway Company	\$2,000,000.00
	Duluth, Winnipeg and Pacific Railroad Company	100,000.00
	Bonds:	
	Duluth, Rainy Lake and Pacific Railway Company	2,000,000.00
	Advances:	
	Duluth, Winnipeg and Pacific Railroad Company	<u>425,758.18</u>
		\$4,525,758.18

Location:	Duluth, Winnipeg and Pacific Division:	
	Duluth, Minnesota to Fort Frances, Ontario:	<u>Miles</u>
	Duluth - 14th Ave. West Jct.	.88 Trackage rights over C.St.P.M. & O. Rly.
	14th Ave. W. Jct.- D. W. & P. Jct.	2.73 Trackage rights over Pacific Rly.
	D. W. & P. Jct. Mi. 77.69 (4 mi. north of Virginia)	77.69) Right of way owned by D.W. & P. Rly. Co. on lands owned by D.W.& P. R.R. Co.
		3.56)

Location: (Cont'd.)	Virginia Loop Mi. 77.69	- International Boundary (Ranier)	<u>Miles</u> 87.75	Leased from D.R.L. & W. Rly. Co.
	International Boundary - Fort Frances, Ont.		2.50	Trackage rights over Can. Nat.Rly
Capital Stock:	As at December 31, 1960:			
	Authorized:	31,000 shares - \$100 par value each	3,100,000	
	Issued:	31,000 shares	3,100,000	

An additional 29,000 shares were issued and subsequently cancelled.
All owned by The Canadian Northern Railway Company (now Canadian
National Railway Company) - Unpledged.

Under Agreement dated July 14, 1914, and by authority of Dominion Cap. 20,
1914, the Contractors, (Mackenzie, Mann & Company, Limited, Sir William
Mackenzie and Sir Donald D. Mann) transferred \$3,060,000 of capital stock
to the Trustee, free of prior charges, to become and remain the property
of The Canadian Northern Railway Company to form part of the mortgaged
premises under Trust Deed dated July 15, 1914. This Trust Deed was dis-
charged on April 1, 1939. Payment was included in the \$23,000,000 of
capital stock of The Canadian Northern Railway Company issued to the Con-
tractors in consideration of their turning over control of the companies as
set out in The Canadian Northern Guarantee Act, 1914, Dominion Cap. 20,
June 12, 1914. The balance of \$40,000 was acquired in 1920.

Certificates representing 30,995 shares in the name of Canadian National
Realties, Limited in trust for The Canadian Northern Railway Company and
5 shares in the names of Directors (endorsed in blank) are held in Royal
Trust Company vaults, Montreal.

The Duluth, Winnipeg and Pacific Railway Company First Mortgage Debenture
Stock and Bonds, secured by Trust Deed dated June 1, 1910 and maturing
June 1, 1939.

Guaranteed by the Canadian Northern Railway Company	
Amount authorized	- \$ 10,500,000.00
" issued	- 8,221,907.27

This Mortgage was discharged at maturity on June 1, 1939.

Long-term debt:	As at December 31, 1960:		
	Advances due to		
	Canadian National Railway Company	\$	7,004,997.27
	The Canadian Northern Railway Company (now Canadian National Railway Company)		2,000,000.00
	Duluth, Rainy Lake and Winnipeg Railway Company		<u>366,354.04</u>
		\$	9,371,351.31

DULUTH, WINNIPEG AND PACIFIC RAILWAY COMPANYDIRECTORS:

Donald Gordon
 A. H. Hart
 S. F. Dingle
 N. J. MacMillan
 H. C. Grayston

OFFICERS

Donald Gordon	President
N. J. MacMillan	Executive Vice-President
H. C. Grayston	Vice-President
A. H. Hart	Vice-President
S. F. Dingle	Vice-President
E. A. Bromley	Vice-President
H. C. Friel	Vice-President-Law
J. R. McMillan	Vice-President
R. H. Tarr	Vice-President & Secretary
E. J. Cooke	General Manager
J. M. Young	Assistant Secretary
D. W. Gilmour	Assistant Secretary
C. A. Dobbins	Comptroller & Treasurer
L. J. Mills	Assistant Comptroller
E. J. Denyar	Assistant Treasurer
S. L. Fogg	Clerk

(operated as a Department of The Canadian Northern Ontario Railway Company).

HISTORY:

Under the provisions of the Ontario Land Grant Act 9, Edward VII, Cap. 71, April 13, 1909. The Canadian Northern Ontario Company earned a grant of two million acres of land from the Province of Ontario as a subsidy for constructing about 500 miles of railway through the territory connecting Sudbury with Port Arthur. The Province has not admitted the claim for this grant of land (although negotiations were carried on for many years with the Ontario Government) no doubt due to The Canadian Northern Railway having passed into ownership of the Dominion Government.

With the idea of giving some impetus to development of the long stretch of newly opened country between Sudbury and Port Arthur, and for the purpose of attracting settlers to that district, the Canadian Northern Ontario Railway decided in 1916 to erect at Foleyet on land that had been selected by it as part of the territory it proposed to claim under the Canadian Northern Ontario Land Grant, a sawmill for the manufacture of lumber and railway ties, and a rossing plant for the barking of spruce pulpwood, also a planing mill and a lath mill, and to generally conduct a business of logging and lumbering. The limits the Railway selected were Townships containing timber that could be economically water-driven to the mills at Foleyet, the Townships chosen being Foleyet, Ivanhoe, East half Carty, East Half Evans, Pinegami, Hellyer, Biggs and an unsurveyed area lying between Whigham and Ivanhoe Townships, the whole area being about 324 square miles. This area was felt necessary to warrant the cost of erecting the mills at Foleyet.

To handle the lumber business, and to manage the operations of the mill, the Railway inaugurated a separate department known as the Eastern Lands Department, with an exclusive Manager and staff.

The controversy with the Province of Ontario remained unsettled at the time the mills were erected and about the year 1919 the Department of Lands and Forests of the Province of Ontario informed the Railway that in view of the situation with respect to the Ontario Land Grant, and having regard to the industry it had created in the District by the erection of a substantial plant at Foleyet, they would grant the Railway licenses to cut timber on the areas above referred to, but that it would be required to pay to the Department of Lands and Forests ground rental at \$5.00 per square mile, and in addition \$6.40 per square mile for fire protection, a total of \$3,693.60 per year for the whole area. In addition, the Canadian Northern Ontario Railway had to deposit with the Ontario Government a fidelity bond for \$50,000 for clean cutting, also a cash deposit of \$25,000 as protection to the Crown for payment of Royalties on timber cut.

In view of heavy operating losses the Railway decided to discontinue operations effective Nov. 1924. On March 25th, 1925, Eastern Lands Department entered into an Agreement with the Acme Timber Company whereby the latter Company agreed to pay the Eastern Lands Department \$80,000 payable 20% cash and the balance in equal yearly instalments of not less than \$10,000 with interest on any deferred payments at the rate of 6% per annum, for property consisting of sawmills, etc., also for the privilege of cutting timber in the licensed Townships as granted by the Ontario Government to the Eastern Lands Department. Under the Agreement of sale the Acme Timber Company undertook to pay the Eastern Lands Department Royalties equivalent to those paid to the Ontario Provincial Government under the original license.

HISTORY:
(Cont'd.)

Clause 13 of the Agreement states that the Acme Timber Company agrees to furnish, if and when required by the Land Department, a satisfactory contractor's bond binding itself in the sum of, and to the extent of \$100,000 for the due and faithful performance of its obligations under the Agreement, and pay yearly premium on said bond. The Eastern Lands Department agreed to accept in part satisfaction of the bond the individual guarantee of the shareholders of the Acme Timber Company. The guarantee for \$25,000 was executed on May 11, 1925, the signatories being Alex. McF. Ainslie and David H. Haight.

Under Agreement dated November 15, 1934, effective May 1, 1936, Canadian National Railways transferred timber licenses and rights to the Acme Timber Company and the latter Company undertook to make payment for all Crown dues, bonus charges, license and other fees direct to the Ontario Government, and replaced the Bond and Cash Deposit theretofore furnished by the Railway, by their own Bond and Cash Deposit.

THE ELGIN AND HAVELOCK RAILWAY COMPANY

(property included in Canadian Government Railways from June 1, 1918)

INCORPORATED: July 23, 1894 - Dominion Act 57-58 Vic. Cap. 72.

DECLARATORY: Declared to be a work for the general advantage of Canada - Dominion Act 57-58 Vic. Cap. 72, July 23, 1894.

HISTORY: Under New Brunswick Act 37 Vic. Cap. 74, April 8, 1874, "The Petitcodiac and Elgin Branch Railway Company" was incorporated to build from at or near Petitcodiac to Elgin Corner, etc.

Under New Brunswick Act 41 Vic. Cap. 101, April 18, 1878, the name was changed to "The Elgin, Petitcodiac and Havelock Railway Company" with power to extend the line to Havelock Corner, N.B.

The line from Petitcodiac to Elgin Corner (13.80 miles,) was completed and opened for traffic in 1876, and the extension to Havelock, (12.32 miles) was completed and opened for traffic on October 14, 1885.

In January 1890, the Company went into Receivership.

By virtue of a certain decree of the Supreme Court in Equity of the Province of New Brunswick the railway which had been completed from Elgin to Havelock, (26.12 miles,) together with all other property, rolling stock, rights, franchises and privileges were sold by auction in October 1892, and conveyed to C.E. Baring Young, representing the bondholders, who continued operation of the railway under license from the Minister of Railways and Canals.

HISTORY:
(Cont'd.)

Under Dominion Act 57-58 Vic. Cap. 72, July 23, 1894, upon petition of C.E. Baring Young and others, "The Elgin and Havelock Railway Company" was incorporated and empowered to acquire the holdings of C.E. Baring Young in the Company.

Under Dominion Act 5 Geo. V. Cap. 16, 1915, the Minister of Railways and Canals was authorized to acquire any railways directly connected with the existing Government Railways system in the Maritime Provinces, which in his opinion could be more conveniently or usefully operated as part of the Government Railways system.

Under Deed of sale executed on October 7, 1920, and authority of Dominion Order in Council P.C. 1260, dated May 22, 1918, and Order in Council dated August 30, 1918, The Elgin and Havelock Railway was purchased by the Dominion of Canada for the sum of \$30,000 plus a release to the Company from all claims existing on June 1, 1918, in favour of the Government Railways system amounting to about \$6,860.85.

Payment was made of \$30,000 provided under Vote 469, Act 10-11 Geo.V. Cap. 73, July 1, 1920, with interest at 5% per annum from June 1, 1918, which was the date the road was taken over for operation as part of the Government Railways system.

In 1935 application was made to the Board of Railway Commissioners for permission to abandon operation of this branch line, but the application was declined under Board Order No. 52206, September 3, 1935. Order No. 85770 dated March 15, 1955 authorized the abandonment of the line Petitcodiac to Elgin (13.80 miles), and the line was dismantled in 1955.

PROPERTY
INVESTMENT:

As at December 31, 1960:
Road \$218,948

DONATIONS
AND GRANTS:

Subsidies were (Statistics of Steam Rlys. of Canada - 1938, p.62):
Dominion \$ 82,653
Province of New Brunswick 106,000
Municipal 13,000 \$201,653

LOCATION:

Moncton Division:
Petitcodiac - Havelock 12.31 miles opened Oct. 1885

Discontinued
Petitcodiac - Elgin 13.80 miles 1955

THE ERIE, LONDON AND TILLSONBURG RAILWAY COMPANY

(former subsidiary of "The Grand Trunk Railway Company of Canada")
powers granted under the Charter lapsed in March 1917.

INCORPORATED: June 26, 1906 - Dominion Act 6, Edward VII, Cap. 90.

HISTORY: Under Dominion Act 6 Edward VII, Cap. 90, June 26, 1906, "The Erie, London and Tillsonburg Railway Company" was incorporated to construct and operate a railway from Port Burwell via Aylmer to London and branch to Tillsonburg.

The Company was organized May 17, 1909. At (adjourned) Meeting on January 20, 1916, five Directors were elected. A certain amount of construction work was performed, the expenditure to December 31, 1915 being \$30,985.27. In 1925 farm lands were sold to Canadian National Realities, Limited for \$5,000 and the balance of \$25,918.90 was written off to Profit and Loss in Canadian National Railway Company accounts.

POWERS LAPSED: After several extensions of time for completion, however, the powers granted under the Charter lapsed May 27, 1919 for failure to complete construction within the time limit specified.

CAPITAL	Authorized:	\$500,000	(£102,739)
STOCK:	Subscribed:	\$ 12,500	(10% paid)

Owned by The Grand Trunk Railway Company of Canada, Certificates being issued in names of various persons, in Trust.

(formerly wholly owned subsidiary of "The Canadian Northern Railway Company)." Charter surrendered May 27, 1925.

INCORPORATED: Dominion Letters Patent dated on November 7, 1916.

HISTORY: Federal Properties, Limited was incorporated under the provisions of Chapter 79 of the Revised Statutes of Canada, 1906, known as "the Companies Act" by Letters Patent, dated November 7, 1916, issued by the Dominion for purposes and objects authorized by the Legislation of the Canadian Parliament except the construction and working of railways, telegraph and telephone lines, bank, or issue of paper money, insurance, or the business of a loan company.

On November 13, 1916 two shares of 100 dollars each were issued to each of the five provisional directors:

Gerard Ruel, Reginald Herbert Montage Temple, George Norman Limpricht, Frederick Charles Allen and William Bowler.

CHARTER
SURRENDERED:

On May 27, 1925, after the assets of the Company had been transferred to Canadian National Realities, Limited, and it had been established that the Company had no debts or liabilities, Federal Properties, Limited was terminated. Certificate of Surrender of Charter was issued by the Secretary of State on May 27, 1925 and the corporate existence of the Company was terminated on that date.

The Certificates representing 10 shares of \$100. each of Capital Stock issued and outstanding were cancelled. The Seal, original Minute Books and other corporate documents pertaining to the corporate existence of Federal Properties, Limited are in the custody of the Secretary, Canadian National Railway Company, Montreal.

PROPERTY
INVESTMENT:

As of June 30, 1924, the remaining properties of the Company, which were located in Montreal and had a ledger value of \$45,580 were transferred to Canadian National Realities, Limited, at the same value.

CAPITAL
STOCK:

Prior to dissolution on May 27, 1925:		
Authorized:	400 shares of \$100.each	\$40,000
Issued:	10 shares of \$100.each	1,000
Directors qualifying shares only.		

Share Certificates were cancelled when the corporate existence of the Company was terminated on May 27, 1925.

FLOS TRAMWAY COMPANY

(property included in "Canadian National Railway Company" from January 31, 1923)

INCORPORATED: March 5, 1880 - Ontario Act 43 Vic. Cap. 73.

HISTORY: Under Ontario Act 43 Vic. Cap. 73, March 5, 1880, "Flos Tramway Company" was incorporated for the purpose of hauling timber to Elmvale Station by means of horse power, and was authorized to construct, maintain and operate a tramway from Elmvale Station on the North Simcoe Railway to a point near Orr Lake on the highway known as the Penetanguishene Road and to such other points within a distance of five miles from Orr Lake as may be hereafter determined.

A line was constructed from Elmvale to the Penetanguishene Road near Orr Lake (2 to 4 miles) and opened for operation to 1880.

Under Agreement dated July 4, 1882 between Flos Tramway Company of the first part, Wesley F. Orr, Britton B. Osler, Edmond B. Osler, and Robert Cochran referred to as the Lumber Company and sole shareholders of the Flos Tramway Company, of the second part, and The Northern Railway Company of Canada (now Canadian National Railway Company) of the third part, The Northern Railway Company of Canada purchased the property of the Tramway Company as it then stood including 1 locomotive (but excluding rails which the railway had furnished on a rental basis) for the sum of \$11,300, and the extension of the line from its then terminus to the Village of Hillsdale, to be immediately undertaken by the Tramway Company, for payment of the actual cost of construction. The total length of the line was 8.25 miles. Statement on file dated October 1, 1886 records the cost to The Northern Railway Company of Canada of acquiring the entire line of the Tramway Company as \$18,170.48. Deed of Conveyance was dated January 2, 1883.

The greater part of this line was dismantled in 1917, and the balance was dismantled in 1927.

Under the terms of the Act of Incorporation, upon abandonment of the line the lands acquired for the purpose of the tramway reverted to the original owners.

CAPITAL
STOCK:

Authorized: 150 shares - \$100 \$15,000

All owned by the parties referred to as the Lumber Company in above mentioned Agreement dated July 4, 1882 covering purchases of the property by The Northern Railway Company of Canada.

THE FENELON FALLS RAILWAY COMPANY

The Fenelon Falls Railway Company was incorporated on February 15, 1871 under Act 34 V Chap 43, Province of Ontario to build a railway from a point on the Toronto and Nipissing Railway in the Township of Eldon to Fenelon Falls.

On March 2nd, 1872 under Act 35V Chap 60, Province of Ontario the Company was reincorporated as the Lindsay Fenelon Falls and Ottawa River Railway Company.

No Railway was built by this company.

(property included in "The Intercolonial Railway" from 1904)

INCORPORATED: May 1, 1885 - Dominion Cap. 26.

HISTORY: Under Dominion Act 34 Vic. Cap. 51, April 14, 1871, "Fredericton and Saint Mary's Bridge Company" was incorporated to construct, maintain and operate a bridge across the Saint John River at Fredericton for railway and other traffic.

Under Dominion Act 48-49 Vic. Cap. 26, May 1, 1885 "Fredericton and Saint Mary's Railway Bridge Company" was incorporated to construct, maintain and operate a bridge across the river Saint John from Fredericton to St. Mary's for railway purposes.

The railway and bridge was completed and opened for traffic on November 14, 1888 from Fredericton to St. Mary's, N.B., a distance of 1.33 miles. On March 19, 1936 the bridge was destroyed by floods, but was replaced by existing structure on June 1, 1938.

Dominion Cap. 4, August 10, 1904, authorized the Dominion Government to take possession of the property by foreclosure and exercise all the rights, franchises and privileges of Fredericton and Saint Mary's Railway Bridge Company, which had made default in payment of advances secured by mortgage and thereby had forfeited their property to the Crown.

DONATIONS
AND GRANTS:

Subsidies were (Statistics of Steam Rlys. of Canada - 1938, p.62)

Dominion	\$30,000	
Province of New Brunswick	<u>15,000</u>	\$45,000

(included in "Canadian National Railway Company" from January 31, 1923)

INCORPORATED: November 10, 1852 - Province of Canada Act 16, Vic. Cap. 42.

HISTORY: Under Province of Canada Act 16, Vic. Cap. 42, November 10, 1852, "The Galt and Guelph Railway Company" was incorporated to construct a railway from Galt to Guelph.

The line from Galt to Preston (4 miles) was constructed and opened for traffic in 1855. The line from Preston to Guelph (11.20 miles) was constructed and opened for traffic on September 11, 1857.

The Galt and Guelph Railway Company formed part of The Great Western Railway Company System when the latter Company was amalgamated with The Grand Trunk Railway Company of Canada on August 12, 1882.

AMALGAMATION: Effective April 1, 1893, under Agreement dated October 1, 1892, ratified and confirmed by Dominion Act 56 Vic. Cap. 47, April 1, 1893, The Galt and Guelph Railway Company and fourteen other companies were amalgamated into one company under the name "The Grand Trunk Railway Company of Canada".

LOCATION: Stratford Division - Fergus Subdivision:
Galt - Guelph 11.20 miles

CAPITAL
STOCK: Prior to Amalgamation on April 1, 1893:
Authorized: \$236,485.44 (£48,593) in shares of \$100
Issued: 236,485.44
All owned by The Grand Trunk Railway Company of Canada.

Upon Amalgamation on April 1, 1893, the share capital other than Grand Trunk Railway, was converted into an equal amount of Ordinary stock of The Grand Trunk Railway Company of Canada in accordance with the terms of Amalgamation Agreement.

GASPE LINES

(property included in "Canadian National Railway Company" from June 1, 1929)

Includes:

Baie des Chaleurs Railway
Atlantic and Lake Superior Railway
Atlantic, Quebec and Western Railway
Quebec Oriental Railway

HISTORY: "The Baie des Chaleurs Railway Company"

Under Quebec Act 36 Vic. Cap. 43, December 24, 1872, "The Bay of Chaleurs Railway Company" was incorporated to construct a railway from The Intercolonial Railway at Matapedia to New Carlisle and The Bay of Paspébiac with the right to extend to Gaspé Basin.

HISTORY:
(Cont'd.)

The Baie des Chaleurs Railway Company

Under Quebec Act 45, Vic. Cap. 53, May 1, 1882, "The Baie des Chaleurs Railway Company" was incorporated to construct a railway from The Intercolonial Railway to New Carlisle or Paspébiac with the right to extend to Gaspé Basin.

Under Dominion Act 54-55 Vic. Cap. 97, September 30, 1891 the railway was declared to be a work for the general advantage of Canada, and subject to the legislative authority of the Parliament of Canada.

Dominion Act 57-58 Vic. Cap. 63, July 23, 1894, ratified agreement of sale dated April 16, 1894, between The Baie des Chaleurs Railway Company and The Atlantic and Lake Superior Railway Company, duly ratified by shareholders of respective companies, transferring ownership of the railway already constructed from Matapédia to Caplan (80.00 miles), together with all other assets of the Company including plans, profiles, and franchises to "The Atlantic and Lake Superior Railway Company".

The Atlantic and Lake Superior Railway Company

Under Dominion Act 56 Vic. Cap. 39, April 1, 1893, The Atlantic and Lake Superior Railway Company was incorporated to construct and operate a railway of the gauge of 4' 8½" from Gaspé Bay, Quebec to a point in the district of Algoma, Ontario, with power to purchase or lease certain lines including The Baie des Chaleurs Railway.

Dominion Act 57-58 Vic. Cap. 63, July 23, 1894, ratified agreement of sale dated April 16, 1894, between the Atlantic and Lake Superior Railway Company and The Baie des Chaleurs Railway Company, duly ratified by shareholders of respective companies, transferring ownership of the railway already constructed from Matapédia to Caplan, (80.0 miles), together with all other assets of The Baie des Chaleurs Railway Company including plans, profiles, and franchises to "The Atlantic and Lake Superior Railway Company".

Dominion Act 1, Edward VII, Cap. 48, May 23, 1901, authorized the Trustees of the Bondholders of The Atlantic and Lake Superior Railway Company, appointed by virtue of a Deed of Trust vesting in them the property of the Company, to repair and renew the roadbed and bridges between Matapédia and Caplan, and to construct the railway from Caplan to Paspébiac, and to operate the railway from Matapédia to Paspébiac.

Under authority of Dominion Act 6-7 Edward VII, Cap. 122, April 24, 1907, Dominion Act 8-9 Edward VII, Cap. 126, May 19, 1909, and sale approved by Dominion Order in Council P.C. 1483, July 21, 1910, Quebec Oriental Railway acquired the Atlantic and Lake Superior Railway.

Quebec Oriental Railway

Under Quebec Act 3 Edward VII, Cap. 82, April 25, 1903, Quebec Oriental Railway was incorporated to construct and operate a railway from Rivière du Loup to Matapédia, etc., etc.

Dominion Act 6-7 Edward VII, Cap. 122, 1907 declared the railway to be for the general advantage of Canada.

HISTORY:
(Cont'd.)

Quebec Oriental Railway

Under authority of Dominion Act 6-7 Edward VII, Cap. 122, 1907, Dominion Act 8-9 Edward VII, Cap. 126, 1909, and sale approved by Dominion Order in Council P.C. 1483, July 21, 1910, Quebec Oriental Railway acquired the Atlantic and Lake Superior Railway.

Dominion Act 19-20, Geo.V. Cap. 16, June 14, 1929, authorized Canadian National Railway Company to purchase the whole of the undertaking and railways of the Quebec Oriental Railway and the Atlantic, Quebec and Western Railway Company, the former line extending from a junction with The Intercolonial Railway at Matapedia in a generally easterly direction along the northern shore of the Bay de Chaleur, passing through Escuminac, Carleton, Cascapedia, New Richmond and New Carlisle to a junction with the Atlantic, Quebec and Western Railway at West Paspébiac a distance of 98.15 miles, and the latter line extending from West Paspébiac in a generally easterly and northeasterly direction passing through Port Daniel, Gascons, Newport, Chandler, Perce, Barachois and Douglas to Gaspé, a distance of 102.5 miles, together with the rolling stock and equipment and all rights, franchises, property and other assets for the sum of \$3,500,000.

The Atlantic, Quebec and Western Railway Company

Under Quebec Act 1, Edward VII, Cap. 63, March 28, 1901, "The Atlantic Quebec and Western Railway Company" was incorporated to construct and operate a railway from Gaspé Basin to at or near Causapsca, etc.

Dominion Act 3, Edward VII, Cap. 81, June 25, 1903, declared the works to be for the general advantage of Canada.

Under authority of Dominion Act 19-20 Geo. V. Cap. 16, June 14, 1929, and approval under Dominion Order in Council P.C. 1445, August 7, 1929, The Atlantic, Quebec and Western, and Quebec Oriental Railways, were acquired by Canadian National Railway Company effective June 1, 1929 for the sum of \$3,500,000, plus interest from June 1, 1929 to September 16, 1929, when payment was made.

Gaspé Lines

The descriptive title "Gaspé Lines" comprises the Quebec Oriental and Atlantic, Quebec and Western Railways which were acquired June 1, 1929, by the Canadian National Railway Company under authority of Dominion Act 19-20 Geo.V., Cap. 16, 1929, and Dominion Order in Council P.C. 1445, August 7, 1929.

The purchase price of the properties, including 9 locomotives, 1 passenger train car, and 4 work units in serviceable condition, (such equipment having a depreciated value of \$43,674.80) was \$3,500,000 funds being provided from 5% 40 year Gold Bonds dated October 1, 1929. This amount was charged to Investment Account of Canadian National Railway Company.

Material valued at \$31,714.69 was turned over without charge and taken into stores. This amount was charged to stores and credited to per diem balances for car rental outstanding against the Gaspé Lines, leaving a balance on per diem car rental account of \$106,284.83 due Canadian National Railways, which was written off to Profit and Loss. By arrangement the vendors continued to operate the properties on behalf of the Canadian National Railway Company until taken over on October 1, 1929.

GASPE LINES

321

DONATIONS
AND GRANTS:

Subsidies were (Statistics of Steam Rlys. of Canada - 1938, pp.62, and 64):

	<u>Dominion</u>	<u>Provincial</u>	<u>Municipal</u>
Atlantic, Quebec and Western Quebec Oriental	\$ 902,800*	\$1,058,371	\$9,000
Atlantic and Lake Superior	163,418		
Baie des Chaleurs	620,000		
	<u>\$1,686,218</u>	<u>\$1,058,371</u>	<u>\$9,000</u>

* Includes \$250,000 towards construction of 26 railway bridges.

LOCATION:

The lines were completed and opened for traffic as follows:

			<u>Total</u>
Baie des Chaleurs Railway			
Matapedia - Caplan	May 7, 1894	80.00 miles	80.00
Atlantic and Lake Superior Co.			
Caplan - Paspébiac	Jan. 3, 1898	20.09 "	20.09
Atlantic Quebec and Western Railway			
Paspébiac - Mile 17.50	Feb. 20, 1907	17.50 miles	
Mile 17.50 - Mile 20.00	Oct. 24 1907	2.50 "	
Mile 20.00 - Port Daniel	Apr. 19 1909	.50 "	
Port Daniel - Newport	July 6 1910	14.50 "	
Newport - Grand River	Dec. 29 1910	16.50 "	
Grand River - Gaspé	July 17 1912	50.66 "	<u>102.16</u>
Total Miles			202.25

CAPITAL
STOCK:

Dominion Act 19-20 Geo.V. Cap. 16, June 14, 1929, provided that at any time after the sale and transfer of properties to Canadian National Railway Company the Quebec Oriental Railway and the Atlantic, Quebec and Western Railway Company might be wound up and dissolved under the Provisions of the Winding-up Act, or otherwise, as determined by the Directors of the respective companies.

ACCOUNTING:

Included in Canadian National Railway Company accounts.

GRAND RAPIDS TERMINAL RAILROAD COMPANY

(included in Grand Trunk Western Railroad Company from November 1, 1928)

ORGANIZED: August 13, 1904 - State of Michigan (for a period of 999 years)

HISTORY: Under the General Statutes of the State of Michigan, by Articles of Association filed August 13, 1904 for a period of 999 years, "Grand Rapids Terminal Railroad Company" was organized for the purpose of constructing and operating a standard guage railroad from Knapp Avenue on the north line of the City of Grand Rapids, near the easterly bank of the Grand River, thence southerly along the bank of the river, to, and under and connecting by suitable "Y" branches, with Detroit, Grand Haven and Milwaukee Railway (G.T.W.R.R. Co.), thence continuing southerly along and near the dock line on the easterly side of Grand River to and under Bridge Street and to Pearl Street, all in the City of Grand Rapids, with the sole object of giving the Detroit, Grand Haven and Milwaukee Railway an entrance into the city's business area.

The line was opened for freight traffic from Terminal Jct. to Grand Rapids a distance of 1.51 miles, in January 1906, and for passenger traffic on June 14, 1907.

Under amended Articles of Association filed October 8, 1908, the Company was authorized to extend the line from the originating point on Knapp Avenue northerly along the easterly bank of the river to a point in Lot No. 108 of Coit and Curtis' partitioned plan of Grand Rapids, thence by a four degree curve to the right of the southerly section line of Section One in the Township of Grand Rapids.

Under Agreement dated October 27, 1908 the line was leased to Detroit Grand Haven and Milwaukee Railway Company, which latter Company continued to operate the property until date of consolidation with Grand Trunk Western Railroad Company.

By authority of Interstate Commerce Commission Order of November 8, 1929, (Finance Docket 7320), Grand Rapids Terminal Railroad Company and nine other railway companies formerly owned and/or operated by the Grand Trunk Western System or by the Canadian National Railway Company, in the States of Michigan, Indiana, Illinois and Wisconsin were consolidated (effective November 1, 1928) under the name "Grand Trunk Western Railroad Company". For all accounting purposes consolidation was effective from January 1, 1929.

LOCATION: Detroit Division - Grand Rapids Subdivision:
 Main Line in Grand Rapids 1.51 miles
 Sidings in Grand Rapids 3.53 miles

CAPITAL STOCK: As at November 1, 1928
 500 shares of \$100 each \$50,000
 The above shares were all owned by Canadian National Railway Company at date of consolidation, and were exchanged for 2,000 shares of Grand Trunk Western Railroad Company Common Stock of non-par value, to which a value of \$25 per share was assigned.

FUNDED As at November 1, 1928 - Nil.
DEBT:

NON NEGOTIABLE
DEBT TO
AFFILIATED
COMPANIES:

Capital Advances by Canadian National Railway Company totalling \$667,369.96 to December 31, 1927 were funded by the issue to Canadian National Railway Company of Grand Trunk Western Railway Company securities consisting of 6% Cumulative Preferred Stock; 4½% First and General Mortgage Bonds Series "A" dated January 1, 1930 and maturing January 1, 1980; and 5% Gold Debentures Series "A" dated January 1, 1930 and maturing January 1, 1955; having a total par value of \$667,369.96.

Non-negotiable debt to Canadian National Railway Company incurred in 1928 was liquidated by issuance to Canadian National Railway Company of Grand Trunk Western Railroad Common and Preferred Stock.

GRAND TRUNK, GEORGIAN BAY & LAKE ERIE RAILWAY COMPANY

(included in "Canadian National Railway Company" from January 31, 1923)
Includes: The Stratford and Huron Railway Company
The Port Dover and Lake Huron Railway Company
Georgian Bay and Wellington Railway Company
The South Norfolk Railway Company.

FORMED: March 4, 1881 - Ontario Cap. 69 (by Amalgamation).

HISTORY: "The Stratford and Huron Railway Company"

Under Province of Canada Act 14 Vic. Cap. 184, May 19, 1855, "The Stratford and Huron Railway Company" was incorporated to build from Stratford to Southampton, Ontario, with branches, etc.

Under Ontario Act 36 Vic. Cap. 87, March 29, 1873, the original Act of Incorporation in 1855 and subsequent Acts reviving and amending the same were amended and consolidated. The Company was authorized to construct a railway from Stratford to Southampton, with branches to Kincardine and Owen Sound.

The railway was completed and opened for traffic as follows:

Stratford	to	Harriston	42.76 miles	December 20, 1877
Harriston	"	Chesley	31.00 "	January 1, 1882
Chesley	"	Wiarton	<u>32.04</u> "	August 1, 1882
	Total		105.80	

The above lines were leased to The Port Dover and Lake Huron Railway Company.

GRAND TRUNK, GEORGIAN BAY & LAKE ERIE RAILWAY COMPANY

HISTORY:
(Cont'd.)

Under Ontario Act 41 Vic. Cap. 69, March 4, 1881, The Stratford and Huron Railway Company, The Port Dover and Lake Huron Railway Company and Georgian Bay and Wellington Railway Company were amalgamated into one Company under the name "Grand Trunk, Georgian Bay and Lake Erie Railway Company".

Following the Amalgamation of the Stratford and Huron Railway to form the Grand Trunk Georgian Bay and Lake Erie Railway on March 4, 1881, the line from Westonville to Harriston 14.91 miles was abandoned.

"The Port Dover and Lake Huron Railway Company"

Under Ontario Act 35 Vic. Cap. 53, March 2, 1872, "The Port Dover and Lake Huron Railway Company" was incorporated to construct a railway from Lake Erie, near Port Dover, to Stratford.

The line was completed and opened for traffic as follows:

Port Dover	to	Woodstock	40.25 miles	October 7, 1875
Woodstock	"	Stratford	21.92 "	January 1, 1876

The following portions of the line were also abandoned:

Simcoe Jct.	to	Otterville	13.96 miles	August 10, 1955
Burgessville	"	Woodstock	9.21 "	December 4, 1936
Hickson	"	Tavistock Jct.	6.53 "	September 18, 1935
Tavistock Jct.	"	Stratford	<u>28.70</u> "	1893
Total			58.40 miles	

Under Ontario Act 44, Vic. Cap. 69, March 4, 1881, The Port Dover and Lake Huron Railway Company and The Stratford and Huron Railway Company and Georgian Bay and Wellington Railway Company were amalgamated under the name "Grand Trunk Georgian Bay and Lake Erie Railway Company".

"Georgian Bay and Wellington Railway Company"

Under Ontario Act 41 Vic. Cap. 47, March 7, 1878, "Wellington and Georgian Bay Railway Company" was incorporated to construct a railway from Guelph or Listowel or Harriston to Owen Sound via Mount Forest and Durham.

Ontario Act 42, Vic. Cap. 56, March 11, 1879 amends the name to "Georgian Bay and Wellington Railway Company".

A line was built from Palmerston to Durham, a distance of 26.75 miles and opened for traffic in 1882.

Under Ontario Act 44 Vic. Cap. 69, March 4, 1881, Georgian Bay and Wellington Railway Company, The Port Dover and Lake Huron Railway Company and The Stratford and Huron Railway Company were amalgamated into one Company under the name "Grand Trunk, Georgian Bay and Lake Erie Railway Company".

HISTORY:
(Cont'd.)

The South Norfolk Railway Company

Under Dominion Act 50-51 Vic. Cap. 86, June 23, 1887, The South Norfolk Railway Company was incorporated to construct and operate a railway from Port Rowan via Simcoe to a point on Canada Southern Railway.

A line was built from Port Rowan to Simcoe, a distance of 16.92 miles, and opened for traffic on June 30, 1889. Subsidies were paid by the Province of Ontario (\$54,400) and by Municipalities (\$65,000) totalling \$119,400.

Under Deed of sale dated July 11, 1888, and as authorized by Dominion Cap. 57, May 4, 1888, Grand Trunk, Georgian Bay and Lake Erie Railway Company acquired the Capital Stock, property, franchises, rights and privileges of The South Norfolk Railway Company.

Grand Trunk, Georgian Bay and Lake Erie Railway Company

Under Ontario Cap. 69, March 4, 1881, Grand Trunk, Georgian Bay and Lake Erie Railway Company was formed by amalgamation of The Port Dover and Lake Huron Railway Company, The Stratford and Huron Railway Company, and Georgian Bay and Wellington Railway Company.

In 1881 the line then comprising 92 miles was leased to The Grand Trunk Railway Company of Canada. Under Deed of sale dated July 11, 1888, and as authorized by Dominion Cap. 57, May 4, 1888, Grand Trunk, Georgian Bay and Lake Erie Railway Company acquired the Capital Stock, property, franchises, rights and privileges of The South Norfolk Railway Company.

Under the Charter granted to this Company, The Grand Trunk Railway Company of Canada built the line from Parkhead to Owen Sound (12.40 miles) which was opened for traffic in September 1894. For this purpose Bonds to the extent of \$100,000 were issued bearing interest at 5% per annum, the principal falling due March 1, 1934. These Bonds were subsequently retired, and the Mortgage Deed dated May 8, 1894 was discharged in April 1911.

AMALGAMATION:

Effective April 1, 1893, under Agreement dated October 1, 1892, ratified and confirmed by Dominion Cap. 47, April 1, 1893, Grand Trunk, Georgian Bay and Lake Erie Railway Company and fourteen other companies were amalgamated into one company under the name "The Grand Trunk Railway Company of Canada".

Georgian Bay & Lake Erie Railway Co.
Owen Sound Branch

The construction of the Owen Sound Branch was authorized by Act 56 Vic. Cap. 49, Dominion of Canada on April 1, 1893 and the line from Parkhead to Owen Sound 12.36 miles was completed and opened for traffic about December 31, 1894.

GRAND TRUNK, GEORGIAN BAY AND LAKE ERIE RAILWAY COMPANY

DONATIONS AND GRANTS:

Subsidies were as follows: (Statistics of Steam Railways - 1938 p.62 & 64).

Grand Trunk, Georgian Bay and Lake Erie Railway		
Province of Ontario	\$336,000	
Municipal	<u>929,000</u>	\$1,265,000
South Norfolk Railway		
Dominion	54,400	
Municipal	<u>65,000</u>	119,400
Owen Sound Branch		
Dominion	39,744	
Municipal	<u>85,500</u>	<u>125,244</u>
		\$1,509,644

LOCATION:

"Grand Trunk, Georgian Bay and Lake Erie Railway Company"

	<u>Mileage</u>
Port Dover and Lake Huron Railway	62.17
South Norfolk Railway Company	16.92
Stratford and Huron Railway Company	105.80
Georgian Bay and Wellington	25.72
Owen Sound Branch	<u>12.36</u>
Total	Mileage - 222.97

CAPITAL STOCK:

Prior to Amalgamation on April 1, 1893:

Issued: 5032½ shares - \$100 each \$503,250

All owned by The Grand Trunk Railway Company of Canada.

Upon Amalgamation on April 1, 1893, the share capital, other than that of The Grand Trunk Railway Company was converted into an equal amount of Ordinary stock of The Grand Trunk Railway Company of Canada in accordance with the terms of Amalgamation Agreement.

LONG-TERM DEBT:

Prior to Amalgamation on April 1, 1893:

Bonds outstanding totalled \$1,680,000 of which \$484,720 was held in The Grand Trunk Railway Company of Canada Treasury, and \$1,195,280 was held by the Public. Upon Amalgamation The Grand Trunk Railway Company of Canada assumed the liability with respect thereto. The outstanding Bonds held by the Public were acquired by the latter Company for which it issued an equal amount of its Four Percent Consolidated Debenture Stock.

(Company wound up and Charter surrendered May 23, 1935)
 (Property included in Grand Trunk Western Railroad Company from
 November 1, 1928.)

ORGANIZED: On April 7, 1880, The Grand Trunk Junction Railway Company was organized. Articles were filed with Secretary of State for Illinois on June 11, 1880. The incorporation was for 50 years from date of filing and recording of Articles.

HISTORY: The primary object of organizing this Company was to secure an entrance into the City of Chicago in order that the ambitions of the Grand Trunk Railway Management for a Montreal-Chicago service might be realized (an objective which had encountered many obstacles). The organizers also had in mind the obligation of The Grand Trunk Railway Company of Canada to the Dominion Government under Cap. 11, May 15, 1879, which provided that the purchase price of the Grand Trunk line between Hadlow and Riviere du Loup (\$1,500,000) should be applied towards the procuring of a line from Port Huron, Michigan to Chicago, Illinois.

On July 1, 1880, The Chicago & Grand Trunk Railway Company acquired the right to passenger accommodations at Polk Street (Dearborn Station), Chicago, the right to exclusive use of freight building and yard, and, in common with other Railroad Companies, the right to use the main tracks, etc. of the Chicago & Western Indiana Railroad Company including use of the line from C. & W. I. Junction to Dearborn Station, a distance of 4.84 miles.

The five subscribers to the Articles of Association organizing The Grand Trunk Junction Railway Company held a Meeting at the Palmer House in Chicago on November 29, 1880, at which Charles B. Peck acted as Chairman and Charles Percy as Secretary. At this meeting a set of by-laws was adopted and the organizers resolved to convert the meeting into a meeting of the Stockholders at which time the following Directors were elected:

William F. Whitehouse)	citizens of the State of Illinois
Fred A. Howe)	
Charles W. Dean)	
E. W. Meddaugh)	citizens of the State of Michigan
Charles B. Peck)	

Immediately after adjournment of the stockholders' meeting on November 29, 1880, the five Directors held a meeting at which Messrs. Meddaugh and Peck resigned and the Board filled the vacancies by electing Joseph Hickson (later Sir Joseph Hickson) and John McCaffrey to the Board. The Board then proceeded to elect Officers of the Company and Joseph Hickson, who was at the time General Manager of the Grand Trunk Railway System, was elected President, Fred A. Howe, Vice-President and Charles Percy, Secretary-Treasurer.

HISTORY:
(Cont'd.)

By Agreement of December 22, 1880, The Grand Trunk Junction Railway Company took over The Chicago & Grand Trunk Railway Company's proprietary tenants interest in the Chicago & Western Indiana Railroad Company's lease of July 1, 1880, as to station accommodations, etc., thereby procuring entry into Polk Street (Dearborn Station), Chicago, and assuming the obligation for the provision of certain funds necessary for the construction of the Chicago & Western Indiana Railroad and receiving \$1,000,000 of Chicago & Western Indiana Railroad Company's Capital Stock without cash consideration, and later its proprietary provision of the Capital Stock of The Belt Railway of Chicago (\$240,000). Acquisition of these rights removed the necessity for construction of the proposed line from C.&W.I. Junction to Polk Street.

The Section of the line from Elsdon, Illinois, along 49th Street, Chicago to C.&W.I. Junction, approximately 4 miles, was constructed and opened for traffic on February 8, 1880.

On December 22, 1880, The Grand Trunk Junction Railway Company leased its line in perpetuity to The Chicago & Grand Trunk Railway Company.

Supplemental Lease dated November 1, 1882 between Chicago and Western Indiana Railroad Company and The Grand Trunk Junction Railway Company mentioned that the 999 year lease from Chicago & Western Indiana Railroad Company dated July 1, 1880 to The Chicago and Grand Trunk Railway Company had been assigned to The Grand Trunk Junction Railway Company, and that it was intended to construct a new, larger and more convenient passenger station for the convenience of lessees, and provided for enlargement of the rights and privileges granted, and for additional rentals. Under this Lease The Grand Trunk Junction Railway Company obtained the right to use all "common" lines or property of the Chicago & Western Indiana Railroad Company excepting the Belt Division. The term of the Supplemental Lease is 999 years from November 1, 1882.

The Polk and 49th Street Junction Railway Company was incorporated under the laws of the State of Illinois by Articles of Association dated March 25th, 1889 and filed with the Secretary of State of Illinois on March 27, 1889. The Company was organized on April 10, 1889 for the nominal purpose of building a railroad from 49th Street to Polk Street Station.

Under Articles of Association dated June 20, 1889, and amended Articles of Association dated October 2, 1900, The Grand Trunk Junction Railway Company and the Polk and Forty-Ninth Street Junction Railway Company were consolidated under the name "The Grand Trunk Junction Railway Company" with an authorized Capital Stock of \$1,500,000. The proposed line was not built however, as it was not needed by Grand Trunk interests in view of the lease from the Chicago & Western Indiana Railroad Company which answered the purpose.

Supplemental Lease dated November 1, 1891, between Chicago & Western Indiana Railroad Company and The Grand Trunk Junction Railway Company stated the necessity for enlarging and improving the facilities in common use by Chicago & Western Indiana Railroad and its tenants, and provided for additional rentals and sinking fund payments relating to 1/5th of the additional bonds to be issued (\$2,000,000) to finance the improvements; and extended the term of the lease to 999 years from November 1, 1891.

HISTORY:
(Cont'd.)

On November 22, 1900, a new Agreement was entered into with the Grand Trunk Western Railway Company (successor to The Chicago and Grand Trunk Railway Company) whereby the Grand Trunk Western Railway Company leased all the rights of The Grand Trunk Junction Railway Company for 99 years.

On January 15, 1901, The Grand Trunk Junction Railway Company deeded to the Grand Trunk Western Railway Company its railway, and also its leasehold interest in the railway and property of the Chicago & Western Indiana Railroad Company in consideration of the assumption by the Grand Trunk Western Railway Company of The Grand Trunk Junction Railway Company's mortgage debt of January 1, 1884. This conveyance reserved the ownership of Chicago & Western Indiana Railroad Company and The Belt Railway Company of Chicago stock holdings to The Grand Trunk Junction Railway Company, as well as the right to receive \$1,300,000 from the Santa Fe Railway for State Street Block, Chicago, sold by The Grand Trunk Junction Railway Company under a leased purchase agreement of July 20, 1887.

At the time of the creation of the Chicago & Western Indiana Railroad and the construction of the terminals, The Chicago and Grand Trunk Railway Company (now Grand Trunk Western Railroad Company) was the only Company that provided its own funds for this purpose, the other four proprietary roads having used the credit of the Chicago and Western Indiana and obtained their funds by the sale of Chicago & Western Indiana Railroad Company bonds, under which they were obliged to pay an interest rental and sinking fund per annum, while The Chicago and Grand Trunk Railway Company obtained its funds through the issue of Mortgage Bonds of The Grand Trunk Junction Railway Company.

When the Chicago & Western Indiana Railroad Company under Agreement of 1901 returned to the Tenant Companies, through an issue of Chicago & Western Indiana Railroad Company bonds, the amount that they had paid in to their Sinking Funds, under their agreements, the Grand Trunk Western Railway Company, as successor to The Chicago and Grand Trunk Railway Company, was similarly paid the amount it had advanced through The Grand Trunk Junction Railway Company, \$2,093,333.33, the Grand Trunk Western Railway Company receiving Chicago & Western Indiana Railroad Company bonds to the amount of \$2,004,000, the difference in amount \$666.67 being paid in cash by the Grand Trunk Western Railway Company.

At the time of The Chicago and Grand Trunk Railway Company Receivership in 1900 there was due by that Company to The Grand Trunk Railway Company of Canada \$223,484.20 representing an amount over to The Grand Trunk Junction Railway Company as per entry on The Grand Trunk Railway Company of Canada books under date of December 13, 1899.

Later this account against The Grand Trunk Junction Railway Company was closed by the receipt of \$223,000 in Chicago and Western Indiana Bonds and \$484.20 included in the expenses of the Grand Trunk Western Railway Company. The balance of the Chicago and Western Indiana Railroad Company Bonds, \$1,781,000, was held by Grand Trunk Western Railway Company until required to meet that Company's proportion of the cost of elevating the Chicago and Western Indiana Railroad tracks, and the expenditure to be incurred in the elevation of the tracks of The Grand Trunk Junction Railway Company.

HISTORY:
(Cont'd.)

In April 1908, the question was raised as to whether the Trustees of The Grand Trunk Junction Railway Company Mortgage had consented to the sale of The Grand Trunk Junction Railway Company line to the Grand Trunk Western Railway Company, and whether the title of the latter Company in the Chicago and Western Indiana Railway Company Bonds was good and it was then reported that while the sale of The Grand Trunk Junction Railway to the Grand Trunk Western Railway Company was duly authorized and approved by the unanimous action of its Stockholders and Board of Directors at meetings held on January 8, 1901, it did not appear that the Trustees, Mr. John Bell of Belleville and Mr. E.W. Meddaugh of Detroit, both of whom are now deceased, gave their formal consent to the sale, but that as the deed of sale of January 15, 1901, was drawn up by Mr. Meddaugh, it was reasonable to suppose that at the time he knew that the Trustees would consent to the sale and that in drawing up the deed he protected the interests of the Bondholders insofar as he was able by reserving to The Grand Trunk Junction Railway Company the right to receive the principle of \$1,300,000 due from the Santa Fe Railway under contract for the sale of the State Street Block, and the ownership of the Capital Stock in the Chicago & Western Indiana Railroad Company and The Belt Railway Company of Chicago, simply conveying the right to receive interest on the former and dividends on the latter, to the Grand Trunk Western Railway Company, and had it been known that the Chicago & Western Indiana Railroad Company was to refund the sinking fund payments it is suggested that a somewhat similar reservation would have been made to cover this item, and therefore it would appear that the Bonds of the par value of \$1,781,000 less \$666.67 paid in cash by Grand Trunk Western Railway Company should be held by Grand Trunk Western Railway Company for The Grand Trunk Junction Railway Company.

Under the terms of Grand Trunk Western consolidation Agreement dated May 9, 1928 (effective November 1, 1928) Canadian National Railway Company (successor to Grand Trunk Railway Company of Canada) sold to Grand Trunk Western Railroad Company the Capital Stock of The Grand Trunk Junction Railway Company, which represented the following equities:

\$1,000,000	-	Chicago & Western Indiana Rld. Co. Capital Stock
240,000	-	The Belt Railway Co. of Chicago Capital Stock
<u>1,300,000</u>	-	Cash receivable from Atchison, Topeka & Santa Fe Rly.
2,540,000		

In payment Canadian National Railway Company received 49,600 shares of Grand Trunk Western Railroad Company Common Stock of non-par value, to which a value of \$25 per share was assigned - \$1,240,000, and 10,000 shares of 6% cumulative preferred stock having a par value of \$100 per share - \$1,000,000.

The \$1,300,000 cash was received by Grand Trunk Western Railroad Company from the Atchison, Topeka & Santa Fe Railway upon discharge of The Grand Trunk Junction Railway Company's mortgage.

DISSOLUTION: The Grand Trunk Western Railroad Company obtained discharge of The Grand Trunk Junction Railway Company mortgage and, on November 30, 1930, caused the latter Company to transfer its assets as a liquidating dividend to the Grand Trunk Western Railroad Company. The Grand Trunk Junction Railway Company's stock then became of no value and was held pending the winding up of the Company, which was accomplished and the charter surrendered on May 23, 1935, per Certificate of Dissolution No. 1395 issued by the Secretary of State, which is on file with the Secretary of Grand Trunk Western Railroad Company.

LOCATION: Chicago Division:
Elsdon, Illinois along 49th Street, Chicago to C.&W.I. Jct. -- 3.90 miles.

CAPITAL STOCK: Authorized 15,000 shares of \$100 each \$1,500,000
Issued 5,000 shares of \$100 each 500,000

The entire Capital Stock was issued to The Grand Trunk Railway Company of Canada without cash consideration, under Agreement of January 1, 1881, whereby The Grand Trunk Railway Company of Canada agreed to purchase £225,000 of 5% First Mortgage Bonds dated January 1, 1881. As mentioned above this stock was sold to Grand Trunk Western Railroad Company January 1, 1929 for \$2,540,000, in payment of which the latter Company issued its securities having a par value of an equal amount.

GRAND TRUNK - MILWAUKEE CAR FERRY COMPANY

(Wholly owned subsidiary of Grand Trunk Western Railroad Company)

INCORPORATED: November 9, 1905 - State of Wisconsin.

HEAD OFFICE: Milwaukee, Wisconsin.

HISTORY: On June 5, 1883, The Grand Haven and Milwaukee Transportation Company was incorporated and subsequently owned two vessels "Wisconsin" and "Milwaukee", operating them between Grand Haven, Michigan and Milwaukee, Wisconsin. The "Wisconsin" was sold on April 13, 1896, to Crosby Transportation Company for \$50,000 and the "Milwaukee" was sold on December 28, 1896, to Graham and Morton Transportation Company for \$90,000.

Under Agreement dated April 14, 1901, between Edward G. Crosby of Milwaukee, Wisconsin, and Robert B. Rice of Muskegon, Michigan (doing business under and in the name of the "Crosby Transportation Company"), the Detroit, Grand Haven and Milwaukee Railway Company and The Grand Trunk Railway Company of Canada, the Crosby Transportation Company operated a steamer line for the carriage of broken bulk freight and passengers between Grand Haven and Milwaukee.

HISTORY:
(Cont'd.)

On May 30, 1902, The Grand Trunk Car Ferry Line was established under Agreement of the same date between the Detroit, Grand Haven and Milwaukee Railway Company and Edward G. Crosby of Milwaukee, for the handling of both loaded and empty cars between Grand Haven and Milwaukee. The Line was composed of one steamer named the "Grand Haven".

In November 1905 the Detroit, Grand Haven and Milwaukee Railway Company purchased a controlling interest in the Grand Trunk Car Ferry Line and on November 7, 1905, purchased the steamer "Grand Haven" at Trustee's sale, the total cost of vessel being \$225,000.

On November 9, 1905, Grand Trunk - Milwaukee Car Ferry Company was incorporated under laws of the State of Wisconsin. On November 15, 1905, the Company was organized with a Capital Stock of the par value of \$200,000 in 2000 shares of \$100 each. The entire Capital Stock with the exception of one share issued to each Director was issued to Alfred W. Smithers, Sir Henry Mather Jackson, Bart., and E.J. Chamberlin, Trustees for the Detroit, Grand Haven and Milwaukee Railway Company.

The Company operated the steamer "Grand Haven" between Grand Haven, Michigan and Milwaukee, Wisconsin, for the handling of passengers and both loaded and empty cars. In October 1908 the Company purchased the steamer "Milwaukee" from the Manistique and Northern Railway Company for \$275,000. In December 1926 and January 1927 two additional new ferries were purchased - the "Madison" and "Grand Rapids", approved by Order-in-Council P.C. 1955, dated January 5, 1926.

On October 22, 1929 the steamer "Milwaukee" was lost on Lake Michigan in a storm.

In 1930 a new modern car ferry "City of Milwaukee" was purchased at a cost of \$721,609. This purchase was financed to the extent of \$396,000 representing the amount of insurance collected with respect to the loss of the "Milwaukee", and the balance from working capital of the Grand Trunk Western Railroad Company.

Commencing July 16, 1933, the car ferries operated between Milwaukee and Muskegon, Michigan, with auxiliary service to Grand Haven. The docks at Milwaukee, Grand Haven and Muskegon are owned by the Grand Trunk Western Railroad Company.

As provided under Grand Trunk Western Consolidation Agreement dated May 9, 1928, and as authorized by Interstate Commerce Commission Order of November 8, 1929 (Finance Docket 7320), the Grand Trunk-Milwaukee Car Ferry Company sold and assigned all its physical and other assets to the Grand Trunk Western Railroad Company as of January 1, 1929, in consideration of the assumption of all liabilities and duties of the Car Ferry Company by the Railroad. Difficulty arose in 1930 in regard to registration of the car ferries in the name of the Grand Trunk Western Railroad Company. Under the United States Merchant Marine Act of 1916 registration was effected in the name of the Car Ferry Company, and this Company was deemed a citizen of the United States because of its control by the Detroit, Grand Haven and Milwaukee Railway Company. Amendment of the Merchant Marine Act in 1930 required 75% ownership by citizens of the United States. It also became unlawful to sell, transfer or mortgage any vessel registered under the laws of the United States to any person not a citizen of the United States. It therefore became impossible to fully carry out the Grand Trunk Western Railroad Company consolidation arrangements as the

HISTORY:
(Cont'd.)

Grand Trunk Western Railroad Company could not qualify as a citizen of the United States under the Merchant Marine Act. By permission of the Interstate Commerce Commission the operation and accounts up to 1936 were treated as though the Agreement of acquisition were fully in effect.

In view of the above and the desire of the Pennsylvania Railroad Company to participate in the Milwaukee Car Ferry Services, an Agreement was entered into with the Pennsylvania Railroad in October 1931 for the formation of a Company entitled "Grand Trunk - Pennsylvania Transportation Company", 75% of the stock to be owned by the Pennsylvania Company and 25% by the Grand Trunk Western. This Company was to purchase the car ferries and operate them for the joint benefit of the Grand Trunk Western and Pennsylvania Railroads. The Agreement was submitted to the Interstate Commerce Commission, but approval was withheld owing to lack of jurisdiction and the plan was abandoned.

In order that the Grand Trunk Western Railroad should be able to continue operations, successful efforts were made to have the United States Merchant Marine Act amended. Section 27 of the Act of 1920 was amended under date of April 11, 1935. This amendment permitted the transportation of merchandise on railroad cars or motor vehicles, with or without trailers, and with their passengers or contents, when accompanied by the operator thereof, when such railroad cars or motor vehicles are transported in any railroad car ferry operated between fixed termini on the Great Lakes as part of a rail route, if such car ferry is owned by a common carrier by water and operated as part of a rail route with approval of the Interstate Commerce Commission, provided that the stock of such common carrier by water or its predecessor, was owned or controlled by a common carrier by rail prior to June 5, 1920.

Due to the inability to carry out the consolidation arrangements in full as contemplated by the Consolidation Agreement of 1929 the Grand Trunk Western Railroad Company conveyed and quit-claimed to the Grand Trunk-Milwaukee Car Ferry Company all its rights, title, claim and interest in and to the four car ferries, by quit-claim deed executed December 31, 1935.

By Certificate of Public Convenience and Necessity issued by the Interstate Commerce Commission on November 14, 1929, Finance Docket No. 7528, 258 ICC 253, the Grand Trunk Western Railroad Company was authorized to operate car ferry service across Lake Michigan, between Muskegon, Michigan, and Milwaukee, Wisconsin, by use of the car ferries owned by Grand Trunk-Milwaukee Car Ferry Company; and by Certificate of Public Convenience and Necessity issued by the Interstate Commerce Commission on November 27, 1936, Finance Docket No. 9109, 217 ICC 531, the Pennsylvania Railroad Company was authorized to operate across Lake Michigan, between Muskegon and Grand Haven, Michigan, and Milwaukee, Wisconsin, by joint use with Grand Trunk Western Railroad Company of the car ferries of Grand Trunk-Milwaukee Car Ferry Company.

Joint operations so authorized were commenced January 15, 1937, and were continued until abandonment by the Pennsylvania Railroad Company of its portion of the car ferry service on January 1, 1954, pursuant to Certificate of Public Convenience and Necessity issued by the Interstate Commerce Commission on November 19, 1953, Finance Docket No. 18222, after which date the car ferries have been operated by Grand Trunk Western Railroad Company.

GRAND TRUNK - MILWAUKEE CAR FERRY COMPANY

HISTORY:
(Cont'd.)

In 1945 the car ferry "Grand Haven" was sold to West India Fruit and Steamship Company, Norfolk, Virginia, for the sum of \$50,000. The "service value" of \$292,409.27 was charged to "Accrued Depreciation".

The conditions under which Grand Trunk Western Railroad Company has the right to use the car ferries of Grand Trunk-Milwaukee Car Ferry Company are covered by Agreement dated September 15, 1954, effective as of January 1, 1954, termination being indefinite. The consideration for the right to use the car ferries is assumption by Grand Trunk Western Railroad Company of depreciation of the car ferries at Interstate Commerce Commission rates.

PROPERTY
INVESTMENT:

Name of Car Ferries	"Grand Rapids"	"Madison"	"City of Milwaukee"
Port of Register	Milwaukee	Milwaukee	Milwaukee
Register Number	226151	226225	230448
Construction	Steel	Steel	Steel
Built - Date	1926	1927	1931
" - By	Manitowoc Shipbuilding Corporation Manitowoc, Wis.		
Length of Keel	348'	348'	348'
Breadth	56'	56'	56'
Draft Loaded	16'	16'	16'
Triple Expansion Engines	2	2	2
Indicated Horse Power	2700	2700	2800
Fuel Used	Coal	Coal	Coal
Tonnage Gross	2942	2942	2942
" Net	1488	1488	1488
No. of Tracks	4	4	4
Car Capacity - Freight	28	28	28
" " - Passenger	10	10	10
Original Cost	\$759,608	\$764,070	\$721,609

ACCRUED
DEPRECIATION:

As at December 31, 1960:	669.575	666.566	1,869,139.56
Amount of accumulated contract depreciation as at January 1, 1954 assumed by Grand Trunk Western Railroad Company under agreement dated September 15, 1954 covering use of car ferries, and payable to Grand Trunk-Milwaukee Car Ferry Company only in the event and at the time of retirement, destruction a loss of a car ferry or car ferries, or in the event of termination of the agreement, made up as follows:			
"Madison"		\$349,215.36	
"Grand Rapids"		351,138.61	
"City of Milwaukee"		<u>288,616.47</u>	
		\$988,970.44	

CAPITAL Authorized 2000 shares of Common Stock of \$100 each - par value \$200,000
 STOCK: Issued 2000 shares of Common Stock of \$100 each - par value 200,000
 All owned by Grand Trunk Western Railroad Company and carried on the books at \$1. Certificate #35 for 1995 shares of Common Stock in the name of Grand Trunk Western Railroad Company, and 5 certificates for 5 shares in the names of directors (endorsed in blank) are held in Royal Trust Company's vaults in Montreal - unpledged.

NON-NEGOTIABLE
 DEBT TO Outstanding as at December 31, 1960:
 AFFILIATED Capital Advances by Grand Trunk Western Rld. Co. \$ 607,595
 COMPANIES:

LOCATION: Muskegon, Michigan to Milwaukee, Wisconsin, about 86 miles.

DIRECTORS:
 Grand Trunk Western Railroad
 Company.

H. A. Sanders
 R. P. Cornwall
 M. A. O'Brien
 J. S. Best
 F. B. Henderson

OFFICERS

H. A. Sanders	President
F. B. Henderson	Vice-President and Secretary
C. A. Dobbins	Comptroller and Treasurer
E. J. Denyar	Assistant Treasurer
R. J. Martin	Resident Superintendent

GRAND TRUNK PACIFIC ALASKA STEAMSHIP COMPANY

(formerly wholly owned subsidiary of "The Grand Trunk Pacific Railway Company")

Charter surrendered June 18, 1930.

INCORPORATED: May 1, 1917 - Under the Laws of the State of Washington.

HISTORY: The Company was organized to engage in the Fish and Canning Trade of Kitchikan and Prince Rupert vicinity. One motor vessel, the "Tillamock", was purchased in 1917, which was chartered and operated by The Grand Trunk Pacific Coast Steamship Company, Limited for an annual rental of \$6,500. The vessel was sold on June 4, 1925 for \$35,000.

DISSOLUTION: After liquidation of all its obligations and disposal of all its assets Grand Trunk Pacific Alaska Steamship Company was dissolved and its corporate existence was terminated, by surrender of the Charter and winding up of the Company by Order No. 230890 of the Superior Court of the State of Washington dated June 18, 1930.

Certificates representing 500 shares of \$100 each of capital stock issued and outstanding, the Charter, Seal, original Minute Books and other corporate documents pertaining to the corporate existence of Grand Trunk Pacific Alaska Steamship Company are in the custody of the Secretary, Canadian National Railway Company, Montreal.

CAPITAL STOCK:	Authorized:	500 shares - \$100	\$50,000
	Issued:	500 shares - \$100	50,000

All owned by Grand Trunk Pacific Dock Company of Seattle.

Share Certificates were not cancelled when the corporate existence of the Company was terminated on June 18, 1930.

(included in "Canadian National Railway Company" from June 11, 1956)

INCORPORATED: July 13, 1906 - Dominion Cap. 99.

DECLARATORY: Undertaking declared to be a work for the general advantage of Canada - Dominion Cap. 99, July 13, 1906.

HISTORY: Under Dominion Cap. 99, July 13, 1906, "The Grand Trunk Pacific Branch Lines Company" was incorporated to construct and operate certain lines to National Transcontinental Railway and to The Grand Trunk Pacific Railway, with power to own and operate steam and other vessels for transportation by water, etc., etc. The Company was organized on January 17, 1907 in the interests of The Grand Trunk Pacific Railway Company for the purpose of constructing branch line railways into territory not reached by branches authorized to be constructed by The Grand Trunk Pacific Railway Company.

Thirty-nine branches were authorized in various parts of Canada aggregating about 8,000 miles of which nine branches were built in Saskatchewan and Alberta. Approximately 988.30 miles were constructed as follows:

Melville	to	Canora	54.63	miles
Melville	"	Riverhurst	209.15	"
Regina	"	Northgate	153.75	"
Young	"	Prince Albert	111.25	"
Oban	"	Carruthers	97.34	"
Biggar	"	Loverna	104.20	"
Tofield	"	Calgary	201.04	"
Bickerdike	"	Coalspur	37.69	"
Parkhill Jct.	"	Lovett	19.25	"
		Total	988.30	miles

The lines were completed and opened for traffic as follows:

Melville	to	Belcarres	32.70	miles	June	15, 1911
Mirror	"	Heatburg	12.70	"	June	17, 1911
Melville	"	Canora	54.63	"	June	21, 1911
Belcarres	"	Edgeley	28.50	"	July	11, 1911
Young	"	Bremen	45.50	"	July	15, 1911
Tofield Jct.	"	Mirror	70.86	"	July	17, 1911
Edgeley	"	Regina West	36.33	"	August	3, 1911
Heatburg	"	Trochu	37.90	"	June	8, 1912
Bremen	"	Wakaw	21.50	"	August	3, 1912
Colfax	"	Talmage	18.70	"	October	12, 1912
Bickerdike	"	Coalspur	37.69	"	October	12, 1912
Regina West	"	Burdick	34.70	"	October	17, 1912
Oban	"	Battleford	48.22	"	October	22, 1912
Trochu	"	Beiseker	41.20	"	October	23, 1912
Biggar	"	Argo	7.10	"	October	24, 1912
Regina G.T.P.	"	Colfax	48.12	"	October	30, 1912
Burdick	"	Moose Jaw	5.40	"	December	16, 1912
Parkhill Jct.	"	Lovett	19.25	"	January	25, 1913
Argo	"	Dodsland	41.70	"	June	17, 1913
Dodsland	"	Loverna	55.40	"	August	28, 1913
Talmage	"	Northgate	86.93	"	September	5, 1913
Beiseker	"	Barlow Jct.	34.52	"	September	11, 1913

HISTORY:
(Cont'd.)

Moose Jaw	to Mawer	47.20 miles	September 16, 1913
Barlow Jct.	" Calgary	3.86 "	September 26, 1913
Battleford	" Rossman	33.60 "	October 17, 1913
Wakaw	" St. Louis	20.00 "	May 2, 1914
Mawer	" Gilroy	19.70 "	June 30, 1914
Rossman	" Carruthers	15.52 "	October 12, 1915
Gilroy	" Riverhurst	4.62 "	October 19, 1916
St. Louis	" Prince Albert	<u>24.25</u> "	June 2, 1917
Total		988.30 miles	

Previous to January 1, 1916 the lines were treated as "operation under construction" and the results were included in expenditure for construction. From January 1, 1916 until the Grand Trunk Pacific Railway System was taken over by the Minister of Railways and Canals, as Receiver, on March 10, 1919, the properties were operated as part of the Grand Trunk Pacific Railway System.

Receivership was terminated on May 31, 1927, by Order in Council PC 1011 dated May 27, 1927, after which the properties were operated as part of The Grand Trunk Pacific Railway Company until amalgamated with Canadian National Railway Company on June 11, 1956.

AMALGAMATION: On June 11, 1956, Canadian National Railway Company, The Grand Trunk Pacific Branch Lines Company and 16 other companies were amalgamated into one company under the name "Canadian National Railway Company".

PROPERTY INVESTMENT: Included in The Grand Trunk Pacific Railway Company road property accounts totalling \$216,513,009.17, and is not recorded separately.

SUBSIDIES: Land Grants were as follows: (Statistics of Steam Railways - 1938 p.63).
Dominion 1942.57 acres.

ABANDONMENTS:	Carruthers Westward	3.48 miles	June 30, 1923
	Barlee Jct. to near Duhamel	10.25 "	July 5, 1923
	Minard " Breeze Jct.		
	Connections	1.44 "	Dec. 28, 1923
	Battleford " Cut Knife Jct.	2.58 "	Jan. 1, 1926
	Regina Terminals	1.22 "	Jan. 1, 1926
	Cudworth Jct. " Prince Albert	3.75 "	Jan. 1, 1926
	Foothills " Lovett	<u>4.75</u> "	Nov. 1, 1935
	Total	27.47 miles	

CAPITAL STOCK: Prior to amalgamation on June 11, 1954:
Authorized: 500,000 shares - \$100 \$50,000,000
Issued: 10,000 shares - \$100 - 20% paid up - 200,000
20 shares - \$100 - without payment

All owned by The Grand Trunk Pacific Railway Company.

Upon amalgamation on June 11, 1956, in accordance with the terms of amalgamation agreement dated May 17, 1956, the capital stock was treated as cancelled.

FUNDED DEBT: As at June 11, 1956 - nil.

* 5% Demand Note (Grand Trunk Railway Company) issued 1915-17,	\$11,019,686.55
4% First Mortgage Sterling Bonds issued under Trust Deeds dated June 24, 1909 and Supplements June 30, 1910, July 31, 1912 and April 4, 1914, maturing January 22, 1939, retired February 15, 1944. Saskatchewan Lines,	11,315,052.00
4% First Mortgage Sterling Bond issued under Trust Deeds July 28, 1909 and Supplement April 4, 1914, maturing February 25, 1939, and discharged December 15, 1942. Alberta Lines,	2,430,000.00
4% First Mortgage Sterling Bonds issued under Trust Deed July 31, 1912 maturing February 1942, discharged December 15, 1942. Alberta Lines,	1,159,596.00
4½% Sterling Terminal Bonds issued under Trust Deed dated June 5, 1914, maturing December 18, 1943, discharged March 26, 1957,	1,881,792.00
* Cancelled Notes on file in Finance Department.	

THE GRAND TRUNK PACIFIC DEVELOPMENT COMPANY, LIMITED

(included in "Canadian National Railway Company" from June 11, 1956)

INCORPORATED: August 3, 1906 - Dominion Letters Patent.
January 14, 1910 - Supplementary Letters Patent, name changed
(see History).

HISTORY: Under Dominion Letters Patent, August 3, 1906, by authority of "The Companies Act 1902", Cap. 15, 1902, "The Grand Trunk Pacific Town and Development Company, Limited" was incorporated.

On November 8, 1906, the Company was organized as a holding company for lands acquired along the Grand Trunk Pacific Railway for homesteads, townsites and industrial facilities, and for operation of other than transportation facilities along the railway.

Under Supplementary Letters Patent dated January 14, 1910, the name was changed to "The Grand Trunk Pacific Development Company, Limited."

HISTORY:
(Cont'd.)

The Company constructed or acquired and owned properties as under:

Prince Rupert Dry Dock and Shipyard - Prince Rupert, B.C.
 Vancouver Dock
 Victoria Dock
 The Fort Garry Hotel - Winnipeg, Man.
 The Macdonald Hotel - Edmonton, Alta.
 Victoria Hotel Site
 Prince Rupert Hotel Site
 Miscellaneous Physical Property

PRINCE RUPERT
DRY DOCK AND
SHIPYARD:

On October 21, 1909, The Grand Trunk Pacific Railway Company made application to the Dominion Government for the purpose of reaching an agreement for the construction and establishment of a Floating Dock at Prince Rupert, B.C. and providing for payment of a subsidy on the cost.

Subsequently an Act to encourage the construction of Dry Docks (Dominion Cap. 17), and known as "The Dry Docks Subsidies Act, 1910," was passed on May 4, 1910, which Act repealed "The Dry Dock Subsidies Act" Cap. 24, 1908. Dominion Order in Council P.C. 916 dated May 1, 1911, recommended acceptance of the application.

Dominion Order in Council P.C. 2250 dated October 2, 1911, authorized payment of a subsidy of 3½% per annum for a period of 25 years on \$2,199,168.02, part of the estimated cost of a floating dry dock having a lifting capacity of 20,000 tons to be built at Hay's Cove, Prince Rupert, B.C., near the terminus of the Grand Trunk Pacific Railway, the annual subsidy being \$76,970.88.

On November 30, 1911, an agreement between His Majesty and The Grand Trunk Pacific Railway Company was executed covering the construction and payment of the subsidy, and providing that the property be maintained to the satisfaction of the Crown giving priority to His Majesty's vessels. Construction work commenced in 1913 and was completed in 1917. The plant covered an area of approximately 18 acres and consisted of extensive yards, ship sheds, pattern shop, power house, machine shop, blacksmith shop, foundry, fabricating shop; two launching ways, and a floating dry dock consisting of three wings one of 10,000 tons capacity, and 2 of 5,000 tons capacity each. The actual cost of construction totalled \$2,654,113, and was included in The Grand Trunk Pacific Development Company, Limited, Investment account. The subsidy received during the 25 years 1918 to 1943 inclusive totalled \$1,924,272, which was treated as a credit to Income and not to Construction Account.

The plant was operated by The Grand Trunk Pacific Development Company, Limited until March 1, 1919, when it was leased under agreement dated August 1, 1918, to the John N. Mullen Construction Co. The Mullen Company later assigned to The Prince Rupert Dry Dock and Engineering Company, which Company went into liquidation on December 6, 1920. The Receiver continued operation to September 6, 1921, at which date the Department of Marine assumed control for the purpose of completing certain ships then under construction. The Grand Trunk Pacific Development Company, Limited (then in the control of the Receiver of The Grand Trunk Pacific Railway Company), resumed operations on November 14, 1921.

PRINCE RUPERT
DRY DOCK AND
SHIPYARD:
(Cont'd.)

The only work available to the plant prior to 1940 involved repair and overhaul to ships local to Prince Rupert or general vicinity, largely consisting of fishing and small coastal craft. The average number of employees fluctuated from year to year. In 1923 there were 99; in 1929 - 142; in 1930 - 221; in 1933 - 44; in 1939 - 101.

During World War II Ship Construction and Repair Work was undertaken commencing in 1940. The average number of employees each year 1940 to 1945 fluctuated between 227 in 1940 to 1594 in 1943 (when a peak of 2000 employees was reached at the height of construction), to 859 in 1945.

Under Agreement dated February 14, 1952 between His Majesty, The Grand Trunk Pacific Development Company Limited, The Grand Trunk Pacific Railway Company and Canadian National Railway Company authorized by Dominion Order in Council P.C. 29/4700 of September 30, 1950, Canadian National Railway Company agreed to continue management and operation, and the Minister of Public Works undertook to absorb the deficits or profits from operation and maintenance during the two years from April 1, 1950 to March 31, 1952.

Under agreement dated April 22, 1953, the above mentioned agreement was renewed with modification for a further period of two years ended March 31, 1954, as authorized by Treasury Board Minute #444252 dated February 13, 1953.

At the termination of above mentioned agreement it was not renewed but it was agreed that the Department of Public Works would meet the deficit for a further 6 months. An estimated \$3,000,000 would have been required to rehabilitate the property and as the facilities were not required in any way for railway operations, the Directors authorized abandonment of operations and sale of the property, per Minute 9419 dated January 28 - 29, 1954. The plant was finally closed on September 30, 1954. The operating losses from April 1, 1952 to September 30, 1954 paid by Dominion Government totalled \$567,779.

The efforts to dispose of the property by sale were unsuccessful. Some equipment was sold totalling \$58,885. The balance in Investment Account - \$1,863,318.16 was written off to Profit and Loss Account in December 1954, to be offset as and when proceeds are received from any further sale or salvage.

VANCOUVER
DOCK:

The Dock at Vancouver was originally constructed in 1911 - 1912, (the value in 1914 was stated to be land \$132,036, buildings \$152,120) and was reconstructed with alterations and extensions in 1929 - 1930 - 1931 following destruction by fire in 1929.

Upon amalgamation on June 11, 1956 the investment in this property - \$1,692,614.50 - was transferred to Canadian National Railway Company investment account.

VICTORIA
DOCK:

The Inner Harbor Dock property included lots 7 to 13 inclusive, and the south 30' of lot 14, Block 70, Plan 219 Victoria, B.C. which were acquired in 1909, and the water lot in front thereof which was acquired from the Crown in 1931, together with all docks, buildings and improvements etc. located thereon. The original cost of land was \$128,157

THE GRAND TRUNK PACIFIC DEVELOPMENT COMPANY, LIMITED

VICTORIA DOCK: (Cont'd.) and structures thereon \$258,426 total \$386,583. The property became of no further use to the railway after the steamship service to Victoria was discontinued, and in 1947 it was sold to Evans, Coleman and Johnson Bros. Ltd., of Victoria, B.C. for \$140,000, as authorized by Directors on March 31, 1947.

THE FORT GARRY HOTEL: The Fort Garry Hotel (252 guest rooms) was constructed in Winnipeg at an original cost of \$2,706,977, and opened in December 10, 1913. When Canadian National Hotels, Limited (a wholly owned subsidiary of Canadian National Railway Company) was incorporated on October 15, 1954 the investment at that time of \$3,022,663 was transferred to the newly incorporated Company.

THE MACDONALD HOTEL: The Macdonald Hotel (originally 185 guest rooms) was constructed in Edmonton at an original cost of \$2,152,625, and opened in December 1916. As a new wing of The Macdonald Hotel was being constructed by Canadian National Railway Company the investment in the original structure was transferred in 1952 to the investment account of Canadian National Railway Company.

VICTORIA HOTEL SITE: A site for a Hotel in Victoria, B.C. was acquired on September 5, 1910. The proposed Hotel was never constructed and in 1936 the investment of \$303,722.80 was written down to \$60,000. In 1937 the property was transferred to Canadian National Realities, Limited for disposal.

PRINCE RUPERT HOTEL SITE: A site for a Hotel in Prince Rupert, B.C. was acquired on March 10, 1905. The proposed Hotel was never constructed and in 1936 the investment of \$145,829.36 was written down to \$1. In 1937 the property was transferred to Canadian National Realities, Limited for disposal.

MISCELLANEOUS PHYSICAL PROPERTY: In 1937 miscellaneous physical property representing an investment of \$105,536.35 was transferred to Canadian National Realities, Limited for disposal.

AMALGAMATION: On June 11, 1956, Canadian National Railway Company, The Grand Trunk Pacific Development Company, Limited and 16 other companies were amalgamated into one company under the name "Canadian National Railway Company."

PROPERTY INVESTMENT: Transferred to investment account of Canadian National Railway Company upon amalgamation on June 11, 1956:

Vancouver Dock	\$1,692,614.50
----------------	----------------

CAPITAL STOCK: Prior to amalgamation on June 11, 1956:

Authorized:	50,000 shares - \$100	\$5,000,000
Issued:	30,000 shares - \$100	3,000,000

All owned by The Grand Trunk Pacific Railway Company and carried at \$1.

THE GRAND TRUNK PACIFIC DEVELOPMENT COMPANY, LIMITED

CAPITAL STOCK: Upon amalgamation on June 11, 1956, in accordance with the terms of
(Cont'd.) amalgamation agreement dated May 17, 1956, the capital stock was
treated as cancelled.

FUNDED DEBT: As at June 11, 1956 - nil.

5% Demand notes issued 1912-16 \$10,795,994.44

Notes in the amount of \$8,492,424.87 held by Canadian National Rail-
way Company were retired upon amalgamation with Canadian National
Railway Company on June 11, 1956.

Cancelled notes are on file in Finance Department.

THE GRAND TRUNK PACIFIC DEVELOPMENT COMPANY, LIMITED
 PRINCE RUPERT DRYDOCK AND SHIPYARD
Income - Years 1923 - 1947

				Depreciation on floating and plant equipment, and Interest on cost of property not included in the accounts.				Dominion Govern- ment Subsidy	Net Loss
	<u>Operating Revenues</u>	<u>Operating Expenses</u>	<u>Taxes</u>	<u>Net Income</u>	<u>Depreciation</u>	<u>Interest</u>	<u>Net Result Debit * or Credit</u>		
1923	\$ 163 346	\$ 219 897		\$ 56 551 -	\$ 34 471	\$ 134 017	\$ 225 039 *	\$ 76 970	\$ 148 069
1924	193 575	233 283		39 708 -	34 471	138 026	212 205 *	76 970	135 235
1925	151 340	209 371		58 031 -	34 471	138 026	230 528 *	76 970	153 558
1926	418 760	399 374		19 386	34 471	138 026	153 111 *	76 970	76 141
1927	289 176	338 628	5 964	55 416 -	34 439	137 971	227 826 *	76 970	150 856
1928	224 684	283 446	10 260	69 022 -	34 553	138 163	241 738 *	76 970	164 768
1929	305 863	380 759	10 260	85 156 -	34 798	138 570	258 524 *	76 970	181 554
1930	587 929	610 810	10 260	33 141 -	34 797	138 570	206 508 *	76 970	129 538
1931	172 794	234 543	10 260	72 009 -	34 922	138 778	245 709 *	76 970	168 739
1932	69 466	121 119	12 584	64 237 -	35 065	139 029	238 331 *	76 970	161 361
1933	45 779	85 510	10 038	49 769 -	35 064	138 567	223 400 *	76 970	146 430
1934	144 431	156 918	8 419	20 906 -	36 020	140 146	197 072 *	76 970	120 102
1935	63 411	107 413	6 892	50 894 -	36 020	140 146	227 060 *	76 970	150 090
1936	71 770	109 500	6 838	44 568 -	36 020	140 146	220 734 *	76 970	143 764
1937	100 176	142 207	6 836	48 867 -	36 020	140 146	225 033 *	76 970	148 063
1938	118 328	150 013	6 475	38 160 -	36 020	140 146	214 326 *	76 970	137 356
1939	199 201	210 901	6 324	18 024 -	36 020	140 146	194 190 *	76 970	117 220
Total 1923-1939	3 320 029	3 993 692	111 410	785 073 -	597 642	2 358 619	3 741 334 *	1 308 490	2 432 844
1940	928 931	955 382	6 160	32 619 -	36 095	140 289	209 003 *	75 148	133 855
1941	1 974 181	2 033 718	10 642	70 179 -		140 483	210 662 *	76 970	133 692
1942	6 570 276	5 910 577	24 793	634 906		140 508	494 398	76 971	571 369 Profit
1943	8 085 434	7 956 004	29 985	99 445		140 571	41 126 *	76 971	35 845 Profit
1944	840 158	674 249	26 788	139 121		140 111	990 *		990
1945	1 145 682	1 025 429	20 520	99 733		139 413	39 680 *		39 680
1946	316 340	280 987	11 478	23 875		139 401	115 526 *		115 526
1947	252 096	311 318	10 803	70 025 -	28 459	117 300	215 784 *		215 784
Total 1923-1947	\$23 433 127	\$23 141 356	\$252 587	\$ 39 184	\$662 196	\$3 456 695	\$4 079 707 *	\$1 614 550	\$2 465 157

GRAND TRUNK PACIFIC DOCK COMPANY OF SEATTLE

345

(formerly wholly owned subsidiary of The Grand Trunk Pacific Railway Company) dissolved March 1, 1945.

INCORPORATED: December 9, 1909 - Under the Laws of the State of Washington.

HISTORY: On December 11, 1909 Grand Trunk Pacific Dock Company of Seattle was organized by The Grand Trunk Pacific Railway Company for the purpose of leasing, constructing and operating dock facilities at Seattle, Washington, as part of an overall operation by The Grand Trunk Pacific Coast Steamship Company, Limited (incorporated shortly thereafter) of a line of Steamers between Prince Rupert and Stewart, B.C., and Vancouver, Victoria and Seattle.

By lease dated December 11, 1909 the Company leased from the Commercial Company certain Water Front land for 25 years from January 1, 1910 at an annual rental of \$25,000 plus taxes. (This property was purchased on August 14, 1926 by Duluth and Virginia Realty Company, and the latter Company renewed the lease on the same terms and conditions for a further period of about 25 years to November 29, 1959). The lease provided that the Dock Company assume the lease from the State of Washington to the Commercial Company of the Outer Harbour area in front of the before mentioned property, which lease expired on November 29, 1929 and was renewed by the State of Washington direct to Duluth and Virginia Realty Company for a period of 30 years to November 29, 1959.

The dock and buildings thereon were constructed by The Grand Trunk Pacific Coast Steamship Company, Limited. In view of failure to exercise an option under the lease to purchase the property on or before January 1, 1915 these improvements became the property of the Lessor.

Operations formed part of the operations of The Grand Trunk Pacific Coast Steamship Company, Limited (name changed on February 26, 1925, to Canadian National Steamship Company, Limited). Steamer service to Seattle was discontinued on September 15, 1931. The S.S. "Prince Henry" made the last call at Seattle, arriving on September 14 and sailing on September 15, 1931.

DISSOLUTION: On March 1, 1945 after liquidation of all its obligations and disposal of all its assets Grand Trunk Pacific Dock Company of Seattle was dissolved and its corporate existence was terminated. Certificate of Dissolution was filed in the office of Secretary of State of Washington on March 1, 1945.

The Certificates representing 1500 shares of \$100 each of capital stock issued and outstanding were cancelled. The Charter, Seal, original Minute Books and other corporate documents pertaining to the corporate existence of Grand Trunk Pacific Dock Company of Seattle are in the custody of the Secretary, Canadian National Railway Company, Montreal.

CAPITAL STOCK: Authorized: 1500 shares - \$100 each \$150,000
Issued: 1500 shares - \$100 each 150,000 unpledged.

All owned by The Grand Trunk Pacific Railway Company and carried at \$1.

GRAND TRUNK PACIFIC DOCK COMPANY OF SEATTLE

CAPITAL STOCK: Share Certificates were cancelled when the corporate existence of
(Cont'd.) the Company was terminated on March 1, 1945.

FUNDED DEBT: Nil.

THE GRAND TRUNK PACIFIC RAILWAY COMPANY

(included in "Canadian National Railway Company" from June 11, 1956)

INCORPORATED: October 24, 1903 - Dominion Act 3 Ed. VII Cap. 122.

The Dominion Government entered into an agreement dated July 29, 1903 with The Grand Trunk Pacific Railway Company to build a trans-continental railway wholly upon Canadian Territory between the city of Moncton, N.B. and the navigable waters of the Pacific Ocean.

HISTORY: The incorporation of this Company resulted from a plan of The Grand Trunk Railway Company of Canada for a main line right across the continent from Moncton, New Brunswick to Prince Rupert, British Columbia. The portion of the Line east of Winnipeg was to be built by the Dominion Government and leased to The Grand Trunk Pacific Railway Company. The portion west of Winnipeg was to be built by The Grand Trunk Pacific Railway Company with Government assistance. More specifically the Government was to guarantee an issue of bonds of the "Prairie Section" (Winnipeg to Wolf Creek, Alberta) and another issue of bonds of the "Mountain Section" (Wolf Creek, Alberta to Prince Rupert).

Under Dominion Act 3 Ed. VII Cap. 122, October 24, 1903, "The Grand Trunk Pacific Railway Company" was incorporated to construct and operate a railway from Moncton, to Quebec City, thence northwesterly and westerly to a point on the Quebec-Ontario boundary within 50 miles of Lake Abitibi, thence, via north of Lake Nipigon, to Winnipeg, then, via Battleford and Edmonton, to some point on the Pacific Coast between Port Simpson and Bute Inlet, with branches to Montreal, North Bay, Port Arthur or Fort William, Brandon, Regina, Prince Albert, Calgary, and to Dawson City in the Yukon, etc., with the proviso that the Company may enter into an agreement with the Government of Canada with respect to the construction and operation of the line between Moncton and Winnipeg.

Under Dominion Cap. 71, also assented to on October 24, 1903, provision was made for construction of a National Transcontinental Railway wholly within Canada, from Moncton to Winnipeg, referred to as the

THE GRAND TRUNK PACIFIC RAILWAY COMPANY

HISTORY:
(Cont'd.)

Eastern Division, and from Winnipeg to the Pacific Ocean, referred to as the Western Division, which was considered necessary by reason of the growth in population and the rapid development in the productiveness and trade of Canada, especially in the western part thereof, and with a view of opening up of new territory available for settlement both in the Eastern Provinces and in the West. The Eastern Division was to be constructed by the Dominion Government, and under the charge of three commissioners forming a corporate body under the name "The Commissioners of the Transcontinental Railway."

Under the terms of an agreement dated July 29, 1903, between the Minister of Railways and Canals, and Sir Charles Rivers Wilson and others acting on behalf of The Grand Trunk Pacific Railway Company then about to be incorporated, as modified by agreement dated February 18, 1904, confirmed by Dominion Act 4 Ed. VII Cap. 24, July 18, 1904, The Grand Trunk Pacific Railway Company constructed the Western Division at its own cost, and agreed to lease the Eastern Division for a period of 50 years from the date of its completion at an annual rental of 3% of the cost of construction subject to certain concessions during the first 7 years. The Company was to provide at its own cost sufficient rolling stock for the efficient operation of both Divisions, of which not less than \$5,000,000 worth would be supplied for operation of the Eastern Division, and to operate the entire line.

Under Dominion Act 6 Ed. VII Cap. 99, 1906, The Grand Trunk Pacific Branch Lines Company was incorporated to build certain lines to National Transcontinental Railway and Grand Trunk Pacific Railway etc.

Dominion Order in Council P.C. 1217, July 20, 1906, appointed A. Brunet (one of the Commissioners in charge of construction of the Eastern Division, later known as National Transcontinental Railway) as Government Director on The Grand Trunk Pacific Railway Company Board.

Under Dominion Act 6 Ed. VII Cap. 101, July 13, 1906, The Grand Trunk Pacific Telegraph Company was incorporated to operate a commercial telegraph service along the lines of the Grand Trunk Pacific Railway etc.

Dominion Order in Council P.C. 1087, April 30, 1912, appointed Jules Hone as Government Director on The Grand Trunk Pacific Railway Company Board, vice A. Brunet.

The last spike in the construction of the Eastern Division (National Transcontinental Railway) was driven on November 17, 1913 and the railway was operated for a short period in sections, by the contractors and the Commission in charge of construction appointed by the Government. In accordance with the agreement between the Government and The Grand Trunk Pacific Railway Company the Company was notified that the line was ready to be turned over to it under lease. The Grand Trunk Pacific Railway Company was, itself, in difficulties and did not implement the agreement. In the circumstances necessary legislation was enacted authorizing the Government to operate the Eastern Division, or what is known as National Transcontinental Railway as a "Government Railway."

THE GRAND TRUNK PACIFIC RAILWAY COMPANY

HISTORY:
(Cont'd.)

The railway was completed and opened for traffic as follows:

Portage la Prairie to	Pas	120.90 miles	October	11, 1907
Fort William	" Superior Junction	188.27 "	November	27, 1908
Winnipeg	" Portage la Prairie	54.33 "	January	2, 1909
Rea	" Wainwright	489.81 "	January	2, 1909
Duro-Engin	" Connection	3.23 "	January	2, 1909
Yorath	" Connection	.93 "	January	2, 1909
Wainwright	" West Junction	127.25 "	September	13, 1909
East Junction	" Edmonton	3.18 "	September	13, 1909
121st Street Jct.	" Wolf Creek	120.56 "	February	12, 1911
Wolf Creek	" Hinton	70.31 "	May	16, 1911
Vanarsdal	" Prince Rupert	100.00 "	May	31, 1911
Skeena Crossing	" Vanarsdal	64.45 "	June	4, 1912
Hinton	" Geikie	50.00 "	June	14, 1912
Hazelton	" Skeena Crossing	12.40 "	October	12, 1912
Geikie	" Tete Jaune	67.30 "	November	22, 1912
New Hazelton	" Hazelton	3.70 "	December	24, 1912
Beaumont	" New Hazelton	14.00 "	April	7, 1913
Moricetown	" Beaumont	9.90 "	July	25, 1913
Tete Jaune	" Fraser River	93.70 "	August	20, 1913
Rose Lake	" Moricetown	95.86 "	September	20, 1913
Fraser River	" Prince George	84.08 "	January	23, 1914
Priestly	" Rose Lake	36.50 "	February	12, 1914
Prince George	" Priestly	129.80 "	August	24, 1914
Nutana	" Connections	.76 "	November	11, 1927
Rosetown	" Connections	1.25 "	November	11, 1927
Grasswood	" Nutana	0.39 "	September	30, 1929
Grasswood	" Nutana	<u>1.61</u> "	December	31, 1938
Total		1,944.47 miles		

Under agreement dated July 29, 1915, between The Grand Trunk Pacific Railway Company and the Crown, authorized by Dominion Act 5, Geo. V Cap. 18, 1915 and P.C. 1575, July 2, 1915, The Lake Superior Branch, extending from Lake Superior Junction to Fort William (approximately 188.27 miles), including terminal facilities, was leased to the Dominion Government for 999 years from May 1, 1915 at an annual rental of \$600,000.

On September 19, 1916, J.B. Fraser and Peter McAra were elected directors of The Grand Trunk Pacific Railway Company to act with Jules Hone as Government representatives on the Board of Directors.

In a letter dated March 4, 1919, the Vice-President of The Grand Trunk Pacific Railway Company, Mr. Frank Scott, informed the Minister of Finance that the increased rates applicable to the Grand Trunk Pacific Railway were not sufficient to meet the increased operating expenses, and that it would not be possible for the Company to continue its operations when the present funds were exhausted, which would be about March 10, 1919. Large sums had been advanced, by authority of Parliament, to the Grand Trunk Pacific Railway System in aid of construction and to meet deficits in operation. It was considered essential that operation of the system be continued without interruption to avoid great detriment to the public interest and defeat of the intention of Parliament in authorizing the advances referred to. Continued operation

HISTORY:
(Cont'd.)

at that time was also essential because of the position of Canada resulting from World War I which had not then been terminated by Peace Treaty, especially in connection with the transportation of returning Canadian Troops, and of supplies and equipment and freight, and other services made necessary by the war.

The parent company and guarantor, The Grand Trunk Railway Company of Canada was, itself, in difficulties and could not carry out the undertakings called for in the agreement of July 29, 1903 and subsequent amendment of February 18, 1904.

The responsibility of continuing of the Grand Trunk Pacific Railway System was thrown upon the Dominion Government inasmuch as there were no effective provisions in existing laws whereby continued operation could be secured otherwise. Consequently, by Dominion Order in Council P.C. 517 dated March 7, 1919, and P.C. 547 dated March 13, 1919, correcting an omission in P.C. 517, the Minister of Railways and Canals was appointed Receiver to take possession and operate the Grand Trunk Pacific Railway System on and after March 10, 1919, or on such earlier date as The Grand Trunk Pacific Railway Company ceased to operate its undertaking efficiently. The Order in Council specifies that Grand Trunk Pacific Railway System means and included the following companies:

The Grand Trunk Pacific Railway Company
 The Grand Trunk Pacific Branch Lines Company
 The Grand Trunk Pacific Saskatchewan Railway Company
 The Grand Trunk Pacific Telegraph Company
 The Grand Trunk Pacific Coast Steamship Company, Limited
 The Grand Trunk Pacific Development Company, Limited
 Grand Trunk Pacific Terminal Elevator Company, (Limited)

Under Dominion Cap. 22, June 6, 1919, above-mentioned Orders in Council P.C. 517 and 547 were confirmed.

Under Dominion P.C. 1595, dated July 12, 1920, the operation and management of the Grand Trunk Pacific Railway System was entrusted to those who then or thereafter comprise the Board of Directors of The Canadian Northern Railway Company, subject to the rights of the Minister of Railways and Canals as Receiver, so that the System might be operated in harmony with Canadian National Railways (then The Canadian Northern Railway Company and the Canadian Government Railways).

The duration of Receivership was from March 10, 1919, to May 31, 1927.

Note: Dominion Order in Council P.C. 1011 of May 27, 1927, issued under authority of Dominion Act 10-11 Geo. V Cap. 13, 1920, declared the Receivership terminated on May 31, 1927, the Receivership Accounts to be closed at the end of the fiscal year - March 31, 1927.

AMALGAMATION: Under Agreement dated May 11, 1956 approved by Order in Council P.C. 1956-772 dated May 17, 1956 effective June 11, 1956, Canadian National Railway Company, The Grand Trunk Pacific Railway Company and 16 other companies were amalgamated into one company under the name "Canadian National Railway Company."

THE GRAND TRUNK PACIFIC RAILWAY COMPANY

PROPERTY INVESTMENT: Transferred to investment account of Canadian National Railway Company upon amalgamation on June 11, 1956:

Road	\$216,513,009.17
Vancouver Dock	1,692,614.50
Donations and Grants - Railway property	119,476.44 CR.
Improvements on leased property:	
Mountain Park Branch	512,178.65

SUBSIDIES: Subsidies and Land Grants were as follows: (Statistics of Steam Railways - 1938 - p.63).

Dominion	\$1,220,480 & 10,223.39 acres
Dominion (implementing G.T.P. Bonds)	4,994,417
Ontario Province	376,230 & 637,213.92 acres
British Columbia Province	350,000 & 3,376.82 acres
Ontario Municipal	450,000
Alberta Municipal	100,000
	<hr/>
	\$7,491,127 650,814.13 acres

INVESTMENT IN AFFILIATED COMPANIES: Transferred to investment account of Canadian National Railway Company upon amalgamation on June 11, 1956:

	<u>Outstanding</u> (Par)	<u>Capital Stock</u> <u>Owned</u> (Par)	(Book Value)
<u>Stocks</u>			
Canadian National Steamship Company, Limited	\$ 15,000	\$ 15,000	\$ 1
Canadian National Telegraph Company	525,900	25,900	25,900
The Grand Trunk Pacific Branch Lines Company	200,000	200,000	1
The Grand Trunk Pacific Development Company, Limited	3,000,000	3,000,000	1
The Grand Trunk Pacific Saskatchewan Railway Company	20,000	20,000	1
Grand Trunk Pacific Terminal Elevator Company, (Limited)	501,000	501,000	1
The Public Markets, Limited	1,150,000	287,500	<u>287,500</u>
			\$313,405
<u>Investment advances</u>			
Canadian National Telegraphs			\$1,448,493.83

LOCATION:	Mileage	In operation December 31, 1960:		
* Graham SD	Mile 0.90	to Mile 1.63		0.73 miles
Conmee		" Superior Jct.		159.92 "
Searle		" Edmonton West Jct.		787.47 "
East Jct.		" Edmonton		3.12 "
121st Jct.		" Wabamun Mile 73.66		72.15 "
Wabamun	Mile 87.09	" Edson		42.49 "
Edson	Mile 0.00	" * Brule SD Mile 64.81		64.81 "
* Brule SD	Mile 94.69	" Jasper		11.53 "
Jasper	Mile 0.00	" * Albreda SD Mile 9.15		9.15 "
* Albreda SD	Mile 17.22	" Rainbow Mile 35.21		17.99 "
Red Pass Jct.		" Prince Rupert		<u>676.73</u> "
	Total			1,846.09 miles

During World War I, a demand for rails for overseas became urgent, and in 1917, the Dominion Government, under its powers conferred by the War Measures Act, lifted rails on both The Grand Trunk Pacific Railway and The Canadian Northern Railway between Imrie in Alberta and Red Pass Junction in British Columbia. The Canadian Northern rails being unsuitable in some respects for overseas requirements, were used to replace those taken from the Grand Trunk Pacific Line. In the new alignment, the two railways were merged between Imrie and Red Pass Junction, so that the transcontinental main line of Canadian National Railways between these two points became a composite road, approximately 150 miles being on former Grand Trunk Pacific right of way and approximately 150 miles being on former Canadian Northern right of way.

ABANDONMENTS:	Graham Old	Mile 0.00	to Mile 0.90	1925	0.90 miles
	Graham Old	Mile 1.63	" Conmee	1925	27.45 "
	Woodward Ave. Jct.		" Searle	1956	4.82 "
	Duro		" Engin	1923-25	3.23 "
	Yorath Connection			1923-25	.93 "
	Wabamun	Mile 73.66	" Mile 87.09	1927	13.43 "
	Brule	Mile 64.81	" Mile 94.69	1922-23	29.88 "
	Geikie	Mile 9.25	" Mile 17.22	1917	8.07 "
	Rainbow		" Red Pass Jct.	1924	<u>8.49</u> "
	Total				97.20 miles

* Subdivision.

THE GRAND TRUNK PACIFIC RAILWAY COMPANY

MILEAGE:

MILEAGE OF FIRST MAIN LINE

Union Jct., Alberta to Red Pass Jct., B.C.

December 31, 1960

<u>Subdivision</u>	<u>From</u>	<u>To</u>	<u>Railway</u>	<u>Mileage</u>
Wabamun	Union Jct. Mile 6.38	Mile 73.66	Grand Trunk Pacific Railway	67.28
Wabamun	Mile 73.66	Mile 87.09	Canadian Northern Alberta Railway	13.43
Wabamun	Mile 87.09	Edson Mile 129.58	Grand Trunk Pacific Railway	42.49
Brule	Edson Mile 0.00	Mile 64.81	Grand Trunk Pacific Railway	64.81
Brule	Mile 64.81	Mile 94.69	Canadian Northern Alberta Railway	29.88
Brule	Mile 94.69	Jasper Mile 106.22	Grand Trunk Pacific Railway	11.53
Albreda	Jasper Mile 0.00	Geikie Mile 9.15	Grand Trunk Pacific Railway	9.15
Albreda	Geikie Mile 9.15	Int. Prov. Bldg. Mile 17.15	Canadian Northern Alberta Railway	8.00
Albreda	Int. Prov. Bldg. Mile 17.15	Mile 17.22	Canadian Northern Pacific Railway	.07
Albreda	Yellowhead Mile 17.22	Rainbow Mile 35.21	Grand Trunk Pacific Railway	17.99
Albreda	Rainbow Mile 35.21	Red Pass Jct. Mile 43.70	Canadian Northern Pacific Railway	<u>8.49</u>
Total				273.12

Summary -	Grand Trunk Pacific Railway	213.25 miles
	Canadian Northern Alberta Railway	51.31 "
	Canadian Northern Pacific Railway	<u>8.56</u> "
	Total	273.12 miles

Leased Lines Operated

Mountain Park Collieries Branch:	<u>Miles</u>
Mile 1.62 - Mountain Park	29.93
Luscar Collieries Branch:	
Leyland - Luscar	4.93

CAPITAL STOCK: Prior to amalgamation on June 11, 1956:

Authorized:	1,111,000 shares - \$100	\$111,100,000
Issued:	249,940 shares - \$100	24,940,000
	20 shares - \$100 - 10% paid up	200

All capital stock issued, except 20 shares, on which 10% was paid up, covered by interim certificate issued to F.W. Morse but never returned, owned by Canadian National Railway Company by reason of amalgamation of The Grand Trunk Railway Company of Canada with Canadian National Railway Company on January 31, 1923 - unpledged.

Upon amalgamation on June 11, 1956, in accordance with the terms of amalgamation agreement dated May 17, 1956, the capital stock was treated as cancelled.

FUNDED DEBT:

4½% Mortgage Bonds issued under Trust Deed dated May 22, 1909, maturing April 1, 1919, discharged October 28, 1943, \$10,000,000.

4% Debentures issued 1913-1914, maturing July 1, 1923. Held by Canadian National Railways Securities Trust, 15,000,000.

4% Mortgage Sterling Bonds Series A issued under Trust Deed dated March 15, 1905, maturing April 1, 1955, discharged September 13, 1956, 10,206,000.

4% Mortgage Sterling Bonds, Series B, issued under Trust Deed dated March 15, 1905, maturing April 1, 1955, discharged September 13, 1956, 9,963,000.

3% First Mortgage Sterling Bonds issued under Trust Deed dated June 10, 1905, maturing January 1, 1962. Held by Public \$26,465,130., 68,040,000.

4% Sterling Bonds issued under Trust Deed dated August 5, 1914, maturing January 1, 1962. Held by Public \$7,999,074., 15,940,800.

Lake Superior Branch 4% First Mortgage Sterling Bonds issued under Trust Deed dated March 15, 1905, maturing April 1, 1955, discharged September 13, 1956, 7,533,000.

Funds deposited with the agents, Bank of Montreal, New York on January 2, 1962 to meet redemption of these Bonds. The balance of each issue is held by the Canadian National Railways Securities Trust.

	G.T.P. 3%	G.T.P. 4%
Amount Issued	\$68,040,000.	\$15,940,800.
Amount held by Public	<u>26,465,130.</u>	<u>7,992,074.</u>
Amount held by Securities Trust	\$41,574,870.	\$ 7,941,726.

THE GRAND TRUNK PACIFIC RAILWAY COMPANY

FUNDED DEBT: Principal of Loans \$116,006,599.08 and Interest on Loans
 (Cont'd.) \$107,326,622.84, due The Canadian National Railways Securities Trust
 were assumed by Canadian National Railway Company upon amalgamation
 on June 11, 1956.

Notes in the amount of \$13,681,030.23 held by Canadian National Rail-
 way Company were retired upon amalgamation with Canadian National
 Railway Company on June 11, 1956.

PROFIT AND LOSS: Profit and Loss debit balance to June 11, 1956 transferred to
 Canadian National Railway Company upon amalgamation \$225,619,569.41.

THE GRAND TRUNK PACIFIC SASKATCHEWAN RAILWAY COMPANY

(included in "Canadian National Railway Company" from June 11, 1956)

INCORPORATED: March 15, 1912 - Saskatchewan Act 2 Geo. V Cap. 44.

DECLARATORY: Works declared to be for the general advantage of Canada - Dominion
 Cap. 22, 1919.

HISTORY: Under Saskatchewan Act 2 Geo. V Cap. 44, March 15, 1912, "The Grand
 Trunk Pacific Saskatchewan Railway Company" was incorporated to
 construct and operate certain described lines of railway in the
 Province, etc., etc.

The Company was organized on June 21, 1912, as a subsidiary of The
 Grand Trunk Pacific Railway Company. Expenditures were made on
 several proposed branches, one of which, known as the Weyburn Branch
 was completed for a distance of 14.64 miles and opened for operation
 on December 14, 1914, and continued to be so operated until the
 Grand Trunk Pacific Railway System was taken over by the Minister of
 Railways and Canals, as Receiver, on March 10, 1919.

Receivership was terminated on May 31, 1927, after which the properties
 were operated as part of The Grand Trunk Pacific Railway Company until
 amalgamated with Canadian National Railway Company on June 11, 1956.

AMALGAMATION: On June 11, 1956, Canadian National Railway Company, The Grand Trunk
 Pacific Saskatchewan Railway Company and 16 other companies were
 amalgamated into one company under the name "Canadian National Rail-
 way Company."

THE GRAND TRUNK PACIFIC SASKATCHEWAN RAILWAY COMPANY

PROPERTY INVESTMENT: Included in The Grand Trunk Pacific Railway Company road property accounts totalling \$216,513,009.17, and is not recorded separately.

LOCATION: Regina Division:

	<u>Miles</u>
Talmadge, Sask. - Mile 14.28	14.28
Wye at Talmadge	<u>.36</u>
	14.64

CAPITAL STOCK: Prior to amalgamation on June 11, 1956:

Authorized: 10,000 shares - \$100	\$1,000,000
Issued: 2,000 shares - \$100	20,000 - 10% paid up

All owned (unpledged) by The Grand Trunk Pacific Railway Company.

Upon amalgamation on June 11, 1956, in accordance with the terms of amalgamation agreement dated May 17, 1956, the capital stock was treated as cancelled.

FUNDED DEBT: As at June 11, 1956 - nil.

Notes in the amount of \$214,500 held by Canadian National Railway Company and in the amount of \$20,000 held by The Grand Trunk Pacific Development Company, Limited were retired upon amalgamation with Canadian National Railway Company on June 11, 1956.

The cancelled notes are on file in the Finance Department.

THE GRAND TRUNK PACIFIC TELEGRAPH COMPANY

(amalgamated with "Canadian National Telegraph Company," which is a wholly owned subsidiary of Canadian National Railway Company from June 11, 1956)

INCORPORATED: July 13, 1906 - Dominion Act 6 Ed. VII Cap. 101.

DECLARATORY: The Works of the Company declared to be for the general advantage of Canada - Dominion Cap. 101, July 13, 1906.

HISTORY: Under Dominion Act 6 Ed. VII Cap. 101, July 13, 1906, "The Grand Trunk Pacific Telegraph Company" was incorporated.

THE GRAND TRUNK PACIFIC TELEGRAPH COMPANY

HISTORY:
(Cont'd.)

The Company was organized November 8, 1906, with authority to construct and operate a commercial telegraph system along the Grand Trunk Pacific Railway.

Telegraph lines and facilities were operated along the route of the Grand Trunk Pacific Railway and branches, and along The National Transcontinental Railway as far east as Moncton, N.B., until May 3, 1919, when N.T.R. offices (east of Winnipeg) were transferred to The Great North Western Telegraph Co., for operation.

No formal agreement was executed between The Grand Trunk Pacific Railway Company and The Grand Trunk Pacific Telegraph Company, the operating arrangements being as follows:

- (a) Telegraph Company to pay Grand Trunk Pacific Railway interest at the rate of 5% per annum on 20% of the total investment in Grand Trunk Pacific telegraph and telephone plant and equipment, it having been estimated that approximately 20% of the plant was used in commercial operation.
- (b) Telegraph Company to pay Grand Trunk Pacific Railway 75% of total cost of maintaining the entire telegraph and telephone facilities, being 20% as proportion for actually maintaining the property and 55% to remunerate the Railway for transportation of men and material, exclusive telegraph privilege, use of stations, and other services rendered by the Railway.
- (c) Telegraph Company to bear entire clerical and overhead expense of city offices, with salaries of operators at city offices divided in proportion, according to the number of Railway and Commercial messages handled in each such office.
- (d) Telegraph Company to pay the usual rates of commission to Railway Agents for handling Commercial telegrams.

Operation of telegraph offices along the route of the Grand Trunk Pacific Railway and branches were under the jurisdiction of the Receiver from March 10, 1919 until transferred to management of Canadian National Telegraph Company effective November 1, 1920.

By Agreement dated January 1, 1921, between Canadian National Telegraph Company, The Canadian Northern Railway Company and His Majesty the descriptive title "Canadian National Telegraphs" was adopted as a "trade name" for operation purposes, and effective January 1, 1922, all properties of The Grand Trunk Pacific Telegraph Company, Canadian National Telegraph Company, and The Great North Western Telegraph Company of Canada were operated as one system under the trade name "Canadian National Telegraphs." Separate accounts were maintained for each company up to December 31, 1927. The Grand Trunk Pacific Telegraph Company proportion of the operating results were included in The Grand Trunk Pacific Railway Company accounts as miscellaneous operations until the end of 1926.

Effective January 1, 1928, the accounts were consolidated under the name "Canadian National Telegraphs" and the telegraph system was operated as a department of Canadian National Railways.

THE GRAND TRUNK PACIFIC TELEGRAPH COMPANY

AMALGAMATION: On June 8, 1954, The Grand Trunk Pacific Telegraph Company and Canadian National Telegraph Company were amalgamated into one company under the name "Canadian National Telegraph Company."

PROPERTY INVESTMENT: The Company had no property. All telegraph facilities were constructed by The Grand Trunk Pacific Railway Company, and are used jointly for Railway and Commercial telegraph operations. Investment in plant and equipment is carried in the property accounts of the Railway (now Canadian National Railway Company).

CAPITAL STOCK: Prior to amalgamation on June 8, 1954:

Authorized:	50,000 shares - par value \$100 each	\$5,000,000
Issued:	12 shares - par value \$100 each - fully paid up	1,200
	988 shares - par value \$100 each - 25% paid up	24,700

All owned by The Grand Trunk Pacific Railway Company.

Upon amalgamation all outstanding share certificates were cancelled and in substitution therefor Certificate for 259 shares of capital stock - par value \$100 each - of Canadian National Telegraph Company was issued in the name of Canadian National Realities, Limited in trust for The Grand Trunk Pacific Railway Company - Unpledged.

FUNDED DEBT: Prior to amalgamation on June 8, 1954 - nil.

GRAND TRUNK PACIFIC TERMINAL ELEVATOR COMPANY (LIMITED)
(included in "Canadian National Railway Company" from June 11, 1956)

INCORPORATED: June 12, 1906 - Dominion Letters Patent.

HISTORY: Under Dominion Letters Patent, June 12, 1906, "Grand Trunk Pacific Terminal Elevator Company (Limited)" was incorporated to carry on general elevator and warehouse business.

The Company was organized on June 25, 1906 to carry on a general Elevator and Warehouse business and erect, acquire, lease, maintain and operate an elevator, grain storage and cleaning plant and warehouse for grain and general merchandise throughout the Dominion of Canada or elsewhere.

HISTORY:
(Cont'd.)

Under an agreement entered into on August 1, 1908 between:

Grand Trunk Pacific Terminal Elevator Company (Limited)	called The "Terminal Company"
The Grand Trunk Pacific Railway Company	" " "Railway Company"
Walter D. Douglas and George F. Piper	" " "Pacific Company"
The Security Elevator Company, Ltd.	" " "Security Company"

The "Railway Company" agreed to sell to the "Terminal Company" a parcel of land suitable for a grain elevator of 3,000,000 bushels capacity with additional land to extend the capacity to 10,000,000 bushels on the Mission Terminals at Fort William, Ontario. The "Terminal Company" agreed to commence work during 1908. The Pacific and Security Companies agreed to incorporate under the Companies Act an operating company to be known as the Grand Trunk Pacific Elevator Company, Limited for the purpose of leasing and operating the property.

The Pacific and Security Companies agreed to incorporate an operating Company to be known as the Grand Trunk Pacific Elevator Company, Limited, referred to as "the Operating Company" for the purpose of leasing and operating the terminal elevator. All the stock of said Operating Company to be held by the Pacific and Security Companies except two shares which shall be transferred to the Railway or its nominees who shall have the right to become members of the Board of Directors of the Operating Company.

The Terminal Company agreed to lease to "the Operating Company" the elevator and appurtenances for a period of ten years with the right of renewal for a further period of ten years.

Under agreement dated November 15, 1909 the Grand Trunk Pacific Terminal Elevator Company (Limited) leased to the Grand Trunk Pacific Elevator Company a parcel of land 17.33 acres together with the elevator thereon erected and other appurtenances or buildings for a period of ten years from August 1, 1910, with the right of renewal at a rental of six per cent of the actual cost to the Lessors, and all taxes, duties or assessments including Municipal taxes for local improvement assessed against the property.

Plans were laid and tenders called in 1908 for construction of a reinforced concrete grain elevator with a capacity of approximately 3,500,000 bushels, on the site of the Grand Trunk Pacific Railway Terminal at Fort William, Ontario. The Elevator was completed and placed in operation in 1910. In 1912 the structure was enlarged to 5,750,000 bushels capacity.

The Elevator was under lease from August 1, 1910 to July 31, 1955. The last lease provided for basic rental of \$100,000 per annum, plus taxes.

The investment cost at July 31, 1955 totalled \$2,305,770.

On April 1, 1955 the Directors authorized acceptance of the offer of National Grain Company (the tenants) to purchase the Elevator for the sum of \$3,000,000. The sale was consummated in 1955 resulting in a recorded profit of \$694,230.

AMALGAMATION: On June 11, 1956, Canadian National Railway Company, Grand Trunk Pacific Terminal Elevator Company (Limited) and 16 other companies were amalgamated into one company under the name "Canadian National Railway Company."

LOCATION: The Elevator is located in Mission Yard at Fort William, Ontario.

CAPITAL STOCK: Prior to amalgamation on June 11, 1956:

Authorized:	50,000 shares - \$100	\$5,000,000
Issued:	5,010 shares - \$100	501,000

All owned by The Grand Trunk Pacific Railway Company and carried at \$1.

Upon amalgamation on June 11, 1956, in accordance with the terms of amalgamation agreement dated May 17, 1956, the capital stock was treated as cancelled.

FUNDED DEBT: As at June 11, 1956 - nil.

Grand Trunk Pacific Terminal Elevator Company (Limited), Fort William Terminal Elevator 5% First Mortgage Sterling Bonds issued under Trust Deed dated September 15, 1910, maturing August 1, 1940. Amount issued £383,200.00 or \$1,862,352. Mortgage discharged December 30, 1942.

GRAND TRUNK - PENNSYLVANIA TRANSPORTATION COMPANY

INCORPORATION: November 21, 1931 Laws of State of Wisconsin

HISTORY: The Company was organized for the purpose of joint operation by the Great Western Railroad Company and the Pennsylvania Railroad Company of car ferries operating across Lake Michigan and Terminals at Muskegon and Milwaukee.

In August 1933 a joint application was filed with the Interstate Commerce Commission by the Pennsylvania Railroad Company and the Grand Trunk Western Railroad Company for authority to acquire control of the Grand Trunk - Pennsylvania Transportation Company. The Grand Trunk - Pennsylvania Transportation Company to purchase the Car Ferries now owned by the Grand Trunk Milwaukee Car Ferry Company and operate the car ferry service across Lake Michigan between Muskegon, Michigan and Milwaukee, Wisconsin.

HISTORY: The Pennsylvania Railroad Company will extend its lines by Car Ferries
(Cont'd.) between these points, and trackage between Pennsylvania Junction and Muskegon over the Grand Trunk Western Lines and in Milwaukee.

CAPITAL STOCK:	Authorized and issued:	2000 shares at \$100	\$200,000
	Owned by Pennsylvania Railroad Company	1500 shares at \$100	150,000
	Owned by Grand Trunk Western Railroad Company	500 shares at \$100	50,000

DISSOLUTION: Dissolved in 1937.

GRAND TRUNK PENSION FUND

(January 1, 1908 to July 31, 1929)

HISTORY: Dominion Cap. 89, April 12, 1907, authorized establishment of a fund to be known as "Grand Trunk Pension Fund," to be managed and administered in accordance with rules and regulations adopted by the directors of The Grand Trunk Railway Company of Canada. The purpose of this fund was to provide for the payment of allowances to employees after leaving the service.

Members of The Grand Trunk Railway of Canada Superannuation and Provident Fund were not eligible to qualify for benefits under the rules pertaining to this Fund unless they exercised the privilege which was extended to them of withdrawing from that Fund.

Under Dominion Cap. 4, May 1, 1929, Cap. 89, April 12, 1907, was amended. Section 5 of the previous Act which authorized establishment of the "Grand Trunk Pension Fund" was repealed, and in substitution therefor establishment of a fund to be known as "Canadian National Railways Pension Fund" was authorized.

EMPLOYEE CONTRIBUTION: Employees were not required to contribute to the Grand Trunk Pension Fund.

RAILWAY CONTRIBUTION: The Grand Trunk Railway Company of Canada contributed an initial sum of \$194,666.67 (£40,000) when the Fund was established and contributed \$90,000 annually until June 1919, since which date the railway contributes the actual amount required to meet the current pension payments.

GRAND TRUNK PENSION FUND

361

AMOUNT OF PENSION: The amount of pension at the age of 65 years or over, payable during the lifetime of the pensioner, equalled 1% (for each year of service) of the best 10 consecutive years average earnings.

ADMINISTRATION: This Fund, and Canadian National Railways Pension Fund established August 1, 1929, in substitution thereof, was administered by a Pension Committee, the members of which were from time to time appointed by the directors of The Grand Trunk Railway Company of Canada (later Canadian National Railway Company), until January 1, 1935, when the Pension Board set up under Canadian National Railways Pension Fund Rules and Regulations effective that date assumed administration.

As at December 31, 1956, 156 persons granted pensions under the rules pertaining to this Fund and Canadian National Railways Pension Fund which was in effect from August 1, 1929, to December 31, 1934, were still living and receiving pensions.

GRAND TRUNK RADIO COMMUNICATIONS, INC.

INCORPORATION: Incorporated in the State of Michigan - July 5, 1949.

Capital Stock authorized, issued and held by System.
 1,002 shares @ \$1.00 each \$1,002

HISTORY: The operations of this Company are policed by the Federal Communications Commission, an agency of the Federal Government.

Under U.S. law no alien can be a stockholder, director, or officer of this corporation.

CAPITAL STOCK: Authorized Capital - \$1,002
 Amount issued - 1,002
 Held by System - 1,002

DIRECTORS:

SHAREHOLDERS

F.B. Henderson	334 shares
R.L. Livesay	334 "
H.A. Sanders	<u>334</u> "

1,002 shares at \$1 each.

GRAND TRUNK RADIO COMMUNICATIONS, INC.

OFFICERS

OFFICERS:

H.A. Sanders	President
R.L. Livesay	Vice-President
F.B. Henderson	Secretary
C.A. Dobbins	Comptroller and Treasurer
E.J. Denyar	Assistant Treasurer
E.L. Grunawalt	General Manager
C.J. Mullins	Assistant General Manager

THE GRAND TRUNK RAILWAY COMPANY OF CANADA

(included in "Canadian National Railway Company" from
January 31, 1923)

Includes:

Acquired by amalgamation:Acquired

The Grand Junction Railroad Company	July 1, 1853
The Grand Trunk Railway Company of Canada East	July 1, 1853
The Quebec and Richmond Railroad Company	July 1, 1853
The St. Lawrence and Atlantic Railroad Company	July 1, 1853
The Toronto and Guelph Railway Company	July 1, 1853
London and Grand Trunk Junction Railway Company	October 1, 1857
The Great Western Railway Company	August 12, 1882
The Hamilton and North-Western Railway Company	February 24, 1888
The Northern Railway Company of Canada	February 24, 1888
The Northern and Pacific Junction Railway Company	May 10, 1892
The Beauharnois Junction Railway Company	April 1, 1893
The Brantford, Norfolk and Port Burwell Railway Company	April 1, 1893
The Cobourg, Blairton and Marmora Railway and Mining Company	April 1, 1893
The Galt and Guelph Railway Company	April 1, 1893
Grand Trunk, Georgian Bay and Lake Erie Railway Company	April 1, 1893
The Jacques Cartier Union Railway Company	April 1, 1893
The Lake Simcoe Junction Railway Company	April 1, 1893
The London, Huron and Bruce Railway Company	April 1, 1893
The Midland Railway of Canada	April 1, 1893
The Montreal and Champlain Junction Railway Company	April 1, 1893
The North Simcoe Railway Company	April 1, 1893
The Peterborough and Chemong Lake Railway Company	April 1, 1893
Waterloo Junction Railway Company	April 1, 1893
Wellington, Grey and Bruce Railway Company	April 1, 1893
Canada Atlantic Railway Company	July 29, 1914

Acquired by purchase of Property:

Montreal and Champlain Railroad	June 14, 1872
The Welland Railway property	April 19, 1884
Preston and Berlin Railway property	November 14, 1865

INCORPORATED:

November 10, 1852	- Province of Canada Act 16, Vic., Cap. 37. The first meeting was held in the City of Quebec on Monday July 11, 1853 at which the Board of Directors were elected.	
July 1, 1853	- Province of Canada Act 18, Vic., Cap. 33, December 18, 1854	- Amalgamation
August 12, 1882	- No ratification by Act of Parliament	- Amalgamation
February 24, 1888	- Dominion Act 51, Vic., Cap. 58, May 4, 1888	- Amalgamation
May 10, 1892	- Dominion Act 55-56, Vic., Cap. 39, May 10, 1892	- Amalgamation
April 1, 1893	- Dominion Act 56, Vic., Cap. 47, April 1, 1893	- Amalgamation
July 29, 1914	- Dominion Act 4-5, Geo. V, Cap. 89, May 27, 1914	- Amalgamation

DECLARATORY: The railway and its branches were declared to be works for the general advantage of Canada - Dominion Act 46, Vic., Cap. 24, May 25, 1883.

HISTORY: Under Province of Canada Act 10, Vic., Cap. 107, presented for Royal Assent June 9, 1846, Royal Assent October 30, 1846, Royal Assent signified by Proclamation December 26, 1846, "The Montreal and Kingston Railroad Company" was incorporated to build a railroad from Montreal to Kingston within four years. Apparently this proposal was not progressed and the powers under the charter lapsed.

Under Province of Canada Act 14-15, Vic., Caps. 143 and 146 August 30, 1851, "The Montreal and Kingston Railway Company" and "The Kingston and Toronto Railway Company" were incorporated to build a railway from Montreal to Kingston and from Kingston to Toronto, respectively.

Under Province of Canada Act 16, Vic., Cap. 37, November 10, 1852, "The Grand Trunk Railway Company of Canada" was incorporated to make a railway from Toronto through Port Hope, Cobourg, Belleville, Kingston, Brockville and Prescott to Montreal. Acts 14-15, Vic., Cap. 39 of the same date repealed Act 16, Vic., Caps. 143 and 146 of August 30, 1851 provided the Grand Trunk Railway Company of Canada repay the cost of surveys and preliminary organization expenses already incurred, which it did.

The organizers had in mind construction of a line of railway from Portland, Maine, through Montreal, Toronto and Sarnia to Detroit with the intention of eventually extending to Chicago.

At the time The Grand Trunk Railway Company of Canada was incorporated the Government of the Province of Canada, which then embraced both Upper Canada and Lower Canada (Confederation did not take place until 15 years later), was offering financial assistance to encourage railroad

HISTORY:
(Cont'd.)

construction. Province of Canada Act 12, Vic., Cap. 29, May 30, 1849, in its preamble, recited that in new and thinly peopled counties in which capital is scarce, Government assistance in the construction of railways is necessary. The Act provided that the Government guarantee the interest on loans to be raised by any Company chartered by the Province of Canada for the construction of a line of railway not less than seventy-five miles in length within the Province, under certain conditions. The amount of the guarantee was to be limited to the cost of the road, and the rate of interest was limited to 6% per annum.

The spirit of the times was well represented by the passage of another Act 14-15, Vic., Cap. 73, August 30, 1851, in the preamble of which it was recited that it was of the highest importance to the progress and welfare of the Province that a Main Trunk Line of Railway should be made throughout the length of the Province, and from the Eastern Frontier thereof, through the Provinces of New Brunswick and Nova Scotia to the City and Port of Halifax, and that every effort should be made to ensure the construction of such a railway.

CONSTRUCTION: In addition to lines of railroad acquired by purchase or amalgamation The Grand Trunk Railway Company of Canada constructed the following lines, which were opened for traffic as follows:

Point St. Charles	to Brockville	125.10 miles	November 19, 1885
Oshawa	" Toronto	33.00 "	August 11, 1856
Brockville	" Oshawa	175.00 "	October 27, 1856
Guelph	" Stratford	39.16 "	November 17, 1856
Stratford	" St. Mary's Jct.	10.41 "	September 27, 1858
St. Mary's Jct.	" Point Edward	69.89 "	November 21, 1859
St. Hubert	" Point St. Charles	6.86 "	December 16, 1859
Kingston Jct.	" Kingston	2.15 "	November 10, 1860
Victoriaville	" Des Ormeaux	35.72 "	October 1, 1864
St. Lambert Jct.	" South end S Curve	0.94 "	October 1, 1866
Doon	" Galt	6.20 "	October 1, 1873
Trenton Jct.	" Trenton	0.50 "	October 27, 1879
Sarnia Town	" Point Edward	1.11 "	March 19, 1883
Lachine	" Dorval	3.14 "	September 17, 1888
Atherley	" Connection	0.75 "	December 31, 1888
Orillia	" Connection	0.16 "	December 31, 1888
Stoney Creek	" Beach Jct.	2.00 "	December 1, 1890
Georgetown	" Division	1.50 "	June 30, 1891
Blackwell	" Point Edward	6.09 "	September 19, 1891
Glencoe	" Kingscourt	20.95 "	December 13, 1892
Park Head	" Owen Sound	12.36 "	December 31, 1894
Beeton	" Allimil	1.63 "	December 31, 1901
Lynden Jct.	" Alfrid	2.84 "	August 10, 1903
Lynden Jct.	" Wye	0.34 "	August 10, 1903
Birch	" Tay	8.85 "	December 31, 1911

ABANDONMENTS:	Blackwell	to Point Edward	4.25 miles	1891
	Birch	" Tay	8.85 "	1930
	Souterville	" Kingscourt	3.08 "	1931
	Alvinston	" Souterville	6.77 "	1937

HISTORY:

Under Agreement dated April 12, 1853, effective July 1, 1853, and confirmed by Act 18, Vic., Cap. 33, Province of Canada assented to December 18, 1854.

The St. Lawrence and Atlantic Railroad Company
The Quebec and Richmond Railway Company
The Toronto and Guelph Railway Company
The Grand Junction Railroad Company and
The Grand Trunk Railway Company of Canada East
were amalgamated with and under the name of the Grand Trunk Railway Company of Canada.

Under Agreement dated August 1, 1853 the property of the Atlantic and St. Lawrence Railroad was leased to the Trustees for the Grand Trunk Railway Company of Canada for 999 years from July 1, 1853. The Trustees having obtained the necessary authority, assigned the lease to the Grand Trunk Railway Company of Canada. The annual rental was equal to the interest on the funded debt and 6% on the Capital Stock. These agreements also provided for the issue of stock and bonds to The Grand Trunk Railway Company of Canada for amounts expended by it for construction. This lease was approved by the Legislature of Maine by an Act dated March 29, 1853 conditional on the City of Portland being made a party thereto.)

The take-over of The St. Lawrence and Atlantic Railroad Company and the lease of the Atlantic and St. Lawrence Railroad Company provided The Grand Railway Company of Canada (now Canadian National Railway Company) with its own route from the St. Lawrence River opposite Montreal to Portland, Maine, thus affording access to the Atlantic seaboard.

The London and Grand Trunk Railway Company was incorporated on June 19, 1856, under Act 19, Vic., Cap. 75, Province of Canada to build a line from London to St. Mary's Jct., 20.86 miles with provision for a union with the Grand Trunk Railway Company. Under agreement dated October 1, 1857 the company amalgamated with the Grand Trunk Railway Company of Canada. The line was completed and opened for traffic on September 27, 1858.

On December 19, 1859 Victoria Bridge across the St. Lawrence River between Montreal and St. Lambert, which had been under construction since July 20, 1854, was opened for traffic.

Under Agreement dated July 5, 1860 and Lease dated October 11, 1860, and further to a Supplemental Lease dated April 1, 1863, The Chicago, Detroit and Canada Grand Trunk Junction Railroad (now forming part of Grand Trunk Western Railroad) extending from Fort Gratiot (Port Huron), Michigan, to Detroit, (60 miles) was leased to The Grand Trunk Railway Company of Canada for 999 years from July 1, 1859. The line was opened for traffic on November 21, 1859. Prior to September 19, 1891 when St. Clair Tunnel was completed, the traffic was moved across St. Clair River by ferry to and from Sarnia, Ontario, connecting with The Grand Trunk Railway Company of Canada.

Effective January 1, 1864, under Agreement of that date, confirmed by Province of Canada, Cap. 85, June 30, 1864, Montreal and Champlain Railroad was leased to The Grand Trunk Railway Company of Canada with the option of purchasing the property and capital stock of the Montreal and Champlain Railroad Company within five years for \$500,000. This arrangement secured a central station (Bonaventure) in Montreal for The Grand Trunk Railway Company of Canada. The option to purchase was extended to 10 years under Dominion Cap. 19, December 21, 1867.

HISTORY:
(Cont'd.)

Effective July 1, 1864 under Agreement dated July 7, 1864, Buffalo and Lake Huron Railway, which extended from Fort Erie to Goderich (161 miles), and reached Buffalo, New York by means of a ferry, was leased to The Grand Trunk Railway Company of Canada for a term of 21 years. The Buffalo and Lake Huron Railway intersected the Grand Trunk Main Line at Stratford, Ontario, and the agreement provided that the Buffalo and Lake Huron lay down a third rail from Stratford to Fort Erie, which was done in 1864, to provide a 4' 8½" gauge so that cars of U.S. lines of that gauge could pass over the line between these two points. This Agreement was terminated by The Grand Trunk Railway Company of Canada paying the Buffalo and Lake Huron Railway Company \$146,000 in cash and \$206,833 in Grand Trunk Equipment Mortgage Bonds No. 2 in full settlement of all claims up to July 1, 1869, after which a new lease in perpetuity was entered into dated February 2, 1870, and effective from July 1, 1869, at an annual rental of £42,500 or \$206,833.

In 1865 The Grand Trunk Railway Company of Canada added to its lines the Arthabaska-Three Rivers Branch (35.50 miles) extending from Victoriaville, Quebec to Doucets Landing, now Des Ormeaux.

Under Deed dated November 14, 1865, the former properties of the Preston and Berlin Railway Company extending from Berlin (Kitchener) to near Doon (6.90 miles) were acquired by The Grand Trunk Railway Company of Canada from Edward Irving Fergusson.

The International Bridge Company was incorporated on April 17, 1857, under the laws of the State of New York on April 17, 1857, and Act 20, Vic., Cap. 227, Province of Canada assented to August 27, 1857 to build a bridge across the Niagara River from Fort Erie, Ontario to Buffalo, N.Y. Under authority of Act 32-33, Vic., Cap. 65, Dominion of Canada assented to June 22, 1869, the two companies were authorized to enter into a joint agreement for amalgamation and consolidation subject to approval by the shareholders of each corporation. The New York corporation was granted similar powers under New York Act, Cap. 550 passed May 4, 1869. An amalgamation agreement dated June 30, 1870, was entered into for the purpose of jointly constructing, maintaining and operating the bridge, and on May 18, 1870, the shareholders of both companies approved the agreement. Work was immediately started and the bridge was completed and opened for traffic on November 3, 1873.

Under Agreement dated February 2, 1870, between The Grand Trunk Railway Company of Canada and Buffalo and Lake Huron Railway Company, confirmed by shareholders and bondholders of the respective companies and by Dominion Act 33, Vic., Cap. 49, May 12, 1870, the railway, property and rights of Buffalo and Lake Huron Railway Company were leased to The Grand Trunk Railway Company of Canada in perpetuity from July 1, 1869, at a maximum annual rental of (£70,000) \$340,666.67. Under the terms and conditions of this Agreement, subject to mortgages, debenture holders, and creditors of each of them, and to the annual rent charge thereon, the railway of the Buffalo and Lake Huron Railway Company was vested in The Grand Trunk Railway Company of Canada.

In 1870 the idea of all Grand Trunk Railway main line rail renewals being made with steel rails began in earnest. In that year 53 miles of track were renewed with English steel rails, and in the following year a further 56 miles of track were similarly renewed. Such renewals were continued in subsequent years.

HISTORY:
(Cont'd.)

In 1871 Motive Power Shops were constructed at Stratford, Ontario, and men and machinery formerly at Toronto and Brantford were transferred to these new works. A new Car Shop of 50-car capacity was built at Brantford in the same year for future construction of new freight cars as well as a large proportion of ordinary repairs.

In 1871, by permission obtained from the Dominion Government to construct a bridge across the Lachine Canal at Point St. Charles, and by Agreement with the City of Montreal, the line was extended from Point St. Charles across the Lachine Canal along Wellington and Brennan Streets to Montreal Harbour, a distance of about $1\frac{1}{2}$ miles, thus enabling ocean freight to be handled more expeditiously. Under Agreement of November 25, 1889 the original tracks laid on wharves were conveyed to the Harbour Commissioners, leaving $\frac{3}{4}$ of a mile from Point St. Charles to the foot of McGill Street, in railway ownership.

In May 1872 construction of a new Union Station building 430' x 130', including a covered shed for three tracks, designed to accommodate the several railways running to Toronto was commenced. This building was completed in June 1873.

By authority of Dominion Act 35, Vic., Cap. 64, June 14, 1872, The Grand Trunk Railway Company of Canada purchased the entire lines, assets, rolling stock, franchises, shares and rights of the Montreal and Champlain Railroad Company. Amongst other assets this purchase included Bonaventure Station, Montreal, and the "Champlain and St. Lawrence Railroad" which was the first railroad built in Canada.

In November 1872 the line from Sarnia to Buffalo, via Stratford, and the London-St. Mary's Branch were changed from the 5' 6" gauge to the 4' 8 $\frac{1}{2}$ " gauge. The actual work was done in 18 hours.

At the end of 1872, the locomotive stock consisted of 310 broad (5' 6") gauge, and 51 standard (4' 8 $\frac{1}{2}$ ") gauge, which incidentally up to that time used wood as fuel.

On October 3 and 4, 1873, the line from Stratford to Montreal, 421 miles, together with 60 miles of sidings, was changed to the standard gauge. The track work was completed in 24 hours and occasioned but 16 hours interruption in the use of the main line.

In September 1874 the lines East of Montreal, 542 miles, were changed to the standard gauge of 4' 8 $\frac{1}{2}$ ".

The change in gauge necessitated the purchase of a large number of new locomotives. 150 new locomotives were purchased about 1872. Some of the old ones were converted and others were sold or broken up.

The fuel used in locomotives up to 1872 was wood but seasoned firewood began to get scarce and in the latter part of the winter of 1871-1872, the price of wood in Montreal advanced from \$8 to \$18 per cord. Because of the difficulty in obtaining seasoned firewood and the prospect of higher prices it was decided to commence laying in a stock of coal in 1872. Peat manufactured at St. Hubert, St. Brigide and near Aston (all points contiguous to the Grand Trunk Railway) was used to a limited extent in 1871 and for a few subsequent years.

HISTORY:
(Cont'd.)

In 1873 a new line (about $3\frac{1}{2}$ miles) was built connecting the Buffalo and Lake Huron Railway with International Bridge which was opened for traffic on November 3, 1873, and the former line to the ferry was discontinued.

In October 1873 the line from near Doon to Galt (6 miles) was opened for traffic. This line was constructed by The Grand Trunk Railway Company of Canada pursuant to Agreement dated November 30, 1871 between The Grand Trunk Railway Company of Canada and the Town of Galt, legalized by Dominion Act 36, Vic., Cap. 62, June 14, 1872.

Under Agreement dated March 25, 1874 the Lewiston and Auburn Railroad was leased to The Grand Trunk Railway Company of Canada for a term of 99 years from March 10, 1874 at an annual rental of \$15,000 for the first year and \$18,000 thereafter. The line from Lewiston Junction, Maine to Auburn, Maine, (5.43 miles), was opened for traffic on July 13, 1874.

Under authority of Dominion Act 37, Vic., Cap. 65, May 26, 1874, The Grand Trunk Railway Company of Canada Superannuation and Provident Fund was established on October 1, 1874, for the payment of superannuation allowances to persons occupying salaried posts specified in the Act. Membership was voluntary for those in the service on the date the Fund was established and compulsory for those entering the service of The Grand Trunk Railway Company of Canada on or after that date. This Fund was the first formal pension plan on the North American Continent.

On March 9, 1875, fire destroyed the Company's General Offices at Point St. Charles, including many important documents. Temporary general office accommodation was secured in the former Jacques Cartier Hotel in Jacques Cartier Square until a new General Office building was built in Point St. Charles in April 1881.

In 1875 an additional new (iron) car Ferry "The Huron" was placed in service between Point Edward (Sarnia) and Fort Gratiot (Port Huron) to obviate the possibility of any serious interruptions in the ferry service.

On December 29, 1876, a strike of the engine drivers took place accompanied by violence on the part of the strikers. Some of the enginemen did not hesitate to disable the engines and beat the men, who, in some instances, had taken their places. The traffic was practically paralyzed four days and four nights. The Dominion Government promptly introduced a Bill before the Legislature, which provided greater protection of the public interests in such circumstances.

From the year 1875, the through all-rail business of the Grand Trunk to and from the West was nearly all exchanged with the Michigan Central Railroad at Detroit Junction. It had practically no other connection of importance at the west end of its system. After the gauge was changed and the Company was placed in a position to handle through traffic promptly and efficiently certain adverse interests began to pay particular attention to it and to give trouble.

On October 15, 1877, The Grand Trunk Railway Company of Canada purchased the capital stock of Michigan Air Line Railroad, which had constructed a line from Richmond, Michigan to Romeo, Michigan, a distance of 14.25 miles, and which was offered for sale and likely to fall into the hands of those who would use the line for competition against the Grand Trunk.

HISTORY:
(Cont'd.)

It was the intention to extend the line to Rochester, Pontiac and Jackson, Michigan, making a total distance of 105.92 miles. This extension was later constructed, being completed on January 1, 1884.

Under Deed of July 17, 1879, authorized by Dominion Cap. 11, May 15, 1879, The Grand Trunk Railway Company of Canada sold, and on August 13, 1879, transferred to the Government of Canada to form part of The Intercolonial Railway, its line from Hadlow, Quebec, via Chaudiere Junction to Riviere du Loup, 124.50 miles, for \$1,500,000, it being a condition of purchase that the Company should apply that sum towards the procuring of a line from Port Huron, Michigan to Chicago, Illinois, and that the Company should have the right, in perpetuity and free of charge, to run its trains and engines between Chaudiere Junction and Hadlow. The purchase did not include the old iron rails and fastenings which the Government delivered to the Company and replaced with steel. The line sold comprised most of the line formerly owned by The Grand Trunk Railway Company of Canada East, and also 5.77 miles (from Hadlow to Chaudiere Curve) formerly part of The Quebec and Richmond Railroad.

Until 1878, the Grand Trunk Railway had depended on the Michigan Central Railway for the carrying of its traffic between Detroit and Chicago. In that year the Michigan Central Railway was acquired by New York Central interests. Thereafter most of the traffic to and from west of Detroit was routed via New York Central.

Report of the Directors for the half-year ended December 31, 1879 shows £440,459 expended on Western Lines (The Chicago and Grand Trunk Railway Company lines) which were opened for traffic from temporary stations in Chicago to Port Huron on February 8, 1880). The mileage operated by The Chicago and Grand Trunk Railway Company (335 miles) was not included in system mileage, and only the net income or loss was included in system accounts.

In his report to the Directors on October 14, 1880, Sir Henry W. Tyler stated the Chicago and Grand Trunk Railway was opened for traffic from temporary stations in Chicago to Port Huron on February 8, 1880.

Under Indenture dated May 1, 1880, Norway Branch Railroad was leased to The Grand Trunk Railway Company of Canada for a term of 99 years from January 1, 1880, at a nominal rental of \$1 per annum. The line from South Paris to Norway, Maine, (1.45 miles) was opened for traffic on December 30, 1879.

Under Agreement dated December 31, 1880, The Montreal and Champlain Junction Railway (22 miles between Ste. Martine and Brosseau, Quebec) was leased. Additional mileage from Brosseau to the international boundary near Fort Covington was constructed and opened for traffic in 1883, making a total of 62 miles.

The Grand Trunk, Georgian Bay and Lake Erie Railway Company was incorporated on March 4, 1881, under Ontario Act 44, Vic., Cap. 69, by the amalgamation of the Port Dover and Lake Huron Railway Company, the Stratford and Huron Railway Company, and the Georgian Bay and Wellington Railway Company, which had 105 miles in operation from Port Dover

HISTORY:
(Cont'd.)

to Harrison. An Agreement was entered into with Grand Trunk Railway Company for lease of the railway, which received the approval of the shareholders of the Grand Trunk Railway Company at the General Meeting on April 28, 1881.

Under Agreement dated September 22, 1883 ratified by a Special General Meeting of the Shareholders on December 11, 1883, the Midland Railway of Canada was leased to the Grand Trunk Railway Company effective January 1, 1884. The Annual Report for year ending December 31, 1883 shows consolidated mileage 466.26 representing an aggregation of a number of individual railway companies having a separate corporate existence prior to amalgamation as the Midland Railway of Canada on April 1, 1882.

Effective August 12, 1882, under Agreement dated May 25, 1882, The Great Western Railway Company and The Grand Trunk Railway Company of Canada were amalgamated into one Company under the name The Grand Trunk Railway Company of Canada (no ratification by Act of Parliament). Upon amalgamation The Grand Trunk Railway Company of Canada became owner of all or the majority shares of capital stock of certain companies which The Great Western had controlled and operated, and which the Amalgamated Company continued to operate. This acquisition included the capital stock of Detroit, Grand Haven and Milwaukee Railway Company (189 miles between Detroit and Grand Haven, Michigan). Until 1923 this subsidiary railway company was treated as "Separately Operated Properties", but commencing January 1, 1923, the primary operating, income, and other accounts were included in Canadian National Railway System Report. The leases taken over included the following lines:

The Galt and Guelph Railway	11.20 miles
The Brantford, Norfolk and Port Burwell Railway	35.83 "
The London, Huron and Bruce Railway	68.91 "
Wellington, Grey and Bruce Railway	168.66 "

In December 1882, The Grand Trunk Railway Company of Canada purchased control of North Shore Railway Company which had acquired the eastern section of Quebec, Montreal, Ottawa and Occidental Railway, i.e. the line from Quebec City to St. Martin's Junction north of Montreal, and branches. Report of the Directors for half-year ended June 30, 1884, shows \$170,000 (£34,931), paid for \$680,000 (£139,726) being a majority of the stock of the North Shore Railway Company. (The Central Vermont Railroad Company purchased the remaining stock). The line (219 miles) was operated on behalf of The Grand Trunk Railway Company of Canada under direction of William Wainwright, as General Manager until September 20, 1885, when The Grand Trunk Railway Company of Canada and Central Vermont Railroad Company sold their interests to the Dominion Government, and Wm. Van Horne, Vice-President of the Canadian Pacific Railway was deputed to take over the property and assume charge of the line from that date.

Effective January 1, 1884, the entire Midland Railway System, including the Lake Simcoe Junction Railway which was under lease to The Midland Railway of Canada, was leased to the Grand Trunk Railway Company of Canada. The System consisted of 473½ miles representing an aggregation of a number of individual railways having original corporate existence which were consolidated into one Company under the name The Midland Railway of Canada effective April 1, 1882. These railways occupied a triangular area between Georgian Bay, Belleville and Toronto. One of these lines was the Toronto and Nipissing Railway extending from Scarborough Junction to Coboconk, with a branch to Lake Simcoe. It had been built with a gauge of 3' 6" but was later changed to the standard gauge 4' 8½".

HISTORY:
(Cont'd.)

By authority of Dominion Act 47, Vic., Cap. 53, April 19, 1884, the property, franchises, rights and privileges of The Welland Railway Company were sold and transferred to The Grand Trunk Railway Company of Canada. The Stock of The Welland Railway Company was exchanged for Grand Trunk 4% Perpetual Consolidated Debenture Stock of the nominal amount of £166,952 (\$812,499), less £25,685 retained by The Grand Trunk Railway Company of Canada to be applied against any valid claim of The Welland Railway Company for additions to or improvements previously made by The Great Western Railway Company, on the terms and conditions contained in the above mentioned Act. The Act declared all existing bonds, debenture stocks and ordinary stock of The Welland Railway Company to be null and void. This agreement was approved by the shareholders and bondholders of the Grand Trunk Railway Company on October 25, 1883, and by the shareholders and bondholders of The Welland Railway Company on November 30, 1883. Under Act 47, Chap. 53, Dominion of Canada assented to April 19, 1884, the transfer was authorized.

In 1884, partly by accepting securities in settlement of a long-standing debt of Central Vermont Railroad Company in the amount of \$573,876, and partly by purchase of capital stock as authorized by the shareholders on October 25, 1883, The Grand Trunk Railway Company of Canada acquired control of Central Vermont Railway System (574 miles) capital stock and securities as follows:

Consolidated Railroad of Vermont		
Common stock	\$400,000	(£ 82,192)
6% Preferred stock	202,000	(£ 41,507)
First Mortgage 5% Bonds		(£142,577)
Central Vermont Railroad Company		
Common Stock	\$500,000	(£102,740)

By Agreement dated July 22, 1885, between the Central Vermont Railroad Company and The Grand Trunk Railway Company of Canada the Central Vermont Railroad Company undertook to transfer to the latter Company 4570 shares of Central Vermont Railroad Company capital stock thereby securing to The Grand Trunk Railway Company of Canada one-half interest in the Central Vermont Railroad Company. The transfer did not involve any cash consideration, but was in consideration of The Grand Trunk Railway Company of Canada undertaking to foster and promote the development of traffic between the respective lines.

In the latter part of 1886 construction of a new passenger station in Montreal, the third to be known as "Bonaventure Station" was commenced. The first "Bonaventure Station" was of wooden construction, built in 1847 by the Montreal and Lachine Railroad. The second was built in 1864. This new and larger brick building was opened for business in October 1888. It was rebuilt after a fire in 1916 and served as a passenger terminal until the opening of Central Station in July 1943.

In 1887 double tracking of the line between Montreal and Toronto was commenced in stages. This work was completed in 1903.

Effective February 24, 1888, under Deed of Union dated January 24, 1888, The Hamilton and North-Western Railway Company, The Northern Railway Company of Canada and The Grand Trunk Railway Company of Canada were amalgamated into one Company under the latter name. Dominion Act 51, Vic., Cap. 58, May 4, 1888, enacted that it no longer be necessary to keep separate accounts for the first two companies mentioned. An important advantage of this amalgamation to The Grand Trunk Railway Company of Canada was derived from the use of the extensive terminal facilities of the Northern Railway in the City of Toronto.

THE GRAND TRUNK RAILWAY COMPANY OF CANADA

HISTORY:
(Cont'd.)

Under this Consolidation the following Railways were merged with The Grand Trunk Railway Company:

NORTHERN RAILWAY COMPANY OF CANADA

The Toronto, Simcoe and Lake Huron Union Railway Company

		<u>Miles</u>	<u>Miles</u>	<u>Miles</u>
Toronto	to Collingwood	93.83		
Lefroy	" Belle Ewart	1.38	95.11	

The Northern Railway Company of Canada

Allandale	to Barrie	1.20	1.20	96.41
-----------	-----------	------	------	-------

The Toronto, Simcoe and Muskoka Jct.
Railway Company

Barrie	to Muskoka Wharf			49.03
--------	------------------	--	--	-------

The Northern and Pacific Junction Railway
Company - Lease

Gravenhurst	to Nipissing Jct.			111.20
-------------	-------------------	--	--	--------

The North Grey Railway Company

Collingwood	to Meaford			20.18
-------------	------------	--	--	-------

The North Simcoe Railway Company - Lease

Caldwell	to Penetang			33.65
----------	-------------	--	--	-------

The Flos Tramway Company

Elmvale	to Hillsdale			<u>8.25</u>
---------	--------------	--	--	-------------

Northern Railway Company of Canada				318.72
------------------------------------	--	--	--	--------

HAMILTON AND NORTH WESTERN RAILWAY COMPANY

The Hamilton and Lake Erie Railway Company

Hamilton	to Port Dover			40.38
----------	---------------	--	--	-------

The Hamilton and North Western Railway Company

Hamilton	to Barrie	99.04		
Beeton	" Collingwood	39.03		<u>138.07</u>

Hamilton and North Western Railway Company				178.45
--	--	--	--	--------

Northern Railway Company of Canada				318.72
------------------------------------	--	--	--	--------

Hamilton and North Western Railway Company				178.45
--	--	--	--	--------

TOTAL				497.17
-------	--	--	--	--------

HISTORY:
(Cont'd.)

Upon the above-mentioned amalgamation The Grand Trunk Railway Company of Canada took over leases to the Joint Executive Committee which had been operating The Hamilton and North-Western and The Northern Railways, respecting the following lines:

	<u>Miles</u>
Northern and Pacific Junction Railway	111.20
North Simcoe Railway	33.56

Under Agreement dated September 27, 1888, The Beauharnois Junction Railway - from Ste. Martine to Beauharnois, 19 miles, - was leased to The Grand Trunk Railway Company of Canada for a term of 21 years from January 1, 1889.

Under Agreements dated October 31, 1883, and September 27, 1888, The United States and Canada Railroad - from the Montreal and Champlain Junction Railway at International Boundary near Fort Covington, N.Y., to Massena Springs, N.Y., 22.18 miles - was leased to The Grand Trunk Railway Company of Canada for a term of 99 years from November 1, 1883.

In Canada, the Grand Trunk Railway pursued a policy of purchasing practically all competing lines, and by 1888, had succeeded in acquiring all important lines in the Province of Ontario, with the exception of those held by the Canadian Pacific Railway Company, and the Canada Atlantic Railway Company.

Effective November 1, 1890, under Agreement dated October 2, 1890, between Cincinnati, Saginaw and Mackinaw Railroad Company, The Grand Trunk Railway Company of Canada, The Chicago and Grand Trunk Railway Company, and A.W. Wright, W.R. Burt and C.W. Wells, (owners of the capital stock of the first named Company) and subsequent Agreement of the same date between The Grand Trunk Railway Company of Canada and The Chicago and Grand Trunk Railway Company, the latter Company took over operation of Cincinnati, Saginaw and Mackinaw Railroad - from Durand to Oa-at-ka Beach, Michigan, about 53 miles - and continued operation until December 31, 1900, when The Grand Trunk Railway Company of Canada took over the line under lease dated December 28, 1900 from January 1, 1901.

On September 19, 1891, St. Clair Tunnel was opened for traffic permitting the former ferry service across St. Clair River to be discontinued.

Effective December 1, 1891, under Agreement dated November 25, 1890, between The Grand Trunk Railway Company of Canada and Waterloo Junction Railway Company, the Waterloo Junction Railway - from Waterloo to Elmira, 10 miles - was leased to The Grand Trunk Railway Company of Canada for a term of 39 years from date of completion of construction, November 27, 1891.

Under Agreement dated December 29, 1891, the shareholders of the Canadian Express Company sold their holdings of Capital Stock amounting to \$1,500,000 and other assets to The Grand Trunk Railway Company of Canada at forty-four cents on the dollar in consideration of \$660,000 paid to the Trustees for the bondholders. Operation of the Company was taken over on January 1, 1892. Since then the Company has issued further Capital Stock amounting to \$268,000 for the acquisition of other facilities and assets bringing the total issue of Capital Stock to \$2,268,000.

HISTORY;
(Cont'd.)

Effective May 10, 1892, under Dominion Act 55-56, Vic., Cap. 39, May 10, 1892, The Northern and Pacific Junction Railway Company and The Grand Trunk Railway Company of Canada were amalgamated into one company under the latter name.

Under Agreement dated June 1, 1892, between The Grand Trunk Railway Company of Canada and Osler, Hammond and Hendrie who had a controlling interest in The Toronto Belt Line Railway Company, The Grand Trunk Railway Company of Canada undertook to take over the Belt Line property under a 40-year lease at an annual rental of \$18,500, and to complete construction for \$10,000. The Grand Trunk Railway also agreed to purchase \$462,500 of bonds for \$444,000 and \$11,619.98 accrued interest, \$26,000 of capital stock representing a controlling interest being transferred to it at the same time without cash consideration. The sections of line totalling 13 miles were constructed and opened for traffic in 1892.

On July 26, 1892, a Tripartite Agreement was made between The Grand Trunk Railway Company of Canada, the City of Toronto and the Canadian Pacific Railway Company for the construction and joint use by the two railways of an improved station and extended yard accommodation at Toronto. The existing station and facilities were the property of The Grand Trunk Railway Company of Canada which was to provide the necessary capital for improvements, while the Canadian Pacific Railway was to pay as rental interest on one-half of the capital expenditure. The new station on Front Street, additional train shed and remodelled track layout, was completed early in 1896.

Under Agreement dated October 1, 1892 the following Companies were amalgamated with and under the name of The Grand Trunk Railway Company of Canada:

- The Jacques Cartier Union Railway Company
- The Montreal and Champlain Junction Railway Company
- The Beauharnois Junction Railway Company
- The Midland Railway of Canada
- The Peterborough and Chemong Lake Railway Company
- The Lake Simcoe Junction Railway Company
- The Grand Trunk, Georgian Bay and Lake Erie Railway Company
- The London, Huron and Bruce Railway Company
- The Galt and Guelph Railway Company
- The Brantford, Norfolk and Port Burwell Railway Company
- The Wellington Grey and Bruce Railway Company
- The Waterloo Junction Railway Company
- The North Simcoe Railway Company
- The Cobourg, Blairton and Marmora Railway and Mining Company

This amalgamation Agreement was confirmed by Act 46, Vic., Cap. 47 Dominion of Canada, assented to April 1, 1893 and effective from that date.

On January 1, 1896, Charles M. Hays, who had been Vice-President and General Manager of the Wabash Railroad, assumed the position of General Manager of The Grand Trunk Railway Company of Canada replacing L.J. Seargeant who resigned and was subsequently appointed to the Board of Directors of the Company in London. Mr. Hays subsequently introduced various changes of an important character in the organization of the staff, standards, and general administration, and establishment of operating divisions and districts, etc., to secure greater efficiency.

HISTORY:
(Cont'd.)

For the protection of the interest of The Grand Trunk Railway Company of Canada both as a creditor of Central Vermont Railroad Company, and also on account of the Grand Trunk's valuable traffic relations with the Central Vermont it was found necessary to apply to the Courts for a Receivership of Central Vermont Railroad Company, and on March 20, 1896, by Decree of United States Circuit Court, District of Vermont, Charles M. Hays and E.L. Smith, then President of Central Vermont Railroad Company, were appointed Joint Receivers of Central Vermont Railroad Company, and continued as such until April 20, 1899, the property having been sold under foreclosure to Central Vermont Railway Company.

Under Agreement dated January 1, 1896 The Grand Trunk Railway Company leased to the St. Lawrence and Adirondock Railway Company the line between Beauharnois and Valleyfield, a distance of 13.80 miles for a period of 99 years at an annual rental of \$7,000 per year, The Grand Trunk Railway Company reserving certain rights to local traffic, and the right of running a train daily in both directions without charge. In August 1896 these concessions were renounced and the rental was increased to \$10,000 per annum.

On September 24, 1897 the new double track steel arch bridge, which The Niagara Falls Suspension Bridge Company and Niagara Falls International Bridge Company began constructing on April 9, 1896, near Niagara Falls to replace the old single track suspension bridge was completed and formally opened by appropriate ceremonies. Construction was completed without interruption of traffic. Under Agreement dated March 30, 1896, the use of the upper floor of the new structure was leased to The Grand Trunk Railway Company of Canada in perpetuity, and with the exception of provision for increased rental to \$80,000 per annum all the conditions of the former agreement between the two Bridge Companies and The Great Western Railway Company respecting lease of the former bridge remained unchanged.

By Agreement dated January 24, 1898 between The Grand Trunk Railway Company of Canada and The Wabash Railroad Company the latter Company was granted joint use of the line between Windsor, Ontario, and Black Rock, N.Y. via Glencoe, St. Thomas, Welland Junction, Fort Erie, and over International Bridge (228½ miles), and between Welland Junction via Allanburg Junction and Niagara Falls, Ontario, to Suspension Bridge, N.Y., 17½ miles, or a total distance of 246 miles, as well as joint use of the ferry-boats between Windsor and Detroit. The Agreement covered a term of 21 years from end of Federal Control February 29, 1920, and renewal March 1, 1941.

Federal Control of Railroads covered the period from January 1, 1918, to February 29, 1920, when the railroads and steamships were returned to their corporations, under Title II, Section 200, of the Transportation Act 1920.

Effective March 1, 1898, by Agreement dated February 1, 1898, and Supplementary Agreement dated September 1, 1899, between The Grand Trunk Railway Company of Canada and the Crown, confirmed by Dominion Act 62-63, Vic., Cap. 5, on August 11, 1899, The Intercolonial Railway was granted the use of the Grand Trunk Railway line between Ste. Rosalie and Montreal (36 miles), including Victoria Bridge; also Chaudiere Bridge and connections near Levis and between Point St. Charles and Bonaventure Station and C.P.R. via Jacques Cartier Junction; together with the terminals at Bonaventure Station, St. Henry and Point St. Charles, for a term of 99 years from March 1, 1898, at an annual rental of \$140,000 plus wheelage

HISTORY:
(Cont'd.)

proportion of maintenance, with the right of renewal of lease for a second term of 99 years, and so on forever.

On December 12, 1900 Charles M. Hays resigned from the position of General Manager, which he had held since January 1, 1896, to accept the Presidency of the Southern Pacific System, and George B. Reeve formerly General Traffic Manager, who had returned to the Company at the request of the Board of Directors, was appointed to succeed Mr. Hays effective December 12, 1900, with the title of Second Vice President and General Manager. Mr. Reeve retired at the end of 1901 and was succeeded by Mr. Hays who resumed the Management with the same title as that held by Mr. Reeve.

Under Agreement dated November 22, 1900 between the Grand Trunk Western Railway Company and The Grand Trunk Railway Company of Canada all the shares of capital stock of the Grand Trunk Western Railway Company were transferred to The Grand Trunk Railway Company of Canada in consideration of the latter Company guaranteeing the coupons and interest payments on proposed issue of \$15,000,000 4% First Mortgage Bonds dated November 30, 1900, and maturing July 1, 1950, secured by Trust Deed, and agreeing to certain other conditions as set forth in the Agreement.

Effective January 1, 1901, under Agreement dated December 28, 1900, between Cincinnati, Saginaw and Mackinaw Railroad Company, The Grand Trunk Railway Company of Canada, The Chicago and Grand Trunk Railway Company, and Wellington R. Burt, A.W. Wright, George H. Russell, Albert M. Marshall and T.H. Marshall (owners of the capital stock of the first named company) the lease effective November 1, 1890 was terminated, and the entire property of the first named company was leased to The Grand Trunk Railway Company of Canada for a term of 99 years from January 1, 1901 at an annual rental of \$43,225. The bondholders agreed to surrender the bonds held for cancellation and requested discharge of the existing mortgage. The Grand Trunk Railway Company agreed to surrender all stock of Cincinnati, Saginaw and Mackinaw Railroad Company held by it (8,250 shares). Upon surrender of bonds held each bondholder was to receive certificates of stock of Cincinnati, Saginaw and Mackinaw Railroad Company in such percentage of the total stock of that Company at their present holding of bonds is to the total issue of bonds then outstanding. The Grand Trunk Railway Company of Canada held bonds to the value of \$32,000, and the total issue then outstanding was \$1,729,000.

GRAND TRUNK PACIFIC RAILWAY

Upon the appointment of Charles M. Hays as Second Vice-President and General Manager, and his resuming the management of The Grand Trunk Railway Company of Canada in January 1902, Mr. Hays believed it was of great importance, if not vital to the future prospects and development of the Grand Trunk property, that it should extend its lines into the Canadian North-West to secure its share of the immense traffic destined to originate there, as well as shipments of manufactures and merchandise from the East. While construction of the Canadian Pacific opened the way to the Pacific, generally speaking it passed through the southern portions of the Western Provinces leaving large undeveloped areas to the north not served by transportation facilities.

The original proposal was for construction of a line from the terminus of the Grand Trunk Railway at North Bay, Ontario, passing either north or south of Lake Nipigon, thence to Winnipeg and the Pacific Ocean.

HISTORY:
(Cont'd.)

The project was approved by the President and Board of Directors in London, England, following which, the Dominion Government was approached as to the expediency of the plan and the aid that would be given in its prosecution. In the memorial submitted it was stated that the Railway would be called the Grand Trunk Pacific and that the Directors would be prepared to exchange traffic with the Government-owned "Intercolonial Railway" at Montreal. The Government at that time however, desired that a second transcontinental line should be built, crossing the St. Lawrence River at Quebec, and passing through that City.

A Bill authorizing construction of the Railway was introduced into the Dominion Parliament. When the Bill came before the Railway Committee of the House it contained a proposed agreement with the Government, and developed considerable opposition. Many meetings were held before any substantial headway was made. Maritime Provinces Members of the House insisted that the terminus should not be either North Bay or Montreal, or even Quebec, but that it should be at some point in the Maritime Provinces. The opposition to North Bay or Montreal as a terminus, for fear, as it was then expressed, that ocean traffic might be diverted from such points by way of Portland, Maine, in the United States, instead of moving via the Canadian Ports of Saint John or Halifax, was so strong that the Government insisted that the Bill be amended to include construction of a line from Winnipeg via Quebec, to Moncton, N.B. Moncton was named as a compromise for the reason that both Saint John and Halifax could be reached from Moncton by The Intercolonial Railway. The Bill, after amendment, Act 3, Ed. VII, Cap. 71, known as The National Transcontinental Railway Act, which was passed on October 24, 1903, and amended by Act 4, Ed. VII, Cap. 24 assented to July 18, 1904.

The construction authorized by the Act was not as originally planned by Mr. Hays, and the amendment was practically forced upon the project if it was to receive financial aid from the Dominion Government. The Act also placed The Grand Trunk Pacific Railway Company under agreement with the Government for the construction and operation of a railway from Moncton to the Pacific Ocean wholly within Canadian Territory.

Inasmuch as The Grand Trunk Pacific Railway Company was obliged to accede to the demands of the Government respecting the construction of the line east of Winnipeg it thereby became necessary, in order to avoid duplication of unprofitable mileage, to abandon its original plan for extension of the Grand Trunk Railway from North Bay to Winnipeg. This left the Grand Trunk Railway with no connection between its terminus at North Bay and the Eastern Division of the National Transcontinental Railway, a distance of about 250 miles. Train service was subsequently operated over the then Temiskaming and Northern Ontario Railway (owned and operated by the Government of the Province of Ontario) from the Grand Trunk Railway at North Bay to the National Transcontinental Railway at Cochrane.

In order to establish an early connection between North-West Canada and the Lake Ports of the Grand Trunk Railway on Georgian Bay, the Grand Trunk Pacific surveyed and constructed a line known as the Lake Superior Branch, from Superior Junction, 258 miles east of Winnipeg on the National Transcontinental Railway to Fort William (188.27 miles), connection with which was made by Lake Steamers operated in the interests of the Grand Trunk Railway. Funds for construction were provided by the issue of The Grand Trunk Pacific Railway Company bonds guaranteed by The Grand Trunk Railway Company of Canada. The Province of Ontario also granted a subsidy at the rate of \$2,000 and 3,375 acres of land per mile. Under indenture dated June 29, 1915 this Branch was leased to the Dominion Government for a term of 999 years from May 1, 1915 at an annual rental

HISTORY:
(Cont'd.)

of \$600,000, and in conjunction with the National Transcontinental Railway line from Winnipeg to Moncton was operated as part of "Canadian Government Railways."

The cost of the line from Moncton to Winnipeg was so much in excess of the estimated figures that the Grand Trunk Pacific found it impossible to assume its operation. The line was finally operated by the Dominion Government as part of "Canadian Government Railways." The lines of the Grand Trunk Railway and those of its subsidiary the Grand Trunk Pacific Railway remained separated by a distance of approximately 800 miles from North Bay to Winnipeg.

Under Agreement dated July 29, 1903 between the Minister of Railways and Canals, and Sir Charles Rivers Wilson and others acting on behalf of The Grand Trunk Pacific Railway Company then about to be incorporated, as modified by Agreement dated February 18, 1904, confirmed by Dominion Cap. 24, July 18, 1904, provision was made for construction and operation of a through line of railway wholly upon Canadian territory from Moncton, New Brunswick to the Pacific Ocean. The line was to comprise two Divisions. The Eastern Division from Moncton to Winnipeg was to be constructed by, and at the expense of, the Dominion Government. The Western Division from Winnipeg to the Pacific Ocean was to be constructed and operated by The Grand Trunk Pacific Railway Company which would also take a lease of the Eastern Division. The Government undertook to guarantee certain bonds to be issued, and in consideration of the guarantee by The Grand Trunk Railway Company of Canada of certain other bonds to be issued, all the common stock of The Grand Trunk Pacific Railway Company was to be taken and held by The Grand Trunk Railway Company of Canada which was to control the policy of The Grand Trunk Pacific Railway Company. For further history see "The Grand Trunk Pacific Railway Company" and "National Transcontinental Railway."

In 1902 a Bill was introduced into the Dominion Parliament, under the auspices of The Grand Trunk Railway Company of Canada, for the incorporation of a Company with powers to construct the railway to the Pacific Ocean, to be operated in connection and under traffic arrangements with The Grand Trunk Railway Company of Canada.

Under Dominion Act 3, Ed. VII, Cap. 122, October 24, 1903, The Grand Trunk Pacific Railway Company was incorporated.

The new General Office building on McGill Street, Montreal was completed and the Staff was moved from the old building at Point St. Charles in June 1902.

Under Agreement dated August 15, 1904 with Mr. J.R. Booth, The Grand Trunk Railway Company of Canada acquired control of Canada Atlantic Railway Company (including its subsidiaries, Canada Atlantic Transit Company, Canada Atlantic Transit Company of U.S. and Vermont and Province Line Railroad Company). The properties as well as its leased lines, Central Counties Railway, Vermont and Province Line Railroad and Pembroke Southern Railway, a total of approximately 467 miles, were taken over on October 1, 1905. The Canada Atlantic Railway Company was formed in May 1879, by amalgamation of Coteau and Province Line Railway and Bridge Company and Montreal and City of Ottawa Junction Railway Company, and

HISTORY:
(Cont'd.)

by 1896 had extended its line of railway from its connection with the Central Vermont Railway at Swanton, Vermont, to Depot Harbour on Georgian Bay. The line was designed with the intention that it would become a through grain route from Georgian Bay to the Atlantic Seaboard at New London, Connecticut.

In 1905 arrangements were made between The Grand Trunk Railway Company of Canada and the Buffalo, Rochester and Pittsburg Railroad to provide a steam ferry on Lake Ontario to ply between Charlotte (Port of Rochester) N.Y. and Cobourg, Ontario, particularly for the movement of coal which the Buffalo, Rochester and Pittsburg Railroad handled in large quantities from the extensive mining districts located on their line in Western Pennsylvania, to points in Canada. This project resulted in incorporation of The Ontario Car Ferry Company, Limited on November 30, 1905, which was owned one-half each by the two Railway Companies.

In March 1906 The Grand Trunk Railway Company of Canada purchased the majority shares of capital stock of Montreal and Southern Counties Railway Company. Construction of this electric line south of the St. Lawrence River was commenced in 1908. Operation over Victoria Bridge into Montreal commenced on November 3, 1909.

On April 27, 1907, The Ottawa Terminals Railway Company was incorporated under Dominion of Canada Act 6-7, Ed. VII, Cap. 117, to construct, maintain and operate a Central Union Passenger Section with such buildings, tracks and facilities as may be necessary for the efficient and economic handling of the Passenger and Freight traffic. Under the powers granted by this the Central and Union Stations and the Chateau Laurier Hotel were constructed and opened for traffic at 7.00 a.m. on June 1, 1912. A new wing to the Hotel was added in March 1929.

Upon the retirement of Sir Charles Rivers Wilson as President on January 7, 1910, the Board of Directors believed that it was in the interests of the Company and due to Mr. Charles M. Hays, the Second Vice President and General Manager, that he, as their Chief Executive Officer in Canada, should have the same rank as is accorded to the similar office on other railways, and they gave him the title of President. This is the first time the President was a resident of Canada since the retirement on October 31, 1862, of Honourable John Ross, the Company's first President. Under By-Law No. 29 an additional office of the Company was created under the title "Chairman of the Board," to which Mr. Alfred W. Smithers (later Sir Alfred) was appointed. In order to carry out the arrangement Mr. Hays was elected a Director of the Company.

In the printed half-yearly report ended June 30, 1909, operating expenses were reflected in accordance with the classification adopted by the Board of Railway Commissioners for Canada. The practice of reporting amounts in Sterling only in these reports was continued until the end of 1919.

On April 15, 1912, Mr. Charles M. Hays, President of the Grand Trunk and Grand Trunk Pacific Railway Companies lost his life through the sinking of the S.S. Titanic following collision with an iceberg in mid-Atlantic. Mr. Edson J. Chamberlin, who was Vice-President and General Manager of The Grand Trunk Pacific Railway Company since his appointment to that position in 1908, was elected on May 24, 1912, to succeed Mr. Hays as a Director and President of both companies. Mr. Chamberlin retired as President effective September 1, 1917, but remained a Director.

THE GRAND TRUNK RAILWAY COMPANY OF CANADA

HISTORY:
(Cont'd.)

Effective July 1, 1914, under Deed dated February 9, 1914, ratified and confirmed by Dominion Act 4-5, Geo. V., Cap. 89, May 27, 1914, Canada Atlantic Railway Company and The Grand Trunk Railway Company of Canada were amalgamated into one company under the latter name. The Agreement was ratified by the shareholders of The Grand Trunk Railway Company of Canada on April 29, 1914, and by the shareholders of Canada Atlantic Railway Company on July 29, 1914, which latter date, under the terms of the Act and the Agreement became the date of Union.

Surveys for location of The Grand Trunk Pacific Railway main line were commenced in 1903, and construction work was in progress from 1905 until April 7, 1914 when the main line which had been under construction eastward from Prince Rupert, and westward from Winnipeg, was joined up at the Nechako River Crossing, 375 miles east of Prince Rupert, and 1371 miles west of Winnipeg, thus providing a continuous track from Winnipeg to Prince Rupert on the Pacific Coast. In the early autumn of 1914 a bi-weekly service of trains was established between Winnipeg, Edmonton and Prince Rupert. Prior to formal opening of the line a mixed freight and passenger service was operated over sections from Winnipeg westward, as completed, for the accommodation of settlers and farmers. Regular freight and passenger train service was established between Winnipeg and Wainwright, Alberta, on September 21, 1908 and on July 3, 1910 this service was extended through to Edmonton, a total distance of 800 miles. During construction the contractors were faced with difficulty in obtaining labour. In this connection it may be of interest to note that the Report of the Directors for the half-year ended June 30, 1910 mentioned that the contractors were at least 5000 men short of their requirements and were making every effort to obtain labour, offering as much as \$3 per day, and making every possible arrangement for the comfort of the men.

The Grand Trunk Pacific Railway was considered as operated under construction until the end of 1915 and all interest up to that date on outstanding securities was charged to Capital Account.

Effective September 1, 1917 Howard G. Kelley, then Vice-President, assumed the office of President, succeeding Edson J. Chamberlin who retired on that date.

Effective August 1, 1918, all Grand Trunk Railway System lines in the United States, were, under an Act of Congress dated March 21, 1918, taken over for operation and control by the United States Railroad Administration. These lines continued under the control of that United States Government Agency until February 29, 1920, when the lines were returned to their owners.

Acquisition of capital stock and property by Dominion Government
May 15, 1920.

Up to the late eighteen-nineties The Grand Trunk Railway Company of Canada had a varying financial success, and at that time, due to large expenditures on capital account, the prospects of the Company became considerably brighter and the Company entered the period of its greatest prosperity.

The building of the Grand Trunk Pacific Railway which had been decided upon in 1902 proved to be a much greater task than originally contemplated and the Grand Trunk Railway was required to support the project to a much greater extent financially than at first anticipated. By 1916

HISTORY:
(Cont'd.)

cash advances amounting to \$26,000,000 had been made to The Grand Trunk Pacific Railway Company and Grand Trunk Pacific securities had been guaranteed in an amount of \$97,300,000.

During the period 1898 to 1916 the annual net income of The Grand Trunk Railway Company of Canada was sufficient to pay dividends, but in 1916 increasing demands of the Grand Trunk Pacific, and increasing cost of operation due to increased wage rates and increased price of material brought about by war conditions, forced the Grand Trunk Railway to appeal to the Dominion Government for assistance to meet its obligations arising from their guarantees respecting the Grand Trunk Pacific.

In 1916 demands were also being made upon the Government by the Canadian Northern Railway, and in order that the government should have accurate information, a Commission was appointed to investigate the complete Canadian railway situation.

The Commission was composed of three members, namely, Alfred H. Smith, President of the New York Central Railroad, Sir Henry L. Drayton, Chairman, Board of Railway Commissioners of Canada, and W.M. Acworth of London, England, who was appointed in place of Sir George Paish, who was originally appointed by the Government but was unable to serve on account of ill health. After a comprehensive survey this Commission submitted a majority report (known as the Drayton-Acworth Report) which was laid on the table of the House of Commons on May 2, 1917. While the Commissioners were in agreement as to the necessity for constructive aid to bring the railways through the existing crisis they were unable to agree unanimously in their recommendations for a solution of the difficulties. Mr. Smith made a minority report, recommending among other things that the Government should continue to extend its aid to the railways as required until they should be self-supporting. Briefly, the majority report recommended that the Government acquire complete control of The Grand Trunk Railway Company of Canada, The Grand Trunk Pacific Railway Company and The Canadian Northern Railway Company, and that these together with Canadian Government Railways be operated as one system in the Public interest.

Upon consideration of the report by the Government, announcement was made in the House of Commons on August 1, 1917 by the Minister of Finance that with respect to the Canadian Northern Railway further Government aid should not be granted so long as it was privately owned and controlled, and it was therefore proposed that the Government should acquire the \$60,000,000 of capital stock of that Company that was then privately owned, which, with the \$40,000,000 of capital stock already owned by the Government, would give complete ownership and control.

In Appropriation Act No. 4, 7-8, Geo. V., Cap. 41, Vote 444, 1917, assented to on September 20, 1917, a loan of \$7,500,000 to The Grand Trunk Pacific Railway Company repayable on demand and secured by mortgage, was authorized; to be used to meet expenditures in paying interest on securities, deficit in operation, and for betterments and the purchase of rolling stock during the year ended March 31, 1918. The mortgage dated October 16, 1917, was executed and deposited in the office of the Secretary of State.

By Appropriation Act No. 2, 8-9, Geo. V., Cap. 52, 1918, assented to on May 24, 1918, a similar loan was authorized on the same terms and for the same purposes during the year ended March 31, 1919.

THE GRAND TRUNK RAILWAY COMPANY OF CANADA

HISTORY:
(Cont'd.)

By January 1918 the affairs of both the Grand Trunk and Grand Trunk Pacific Railways were such as to make it necessary for the Government to decide whether to continue financial assistance or to acquire the properties. Following consideration of the Drayton-Acworth report and also on account of The Grand Trunk Railway Company's demands on the Dominion Government for assistance, negotiations looking to the acquisition of the Grand Trunk Railway by the Government were opened. These negotiations were of a protracted nature and extended from early in 1918 to March 1920.

In the meantime the Grand Trunk Railway was itself unable to give further assistance to its subsidiary, the Grand Trunk Pacific, and on March 4, 1919, the Vice President of The Grand Trunk Pacific Railway Company informed the Minister of Finance that it would not be possible for the Company to continue its operations when the present funds were exhausted, which would be about March 10, 1919. Consequently by Dominion Order in Council P.C. 517 dated March 7, 1919 and P.C. 547 dated March 13, 1919 correcting an omission in P.C. 517, the Minister of Railways and Canals was appointed Receiver to take possession and operate the Grand Trunk Pacific Railway System on and after March 10, 1919. This Receivership was terminated on May 31, 1927.

The negotiations for acquisition of the Grand Trunk Railway System were concluded by Agreement dated March 8, 1920, between the Minister of Railways and Canals (acting under authority of Dominion Act 10, Geo. V., Cap. 17, November 10, 1919 and Dominion Order in Council 2504, December 31, 1919) and The Grand Trunk Railway Company of Canada (authorized by Resolution of the shareholders and debenture stockholders passed at meeting held at London, England, on February 19, 1920).

The Agreement provided among other things for:

1. Acquisition by the Government of the entire capital stock of The Grand Trunk Railway Company of Canada, except the 4% guaranteed stock amounting to £12,500,000 (\$60,833,333.33).

The Capital Stock to be acquired was as follows:

5% First Preference Stock	£ 3,420,000	\$ 16,644,000.00
5% Second Preference Stock	2,530,000	12,312,666.67
4% Third Preference Stock	<u>7,168,055</u>	<u>34,884,535.43</u>
Total Preference Stock	13,118,055	63,841,202.10
Common Stock	<u>23,955,437</u>	<u>116,563,053.40</u>
	£37,073,492	\$180,404,255.50

Note: By majority award of Board of Arbitrators dated September 7, 1921 the above listed stocks were declared to have no value. Dominion Order in Council P.C. 114 dated January 19, 1923 vested the stock in the Minister of Finance in trust for the Crown, in accordance with Clause 13 of the agreement.

HISTORY:
(Cont'd.)

2. Guarantee by the Dominion Government of payment of:

(a) Dividends at 4% per annum on perpetual Guaranteed Stock outstanding in the amount of \$60,833,333.

(b) Interest upon perpetual Debenture Stocks outstanding as follows:

5% Grand Trunk perpetual Debenture Stock	£ 4,270,375	\$ 20,782,491.67
5% Great Western perpetual Debenture Stock	2,723,080	13,252,322.67
4% Grand Trunk perpetual Debenture Stock	24,624,455	119,839,014.33
4% Northern Railway perpetual Debenture Stock	<u>308,215</u>	<u>1,499,979.67</u>
	£31,926,125	\$155,373,808.34

3. The right to call in or redeem guaranteed stock at par any time after 5 years.

4. Appointment of a Committee of Management of the Grand Trunk System, consisting of five members, two to be appointed by the Grand Trunk, two by the Government, and the fifth by the four so appointed. The functions of the Committee were to commence upon ratification of the Agreement and continue until the preference and common stocks were transferred to or vested in the Government, for the purpose of ensuring the operation of the Grand Trunk System in harmony with the then Canadian National Railways, the two systems being treated, in the public interest, as nearly as possible as one system.

Note: On May 15, 1920 the railway appointed Frank Scott and W.D. Robb, and the Government (by P.C. 1089) appointed C.A. Hayes and S.J. Hungerford, and the four members mentioned appointed Howard G. Kelley as the fifth Member of the Committee. The Committee became effective on May 21, 1920, and ceased to function on January 19, 1923, when the whole of the voting capital stock (preference stock and common stock), was vested in the Crown.

5. Cessation of voting powers by shareholders of guaranteed stock and debenture stocks upon appointment of the Committee of Management and deposit of guarantees of the Dominion Government with the High Commissioner for Canada in London, England.

6. Upon the preference and common stock being vested in the Government or its nominees, the Directors of The Grand Trunk Railway Company of Canada to vacate their offices as Directors, to be succeeded by nominees of the Government.

7. The value, if any, to the holders thereof of the preference and common stock to be determined by arbitration by a Board of three Arbitrators, one to be appointed by the Government, one by the Grand Trunk and the third to be Sir Walter Cassels, Judge of the Exchequer Court of Canada, in the capacity of Chairman. The Grand Trunk appointed Honourable William Howard Taft, and the Government appointed Right Honourable Sir Thomas White, K.C.M.G.

THE GRAND TRUNK RAILWAY COMPANY OF CANADA

HISTORY:
(Cont'd.)

8. Continuation of existence and administration of The Grand Trunk Superannuation Fund, and continuation of the rules and regulations of the Grand Trunk Pension system and the Grand Trunk Insurance and Provident Society until a general pension scheme and a general insurance scheme, respectively, is adopted and made effective to all employees of Canadian Government-owned or controlled railways.

Under Agreement dated May 13, 1921, ratified by shareholders of The Grand Trunk Railway Company of Canada on May 12, 1921, the Agreement of March 8, 1920 was amended whereby provision was made for resignation of Directors of The Grand Trunk Railway Company of Canada and appointment by the Government of a new Board of Directors, and termination of the Committee of Management which had been functioning since May 21, 1920. The Agreement also established the Head Office in Canada, and provided for the appointment of a Grand Trunk Shareholders' Committee to act for the shareholders in the matter of the Arbitration proceedings.

Under Dominion Order in Council P.C. 1677, May 18, 1921, the Government appointed a new Board of Directors as under:

Sir Joseph W. Flavelle, Bart.,	Chairman of the Board
J.N. Dupuis, Esq.	Montreal, Que.
Howard G. Kelley, Esq.	Montreal, Que.
A.J. Mitchell, Esq.	Toronto, Ont.
E.L. Newcombe, Esq., K.C.	Ottawa, Ont.

The Grand Trunk Directors resigned on May 28, 1921.

Under Dominion Order in Council 1701, August 14, 1922, the resignation of Howard G. Kelley as President and Director of the Grand Trunk Railway Company of Canada was accepted. Following this action William D. Robb, then Vice President in charge of Operation, was appointed to the newly created position of Vice President and General Manager on August 17, 1922.

Under Dominion Order in Council 2095, October 4, 1922, a new Board of Directors was appointed as under:

Sir Henry Worth Thornton, K.B.E.	Montreal, Que.
Major Graham A. Bell, C.M.G.	Ottawa, Ont.
John N. Sinclair, Esq., K.C.	New Glasgow, N.S.
Richard P. Gough, Esq.	Toronto, Ont.
James Stewart, Esq.	Winnipeg, Man.
Ernest R. Decary, Esq.	Montreal, Que.
Frederick G. Dawson, Esq.	Prince Rupert, B.C.
Tom Moore, Esq.	Ottawa, Ont.
Gerard Ruel, Esq., K.C.	Montreal, Que.

Note: On the same date the above named persons were also appointed Directors of Canadian National Railway Company, and of The Canadian Northern Railway Company.

After protracted hearings of evidence extending from the autumn of 1920 to June 1921 the Board of Arbitrators submitted a majority award on September 7, 1921, assented to by Sir Walter Cassels and Sir Thomas White. The majority award was to the effect that the first, second and third preference and common stock of The Grand Trunk Railway Company of Canada had no value. Honourable William Howard Taft dissented from this and submitted a report in which he stated that, in his opinion, the value of these stocks was not less than \$48,000,000.

HISTORY:
(Cont'd.)

The Grand Trunk Railway appealed to the Privy Council from the majority award and after hearing before the Privy Council the appeal was dismissed on November 10, 1922.

Under Dominion Order-In-Council P.C. 114 dated January 19, 1923 the whole of the voting capital stock of The Grand Trunk Railway Company of Canada, being the first, second and third preference stock, and the ordinary or common stock of The Grand Trunk Railway Company of Canada, to the aggregate value of £37,073,492 was vested in the Minister of Finance, in trust for His Majesty the King in the right of the Dominion of Canada. Entries in the stock register and other books in accordance therewith were authorized.

As a result of the arbitration award and transfer of the preference and ordinary stocks legal action was taken by the previous stockholders, but the action, sometimes referred to as the Lovibond Case, was finally dismissed in 1939.

Note:

All of the 4% guaranteed stock amounting to \$60,833,333.33, and the perpetual debenture stock totalling \$155,373,808.34 with respect to which the Dominion Government guaranteed payment of dividends and interest respectively, remained outstanding until 1940.

Under an Order dated October 26, 1940, made by H.M. Treasury of the United Kingdom such portion of the 4% Grand Trunk Railway perpetual debenture stock as was held by residents in the United Kingdom was transferred to the U.K. Treasury at a price of £103.17.4 per \$100 stock surrendered plus £0.7.1 interest to November 26, 1940. The vesting order was made on the condition that the Canadian National Railway Company would purchase the stock from the Treasury at the vesting price. Under Dominion Order in Council P.C. 6002 dated October 25, 1940 the Company was authorized to purchase the securities, and the Minister of Finance was authorized to make loans to Canadian National Railway Company at 3½% per annum, for the purpose. Under date of December 14, 1940 an offer was made by the Company to acquire from residents in Canada their holdings of this stock at the same price or the equivalent in Canadian Funds.

The arrangements made between the Government of Canada and the United Kingdom under which Canada gave financial assistance to the Government of the United Kingdom to enable it to purchase war supplies in Canada provided, among other things, for the repatriation of Canadian National Railway securities.

On January 26, 1942 the Treasury of the U.K. issued a vesting order naming as the price to be paid for the securities the market price at the close of business on that date.

Under Dominion Order in Council P.C. 2484, March 28, 1942 the Company was authorized to repurchase from the Dominion, at the vesting price, the railway securities purchased by the Dominion from the U.K. Treasury. Under authority of Dominion Order in Council 8858, September 3, 1942 the Company also purchased from

HISTORY:
(Cont'd.)

the Dominion other Canadian National Railway securities which had been acquired by the U.K. Treasury prior to the vesting order of January 26, 1942.

Under Dominion Orders in Council 2886, April 11, 1942, and 7197, August 14, 1942, provision was made whereby holders not subject to the vesting order of Canadian National Railway securities listed in the vesting order might surrender their holdings for redemption at the vesting order price.

Under Dominion Orders in Council P.C. 2484, March 28, 1942, and P.C. 9773, October 27, 1942, all of the Grand Trunk 4% guaranteed stock outstanding and not vested in the Treasury of the U.K. was called for redemption at par on November 1, 1942. At the end of 1942 only \$487 of this stock remained outstanding.

Loans for purchase of these securities were made to Canadian National Railway Company by the Government, bearing interest at 3½% per annum, repayable on demand and secured by promissory notes and by the securities so purchased.

As a direct result of the United Kingdom vesting orders and the above mentioned financial arrangements it was possible to redeem all of the 4% guaranteed stock and most of the perpetual debenture stock. At the close of accounts for the year 1955 less than \$118,000 of the latter remained outstanding.

See Balance Sheet at May 31, 1920 on following page.

THE GRAND TRUNK RAILWAY COMPANY OF CANADA

387

Balance Sheet as at May 31, 1920 (excluding Subsidiary Company's Balance Sheet)

ASSETS

INVESTMENTS

Road and Equipment property	\$438 324 563
Sinking Funds	26 767
Miscellaneous physical property	1 110 931
Investment in affiliated companies	34 230 627
Other investments	655 365

CURRENT ASSETS

Cash (overdraft)	1 837 160
Special deposits (overdraft)	5 168
Traffic & car service balances receivable	4 258 598
Net balances receivable from agents and conductors	3 203 607
Miscellaneous accounts receivable	12 024 998
Material and supplies	13 889 136
Rents receivable	31 890
Other current assets	829

DEFERRED ASSETS

Working fund advances	172 428
Insurance and other funds	1 458 145
Other deferred assets	1 659 552

UNADJUSTED DEBITS

Insurance paid in advance	81 170
Discount on funded debt	356 417
Other unadjusted debits	4 333 504
Securities issued or assumed unpledged	1 251 682
	<u>\$515 227 881</u>

THE GRAND TRUNK RAILWAY COMPANY OF CANADA

Balance Sheet as at May 31, 1920 (excluding Subsidiary Company's Balance Sheet)

LIABILITIES

CAPITAL STOCK

4% Guaranteed Perp. Stock - Dividends guaranteed by Dominion Government		\$ 60 833 333
5% First Preference Stock)	\$ 16 644 000	
5% Second Preference Stock) Declared to have no value	12 312 667	
4% Third Preference Stock) by Board of Arbitrators,	34 884 536	
Common Stock) September 7, 1921	<u>116 563 054</u>	180 404 257
5% Grand Trunk Perp. Debenture Stock)	20 782 492	
5% Great Western Perp. Debenture Stock) Interest guaranteed by	13 252 323	
4% Grand Trunk Perp. Debenture Stock) Dominion Government	119 839 014	
4% Northern Railway Perp. Debenture Stock)	<u>1 499 979</u>	155 373 808

GRANTS IN AID OF CONSTRUCTION

Province of Canada prior to Confederation (see Dominion Cap. 22, April 10, 1937)		15 142 633
--	--	------------

LONG-TERM DEBT

Funded debt unmatured		55 428 972
Dominion Government loans		1 148 533
Non-negotiable debt to affiliated companies		1 789 957

CURRENT LIABILITIES

Loans and bills payable		8 829 183
Traffic and car service balances payable		7 848 786
Audited accounts and wages payable		16 883 657
Interest matured unpaid		67 598
Dividends matured unpaid	(Cr.)	931 600
Funded debt matured unpaid		25 820
Unmatured rents accrued		6 423
Other current liabilities		512 461

DEFERRED LIABILITIES

Liability for provident funds		183 441
Other deferred liabilities		4 943 043

UNADJUSTED CREDITS

Tax liability		339 431
Accrued depreciation		11 126
Insurance and casualty reserve		1 436 189
Other unadjusted credits		5 850 226

CORPORATE LOSS

(note) 899 395

\$515 227 881

Note: Excludes Corporate Surplus of \$2,065,894 of Subsidiary Companies.

RAILS: The rails of the Champlain and St. Lawrence Railroad (the first railroad in Canada, later forming part of The Grand Trunk Railway) which opened for operation between Laprairie and Dorchester (St. Johns), Quebec on July 21, 1836, consisted of timber stringers with flat iron spiked to them. The first locomotive used thereon was a wood-burner brought from Great Britain.

Since the early days of the Grand Trunk Railway the shape, weight, length, material and process of manufacture of rails went through many changes before the present scientifically proportioned designs in steel came into use. Iron rails were generally used in the original construction. When steel was first introduced it was very expensive and the Grand Trunk experimented with some steel top rails, viz., using a top or head of steel formed to fit onto the iron web. The head frequently cracked or split off, however, and the scheme proved to be unsatisfactory.

In 1870 The Grand Trunk commenced a programme of laying steel rails in replacements. This replacement was progressed year by year until completion. By 1893, 3847 miles of main line including the former Great Western, Northern and Midland Railways consisted of steel rails and less than 60 miles of main line track consisted of iron rails.

TRACK GAUGE: The promoters of the Grand Trunk and the representatives of the Government had, in the early days, much discussion on the question of "Gauge." Many experts were called to give testimony on the matter. The weight of the evidence seemed to have favoured the 4' 8½" gauge but eventually 5' 6" was determined upon by the Government, notwithstanding the fact that the majority of the railways in the United States were of a 4' 8½" gauge.

With the exception of the line (60 miles) between Port Huron and Detroit, and the Montreal and Champlain Railroad lines (about 85 miles) which were 4' 8½" gauge, and the Toronto and Nipissing Railway (about 77 miles) between Scarboro and Cobonconk, which was 3½ feet gauge, the line constructed or acquired by The Grand Trunk Railway Company of Canada were originally 5' 6" gauge and were changed to the present standard gauge of 4' 8½" in 1873 and 1874. In the meantime a third rail was used to some extent to permit the interchange of cars, more particularly with respect to traffic moving to or from U.S. Railroads. In other cases it was necessary to transfer shipments from one car to another, or to remove car trucks and replace them with trucks of appropriate gauge at interchange points. As an example a third rail was laid in 1864 on the Grand Trunk main line between Sarnia (Point Edward) and Stratford, and between Stratford and Fort Erie on the Buffalo and Lake Huron Railway which was leased to The Grand Trunk, and on the tracks between St. Lambert over Victoria Bridge through Point St. Charles and St. Henry to Bonaventure Station.

DOUBLE TRACK: In 1874 the line from Glencoe to Windsor (80 miles) was double-tracked. In 1887 double tracking of the line between Montreal and Toronto was commenced in stages and was completed between Montreal and Port Hope by 1892. By 1903 the whole line from Montreal to Toronto was double tracked, as well as the lines from Toronto to Niagara Falls, Port Huron to Chicago, St. Johns to St. Lambert, and most of the line between Hamilton and Sarnia Tunnel, a total of approximately 1,000 miles. Additional mileage was double tracked subsequently.

**RUNNING TO
RIGHT ON
DOUBLE
TRACK:**

When the early sections of double-track were put into service train movements conformed to the English system; namely, running to the left, but after a large part of the road had been double-tracked it was deemed advisable to follow the method in general use in the United States; that is, of running to the right. The change from left to right involved considerable alterations in crossover switches and semaphores. It was put into effect on July 22, 1906.

The principal objection to left-hand running was that on double-track sections fixed signals and switches were, of necessity, placed on the outside of the tracks, and as the engineer was on the right-hand side of the engine and running left-hand the signals and switches were out of his line of vision when the engine reached within a certain distance of them. Further the engineer was at a disadvantage when a train was passing on the opposite track, as it had a tendency to distract his attention from signals ahead.

WOOD FUEL:

Prior to 1872 the fuel used in locomotives was wood, but in the winter of 1871-1872 wood was becoming scarce and more expensive. Because of the difficulty of obtaining adequate supplies of seasoned firewood and the prospect of higher prices it was decided to lay in a stock of coal. To a limited extent peat, manufactured at St. Hubert, St. Brigide and near Aston (all points contiguous to the railway) was used in 1871 and for a few subsequent years.

SLEEPING CARS:

Sleeping cars of any kind were unknown in Canada until the eighteen hundred and sixties, and it was not until 1870 that the Pullman Company began operation of sleeping cars over The Grand Trunk Railway. The first four of these cars, namely the "Montreal", "Toronto", "Quebec" and "Portland" were built in 1870 in the Grand Trunk Shops at Point St. Charles, from Pullman Company plans and under its supervision, and were placed in service during that year for use in Canada only, supplanting the kind formerly used on the Grand Trunk which were subsequently refitted as first class coaches with the then latest improvements.

TIME ZONES:

Previous to the introduction of Standard Time Zones governed by meridians one hour apart, but fixed by an elastic instead of rigid boundary between the different sections, there were some fifty different standards of Railway Time on the North American Continent. In 1883 these were reduced to four. After many conventions and conferences of those most directly interested, in which all details were thoroughly discussed, a report was made to the American Railway Association endorsing the proposed change (as it at present exists) and it was unanimously adopted by that representative body in 1883.

The present generation can scarcely appreciate the difficulties which Railways operating over a wide expanse of longitude had to contend with, and the convenience which resulted from the change. Previous to 1883 train service on the Grand Trunk Railway between Portland, Maine, and Detroit, Michigan, was governed by four distinct times. Portland to Island Pond service was operated on Portland local time; Island Pond to Toronto on Montreal Local time; Toronto to Sarnia on Toronto time; and Port Huron to Detroit on Chicago local time. The time tables of passenger service say, between Toronto and Montreal, always specified the two local times for leaving Toronto; thus, 7.30 p.m. Montreal time or 7.07 p.m. Toronto time.

SAFETY FIRST: In August 1913 the Grand Trunk Railway organized a Safety movement as a regular branch of the service, and appointed a Safety Engineer to take charge and devote all his time and attention to it.

Safety Committees, composed of Officers and Employees were organized on every operating division and in the principal shops and terminals. Through the activities of these Committees and of the members individually, by means of safety talks delivered by the Safety Engineer and others, and through the distribution at frequent intervals of safety bulletins and literature, employees were reminded and kept reminded that the Management of the Grand Trunk did not want anyone to take an unnecessary chance for the sake of saving time or for any other reason. All employees were urged to take the safe course at all times and also to call the attention of their Foreman, Superintendent, or other appropriate officer, to unsafe conditions for correction, and it was impressed upon all concerned that no one would be censured on account of making any such report.

Employees showed a commendable spirit of co-operation in making the movement a success, and because of this combined interest and activity there was a marked reduction in the number of employees killed or seriously injured. Comparison of 1915 with 1913 indicates a reduction of about 50%.

The Grand Trunk Railway was the first Canadian railway to organize such a movement as a regular branch of service.

**APPRENTICE
TRAINING:**

About 1905 the Grand Trunk Railway System adopted an Apprentice Training System for the purpose of providing a supply of well trained mechanics, foremen and staff officers who could be relied upon to carry out efficiently and successfully productive work in the particular sphere assigned to them.

A system of evening classes was inaugurated at several Motive Power Department points on the railway at which the apprentices in the shops were given a thorough theoretical grounding in their chosen trade. These classes were based upon the very successful results of a class which had been held at one of the principal repair shops for a number of years, and was simply an extension of its methods. Experience had shown that men so trained became not only a valuable asset to those directly concerned, but were an important contributory factor in attaining a higher standard and competence so necessary for successful operation.

Regular teachers were appointed at every point where ten or more apprentices were employed, and a Travelling Instructor was also appointed whose duties required him to make regular visits to each apprentice taking instruction by correspondence and explain any difficulty which came up in the course of his lessons. Explanations were also made through Company's mail. The foreman at any point receiving a visit immediately called the apprentices under his charge to his office, which for the time being became practically a regular school, similar to those at larger points.

In 1915 there were five hundred and fifty apprentices over the System taking instruction at these classes, five hundred of whom were taught at fifteen regular schools, employing thirty-five shop and class instructors, and the remaining fifty were spread over fifteen other points and were taught partly by correspondence.

APPRENTICE
TRAINING:
(Cont'd.)

Competition was encouraged by the Company by offering liberal prizes for distribution among successful competitors in various groups.

Apprentices were permitted to transfer to large shops for the last year of their apprenticeships, and by reason of the similarity of methods of instruction at all places they were enabled to fit into assigned positions with little extra effort.

This uniformity was also convenient where promotions to other shops were made as appointees were already familiar with conditions at the points to which transferred.

The expenditures pertaining to the Apprentice Classes were borne entirely by the Company.

GRAND TRUNK
FIRE BRIGADE,
MONTREAL:

In the early days of the Grand Trunk Railway the Grand Trunk Fire Brigade was organized, and at its inception used buckets as fire fighting equipment, this being before the day of pressure mains and fire hydrants.

After the removal of the works from Longueuil, Quebec to be united with the new works at Point St. Charles (Montreal) in the year 1859, the Brigade was reorganized, and was composed of three companies of 40 men each. The equipment then consisted of three hand-operated fire engines made by Messrs. Perry, Craig Street, Montreal, the then well-known firm of fire engine manufacturers. It required about 20 men to operate one of these fire pumps, and these men had to be relieved every ten minutes during the progress of a fire. There were also three hose reels with four lengths of leather hose on each, and one hook and ladder company. Large wells were placed around the works for the storage of water for fire protection, the wells being supplied with water from River Saint Pierre through wooden box drains. The alarm for fire was given by ringing the old time bell and the whistling of locomotives.

The officers of the Brigade in 1859 were Thomas E. Blackwell (Managing Director of the Grand Trunk Railway), Grand Chief, F.H. Trevithick (Locomotive Superintendent), Sub-Chief, Mr. Steel (Foreman), Chief, Colin Anderson, W. Duckett and A. Patterson, captains of companies, and 125 men.

If a fire broke out in one of the villages along the line of railway (as they were unprotected in case of fire), the Grand Trunk Brigade were requested to put a pumping engine and hose reels on a flat car, and go to their assistance. A notable instance of this occurred in 1870 when the Brigade was sent out to Vaudreuil, to a fire which threatened to destroy the village - one whole block being destroyed - and on the arrival of the Brigade at the station the villagers attached their horses to the fire pump and hauled it to the village, arriving in time to save the Parish Church which was just beginning to burn. The villagers were so grateful that after the fire was subdued, the Brigade were entertained to a banquet, and about a month later was also invited to a picnic.

In 1872 the Brigade was sent to a fire at St. Hubert station, and after pumping a creek and nearby well dry, managed to save part of the building.

GRAND TRUNK
FIRE BRIGADE,
MONTREAL:
(Cont'd.)

Among the many conflagrations that have occurred during the existence of the Brigade, the most serious was that which destroyed the passenger car shop, over which were the general offices of the railway. This occurred in March 1875, when it took the united efforts of the Grand Trunk and City Brigades, under the command of the late Chief Bertram, 12 hours to subdue the flames.

The next serious outbreak took place in February 1884, when the pattern shop was destroyed, and also the Grand Trunk Railway Library which was in the same building.

Afterwards there was a fire in the stock yards, in which a large number of cattle were destroyed.

Following this was the fire at Victoria Jubilee Bridge caused by the collision of 2 freight trains. To fight this fire, the water had to be brought in tenders to the centre of the bridge, where buckets had to be used to extinguish the flames.

Many fires in the works were prevented by the Brigade whilst they were in an incipient stage, and when the assistance of the City Brigade was necessary, it was always the pride of the Grand Trunk Brigade to have a number of streams playing before the arrival of the City Brigade, whether day or night.

In 1881 distribution of the companies to various departments took place, and in 1885 the first Book of rules was issued giving instructions with regard to fire protection. About this period under the Management of Sir Joseph Hickson great improvements were made. Water mains were laid, fire hydrants were installed in suitable places, the old pumping engines were discarded and a new Fire Hall was built.

In 1888-1889 hose reel competitions were held in Montreal, London and Stratford, the Montreal Brigade winning at all these places 2 years in succession. It also won the championship in the hose reel competition in August 1889, at the games of the Stationary Engineers Society held in Montreal, the other competitors being the Montreal Rubber Company, Montreal Fire Brigade and the Canadian Pacific Railway.

Many other inter-shop competitions were held in subsequent years, and further improvements in fire protection of the works was carried out. The equipment was thoroughly inspected monthly.

Fire Drill was practised weekly on Company time.

An annual excursion was arranged by the railway for the entertainment of members of the Fire Brigade and their families, the railway contributing the train and \$125, and this recognition of their services was greatly appreciated by the men.

THE VICTORIA
BRIDGE:

Under Province of Canada Act 16, Vic., Cap. 75, March 17, 1853 authority was granted to The Grand Trunk Railway Company of Canada to construct a general railway bridge across the St. Lawrence River in the vicinity of Montreal to be known as "The Victoria Bridge," with authority to receive tolls upon ordinary vehicles, animals and passengers passing over the bridge. The bridge was built and owned by The Grand Trunk Railway Company of Canada. No separate organization was ever organized for that purpose.

THE VICTORIA
BRIDGE:
(Cont'd.)

As early as 1846 the Honourable John Young of Montreal suggested the practicability and necessity of a bridge across the St. Lawrence River near Montreal, and a number of surveys were made and reports upon the subject received from some eminent Canadian engineers. With such information, as well as knowledge obtained on the spot, Alexander Mackenzie Ross, the Chief Engineer of the Grand Trunk Railway, designed the structure upon the principle on which construction was carried out. He remained in Canada until the work was completed.

The importance of the undertaking, the large expenditure involved, the various opinions which were given in regard to its practicability, and the great difficulties and risks connected with construction of the bridge prompted the Board of Directors, previous to bringing it before the public, to consult Robert Stephenson, the eminent engineer, whose approval it was deemed of great importance to obtain, and who, after examining the information and design laid before him by Mr. Ross, signified his approval. Mr. Stephenson subsequently acted as Consulting Engineer of the undertaking.

The idea of constructing a bridge across the St. Lawrence River was, at the time, a bold one. The men who dealt with it, however, were not only skilled in their respective professions, but they had the courage of their convictions in overcoming all difficulties, physical and otherwise, which presented themselves from time to time during its construction.

At this period in railway construction, metal bridges of large spans were unknown in North America; in fact, for spans needed for The Victoria Bridge the tubular form of construction in metal was the only one known.

The general contract was awarded to Peto, Brassey and Betts, who fabricated the ironwork for the superstructure at a plant in Birkenhead, England, which they built for the purpose. The plates and general ironwork for the tubes were punched, marked and ready for assembly previous to shipment. James Hodges was in charge of construction for the Contractors.

The tubular spans of the bridge, although erected separately, were afterwards united in pairs, and, at the junction of the two spans were firmly bolted to the masonry of the piers so that no movement could possibly take place there. The other ends of the tubes thus united were placed on rollers so arranged upon the adjoining piers that the tubes might expand or contract as the temperature allowed. A space sufficient for the purpose was left between each pair of tubes. The stone for the piers and abutments, a very hard limestone, was obtained from two quarries, one at Pointe Claire, Quebec, 15 miles west of Montreal, (where most of it came from) and the other at Isle La Motte on Lake Champlain, about 60 miles from the Bridge.

Dates:

First pier commenced	July	22, 1853
First stone laid	July	20, 1854
Opened for traffic	December	12, 1859
First passenger train passed over	December	17, 1859

The Victoria Bridge was formally opened by the Prince of Wales (later King Edward VII) on August 25, 1860, at which time an Address was presented to His Royal Highness by the workmen of the Grand Trunk

THE VICTORIA
BRIDGE:
(Cont'd.)

Railway Shops, Point St. Charles. For ready reference the text of the Address and the reply of the Prince are quoted below.

"May it Please Your Royal Highness:-
It is with feelings of unmingled gratification and pleasure that we, the Working Men and Artisans of the Grand Trunk Railway Company, cordially welcome to this portion of Her Majesty's Transatlantic Dominions, one so nearly connected with our Gracious Sovereign as yourself.

Although separated by the wide ocean from the land which gave birth to most of us, we yet bear in our hearts the warmest love towards it, and the deepest reverence and loyalty towards that Monarch whose presence here to-day Your Royal Highness represents.

The noble structure which Your Royal Highness has inaugurated has been to many of us the scene of our daily toil; and whilst carrying out the gigantic conception of the designer, we have been able fully to estimate the difficulties which he had to contend with and overcome; and, now that he has passed away from this sphere of existence, we feel proud that we possess in these Her Majesty's Canadian Dominions so magnificent a funeral monument of one who rose from our own class, and who shared with us the privilege of being a British subject.

Before Your Royal Highness departs from these shores, there will, no doubt, be many opportunities afforded you of judging of the loyal and devoted feelings of attachment general in these Provinces towards your Royal mother; and we are sure that whatever spot you may visit, you will find one feeling common (we are proud to say in every land where the English tongue is spoken, and in which we heartily join) - of love and attachment towards that lady whose virtues are known and acknowledged in every land and in every home - your mother and our Queen.

Wishing Your Royal Highness every pleasure and benefit from your sojourn amongst us, and safe return to the parent land.

Signed (on behalf of the Workmen of the Grand Trunk Railway).

J. CURTIS CLARK."

The Prince replied as follows:

"Gentlemen, - I accept with peculiar pleasure an Address of artisans and workmen who have, by the sweat of their brow and the skilled labor of many a hard day's toil, contributed to erect this monument to the greatness of their country - a structure scarcely less honorable to the hands which executed than to the minds which conceived it. I mourn with you the loss of Robert Stephenson. In your regrets you bring to mind that it was from your class that his eminent father sprung. Let me further remind you that England opens to all her sons the same prospect of success to genius combined with honest industry. All cannot attain the prize, but all may strive for it, and in this race victory is not to the wealthy, or powerful, but to him to whom God has given intellect, and has implanted in the heart the moral qualities which are required to constitute true greatness. I congratulate you upon the completion of your work. I earnestly hope it may prosper; and to you who have raised it to its present grandeur, and to your families, I heartily wish every happiness."

THE VICTORIA
BRIDGE:
(Cont'd.)

When His Royal Highness visited the Works at Point St. Charles (Montreal) during his presence in Montreal for the opening of the Bridge, he left with the Directors of The Grand Trunk Railway Company of Canada the sum of \$440 for the benefit of the employees. This amount was handed over to the Committee of "Grand Trunk Railway Literary and Scientific Institute" (founded in 1857 by the officers and employees of the Grand Trunk Railway and located at Point St. Charles), to be expended in the purchase of Books.

During this visit, the Grand Trunk Fire Brigade (then composed of three companies of 40 men each) turned out with the City Brigade (which at the time was a voluntary Brigade) in the procession organized by the City of Montreal in honour of the visit of the Prince.

Measurements:

Length of Ironwork	6,592 feet
Length of bridge including approaches	9,144 feet
Grade of bridge to centre (Channel span)	1 in 130
Weight of iron in the tubes	9,044 tons
Painting - 4 coats - 32 acres in each coat	128 acres
Number of piers	24
Thickness of centre piers at water level	28 feet
Thickness of other piers at water level	18 feet
Number of spans - 1 span (centre) 330 feet) 24 spans from 242 to 247) feet)	25
Height from water to bottom of centre tube	60 feet
Masonry in piers and abutments	100,000 cubic yards
Greatest depth of water	22 feet
Average rate of current	7 miles per hour

The contract price of the bridge was £1,400,000 (\$6,813,333).

In the early eighteen-seventies when coal was substituted for wood fuel, it was found that the gasses and blast from the locomotive smoke stack was producing a bad effect on the structure, and was causing rapid disintegration of the metal. It was decided, therefore, to open a strip of 20 inches wide in the centre of the top of the tubes immediately over the smoke stacks of the locomotives, thus making practically a continuous aperture and allowing the fumes from the smoke stacks to escape. The result was all that could be desired, and provided better ventilation and light.

The Victoria Bridge was a single track structure, and due to the greatly increased weights of more modern locomotives and rolling stock and demands of increased train service which was overtaxing the single track structure, the tubular superstructure was dismantled in 1898 and replaced by a double track bridge of steel superstructure, known since as the "Victoria Jubilee Bridge."

VICTORIA
JUBILEE
BRIDGE:

In order to accommodate the new double track superstructure, the foundations of the original piers and abutments which supported the tubular bridge were large enough and did not require any extensions. Masonry

VICTORIA
JUBILEE
BRIDGE:
(Cont'd.)

additions were only necessary from the tops of the existing ice-breakers on the upstream or south ends of the piers, up to the bridge seats.

Contracts for the double track superstructure were awarded to the Detroit Bridge and Iron Works at Detroit, Michigan, for the fabrication of nineteen spans (including the centre span) and the entire erection. The Dominion Bridge Company Limited, Montreal, was awarded contract for fabrication of six spans. Erection was completed in 1898, and the first passenger train passed over the reconstructed bridge on December 13, 1898.

The floor system of the new structure is cantilevered out beyond the trusses on both sides of the bridge. The cantilevered construction carried a vehicular roadway 10' 9" wide and a pedestrian sidewalk 4' 3" wide on each side of the bridge.

The cost of reconstruction was \$1,883,678.87, towards which a subsidy of \$500,000 was received from the Dominion Government. The work of construction was under the supervision of Joseph Hobson, then Chief Engineer of the Grand Trunk Railway.

In 1909 the vehicular roadway on the north side was altered to carry one electric car track for the Montreal and Southern Counties Railway, and the south side vehicular roadway was widened to 14', and the pedestrian sidewalk was removed. In 1927 the vehicular roadway on the south side was further widened to 16' between curbs.

In 1955 operation of electric cars of the Montreal and Southern Counties Railway over the bridge was discontinued and the roadway was altered for vehicular use.

Dates:

Reconstruction commenced	May 4, 1897
Superstructure and double tracking completed	1898
First passenger train passed over	December 13, 1898
Vehicular roadways opened for traffic	December 1, 1899

Dimensions:

Length of steel work	6,592 feet
Length (including approaches)	9,144 feet
Number of piers	24
Number of steel truss spans	25
Length of centre span	330 feet in the clear
Length of side spans	242 feet to 247 feet in the clear
Thickness of centre piers at summer water level	28 feet
Thickness of side piers at summer water level	18 feet
Material of piers	Limestone
Quantity of masonry (piers and abutments)	100,000 cubic yards
Height of ordinary spans (centre to centre of chords)	40 feet
Height of centre span (centre to centre of chords)	60 feet
Width between main trusses (centre to centre)	31 feet 2 inches
Extreme width of Bridge, including roadways	66 feet 8 inches

VICTORIA
JUBILEE
BRIDGE:
(Cont'd.)

Dimensions:
(Cont'd.)

Height from water at centre to under- side of bridge	60 feet
Grade of trusses to centre	1 in. 130
Total weight of trusses	44,000,000 pounds

The total investment to December 31, 1955 was \$8,396,667.

WINDSOR CAR
FERRY:

A car ferry service is operated across the Detroit River between Windsor, Ontario, and the dock near Brush Street Station in Detroit, Michigan, for the movement of loaded and empty cars, both freight and passenger. The service consists of three steam vessels as shown below:

	"Huron"	"Great Western"	"Lansdowne"
Year built	1875	1866	1884
Length over all	240'	237'	319½'
Kind	Iron	Iron	Iron
Breadth of hull	44' 2"	41'	41' 3"
Breadth over guards	53' 9"	72'	72½'
Depth of hull	15'	13'	15'
Average horse power	300	700	1,000
Number of tracks	3	2	2
Capacity for passenger train cars	7	5	8
Capacity for freight train cars	13	10	14
Approximate cost	\$166,000	\$199,250	\$319,094

AMALGAMATIONS: Effective July 1, 1853 under agreement dated April 12, 1853, duly authorized by shareholders of respective Companies and confirmed by Province of Canada Act 18, Vic., Cap. 33, December 18, 1854, the following Companies were amalgamated into one company under the name "The Grand Trunk Railway Company of Canada":

- * The Grand Junction Railroad Company
- The Grand Trunk Railway Company of Canada East
- The Quebec and Richmond Railroad Company
- The St. Lawrence and Atlantic Railroad Company
- The Toronto and Guelph Railway Company

* The United Company having afterwards declined construction of this railroad, with the consent of the Company the original charter was revived and vested in outside parties under Dominion Act 33, Vic., Cap. 53, May 12, 1870, under the new corporate name "Grand Junction Railway Company." Through subsequent amalgamation with The Midland Railway of Canada, and amalgamation of the latter with The Grand Trunk Railway Company of Canada, Grand Junction Railway Company is included in Canadian National Railway Company from January 31, 1923.

Effective August 12, 1882 under agreement dated May 25, 1882, The Great Western Railway Company was amalgamated with The Grand Trunk Railway Company of Canada under the latter name (no ratification by Act of Parliament).

AMALGAMATIONS: Effective February 24, 1888, under Deed of Union dated January 24, 1888, The Hamilton and North-Western Railway Company, The Northern Railway Company of Canada and The Grand Trunk Railway Company of Canada were amalgamated into one Company under the latter name. Dominion Cap. 58, May 4, 1888, enacted that it no longer be necessary to keep separate accounts for these two companies.

Under Dominion Cap. 39, May 10, 1892, The Northern and Pacific Junction Railway Company and The Grand Trunk Railway Company of Canada were amalgamated into one company under the latter name.

Effective April 1, 1893 under agreement dated October 1, 1892, ratified and confirmed by Dominion Cap. 47, April 1, 1893, the following companies listed hereunder were amalgamated into one company under the name "The Grand Trunk Railway Company of Canada."

	<u>Miles</u>
The Grand Trunk Railway Company of Canada	
The Beauharnois Junction Railway Company	19.02
The Brantford, Norfolk & Port Burwell Railway Company	35.83
The Cobourg, Blairton & Marmora Railway & Mining Company	36.50
The Galt and Guelph Railway Company	15.20
* Grand Trunk, Georgian Bay and Lake Erie Railway Company	210.61
The Jacques Cartier Union Railway Company	6.54
The Lake Simcoe Junction Railway Company	26.47
The London, Huron and Bruce Railway Company	68.91
The Midland Railway of Canada	467.58
The Montreal & Champlain Junction Railway Company	61.58
The North Simcoe Railway Company	33.65
The Peterborough and Chemong Lake Railway Company	8.25
Waterloo Junction Railway Company	10.00
Wellington, Grey and Bruce Railway Company	<u>168.66</u>
Added to Grand Trunk Railway Company of Canada	1,168.80

* Includes the capital stock and property of The South Norfolk Railway Company.

These lines had been operated by the Grand Trunk Railway Company prior to amalgamation which was effected for simplification of management.

Under Deed dated February 9, 1914, ratified and confirmed by Dominion Cap. 89, May 27, 1914, Canada Atlantic Railway Company and The Grand Trunk Railway Company of Canada were amalgamated under the name of the latter Company. The Agreement was ratified by the shareholders of The Grand Trunk Railway Company of Canada on April 29, 1914, and by the shareholders of Canada Atlantic Railway Company on July 29, 1914, which latter date, under the terms of the Act and the Agreement became the date of Union.

By agreement dated January 30, 1923 between Canadian National Railway Company and The Grand Trunk Railway Company of Canada, which agreement was submitted to the shareholders of The Grand Trunk Railway Company of Canada at a meeting duly called and held, at which all of the voting shares were represented by proxy, and was duly approved of and authorized by the unanimous vote of all of the said shareholders, and confirmed by the shareholders of Canadian National Railway Company by the Governor in Council by authority conferred upon him under Dominion Statutes of 1918, Cap. 13, Section 9, and sanctioned by Dominion Order in Council

AMALGAMATIONS: P.C. 181 dated January 30, 1923, The Grand Trunk Railway Company of Canada was amalgamated with Canadian National Railway Company to form one company under the latter name. A counterpart of the agreement was filed in the Office of the Secretary of State of Canada on January 31, 1923, and the amalgamation became effective on that date.

PROPERTY INVESTMENT: Prior to amalgamation on January 31, 1923:

Road and equipment	\$394,737,012	
Improvements on leased railway property	3,469,323	
Miscellaneous physical property	1,478,739	
Less depreciation on equipment	<u>2,200,000</u>	\$397,485,074

DONATIONS AND GRANTS: Subsidies were as follows (Statistics of Steam Railways of Canada - 1938, p. 63).

Dominion -	\$15,142,633 *	
- Victoria Bridge	<u>500,000</u>	\$15,642,633
Ontario		25.03 acres of land

* This amount was granted as a loan by the Province of Canada, prior to Confederation, under authority of Province of Canada Cap. 29, 1849, and included in Consolidated Deficit Account in Public Accounts. Claim for refund was abandoned under authority of Clause 7, of The Canadian National Railways Capital Revision Act, 1937 (Cap. 22, April 10, 1937).

GENERAL LOCATION: Through lines from Portland, Maine, and Levis (opposite Quebec City) to Chicago, Illinois.
 East Alburg, Vermont, to Depot Harbour, Ontario on Georgian Bay
 Buffalo, New York to Detroit, Michigan
 Hamilton to North Bay, Ontario
 Connecting owned lines between Brockville, Port Hope, Whitby, Scarborough and Toronto on Lake Ontario to Midland, Penetanguishene, Collingwood and Meaford on Georgian Bay
 Niagara Falls to Hamilton
 Fort Erie to Goderich, Kincardine, Southampton, and Warton on Lake Huron, and Owen Sound on Georgian Bay
 Various branches and connecting lines at intermediate points.

GRAND TRUNK RAILWAY COMPANY OF CANADA
Status December 31, 1960

401

Funded Debt: 6% First Equipment Mortgage Bonds issued December 31, 1861, Maturity December 31, 1876 acquired by issue of 4% Consolidated Debenture Stock, \$617,313.33 and 5% Perpetual Debenture Stock \$1,806,020.00 £ 500,000 \$2,433,333.33
These Bonds were cremated February 6, 1961.

6% Equipment Mortgage Bonds No. 2 issued November 1870 Maturing July 1, 1919 extended to July 1, 1921 Amount issued 2,433,333.33

Retired	£ 25,000	\$ 121,666.66	
Grand Trunk Railway Company of Canada	397,900	1,693,113.33	
Canadian National Rolling Stock Limited	123,800	602,493.34	
Canadian National Railway 6½% Equipment Trust, Series F	<u>3,300</u>	<u>16,060.00</u>	
Total	£ 500,000	\$2,433,333.33	

These outstanding Bonds were cremated February 6, 1961.

Canadian National Rolling Stock Limited, Canadian National Railway 6½% Equipment Trust Series F issued under Trust Deed dated February 1, 1921 Amount issued 12,000,000.00

Cancelled and Cremated	\$2,445,000	
Held by Public	9,555,000	
Held in Sinking Fund Oct. 31, 1935	9,446,302	

Issue retired - Trust Mortgage discharged October 11, 1937

Grand Trunk Railway Company of Canada 15 year, 6% Sinking Fund Gold Debenture Bonds issued under Trust Deed dated September 1, 1921 Maturing September 1, 1936. Redeemed on maturity 25,000,000.00

20 year, 7% Sinking Fund Gold Debenture Bonds issued under Trust Deed dated October 1, 1920 maturing October 1, 1940 25,000,000.00

Called at 102.5 and redeemed and mortgage discharged February 8, 1957.

4% Dominion Guaranteed Stock issued under authority of Dominion Act 47 Vic. Cap. 52 April 19, 1884 Act 3 Edw. VII Cap. 121 June 25, 1903. Act 8-9 Edw. VII Cap. 87 April 7, 1909. Act 9-10 Geo. V Cap. 86 June 6, 1919, Act 10 Geo. V Cap. 17 Nov. 10, 1919 Act 10-11 Geo. V Cap. 13, May 11, 1920 Maturing in Perpetuity

Authorized and issued £ 12,500,000 @ \$4.86 2/3	\$60,833,333.33
Held by Public " "	60,833,333.33

Issue retired in full at various times

5% Perpetual Guaranteed Borrowed Capital Debenture Stock issued under authority of Dominion Acts. 37 Vic. Cap. 65 May 26, 1874 Act 5, Geo. V Cap. 44 April 8, 1915 9-10 Geo. V Cap. 86 June 6, 1919 Act 10 Geo. V. Cap. 17 Nov. 10, 1919 Act 10-11 Geo. V Cap. 9 May 3, 1921

GRAND TRUNK RAILWAY COMPANY OF CANADA

Funded Debt:	Authorized	£ 8,000,000	@ \$4.86 2/3	\$38,933,333.33
(Cont'd.)	Issued	4,270,575	@ 4.86 2/3	20,783,465.00
	Held by Public	4,270,373		20,782,491.67

All retired at various times except £5282 - \$25,705.73 held by Public at April 25, 1962.

4% Consolidated Debenture Stock Guaranteed by Dominion issued under authority of Dominion Acts.

37 VIC Cap. 65, May 26, 1874	47 VIC Cap 52, April 19, 1884		
50 - 51 VIC Cap. 57 June 23, 1887	51 VIC Cap. 58, May 4, 1888		
53 VIC Cap. 48, May 16, 1890	55 - 56 VIC Cap. 39, May 10, 1892		
56 VIC Cap. 47 April 1, 1893	60 - 61 VIC Cap. 42, May 21, 1897		
8 - 9 Edw. VII Cap. 87, April 7, 1909	9 - 10 Edw. VII, Cap. 104, April 8, 1910	1-2 Geo. V, Cap. 81, April 4, 1911	2 Geo. V Cap. 96, April 1, 1912
3 - 4 Geo. V, Cap. 124 March 7, 1913	4 - 5 Geo. V, Cap. 88, April 3, 1914	Act 5 Geo V Cap. 44, April 8, 1915,	9 - 10 Geo. V Cap 86, June 6, 1919
10 Geo V Cap 17, Nov. 10, 1919	10 - 11 Geo. V Cap. 9, May 3, 1921		
Amount issued:	£ 57,277,955 @ \$4.86 2/3		\$181,419,380.99
Held by Public:	24,624,455		119,839,014.33

Issue retired in full at various times

British American Land Company Annuities for acquisition by 5% Debenture Stock issued under authority of Dominion Act 37 VIC, Cap. 65, May 26, 1874

Amount authorized and issued £20,548 or at @ \$4.86 2/3	\$100,010.00
Cremated February 8, 1961.	

Montreal Seminary Notes for Acquisition by 5% Debenture Stock issued under authority of Dominion Act 37 VIC Cap.65 May 26, 1874

Amount authorized and issued £20,548	\$100,000.27
Cremated February 8, 1961	

Mortgage to Bank of Upper Canada for acquisition by 5% Debenture Stock issued under authority of Dominion Act 37 VIC Cap. 15, May 26, 1874.

Amount authorized £ 221,190 6.	@ \$4.86 2/3	\$1,076,459.41
" issued 221,190 0	@ \$4.86 2/3	\$1,076,458.00

Mortgage forwarded by Treasurer to Mr. H.M. Blaiklock General Manager of Real Estate on 17 February, 1961

Postal and Military Service Bonds due August 8, 2362 for acquisition by 5% Debenture Stock issued under authority of Dominion Act 37 VIC., Cap. 65, May 26, 1874

Amount authorized and issued £1,200,000 @ \$ 4.86 2/3	\$5,840,000.00
Cremated February 6, 1961	

Funded Debt:
(Cont'd.)

Sundry Hired Cars and Toronto and Stratford Stations
for acquisition at 5% Debenture Stock issued under Dominion
Act 37 VIC, Cap. 65 May 26, 1874 and Act 5 Geo. V Cap. 44,
April 8, 1915

Amount authorized	£413,280	14. 0	@ 4.86 2/3	\$2,011,299.42
" issued	£306,498	9. 6	@ 4.86 2/3	\$1,880,959.24

Cremented February 8, 1961

(a) This amount includes an amount of \$604,000, the
relevant documents having been forwarded by Treasurer to
Mr. H.M. Blaiklock General Manager of Real Estate February 17, 1961

Sundry Land Mortgages for acquisition by 5% Debenture
Stock issued under authority of Dominion Act 37 VIC Cap. 65
May 26, 1874

Authorized and issued £ 50,000 @ \$4.86 2/3	\$243,333.33
Withdrawn from records. Relevant documents forwarded by Treasurer with his letter of 17 February 1961 to Mr. H.M. Blaiklock, General Manager of Real Estate.	143,885.53

THE GRAND TRUNK RAILWAY COMPANY OF CANADA

INVESTMENT IN
AFFILIATED
COMPANIES:

Prior to amalgamation on January 31, 1923:

	<u>Capital Stock</u>			<u>Bonds owned by G.T. Ry. Co.</u>		<u>Notes</u>	<u>Advances</u>
	<u>Total</u>	<u>Owned by G.T. Ry. Co.</u>		<u>Par Value</u>	<u>Book Value</u>		
	<u>Outstanding</u>	<u>Par Value</u>	<u>Book Value</u>				
Atlantic & St. Lawrence R.R. Co.	\$ 5 484 000	\$ 224	\$ 177	\$ 3 000 000	\$ 3 012 040		\$
Bay City Terminal Ry. Co.	15 000	15 000	15 000				463 227
Canada Atlantic Transit Co.	219 000	219 000	1				
Canada Atlantic Transit Co. of U.S.	250 000	250 000	1				177 500
The Canadian Express Company	1 768 800	1 768 800	501 697				
Central Vermont Railway Co.	3 000 000	2 191 100	266 726	4 179 300	4 174 275	8 041 905	3 330 732
The Champlain & St. Lawrence R.R. Co.	50 000	50 000	50 000				
Chicago & Western Indiana R.R. Co.				406 000	397 900		
Chicago, Detroit & Canada G.T. Jct. R.R. Co.	1 095 000	522 500	515 318	1 786 141	1 785 879		
Chicago, New York & Boston Refrigerator Co.	1 129 400	1 129 400	750 369				
Cincinnati, Saginaw & Mackinaw R.R. Co.	1 500 000	27 762	27 762				
The Detroit & Toledo Shore Line R.R. Co.				587 000	571 615		
Detroit, Grand Haven & Milwaukee Ry. Co.	1 500 000	1 500 000	1	5 711 000	5 810 150		1 710 826
Detroit Terminal Railroad Company	2 000 000	1 000 000	1 000 000				
The Erie, London & Tillsonburg Ry. Co.	125 000	125 000	12 500				18 419
Grand Rapids Terminal R.R. Co.	50 000	50 000	50 000				631 905
The Grand Trunk Junction Ry. Co.	500 000	500 000	1	2 933 040	3 139 394		
The Grand Trunk Pacific Ry. Co.	* 24 940 000	24 940 000					
Grand Trunk Western Ry. Co.	6 000 000	6 000 000	1 516 984	15 576 304	14 453 635		2 650 197
International Bridge Company	1 500 000	1 496 500	1 496 760	512 260	512 260		
The Intercolonial Express Co. of Canada (Ltd.)		100 000	1				
The Kingston, Smith's Falls & Ottawa Ry. Co.		122 000	91 460				
The Lachine, Jacques Cartier & Maisonneuve Ry. Co.	1 200	1 200	1			2 395 883	336 577
The Maganetawan River Ry. Co.	30 000	30 000	1				
The Michigan Air Line Railway	300 000	300 000	100 000	1 500 400	1 580 876		
Montreal & Southern Counties Ry. Co.	500 000	306 500	15 950			1 594 066	428 244
The Montreal Warehousing Co.	236 000	220 300	1 111				
New England Elevator Company	400 000	400 000	1	210 000	210 000		
Ontario Car Ferry Company (Limited)	500 000	250 000	179 008				
The Ontario Sault Ste. Marie Ry. Co.		230 000	1				
The Oshawa Railway Company	40 000	40 000	136 686				
The Ottawa Terminals Railway Co.	250 000	250 000	1	3 000 000	3 000 000		2 229 223

THE GRAND TRUNK RAILWAY COMPANY OF CANADA

405

INVESTMENT IN
AFFILIATED
COMPANIES:
(Cont'd.)

	<u>Capital Stock</u>			<u>Bonds owned by G.T. Ry. Co.</u>		<u>Notes</u>	<u>Advances</u>
	<u>Total</u>	<u>Owned by G.T. Ry. Co.</u>		<u>Par Value</u>	<u>Book Value</u>		
	<u>Outstanding</u>	<u>Par Value</u>	<u>Book Value</u>				
The Pembroke Southern Railway Co.	\$ 178 000	\$ 158 000	\$ 1	\$	\$	\$	\$
Portland Elevator Company	50 000	50 000	1	125 000	125 000		
Rail & River Coal Company	2 000 000	2 000 000	1 323 000				
The Realty Assets Company, Limited	504	504	504				
St. Clair Tunnel Company	700 000	700 000	378 356	2 500 000	2 603 686		128 266
The Terminal Warehousing Company Ltd.	1 000 000	1 000 000	1 000 000				
The Thousand Islands Railway Co.	60 000	60 000	97 000	50 000	50 000		
Toledo, Saginaw & Muskegon Ry. Co.	1 600 000	1 600 000	1	1 662 000	1 302 000		
The Toronto Belt Line Ry. Co.	50 000	26 000	1	462 500	443 210		
The Toronto Terminals Ry. Co.	500 000	250 000	25 000				
Transcontinental Townsite Company Limited	467 800	467 800	80 882				
The United States & Canada R.R. Co.	219 400	218 925	1	433 470	225 001		
Vermont & Province Line R.R. Co.	200 000	200 000	1				
The Whipple Car Company	1 400 000	1 400 000	1				
		\$52 166 515	\$9 632 267	\$44 634 415	\$43 396 921	\$12 031 854	\$12 105 116

* In Receivership March 10, 1919
to May 31, 1927.

THE GRAND TRUNK RAILWAY COMPANY OF CANADA

CAPITAL
STOCK:

Prior to amalgamation on January 31, 1923:

4% Guaranteed Stock	\$ 60,833,333.33
5% First Preference Stock	16,644,000.00
5% Second Preference Stock	12,312,666.67
4% Third Preference Stock	34,884,535.43
Ordinary Stock	<u>116,563,053.40</u>
	\$180,404,255.50

All the above stock, which the Board of Arbitrators declared to be of no value, was vested in the Crown under Dominion Order in Council P.C. 114 dated January 19, 1923, in accordance with Clause 13 of Acquisition Agreement dated March 8, 1920. One share covering the declared amount of capital stock of Canadian National Railway Company (\$180,424,327.70) after amalgamation, was issued to the Minister of Finance in trust for his majesty, and upon such issue the Minister of Finance surrendered the outstanding shares of capital stock of The Grand Trunk Railway Company of Canada, then held by him, to the Amalgamated Company for cancellation.

Grand Trunk	5% Debenture Stock	£ 4,270,375	\$ 20,782,491.67
Great Western	5% Debenture Stock	2,723,080	13,252,322.67
Grand Trunk	4% Debenture Stock	24,624,455	119,839,014.33
Northern Railway	4% Debenture Stock	<u>308,215</u>	<u>1,499,979.67</u>
		£31,926,125	\$155,373,808.34

LONG-TERM
DEBT:

Prior to amalgamation on January 31, 1923:

Wellington Grey & Bruce Railway bonds matured 1901	\$ 259,393
Northern Railway 3rd preference bonds	70,567
Canada Atlantic Railway 1st mortgage bonds maturing January 1, 1955	16,000,092
Sinking Fund 7% gold debenture bonds maturing October 1, 1940	24,743,000
Sinking Fund 6% gold debenture bonds maturing September 1, 1936	25,000,000
Equipment Trust Certificates - various maturity	<u>13,482,700</u>
	\$ 79,555,752

DOMINION
GOVERNMENT
LOANS:

As at December 31, 1922:

Under Appropriation Act 1920-1921	\$25,000,000
1921-1922	56,442,020
1922-1923	3,118,323
Accumulated interest on Government loans	<u>7,967,405</u>
	\$92,527,748

NON-NEGOTIABLE
DEBT DUE
SUBSIDIARY
COMPANY:

International Bridge Company	\$ 1,918,528
------------------------------	--------------

THE GRAND TRUNK RAILWAY COMPANY OF CANADA

407

Net Income as published in printed Half-year and Annual Reports - 1874 to 1922
(adjusted to nearest Pound Sterling or nearest Dollar)

Year	Operating Revenues £	D.G.H. & M. Ry. £	Chicago & G.T. Ry. later G.T.W. Ry. £	Toledo, Saginaw & Muskegon Ry. £	Canada Atlantic Ry. £	Other Income Credits £	Total Income £	Operating Expenses £	Rental for Leased Railways £	Taxes £	Other Income-Debits £	Net Income or Loss- £	Dividends £
1874	2 116 791					18 801	2 135 592	1 615 333	190 699		248 168	81 392	40 227
1875	1 931 934					23 489	1 955 423	1 468 980	197 468		288 440	535	40 227
1876	1 846 954					25 366	1 872 320	1 406 796	198 783		256 859	9 882	-
1877	1 887 014					23 392	1 910 406	1 393 993	199 786		278 240	38 387	-
1878	1 782 452					37 040	1 819 492	1 332 777	200 788		270 265	15 662	48 225
1879	1 802 510					33 379	1 835 889	1 300 414	201 284		269 767	64 424	16 075
1880	2 141 929		20 288			31 937	2 194 154	1 403 038	206 023		273 370	311 723	179 567
x1881	2 109 826		20 304			59 019	2 189 149	1 563 727	190 415		296 261	138 746	336 143
1882	2 808 833	4 788	24 102			82 150	2 919 873	1 886 622	170 206		401 449	461 596	460 619
1883	3 592 386	24 657	38 292			106 087	3 761 422	2 470 599	166 011		561 839	562 973	602 276
1884	3 415 442	6 164	28 696			108 570	3 558 872	2 415 828	161 180		742 282	239 582	309 260
1885	3 053 622	.	28 696			31 417	3 113 735	2 234 908	153 919		762 277	37 369-	-
1886	3 470 696	9 247	102 653-			126 505	3 503 795	2 321 921	150 739		785 655	245 480	208 792
1887	3 654 436		40 077			64 493	3 759 006	2 462 420	150 686		769 326	376 574	377 294
1888	3 764 158	13 332-	2 519			66 739	3 820 084	2 613 437	164 835		857 504	184 308	182 693
1889	4 022 004	19 132-	25 286			78 527	4 106 685	2 750 429	150 669		916 435	289 152	289 941
1890	4 013 441	16 891	22 526			92 134	4 111 210	2 776 650	150 670		925 315	258 575	259 190
1891	3 923 310	11 675-	8 223	9 760		49 671	3 979 289	2 755 230	150 670		903 512	169 877	169 643
1892	4 028 865	14 969-	7 584-	14 256		56 600	4 077 168	2 835 420	150 670		915 101	175 977	176 168
1893	4 062 217	36 387-	12 222-	7 772		47 899	4 069 279	2 867 043	147 483		917 923	136 830	137 020
1894	3 649 958	45 665-	135 616-	7 982		36 104	3 512 763	2 556 088	146 349		907 955	97 629-	-
1895	3 637 055	54 305-	135 616-	7 046		170 936	3 625 116	2 540 755	146 350		1 065 245	127 234-	-
1896	3 787 236	56 973-	122 083-	6 699		174 975	3 789 904	2 594 489	146 350		1 092 041	42 976-	-
1897	3 969 642	22 259-	99 541-	11 426		190 935	4 050 203	2 508 479	146 350		1 078 450	277 972	-
1898	4 012 314	26 164-	22 947-	9 996		198 505	4 171 704	2 628 111	146 350	38 952	1 048 251	305 220	311 297
1899	4 407 016	17 230-	55 684-	10 373		199 973	4 544 398	2 849 023	146 350	43 772	1 043 542	461 512	461 806
1900	4 558 911	28 321-	7 405-	11 326		195 531	4 730 042	3 028 630	146 350	43 971	1 054 514	454 112	455 485

THE GRAND TRUNK RAILWAY COMPANY OF CANADA

Net Income as published in printed Half-year and Annual Reports - 1874 to 1922
(adjusted to nearest Pound Sterling or nearest Dollar)

Year	Operating Revenues £	D.G.H. & M. Ry. £	Chicago & G.T. Ry. later G.T.W. Ry. £	Toledo, Saginaw & Muskegon Ry. £	Canada Atlantic Ry. £	Other Income Credits £	Total Income £	Operating Expenses £	Rental for Leased Railways £	Taxes £	Other Income-Debits £	Net Income or Loss- £	Dividends £
1901	4 857 600	16 280-	6 222-	6 342		174 476	5 015 916	3 254 540	155 218	47 227	1 072 499	486 432	480 768
1902	5 189 081	16 769-		563		200 449	5 373 324	3 527 540	155 206	50 895	1 066 151	573 532	577 700
1903	5 916 548	13 901-		2 975		180 762	6 086 384	4 154 064	155 206	55 052	1 068 690	653 372	654 714
1904	5 689 130	4 807-		1 677		197 086	5 883 086	4 033 500	155 206	67 160	1 070 507	556 713	552 793
1905	6 018 001	6 967		902	18 038-	201 482	6 209 314	4 195 954	155 206	73 199	1 071 144	713 811	715 913
1906	6 606 528	16 802	6 222	1 323	64 559-	239 458	6 805 774	4 596 731	155 206	149 588	1 070 923	833 326	824 612
1907	7 144 506	5 185-		900	148 164-	272 259	7 264 316	5 092 332	155 206	105 146	1 069 137	842 495	848 972
1908	6 302 034	43 434-			112 270-	257 650	6 403 980	4 446 121	155 206	113 580	1 067 127	621 946	616 474
1909	6 499 371	13 682-			58 471-	353 104	6 780 322	4 712 677	155 206	119 663	1 102 301	690 475	690 862
1910	7 021 535	30 685-			75 046-	393 673	7 286 087	5 113 781	155 206	132 969	1 151 005	733 126	735 859
1911	7 696 957	46 327-		8 901-	74 044-	430 601	7 998 286	5 601 757	155 206	137 319	1 274 117	829 887	832 162
1912	8 447 086	87 482-		10 353-	123 588-	484 435	8 710 098	5 995 562	155 206	132 407	1 461 479	965 444	959 489
1913	9 134 554	83 869-		20 496-	169 917-	527 692	9 387 964	6 604 654	155 206	162 615	1 488 367	977 122	973 200
1914	8 596 768	103 742-	135 348-	26 147-		582 744	8 914 275	6 676 876	155 206	165 043	1 492 034	425 116	437 500
1915	8 292 688	1 880-	122 177-	20 563-		759 270	8 907 338	6 306 162	155 206	205 095	1 730 191	510 684	500 000
1916	9 819 741	40 239-	119 208	16 156-		580 096	10 462 650	7 007 159	155 206	220 868	1 877 136	1 202 281	797 262
1917	10 725 483	143 626-	95 200-	28 741-		618 755	11 076 671	8 757 485	155 206	245 410	1 892 290	26 280	-
1918	12 655 225					594 568	13 249 793	10 762 969	70 000	216 991	2 198 033	1 800	-
1919	14 125 553					751 712	14 877 265	12 405 705	70 000	239 447	2 160 971	1 142	-
	\$					\$	\$	\$	\$	\$	\$	\$	\$
1920	81 419 642					7 706 273	89 125 915	76 213 815	474 460	1 280 063	15 756 682*	4 599 105-	-
1921	76 849 124					8 634 101	85 483 225	71 179 293	477 832	1 325 577	26 564 965*14	064 442-	-
1922	77 666 727					8 802 170	86 468 897	70 317 813	477 918	1 200 287	22 884 613*	8 411 734-	-

* Includes net income deficit of separately operated properties:

	1920	1921	1922
Grand Trunk Western Lines	\$1 935 156	\$4 797 178	\$1 277 747
Grand Trunk New England Lines	990 869	1 881 094	1 398 601
Canada Atlantic Transit Company		73 827	82 454
St. Clair Tunnel Company			231 852
Ottawa Terminals Railway Company		104 994	113 769
Toronto Terminals Railway Company			203 092
	\$2 926 025	\$6 857 093	\$3 307 515

x Approximate only as actual figures for first six months are not readily available.

THE GRAND TRUNK RAILWAY COMPANY OF CANADA

ACCOUNTING: Prior to 1918 the primary operating, income, and other accounts respecting the following Companies were included in The Grand Trunk Railway Company of Canada accounts. From 1918 to 1922 inclusive the net income or loss was included in The Grand Trunk Railway Company of Canada accounts as "Separately operated properties." Commencing January 1, 1923, these railways were for accounting purposes, included in "Canadian National Railways," and the primary operating, income and other accounts were so included:

Atlantic and St. Lawrence Railroad	(from 1853)
Bay City Terminal Railway Company	(from 1913 to 1928)
The Chicago, Detroit and Canada Grand Trunk Junction Railroad Company	(from 1859 to 1928)
Cincinnati, Saginaw & Mackinaw Railroad Company	(from 1901 to 1928)
Lewiston and Auburn Railroad Company	(from 1874)
The Michigan Airline Railway	(from 1881 to 1928)
Norway Branch Railroad Company	(from 1879)

Prior to 1923 the net income or loss respecting the following companies was included in The Grand Trunk Railway Company of Canada accounts as "Separately operated properties." Commencing January 1, 1923, these railways were, for accounting purposes, included in "Canadian National Railways" and the primary operating, income and other accounts were so included:

Canada Atlantic Railway	(from 1905 to 1913)
Chicago and Grand Trunk Railway Co. and its successor Grand Trunk Western Railway Company including net income or loss of	(from 1880 to 1928)
Chicago & Kalamazoo Terminal Railroad Company	(from 1910 to 1928)
Chicago, Kalamazoo & Saginaw Railway Company	(from 1910)
Cincinnati, Saginaw & Mackinaw Railroad Co.	(from 1890 to 1900)
Detroit and Huron Railway Company	(from 1913 to 1928)
Pontiac, Oxford and Northern Railroad Company	(from 1909 to 1928)
Detroit, Grand Haven and Milwaukee Railway Co.	(from 1882 to 1928)
including net income or loss of	
Grand Rapids Terminal Railroad Company	(from 1908 to 1928)
Toledo, Saginaw and Muskegon Railway Company	(from 1888 to 1928)

GRAND TRUNK RAILWAY SYSTEM

Operated Mileage

These figures are approximate only

			<u>Miles</u>	<u>Miles</u>
July 1, 1853	Amalgamation of St. Lawrence and Atlantic Railroad			
	Island Pond	- Longueuil	142	
	Lease of Atlantic and St. Lawrence Railroad			
	Portland	- Island Pond	149	
		At December 1853		291
1854	Construction	Richmond	- Pointe Levis	95
1855	Construction	Point St. Charles	- Brockville	125
1856	Construction	Brockville	- Don	206
		Queen Street West (Toronto)	- Stratford	86
			At December 1856	803
1858	Construction	Don	- Queen Street West (Toronto)	4
		Stratford	- St. Mary's	10
	Purchase	London and Grand Trunk Junction Railway		
		St. Mary's	- London	22
			At December 1858	839
1859	Lease	Chicago, Detroit and Canada Grand Trunk Junction Railroad		
		Fort Gratiot (Port Huron)	- Detroit	60
	Construction	St. Hubert	- Point St. Charles	7
		St. Mary's	- Point Edward	70
	Discontinued	St. Hubert	- Longueuil	- 4
			At December 1859	972
1860	Construction	Kingston Junction	- Kingston City	2
1861	Construction	Chaudiere	- Riviere du Loup	118
			At December 1861	1092
1864	Lease	Montreal and Champlain Railroad		
		Bonaventure Station	- Lachine Wharf	8
		Caughnawaga	- International Boundary near Hemmingford	30
		Laprairie Junction	- Laprairie	5
		South end of "S" Curve at St. Lambert	- International Boundary	41
	Lease	Champlain and St. Lawrence Railroad (U.S.)		
		International Boundary	- Rouses Point, N.Y.	1
	Lease	Buffalo and Lake Huron Railway		
		Fort Erie	- Goderich	161
			At December 1864	1338
1865	Construction	Victoriaville	- Doucets Landing	35
	Purchase	Preston & Berlin Railway		7
			At December 1865	1380
1866	Construction	St. Lambert	- South end of "S" curve	1
1871	Construction	Point St. Charles	- Montreal Harbour	2
1872	Purchase	Montreal and Champlain Railroad		-
		Terminate lease Montreal and Champlain Railroad		-
1873	Construction	Doon (near)	- Galt	6

GRAND TRUNK RAILWAY SYSTEM

411

Operated Mileage

	<u>Miles</u>	<u>Miles</u>
1873 Construction and lease International Bridge	1	
Construction of connection between Buffalo and Lake Huron Railway and International Bridge	3	
Discontinue Buffalo and Lake Huron Railway to ferry at Fort Erie Dock	- 2	
At December 1873		1391
1874 Lease Lewiston and Auburn Railway	5	
Difference between above details and Printed Annual Report	- 8	
As per Grand Trunk Railway Printed Annual Report At December 1874		1388
1877 Construction of connection between Berlin and Waterloo	2	
1879 Sale of line Hadlow - Riviere du Loup to Dominion Government	-124	
Running Rights Hadlow - Chaudiere	6	
Lease Norway Branch Railroad	1	
At December 1879		1273
1880 Although the line from Port Huron to Chicago (335 miles) was opened for traffic in 1880 the mileage was not then included in system mileage, and only the net Revenue of Chicago and Grand Trunk Railway was included in system accounts commencing in 1883.		
1881 Lease Michigan Air Line Railway		
Richmond - Pontiac, Michigan	35	
Lease Montreal and Champlain Junction Railway		
Brosseau - Ste. Martine	22	
Lease Grand Trunk, Georgian Bay and Lake Erie Railway		
Port Dover - Listowel	92	
Discontinued Caughnawaga - St. Isidore Junction	- 5	
At December 1881		1417
1882 Lease Grand Trunk, Georgian Bay and Lake Erie Railway - additional mileage opened		
Listowel - Wiarton	68	
Palmerston - Durham	27	
Amalgamation of The Great Western Railway Company	522	
Leases of The Great Western Railway Company taken over upon amalgamation		
The Galt and Guelph Railway		
Galt - Guelph	15	
The Brantford, Norfolk and Port Burwell Railway		
Brantford - Tillsonburg	35	
The London, Huron and Bruce Railway		
Hyde Park - Wingham	69	
Wellington, Grey and Bruce Railway		
Guelph - Southampton	101	
Palmerston - Kincardine	67	
At December 1882		2321

Note: Although Detroit, Grand Haven and Milwaukee Railway (189 miles) was a subsidiary of The Great Western Railway and upon amalgamation on August 12, 1882, was acquired by The Grand Trunk Railway Company of Canada the mileage was not then included in system mileage, and only the dividend on capital stock was included in system accounts.

GRAND TRUNK RAILWAY SYSTEM

413

Operated Mileage

		<u>Miles</u>	<u>Miles</u>
1891	Construction Stoney Creek - Burlington Beach	2	
	Construction Blackwell - Sarnia Tunnel	5	
	Construction Connections on Great Western Division	1	
	Lease Waterloo Junction Railway		
	Waterloo - Elmira	10	
	At December 1891		3505
1892	Amalgamation of The Northern & Pacific Junction Railway Company	111	
	Discontinued lease of above		
	Gravenhurst - Nipissing Junction	-111	
	Lease Toronto Belt Line Railway	13	
	At December 1892		3518
1893	Amalgamation of companies listed below:		
	The Beauharnois Junction Railway Company	19	
	The Brantford, Norfolk & Port Burwell Railway Company	35	
	The Cobourg, Blairton & Marmora Railway & Mining Company	14	
	The Galt and Guelph Railway Company	15	
	Grand Trunk, Georgian Bay and Lake Erie Railway Company	190	
	The Jacques Cartier Union Railway Company	7	
	The Lake Simcoe Junction Railway Company	27	
	The London, Huron & Bruce Railway Company	69	
	The Midland Railway of Canada	479	
	The Montreal and Champlain Junction Railway Company	81	
	The North Simcoe Railway Company	33	
	The Peterborough and Chemong Lake Railway Company	9	
	Waterloo Junction Railway Company	12	
	Wellington, Grey and Bruce Railway Company	168	
	Leases of above lines discontinued	-1158	
	Lease of London and Port Stanley Railway discontinued	- 24	
	Construction Kingscourt - Glencoe	21	
	Discontinued Medonte Tramway	- 7	
	At December 1893		3508
1894	Construction Parkhead - Owen Sound	12	
	Discontinued Bridgewater Junction - Bridgewater	- 8	
	At December 1894		3512
1900	Discontinued part of Chemong Branch	- 5	
	Re-adjustment of mileage	- 2	
	Lease Harbour Board, Montreal Wharf property	1	
	At December 1900		3506
1901	Lease Cincinnati, Saginaw and Mackinaw Railroad		
	Durand - Oa-at-Ka Beach	53	
	Fractional readjustments of mileage	- 1	
	Extension of line to Harbour at Meaford	2	
	Extension of line at Beeton	1	
	At December 1901		3561

GRAND TRUNK RAILWAY SYSTEM

Operated Mileage

	<u>Miles</u>	<u>Miles</u>
1902 Discontinued remainder of Chemong Branch	- 3	
At December 1902		3558
1903 Construction of connection from Brantford to Lynden	4	
At December 1903		3562
1904 Lease to St. Lawrence & Adirondack Railway		
Valleyfield - Beauharnois	-13	
Toronto Belt Line transferred to sidings	-13	
Flos Tramway Line Elmvale - Hillsdale transferred to sidings	- 8	
Wharf Branch Montreal	- 4	
Increased mileage owing to sundry adjustments	11	
At December 1904		3535
1908 Increased mileage owing to sundry adjustments	1	
At December 1908		3536
1911 Construction from Tay Junction to Birch Junction connecting the 9th and 14th Districts	9	
1913 Construction of Bay City Terminal Railway, Bay City, Michigan	1	
Construction of track changes at Stratford, Ontario	2	
At December 1913		3548
1914 Amalgamation of Canada Atlantic Railway	467	
At December 1914		4015
1916 Construction of spur from Angus to Camp Borden	4	
At December 1916		4019
1918 System Lines in United States transferred to U.S.R.R. Administration for operation		
Atlantic and St. Lawrence Railroad	-165	
Lewiston and Auburn Railroad	- 6	
Norway Branch Railroad	- 1	
Chicago, Detroit and Canada Grand Trunk Junction Ry.	- 60	
Michigan Air Line	-106	
Cincinnati, Saginaw and Mackinaw Railway	- 53	
Bay City Terminal Railway	- 1	
At December 1918		3627
1920 Above seven system lines returned to Company February 29, 1920, after 20 months operation by United States Railroad Administration.	392	
The following lines owned or controlled by The Grand Trunk Railway Company of Canada and previously operated as "Separately operated properties," returned to Company February 29, 1920, by U.S.R.R. Administration		
Grand Trunk Western Railway	336	
Chicago and Kalamazoo Railway	2	
Chicago, Kalamazoo and Saginaw Railway	10	
Detroit, Grand Haven and Milwaukee Railway	188	
Grand Rapids Terminal Railway	2	
Toledo, Saginaw and Muskegon Railway	116	
Pontiac, Oxford and Northern Railway	100	
Detroit and Huron Railway	19	
Various transfers to sidings, retirements, etc.	- 16	
As per printed Annual Report at December 31, 1922		4776

Retirement of Tracks

Use of approximately 128 miles of original sections of the System was subsequently discontinued for various reasons, such as deviations to improve alignment or to make more convenient connections, or to economize where, after amalgamations, it was found that two lines parallel each other and one line was sufficient.

Details are as follows:

	<u>Miles</u>	
St. Hubert to Longueuil	4.0	Originally St. L. & A. RR., disused after construction of connection with Victoria Bridge.
Caughnawaga to St. Isidore	5.5	Removed after M. & C.J. Railway was opened through.
"S" curve at St. Lambert to St. Lambert Wharf	1.75	Disused after Victoria Bridge was built.
Between Brighton & Colborne	1.75	Deviation made to avoid "The Dangers."
West of Cobourg	3.25	"Duck Harbor" deviation made.
Port Hope and Millbrook	18.625	Account of deviations.
Township of Otonabee	9.0	For economic reasons.
Madoc to Eldorado	6.75	" " "
Madoc to Bridgewater	8.5	" " "
Near Cobourg to Harwood	12.5	" " "
Chemong Junction to Chemong	6.25	" " "
Township of Medonte	7.5	On (late) Midland Division.
Orillia	2.0	Orillia to Atherley
Trout Creek	0.125	Long trestle deviation on Northern Railway.
Georgetown	1.0	Deviation, H. & N.W. Railway.
Minessing	0.875	Deviation, Penetang Branch.
Preston to the Galt & Berlin Branch	2.625	
Merritton	0.875	Tunnel deviation - part conveyed to the Government.
Jordan	0.125	Bridge deviation.
Windsor	0.25	West of Ferry Street.

THE GRAND TRUNK RAILWAY COMPANY OF CANADA

Retirement of Tracks

(Cont'd.)

	<u>Miles</u>	
Tavistock to Stratford	7.0	C.B. & L.E. disused - B. & G. used.
Listowel to Harriston	14.5	C.B. & L.E. disused - G.W. used.
Drayton	0.375	Deviation.
Fort Erie	3.0	Portion taken up after line to the International Bridge was built.
Connection with the Pennsylvania Railroad at Valparaiso, Indiana	1.125	Abandoned when G.T.W. Ry. Co. extended from Valparaiso to Chicago.
Old line - Renton to Battle Creek	5.25	Account of deviation.
Track skirting Saddle Bag Creek near Dewey	0.75	" " "
Old line into Grand Haven, west side of River	1.74	Abandoned when a new entrance to Grand Haven made on east side of the River in 1870.
Diversion at Butternut	0.5	T.S. & M. Railway deviation.
East of Greenville	<u>0.25</u>	" " " " "
Total -	127.75 miles	

Comparative statement of owned equipment

	<u>1865</u>	<u>1882</u>	<u>1898</u>	<u>1922</u>
<u>Locomotives</u>				
Freight	185			734
Passenger	101			280
Switching	7			235
Total	293	660	795	1,249
<u>Freight train cars</u>				
Box cars	2,402	10,618	15,265	26,206
Flat cars	1,304	3,601	6,517	3,385
Stock cars	155	1,126	1,305	1,496
Coal cars	-	-	-	4,840
Tank cars	-	-	-	100
Refrigerator cars	-	-	-	1,137
Caboose cars	84	312	399	634
Total	3,945	15,657	23,486	37,798
<u>Passenger train cars</u>				
First class cars	131	276	381	446
Second class cars	64	181	211	34
Combination cars	45	51	106	80
Dining cars	-	6	3	22
Parlour cars	-	2	6	26
Sleeping cars	14	-	5	-
Postal cars	-	16	24	33
Baggage and express cars	35	98	163	338
Other passenger train cars	5	-	4	29
Total	294	630	903	1,008
<u>Work Equipment</u>				
Officers and pay cars	-	-	-	31
Auxiliary and ice scraper	-	-	97	
Snow ploughs	34	43	66	
Ballast or gravel cars	96	-	-	598
Derrick cars	-	-	-	39
Other road cars	-	-	-	1,546
Total	130	43	163	2,214

THE GRAND TRUNK RAILWAY COMPANY OF CANADA

The following is a list of Chairmen of the Board, Presidents, Managing Directors and General Managers of The Grand Trunk Railway Company of Canada who successively held office from date of incorporation of the Company to date of amalgamation with Canadian National Railway Company:

Chairmen of the Board:

Sir Alfred W. Smithers	London	1919 - 1921
Sir Joseph W. Flavelle, Bart.	Montreal	1921 - 1922
Sir Henry Worth Thornton, K.B.E.	Montreal	1922 - 1923

Presidents:

Honourable John Ross	Montreal	1852 - 1862
Sir Edward W. Watkin, Bart.	London	1862 - 1869
Richard Potter, Esq.	London	1869 - 1876
Sir Henry W. Tyler	London	1876 - 1895
Sir Charles Rivers Wilson, G.C.M.G., C.B.	London	1895 - 1909
Charles Melville Hays, Esq.	Montreal	1910 - 1912
William Wainwright, Esq. (Acting)	Montreal	1912 - 1912
Edson J. Chamberlin, Esq.	Montreal	1912 - 1917
Howard G. Kelley, Esq.	Montreal	1917 - 1922
Sir Henry Worth Thornton, K.B.E.	Montreal	1922 - 1923

Managing Directors:

Sir C.P. Roney	1853
Thomas E. Blackwell, Esq.	1853 - 1862
C.J. Brydges, Esq.	1862 - 1874

General Managers:

S.P. Bidder, Esq.	1853 - 1858
Walter Shanly, Esq.	1858 - 1862
Joseph Hickson, Esq. (later Sir Joseph)	1874 - 1890
Lewis James Seargeant, Esq.	1891 - 1895
Charles Melville Hays, Esq.	1896 - 1900
George B. Reeve, Esq. (also Second Vice President)	1900 - 1901
Charles Melville Hays, Esq. (also Second Vice President)	1902 - 1909
W.D. Robb, Esq. (also Vice President)	1922 - 1923

(included in "Canadian National Railway Company" from January 31, 1923)

HISTORY:

Under Province of Canada Act 16, Vic., Cap. 38, November 10, 1852, incorporation of a company under the name "The Grand Trunk Railway Company of Canada East" by Proclamation by the Governor was authorized for the purpose of making a railway from a point on the south shore of the River St. Lawrence opposite the City of Quebec to Trois Pistoles to form part of the proposed Main Trunk Line of Railway throughout the length of the Province of Canada, such company to have the right to elect within three years to continue the railway to the Eastern limits of the Province. Canadian National Railway Company records do not disclose the date of Proclamation, but the preamble to Act 18, Vic., Cap. 33, 1854 states that the Company was incorporated.

A line was constructed from Pointe de Levy (Lauzon) to Trois Pistoles, (approximately 118.14 miles), and opened for traffic as follows:

West Jct.	to Montmagny	40.20 Miles	December 3, 1855
Montmagny	" St. Pascal	51.60 "	December 26, 1859
St. Pascal	" Riviere du Loup	26.34 "	July 2, 1860
Total		118.14 Miles	

Under Act 42, Vic., Cap. 11, Province of Canada assented to May 15, 1879 the Canadian Government was authorized to purchase the line from Chaudiere to Riviere du Loup at a price not exceeding \$1,500,000, to be operated as part of the Intercolonial Railway and under agreement dated July 17, 1879, the Canadian Government purchased the line from the Grand Trunk Railway Company of Canada, and this agreement having been confirmed on April 29, 1880, by Act 43, Vic., Cap. 80, Dominion of Canada, the property was vested in the Crown free from all encumbrances. It was a condition of purchase that the Company should apply that sum towards the procuring of a line from Port Huron, Michigan to Chicago, Illinois, and that the Company should have the right, in perpetuity and free of charge, to run its trains and engines between Chaudiere Junction and Hadlow. The purchase did not include the old iron rails and fastenings which the Government delivered to the Company and replaced with steel.

AMALGAMATION: Effective July 1, 1853, under agreement dated April 12, 1853, duly authorized by shareholders of respective Companies, and confirmed by Province of Canada Cap. 33, December 18, 1854, The Grand Trunk Railway Company of Canada East and five other Companies were amalgamated into one company under the name "The Grand Trunk Railway Company of Canada." The latter Company was amalgamated with "Canadian National Railway Company" January 31, 1923.

CAPITAL
STOCK:

Prior to amalgamation on July 1, 1853:

Authorized: 40,000 shares - £25 each £1,000,000 (\$4,866,666).

THE GRAND TRUNK RAILWAY INSURANCE AND PROVIDENT SOCIETY

Closed to new members July 1, 1957

ESTABLISHED: January 1, 1885.

HEAD OFFICE: General Office of The Grand Trunk Railway Company of Canada (now Canadian National Railway Company) Montreal.

HISTORY: The Grand Trunk Railway Insurance and Provident Society was established under the provisions of The Grand Trunk Consolidated Debenture Stock Act, 1874, Dominion Cap. 65; an Act respecting the Grand Trunk Railway Company of Canada, Dominion Cap. 25, 1878; The Great Western Superannuation and Provident Fund Act, 1880, Dominion Cap. 49; The Grand Trunk Railway Act, 1884, Dominion Cap. 52; and continued under The Grand Trunk Railway Act, 1888, Dominion Cap. 58; The Grand Trunk Railway Acquisition Act, 1919, Dominion Cap. 17; Dominion Cap. 13, 1920; and the Amalgamation Agreement dated January 30, 1923 between Canadian National Railway Company and The Grand Trunk Railway Company of Canada, made pursuant to Cap. 17, 1919.

The objects of the Society were to provide benefits and/or allowances to members during illness or for bodily injury, and death benefits.

All employees of The Grand Trunk Railway Company of Canada (now Canadian National Railway Company) and its subsidiary companies, in Canada, residing within the territory served by the (former) Grand Trunk Railway Company of Canada and whose age was not in excess of forty-five years were eligible for membership.

Fully insured membership was divided into six classes i.e. A, B, C, D, E & F, which carried insurance payable upon death of the member in the amount of \$250, \$500, \$750, \$1,000, \$1,500 and \$2,000, respectively.

Members were eligible for a sick allowance of 50¢ per day, medical and surgical attention, and hospital expenses at public ward rates for a period of up to one year, or for accumulated periods totalling one year for the same or a similar condition of disablement.

The Society obtained the services of District Medical Officers located along the Railway, Surgeons and Specialists, on a retainer basis, and in this way kept the cost of Medical Services to a minimum.

The amount of the membership fees was changed from time to time to meet requirements, and deducted monthly on railway payrolls, or remitted direct to the Secretary-Treasurer of the Society each month by members who for any reason were not carried on the payrolls for that month.

Monthly premiums and benefits with respect to members retired on pension, or whose services with the Railway was otherwise severed, were discontinued at that time, with the exception of life insurance which could be continued. Life insurance premiums from those of not less than 50-year membership was waived.

All employees in active service with the Railway who were not fully insured members could pay accident premiums and obtain benefits in the case of injuries (provided they were not eligible for benefits under provincial Workmens' Compensation Acts), including medical attention and hospital expenses at public ward rates, for a total of 365 days with respect to

THE GRAND TRUNK RAILWAY INSURANCE AND PROVIDENT SOCIETY

Closed to new members July 1, 1957

HISTORY:
(Cont'd.)

any one accident, and a death benefit of \$250 if death occurred within 12 months from the date of injury and was a direct result therefrom.

Prior to July 1, 1957 the affairs of the Society were managed by a Committee of Management and by local advisory committees called Executive Committees. The Committee of Management consisted of 9 members including the Railway Company's Chief Medical Officer, 4 members nominated from time to time by the Board of Directors of the Company and one member appointed from time to time by each of the four Executive Committees. Six members of the Committee of Management constituted a quorum. The Committee of Management met twice a year, usually in March and September.

The territory served by the Society was divided into four Sections, with Headquarters at Montreal, Belleville, Stratford and London, respectively. Each Section had a local Executive Committee consisting of 5 members elected by ballot biennially by the members in the Section. These Executive Committees each held quarterly meetings and forwarded copies of their minutes to the Secretary of the Committee of Management.

The Committee of Management from time to time appointed a Secretary-Treasurer who, under its direction, maintained the record of membership, premium payments, etc. and, in collaboration with the Chief Medical Officer when necessary, validated and settled all benefit claims.

Annual General Meetings of the Society were held in the month of March in Montreal.

Following negotiation of a Master Agreement dated May 16, 1956 between five railroads including Canadian National Railway Company, and seventeen associated railway unions respecting adoption of a new Health and Welfare Plan in Canada, contracts were entered into with underwriters, which provided among other things (with the concurrence of the joint committee of the railways and the unions which worked out the details of the negotiated plan) that there would be no payroll deductions by the railways of premium for duplicate benefits. This does not apply to the life insurance feature. Without this provision either the cost under the plan would have had to be greater or the benefits would have had to be smaller.

More than sixty percent of the active members of the Society are automatically members of the negotiated Health and Welfare Plan, and in these circumstances it was apparent that it would be a practical impossibility for the Society to continue to conduct its business insofar as it is related to medical, surgical and hospital benefits.

The Canadian National Railway Company proposed that after June 30, 1957, the Society should no longer provide hospital-medical-surgical and indemnity coverage except for claims of members arising from accident or illness occurring before July 1, 1957 (mentioning that members not covered by the negotiated and company-sponsored plans could ensure continued coverage by subscribing as of July 1, 1957 for coverage offered by Blue Cross); and that the life insurance fund be continued for existing members but closed to new members after June 30, 1957. If the proposed action were taken the Company was willing to assume responsibility for future administration of the Society, and to undertake to make up any difference should the Society's hospital-medical-surgical

HISTORY:
(Cont'd.)

reserve be insufficient to meet outstanding claims; and to underwrite the life insurance of existing members, guaranteeing payment of the face amount of insurance held by a member, upon his death, provided premium payments (the rates of which are not to be increased) are continued.

The Committee of Management found these proposals to be acceptable and in the best interests of the members, and accordingly recommended it whole-heartedly to the membership.

A special general meeting of the members of the Society was called, and held in Montreal on June 12, 1957, at which meeting former Rule 63 was rescinded and a new Rule 63 was adopted, which, in effect accepted the proposal made by the Railway, and provided among other things that as of July 1, 1957; the Society's moneys, funds and other reserves, debts, liabilities, books and records be transferred to Canadian National Railway Company; the Committee of Management and the Executive Committees cease to exist, and that the affairs of the Society be managed by a new Committee of Management which shall consist of the officers of the Company who, from time to time, are members of the Pension Board administering the Company's Pension Plan; and that the Secretary-Treasurer of the Society shall be the Company's Superintendent of Pensions.

On July 1, 1957, the rules of the Society were amended. The principal changes were as follows:

The Society would be closed to new members.

It would no longer provide medical, surgical, hospital and sick allowance, but would continue to provide life insurance benefits.

All funds and other assets of the Society would be transferred to the Railway.

The Railway would assume the Society's liabilities and life insurance obligations.

The Society's Committee of Management and Executive Committee would cease to exist and its affairs would be managed by a new Committee of Management which would consist of the officers of the Railway who are members of the Pension Board. The Superintendent, Pension and Welfare Plans, would be Secretary-Treasurer of the Society.

The Railway would assume any expense of administering the affairs of the Society.

Summary of Revenue and Expenditure January 1, 1885, to December 31, 1960

Revenue

Premiums	\$17,838,395.40	Life Insurance	\$ 7,697,833.12
Railway contributions	1,128,113.09	Sick Allowance	3,596,437.03
Interest	809,005.26	Medical & Hospital Administration	5,845,742.74
		Surplus	1,386,680.59
			1,248,820.27
	<u>\$19,775,513.75</u>		<u>\$19,775,513.75</u>

Membership as at December 31, 1960

	Class	A	B	C	D	E	F	Total
In employment		62	10	190	74	454	5,223	6,013
Retired		122	17	173	95	364	2,973	3,744
50-year members		54	2	29	33	96	452	666
Associate		15	4	25	7	33	426	510
Total		253	33	417	209	947	9,074	10,933

Life Insurance in force as at December 31, 1960

Class and Amount	Number Insured	Face Value
A \$2,000	253	\$ 506,000
B 1,500	33	49,500
C 1,000	417	417,000
D 750	209	156,750
E 500	947	473,500
F 250	9,074	2,268,500
Total	10,933	\$3,871,250

Balance Sheet as at December 31, 1960

Assets

Cash (held by Canadian National Railways)	\$1,260,070.27
	<u>\$1,260,070.27</u>

Liabilities

Accrued Death Claims	\$ 11,250.00
Life Insurance Reserve	1,248,820.27
	<u>\$1,260,070.27</u>

FOUNDED: 1857

HISTORY: The Grand Trunk Railway Literary and Scientific Institute was founded in 1857 by the Officers and employees of The Grand Trunk Railway Company, and was located at Point St. Charles, Montreal, on Sebastopol Street, in the former Railroad Y.M.C.A. building in close proximity to the works, and near the homes of many of the employees.

A substantial Library was maintained by a Librarian. Skilled Mechanics, Apprentices and many workers in all branches of railroad operations were given convenient and prompt assistance through the Library facilities whenever desired, to help them in their various positions in railway work. The book shelves contained over eight thousand volumes of choice literature acceptable to both young and old, with an up-to-date reference collection. There was also a Bureau of Research for special information, and six thousand copies of magazines and newspapers were received annually.

The Institute also encouraged members by forming classes to study mechanics, and lectures were given along these lines.

Almost a million readers perused the books, and the general attendance exceeded the million mark.

The success of the Institute was attributed to the generous support of the Railway Company and its Officers and the deep interest of the employees of the Railway.

The Institute functioned under a Committee of Management. The President of the Association was the President of the Grand Trunk Railway Company of Canada.

There were about twenty-seven life members composed of donors of twenty-five dollars, persons who had rendered valuable services to the Institute, members of twenty-five years' standing and persons eminent in Science and the Arts. Included in the list was Sir Alfred W. Smithers, Chairman of the Board of Directors of the Railway Company.

When His Royal Highness the Prince of Wales (later King Edward VII) visited the Railway's Works at Point St. Charles in 1860 during his presence in Montreal for the opening of Victoria Bridge, he left with the Directors of The Grand Trunk Railway Company of Canada the sum of \$440 for the benefit of the employees. This sum was handed over to the Committee of the Institute to be expended in the purchase of books.

Similar organizations were maintained at Belleville, London and Stratford, Ontario, and Battle Creek, Michigan, including libraries, reading rooms, lunch rooms, assembly halls, and class rooms.

At Stratford the employees had a band of thirty-five participants as well as an orchestra of ten pieces, and weekly band concerts were given for the benefit of the employees, their wives and children, as well as occasional banquets which were conducted by the Ladies' Auxiliary of the band.

Activities of the Institute, as such, were discontinued sometime after the end of World War I, and the books of the library have since disappeared. Unfortunately they were lost to the Railway Library subsequently established and maintained in the Department of Research and Development.

As a result of the Fenian threats there was formed on April 27, 1866, the Grand Trunk Railway Corps composed of volunteers from employees of the Grand Trunk Railway,* for protection of its property in time of need. This special Corps, distinct from regimental military districts, consisted of five battalions, two of which were Garrison Artillery and three Rifles:-

Grand Trunk Railway Corps

1st Battalion, Garrison Artillery

No. 1 Coy	Captain Wallis	Montreal
2 "	Captain Jones	"
3 "	Captain Wilson	"
4 "	Captain Stratton	"
5 "	Captain Taylor	"
6 "	Captain Symmington	"
** 7 "	Captain Hannaford	"

2nd Battalion, Rifles

No. 1 Coy	Captain Eaton	Montreal
2 "	Captain Tandy	"
3 "	Captain McWood	"
4 "	Captain Hart	Richmond
5 "	Captain Robb	Sherbrooke
6 "	Captain Macbean	

3rd Battalion, Rifles

No. 1 Coy	Captain Marks	Montreal
2 "	Captain Bailey, Jr.	"
3 "	Captain Clarke	"
4 "	Captain McKechnie	Brockville
5 "	Captain F. Young	"
6 "	Captain W. Young	Kingston
7 "	Captain Nunn	Belleville

4th Battalion, Garrison Artillery

No. 1 Coy	Captain J. Stevenson	Toronto
2 "	Captain Bourlin	"
3 "	Captain Simson	"
4 "	Captain Marks	"
5 "	Captain Hardman	"
6 "	Captain Banks	"

5th Battalion, Rifles

No. 1 Coy	Captain Patterson	Brantford
2 "	Captain Gilbert	"
3 "	Captain Larmont	"
4 "	Captain G. Stevenson	Stratford
5 "	Captain M. Stevenson	St. Mary's
6 "	Captain W. Wily	Sarnia

This Corps, which almost immediately became known as the Grand Trunk Railway Regiment, was redesignated "Grand Trunk Railway Brigade" on February 22, 1867. It was called out for service during the Fenian threat of 1870 and from

GRAND TRUNK RAILWAY REGIMENT

April 11 to 21 was "disposed at certain vulnerable points along the line."
It was disbanded on June 17, 1881. From May 11, 1866 to June 26, 1874,
Lt-Col. C.J. Brydges was the Regiment's Commandant.

* Formed in 1852 by amalgamation of several small lines. The Grand
Trunk system was absorbed in 1923 by the publicly owned and
operated Canadian National Railways.

** This was an Engineer Company attached to 1st Battalion.

"THE GRAND TRUNK RAILWAY OF CANADA SUPERANNUATION AND PROVIDENT FUND"
 (the first formal pension plan to be operated on the North American
 Continent)

History: Dominion Cap. 65, May 26, 1874, authorized establishment of "the Grand Trunk Railway of Canada Superannuation and Provident Fund" for the payment of superannuation allowances to the officers and servants of the Company, the fund to be invested and managed by a Committee in accordance with rules and regulations to be prepared by The Grand Trunk Railway Company of Canada within six months after the passing of the Act, or as subsequently established from time to time.

The Fund was established on October 1, 1874, and was the first formal pension plan to be operated on the North American Continent. Its membership was limited to persons occupying the following posts: "salaried Officer, Clerk, Passenger or Freight Agent, Telegraph Operator, Roadmaster, Inspector in any Department, or Foreman in the Mechanical Department". Membership for such persons was voluntary for those in the service on the aforesaid date and compulsory for those entering the service on or after that date.

Upon establishment by The Grand Trunk Railway Company under later legislation, of a plan which became effective January 1, 1908, for the pensioning of all classes of employees, the Superannuation and Provident Fund was closed to new-members as of December 31, 1907, and the then contributing members, numbering 1,612, were given the opportunity of withdrawing from the Fund and becoming subject to the new general pension plan. 707 members then withdrew from the Fund leaving a group of 905.

As of December 31, 1955, 107 members, of whom the oldest was 74 years of age and the youngest was 66 years of age at that date, were still living and in receipt of superannuation allowances. This number is decreasing year by year as deaths occur, all members of the Fund having been retired from active service with the Railway.

Mr. J. Harry Spence, who held the post of Assistant Comptroller, was the last member of the Fund to be retired from active service with the railway. Mr. Spence retired on June 30, 1954, after 52 years of service as an employee and officer of The Grand Trunk Railway Company and its successor, the Canadian National Railway Company, and 47 years and 11 months membership in the Fund.

Member contributions: Members contributed monthly or semi-monthly at the rate of 2½% of their salary. The total contributions by members amounted to \$1,127,768.34.

Railway contributions: The railway contributed an equal amount, half yearly or monthly, totalling \$1,127,768.34 and in addition made supplementary contributions totalling \$1,600,000 to December 31, 1955.

Amount of superannuation allowance: The amount of annual superannuation allowance at the age of 55 years or over payable during the lifetime of the member, equalled one-sixtieth for each year of membership of the highest average annual salary received by him for any ten consecutive years of membership, limited to a maximum of two-thirds of such annual salary, also limited to \$10,000.

"THE GRAND TRUNK RAILWAY OF CANADA SUPERANNUATION AND PROVIDENT FUND"

Following enactment by the Senate and House of Representatives of the United States of America in Congress assembled of the Carriers Taxing Act, 1937, and the Railroad Retirement Act, 1937, the rules were amended to provide for coordination on an equitable basis of the superannuation allowance, and the Railroad Retirement Board annuity, with respect to members of the Fund who were required to pay taxes under the provisions of the first mentioned Act and amendments thereto, and for payment to members of a sum equal to the taxes so paid by such members.

Administration: The Committee of Management which administered the Fund until December 31, 1953, consisted of 5 officers of The Grand Trunk Railway Company of Canada (later Canadian National Railway Company) designated from time to time by the Company, and 7 contributing or superannuated members of the Fund elected from time to time by members of the Fund.

In 1953, it became extremely difficult, and the time was soon approaching when it would be impossible, to secure seven members of suitable age and physical fitness to serve on the Committee of Management, and a Sub Committee was appointed to discuss with representatives of the Canadian National Railway Company the possibility of transferring administration of the Fund to the Company. The assets of the Fund at that time were insufficient to meet the obligations of the Fund at the existing scale of pensions, and payment of pensions on the existing scale was dependent upon continuation of special contributions from Canadian National Railway Company. The actuarial deficit as of July 1952 was estimated to be \$705,000.

On the basis of report and recommendations dated May 26, 1953, submitted by the Chairman of the above mentioned Sub-Committee, and after the proposed steps were found by the Chairman of the Board of Directors of the Canadian National Railway Company to be acceptable to the railway as signified by the Chairman's letter dated June 8, 1953, and after all members of the Fund had been informed of the necessity for the proposed action and that each member of the Fund would be furnished with an indenture under the Company's seal, guaranteeing that his superannuation allowance would be paid in conformity with the rules at Special Meeting of the Committee of Management held on September 2, 1953, the Rules were amended, effective January 1, 1954, to provide, among other things, that the Committee of Management shall consist of the persons constituting the Pension Board administering the Canadian National Railways Pension Plan. The Pension Board consists of four officers of the Company, nominated by the Directors, and three officers not below the rank General Chairman, elected from time to time by the officers of recognized labour organizations. The indentures referred to were mailed to members on February 15, 1954, and the other arrangements referred to became effective January 1, 1954.

GRAND TRUNK WESTERN RAILROAD COMPANY

429

(wholly owned subsidiary of Canadian National Railway Company
from November 1, 1928).

INCORPORATED: November 1, 1928 - Michigan: Section 8263 compiled laws of 1915 as amended by Act 366, P.A. 1927.

November 1, 1928 - Indiana: Acts of 1853, Page 105, as amended by Acts of 1897, Page 283, and Acts of 1893, Page 181, being Section 13192 and 13198 of Burns Annotated Indiana Statutes of 1926.

(Formed by consolidation of ten companies listed below).

HEAD OFFICE: Detroit, Michigan.

HISTORY: Pursuant to consolidation agreement dated May 9, 1928, between Grand Trunk Western Railway Company and nine other railway companies mentioned below (approved by Order of the Michigan Public Utilities Commission dated June 11, 1928, and a copy of agreement having been filed on November 1, 1928, with the Secretary of State for Michigan and Indiana respectively) "Grand Trunk Western Railroad Company" was formed by consolidation of the ten companies listed as under:

	<u>Capital Stock</u>
Bay City Terminal Railway Company	\$ 15,000
The Chicago, Detroit & Canada Grand Trunk Junction Railroad Company	1,095,000
Detroit, Grand Haven and Milwaukee Railway Company	1,500,000
Grand Rapids Terminal Railroad Company	50,000
Grand Trunk Western Railway Company	6,000,000
The Michigan Air Line Railway	300,000
Toledo, Saginaw & Muskegon Railway Company	<u>1,600,000</u>
Owned by Canadian National Railway Company	\$10,560,000
The Chicago & Kalamazoo Terminal Railroad Company	\$ 100,000
The Detroit and Huron Railway Company	148,000
The Pontiac, Oxford and Northern Railroad Company	<u>1,000,000</u>
Owned by Grand Trunk Western Railway Company	\$ 1,248,000

The consolidated company acquired all the assets, and assumed all the liabilities of the former companies. The consolidation was effected to attain more efficient and economical operation and to place the finances on a sound basis independent as far as possible of the parent Company, Canadian National Railway Company.

Interstate Commerce Commission Order of November 8, 1929 (Finance Docket 7320) approved the consolidation; and operation by Grand Trunk Western Railroad Company of the lines of railway formerly owned and/or operated by its constituent companies or by Canadian National Railway Company in the States of Michigan, Indiana, Illinois and Wisconsin, including that part of the railroad from Pavilion to Kalamazoo, Michigan, operated under lease from Chicago, Kalamazoo and Saginaw Railway Company and the car ferries across Lake Michigan. The Order also authorized acquisition by Grand Trunk Western Railroad Company of control of Cincinnati, Saginaw & Mackinaw Railroad Company by lease, and ownership of one-half of the capital stock of the Detroit & Toledo Shore Line Railroad Company.

HISTORY:
(Cont'd.)

Under the terms of agreement of October 17, 1929, the capital stock of the former companies totalling \$10,560,000 owned by Canadian National Railway Company was exchanged for 422,400 shares of Grand Trunk Western Railroad Company common stock of non-par value, upon each of which shares the consolidated agreement placed a value of \$25.

The funded indebtedness of the former companies and of Grand Trunk-Milwaukee Car Ferry Company (which was a wholly owned subsidiary of one of the former companies, i.e. Detroit, Grand Haven and Milwaukee Railway Company) amounted to \$44,647,891.62 as at December 31, 1927. Of this amount securities totalling \$13,052,016 were in the hands of the Public, and securities totalling \$31,595,875.62 were owned by Canadian National Railway Company. The funded debt in the hands of the Public was assumed by Grand Trunk Western Railroad Company, but not refinanced. The securities owned by Canadian National Railway Company were surrendered (and cancelled) in exchange for Grand Trunk Western Railroad Company securities as mentioned below.

Capital Advances (non-negotiable indebtedness) to former companies by Canadian National Railway Company amounted to \$23,115,167.60; and similar Capital Advances as to leased lines (The Chicago, Detroit and Canada Grand Trunk Junction Railroad and The Michigan Air Line Railway) included in the consolidation, and Cincinnati, Saginaw and Mackinaw Railroad amounted to \$2,774,092.16 - a total of \$25,889,259.76 as at December 31, 1927.

The consolidation agreement, provided among other things for the purchase by Grand Trunk Western Railroad Company from Canadian National Railway Company of Detroit Terminal Railroad Company capital stock of a par value of \$1,000,000, Chicago, New York & Boston Refrigerator Company capital stock of a par value of \$1,129,400, and The Grand Trunk Junction Railway Company capital stock which had a fair value of \$2,540,000 represented by \$1,000,000 par value capital stock of Chicago & Western Indiana Railroad Company, \$240,000 par value capital stock of The Belt Railway Company of Chicago, and vendors interest in agreement by Atchison, Topeka and Santa Fe Railway Company to pay \$1,300,000 for conveyance of land known as State Street Block in Chicago, also Chicago & Western Indiana Railroad Company Bonds - par value \$406,000 - cost and fair value \$397,900.

HISTORY: Capital Stock and Securities owned, and Capital Advances made by
(Cont'd.) Canadian National Railway Company as under:

Capital stock of constituent companies held by Canadian National Railway Company	\$10,560,000.00
Funded debt securities held by Canadian National Railway Company	31,595,875.62
Capital advances by Canadian National Railway Company to December 31, 1927	23,115,167.60
Capital advances re leased Lines by Canadian National Railway Company, December 31, 1927	2,774,092.16
Detroit Terminal Railroad Company capital stock (par value)	1,000,000.00
Chicago, New York & Boston Refrigerator Company capital stock (par value)	1,129,400.00
The Grand Trunk Junction Railway Company capital stock (fair value)	2,540,000.00
Chicago & Western Indiana Railroad Company Bonds (cost and fair value)	397,900.00
Working capital advanced to Grand Trunk Western Railroad Company	<u>5,000,000.00</u>
	\$78,112,435.38
Less amount paid by Grand Trunk Western Railroad Company in cash	<u>984.00</u>
	\$78,111,451.38

were, pursuant to agreement dated October 17, 1929, between Grand Trunk Western Railroad Company and Canadian National Railway Company, exchanged for the following stock and securities of Grand Trunk Western Railroad Company:

552,639.9024 shares of common stock of non-par value, upon which shares the consolidation agreement placed a value of \$25 each	\$13,815,997.56
223,484.5382 shares of \$100 each of 6% cumulative preferred stock	22,348,453.82
4½% First and General Mortgage Gold Bonds Series "A"	31,947,000.00
5% Gold Debentures Series "A"	<u>10,000,000.00</u>

Amount authorized by I.C.C. Order, November 8, 1929 \$78,111,451.38

Cash advances by Canadian National Railway Company to constituent corporations of the Grand Trunk Western Railroad Company (other than the three leased lines referred to above) to cover deficits in operation or arrears in bond interest amounting to \$16,879,053.73 were settled and the indebtedness liquidated by Canadian National Railway Company accepting all the net income or surplus of the several constituent corporations, and of Grand Trunk Western Railroad Company and of Chicago, New York and Boston Refrigerator Company for the year ended December 31, 1929.

Under agreement of November 15, 1928 and supplemental agreement of October 17, 1929, the lease of The Chicago, Detroit and Grand Trunk Junction Railroad to Canadian National Railway Company was terminated. Under another agreement of November 15, 1928, the "implied" lease of The Michigan Air Line Railway to Canadian National Railway Company was

HISTORY:
(Cont'd.)

also terminated. Under agreement of November 15, 1928, the lease of the Cincinnati, Saginaw and Mackinaw Railroad dated December 28, 1900, was assigned to Grand Trunk Western Railroad Company effective January 1, 1929. In consideration of termination of the first two leases mentioned and assignment of the last mentioned lease, and in liquidation of advances previously made by Canadian National Railway Company for capital expenditure on the leased lines in the amount of \$2,425,846.87, \$293,801.97 and \$54,443.32, respectively, totalling \$2,774,092.16, Grand Trunk Western Railroad Company issued to Canadian National Railway Company 6% cumulative preferred stock of a par value of \$2,774,092.16.

80,482.4600 additional shares of Grand Trunk Western Railroad common stock of a declared value of \$2,012,061.50 and 26,515.4618 additional shares of cumulative preferred stock of par value of \$2,651,546.18 were issued to Canadian National Railway Company in 1930 in liquidation of non-negotiable indebtedness incurred in the year 1928, by constituent companies.

166,877.6376 additional shares of Grand Trunk Western Railroad Company common stock (stated value \$4,171,940.94) were issued to Canadian National Railway Company in 1930 for financing capital expenditures of Grand Trunk Western Railroad Company in the year 1929.

As provided under the consolidation agreement, Grand Trunk-Milwaukee Car Ferry Company, a wholly owned subsidiary of Detroit, Grand Haven and Milwaukee Railway Company (Grand Trunk Western Railroad Company), sold and assigned all its property and assets to Grand Trunk Western Railroad Company as of January 1, 1929. The property was merged into the latter railway and pledged under Grand Trunk Western Railroad Company First and General Mortgage dated January 1, 1930. By supplemental indenture dated December 1, 1932, other property was substituted under the mortgage lien. Under an amendment of the United States Merchant Marine Act in 1930 which required 75% ownership of vessels by citizens of the United States, Grand Trunk Western Railroad Company (as a wholly owned subsidiary of Canadian National Railway Company) could not qualify to obtain registration of the Car Ferries, or to mortgage transfer or sell any vessel registered under the laws of the United States to any person not a citizen of the United States. This difficulty was surmounted by successful efforts to have the legislation amended to a degree, under date of April 11, 1935, and by Grand Trunk Western Railroad Company conveying and quit-claiming all its rights, title, claim and interest in and to the four car ferries, by quit-claim deed executed December 31, 1935.

By permission of the Interstate Commerce Commission the operation and accounts up to 1936 were treated as though the agreement of acquisition were fully in effect.

Effective January 1, 1943, the entire property rights and franchises of Cincinnati, Saginaw and Mackinaw Railroad Company were sold to, and merged into Grand Trunk Western Railroad Company upon payment of \$763,880 (the cost of the stock to Canadian National Railway Company), which sum was advanced to Cincinnati, Saginaw and Mackinaw by Canadian National Railway Company on open account, and bearing interest at 5%, as authorized by Interstate Commerce Commission Order of January 21, 1944, Finance Docket 14341.

By Certificate of Public Convenience and Necessity issued by the Interstate Commerce Commission on November 14, 1929, Finance Docket No. 7528, 258 ICC 253, the Grand Trunk Western Railroad Company was authorized to operate car ferry service across Lake Michigan, between Muskegon, Michigan and

HISTORY:
(Cont'd.)

Milwaukee, Wisconsin, by use of the car ferries owned by Grand Trunk-Milwaukee Car Ferry Company; and by Certificate of Public Convenience and Necessity issued by the Interstate Commerce Commission on November 27, 1936, Finance Docket No. 9109, 217 ICC 531, the Pennsylvania Railroad Company was authorized to operate across Lake Michigan, between Muskegon and Grand Haven, Michigan, and Milwaukee, Wisconsin, by joint use with Grand Trunk Western Railroad Company of the car ferries of Grand Trunk-Milwaukee Car Ferry Company.

Joint operations so authorized were commenced January 15, 1937, and were continued until abandonment by the Pennsylvania Railroad Company of its portion of the car ferry service on January 1, 1954, pursuant to Certificate of Public Convenience and Necessity issued by the Interstate Commerce Commission on November 19, 1953, Finance Docket No. 18222, after which date the car ferries have been operated by Grand Trunk Western Railroad Company.

The conditions under which Grand Trunk Western Railroad Company has the right to use the car ferries of Grand Trunk-Milwaukee Car Ferry Company are covered by agreement dated September 15, 1954, effective as of January 1, 1954, termination being indefinite. The consideration for the right to use the car ferries is assumption by Grand Trunk Western Railroad Company of depreciation of the car ferries at Interstate Commerce Commission rates.

Effective December 31, 1954, the properties and franchises (except the franchise to be a corporation) of Muskegon Railway and Navigation Company were merged into Grand Trunk Western Railroad Company as authorized by Interstate Commerce Commission Order of August 23, 1955, Finance Docket No. 18793 in consideration of the payment by Grand Trunk Western Railroad Company of the sum of \$655,498.20 to the Muskegon Railway and Navigation Company, the proceeds to be applied first in full payment of all indebtedness of the Muskegon Company, any balance in value or kind remaining after such payment to be distributed in complete liquidation and redemption of all capital stock of the Muskegon Company.

Capital Stock and Securities authorized by Interstate Commerce Commission

Order dated November 8, 1929 (Finance Docket 7320) re consolidation:

Common Stock - 552,639.9024 shares	\$13,815,997.56
Preferred Stock - 223,484.5382 shares	22,348,453.82
Debentures	10,000,000.00
Bonds	<u>31,947,000.00</u>
	\$78,111,451.38
Bonds held by Public - to be assumed	13,052,016.00

Authorized May 3, 1930 (Finance Docket 8118):

To liquidate non-negotiable indebtedness to Canadian National Railway Company - 1928	
Common Stock - 80,482.4600 shares	2,012,061.50
Preferred Stock - 26,515.4618 shares	2,651,546.18
To cover financing by Canadian National Railway Company of Grand Trunk Western Railroad Company capital expenditures - year 1929	
Common Stock - 166,877.6376 shares	<u>4,171,940.94</u>

Total authorized	<u>\$99,999,016.00</u>
------------------	------------------------

GRAND TRUNK WESTERN RAILROAD COMPANY

TRANSPORTATION As at December 31, 1955:
PROPERTY

INVESTMENT:	Road	\$ 94,994,438
	Equipment	29,173,684
	General	4,250,483
	Leased property (improvements)	680,183
	Acquisition adjustment	(801,789)
	Donations and grants	<u>(1,609,129)</u>
	Total	\$126,687,870

ACCRUED As at December 31, 1955:
DEPRECIATION:

Road	\$ 6,114,210	
Equipment	<u>13,756,369</u>	\$ 19,870,579

INVESTMENT IN As at December 31, 1955:
AFFILIATED
COMPANIES:

	Stock (Book Value)	% Owned	Bonds	Advances
Consolidated Land Corporation	64,000	100	\$ 242,800	
Grand Trunk-Milwaukee Car Ferry Company	1	100		\$1,897,605
Industrial Land Company	1,000	100	1,182,000	
The Belt Railway Company of Chicago	240,000	7.69		40,679
Chicago & Western Indiana Railroad Company	1,000,000	20		4,617,587
The Detroit & Toledo Shore Line Railroad Company	1,500,000	50		
Detroit Terminal Railroad Company	1,000,000	50		
Grand Trunk Radio Communications, Inc.				28,000
The Toledo Terminal Railroad Company	<u>387,200</u>	9.68		
	\$4,192,201		\$1,424,800	\$6,583,871

JOINT
OWNERSHIP:

The Belt Railway Company of Chicago Capital Stock outstanding
\$3,120,000
Owned in equal proportion (7.69% or \$240,000 each) by the following:

Atchison, Topeka and Santa Fe Railway Company
The Chesapeake and Ohio Railway Company
The Chesapeake and Ohio Railway Company (Pere Marquette District)
Chicago and Eastern Illinois Railroad Company
Chicago, Burlington and Quincy Railroad Company
Chicago, Indianapolis and Louisville Railway Company
Chicago, Rock Island and Pacific Railroad Company
Erie Railroad Company
Grand Trunk Western Railroad Company
Illinois Central Railroad Company
The Pennsylvania Railroad Company
Wabash Railroad Company
Wisconsin Central Railway Company

JOINT
OWNERSHIP:

Chicago and Western Indiana Railroad Company - Capital Stock outstanding \$5,000,000

Chicago and Eastern Illinois Railway Company	20%
Chicago, Indianapolis & Louisville Railway Company	20%
Eric Railroad Company	20%
Grand Trunk Western Railroad Company	20%
Wabash Railroad Company	20%

The Detroit & Toledo Shore Line Railroad Company - Capital Stock outstanding \$3,000,000

Grand Trunk Western Railroad Company	50%
New York, Chicago and St. Louis Railroad Company	50%

Detroit Terminal Railroad Company - Capital Stock outstanding \$2,000,000

Grand Trunk Western Railroad Company	50%
Michigan Central Railroad Company	25%
New York Central Railroad Company	25%

The Toledo Terminal Railroad Company - Capital Stock outstanding \$4,000,000

Baltimore & Ohio Railroad Company	16.12%
The Chesapeake & Ohio Railway Company	9.68%
The Chesapeake & Ohio Railway Company (Pere Marquette District)	16.12%
Grand Trunk Western Railroad Company	9.68%
Michigan Central Railroad Company	9.68%
New York Central Railroad Company	9.68%
New York, Chicago & St. Louis Railroad Company	9.68%
The Pennsylvania Railroad Company	9.68%
Toledo & Ohio Central Railroad Company	9.68%
	100%

LEASED
PROPERTY:

Vogel property - Milwaukee.

Under lease dated April 22, 1907 (effective May 1, 1907) Grand Trunk-Milwaukee Car Ferry Company leased from Fred and Louise Vogel (now Elmwood Company of Wisconsin) certain land and dock property at Milwaukee, Wisconsin for a term of 99 years ending May 1, 2006. On April 9, 1920 the Vogels assigned the balance of the term of the lease to the Elmwood Company of Wisconsin. On April 23, 1930, Grand Trunk-Milwaukee Car Ferry Company assigned its interest in the lease to Grand Trunk Western Railroad Company as from May 6, 1930. Rental is based on 4% of the value of the premises as determined by arbitration at the beginning of each 10 year period. The rental for the ten years to May 1, 1957 was fixed at \$19,000 per annum.

The lease provides that at expiry date Grand Trunk Western Railroad Company will give up peaceably the premises and any and all buildings, structures, and fixtures of every sort, in, on or about the premises.

Expenditures for improvements totalling \$611,488 have been made to December 31, 1955, and this amount is carried in "Account 702, Improvements on leased property" as authorized by Interstate Commerce Commission in letter of November 17, 1936 (file G.450-53).

GRAND TRUNK WESTERN RAILROAD COMPANY

LOCATION: Owned Lines

	<u>Approx. Road Miles</u>
Port Huron to Chicago	327.76
Detroit to Grand Haven & Muskegon, Michigan	197.08
West Detroit to Fort Gratiot, Michigan	55.65
Muskegon to Muskegon Heights	4.30
Durand to Bay City, Michigan	51.47
Pontiac to Caseville, Michigan	96.64
Richmond to Jackson, Michigan	106.05
Ashley to Greenville, and in Muskegon	41.48
Kalamazoo Terminal	<u>.89</u>
Total Owned	881.32

Operated Lines owned Jointly, 50% by Grand Trunk Western Railroad Company
& 50% by:

Ann Arbor Railroad in Durand, Michigan	.17
Chicago, Kalamazoo & Saginaw Railway - In Pavilion, Michigan	<u>.15</u>
Total jointly owned	.32

Leased Lines

Chicago, Kalamazoo & Saginaw Railway - Pavilion to Kalamazoo, Michigan	9.35
---	------

Trackage rights

Chicago & Western Indiana Railroad - In Chicago	4.85
New York Central Railroad - In South Bend	1.43
Pennsylvania Railroad - Walker - Muskegon	29.14
Chesapeake & Ohio Railroad - In Muskegon Heights	1.26
Various - Meredith Street Jct. - Mershon	1.57
Ann Arbor Railroad - Owosso Jct. - Ashley	20.47
Chicago, Kalamazoo & Saginaw Railway - In Kalamazoo	<u>1.03</u>
Total Trackage rights	59.75

CAPITAL
STOCK:

Authorized:

1,500,000 shares of common stock - NPV	
375,000 shares of 6% cumulative preferred stock par value \$100	\$37,500,000

Issued:

800,000 shares of common stock - NPV (book value)	20,000,000
250,000 shares of preferred stock - par value \$100 per share	25,000,000

CAPITAL
STOCK:
(Cont'd.)

Capital Stock is wholly owned by Canadian National Railway Company Certificates C.7, C.10 and C.52 for 552,633.9024 shares, 166,877.6376 shares and 80,474.4600 shares, respectively, of common stock, and certificates P.1 and P.2 for 223,484.5382 shares and 26,515.4618 shares respectively, of preferred stock, in the name of Canadian National Railway Company, and 14 certificates covering 14 shares of common stock in the names of directors (endorsed in blank) are all held in Royal Trust Company vaults in Montreal - unpledged.

FUNDED
DEBT:

Outstanding as at December 31, 1955

4½% First & General Mortgage Bonds Series "A" dated January 1, 1930, and maturing January 1, 1980, owned and held by Canadian National Railway Company, of which \$400,000 is held in Insurance Investment Fund	\$31,947,000
Balance of 4¼% Mortgage in the amount of \$520,031 on Transportation Building, Detroit, dated September 15, 1950, maturing September 15, 1970	160,131

NON-
NEGOTIABLE
DEBT TO
AFFILIATED
COMPANIES:

Advances by Canadian National Railway Company

Note 1 (5%) dated February 28, 1951 and maturing on demand	\$ 4,895,000
Amount of 4% First Mortgage Bonds dated November 30, 1900, due July 1, 1950, held by Public at consolidation on November 1, 1928 - Canadian National Railway Company acquired and now hold the bonds with the exception of £800 outstanding in the hands of the Public as at December 31, 1955, and this amount is now a liability of Grand Trunk Western Railroad Company to Canadian National Railway Company	10,964,416
Amount of 5% Gold Debentures Series "A" dated January 1, 1930, and matured January 1, 1955 but unpaid	10,000,000
Advances on Open Account at 5% interest	35,630,015
Advances on Open Account by:	
Consolidated Land Corporation	231,727
Industrial Land Company	<u>473,127</u>
	\$62,194,285

CONTINGENT
LIABILITIES:

Pursuant to Joint Supplemental Lease dated May 1, 1952 between Grand Trunk Western Railroad Company and four other proprietary companies, and Chicago and Western Indiana Railroad Company, the five proprietary companies are obligated jointly and severally to pay as rental sinking fund payment sufficient to retire Chicago & Western Indiana Railroad Company bonds at maturity, and interest as it falls due. The bonds are 4 3/8% First Collateral (30 year) Trust Mortgage Bonds due May 1, 1982, and the amount outstanding at December 31, 1955 is \$60,355,000. In the absence of default of any of the other tenant companies the Grand Trunk Western Railroad Company's proportion is one-fifth.

Grand Trunk Western Railroad Company and seven other companies have given in proportion to stock ownership (several and not joint) guarantee as to payment of interest only in respect of The Toledo Terminal Railroad Company \$6,000,000 First Mortgage 4½% - 50 year Gold Bonds due November 1, 1957. Grand Trunk Western Railroad Company's proportion is 9.68%.

GRAND TRUNK WESTERN RAILROAD COMPANY

CONTINGENT LIABILITIES: Grand Trunk Western Railroad Company and New York, Chicago & St. Louis Railroad Company have jointly and severally guaranteed principal, interest and sinking fund payments of \$30,000 per year in respect The Detroit and Toledo Shore Line Railroad Company's \$3,000,000 First Mortgage - Series "A", 3 $\frac{1}{4}$ %, 30 year Bonds due December 1, 1982. Grand Trunk Western Railroad Company owns 50% of the capital stock of The Detroit and Toledo Shore Line Railroad Company.
(Cont'd.)

GRAND TRUNK WESTERN RAILWAY COMPANY

(Included in Grand Trunk Western Railroad Company from November 1, 1928).

ORGANIZED: November 22, 1900 - By amalgamation - Under the laws of the States of Michigan and Indiana.

HISTORY:

Port Huron to Flint section

On January 30, 1847 The Port Huron and Lake Michigan Railroad Company was incorporated by special Act of the Michigan Legislature to construct a railroad from Port Huron to some point on Lake Michigan at or near the mouth of the Grand River. The road was built from Port Huron to Flint, a distance of 65.74 miles, and opened for traffic as follows:

Port Huron to Lapeer	45.80 miles	June 8, 1871
Lapeer " Flint	<u>19.94</u> "	December 12, 1871
	65.74 miles	

February 12, 1855 - The Port Huron and Milwaukee Railway Company was incorporated under an Act of the Michigan Legislature to construct a railroad from Grand Rapids to Flint and thence to Port Huron.

June 26, 1862 - Eben N. Wilcox acquired the property and franchises of the Port Huron and Milwaukee Railway Company by deed from the Master in Chancery, under foreclosure proceedings dated June 26, 1862.

September 22, 1862 - Augustus Gerome acquired from Eben N. Wilcox and wife the property and franchises of the Port Huron and Milwaukee Railway Company, which had been conveyed to the said Eben N. Wilcox under foreclosure proceedings on June 26, 1862.

May 12, 1865 - The property and franchises of the Port Huron and Milwaukee Railway Company were acquired on May 12, 1865 by Edgar White, William L. Bancroft and Theodore Romeyn, Trustees and Representatives of the Port Huron and Michigan Railroad Company from Augustus Gerome and wife.

October 3, 1865 - "The Peninsular Railway Company" was incorporated under Articles of Association dated August 13, 1865, which were filed with the Secretary of State for Michigan on October 3, 1865. The Company was organized for the purpose of building a railroad from Battle Creek, Michigan, to Lansing, Michigan. This line was built and opened for traffic in December 1869 a distance of 45 miles.

HISTORY:
(Cont'd.)Michigan - Indiana State Line to Valparaiso section

On October 26, 1866, Peninsular Railroad Company, Indiana, was organized to construct a railroad from the north line of the State of Indiana where the Peninsular Railway Company of Michigan terminated, to Valparaiso, Indiana. The Company failed.

Battle Creek to Michigan - Indiana State Line section

January 3, 1868 - Peninsular Railway Extension Company was incorporated under Articles of Association dated October 23, 1866, which were filed with the Secretary of State for Michigan on January 3, 1868. The Company was organized to build a railroad from Battle Creek, Michigan, to the Michigan-Indiana State Line at Milton, running through the Counties of Calhoun, Kalamazoo, St. Joseph and Cass. This line was built and opened for traffic in 1872, a distance of 64.44 miles.

February 17, 1868 - Under agreement dated January 3, 1868, the Peninsular Railway Extension Company was consolidated with the Peninsular Railway Company to form the Peninsular Railway Company (Michigan). This agreement was filed with the Secretary of State for Michigan on February 17, 1868.

March 15, 1869 - "The Peninsular Railway Company" (Illinois) was incorporated under an Act of the General Assembly of the State of Illinois, entitled "An Act to incorporate The Peninsular Railway Company" approved March 15, 1869. A certificate from the Secretary of State for Illinois dated April 18, 1871 states a copy is on file. The Company was organized to build a railroad from the Indiana-Illinois State Line by the most eligible route to Chicago. This Company did not construct its proposed line.

October 14, 1869 - "Peninsular Railway Company" (Indiana) was incorporated under the Laws of the State of Indiana. Articles of Association dated October 6, 1869 were filed with the Secretary of State for Indiana on October 14, 1869. This railway was organized for the purpose of constructing and completing a partially constructed railroad from the termination of the Peninsular Railway (Michigan) by way of Mishawaka and South Bend through the Counties of Laporte and Porter to Valparaiso, thence through the Counties of Porter and Lake to the East line of the State of Illinois a distance of about 90 miles. The railway was completed and opened for traffic as follows:

Michigan-Indiana State Line - South Bend	10.81 miles	January 1, 1872
South Bend - Valparaiso	44.75 "	October 13, 1873
Total	55.56 miles	

April 30, 1870 - Under an agreement executed pursuant to the Laws of the States of Michigan, Indiana and Illinois the
 "The Peninsular Railway Company" (Michigan)
 "Peninsular Railroad Company" (Indiana) and
 "The Peninsular Railway Company" (Illinois)

were consolidated under the name of "Peninsular Railway Company." The Consolidation agreement was filed with the Secretary of State for Michigan on April 30, 1870, Secretary of State for Indiana on May 9, 1870, and subsequently with the Secretary of State for Illinois.

July 25, 1873 - Edgar White, William L. Bancroft and Theodore Romeyn conveyed the property and franchises which they had acquired of the Port Huron and Milwaukee Railway Company to the Port Huron and Lake Michigan Railroad Company.

HISTORY:
(Cont'd.)

August 15, 1873 - The "Chicago and Lake Huron Railroad Company" was formed under Consolidation Agreement, dated April 5, 1873, of the Port Huron and Lake Michigan Railroad Company and the Peninsular Railway Company which was filed on August 15, 1873. By this consolidation the Chicago and Lake Huron Railroad Company became proprietors of all the line between Port Huron and Chicago constructed or projected except the section between Flint and Lansing.

April 7, 1874 - Chicago and Southern Railroad Company was incorporated under the Laws of the State of Illinois by Articles of Association filed with the Secretary of State for Illinois on or about April 7, 1874. The Company was organized to build a railroad between the Village of Thornton on the Chicago and Eastern Illinois Railroad and Chicago, 26th Street, passing through the Townships of Lake, Worth and Bremen, a distance of about 21.5 miles.

August 6, 1874 - Shortly after the consolidation of the Chicago and Lake Huron Railroad Company of August 15, 1873 default was made, and on August 6, 1874, Charles B. Peck was appointed Receiver for the Port Huron and Lake Michigan Section, and for the entire railway on April 6, 1876.

August 12, 1874 - Chicago and North Eastern Railroad Company was incorporated under Articles of Association dated July 11, 1874, which were filed with the Secretary of State for Michigan on August 12, 1874. The Company was organized to build the missing link between Flint and Lansing. The line between Flint and Chicago a distance of 49.05 miles was completed and opened for traffic on January 1, 1877.

April 24, 1878 - The property of the Chicago and Southern Railroad Company was sold under a decree of the Court to Henry S. Hawley.

June 20, 1878 - The "Chicago and State Line Railway Company" was incorporated by Articles of Incorporation dated June 19, 1878, which were filed in the Office of the Secretary of State for Illinois.

August 1, 1878 - Henry S. Hawley conveyed the property of the Chicago Southern Railroad Company to Henry A. Rust on August 1, 1878.

August 1, 1878 - Henry A. Rust conveyed the property of the Chicago Southern Railroad Company to the Chicago and State Line Railway Company on August 5, 1878.

April 17, 1879 - The Chicago and State Line Extension Railway Company was incorporated on April 17, 1879, under the Laws of the State of Indiana for the purpose of constructing a railroad from Valparaiso to the Indiana-Illinois State Line a distance of about 25 miles. Articles of Association dated April 9, 1879 were deposited with the Secretary of State for Indiana on April 17, 1879.

June 5, 1879 - The "Chicago and Western Indiana Railroad Company" was incorporated on June 5, 1879, under the Laws of the State of Illinois. This Company was organized by Anthony J. Thomas and Charles E. Tracy of New York for the purpose of constructing and operating a line of railroad from a point on the State Line between Indiana and Illinois, in Thornton Township, Cook County thence through the Town of Dolton to a terminus to be located to the South line of Van Buren Street in the City of Chicago.

HISTORY:
(Cont'd.)

On June 21, 1879 the Section of the Chicago and Lake Huron Railroad Company formerly owned by the Port Huron and Lake Michigan Railroad Company between Port Huron and Flint was sold under foreclosure proceedings to William S. Shepard et al.

July 17, 1879 - Under agreement dated July 17, 1879 The Grand Trunk Railway Company of Canada sold to the Dominion Government the line of railway from Chaudiere to Levis for \$1,500,000 to be used in the interests of the Dominion by the promotion of a railway by the Grand Trunk Railway Company by construction or acquisition from other companies so as to secure free access to and from Chicago for the handling of through freight.

August 2, 1879 - The portion of the Port Huron and Lake Michigan Railroad from Port Huron to Flint acquired under foreclosure sale by William S. Shepard et al on June 21, 1879 was conveyed to him on August 2, 1879.

On August 25, 1879 the Section of the Chicago and Lake Huron Railroad Company formerly owned by the Peninsular Railway Company (Michigan) extending from Lansing to the Indiana State Line was sold under foreclosure proceedings to Joseph Hickson et al, the property being conveyed on December 1, 1879.

August 26, 1879 - The North Western Grand Trunk Railway Company (Michigan) was incorporated under Articles of Association dated August 23, 1879 by William S. Shepard, who conveyed on the same date the railroad between Port Huron and Flint which he had purchased under foreclosure sale on June 21, 1879, and which formed that section of the Chicago and Lake Huron Railroad Company formerly owned by the Port Huron and Lake Michigan Railroad Company to the new Company. The Articles of Association were filed with the Secretary of State for Michigan on August 26, 1879.

September 4, 1879 - The North Western Grand Trunk Railway Company was incorporated under consolidation agreement amalgamating the Chicago and State Line Railway Company with the Chicago and State Line Extension Railway Company. The Consolidation Agreement was filed with the Secretary of State for Indiana on September 4, 1879, and with the Secretary of State for Illinois on September 8, 1879.

On November 1, 1879 the Section of the Chicago and Lake Huron Railroad Company formerly owned by the Peninsular Railway Company, (Indiana) was sold under foreclosure proceedings to Joseph Hickson et al, the property being conveyed on February 7, 1880.

Note: Joseph Hickson (later Sir Joseph Hickson) was General Manager of the Grand Trunk Railway System from 1874 to 1890.

It might also be mentioned here that under deed of July 17, 1879, authorized by Dominion Act 42, Vic., Cap. 11, May 15, 1879, The Grand Trunk Railway Company of Canada sold and, on August 13, 1879, transferred to the Government of Canada to form part of The Intercolonial Railway, its line from Hadlow, Quebec, to Riviere du Loup, 124.50 miles, for \$1,500,000, it being a condition of purchase that the Company should apply that sum towards the procuring of a line from Port Huron, Michigan, to Chicago, Illinois.

GRAND TRUNK WESTERN RAILWAY COMPANY

HISTORY:
(Cont'd.)

January 7, 1880 - The "Michigan Railway Company" was incorporated by Joseph Hickson et al under Articles of Association dated January 6, 1880, which were filed with the Secretary of State for Michigan on January 7, 1880. Joseph Hickson et al conveyed to the new Company the railroad from Lansing to the Indiana State Line formerly owned by the Peninsular Railway Company (Michigan) and purchased by them at foreclosure sale on August 25, 1879, by deed dated March 13, 1880.

January 7, 1880 - The Indiana Railway Company was incorporated by Joseph Hickson et al under Articles of Association dated January 6, 1880, which were filed with the Secretary of State for Indiana on January 7, 1880. Joseph Hickson et al conveyed to the new Company the railroad from the Michigan-Indiana State Line to Valparaiso formerly owned by the Peninsular Railway Company (Indiana), and purchased by them under foreclosure sale on November 1, 1879 by deed dated March 13, 1880.

March 13, 1880 - Joseph Hickson et al conveyed the railroad from the Michigan-Indiana State Line to Valparaiso formerly owned by the Peninsular Railway Company (Indiana) to the Indiana Railway Company.

April 6, 1880 - The Chicago and Grand Trunk Railway Company was incorporated under agreement dated January 7, 1880, by Articles of Consolidation which were filed with the Secretaries of State for Michigan, Indiana and Illinois on April 6, 1900 amalgamating:-

The North Western Grand Trunk Railway Company (Indiana and Illinois)
 The North Western Grand Trunk Railway Company (Michigan)
 The Chicago and North Eastern Railway Company
 The Indiana Railway Company and
 The Michigan Railway Company.

Construction and opening of line Port Huron to Chicago

			<u>Miles</u>	<u>Miles</u>	<u>Total</u>
Port Huron and Lake Michigan Railway Company					
Port Huron to Lapeer	June	8, 1871	45.80		
Lapeer " Flint	December	12, 1871	19.94	65.74	65.74
Chicago and North Eastern Railroad Company					
Flint to Lansing	January	1, 1877	49.05		114.79
Peninsular Railway Company October 3, 1865 Michigan					
Lansing to Battle Creek	July	1, 1869	45.00		159.79
Peninsular Railway Extension Company January 3, 1868					
Battle Creek to State Line	January	1, 1872	64.44		224.23
Peninsular Railway Company, Indiana October 14, 1869					
State Line to South Bend	January	1, 1872	10.81		
South Bend to Valparaiso	October	13, 1873	44.75	55.56	279.79
Chicago and State Line Extension Railway Company					
Valparaiso to Elsdon	February	8, 1880	47.00		326.79
Grand Trunk Junction Railway Company					
Elsdon to C. & W.I. Junction	February	8, 1880	3.90		330.69
Chicago and Western Indiana Railway Company					
C. & W.I. Junction to Chicago, Dearborn Street	February	8, 1880	4.85		335.54

HISTORY:
(Cont'd.)

April 20, 1880 - The South Chicago and Western Indiana Railroad Company was incorporated on April 20, 1880.

June 11, 1880 - The Grand Trunk Junction Railway Company was incorporated under the Laws of the State of Illinois under Articles of Association dated April 8, 1880, which were filed with the Secretary of State for Illinois on June 11, 1880.

July 1, 1880 - Under agreement dated July 1, 1880, and subsequent amendments the Chicago and Western Indiana Railroad Company leased the remainder of its railway, excluding the belt section, to the

Chicago and Eastern Indiana Railroad Company
Wabash Railroad Company
Chicago and Grand Trunk Railway Company
Chicago and Erie Railroad Company
Chicago, Indiana and Louisville Railway Company.

Each owning \$1,000,000 of the capital stock and on a rental basis to the

Atchison, Topeka & Santa Fe Railway Company
Elgin, Joliet & Eastern Railway Company and
Chesapeake & Ohio Railway Company of Indiana.

Period of Lease 999 years from July 1, 1880.

From 1875, through all-rail business of the Grand Trunk Railway System to and from the West was nearly all exchanged with the Michigan Central Railroad at Detroit. In 1878, however, through acquisition of stock, control of the Michigan Central Railroad was secured by W.H. Vanderbilt and that Company became affiliated with the New York Central Railroad. When there appeared a prospect for the Grand Trunk securing an outlet for its through traffic, or a large part of it, to and from the West independent of the Michigan Central Railroad, from which it was being cut off, the control of Chicago and North Eastern Railroad Company was purchased by the same interest which had secured control of the Michigan Central with the avowed object of closing the new route against the Grand Trunk. This control, however, was subsequently surrendered.

December 22, 1888 - Under Agreement dated December 22, 1880, the Grand Trunk Junction Railway Company assumed the proprietary rights of the Chicago and Grand Trunk Railway Company in the Chicago and Western Indiana Railroad Company, and the Grand Trunk Junction Railway Company was leased in perpetuity to the Chicago and Grand Trunk Railway Company thereby assuring the Grand Trunk Railway Company of Canada entry into Polk Street, Chicago.

January 1, 1881 - The capital stock of the Grand Trunk Junction Railway Company was acquired by the Grand Trunk Railway Company of Canada under an agreement dated January 1, 1881, between these two companies under which the Grand Trunk Railway Company agreed to purchase £225,000 5% First Mortgage Bonds of the Grand Trunk Junction Railway Company for \$840,000.

April 22, 1881 - The Chicago and Western Indiana Belt Railway Company was incorporated on April 22, 1881.

January 26, 1882 - The South Chicago and Western Indiana Railroad Company and the Chicago and Western Indiana Belt Railway Company were consolidated with the Chicago and Western Indiana Railroad Company on January 26, 1882.

GRAND TRUNK WESTERN RAILWAY COMPANY

HISTORY:
(Cont'd.)

November 1, 1882 - Under an agreement dated November 1, 1882, the five owners of the Chicago and Western Indiana Railroad Company who were incorporators of the Belt Railway Company of Chicago acquired equal shares in the capital stock of the Chicago and Western Indiana Railroad Company then amounting to \$5,000,000.

June 21, 1889 - The Polk and Forty Ninth Street Junction Railway Company was consolidated with the Grand Trunk Junction Railway Company under Articles of Consolidation dated June 20, 1889, and filed with the Secretary of State for Illinois on June 21, 1889.

January 1, 1900 - The Chicago and Grand Trunk Railway Company defaulted in the principal of its First Mortgage Bonds on January 1, 1900.

January 3, 1900 - Proceedings were instituted in the United States Circuit Court for Michigan on January 3, 1900, and subsequently in the United States Circuit Courts of Indiana and Illinois to foreclose the Mortgage of the Chicago and Grand Trunk Railway Company. The Mortgagees of the Second and Third Mortgages were parties defendant in the suit, and the final decrees and sale of the railroad thereunder extinguished their liens on the property.

July 1, 1900 - By Court Order dated June 28, 1900 and effective July 1, 1900, the traffic agreement between the Toledo, Saginaw and Muskegon Railway Company, the Grand Trunk Railway Company of Canada and the Chicago and Grand Trunk Railway Company was annulled.

October 31, 1900 - The entire railroad and property of the Chicago and Grand Trunk Railway Company were sold pursuant to the final decrees of said foreclosure proceedings to Charles M. Hays and E.W. Meddaugh.

November 2, 1900 - The property and franchises of the Chicago and Grand Trunk Railway Company were conveyed to Charles M. Hays and E.W. Meddaugh by Deeds dated November 2, 1900, from the Special Master Commissioner Walter S. Harsha.

November 20, 1900 - Charles M. Hays and E.W. Meddaugh organized a Corporation under the Laws of the State of Michigan on November 20, 1900, by the name of the Port Huron and Indiana Railway Company and conveyed to this new Company the section of the Chicago and Grand Trunk Railway in the State of Michigan.

November 20, 1900 - Charles M. Hays and E.W. Meddaugh organized a Corporation under the Laws of the State of Indiana on November 20, 1900 by the name of the Indiana and Illinois Railway Company, and conveyed to this new Company the section of the Chicago and Grand Trunk Railway in the State of Indiana.

November 20, 1900 - Charles M. Hays and E.W. Meddaugh organized a Corporation under the Laws of the State of Illinois on November 20, 1900 under the name of the Chicago Lake County Railway Company, and conveyed to this new Company the section of the Chicago and Grand Trunk Railway in the State of Illinois.

November 22, 1900 - The Port Huron and Indiana Railway Company and the Indiana and Illinois Railway Company were consolidated on November 21, 1900 to form the Grand Trunk Western Railway Company. Articles of Association and Consolidation were filed with the Secretaries of State for Michigan and Indiana on November 22, 1900.

HISTORY:
(Cont'd.)

November 22, 1900 - By deed of conveyance dated November 22, 1900, recorded December 4, 1900, the Chicago Lake County Railway Company conveyed to the Grand Trunk Western Railway Company all the railroad, franchises and other properties in the State of Illinois which it had acquired by deed of conveyance from Charles M. Hays and E.W. Meddaugh dated November 22, 1900.

November 22, 1900 - The Grand Trunk Junction Railway Company entered into an agreement with the Grand Trunk Western Railway Company to lease all its rights to the Grand Trunk Western Railway Company.

On January 15, 1901, The Grand Trunk Junction Railway Company deeded to Grand Trunk Western Railway Company, its railway, and also its leasehold interest in the railway and property of Chicago and Western Indiana Railroad Company.

Grand Trunk Western Railway Company was therefore owner of the entire line from Port Huron, Michigan to C. & W.I. Junction at 49th Street, Chicago, and had running rights over Chicago and Western Indiana tracks, including the tracks from C. & W.I. Junction to Dearborn Station, also rights to station accommodations, under the 999 year lease.

By authority of Interstate Commerce Commission Order of November 8, 1929 (Finance Docket 7320), Grand Trunk Western Railway Company and nine other railway companies formerly owned and/or operated by the Grand Trunk Western System or by the Canadian National Railway Company, in the States of Michigan, Indiana, Illinois and Wisconsin were consolidated (effective November 1, 1928) under the name "Grand Trunk Western Railroad Company." For all accounting purposes consolidation was effective from January 1, 1929.

INVESTMENT IN AFFILIATED COMPANIES:	Detroit and Toledo Shore Line Railroad Company Capital Stock 714 shares of \$100 each, par value (3 times par value) (representing 50% ownership)	\$2,142,000
	The Toledo Terminal Railroad Company Capital Stock 3872 shares of \$100 each (representing 9.68% ownership)	387,200

LOCATION:	Port Huron & Lake Michigan Railway Port Huron to Flint, Michigan	<u>Mileage</u> 65.74
	Chicago and Northeastern Railroad Flint to Lansing, Michigan	49.05
	Peninsular Railway Lansing to Battle Creek	45.00
	Peninsular Railway Extension Company Battle Creek to Michigan-Indiana State Line	64.44
	Peninsular Railroad Michigan-Indiana State Line to Valparaiso, Indiana	55.56
	Chicago and State Line Railway and Chicago and State Line Extension Railway Valparaiso, Indiana to Elsdon, Illinois	57.00
	Grand Trunk Junction Railway Port Huron to C. & W.I. Junction, Chicago	<u>3.90</u>
	Total	340.69

GRAND TRUNK WESTERN RAILWAY COMPANY

CAPITAL
STOCK: Outstanding as on November 1, 1928
60,000 shares of \$100 each - \$6,000,000 outstanding at date of consolidation and owned by Canadian National Railway Company were exchanged for 240,000 shares of Grand Trunk Western Railroad Company common stock of non-par value, to which a value of \$25 per share was assigned.

FUNDED DEBT AND NON NEGOTIABLE DEBT TO AFFILIATED COMPANIES: Outstanding as at November 1, 1928 consisted of the following:

	C.N. Railway Co. Treasury	Public	Total
4% First Mtge. Bonds	\$ 4,035,304.00	\$10,964,416.00	\$14,999,720.00
4% Gen. Cons. Mtge. Bonds	11,541,000.00	-	11,541,000.00
5% First Mtge. Bonds G.T. Jct. Rly. assumed by G.T.W. Rly. Company	3,436,400.00	435,600.00	3,872,000.00
6% Equipment Trust Notes Capital Advances by C.N. Rly. Co. to December 31, 1927	<u>15,008,555.14</u>	<u>1,652,000.00</u>	<u>15,008,555.14</u>
	\$34,021,259.14	\$13,052,016.00	\$47,073,275.14

All the above mentioned securities held by Canadian National Railway Company were surrendered (and cancelled) and the Capital Advances were funded. In exchange Canadian National Railway Company received Grand Trunk Western Railroad Company securities comprised of 6% Cumulative Preferred Stock; 4½% First and General Mortgage Bonds Series "A" dated January 1, 1930 and maturing January 1, 1980; and 5% Gold Debentures Series "A" dated January 1, 1930 and maturing January 1, 1955; having a total par value of \$34,021,259.14. "Grand Trunk Western Railroad Company" assumed liability of securities held by the Public.

Non negotiable debt to Canadian National Railway Company incurred in 1928 was liquidated by issuance to Canadian National Railway Company of Grand Trunk Western Railroad Company common, and preferred stock.

ACCOUNTING: Prior to 1923 the net income or loss of The Detroit and Huron Railway Company, and The Pontiac, Oxford and Northern Railroad Company was included in Grand Trunk Western Railway Company accounts. The Detroit and Huron Railway deficit of £13,566 and the Pontiac, Oxford and Northern Railroad deficit of £67,085 for the years 1910 to 1916 was included in Grand Trunk Western Railway Company accounts for the year 1916, and the net income or loss of Grand Trunk Western Railway Company was in turn included in The Grand Trunk Railway Company of Canada accounts as "Separately operated properties." Commencing January 1, 1923, the three railways were for accounting purposes included in "Canadian National Railways," and the primary operating, income and other accounts were so included.

THE GREAT NORTHERN ELEVATOR COMPANY

The Great Northern Elevator Company was incorporated on March 23, 1900 under Act 63 VIC, Cap 82, Province of Quebec to acquire, own, or lease real estate for the purpose of carrying on a general elevator business, and may build, sell, lease, own and operate floating elevators, barges, steamers and other craft. The Company may acquire by lease from the Quebec Harbour Commissioners land in the City or Port of Quebec and erect thereon elevator or elevators.

Capital Stock authorized	-	\$ 300,000.
" " issued	-	\$ 150,000.

The Company was organized at a shareholders meeting on May 3, 1900 and Capital Stock was issued as follows:

Directors	-	\$ 100,000
Great Northern Ry. of Canada	-	\$ 149,000
Total	-	\$ 150,000

The Great Northern Railway of Canada acquired certain lands from the Quebec Harbour Commissioners and sold or leased it to the Great Northern Elevator Co. for \$449,000 payable as follows:

First Mortgage Bonds	-	\$ 200,000
Second " "	-	\$ 100,000
Cash	-	\$ 149,000

Bonds were issued as follows:

5% First Mortgage Bonds	\$200,000	payable in 20 years
5% Licenced Mortgage Bonds	100,000	" " " "

The Elevator was leased to the Great Northern Railway of Canada on May 3, 1900 at an annual rental not exceeding \$26,000.

GREAT NORTHERN CONSTRUCTION COMPANY.

At a Meeting of the Directors of the Great Northern Railway Company held March 3, 1898 a letter was read from James McNaught of New York offering to join a syndicate to complete the railway, and stating that M. and P. MacDonald would furnish 25% of the capital and take a contract for the work upon reasonable terms.

At a Directors Meeting of the Great Northern Railway Company held November 8, 1898 a draft agreement dated November 4, 1898 drawn up in Montreal with Col. James McNaught of New York and H. H. Melville of Boston, Mass. to form a construction Company was ratified and confirmed. The construction company to give a contract to J.P. Macdonald and Co. of New York for the gross amount of Mr. Hoare's estimate of \$1,385,000.

At a special general meeting of the shareholders of the Great Northern Ry. Co. held at No. 160 St. Andrew St., Quebec, the chairman reported that a contract had been executed on March 18, 1899 between the Great Northern Railway Co. and the Great Northern Construction Company which had been incorporated under the laws of West Virginia.

THE GREAT NORTH WESTERN TELEGRAPH COMPANY OF CANADA

(Majority shares of capital stock owned by Canadian National
Telegraph Company).

INCORPORATED: May 7, 1880 - Dominion Act 43, Vic., Cap. 66.

HEAD OFFICE: Montreal, Quebec.

HISTORY: Under Dominion Act 43, Vic., Cap. 66, May 7, 1880, "The Great North Western Telegraph Company of Canada" was incorporated to construct, maintain and operate telegraph lines from and to any place in Canada by land or water, over which exclusive telegraph lines did not then exist and to make connection with lines in the United States. The Company commenced business on July 1, 1881.

At the First Meeting of the Provisional Directors held in Winnipeg in 1880, \$50,000 Capital Stock was issued, 10% paid up. A meeting of the Directors held in Winnipeg on August 1, 1881 increased the Capital Stock to \$500,000, this increase was approved by the Directors on August 4, 1881, and was put into effect on August 26, 1881. The Directors also had the transfer of the Head Office from Winnipeg to Toronto and the first meeting of the Directors in Toronto was held August 27, 1881.

During 1881 The Western Union Telegraph Company acquired control of The Great North Western Telegraph Company of Canada, and intended acquiring control of Dominion Telegraph Company and Montreal Telegraph Company, and to operate the three companies as one system.

Under Agreement dated March 28, 1881 the Montreal Telegraph Company amalgamated with the Great North Western Telegraph Company.

In 1881 Erastus Wiman, President of the Great North Western Telegraph Company and also a director of the Western Union Telegraph Company secured control of the Company with the object of controlling and operating the lines of the Montreal Telegraph Company, the Dominion Telegraph Company and the Great North Western Telegraph Company as one system.

By agreement dated August 17, 1881 between The Great North Western Telegraph Company of Canada, Montreal Telegraph Company and The Western Union Telegraph Company, The Great North Western Telegraph Company undertook for a period of 97 years from July 1, 1881, to operate in combination with its own lines in the Province of Manitoba, the system of Telegraph owned and heretofore operated in Canada and the United States by Montreal Telegraph Company, the latter Company to receive an annual dividend (guaranteed by The Western Union Telegraph Company) of \$165,000 payable out of the proceeds of the operation and use of the property. The Great North Western Telegraph Company was obligated to assume all expenses of operation, taxes and new construction, and to execute all agreements then existing with Railway Companies and other parties, and upon termination of the agreement to deliver the demised premises to Montreal Telegraph Company in as good condition as when received together with all improvements and additions made thereon during the continuance of the lease.

By Indenture dated August 26, 1881, The Western Union Telegraph Company sublet to The Great North Western Telegraph Company of Canada for a term of 97 years from July 1, 1881, all of the leasehold lines and

THE GREAT NORTH WESTERN TELEGRAPH COMPANY OF CANADA

HISTORY:
(Cont'd.)

facilities of Dominion Telegraph Company in Canada and elsewhere west of the Province of New Brunswick in consideration of the payment by Great North Western of the rental of \$62,500 per annum and the assumption by the Great North Western of Dominion Telegraph Company's bonded debt of £60,000 and interest thereon.

The Western Union having discharged the bonded indebtedness of £60,000 (\$293,859.70) which matured in 1896 and having redeemed the bonds of Dominion Telegraph Company acquired the claim for this amount against The Great North Western Telegraph Company.

By Agreement dated January 1, 1915, between The Canadian Northern Telegraph Company, The Western Union Telegraph Company, and The Canadian Northern Railway Company as Guarantor, The Canadian Northern Telegraph Company acquired 3315 (majority shares) shares of capital stock of The Great North Western Telegraph Company formerly owned by Western Union, and the Western Union claim for \$293,859.70 against Great North Western Telegraph Company, in consideration of the payment of \$293,859.70 to Western Union and indemnifying Western Union against all liability in respect of the leases of Dominion Telegraph Company and Montreal Telegraph Company properties effective July 1, 1881.

Prior to January 1, 1915, The Canadian Northern Telegraph Company (incorporated on May 15, 1902) had constructed telegraph lines along the route of the Canadian Northern Railway, and operated those lines as a separate commercial telegraph business until it acquired controlling shares of Great North Western Telegraph Company on January 1, 1915 after which the commercial telegraph business of both companies was carried on by Canadian Northern Railway management under the name of Great North Western until January 1, 1922, after which the trade name "Canadian National Telegraphs" was adopted. (The name of The Canadian Northern Telegraph Company was changed to Canadian National Telegraph Company on September 17, 1920, by Dominion Order in Council P.C. 2247).

The Agreement dated January 1, 1915, between the two companies respecting joint operation provided for an apportionment of profits between the two interests and for some years an attempt was made to make an apportionment, but as the two systems became more completely merged, losing their separate identities, the accounting as between the two became more difficult. In 1925 it was determined that a proper separation of results was not practicable. By this time over 98% of the capital stock of Great North Western was controlled by Canadian National Telegraph Company (formerly The Canadian Northern Telegraph Company) and all of the minority stock was only 25% paid up and was being purchased from time to time for \$10 per share which was considered to be its full value. It was therefore decided that no further attempts would be made to allocate the results of the joint operation as between the two companies, but to leave any question of profit due to the minority shareholders to be dealt with as and when such question might arise. Any shareholder seeking a nuisance value would subject himself to a demand call on the unpaid balance of his stock. The surplus at June 30, 1915 was \$237,130.96, but in subsequent years the Company suffered heavy losses.

Effective May 3, 1919, Grand Trunk Pacific Telegraph lines and offices along The National Transcontinental Railway between Winnipeg and Moncton were transferred to The Great North Western Telegraph Company for operation.

By Agreement dated January 1, 1921, between Canadian National Telegraph Company, The Canadian Northern Railway Company and His Majesty, the

HISTORY:
(Cont'd.)

descriptive title "Canadian National Telegraphs" was adopted as a "trade name" for operation purposes, and effective January 1, 1922 all facilities of Canadian National Telegraph Company, The Grand Trunk Pacific Telegraph Company and The Great North Western Telegraph Company of Canada were operated as one system under the trade name "Canadian National Telegraphs." Separate accounts were maintained for each company up to December 31, 1927.

By Agreement of Purchase and Sale dated January 12, 1925, Dominion Telegraph Company sold to Dominion Telegraph Securities, Limited, all its assets (including moneys to thereafter accrue under its lease of properties sublet to The Great North Western Telegraph Company from July 1, 1881).

By Agreement dated January 15, 1925, between Dominion Telegraph Company, The American Union Telegraph Company, The Western Union Telegraph Company, The Great North Western Telegraph Company of Canada and Dominion Telegraph Securities, Limited, Dominion Telegraph Company and Dominion Telegraph Securities, Limited released the other companies named from their respective covenants (as successive Lessees) to return the leased telegraph lines and facilities in good order upon termination of the 99 year term, in consideration of the payment to them of \$116,640, and further covenanted upon termination of the 99 year lease to transfer to The Great North Western Telegraph Company all their right, title and interest in the leasehold lines and facilities west of the Province of New Brunswick, and to transfer to Western Union all said rights in respect of the balance of the lines and facilities included in said lease. By Agreement Western Union paid \$23,328 to The Great North Western Telegraph Company for those last mentioned facilities.

Effective January 1, 1928, the accounts were consolidated under the name "Canadian National Telegraphs" and the telegraph system was operated as a department of Canadian National Railways.

By Agreement dated November 1, 1948, between The Great North Western Telegraph Company of Canada and Canadian National Railway Company, The Great North Western transferred all its right, title and interest in the Agreement of January 15, 1925, and in the telegraph lines and property of Dominion Telegraph Securities, Limited and the lease effective July 1, 1881, to Canadian National Railway Company, and Canadian National Railway Company released the Great North Western from future rental payments under the lease.

Agreement dated January 1, 1915 and various supplements thereto, between The Western Union Telegraph Company, The Canadian Northern Telegraph Company (now Canadian National Telegraph Company) and The Great North Western Telegraph Company of Canada provides for the exclusive exchange of telegraphic cable and money order transfer business between Western Union, and Canadian National and Great North Western operating as one system, and the establishment, from time to time, of Joint through rates and the division of revenues pertaining thereto and of the land-line proportion of cable and trans-ocean wireless tolls between the two telegraph systems. Each company has the right to place, maintain and operate wires and necessary fixtures on the poles owned by the other telegraph system for which reasonable rental and maintenance charges are payable. The Agreement is effective during the continuance of the agreement dated August 17, 1881, between the Montreal Telegraph Company and The Great North Western Telegraph Company, and any supplementary or other agreement which may take its place. Under the Agreement of August 17, 1881, The Great North Western Telegraph Company undertook to operate the system of telegraphs owned by Montreal Telegraph Company (now owned

HISTORY:
(Cont'd.)

by Canadian National Telegraph Company) and payment of \$165,000 per annum (guaranteed by The Western Union Telegraph Company) to the lessor for a period of 97 years from July 1, 1881.

By Agreement dated May 25, 1954, between Montreal Telegraph Company, Canadian National Railway Company, Canadian National Telegraph Company, and The Great North Western Telegraph Company, Montreal Telegraph Company sold and transferred to Canadian National Telegraph Company (nominee of Canadian National Railway Company) all its rights, title and interest in the Agreement dated August 17, 1881, and in the system of telegraph and property referred to in the Lease with respect to which Montreal Telegraph Company had reversionary rights, with the exception of certain specified lots and buildings in Quebec, Montreal and Ottawa which were transferred by separate deed to Canadian National Railway Company. Montreal Telegraph Company also transferred to Canadian National Telegraph Company all its rights, title and interest in Agreement dated June 1, 1883 between Montreal Telegraph Company and Great North Western Telegraph Company, said Agreement being supplementary to the lease and dealing with insurance. In effect, Canadian National Telegraph Company became the lessor under Agreement dated August 17, 1881.

PROPERTY
INVESTMENT:

As at January 1, 1915:

Lines constructed		\$105,126.25
Improvements on leased property		327,379.18
Montreal Telegraph Company lines	\$321,500.60	
Dominion Telegraph Company lines	<u>5,878.58</u>	
		<u>\$432,505.43</u>

As at December 31, 1927: (included in investment accounts of Canadian National Telegraphs).

Lines constructed and equipment installed		\$ 919,519.83
Improvements on leased property		799,344.14
Montreal Telegraph Company lines	\$785,712.35	
Dominion Telegraph Company lines	<u>13,631.79</u>	
Purchase of reversionary interests in Dominion Telegraph Company property	\$116,640.00	
Less payment received from Western Union for lines in New Brunswick and East	<u>23,328.00</u>	<u>93,312.00</u>
		<u>\$1,812,175.97</u>

Expenditures to January 1, 1915	\$ 432,505.43
Expenditures January 1, 1915 to December 31, 1922	375,302.08 (a)
Expenditures January 1, 1923 to December 31, 1927	<u>1,004,368.46 (b)</u>
	\$1,812,175.97

(a) Advanced by The Canadian Northern Railway Company.

(b) Advanced by Canadian National Railway Company.

THE GREAT NORTH WESTERN TELEGRAPH COMPANY OF CANADA

ASSETS: As at December 31, 1960:

Advances to Canadian National Telegraphs \$373,625.

LIABILITIES: As at December 31, 1960:

Capital Stock:

Authorized: 5,000 shares - \$100 each \$500,000

Issued: (a) 3,315 shares - \$100 each - fully paid \$366,800

(b) 1,685 shares - \$100 each - 25% paid up 6,825

\$373,625

- (a) Acquired by The Canadian Northern Telegraph Company (now Canadian National Telegraph Company) from Western Union Telegraph Company under agreement dated January 1, 1915. Certificate in the name of Canadian National Telegraph Company is held in Royal Trust Company vaults. Montreal - Unpledged.

	<u>Shares</u>
(b) Certificates for 3,315 shares held by the Canadian National Telegraph Company	3,315
Certificates for 1,412 shares held by Canadian National Realities Ltd., in Trust	1,412
Shares held by the Public	<u>273</u>
Total	5,000

1,685 shares 25% paid up.

DIRECTORS

Donald Gordon	G.E. Ayers
J.R. Griffith	A.M. McBain
W.G. Stewart	H.I. Price
W. Colquhoun	J.B. Sangster
J.L. Levesque	R.A. Brown
G. Charbonneau	W.C. Koerner

OFFICERS

Donald Gordon	Chairman & President
N.J. MacMillan	Executive Vice-President
A.H. Hart	Vice-President
S.F. Dingle	Vice-President
E.A. Bromley	Vice-President
Dr. O.M. Solandt	Vice-President
J.L. Toole	Vice-President
W.T. Wilson	Vice-President
H.C. Friel	Vice-President-Law
R.H. Tarr	Vice-President & Executive Assistant
R.T. Vaughan	Secretary
J.R. White	General Manager
J.M. Young	Assistant Secretary
L.J. Mills	Comptroller
E.J. Denyar	Treasurer
H.M. Blaiklock	General Manager of Real Estate

(Included in "Canadian National Railway Company" from January 31, 1923).

Includes: The Canada Air Line Railway Company
The Hamilton and Toronto Railway Company
The London and Port Sarnia Railway Company.

INCORPORATED: March 6, 1834 - Upper Canada Act 4, Wm. IV, Cap. 29.
Revived and name changed March 29, 1845 - Province of Canada Act 8, Vic.,
Cap. 86 (see History).
Name changed April 22, 1853 - Province of Canada Act 16, Vic., Cap. 99
(see History).

DECLARATION: Declared to be for the general advantage of Canada - Dominion Act 46,
Vic., Cap. 24, May 25, 1883.

HISTORY:

The Hamilton and Toronto Railway Company

Under Province of Canada Act 10, Vic., Cap. 110, presented for Royal Assent June 9, 1846, Royal Assent October 30, 1846, Royal Assent signified by Proclamation December 26, 1846, "The Hamilton and Toronto Railway Company" was incorporated to construct a railroad from Toronto to Hamilton. Apparently the charter lapsed due to failure to advance the undertaking.

Under Province of Canada Act 16, Vic., Cap. 44, November 10, 1852, "The Hamilton and Toronto Railway Company" was incorporated, to build a line of railroad from the terminus of Great Western Railway in Hamilton to Toronto, etc., etc. Under the Act the financial arrangements of this railway company were linked with those of The Great Western Railway Company and the Acts governing The Great Western Railway Company were to apply to The Hamilton and Toronto Railway Company and the line, itself, was to form part of the Main Trunk Railway which the Government of the Province of Canada was guaranteeing as to bonds, etc., and in the construction of which The Great Western Railway Company was to participate. Therefore the Hamilton and Toronto Railway was essentially the extension of the Great Western Railway to Toronto.

A line was constructed from Junction at Hamilton (near Stuart Street Station) to (near) "Queens Wharf," Toronto, a distance of 37 miles, and opened for traffic on December 3, 1855.

The Great Western Railway Company's Financial Act, 1871 (Dominion Act 34, Vic., Cap. 44, April 14, 1871), had the effect of amalgamating The Canada Air Line Railway Company, The Hamilton and Toronto Railway Company and The London and Port Sarnia Railway Company with The Great Western Railway Company forming one Corporation under the latter name.

The London and Port Sarnia Railway Company

Under Province of Canada Act 16, Vic., Cap. 101, April 22, 1853, "The London and Port Sarnia Railway Company" was incorporated to construct a line of railway from Port Sarnia to intersect the Great Western Railroad at or near London, Ontario. The Acts governing The Great Western Railroad Company were to apply to The London and Port Sarnia Railway Company and provision was made for amalgamation with The Great Western Railroad Company.

THE GREAT WESTERN RAILWAY COMPANY

History: A line was constructed from Komoka to Sarnia (50.85 miles) and opened
(Cont'd.) for traffic on December 27, 1858.

The Canada Air Line Railway Company

Under Ontario Cap. 33, December 24, 1869, "The Canada Air Line Railway Company" was incorporated to construct a line of railway from Glencoe via St. Thomas to Fort Erie.

A line was constructed from Glencoe to Fort Erie (145.64 miles) and opened for traffic on December 15, 1873. This line became known as the Glencoe Loop.

The Great Western Railway Company

Under Upper Canada Act 4, Wm. IV, Cap. 29, March 6, 1834, "The London and Gore Railroad Company" was incorporated to build a railroad from London to Burlington Bay within ten years and to Lake Huron within twelve years. This undertaking was not carried out.

Under Upper Canada Act 8, Vic., Cap. 86, March 29, 1845, the 1834 Act of Incorporation was revived with certain exceptions and amendments and the name of the Company was changed to "The Great Western Railroad Company."

Under Province of Canada Act 16, Vic., Cap. 99, April 22, 1853 the name of the Company was changed to "The Great Western Railway Company."

Under Agreements dated June 15, 1869, June 3, 1870 and December 23, 1872, The Great Western Railway Company leased the lines (168.66 miles) of the Wellington, Grey and Bruce Railway Company. Operation was taken over by The Grand Trunk Railway Company of Canada on August 12, 1882.

The Great Western Railway Company's Financial Act, 1871 (Dominion Act 34, Vic., Cap. 44, April 14, 1871), had the effect of amalgamating The Hamilton and Toronto Railway Company, The London and Port Sarnia Railway Company and The Canada Air Line Railway Company with "The Great Western Railway Company", forming one Corporation under the latter name.

Under Agreement dated January 1, 1878, The Great Western Railway Company leased the line (35.83 miles) of The Brantford, Norfolk and Port Burwell Railway Company. Operation was taken over by The Grand Trunk Railway Company of Canada on August 12, 1882.

HISTORY: (Cont'd.) Detroit, Grand Haven and Milwaukee Railway Company, organized on November 9, 1878, by Samuel Barker et al who had purchased the railroad of the Detroit and Milwaukee Railroad Company (188.59 miles) at a mortgage foreclosure sale thereof, on September 4, 1878 was subsequently controlled and operated by The Great Western Railway Company until the latter Company was amalgamated with The Grand Trunk Railway Company of Canada on August 12, 1882, when control and operation was taken over by The Grand Trunk Railway Company of Canada.

AMALGAMATION: Effective August 12, 1882, under agreement dated May 25, 1882, The Great Western Railway Company was amalgamated with "The Grand Trunk Railway Company of Canada" under the latter name (no ratification by Act of Parliament). The Grand Trunk Railway Company of Canada was amalgamated with "Canadian National Railway Company" January 31, 1923.

INVESTMENT IN AFFILIATED COMPANIES: Prior to amalgamation on August 12, 1882: The Great Western Railway Company owned all or the majority shares of the following companies, which stock upon amalgamation became the property of The Grand Trunk Railway Company of Canada:

The Galt and Guelph Railway Company	£ 48,593	\$ 236,485.44
Wellington, Grey and Bruce Railway Company	45,452	221,200.00
The London, Huron and Bruce Railway Company	21,421	104,250.00
The Brantford, Norfolk and Port Burwell Railway Company	6,164	30,000.00
Detroit, Grand Haven and Milwaukee Railway Company	308,219	1,500,000.00

LOCATION: Lines Owned:-

Great Western Railway Company

		<u>Miles</u>
Suspension Bridge	to London	119.94
London	" Windsor	109.97
Brantford	" Galt	19.08
Petrolia Junction	" Petrolia	4.70
Clifton Junction	" Port Robinson	<u>9.41</u>
	Total	263.10

London and Port Sarnia Railway

Komoka	to Sarnia	50.85
--------	-----------	-------

Canada Air Line Railway

Glencoe	to Fort Erie	145.64
---------	--------------	--------

Hamilton and Toronto Railway

Toronto	to Hamilton	36.11
---------	-------------	-------

Lines Owned 495.70

THE GREAT WESTERN RAILWAY COMPANY

LOCATION:
(Cont'd.)

Lines Leased:-

Galt and Guelph Railway

Galt	to Guelph Junction	<u>Miles</u> 15.20
------	--------------------	-----------------------

Wellington, Grey and Bruce Railway

Guelph Junction	to Wiarton	168.63
-----------------	------------	--------

London, Huron and Bruce Railway

Hyde Park Junction	to Wingham Junction	68.91
--------------------	---------------------	-------

Brantford, Norfolk and Port Burwell Railway

Brantford	to Tillsonburg Junction	35.83
-----------	-------------------------	-------

London and Port Stanley Railway

London	to Port Stanley	23.66
--------	-----------------	-------

Total Leased Lines		312.23
--------------------	--	--------

Trackage Rights:-

Welland Railway

Welland Junction	to Port Robinson	14.83
	Total	822.76

Lines in United States controlled:-

Detroit, Grand Haven and Milwaukee Railway Company

Detroit	to Grand Haven	187.77
---------	----------------	--------

Abandonments:-

Great Western Railway

Alford	to Harrisburg	2.84 (1923)
St. George	" Paris Junction	8.00 (1932)

London, Huron and Bruce Railway

Clinton Junction	to Wingham Junction	23.64 (1941)
------------------	---------------------	--------------

Detroit, Grand Haven and Milwaukee Railway Company

Spring Lake	to Grand Haven	1.96 (1870)
-------------	----------------	-------------

CAPITAL
STOCK:

Prior to amalgamation on August 12, 1882:

Issued:	5% Preference Stock	£ 505,753	\$ 2,461,331
	Ordinary Shares	<u>6,116,802</u>	<u>29,768,436</u>
		£6,622,555	\$32,229,767

All of the Share Capital was exchanged for 4% Guaranteed and Consolidated Stocks of The Grand Trunk Railway Company of Canada, under The Grand Trunk Railway Act, 1884 (Dominion Act 47, Vic., Cap. 52, April 19, 1884).

THE HALIFAX AND CAPE BRETON RAILWAY AND COAL COMPANY
(property included in "The Intercolonial Railway" from October 1, 1883)

INCORPORATED: April 4, 1876 - Nova Scotia Act 39, Vic., Cap. 74.

HISTORY:

Under Nova Scotia Act 35, Vic., Cap. 63, April 18, 1872, the first "Louisburg Extension Railway Company" was incorporated to construct a railway from New Glasgow to Louisburg to be commenced within two years, with power to connect the sections of railway on the east and west sides of the Strait of Canso by tunnel under the strait, or by steam ferry.

Under Nova Scotia Act 38, Vic., Cap. 66, May 6, 1875, the second "Louisburg Extension Railway Company" was incorporated for the purpose of constructing a railway from New Glasgow to Louisburg, and to keep a steam ferry across the Strait of Canso, to be commenced and vigorously prosecuted within three years.

Under Nova Scotia Act 39, Vic., Cap. 74, April 4, 1876, "The Halifax and Cape Breton Railway and Coal Company" was incorporated to construct, maintain and operate a railway from some convenient point on the existing railway between Truro and Pictou to the Strait of Canso, connecting by steam ferry with Cape Breton, thence to Louisburg with branches to Wycomah and West Bay, also to own and operate quarries, mines, etc.

In an endeavor to assist the Province of Nova Scotia in its efforts to secure construction of the line from New Glasgow to the Strait of Canso the Dominion Government offered, as authorized by Dominion Act 40, Vic., Cap. 46 of 1877 and Dominion Act 42, Vic., Cap. 12, 1879, to transfer the Pictou Branch Railway - Truro to Pictou Landing - to any company undertaking to build the line to Canso. The Halifax and Cape Breton Railway and Coal Company entered into a construction agreement with the Province of Nova Scotia, which included the line to Canso, and the Pictou Branch Railway was placed at its disposal.

The railway was completed and opened for traffic as follows:

New Glasgow	to Pirate Harbour	78.25 miles	September 1, 1879
Pirate Harbour	" Mulgrave	<u>.82</u> "	July 1, 1880
	Total	79.07 miles	

The Halifax and Cape Breton Railway and Coal Company, however, failed to carry out its agreement with the Province, and by authority of Nova Scotia

THE HALIFAX AND CAPE BRETON RAILWAY AND COAL COMPANY

HISTORY: Act 46, Vic., Cap. 21, March 9, 1883, the Province of Nova Scotia confiscated the Company's rights, including the lines from New Glasgow to the Strait of Canso which had become commonly known as the "Eastern Extension Railway," and the Pictou Branch Railway. This Branch had been constructed originally by the Province of Nova Scotia, but had become the property of the Dominion of Canada on July 1, 1867, under the terms of the British North America Act.

(Cont'd.)

Under Dominion P.C. 2483, December 22, 1883, and Nova Scotia P.C. December 28, 1883, confirmed by Dominion Act 47, Vic., Cap. 5, April 19, 1884, and Nova Scotia Act 47, Vic., Cap. 1, April 19, 1884, respectively, the line of railway from New Glasgow to the Strait of Canso commonly called the Eastern Extension Railway, and the steam ferry "Norwegian," together with the rights of the Province in the Pictou Branch Railway, was purchased by the Dominion Government for \$1,200,000, excluding new rolling stock and equipment which was acquired at the cost thereof, as of October 1, 1883. Since that date the Pictou Branch and Eastern Extension Railways, which were taken over by the Province of Nova Scotia under the name "Nova Scotia Railways," have formed part of The Intercolonial Railway. Operation was assumed January 9, 1884.

The line from the Strait of Canso to Sydney via the Bras D'Or Lakes and Grand Narrows was built by the Dominion Government and forms part of The Intercolonial Railway. It was opened for traffic in 1890 - 1891.

LOCATION: New Glasgow Division:

New Glasgow - Strait of Canso 79.59 miles
Steamer "Norwegian"

HALIFAX AND EASTERN RAILWAY COMPANY

(property included in "The Intercolonial Railway" from 1916).

INCORPORATED: April 28, 1906 - Nova Scotia Act 6, Edw. VII, Cap. 161.

HISTORY: Under Nova Scotia Act 59, Vic., Cap. 83, February 15, 1896, "The Halifax and Guysborough Railway Company, Limited" was incorporated to construct a railway from Halifax, via Musquodoboit Valley to Guysborough.

Under Nova Scotia Act 61, Vic., Cap. 126, March 11, 1898, "The Musquodoboit Railway Company, Limited" was incorporated to construct and operate a railway from Windsor Junction or from Dartmouth or Halifax, to Parker's Corner, etc., etc.

Under Nova Scotia Act 1, Edw. VII, Cap. 130, April 4, 1901, "Nova Scotia Eastern Railway Company, Limited" was incorporated to construct and operate a railway from New Glasgow to Country Harbor and Guysborough, etc., etc.

Under Nova Scotia Act 2, Edw. VII, Cap. 136, March 27, 1902, The Musquodoboit Railway Company, Limited and Nova Scotia Eastern Railway Company, Limited,

HISTORY:
(Cont'd.)

with the prior consent of shareholders of the respective companies, were amalgamated into a single corporation under the name "Nova Scotia Eastern Railway Company, Limited."

Under Nova Scotia Act 6, Ed. VII, Cap. 161, April 28, 1906, "Halifax and Eastern Railway Company" was incorporated to acquire, construct and operate a railway from Dartmouth to Guysborough and from New Glasgow to Country Harbor, etc., etc.

On June 7, 1906, Jas. J. Warren, Secretary of Nova Scotia Eastern Railway Company, Limited, wrote to the Minister of Railways and Canals, stating that his Company was not going to build and was transferring all its rights, including subsidies to Halifax and Eastern Railway Company.

Under Vote 103, Act 2, Geo. V, Cap. 2, 1912, \$85,000 was provided to pay for plans of Halifax and Eastern Railway Company, chargeable to Capital Account of The Intercolonial Railway.

The Department of Railways and Canals built in part the line from Dartmouth to Upper Musquodoboit between the years 1912 and 1916. Upon completion the line was merged in The Intercolonial Railway, and opened for traffic from Woodside to Upper Musquodoboit 66.63 miles on January 1, 1916.

The eastern section of the original project was not built at the time.

Under Dominion Act 19-20, Geo. V, Cap. 34, June 14, 1929, construction of the line from Sunny Brae to Guysborough by Canadian National Railway Company was authorized. Construction was commenced in November 1929, and about 67 miles of road bed were graded and bridges put in. In 1931 further work was abandoned.

LOCATION:

Dartmouth Subdivision - Halifax Division

Woodside to Upper Musquodoboit 66.63 miles

SUBSIDIES:

Nil.

THE HALIFAX AND SOUTH WESTERN RAILWAY COMPANY

(Included in "Canadian National Railway Company" from June 11, 1956).

Includes:

The Central Railway Company, Limited
 Nova Scotia Central Railway Company
 (formerly Nova Scotia, Nictaux and Atlantic Central Railway Co.)
 (formerly The Nictaux and Atlantic Railway Co.)
 The Halifax and Yarmouth Railway Company, Limited
 (formerly The Coast Railway Company of Nova Scotia, Limited)
 Liverpool and Milton Railway Company, Limited
 (formerly Liverpool and Milton Tramway Company, Limited)
 The Middleton and Victoria Beach Railway Company, Limited
 (formerly The Granville and Victoria Beach Railway and
 Development Co., Limited)
 Nova Scotia Southern Railway Company, Limited.

INCORPORATED: July 30, 1901 - Nova Scotia Order-in-Council.

HEAD OFFICE: Montreal, Quebec.

DECLARATORY: Declared to be works for the general advantage of Canada - Dominion Act 4-5, Geo. V, Cap. 20, June 12, 1914, "Canadian Northern Railway Guarantee Act 1914."

HISTORY: "The Central Railway Company, Limited"

Under Nova Scotia Act 54, Vic., Cap. 125, May 19, 1891, "The Central Railway Company, Limited" was incorporated to construct a railway from New Germany to Windsor, Windsor Junction, Bedford or Halifax, etc., etc.

Under Nova Scotia Act 59, Vic., Cap. 89, February 15, 1896, the Act of Incorporation was revived and amended and the purposes of incorporation were enlarged to include among others the acquisition of the property, rights, privileges, and franchises of Nova Scotia Central Railway Company.

Pursuant to Order of the Supreme Court of Nova Scotia, dated September 19, 1891, the properties and franchises of Nova Scotia Central Railway Company were sold by the sheriff of Lunenburg County at public auction to James D. Eisenhour and Fletcher B. Wade for the sum of \$515,000 on November 23, 1891. At the request of Messrs. Eisenhour and Wade the sheriff made a deed of the properties and franchises to The Central Railway Company, Limited. The sale was ratified and the properties and franchises vested in The Central Railway Company, Limited, under Nova Scotia Act 59, Vic., Cap. 90, February 15, 1896.

Under Nova Scotia Act 3, Ed. VI, Cap. 2, April 11, 1903, The Central Railway Company, Limited was authorized to sell and transfer its undertaking, franchises, and real and personal property to The Halifax and South Western Railway Company effective July 1, 1902.

"Nova Scotia Central Railway Company"

Under Nova Scotia Act 36, Vic., Cap. 40, April 30, 1873, "The Nictaux and Atlantic Railway Company" was incorporated to construct a railway from Middleton to Bridgewater and Mahone Bay.

HISTORY:
(Cont'd.)

Under Nova Scotia Act 38, Vic., Cap. 70, May 6, 1875, the name was changed to "Nova Scotia, Nictaux and Atlantic Central Railway Company."

Under Nova Scotia Act 49, Vic., Cap. 17, May 11, 1886, the name was changed to "Nova Scotia Central Railway Company." A mortgage of its properties and franchises was executed on January 1, 1890.

The railway was completed and opened for traffic as follows:

Lunenburg	to Middleton	72.08 miles	March 28, 1890
-----------	--------------	-------------	----------------

On September 19, 1891, following action by bondholders to foreclose the mortgage, the Supreme Court of Nova Scotia ordered that the properties and franchises be sold at public auction. The bondholders, James D. Eisenhaur and Fletcher B. Wade purchased the properties and franchises at sheriff's sale at public auction for the sum of \$515,000. At the request of Messrs. Eisenhaur and Wade the sheriff of Lunenburg County made a deed transferring the properties and franchises to "The Central Railway Company, Limited."

"The Halifax and Yarmouth Railway Company, Limited"

Under Nova Scotia Act 56, Vic., Cap. 154, April 28, 1893, "The Coast Railway Company of Nova Scotia, Limited." was incorporated to construct and operate a railway from Yarmouth to Lockeport.

The railway was completed and opened for traffic as follows:

Yarmouth	to Pubnico	28.30 miles	August 18, 1897
----------	------------	-------------	-----------------

Under Nova Scotia Act 62, Vic., Cap. 128, March 30, 1899, the name was changed to "The Halifax and Yarmouth Railway Company, Limited."

The railway was completed and opened for traffic as follows:

Pubnico	to Barrington Passage	21.70 miles	January 15, 1900
---------	-----------------------	-------------	------------------

Under agreement dated May 15, 1905, the undertaking, franchises, and property of the Halifax and Yarmouth Railway were sold and transferred to The Halifax and South Western Railway Company.

"Liverpool and Milton Railway Company, Limited"

Under Nova Scotia Act 59, Vic., Cap. 88, February 15, 1896, "Liverpool and Milton Tramway Company, Limited" was incorporated to construct and operate a tramway or railway, in and between the town of Liverpool and town of Milton, and on to the pulp mill. This Act became effective May 15, 1896.

Nova Scotia Act 63, Vic., Cap. 176, March 30, 1900, amended the name to "Liverpool and Milton Railway Company, Limited."

The railway was completed and opened for traffic as follows:

Liverpool	to Rapid Falls	4.63 miles	about March 1, 1897
-----------	----------------	------------	---------------------

HISTORY:
(Cont'd.)

Under authority of Nova Scotia Cap. 14, April 25, 1907, the undertaking, franchises and property of the "Liverpool and Milton Railway Company, Limited" were sold to The Halifax and South Western Railway Company. The property however, was not transferred until the fiscal year ended, June 30, 1911.

"The Middleton and Victoria Beach Railway Company, Limited"

Under Nova Scotia Act 60, Vic., Cap. 82, March 1, 1897, "The Granville and Victoria Beach Railway and Development Company, Limited" was incorporated to construct and operate a railway from Bridgetown, via Granville to Victoria Beach, etc., etc.

Nova Scotia Act 1, Ed. VII, Cap. 160, April 4, 1901, amends previous legislation and changes name to "The Middleton and Victoria Beach Railway Company, Limited."

Under Nova Scotia Act 3, Ed. VII, Cap. 175, April 11, 1903, the organization of The Middleton and Victoria Beach Railway Company was declared to be regular and legal notwithstanding Section 41, Cap. 82, 1897.

The railway was completed and opened for traffic as follows:

Middleton	to Port Wade	39.12 miles	January 30, 1907
-----------	--------------	-------------	------------------

Under authority of Nova Scotia Act 5, Ed. VII, Cap. 1, April 7, 1905, the undertaking, franchises and property of The Middleton and Victoria Beach Railway Company, Limited, were sold and transferred to The Halifax and South Western Railway Company. Agreement was executed April 3, 1906 and approved by Act 6, Ed. VII, Nova Scotia assented to April 28, 1906.

"Nova Scotia Southern Railway Company, Limited"

Under Nova Scotia Act 51, Vic., Cap. 82, April 16, 1888, "Annapolis and Atlantic Railway Company" was incorporated to construct and operate a railway from Annapolis to Liverpool with branches to Shelburne, Sand Point, Barrington and Lockeport.

Under Dominion Act 51, Vic., Cap. 73, May 22, 1888, "The Annapolis and Atlantic Railway Company" was incorporated to construct and operate a railway between the points mentioned above. While the name of the Company is not identical with the name incorporated under the Nova Scotia Act, the names of those applying for incorporation are almost the same in both instances. It is assumed the same Company is intended.

Under Nova Scotia Act 56, Vic., Cap. 65, April 28, 1893, the name was changed to "Nova Scotia Southern Railway Company."

Under Nova Scotia Act 57, Vic., Cap. 76, February 12, 1894, a new Company under the name "Nova Scotia Southern Railway Company, Limited" was incorporated to construct and operate a railway from Annapolis to Liverpool with a main branch to Shelburne and Sand Point and branches to Barrington, Lockeport, Halifax, etc.

Under Nova Scotia Cap. 3, April 11, 1903, the lands, franchises, powers, rights and privileges of Nova Scotia Southern Railway Company, Limited were vested in The Halifax and South Western Railway Company.

HISTORY:
(Cont'd.)

The railway was completed and opened for traffic as follows:

Caledonia Jct. to Caledonia 21.92 miles December 8, 1903

"The Halifax and South Western Railway Company"

Under authority of Nova Scotia Act 1, Ed. VII, Cap. 3, April 4, 1901, the Governor in Council of Nova Scotia granted a charter, July 30, 1901, to Wm. Mackenzie, D.D. Mann, and R.J. Mackenzie in the name "The Halifax and South Western Railway Company" to construct and operate a railway from Halifax to Yarmouth etc. The charter was confirmed by Nova Scotia Cap. 2, March 27, 1902, which Act also exempted forever from municipal taxation the railways of the Company including lands for right of way and station purposes, tracks, stations and other buildings, rolling stock and equipment.

Under agreement dated August 20, 1901, with the Government of Nova Scotia, confirmed by Nova Scotia Act 2, Ed. VII, Cap. 1, March 27, 1902, the Company undertook to construct and operate the railway to provide transportation facilities in sections previously unserved, and to develop lumbering and other natural resources.

The railway was completed and opened for traffic as follows:

Halifax	to Mahone Jct.	67.86 miles	October 27, 1904
Bridgewater Jct.	" Liverpool	30.02 "	January 30, 1905
Liverpool	" Barrington Passage	86.71 "	January 30, 1905
Nictaux	" Torbrook Mines	<u>4.16</u> "	about July 1, 1910
	Total	188.75 miles	

Under Nova Scotia Act 3, Ed. VII, Cap. 2, April 11, 1903, The Halifax and South Western Railway Company was authorized to acquire the undertaking, franchises, and real and personal property of The Central Railway Company, Limited. The transfer of property became effective July 1, 1902.

Under Nova Scotia Act 3, Ed. VII, Cap. 3, April 11, 1903, the lands, franchises, powers, rights and privileges of Nova Scotia Southern Railway Company, Limited were vested in The Halifax and South Western Railway Company. The transfer became effective July 1, 1902.

Under agreement dated May 15, 1905, authorized by Nova Scotia Cap. 1, April 17, 1905, the undertaking, franchises, and property of The Halifax and Yarmouth Railway Company, Limited, were purchased and transferred to The Halifax and South Western Railway Company.

Under authority of Nova Scotia Act 5, Ed. VII, Cap. 1, April 17, 1905, the undertaking, franchises, and property of The Middleton and Victoria Beach Railway Company, Limited were acquired and transferred to The Halifax and South Western Railway Company under agreement dated April 3, 1906, confirmed by Act 6, Ed. VII, Cap. 2, assented April 28, 1906.

Under authority of Nova Scotia Act 7, Ed. VII, Cap. 14, April 25, 1907, the undertaking, franchises and property of Liverpool and Milton Railway Company, Limited, were acquired and transferred to The Halifax and South Western Railway Company. The property was not actually transferred until the fiscal year ended, June 30, 1911.

THE HALIFAX AND SOUTH WESTERN RAILWAY COMPANY

AMALGAMATION: On June 8, 1954, The Halifax and South Western Railway Company and eleven other companies were amalgamated into one company under the name "Canadian Northern Consolidated Railways." The latter Company was amalgamated with "Canadian National Railway Company" June 11, 1956.

PROPERTY INVESTMENT: Included in property accounts of Canadian Northern Railway, and is not recorded separately.

SUBSIDIES: Subsidies and Land Grants were as follows: (Statistics of Steam Railways - 1938 - P. 63 & 65).

The Coast Railway Company of Nova Scotia, Limited			
Dominion	\$	160,000	
Nova Scotia		160,000	
Municipal		15,339	\$ 335,339

The Halifax and South Western Railway Company			
Dominion	\$	1,238,451	
Municipal		88,847	\$1,327,298

Liverpool and Milton Railway Company, Limited			
Dominion	\$		32,000

Nova Scotia Central Railway Company			
Dominion	\$	235,200	
Nova Scotia			150,000 acres

Middleton and Victoria Beach Railway Company Limited			
Dominion	\$	125,760	
		\$2,055,597	150,000 acres

LOCATION:	Halifax Division:	<u>Road Miles</u>	
	Halifax and South Western Railway		
	Halifax to Mahone	67.86	
	Bridgewater Jct. to Barrington Passage	116.73	184.59
	The Central Railway		
	Nova Scotia Central Railway		
	Lunenburg to Middleton	72.08	72.08
	Halifax and Yarmouth Railway		
	Barrington Passage to East Pubnico	21.70	50.00
	Coast Railway of Nova Scotia		
	East Pubnico to Yarmouth	28.30	
	Liverpool and Milton Railway		
	Liverpool to Liverpool Town	.90	.90
	Milton to Rapid Falls		
	Middleton and Victoria Beach Railway		
	Middleton Jct. to Bridgetown	13.66	13.66
	Bridgetown to Granville Centre		
	Granville Centre to Port Wade		
	Nova Scotia Southern Railway		
	New Germany to Caledonia	21.92	21.92
			<u>343.15</u>

THE HALIFAX AND SOUTH WESTERN RAILWAY COMPANY

ABANDONMENTS:	Halifax & S.W. Junction	to Mile 1.50	1.50 miles	1919-20
	Bridgetown	" Granville Centre	8.67 "	1935
	Granville Centre	" Port Wade	17.02 "	1924
	Nictaux	" Torbrook Mines	3.41 "	1928
	Milton Junction	" Rapid Falls	3.68 "	1932
			<u>34.28</u> miles	

CAPITAL
STOCK:

Prior to amalgamation on June 8, 1954:

Authorized: 10,000 shares of \$100 each - \$1,000,000
 Issued: 10,000 shares of \$100 each - \$1,000,000

Under agreement dated July 14, 1914, the Contractors (Mackenzie, Mann & Company, Limited, Sir William Mackenzie and Sir Donald D. Mann) transferred all the shares of capital stock to the Trustee, free of prior charges, to become and remain the property of The Canadian Northern Railway Company to form part of the mortgaged premises under Trust Deed dated July 15, 1914. Payment was included in the \$23,000,000 of capital stock of The Canadian Northern Railway Company issued to the Contractors in consideration of their turning over control of the companies as set out in The Canadian Northern Guarantee Act, 1914, Dominion Cap. 20, June 12, 1914.

Upon amalgamation on June 8, 1954, the outstanding share certificates were cancelled and in substitution therefor common stock of Canadian Northern Consolidated Railways of equal value was included in the share certificate issued by Canadian Northern Consolidated Railways to The Canadian Northern Railway Company.

FUNDED DEBT: The Halifax and South Western Railway Company 3½% First Mortgage, 30 year, Debenture Bonds Secured by Trust Deed dated October 1, 1912, and maturing September 30, 1942, guaranteed by the Canadian Northern Railway Company according to tenor.

Amount authorized: \$7,600,000.00
 Amount issued: 5,663,666.66

The amount payable to the Nova Scotia Government was settled by the Governor in Council and adjusted at the sum of:

\$4,447,000.00

This mortgage was discharged on maturity on September 30, 1942.

As at June 8, 1954 - nil.

THE HAMILTON AND NORTH WESTERN RAILWAY COMPANY

(Included in "Canadian National Railway Company" from January 31, 1923).

INCORPORATED: March 2, 1872 - Ontario Cap. 55.

DECLARATORY: Declared to be for the general advantage of Canada - Dominion Cap. 24,
May 25, 1883.

HISTORY: "The Hamilton and Lake Erie Railway Company"

The Hamilton and South Western Railway Company was incorporated on May 30, 1855, under Province of Canada Act 18, Vic., Cap. 193, to build a railway from Hamilton to Otterville. This charter was repeated by Act 19, Vic., Cap. 22. Province of Canada on May 16, 1856 as line was being built by the Hamilton and Port Dover Railway Company.

Under Province of Canada Act 16, Vic., Cap. 102, April 22, 1853, "The Hamilton and Port Dover Railway Company" was incorporated to build a railway between Hamilton and Port Dover. Due to financial embarrassment after expending a large amount of money on construction between Hamilton and Caledonia work was suspended. The Company became indebted by virtue of certain judgments at law and was entitled to sundry debts and claims due it.

Under Ontario Act 32, Vic., Cap. 35, December 24, 1869 the charter was revived for the purpose of settling their financial affairs but not for proceeding with construction.

Under Ontario Act 33, Vic., Cap. 36, December 24, 1869, "The Hamilton and Lake Erie Railway Company" was incorporated to build from Hamilton to Caledonia or Cayuga. The Act also vested the interest which mortgaged and a judgment creditor had in The Hamilton and Port Dover Railway in Adam Hope, John Brown and William McGivern, as Trustees for sale, and gave "The Hamilton and Lake Erie Railway Company" the right to purchase the lands, privileges and appurtenances comprised in the mortgages.

Ontario Act 36, Vic., Cap. 85, March 29, 1873, confirmed the purchase by The Hamilton and Lake Erie Railway Company of the properties and rights of The Hamilton and Port Dover Railway Company.

The line was completed and opened for traffic as follows:

Hamilton, King St.	to Jarvis	31.50 miles	about January 1, 1875
Jarvis	" Port Dover	8.88 miles	about January 1, 1879
Total		40.38 miles	

Under agreement dated August 11, 1875, and as authorized by Ontario Act 39, Vic., Cap. 72, February 10, 1876, The Hamilton and Lake Erie Railway Company and The Hamilton and North Western Railway Company were amalgamated under the latter name.

"The Hamilton and North Western Railway Company"

Under Ontario Act 35, Vic., Cap. 55, March 2, 1872, "The Hamilton and North Western Railway Company" was incorporated to construct a railway from Hamilton through the Counties of Wentworth, Halton, Peel and Simcoe

HISTORY:
(Cont'd.)

to a point on one of the bays bordering on the Township of Tay, with power to extend to Lake Nipissing.

Under agreement dated August 11, 1875, and as authorized by Ontario Act 39, Vic., Cap. 72, February 10, 1876, The Hamilton and Lake Erie Railway Company and the Hamilton and North Western Railway Company were amalgamated under the latter name.

From July 1, 1879, to February 24, 1888, The Hamilton and North Western Railway Company and The Northern Railway Company of Canada were worked by a Joint Executive Committee (under the title of the "Northern and North Western Railway" which was organized on June 6, 1879, pursuant to agreement of that date between the two Companies.

The Hamilton and North Western Railway was completed and opened for traffic as follows:

Hamilton	to	Barrie	99.04 miles	January 1, 1878
Alliston	"	Glencairn	20.25 "	January 1, 1878
Glencairn	"	Collingwood	19.18 "	January 1, 1879
			138.47 miles	

Under Dominion Cap. 24, 1883 the railway was declared to be for the general advantage of Canada.

AMALGAMATION: Effective February 24, 1888, under Deed of Union dated January 24, 1888, The Hamilton and North Western Railway Company, The Northern Railway Company of Canada and The Grand Trunk Railway Company of Canada were amalgamated into one Company under the latter name. Dominion Act 51, Vic., Cap. 58, May 4, 1888, enacted that it no longer be necessary to keep separate accounts for these two companies.

DONATIONS
AND GRANTS:

Subsidies were as follows: (Statistics of Steam Railways - 1938 P.62).

Hamilton and North Western Railway Company

<u>Subsidies</u>	<u>Ontario</u>	<u>Municipality</u>	<u>Total</u>
City of Hamilton		\$ 99,733	
Village of Georgetown		11,289	
County of Peel		30,974	
County of Simcoe		354,007	
Town of Collingwood		12,084	
Township of Innisfil		22,592	
Township of Woodhouse		20,740	
Township of Adjala		2,500	
Township of Esaa		2,500	
Township of Tossoronto		10,000	
Township of Mulmur		5,000	
Village of Alliston		8,000	
Township of Nottawasaga		20,386	
Province of Ontario	565.020		
Total	\$565.020	\$599,805	\$1,164,825

THE HAMILTON AND NORTH WESTERN RAILWAY COMPANY

DONATIONS
AND GRANTS:

Northern Railway Company of Canada

<u>Subsidies</u>	<u>Ontario</u>	<u>Municipality</u>	<u>Total</u>
City of Toronto		\$100,000	
Town of Barrie		30,000	
Town of Orillia		12,000	
Township of Collingwood, Euphrasia and St. Vincent		99,480	
Province of Ontario	196,188		
Total	\$196,188	\$241,980	\$ 438,168

LOCATION: Mileage in operation December 31, 1960:

Hagersville SD Mile 0.52	to Mile 0.91	0.39 miles
Beach Junction	" Burlington	5.59 "
Burlington	" Allandale	82.49 "
	Total	88.47 miles
Hamilton and Lake Erie Railway		
Hamilton	to Jarvis	31.25 miles
Total mileage in operation		119.72 miles

Abandonments:

Allandale	to Barrie	1879	3.50 miles
Hamilton	" Beach Junction	1930	5.08 "
Alliston	" Creemore	1955	18.46 "
Allimil	" Alliston	1960	5.52 "
Creemore	" Lake Junction	1960	16.18 "
Jarvis	" Port Dover	1931	8.76 "
Various adjustments			1.63 "
Total abandonments			59.13 miles

CAPITAL
STOCK:

Prior to amalgamation on February 24, 1888:

Ordinary Stock	\$997,400	(£204,945)
Preference Stock	827,333	(£170,000)

Under the terms of Deed of Union all Ordinary Stock was exchangeable for Ordinary Stock of The Grand Trunk Railway Company of Canada.

The Preference Stock was exchanged for First and Second Preference Stock of The Grand Trunk Railway Company of Canada as provided under The Grand Trunk Railway Act, 1888 (Dominion Cap. 58, May 4, 1888).

LONG-TERM
DEBT:

Prior to amalgamation on February 24, 1888:

6% First Mortgage Bonds	£450,000
Joint Equipment Bonds	66,000

HARLEM EXTENSION RAIL ROAD COMPANY

INCORPORATED: November 5, 1845.

HISTORY: The Western Vermont Railroad Company was incorporated on November 5, 1845 and the road was opened to the Troy and Bennington Railroad at New York State line in July 1852, and North Bennington to Bennington in 1854.

Rutland	to Bennington	57.00 miles
North Bennington	" New York State Line	<u>2.00 miles</u>
	Total	59.00 miles

On January 1, 1857 the mortgage trustees took possession of the road and leased it on January 16, 1857 to the Troy and Boston Railroad Company for ten years for \$36,000 a year.

The Lebanon Springs Railroad Company was organized March 28, 1882, and the road opened in 1869. It was consolidated with the Pine Plains and Albany Railroad Company on December 18, 1872, and leased to the New York, Boston and Montreal Railroad Company.

The Harlem Extension Railroad Company was organized January 1, 1870 by the consolidation of the Lebanon Springs Railroad Company and the Bennington and Rutland Railroad Company.

About 1857 the Western Vermont Railroad Company became bankrupt and was reorganized as the Bennington and Rutland Railroad Company.

The Harlem Extension Railroad was leased to and operated by the New York, Boston and Montreal Railway Company until December 1, 1873, on which date the Central Vermont Railroad Company assumed the operation.

HARVEY ELEVATOR COMPANY

HISTORY: Under agreement and deed of lease dated March 14, 1905, the Grand Trunk Western Railway Company leased to the Harvey Elevator Company for a period of years beginning March 14, 1905 and ending December 31, 1915, subject to renewal, certain lands at Harvey, Illinois, for the purpose of enabling the Elevator Company, to erect and maintain on said lands buildings to be used as a warehouse for the storage of grain, a dryer and other appurtenances to be connected with the grain elevator owned by the Elevator Company on land leased from the Railway Company to provide for the expeditious handling of grain in connection with traffic over the Grand Trunk Railway System.

Under Deed of Lease dated July 14, 1906 between the Grand Trunk Railway Company of Canada and the Harvey Elevator Company the lease of March 14, 1905 was cancelled and a new arrangement was entered into covering the buildings erected and to be erected on the lands of the Elevator Company and the Railway Company.

Under date of July 14, 1906 the Grand Trunk Western Railway Company agreed to an assignment of the above lease to the Rogers Grain Company.

HARVEY ELEVATOR COMPANY

HISTORY:
(Cont'd.)

Under agreement dated July 14, 1906, between the Grand Trunk Western Railway Company and the Harvey Elevator Company the Grand Trunk Western Railway Company agreed to purchase 550 shares of the Capital Stock of the Harvey Elevator Company of a par value of \$100 each for \$55,000, \$30,000 of which was paid in cash and the balance of \$25,000 was to be paid on the basis of \$3.00 per car. The shares were paid for and delivered but no payments were made on the \$3.00 per car.

Under agreement dated December 20, 1916 between the shareholders of the Harvey Elevator Company and the Grand Trunk Western Railway Company it was agreed that the Harvey Elevator Company would be dissolved and its charter surrendered after the sale of the plant and property to C.T. Peavey.

HUDSON BAY RAILWAY

(Owned by Crown and operated by "Canadian National Railway Company" as agent of Minister of Transport).

HISTORY:

In 1906 The Canadian Northern Railway Company submitted, for approval, to the Minister of Railways and Canals, a route map of a line of railway from a point on its Prince Albert Branch to Fort Churchill, basing its application upon its rights as successor to The Winnipeg Great Northern Railway Company. The route was approved.

The Canadian Northern Railway Company built from what is now Hudson Bay Junction in Saskatchewan to The Pas, Manitoba and left the project in abeyance. This branch was opened for traffic February 28, 1910.

In 1909, the Dominion Government, on urgent representation from Western Members and business groups, surveyed routes for possible railway line from The Pas to either Churchill or Port Nelson on Hudson Bay. Port Nelson was eventually chosen as the Bay Terminus by the Honourable F. Cochrane in 1911-12.

Construction of the line as a Dominion Government work commenced about 1911, the work being let by contract in three sections. In 1918, due to financial stringency and the more important problems issuing from the Great War, work was suspended, the line being then completed to about Kettle Rapids.

Under Dominion Order in Council P.C. 2854 November 20, 1918, the Board of Directors of The Canadian Northern Railway Company were appointed a Board of Management of Canadian Government Railways, and Dominion Order in Council P.C. 2482, December 13, 1919, declared Hudson Bay Railway to be part of Canadian Government Railways.

Under Dominion Order in Council P.C. 115, January 20, 1923, entrustment to the Board of Directors of The Canadian Northern Railway Company was terminated and management and operation of Canadian Government Railways was entrusted to the Board of Directors of Canadian National Railway Company.

HISTORY: Under Vote of Parliament construction work on Hudson Bay Railway was resumed in 1926.

Under Dominion Order in Council P.C. 974, June 25, 1926, entrustment to Canadian National Railway Company for management and operation was withdrawn and contract was entered into for rehabilitation and completion of the line by Canadian National Railway Company as agent of the Minister of Railways and Canals.

The Honourable Charles A. Dunning, Minister of Railways and Canals, in a letter dated January 5, 1927, to Mr. Frederick Palmer, requested him to make an investigation into the relative merits of Port Nelson and Fort Churchill as a terminus for the Hudson Bay Railway. Mr. Palmer submitted a preliminary report on August 24, 1927 to the Honourable Charles A. Dunning strongly recommending that Churchill be made the port terminal of the Hudson Bay Railway because it affords by far the best possible opportunity for the development of trade through the Hudson Bay. The Final Report in October 1927 confirmed this recommendation. The Government decided to act on Mr. Palmer's recommendations and immediately the work of moving of plant and material to Churchill began. Work was carried on under the supervision of Canadian National Railways during 1928 and 1929.

On Saturday November 1, 1928, a train service was put into effect leaving The Pas on Saturday November 1, and arriving at Herchmer Mile 4.12 on Monday at 2.00 P.M.

On Wednesday September 28, 1929, the first return trip over the railway to Churchill was completed when "The Muskeg" reached The Pas. This train had left The Pas with officials and other passengers on Saturday, September 14, at noon and reached Churchill early Monday morning on September 16, 1929.

A tri-weekly mixed freight and passenger train service was put into operation between The Pas and Herchmer on May 3, 1930, mixed trains were operated between Herchmer and Churchill, but not for the carriage of regular passenger service.

Under Dominion Order in Council P.C. 1100, June 27, 1929, the Agreement whereby Hudson Bay Railway was operated by Canadian National Railway Company as agent of the Minister of Railways and Canals was renewed. Since April 1, 1935 the Department of Transport provided separate appropriations for the operating deficit and for additions and betterments to the property.

The Port facilities at Churchill are administered by the National Harbours Board of Canada, having been transferred to that Board by Dominion Order in Council P.C. 397, February 27, 1937.

Under Dominion Order in Council P.C. 3340 dated July 27, 1948, Hudson Bay Railway was again entrusted to Canadian National Railway Company for management and operation effective August 1, 1948. The operating results are not included in Canadian Government Railways. The Government provides funds to cover operating deficits and amounts required for additions and betterments to the property, and any surplus from operations is remitted to the Government.

Under Order in Council P.C. 1958-217 dated February 7, 1958, the management and operation of the Hudson Bay Railway was transferred to the

HUDSON BAY RAILWAYHISTORY:
(Cont'd.)

Canadian National Railway Company as from and after January 1, 1958.
This means that the Canadian National Railway Company now operates the Hudson Bay Railway on the surplus or deficit of the Canadian National Railways system in the same manner as it does in respect of other Government railways intrusted to the Company for management and operation.

PROPERTY
INVESTMENT:

As at March 31, 1960:

Hudson Bay Railway	\$36,702.008
--------------------	--------------

DONATIONS
AND GRANTS:

Subsidies were (Statistics of Steam Railways of Canada - 1938, P. 69):

Province of Manitoba	2,300.89 acres of land.
----------------------	-------------------------

LOCATION:

The Pas - Churchill, Manitoba	509.89 miles.
-------------------------------	---------------

THE IMPERIAL ROLLING STOCK COMPANY LIMITED

HISTORY:

The Imperial Rolling Stock Co. Ltd. was incorporated by Letters Patent of the Province of Ontario, issued March 12, 1902.

Under an Agreement dated October 30, 1902 the Imperial Rolling Stock Co. Ltd. purchased certain rolling stock from Mackenzie, Mann and Co. Ltd., and paid part of the purchase price of said rolling stock by the issue to Mackenzie, Mann and Co. Ltd. of \$300,000 fully paid up shares.

The majority of the shares of Capital Stock issued when the Company was formed was held by Mackenzie, Mann and Co, Ltd., the others being held by various individuals in 1919. Mackenzie Mann and Co. Ltd. agreed to transfer their interest in the Capital Stock, which was entirely valueless, to the Canadian Northern Railway Company and the majority of the stockholders agreed to do the same. All the stock was turned in except 545 shares.

Capital Stock authorized	\$ 1,000,000
" " issued	300,000
" " held by the System	245,500

The stock was held as follows:

Canadian Northern Rolling Stock Ltd.	\$ 210,400
Canadian National Realties Ltd.	34,500
R. P. Ormsby	100
5 Directors	<u>500</u>
Total -	245,500
Outstanding in hands of public	<u>54,500</u>
Total issued -	\$ 300,000

The charter of the Company was surrendered on April 15, 1929 by a letter to the Provincial Secretary of Ontario, dated - April 15, 1929.

INDUSTRIAL LAND COMPANY
(wholly owned subsidiary of Grand Trunk Western Railroad Company)

Incorporated: February 20, 1930 - State of Michigan - Expires in 30 years from date.

Head Office: Detroit, Michigan.

History: On February 20, 1930, Industrial Land Company was incorporated in the State of Michigan (Articles of Association were filed with Secretary of State on that date) for the purpose of acquiring lands held by Grand Trunk Western Railroad Company and Canadian National Railway Companies in the States of Michigan and Illinois, not required for operating purposes, which were subject to either sale or lease, with authority to buy, sell, lease, hold or improve real estate and the fixtures and personal property incidental thereto; to hold, manage, deal with or improve the property of the Company and to sell, lease, mortgage, pledge or otherwise dispose of land or other property of the Company.

Necessity for incorporation of a company for a similar purpose in the State of Illinois was avoided by transferring property not required for operating purposes and situated in Illinois to Chicago Title and Trust Company to be held in Trust for Industrial Land Company.

Directors Resolution of February 20, 1930 authorized issuance of Debentures of unlimited amount as necessities of the Corporation require, in one or more series which may vary as to date, amount, date of maturity, and rate of interest.

Investment in Miscellaneous physical property:	As at December 31, 1955:	\$664,478.00
---	--------------------------	--------------

Advances to GTWRR Co.:	As at December 31, 1955:	\$473,127.18
---------------------------	--------------------------	--------------

Capital Stock:	Authorized: 2000 shares NPV common stock (nominal price \$1 per share).	
	Issued: 1000 shares NPV common stock	\$1,000 (book value).

The entire capital stock is owned by Grand Trunk Western Railroad Company. 1 Certificate covering 995 shares of NPV common stock in the name of Grand Trunk Western Railroad Company, and 5 certificates covering 5 shares of NPV common stock in the names of directors (endorsed in blank) are held in Royal Trust Company vaults, Montreal - unpledged.

Funded debt:	Outstanding as at December 31, 1955:	\$2,564,000
--------------	--------------------------------------	-------------

Temporary Certificates T1, and T2, covering 50 year 6% Gold Debentures, Series "A", issued under Trust Deed dated February 15, 1930, and maturing February 15, 1980, in the amount of \$1,576,000 representing 75% of appraised value of property of \$2,101,260, and \$988,000 representing appraised value of property, respectively, in the name of Grand Trunk Western Railroad Company are held in Royal Trust Company vaults, Montreal - unpledged.

INDUSTRIAL LAND COMPANY

Dissolution: The Michigan Corporation and Securities Commission advised that the application for dissolution had been granted and that the Corporation officially ceased to exist on May 4, 1960.

THE INTERCOLONIAL AND PRINCE EDWARD ISLAND RAILWAYS EMPLOYEES' PROVIDENT FUND

(Closed to new entrants August 7, 1929).

ESTABLISHED: April 1, 1907 - Dominion Cap. 22, March 22, 1907.

HEAD OFFICE: Moncton, N.B.

HISTORY: Under Dominion Cap. 22, March 22, 1907, "The Intercolonial and Prince Edward Island Railways Employees' Provident Fund" was established, effective April 1, 1907, for the purpose of providing life allowances for employees who are retired after rendering long and faithful service, either on account of old age or physical or mental infirmity, or on account of permanent disablement as a result of injuries received while on duty.

Dominion Cap. 5, May 1, 1929, empowered the Governor in Council to close The Intercolonial and Prince Edward Island Railways Employees' Provident Fund to new entrants and with respect to any employee who at the time of or after such closing is a contributing member to permit of his withdrawal as a member upon terms and conditions to be approved by the Governor in Council, and, in order to provide for the payment of pension allowances on retirement to Canadian Government Railways employees who are not members of the said Fund, to apply or to make applicable to such employees the same or similar rules and regulations for pension allowances as are or may from time to time be in effect and applicable to Canadian National Railways employees under the Canadian National Railways Pension Act (Dominion Cap. 4, May 1, 1929).

Under the authority above cited Dominion P.C. 1447, August 7, 1929, ordered that the Fund be forthwith closed to all new entrants, and that with respect to those employees of the Canadian Government Railways in the service upon or after August 7, 1929, who are not members of the said Fund, the rules and regulations for pension allowances as are or may be in effect from time to time and applicable to Canadian National Railways employees under the Canadian National Railways Pension Act shall apply and be applicable to such Canadian Government Railways employees.

MEMBER CONTRIBUTIONS: Members contribute through current payroll deduction, $1\frac{1}{2}\%$ of wages including overtime allowances.

As at December 31, 1960, there were 1,296 contributing members. Member contributions to December 31, 1960, totalled \$11,391,816.

RAILWAY CONTRIBUTIONS: The railway is required to contribute out of its gross revenues an amount equal to the employees contributions, but not exceeding \$100,000 in any one year. Prior to 1914-15, the maximum was not reached, but since then \$100,000 has been contributed each year. Contributions under this heading to December 31, 1960, totalled \$5,265,550.

ADDITIONAL RAILWAY CONTRIBUTIONS: The Fund became insolvent in 1925. The Act provides that in such circumstances either the contributions by the members be increased or the monthly pensions be ratably reduced so that the expense may be brought within the limit of the Fund.

THE INTERCOLONIAL AND PRINCE EDWARD ISLAND RAILWAYS EMPLOYEES' PROVIDENT FUND

- ADDITIONAL RAILWAY CONTRIBUTIONS: (Cont'd.) It was desired however, to maintain pension payments at the existing scale without increasing the members' contributions and by resolution of the Board of Directors of the Canadian National Railway Company, special contributions by the Railway to offset current annual deficits in the Fund were authorized. Although no written authority was obtained from the Dominion Government for such action, such special contributions have been made annually commencing in 1925. Contributions under this heading to December 31, 1960, totalled \$84,837, 512.
- GOVERNMENT CONTRIBUTIONS: By resolution of The Intercolonial and Prince Edward Island Railways Employees' Provident Fund Board at Moncton, May 3, 1921, the minimum pension of \$240 per annum provided under the Act was increased effective April 1, 1921, to \$30 per month. Effective with the year 1921 the Dominion Government has contributed an amount necessary to meet the increased cost due to raising the minimum, such contributions being covered by separate vote each year included in Estimates of Department of Railways and Canals (now Department of Transport). Contributions to December 31, 1960, totalled \$953,369.
- AMOUNT OF PENSION: The amount of pension at age 65 years or over, payable during the lifetime of the pensioner, equals $1\frac{1}{2}\%$ (for each year of service) of the average earnings for the eight years immediately preceding retirement, the minimum being increased from \$20 per month to \$30 per month effective April 1, 1921, and the maximum being two-thirds of the average earnings.
- PRIVILEGE OF TRANSFER TO CNR PENSION PLAN: Although a member of this Fund is able to acquire the right to a high pension for a very low contribution, the plan provides no right to elect the type of pension. That is, the plan does not permit the member to select a joint and survivor, or time-guarantee type pension.
- Representations were received from members requesting that the plan be amended to provide these options. The matter was carefully considered by the Canadian National Railways Pension-Co-ordinating Committee which was of the opinion that no change should be made in the rules of the Provident Fund, but that contributors to the Fund should be afforded the opportunity of placing themselves in the same pension position as other Canadian National Railways employees by transferring to the C.N.R. Pension Plan.
- The Board of Directors of the Canadian National Railway Company at their meeting held November 25, 1955, approved a recommendation to this effect to the Minister of Transport. The recommendation was incorporated in Dominion Order in Council P.C. 1956-29/353, March 8, 1956. All contributing members of the Provident Fund were informed of the opportunity which was available to them, up to December 31, 1956, to elect to transfer to the C.N.R. Pension Plan. A total of 3,021 contributing members were canvassed; 2,781 elected to remain in the Provident Fund; 130 made no election; and 110 elected to transfer to the C.N.R. Pension Plan.
- In view of the reopening of the right of transfer from the 1935 Plan (Part I) to the 1959 Plan, it was felt that the opportunity of transferring from the Provident Fund to the 1959 Plan should be similarly reopened. By Order in Council P.C. 1958-47/1660, approved on December 12, 1958, all contributing members of the Provident Fund as at January 1, 1959, would be eligible to transfer to the Canadian National Railways 1959 Plan on the same terms and conditions as mentioned above provided they so elected on or prior to December 31, 1959.

THE INTERCOLONIAL AND PRINCE EDWARD ISLAND RAILWAYS EMPLOYEES' PROVIDENT FUND

PRIVILEGE OF TRANSFER TO CNR PENSION PLAN: All contributing members of the Provident Fund were informed of the opportunity available to them during 1959. A total of 1,941 contributing members were canvassed; 1,435 elected to remain in the Provident Fund, 420 made no election, and 86 elected to transfer to the 1959 Plan.

(Cont'd.)

ADMINISTRATION: The Fund is administered by the Minister of Transport through a Board consisting of five persons, one of whom is the General Manager of the Railway who, when present, acts as Chairman, two are appointed by the Minister of Transport from among the chief officers of the railway and the remaining two are elected triennially by contributing members of the Fund.

Number of retired employees who have died from the first of April, 1907 to the end of February, 1961	5,975
Number of retired employees who have transferred to C.N. Pension Plan	2
Number of retired employees who have returned to work during the same period	19
Number of Provident Fund during the month of February, 1961	<u>4,133</u>
Number of employees who have been retired and placed on the Provident Fund from the first of April, 1907 to the end of February, 1961	10,129
Average pension payment as of December 31, 1960	\$136.03

ACCOUNTING: The amount contributed by members (effected through current payroll deductions), the amount contributed by the Dominion Government to increase the minimum pension from \$20 to \$30 per month, and the amount contributed by the railway to offset the deficit in the Fund is credited to a special account. An offsetting charge is made to the same account when Canadian National Railways deposit these funds monthly in a Department of Transport Deposit Account in the Bank of Montreal, Ottawa, under the heading "Intercolonial and Prince Edward Island Railways Employees' Provident Fund," against which the monthly pension cheques are drawn. The balance in this Deposit Account at the close of each fiscal year's accounts, representing the amount of pension cheques issued but not presented for payment as of that date, is reflected in the Public Accounts of Canada under the heading "Miscellaneous Deposit and Trust Accounts - Department of Transport."

The monthly pension payroll is prepared by the Secretary of the Provident Fund Board at Moncton and passed to the railway Accounting Department at Moncton, in which office the payroll is audited and the pension cheques are written. Specially printed Dominion of Canada cheques drawn on the "Intercolonial and Prince Edward Island Railways Employees' Provident Fund" Deposit Account of the Department of Transport are used. After the cheques are written and signed they are mailed from Moncton, N.B. direct to the address of the respective recipients based on information furnished by them to the Secretary of the Provident Fund Board. The negotiated cheques are returned by the bank to the Department of Transport.

MEMBERSHIP: As of December 31, 1960 1,296 active C.N.R. employees were members of this Fund rather than of the C.N.R. Pension Plan. The Fund, which was established by Act of Parliament in 1907, became insolvent in 1923 and its liabilities were assumed by the C.N.R. It was closed to new members in 1929 when a C.N.R. Pension Plan was first established.

THE INTERCOLONIAL AND PRINCE EDWARD ISLAND RAILWAYS EMPLOYEES' PROVIDENT FUND

MEMBERSHIP: Members of the Fund contribute $1\frac{1}{2}\%$ of earnings and became entitled to retirement pensions of $1\frac{1}{2}\%$ for each year of service of annual earnings during the last eight years of service, subject to a minimum of \$30 per month and a maximum of $\frac{2}{3}$ of final eight years' average earnings. Although the Fund provides somewhat larger pensions for smaller contributions than the C.N.R. Pension Plan, it provides no benefits to survivors either on death of a member in service or after retirement and is in various other respects less favourable than the C.N.R. Plan.

(Cont'd.)

In 1956 and again upon the introduction of the 1959 C.N.R. Pension Plan, members of the Provident Fund were given the opportunity to elect to transfer to the C.N.R. Plan and thus obtain the survivor and other benefits available under the latter Plan. A total of 196 members elected to transfer.

PRESENT
PENSION
STATUS OF
EMPLOYEES:

During 1959 every employee who, as of December 31, 1958, was not contributing under Part II of the 1952 C.N.R. Plan, had individually brought to his attention the advantages of transferring to the 1959 C.N.R. Pension Plan. About 32,000 employees did so. This, together with the compulsory feature of the 1959 Plan for new employees entering the service after January 1, 1959, has produced the following changes in the pension status of active employees:

Contributors

	<u>Dec. 31/58</u>	<u>%</u>	<u>Dec. 31/60</u>	<u>%</u>
1959 C.N.R. Plan	36,015	34.6	71,329	74.1
1935 C.N.R. Plan	16,026	15.4	7,201	7.5
I.C. & P.E.I. Fund	<u>1,941</u>	<u>1.9</u>	<u>1,296</u>	<u>1.4</u>
Total	53,982	51.9	79,826	83.0

Non-Contributors

1935 C.N.R. Plan	50,121	48.1	16,401	17.0
Total	<u>104,103</u>	<u>100.0</u>	<u>96,227</u>	<u>100.0</u>

THE INTERCOLONIAL EXPRESS COMPANY OF CANADA (LIMITED)

(Formerly one-third capital stock owned by "The Canadian Express Company")
Company wound up April 1, 1914

INCORPORATED: June 21, 1879 - Dominion Letters Patent.

HISTORY: On January 15, 1876, the Minister of Public Works called for tenders for carrying general express business over The Intercolonial Railway between Halifax and Riviere du Loup, and Saint John, and intermediate points. Tenders submitted by The Canadian Express Company and Eastern Express Company were accepted and the business was undertaken by these two companies jointly under the name Intercolonial Express Company. The contract awarded, however, was signed only by the General Superintendent of Government Railways, and validity of the instrument was doubted.

Under Dominion Letters Patent, June 21, 1879, "The Intercolonial Express Company of Canada (Limited)" was incorporated, pursuant to agreement dated March 29, 1879, between The Canadian Express Company, Eastern Express Company of Boston and Frederick William Fishwick of Halifax, to form a new company to handle the express business on The Intercolonial Railway, each to contribute one-third of the capital stock of \$100,000.

On June 14, 1879, an agreement was executed between the Minister of Public Works and the three parties forming the new company mentioned above, whereby the contract awarded by the General Superintendent of Government Railways was allowed to expire, and a new contract awarded to The Intercolonial Express Company of Canada (Limited) for a period of 10 years from July 1, 1879.

By agreement dated December 1, 1889, between The Canadian Express Company, Eastern Express Company of Boston and Frederick William Fishwick operations of The Intercolonial Express Company of Canada (Limited) were turned over for management to The Canadian Express Company.

Commencing January 1, 1913, Dominion Express Company was allowed to operate over The Intercolonial Railway on equal terms with this Company. This caused an operating loss to this Company of \$7,536 in 1913, whereas in 1912 there was an operating profit of \$29,175.75. Due to this competition no improvement in financial returns could be forecast.

At Directors Meeting held on March 24, 1914, it was resolved that the Company be liquidated as of April 1, 1914, and that surplus assets after meeting liabilities be distributed pro rata among the shareholders in exchange for outstanding shares. At shareholder's meeting held later the same day this resolution was approved and the President and Secretary together with the General Counsel were empowered to wind up the Company in legal form.

The proportion of Surplus or Reserve paid to Grand Trunk Railway (The Canadian Express Company) was \$5,474.67, and to American Express Company (Eastern Express Company) and F.W. Fishwick Estate, \$5,458.27 each.

THE INTERCOLONIAL RAILWAY (not incorporated)
 (the nucleus, and an important part, of Canadian Government Railways owned by Dominion of Canada and entrusted to Canadian National Railway Company for management and operation from January 20, 1923).

Declaratory: Declared to be a work for the general advantage of Canada -Dom. Cap. 24, May 25, 1883.

History: During the years 1848 and 1849 the Government of the Province of New Brunswick had conducted surveys looking towards the construction of a railway from Saint John on the Bay of Fundy to the harbour of Shediac on the Gulf of St. Lawrence. A Bill was submitted to the Legislature covering monetary aid for the company or persons who should essay the building of this line but the Bill was defeated in the Legislative Council.

As early as 1849, the Province of Canada (Quebec and Ontario) was discussing the Quebec to Halifax railway project, consideration of the scheme taking the form of offering subsidies to private companies rather than the Government embarking on railway construction in its own right.

In 1850, a conference was held in Portland, Maine, U.S.A., between representatives of the Province of Nova Scotia and New Brunswick, and the State of Maine, at which plans for a railway to connect Bangor, Maine, with the Cities of Saint John and Halifax were considered. As a result of this conference, two railway companies were incorporated; one under the laws of Maine and one under New Brunswick Act 14 Vic Cap. 1, March 15, 1851, each bearing the name "European and North American Railway Company" and each to look after construction in its own jurisdiction. The Nova Scotia delegates assumed responsibility for the furtherance of the scheme in that province. The Saint John - Shediac project was merged with this larger scheme.

On September 29, 1852, a contract was entered into between the Province of New Brunswick, the European and North American Railway Company and the firm of Peto, Betts, Jackson and Brassey for the construction of a railway from the boundary of the State of Maine to the Boundary of the Province of Nova Scotia. The Government of Nova Scotia organized surveys from Halifax to the New Brunswick Boundary.

Construction was started in 1853 but owing to financial difficulties the contractors had to suspend operations in 1854, and construction work was held up till July 6, 1856 when the New Brunswick Government purchased the railway from the contractors and renewed construction. The line was completed and opened for traffic as follows:

Moncton	to	Shediac	18.65 miles	August	20, 1857
Saint John	"	Coolbrook	3.00 "	March	17, 1858
Coolbrook	"	Rothsay	5.80 "	June	1, 1858
Rothsay	"	Hampton	13.20 "	June	8, 1859
Hampton	"	Sussex	21.70 "	November	10, 1859
Sussex	"	Moncton	<u>45.67</u> "	August	1, 1860
Total	-		107.97 miles		

This railway was operated by the New Brunswick Government until it was taken over by the Dominion Government. On November 9, 1872

THE INTERCOLONIAL RAILWAY COMPANY

History:
(Cont'd.)

an Order-in-Council was issued consolidating the Nova Scotia Railway and the European and North American Railway with the Intercolonial Railway and on November 11, 1872 the first through service was established between Halifax and Saint John.

Under Nova Scotia Act 16 Vic. Cap. 1, March 31, 1853, "Nova Scotia Railway Company" was incorporated to construct a trunk line railway from Halifax harbour to the frontier of New Brunswick and branches eastward to Pictou Harbour and westward to Windsor and thence to Victoria Beach.

The construction of a railway by the Nova Scotia Government from Halifax to Pictou Harbour was authorized by Nova Scotia Act 17, Vic., Cap. 1, on March 31, 1854. The first sod was turned at Richmond on June 30, 1854 and the railway was completed to Truro by December 15, 1858. Work on the extension from Truro to Pictou Landing progressed very slowly owing to difficulties with some of the contractors and the line was not completed till May 31, 1867.

The railway was completed and opened for traffic as follows:

Richmond	to	Rockingham	4.00 miles	February	1	1855
Rockingham	"	Bedford	4.50 "	July	1	1855
Bedford	"	Grand Lake	14.50 "	January	1	1857
Grand Lake	"	Elmsdale	14.00 "	January	1	1858
Elmsdale	"	Shubenacadie	3.00 "	March	1	1858
Windsor Jct.	"	Windsor	32.00 "	June	3	1858
Shubenacadie	"	Truro	21.19 "	December	15	1858
Truro	"	Pictou Landing	<u>51.03</u> "	May	31	1867
Total-Nova Scotia Railways			144.22 miles			

In 1856 the European and North American Railway Company in New Brunswick was dissolved because of financial difficulties owing to money stringency which occurred as a repercussion of the Crimean War. The Government of New Brunswick purchased from the contractors such portions of the railway as had been completed and went ahead with the completion of the railway between Rothesay and Moncton. The last link of this section, Sussex to Moncton, was finished on August 1, 1860, and the line from Saint John to harbour of Shediac was finally opened for traffic on that date.

In reply to an application for Imperial aid to construct a railroad from Truro, Nova Scotia, through New Brunswick to Riviere du Loup, the Principal Secretary of State for the Colonies transmitted to the Governor General of Canada and to each of the Lieutenant Governors of Nova Scotia and New Brunswick a despatch dated April 12, 1862, in which, among other things, it is declared that "Her Majesty's Government, anxious to promote as far as they can the important object of completing the great line of railway communication, on British ground, between the Atlantic and the most westerly parts of Canada, and to assist the Provinces in a scheme which would materially promote their interests, Her Majesty's Government are willing to offer the Provincial Governments an Imperial guarantee of interest towards enabling them to raise by public loan, if they should desire it, at a moderate rate, the requisite funds for constructing the railway."

At a meeting of delegates from the Provinces of Nova Scotia and New Brunswick with members of the Government of Canada, held at Quebec, September 10, 1862, to consider this offer of assistance in financing the cost of constructing an Intercolonial Railway on a line to be approved by the Imperial Government, whilst expressing regret that proposals made in December 1861, and at previous periods, had not been sanctioned it was agreed to accept the offer. The proportion of

History (Cont'd.) participation by each Government was also agreed upon.

The line from Saint John to the United States boundary which was part of the original project had not been built. The Canadian Pacific Railway Company now owns running rights over the existing line and although the line had never formed part of The Intercolonial Railway, it may be of general interest to record here that under New Brunswick Act 27 Vic, Cap. 53, April 13, 1864, a new Company under the name "The European and North American Railway Company for extension from Saint John westward" was incorporated for the purpose of carrying out this construction, and that under Dominion Act 38 Vic Cap. 71, April 8, 1875, this latter Company and The European and North American Railway Company incorporated in the State of Maine were amalgamated under the name "Consolidated European and North American Railway Company" which Company was later succeeded in New Brunswick by "Saint John and Maine Railway Company".

On August 15, 1865, the Province of New Brunswick entered into a contract with International Contract Company of London, England, for construction of a line from Painsec Junction to the Nova Scotia Border to connect with the proposed line from Truro, and known as the Eastern Extension Railway, New Brunswick.

Under the terms of Imperial Act, 30-31 Vic Cap. 3 (the British North American Act, 1867); March 29, 1867, ownership of all railway lines previously built or acquired by the Provinces of Nova Scotia and New Brunswick was vested in the Dominion Government which at the time became obligated to extend the existing lines into an Intercolonial System.

The original lines taken over under the Act of Confederation by the Government and entrusted to the Intercolonial Railway for operation were as follows:

The Nova Scotia Railway - Halifax to Pictou Landing	112.22 miles
" " " " Windsor Branch	32.00 "
The European and North American Ry. Saint John to Shediac	<u>107.97</u> miles
Total -	252.19 miles

The Intercolonial Railway was completed and opened for traffic as follows:

Amherst	to	N.S.-N.B. Boundary	3.34 miles	December 4 1871
Truro	to	Amherst	76.80 miles	November 11 1872
Mont Joli	to	Riviere du Loup	83.44 miles	August 1 1874
Moncton	to	Mont Joli	<u>292.20</u> miles	July 1 1876
Lines completed July 1, 1876 Main Line			<u>455.78</u> miles	

Dominion Cap. 13, December 21, 1867, authorized construction of a railway connecting the Port of Riviere du Loup with the line of railway leading from Halifax to Truro to be known as "The Intercolonial Railway", and the appointment of commissioners for construction and management.

Dominion P.C. 273, April 26, 1869, authorized purchase of the line from Painsec, N.B. to the Nova Scotia Border, about 37 miles, to form part of The Intercolonial Railway. This line was not completed at the time of Confederation and was not included in the railways transferred to the Dominion Government at that time. Arising out of delays in construction and eventual assumption of the line by the Dominion

THE INTERCOLONIAL RAILWAY COMPANY

History:
(Cont'd.)

Government, the Province of New Brunswick for many years proffered a claim against the Dominion Government on account of alleged underpayment. The claim was submitted to arbitration in 1900 and Dominion Order in Council P.C. 1216, June 6, 1901, authorized payment of \$145,218.75 with interest from January 1, 1884, in accordance with Arbitrators award.

The railway was completed and opened for traffic as follows:

Painsec Jct.	to	Dorchester	19.50 miles	November 11, 1869
Dorchester	to	N.S.-N.B. Bdy.	<u>18.01</u> "	December 13, 1869
Total	-		37.51 miles	

Dominion Order-In-Council P.C. 1393 dated September 22, 1871, approved an agreement entered into by the Dominion Government to lease the Windsor Branch to the Windsor and Annapolis Railway for a period of 21 years from January 1, 1872, in consideration of one-third of the Gross Earnings of all traffic on the Branch and the Track Line. On September 24, 1877 this privilege was taken away from the Windsor and Annapolis Ry.Co. by Order-In-Council P.C. 14181 dated July 25, 1877, and handed over to the Western Counties for maintenance and operation under agreement dated September 6, 1877. This transfer was conditional on the Western Counties constructing the extension from Annapolis to Yarmouth a distance of 82 miles by October 1, 1879, as the Western Counties Railway did not complete the railway in the specified time the Government resumed possession of the railway on December 1, 1879, and again employed the Windsor and Annapolis Ry. Co. to operate the railway as previously, the Government taking one-third of the gross receipts not assuming all the cost of maintenance.

Under agreement dated November 5, 1892 the operating agreement was renewed for a further period of twenty-one years from January 1, 1893. This agreement was confirmed by Order-In-Council P.C. 2929 dated November 19, 1892. Under agreement dated December 31, 1895, the Dominion Atlantic Ry. Co. acquired the rights of the Windsor and Annapolis Ry. Co.

Under agreement dated January 1, 1914, the Minister of Railways and Canals leased the Windsor Branch to the Dominion Atlantic Ry. Co. which was formed on October 1, 1894, by the consolidation of the Windsor and Annapolis Ry., and the Yarmouth and Annapolis Ry. for 99 years from January 1, 1914 at an annual rental of \$22,500 and the Dominion Atlantic Ry. Co. agreed to spend approximately \$300,000 to put the line in a satisfactory condition and to keep it in a state of good repair.

On November 9, 1872 the Dominion Government issued an Order-In-Council consolidating the Nova Scotia Railways and the European and North American Railway Company with the Intercolonial Railway.

Dominion Act 36 Vic. May 23, Cap. 45, 1873, authorized change of gauge of The Intercolonial Railway and other government railways to 4 feet 8½ inches and provided for laying a third rail.

Dominion Act 37 Vic. Cap 15, May 26, 1874, transferred control and management of The Intercolonial Railway to the Minister of Public Works effective June 1, 1874.

History: The following lines were subsequently completed and opened for
(Cont'd.) traffic:

Dalhousie Jct. to Dalhousie	6.20 miles	June 25 1884
St. Charles Jct. " Point Levis	14.86 "	July 21 1884
Richmond " Dartmouth	5.10 "	January 6 1885
Derby Jct. " Indiantown	12.95 "	December 1 1886
Grantham " Pictou	9.43 "	November 18 1889
Grand Narrows " Sydney	46.03 "	November 24 1890
North Sydney Jct." North Sydney	4.38 "	November 24 1890
Point Tupper " Grand Narrows	46.00 "	January 1 1891
Windsor Jct. " Woodside	15.17 "	June 22 1896
Riviere Ouelle " St. Denis Wharf	6.48 "	June 22 1903
North Sydney " Sydney Mines	2.69 "	June 25 1906
Woodside " Upper Musquodoboit	<u>61.63</u> miles	January 1 1916
Total	<u>236.45</u> "	
Grand Total -	692.24	

Dominion Act. 38, Vic., Cap. 22, April 8, 1875, declared the following lines to constitute "The Intercolonial Railway":

Halifax, N.S.	-	Pictou Landing, N.S.
Saint John, N.B.	-	Shediac, N.B.
Moncton, N.B.	-	Riviere du Loup, Que.
Painsec Jct., N.B.	-	Truro, N.S.

Under Nova Scotia Act 39 Vic Cap. 74, April 4, 1876, The Halifax and Cape Breton Railway and Coal Company was incorporated to construct a railway in Cape Breton and a line from New Glasgow to the Strait of Canso. In an endeavour to assist the Province of Nova Scotia in its efforts to secure construction of the line from New Glasgow to the Strait of Canso the Dominion Government offered, by authority of Act 40 Vic., Cap. 46 of April 28, 1877 and Act. 42 Vic. Cap 12, May 15, 1879, to transfer the line from Truro to Pictou Landing (Pictou Branch Railway) to any Company undertaking to build the line to Canso. The Halifax and Cape Breton Railway and Coal Company entered into a construction agreement with the Province of Nova Scotia, which included the line to Canso, and the Pictou Branch Railway was accordingly placed at its disposal. The Company, however, failed to carry out its agreement with Provincial Government and by Nova Scotia Cap. 21, March 9, 1883, the Province of Nova Scotia confiscated the Company's works and rights including the Pictou Branch Railway.

Under Dominion Act 42 Vic Cap. 7, May 15, 1879, Railways and Canals were separated from the Department of Public Works and the appointment of a Minister of Railways and Canals to have jurisdiction over all Railways pertaining to Dominion Government was authorized. By Order in Council dated March 19, 1879 this became effective May 20, 1879.

Under authority of Dominion Act 42, VIC., Cap. 11, May 15, 1879, the Canadian Government was authorized to purchase the line from Riviere du Loup to Charny and Hadlow from the Grand Trunk Ry. Co. at a price not exceeding \$1,500,000.

Under agreement dated July 17, 1879 the Canadian Government purchased the above lines, and the Intercolonial Railway assumed operation on August 12, 1879. This agreement was approved by Dominion Act 43, VIC., Cap 8, April 29, 1880. The lines taken over were:

Riviere du Loup	to West Junction	118.11 miles
Hadlow	to Charny	<u>5.77</u> "
Total		123.88 miles

A condition of the purchase was that the Grand Trunk Ry. Co. would apply the purchase price towards securing a line of railway from Port Huron

THE INTERCOLONIAL RAILWAY

History:
(Cont'd.)

to Chicago, and would have perpetual running rights, free of charge, between Chaudiere Junction and Hadlow.

Dominion Act. 44 Vic. Cap. 25, March 21, 1881, enacted that the following lines constitute The Intercolonial Railway:

Halifax, N.S.	-	Pictou, N.S.
Truro, N.S.	-	Painsec Junction, N.B.
Saint John, N.B.	-	Point du Chene
Hadlow, Que.	-	Moncton, N.B.

Dominion Act. 45 Vic. Cap. 15, May 17, 1882, authorized construction of the branch of the Intercolonial Railway from St. Charles Junction to Point Levis, about 14.86 miles. This branch was opened for traffic on July 1, 1884.

Dominion Act. 46 Vic. Cap. 5, May 25, 1883, enacted that any power or authority given to the Minister of Public Works in regard to railways placed under the management or charge of the Minister of Railways and Canals by any act or an Order in Council should be exercised and performed by the Minister of Railways and Canals.

Effective October 1, 1883, under Dominion Order in Council P.C. 2483, December 22, 1883, and Nova Scotia Order in Council December 28, 1883, confirmed by Dominion Act. 47 Vic. Cap. 5, April 19, 1884, and Nova Scotia Act 47 Vic. Cap. 1, April 19, 1884, respectively, the line of railway from New Glasgow to the Strait of Canso (commonly called the Eastern Extension Railway), about 80 miles, and the steam ferry "Norwegian", together with the rights of the Province in the Pictou Branch Railway, was purchased by the Dominion Government for \$1,200,000, excluding new rolling stock and equipment which was acquired at the cost thereof. The property had been confiscated by the Province of Nova Scotia, under authority of N.S. Cap. 21, March 9, 1883, because of failure of the former owners to carry out Construction Agreement with the Province.

On June 25, 1884 the Dalhousie Branch, about 6.28 miles, from Dalhousie Junction, to Dalhousie, N.B., constructed by the Dominion Government, was opened for traffic.

On January 6, 1885 the Dartmouth Branch, about 13 miles, from Richmond (Halifax) to Dartmouth, constructed by the Dominion Government, was opened for traffic. This branch consisted of the line from Dartmouth to the point of land at Tuft's Cove and a bridge thence to Richmond. About 1100 feet of the bridge, known as the "Narrows Bridge", was swept away by a severe storm on the night of September 7, 1891. The work of rebuilding was begun immediately and the first pile driven September 18, and the bridge was finally finished December 23, 1891. This new Bridge was washed away on the night of July 23, 1893, and the Dartmouth Branch between Windsor Junction and Tuft's Cove was constructed and opened for traffic June 22, 1896.

Under deed of January 22, 1886, the Dominion Government acquired the line between Westville and Granton, N.S., about 2 miles, from Nova Scotia Coal Company, to form part of the Pictou Town Branch of The Intercolonial Railway.

Dominion Act 49 Vic. Cap. 14, June 2, 1886, authorized the Minister of Railways and Canals to construct a railway from the Strait of Canso to Sydney as a public work.

THE INTERCOLONIAL RAILWAY

History:
(Cont'd.)

The line was completed and opened for traffic as follows:

Grand Narrows	to Sydney	46.03 miles	November 24, 1890
North Sydney Jct.	to N. Sydney	4.38 "	" 24, 1890
Point Tupper	to Gr. Narrows	46.00 "	January 1, 1891
Total		96.41 miles	

Dominion Act 49 Vic Cap. 13, June 2, 1886, authorized the Minister of Railways and Canals to construct or acquire an extension of The Intercolonial Railway from Stellarton to the Town of Pictou.

On December 1, 1886 the Indiantown Branch, 12.95 miles, from Derby Junction to Indiantown, N.B. (now Quarryville), constructed by the Dominion Government, was opened for traffic.

Under deed of May 28, 1887 the Dominion Government acquired the line between Stellarton and Westville, N.S., about 3 miles, from The Acadia Coal Company, Limited, to form part of the Pictou Town Branch of The Intercolonial Railway.

In addition to acquiring the two portions of line between Stellarton and Granton, N.S., the Dominion Government constructed miles of line 9.43 from Granton to Pictou Town, and the whole of the Pictou Town Branch, about 13.79 miles, was opened for traffic on November 28, 1887.

Dominion Act 50-51 Vic Cap. 27, June 23, 1887, authorized the Minister of Railways and Canals to acquire the incompleted works and property owned by The Montreal and European Short Line Railway Company and to construct and operate a branch line of The Intercolonial Railway from Oxford Junction to Brown Point.

Dominion Act 54 - 55 Vic. Cap. 50, August 28, 1891, enacted that all railways and branches and extensions thereof and ferries in connection therewith vested in the Crown and situated in the Provinces of Quebec, New Brunswick and Nova Scotia constituted The Intercolonial Railway.

The Intercolonial Railway at that time, therefore, included the lines listed hereunder:

Halifax	to Painsec Jct.
Moncton	- Hadlow, P.Q. via Chaudiere
Saint John	- Point du Chene
Windsor Junction to Windsor	N.S. (Windsor Branch Railway)
Truro	- Pictou Landing (Pictou Branch Railway)
New Glasgow	- Town of Pictou (Pictou Town Branch)
New Glasgow	- St. of Canso (Eastern Extension Railway)
St. Charles Junction	- Point Levis (St. Charles Branch)
Oxford Junction	- Brown Point (M. & E. Short Line Railway)
Strait of Canso	- Sydney (including Steam Ferry) (then known as Cape Breton Railway)
Windsor Junction	- Dartmouth (Dartmouth Branch)
Derby Junction	- Indiantown (now Quarryville) (Indiantown Branch)
Riviere du Loup Town Branch	
Dalhousie Junction	- Dalhousie (Dalhousie Branch)

THE INTERCOLONIAL RAILWAY

History:
(Cont'd.)

Under Dominion Orders in Council P.C. 466, February 25, 1898 and P.C. 2000, August 18, 1898, the Dominion Government was authorized to lease the Drummond County Railway with option of purchase. This line included the railway from the west side of Chaudiere River to Ste. Rosalie, Que., about 116 miles and a branch from St. Leonard, Que., to Nicolet, Que., about 15 miles. The line was under lease from March 1, 1898 to November 7, 1899, when the option of purchase was exercised.

Under Dominion Cap. 5, August 11, 1899, an agreement dated February 1, 1898, between Her Majesty and The Grand Trunk Railway Company of Canada was confirmed (with modification) whereby The Intercolonial Railway business and traffic was extended to Montreal by means of running rights from Ste. Rosalie to Montreal, and the joint use of certain facilities at Point St. Charles, St. Henri and Bonaventure Station for a term of 99 years from March 1, 1898 renewable in like terms of 99 years each, forever; the annual rental being fixed at \$140,000. The Agreement also granted running rights to The Intercolonial Railway from Chaudiere to Levis. Through service between Halifax and Montreal commenced March 1, 1898.

Under deed dated November 7, 1899, authorized by Dominion Act 62-63 Vic. Cap. 6, August 11, 1899, and terms of purchase having been approved by Dominion P.C. 2338, November 4, 1899, the Dominion Government acquired ownership of The Drummond County Railway, about 131 miles, for inclusion of the line in The Intercolonial Railway.

Dominion Act 4 Edw. VII Cap. 4, August 10, 1904, authorized the Dominion Government to acquire the railway, rights, franchises, powers and property formerly belonging to The Canada Eastern Railway Company, from Alexander Gibson Railway and Manufacturing Company, the last mentioned Company having acquired the property in 1898; also to take possession of the property and exercise the rights, franchises and privileges of Fredericton and Saint Mary's Railway Bridge Company, which had made default in payment of advances secured by mortgage and thereby had forfeited their property to the Crown; both properties, when acquired, to form part of the Government railways system. The Canada Eastern included 123.67 miles of line from Loggieville to Gibson, and the Bridge Company connected this railway with Fredericton, a distance of 1.33 miles including the bridge over Saint John River.

Under authority of Dominion Order in Council P.C. 1783, August 11, 1911 the line from Ferrona Junction, N.S. to Sunny Brae, 12.48 miles, was purchased from Nova Scotia Steel and Coal Company, Limited. The Intercolonial Railway assumed operation September 1, 1911.

Under Dominion Act 2 Geo. V Cap. 2, April 1, 1912 funds were provided for construction of the Dartmouth to Deans Branch, and to purchase surveys and plans of Halifax and Eastern Railway Company. The Department of Railways and Canals completed construction from Dartmouth, N.S. as far as Upper Musquodoboit, 66.63 miles, and the line was opened for traffic on January 1, 1916.

The Dominion Government issued Order-in-Council P.C. 1031 on May 5, 1913 abolishing the Managing Board of the Canadian Government Railways and appointed F.P. Gutelius as General Manager, effective, May 1, 1913.

THE INTERCOLONIAL RAILWAY

History:
(Cont'd.)

Under authority of Dominion Order in Council P.C. 27, January 8, 1917 the Vale Railway, 5.79 miles from New Glasgow, N.S. to Thorburn, N.S., was leased from The Acadia Coal Company for a term of 10 years from May 1, 1915, with option of purchase. The lease and option of purchase was extended from time to time until June 3, 1955 when the Crown exercised its option of purchase.

The construction of a causeway across the Strait of Canso between Cape Porcupine and Balache Point in the Province of Nova Scotia was commenced in 1952. This construction was completed in 1955, and involved a 14-mile main line diversion for the rerouting of railway traffic linking directly Cape Breton Island with the mainland. Canadian National trains began operation by rail over the causeway on May 14, 1955. Previous movements were by Car Ferry across the Strait of Canso.

Dominion Order in Council P.C. 1955-775 dated May 26, 1955, and amending P.C. 1955-893 dated June 15, 1955 authorized purchase of the Vale Railway in the name of Her Majesty in the right of Canada, to form part of The Intercolonial Railway, for the sum of \$25,000. Canadian National Railways cheque in this amount in full payment of the purchase price was mailed to The Acadia Coal Company on May 27, 1955.

Property
investment:

As at December 31, 1960:
Road

\$204,326,171

THE INTERCOLONIAL RAILWAY (not incorporated)

Canadian Government Railways

Lines Acquired and Constructed

<u>Acquired or opened</u>			<u>Miles</u>	<u>Total</u>	<u>Accumulated Total</u>
	Intercolonial Railway - Eastern Extension Railway, N.B.				
Nov. 11, 1869	Painsec Junction	Dorchester	19.50		
Dec. 13, 1869	Dorchester	N.B. - N.S. Boundary	18.01	37.51	37.51
	Nova Scotia Railways				
Nov. 9, 1872	Halifax (Richmond)	Pictou Landing	112.22		
Nov. 9, 1872	Windsor Junction	Windsor	32.00		
Nov. 9, 1872	Windsor Junction	Windsor	- 32.00	114.22	149.23
	The European And North American Railway Co,				
Nov. 9, 1872	Saint John	Point du Chene	107.97	107.97	220.19
	Interloading Railway - Eastern Extension Railway N.B.				
Nov. 11, 1869	Painsec Junction	Dorchester	19.50		
Dec. 13, 1869	Dorchester	N.B. - N.S. Boundary	118.01	37.51	257.70
	Intercolonial Railway				
Dec. 4, 1871	Amherst	N.S. - N.B. Boundary	3.34		
Nov. 11, 1872	Truro	Amherst	76.80		
July 1, 1876	Moncton	Mont Joli	292.20		
Aug. 1, 1874	Mont Joli (Flavie	Riviere du Loup	83.44	455.78	713.48
Aug. 13,		Grand Trunk Railway Co,			
July 17, 1879	Riviere du Loup	West Junction	118.11		
July 17, 1879	Pointe Lewis	Charny	6.72	124.83	838.31
	Halifax & Cape Breton Railway				
Sept. 1, 1829	New Glasgow	Pirate Harbour	78.75		
	Pirate Harbour	Mulgrave	.84	79.59	917.90
	Intercolonial Railway				
July 25, 1884	Dalhousie Junction	Dalhousie	6.20		
July 21, 1884	St. Charles Junction	Point Lewis	14.86		
Jan. 6, 1885	Richmond	Dartmouth	5.10		
Dec. 1, 1886	Derby Junction	Indiantown	12.95		
Nov. 28, 1857	Grantham	Pictou	9.43	48.54	966.44
	Intercolonial Railway				
May 28 1887	New Glasgow	Grantham	3.36		969.80
	The Montreal and European Short Line Railway				
June 23, 1887	Oxford Junction	Brown Point	67.52		
June 23, 1887	Pugwash Junction	Pugwash	4.86	72.08	1041.88
Nov. 24, 1890	Grand Narrows	Sydney	46.03		
Nov. 24, 1890	North Sydney Junction	North Sydney	4.38		

INTERCOLONIAL RAILWAYS

Jan. 1, 1891	Point Tupper	Grand Narrows	46.00	96.41	1138.29
June 21, 1893	Richmond	Dartmouth	-0.80	-0.80	1137.49
Drummond County Railway Lease Feb. 25, 1898 Purchased Nov. 7, 1899					
Lease Feb. 25, 1898	Ste. Rosalie	Nicolet	61.99		
" " " "	St. Leonard	Manseau	27.22		1270.22
Construction Mar. 1, 1898	Manseau	Chaudiere	43.52		1285.39
Intercolonial Railways					
Construction June 22, 1896	Windsor Junction	Woodward	15.17		1285.39
Construction June 22, 1903	Riviere Orielle	St. Denis Wharf	6.98	21.65	1291.87
Canada Eastern Railway					
Purchase Oct. 1, 1904	Chatham Junction	South Devon	105.73		
"	Andrewton	Blackwell	9.00		
"	Nelson Junction	Loggieville	13.49	128.22	1420.09
Fredericton and St. Marys					
Purchase Oct. 1, 1904	South Devon	Fredericton	1.33	1.33	1421.42
Intercolonial Railways					
Abandoned Jan. 1, 1914	Passmore	Blackwell		19.72	1401.70
Nova Scotia Steel and Coal Co,					
Purchase Sept. 1, 1911	Ferrana Junction	Sunny Brae	12.48	12.48	1414.18
Intercolonial Railways					
Construction Aug. 21, 1915	Georges River	Sydney Mines	9.53		
Abandoned Aug. 21, 1913	Sydney Junction	North Sydney	-3.01	6.52	1420.70
Construction Jan. 10, 1915	North Sydney	Leitches Creek	4.26		
Abandoned	North Sydney	Leitches Creek	3.14	1.12	1421.82
Construction Jan. 1, 1916	Woodside	Upper Musquodsboat	66.63	66.63	1487.45
Construction Dec. 23, 1918	Fairview Junction	Halifax Terls	5.08		
" " "	Fairview Junction	Richmond	2.24	2.84	1486.29
Abandoned " 1926	Riviere Ouelle	Denis Wharf	6.48	6.48	1479.81

INTERCOLONIAL RAILWAY WINDSOR BRANCH

An Act of the Legislature of Nova Scotia was passed about May 2, 1865 to provide for the construction of a railway from Windsor to Annapolis. On November 22, 1866 William Henry Puchard, Frederick Barry, and Edwin Clark entered into an agreement with the Chief Commissioner of Railways for the Province of Nova Scotia, to construct a railway from Windsor to Annapolis about 85 miles to be completed and ready for traffic on or before December 1869. It was also naturally agreed that prior to opening the line for traffic, an agreement would be executed for the Montreal use and employment of their respective lines between Halifax and Windsor and Windsor and Annapolis including running powers. For the purpose of carrying out this agreement, a joint stock company would be incorporated by Act of Parliament of Nova Scotia.

The Windsor and Annapolis Railway Company was incorporated on May 7, 1867 under Act 30 VIC, Chap. 36, Province of Nova Scotia and the line between Windsor and Annapolis was completed and opened for traffic on December 18, 1869. Operation was carried out by the contractors until July 1, 1870 when the Company assumed operations.

An Agreement was entered into between the Windsor and Annapolis Ry. Co. Ltd., and the Government of Canada. This agreement was approved by Order-In-Council P.C. 1393 issued September 22, 1871.

Under this agreement the Windsor and Annapolis Ry. Co. was given the use of the Windsor Branch from Windsor Jct. to Windsor a distance of 32 miles for a period of 21 years from January 1, 1872, renewable on conditions to be agreed upon. The Company was granted the exclusive use of the Windsor Branch, which will be maintained in workable condition by the Government in consideration of one-third of the gross earnings of all traffic carried by them over the Windsor Branch and Trunk Line.

On September 24, 1877 this privilege was taken away from the Windsor and Annapolis Ry. Co. when by Order-In-Council P.C. 14,181 issued July 25, 1877 it was handed over to be maintained and operated by the Western Counties Ry. Co. under an agreement dated September 6, 1877, this transfer was conditioned on the extension of the line from Annapolis to Yarmouth a distance of 82 miles being completed by October 1, 1879. As the Western Counties did not complete the line in time specified the Government resumed possession of the Windsor Branch on December 1, 1879 and again employed the Windsor and Annapolis Ry. Co. to operate it as previously, the government taking one-third of the gross receipts and assuming all the cost of maintenance.

Under Agreement dated November 5, 1892 the operating agreement was renewed for a further period of twenty-one years from January 1, 1893. This agreement was confirmed by Order-In-Council P.C. 2929 issued November 19, 1892.

Under Agreement dated December 31, 1895 the Dominion Atlantic Ry. Co. acquired the rights of the Windsor and Annapolis Ry. Co.

Under Agreement dated January 1, 1914, the Minister of Railway and Canals leased the Windsor Branch of the Intercolonial Railway to the Dominion Atlantic Ry. Co., successor to the Windsor and Annapolis Ry. Co. for a period of ninety-nine years from January 1, 1914 at an annual rental of \$22,500. This lease had been approved by Order-In-Council, P.C. 2059 issued August 6, 1914. Under the terms of this lease the Dominion Atlantic Ry. Co. agreed to spend approximately \$300,000 to put the line in a satisfactory working condition and to keep the line in a state of good repair.

"INTERNATIONAL BRIDGE COMPANY"

(included in "Canadian National Railway Company" from August 29, 1956)

Incorporated: April 17, 1857 - State of New York Cap. 753.
 October 10, 1857 - Province of Canada Act 20 VIC Cap. 227, by Proclamation.
 April 20, 1898 - State of New York - Amendment of Charter.

History: "International Bridge Company" was originally incorporated by the State of New York under Cap. 753, April 17, 1857, and a company under a similar name was incorporated under Province of Canada Act 20 VIC, Cap. 227, presented for Royal Assent June 10, 1857, Assented August 27, 1857, Royal Assent signified by Proclamation October 10, 1857.

Under agreement dated May 18, 1870, duly authorized by shareholders of respective Companies on the same date, and as authorized by State of New York Cap. 550, May 4, 1869, and by Dominion Act 32 - 33 VIC Cap. 65, June 22, 1869, International Bridge Company, New York, and International Bridge Company, Canada, were amalgamated under the name "International Bridge Company" to construct, maintain and operate a bridge across Niagara River from Fort Erie to Black Rock, Buffalo. Duplicate of original agreement was filed in the office of the Secretary of State of Canada on and in the office of the Secretary of State of the State of New York This agreement was adopted by the Shareholders of both companies on May 18, 1870.

Construction of the bridge was commenced early in 1870, and was completed and opened for traffic on November 3, 1873. The original cost was £412,644 (\$2,008,202).

The connection from main shore to main shore is in three sections:

- (a) The bridge across the main river 1967 $\frac{1}{2}$ feet long.
- (b) An embankment 1167 feet long and 20 feet high across Squaw Island in U.S. territory.
- (c) A bridge across the Erie Canal (Black Rock Harbour) Black Rock, N.Y.

There are 8 piers in the main river. The original superstructure consisted of iron single track trusses of the "Pratt" type, constructed by the Phoenix Company, of Phoenixville, Pa. The first three spans from the Canadian side are of 197 feet each; the next three 248 feet each; then comes the "Swing" or "Draw" of 362 feet, with two openings, then one span of 194 feet. Across the Erie Canal (Black Rock Harbour) there is one "Draw" of 218 feet with two openings, and one span of 219 feet.

The International Bridge is the only bridge across the Niagara River proper, carried on piers in the river, and at the time of construction many physical difficulties were faced due to swiftness of current, great depth of water, extensive ice field runs, and extraordinary and rapid fluctuations in the rise and fall of the river. The current at the site of the bridge averages 5 $\frac{1}{2}$ miles per hour, but under the influence of strong southerly winds will run as fast as 12 miles per hour.

INTERNATIONAL BRIDGE COMPANY

History: The river varies in depth from 10 feet at the first pier from the
Cont'd. Canadian shore, to 48 feet at the fifth pier.

All the piers in the main river, with the exception of the pivot (which is octagonal in shape), are built with cutwaters or icebreakers, with a slope of 6 inches horizontal to 12 inches vertical.

In 1901 in order to accommodate increased weight of locomotives and car loadings, the original superstructure was replaced with steel trusses of nearly double the capacity of the former ones. The replacement was by the Detroit Bridge and Iron Works Company, and the cost of replacement was approximately \$300,000.

By reason of the United States Government requiring an increased width of channels in the Erie Canal an entirely new double track swing span 432 feet in length, on a new pivot and new abutments, was erected in 1910-11, replacing this portion of the bridge which had been renewed in 1901. The cost of this replacement was about \$405,000.

From 1856 until completion of the bridge in 1873, The Buffalo, Brantford and Goderich Railway (later the Buffalo and Lake Huron Railway) which is leased in perpetuity to The Grand Trunk Railway Company of Canada (Canadian National Railway Company) had access to Black Rock, New York by means of a Car Ferry from Fort Erie Dock to Black Rock. The Car Ferry service was discontinued upon completion of the bridge, and running rights over the New York Central from Black Rock to Buffalo for both passenger and freight traffic were obtained.

Amalgamation: By agreement dated June 28, 1956 between Canadian National Railway Company and International Bridge Company, authorized by the Board of Directors of both companies by resolutions dated June 28, 1956 and sanctioned by Dominion Order in Council P.C. 1956 - 1163 dated July 26, 1956, the International Bridge Company was amalgamated with Canadian National Railway Company to form one company under the latter name. On August 29, 1956 Certificate of Merger was filed with the Secretary of State of New York and a counterpart of the agreement was filed in the Office of the Secretary of State of Canada, and the amalgamation became effective on that date.

Property investment:	Transferred to investment account of Canadian National Railway Company upon amalgamation on August 29, 1956:	
	Road	\$2,956,332
Accrued depreciation:	Transferred to Canadian National Railway Company Accounts on August 29, 1956:	
	Road	\$2,339,990
Investment in affiliated companies:	Amount of advances to Canadian National Railway Company	
	Note	\$1,075,307
	Note cancelled as of August 29, 1956.	

Capital Stock:	Prior to amalgamation on August 29, 1956:		
	Authorized:	25,000 shares - \$100	\$2,500,000
	Issued:	15,000 shares - \$100	1,500,000

All owned by Canadian National Railway Company, except 5 shares to be purchased from one Director. All shares are to be surrendered and cancelled as of August 29, 1956.

Long-term debt: As at August 29, 1956 - nil

INTERNATIONAL RAILWAY COMPANY OF NEW BRUNSWICK

495

(Property and capital stock acquired by Dominion Government August 1, 1919)
(included in Canadian Government Railways)

Incorporated: May 19, 1903 - New Brunswick Letters Patent, confirmed by N.B. Cap. 82,
March 22, 1906.

The Restigouche and Western Railway Company

History:

Under New Brunswick Act 48 VIC Cap. 44, April 6, 1885, "Restigouche and Victoria Colonization Railway Company" was incorporated to construct and maintain a railroad from a point on The Intercolonial Railway at or near Campbellton to a point on the Saint John River between Grand Falls and Edmundston.

Under New Brunswick Act 59 VIC Cap. 98, March 20, 1896, the name was changed to "The Restigouche and Victoria Railway Company".

Under New Brunswick Act 60 VIC Cap. 82, March 13, 1897, "The Restigouche and Western Railway Company" was incorporated to take over the Restigouche and Victoria Railway, assuming liability for claims for services, supplies and labour on account of surveys prior to August 1, 1896.

Under Dominion Act 63 - 64 VIC Cap. 78, July 18, 1900, the Company was authorized to construct and use a bridge for railway purposes across the Saint John River, from a point between Grand Falls and Edmundston in New Brunswick, to a point on the opposite side of the river, provided that should the western terminus of the site chosen be in the State of Maine construction was not to be commenced pending the passing of appropriate legislation in the United States. The Act further provided that the Company might unite with any other company under Federal or State legislature in the United States in the construction or use of such bridge.

New Brunswick Act 6 Ed. VII Cap. 82, March 22, 1906, confirmed incorporation of International Railway Company of New Brunswick by New Brunswick Letters Patent dated May 19, 1903, and enacted that unless the Restigouche and Western Railway Company paid \$150,000 to the Eastern Trust Company within three months its property would be vested in The International Railway Company of New Brunswick, subject only to the mortgage of \$150,000 to the Eastern Trust Company. Under the provisions of the Act the property became vested in International Railway Company on June 22, 1906.

International Railway Company of New Brunswick

As authorized by New Brunswick Act 3 Ed. VII Cap. 12, May 19, 1903, "International Railway Company of New Brunswick" was incorporated by New Brunswick Letters Patent dated May 19, 1903, with all the rights and privileges of The Restigouche and Western Railway Company.

New Brunswick Act 6 Ed VII Cap. 82, March 22, 1906, confirmed the incorporation and enacted that unless The Restigouche and Western Railway Company paid \$150,000 to the Eastern Trust Company within three months its property would be vested in Intercolonial Railway Company of New Brunswick, subject only to the mortgage of \$150,000 to the Eastern Trust Company. Only 10 miles of Line from Campbellton had been constructed. Under the provisions of the Act The Restigouche and Western Railway became vested in International Railway Company of New Brunswick on June 22, 1906.

INTERNATIONAL RAILWAY COMPANY OF NEW BRUNSWICK

History: No definite date is available as to the exact date the different sections (Cont'd) of this line were completed and opened for traffic, but the Dominion Railway Statistics shows the mileage opened at June 30 of each year:

Year 1900	Campbellton to Felix Gulch	M.	10.00	Total	10.00	Miles
1903	" " " "	"	11.00		11.00	"
1904	" " Upsalquitch	"	7.00		18.00	"
1905	" " Napier	"	2.00		20.00	"
1907	" " Millerville	"	9.00		29.00	"
1908	" " Robinson	"	14.00		43.00	"
1909	" " Jardine Brook	"	37.00		80.00	"
1911	" " Old IN R. Jct	"	31.40		111.40	"

Under Dominion Act 3 - 4 Geo. V Cap. 203, June 6, 1913, (effective July 20, 1914 by Proclamation, Canada Gazette Volume 48, page 383), and agreeably with petition of The Restigouche and Western Railway Company, the charter rights previously granted to The Restigouche and Western Railway Company under Dominion Cap. 78, 1900, for the construction, equipment and operation of a railway bridge across the Saint John River, were vested in the Van Buren Bridge Company, which had been incorporated by the 1913 legislature of the State of Maine, and authorized to construct the bridge across the Saint John River from the parish of St. Leonard, New Brunswick, to the town of Van Buren, Maine.

Agreement dated August 1, 1914, between (1) the Company, (2) Thomas Malcolm, Railway Contractor and subject to certain encumbrances, owner of all the capital stock of the Company (save one share held by each director) and of all bonds or debentures issued by the Company, and (3) the Minister of Railways and Canals representing the Crown, ratified and confirmed by Dominion Act 5 Geo. V Cap. 16, 1915, provided for acquisition by the Crown of the Company's issued capital stock, railway lines extending from Campbellton to Saint Leonard, rolling stock, franchises, rights, powers, privileges and all other property of the Company, subject to legislative approvals, upon payment of \$2,700,000 at any time within 5 years, and leased the property to the Crown in the meantime at an annual rental of \$90,000. Dominion P.C. 2161, August 27, 1914, sanctioned the above mentioned lease pending purchase. New Brunswick Act 5 Geo. V Cap. 15, 1915, authorized sale of the railway to the dominion Government.

Under Dominion Act 5 Geo. V April 15, Cap. 16, 1915, the Minister of Railways and Canals was authorized to acquire any railways directly connected with the existing Government Railways system in the Maritime Provinces, which in his opinion could be more conveniently or usefully operated as part of the Government Railways system.

Under Dominion Order in Council of May 20, 1916, the Dominion Government took title in International Railway of New Brunswick.

Deed of sale executed on May 25, 1916, required the purchase price of \$2,700,000 to be paid on August 1, 1919, and the lease rental of \$90,000 per annum to be paid semi-annually on February 1, and August 1, each year until final payment on August 1, 1919, when the Government assumed ownership.

Property As at December 31, 1960

investment: Road \$3,296,765

Donations Subsidies were (Statistics of Steam Rlys. of Canada - 1938, p. 62):

and grants:	Dominion	\$	726,080	
	Province of New Brunswick	\$	275,000	
	Townships of Campbellton		<u>5,000</u>	\$1,006,080

Location: Campbellton Division - St. Quentin Sub Division:
Tidehead to line leased from Van Buren Bridge Company
at I.N.R. Junction near St. Leonard, N.B. 105.14 miles

Abandonment: Campbellton to Christopher 7.40 miles 1920

On May 1, 1918 the Canadian Government Railways leased from Van Buren Bridge Company a section of track from Mile 105.06 to Mile 105.68, and at the same time built a connection between Mile 105 and Mile 105.06 as well as a connection .08 miles in length from Mile 105.68 to St. Leonards Junction and a Wye .24 miles in length. An old connection with the Canadian Pacific Railway 1.60 miles in length was abandoned. In 1919-1920 the Canadian Government Railways also built a connection from Tidehead on The Intercolonial Railway to Christopher Brook, 2.66 miles, and dismantled the old line from Campbellton to Christopher Brook, 7.40 miles.

THE IRONDALE, BANCROFT AND OTTAWA RAILWAY COMPANY

(property included in "Canadian National Railway Company" from December 31, 1943)

Incorporated: March 5, 1880 - Ontario Act 43 Vic. Cap. 67.
 March 25, 1884 - Ontario Act 47 Vic. Cap. 76, name changed (see History).

Declaratory: Works and undertaking declared to be works for the general advantage of Canada, Dominion Act 4-5 Geo. V Cap. 20, 1914.

History: Under Ontario Act 43 Vic. Cap. 67, March 5, 1880 "Toronto and Nipissing Eastern Extension Railway Company" was incorporated to construct a railway from a point on the Toronto and Nipissing Railway through Haliburton, Victoria, Peterborough and Hastings Counties, thence easterly to the Ottawa River.

Under Ontario Act 47 Vic. Cap. 76, March 25, 1884, the name was changed to "The Irondale, Bancroft and Ottawa Railway Company".

The railway was completed and opened for traffic as follows:

Mile 41.00	to	Howland	9.96	miles	February 17	1887
" 31.00	to	Mile 41.00	10.00	"	November 1	1893
Wilberforce	to	Mile 31.00	10.00	"	December 1	1894
Baptiste	to	Wilberforce	15.00	" about	June 30	1899
Mile 3.00	to	Baptiste	3.00	" "	July 1	1910
Total	-		50.96	miles		

Under agreement dated October 16, 1909, Mackenzie, Mann and Co. Ltd. purchased from Z.A. Lash, assignee of the claims of the late C.J. Pusey the Bond issues of \$450,000 and 505 shares of the capital stock, 15 shares were subsequently acquired and turned over to Mackenzie, Mann and Co. Ltd.

Early in 1910 Mackenzie, Mann and Company acquired the majority shares of capital stock under agreement dated October 16, 1909.

Sale of property: Effective January 14, 1944, pursuant to Agreement of December 31, 1943 between Canadian National Railway Company and The Irondale, Bancroft and Ottawa Railway Company, duly authorized by Dominion Order in Council 9916 dated December 31, 1943, and by shareholders of The Irondale, Bancroft and Ottawa Railway Company at special general meeting at which 99% in value of the capital stock of the Company were present or were represented by proxy, the undertaking, property, rights, privileges, franchises and powers of The Irondale, Bancroft and Ottawa Railway Company were sold to Canadian National Railway Company in consideration of the payment of \$450,000 and assumption of indebtedness of The Irondale, Bancroft and Ottawa Railway Company to The Canadian Northern Railway Company in the amount of \$55,724.73.

The agreement of December 31, 1943 was approved by Order in Council P.C. 9916 dated December 31, 1943, and deposited in the office of the Secretary of State of Canada on January 14, 1944, on which date the Company ceased to exist.

Property investment: Prior to sale: Road \$559,224.73

Donations and grants: Subsidies were as follows (Statistics of Steam Railways of Canada - 1938, p.64)

Dominion	\$ 144,000	
Province of Ontario	<u>135,000</u>	\$279,000

Capital Stock: As at December 31, 1943:

Authorized:	1,000 shares - \$100 par value each	\$100,000
Issued:	535 shares	53,500
Owned by The Canadian Northern Railway Company		\$53,000
Owned by Public		500

Under Agreement dated July 14, 1914, the Contractors (Mackenzie, Mann and Company, Limited, Sir William Mackenzie and Sir Donald D. Mann) transferred \$53,000 of capital stock (representing their total holding) to the Trustee, free of prior charges, to become and remain the property of The Canadian Northern Railway Company to form part of the mortgaged premises under Trust Deed dated July 15, 1914. Payment was included in the \$23,000,000 of capital stock of The Canadian Northern Railway Company issued to the Contractors in consideration of their turning over control of the companies set out in The Canadian Northern Railway Guarantee Act, 1914, Dominion Cap. 20, June 12, 1914. The Trust Deed dated July 15, 1914 was discharged on April 1, 1939.

The stock amounting to \$500 held by the Public is registered in the name of G. H. Williams. Inquiries made in 1931 disclosed that Mr. Williams died many years ago in the State of New York and no information in regard to his heirs is obtainable.

Subsequent to sale of the property certificate representing 530 shares of capital stock of The Irondale, Bancroft and Ottawa Railway Company owned by The Canadian Northern Railway Company were surrendered and cancelled.

Long-term debt:

As at December 31, 1943:

5% First Mortgage Gold Bonds in the amount of \$450,000 matured January 1, 1935 were held in the name of Canadian National Realities, Limited in trust for The Canadian Northern Railway Company - unpledged - and secured by Trust Deed dated January 15, 1895 and Supplementary Instrument thereto dated May 13, 1896.

Subsequent to sale of the property to Canadian Northern Railway Company these bonds were paid off as to principal and interest, and were cremated on February 17, 1944. The Trust Deed was discharged on February 16, 1944.

Indebtedness to The Canadian Northern Railway Company amounted to \$55,724.73, and upon sale of the property to Canadian National Railway Company, the latter Company assumed this obligation as part of the purchase price.

Under Board of Transport Commissioners Order No. 99948 dated December 11, 1959 authority was granted to abandon the lines from York River to Howland a distance of 50.96 miles. Operation was discontinued April 1, 1960 and dismantlement was completed August 11, 1960.

Long-term
debt:
(Cont'd.)

Upon amalgamation on June 8, 1954, the outstanding share certificates were cancelled and in substitution therefor common stock of Canadian Northern Consolidated Railways of equal value was included in the share certificate issued by Canadian Northern Consolidated Railways to The Canadian Northern Railway Company.

Funded Debt:

The Ontario, Belmont and Northern Railway Company 6% Mortgage Bonds issued December 31, 1892 under authority of Act 54 VIC, Cap 90 Province of Ontario, assented to May 4, 1891, and maturing January 1, 1913.

Amount authorized and issued: - \$ 100,000

These Bonds were held alive in the Royal Trust Company's vault to protect the Company against any claim brought against the properties.

As at June 8, 1954 - nil.

INVERNESS RAILWAY AND COAL COMPANY

(property included in "Canadian National Railway Company" from August 8, 1929)

Incorporated: May 3, 1887 - Nova Scotia Cap. 60

Declaratory: The Inverness Railway was declared to be a work for the general advantage of Canada - Dominion Cap. 13, June 14, 1929.

History: Under Nova Scotia Act 37 VIC Cap. 63, May 7, 1874 "Inverness Railway Company" was incorporated to construct a railway from The Strait of Canso to Broad Cove.

The name of the Inverness Ry. Co. was changed to the Inverness Coal Field and Ry. Co. on May 6, 1875 under Nova Scotia Act 38 VIC Cap. 67.

Under Nova Scotia Act 39 VIC Cap. 75, April 4, 1876 the name was changed to "Inverness Coal, Iron and Railway Company".

Under Nova Scotia Act 50 VIC Cap. 60, May 3, 1887, "Inverness and Richmond Railway Company, limited" was incorporated to construct a railway from the district of Margaree to Mabou, and Port Hood, and Port Hawkesbury; with branch to Whycomagh.

A line was built from Inverness Junction on The Intercolonial Railway to the town of Inverness, 60.53 miles, and opened for traffic on June 15, 1901.

Mention is made in Nova Scotia Cap. 162, 1902, that Inverness and Richmond Railway Company, limited had constructed and was operating a line of railway from Broad Cove to Point Tupper by way of Port Hastings; also that "Inverness-Richmond Collieries and Railway Company of Canada, Limited", was incorporated under the provisions of the Nova Scotia Companies Act, for the purpose of, among other things, acquiring and operating coal mines, and that it had acquired certain coal lands and interests therein, and was at that time operating certain coal mines at Broad Cove.

Under Nova Scotia Cap. 162, March 27, 1902, both companies were granted authorization, which both companies desired, to enter into and carry out an agreement transferring the assets and properties of the Collieries Company to the Railway Company, after which transfer the name of the Railway Company would be "Inverness Railway and Coal Company".

Default was made on interest payments due May 1, 1915 on the semi-annual interest on the First Mortgage 5% Bonds on July 6, 1915. The Supreme Court of Nova Scotia appointed J. Macgillivray, General Manager of the Inverness Railway and Coal Company Receiver of the property on the application of the Mortgage Trust Co. (National Trust Co., Toronto) on June 23, 1919, J. Macgillivray resigned as Receiver and General Manager, and the Eastern Trust Co. was appointed his successor.

A Bondholders Committee to protect the interest of the bondholders consisting of R. Home Smith, Chairman, R.G.O. Thompson and Miller Lash, with offices in Toronto.

On February 1, 1924 the Canadian National Railway Company leased the railway for a term of three years at an annual rental of \$25,000 with the option of purchasing anytime during lease. This lease remained in effect until purchase in 1929. Under order of the Supreme

INVERNESS RAILWAY AND COAL COMPANY

History:
(Cont'd.)

Court of Nova Scotia the railway was sold by the High Sherrif on May 1, 1925 for \$200,000, subject to the lease of February 1, 1924 and on August 25, 1925, the sale was confirmed by order of the Supreme Court of Ontario.

Dominion Act 19-20 Geo. V Cap. 13, June 14, 1929, and Dominion Order in Council P.C. 1443, August 7, 1929 authorized the Canadian National Railway Company to purchase the Inverness Railway, including the rolling stock and equipment, and all rights, franchises, powers, property and assets, excepting the high level wharf structure at Port Hastings, for the sum of \$375,000 from the Eastern Trust Company.

Payment of \$375,000 was made on August 8, 1929 to the Eastern Trust Company, who were the owners of the property. 7 locomotives, 149 freight train cars, 5 passenger train cars and 5 work equipment units were included in the purchase. All of this equipment was dismantled except 1 steel snow plow valued at \$8,000 which was retained in service.

Donations
and grants:

Subsidies were (Statistics of Steam Rlys. of Canada - 1938; p. 64)			
Dominion		\$368,546	
Province of Nova Scotia		233,000	
Municipal		<u>50,000</u>	\$651,546

Location:

New Glasgow Division - Inverness Sub Division:
Inverness Jct., N.S. - Inverness, N.S. 60.53 miles

THE JACQUES CARTIER UNION RAILWAY COMPANY
(included in Canadian National Railway Company from January 31, 1923)

- Incorporated:** September 30, 1882 - Quebec Act 43 - 44 VIC Cap. 50, July 24, 1880, by Proclamation.
- History:** Under Quebec Act 43 - 44 VIC Cap. 50 July 24, 1880, and Proclamation of September 30, 1882, by Lieutenant-Governor of Quebec "The Jacques Cartier Union Railway Company" was incorporated to construct a railway from Pointe Claire or Lachine to a point on the Quebec, Montreal, Ottawa and Occidental Railway (now Canadian Pacific Railway) between Sault au Recollet and Mile End.
- The road was constructed from Lachine Bank (later Western Junction) to connection with Canadian Pacific Railway at Jacques Cartier Jct. at rear of Mount Royal (6.54 miles) and was opened for traffic on June 26, 1884. The line was operated by The Grand Trunk Railway Company of Canada (Canadian National Railway Company) since construction was completed.
- Amalgamation:** Effective April 1, 1893 under Agreement dated October 1, 1892, ratified and confirmed by Act 56 VIC Dom. Cap. 47, April 1, 1893, The Jacques-Cartier Union Railway Company and fourteen other companies were amalgamated into one company under the name "The Grand Trunk Railway Company of Canada".
- Location:** Montreal Terminals Division:
Western Junction - Jacques Cartier Jct. 6.54 miles
- Capital Stock:** Prior to amalgamation on April 1, 1893:
Issued: - \$200,000
All owned by The Grand Trunk Railway Company of Canada.
- Upon amalgamation on April 1, 1893, the share capital, other than GTR was converted into an equal amount of Ordinary stock of The Grand Trunk Railway Company of Canada in accordance with the terms of Amalgamation Agreement.
- Long-term debt:** As at April 1, 1893 - nil.

THE JAMES BAY AND EASTERN RAILWAY COMPANY
(Included in "Canadian National Railway Company" from June 11, 1956)

Incorporated: May 4, 1910 - Dominion Act 9-10 Edw. VII Cap. 113.

History: Under Dominion Act 9-10 Edw. VII Cap. 113, May 4, 1910, "The James Bay and Eastern Railway Company" was incorporated to construct and operate a railway from Lake Abitibi via south of Lake St. John to the mouth of the Saguenay River.

The whole of the Capital Stock with the exception of the Directors qualifying shares was issued to the Canadian Northern Co. on July 31, 1912 and was held in the vaults of the Royal Trust Co. in the name of the Canadian Northern Railway Company.

The railway was completed and opened for traffic -
Roberval to LaDore 18.75 miles on November 21, 1917.

On May 13, 1910, the Canadian Northern Railway System Counsel made application in the name of The James Bay and Eastern Railway Company, for the subsidy voted in Act 9-10 Edw. VII Cap. 51, Item 18, May 4, 1910, which was a renewal of Cap. 63, Item 9, Act 7-8 Edw. VII, July 20, 1908 in the name of The Quebec and Lake St. John Railway Company. In response to request for explanation, Canadian Northern Railway System Counsel replied on July 5, 1910, that The Quebec and Lake St. John Railway Company was in the hands of Receivers and that The James Bay and Eastern Railway Company had been incorporated to take up the subsidy and to build the last link in the Canadian Northern System in Quebec District.

Amalgamation: On June 8, 1954, The James Bay and Eastern Railway Company and 11 other companies were amalgamated into one company under the name "Canadian Northern Consolidated Railways". The latter Company was amalgamated with "Canadian National Railway Company" June 11, 1956.

Property Investment: Included in property accounts of Canadian Northern Railway, and is not recorded separately.

Location: Laurentian Division:
Roberval to LaDore 18.75 road miles.

Capital Stock: Prior to amalgamation on June 8, 1954:

Authorized:	50,000 shares - par \$100 each	\$5,000,000
Issued:	12,500 shares - par \$100 each	1,250,000
10% paid up and owned by The Canadian Northern Railway Company - \$125,000.		

Upon amalgamation on June 8, 1954, the outstanding share certificates were cancelled and in substitution therefor common stock of Canadian Northern Consolidated Railways of equal value was included in the share certificate issued by Canadian Northern Consolidated Railways to The Canadian Northern Railway Company.

Funded Debt: The James Bay and Eastern Ry. Co. 5% First Mortgage Stock and Bonds secured by Trust Deed dated September 1, 1915 and maturing September 1, 1945. These securities had no guarantee, and were payable in sterling or Canadian funds at \$4.86-2/3 at the holders option.

Funded Debt:
(Cont'd.)

They formed a first charge on the Company's lines

Amount authorized

\$921,000

" issued

900,000

This mortgage was discharged on December 26, 1936.

After December 12, 1936 - Nil.

THE KENT NORTHERN RAILWAY COMPANY
(property included in Canadian National Railway Company from September 1, 1929)

Incorporated: May 9, 1903 - New Brunswick Cap. 95.

Declaratory: Dominion Cap. 14, June 14, 1929 declared the works sold to Canadian National Railway Company to be works for the general advantage of Canada, upon registration of the conveyance of the property sold.

History: Under New Brunswick Act 37 VIC Cap. 81, April 8, 1874, the Northern Railway Company was incorporated to build from Richibucto to the nearest point on the Intercolonial Railway. A line of railway from Kent Junction on The Intercolonial Railway to Richibucto (26.49 miles) was constructed, and opened for traffic on November 1, 1883.

To secure the payment of certain bonds or debentures totalling \$270,000 the property, corporate rights and franchises, etc., were conveyed to Imperial Trusts Company of Canada under trust deed dated September 1, 1890. The Trust Company later resigned and Alexander Perley Barnhill and Edward B. Buckerfield were appointed Trustees in their stead. The Trustees brought suit for foreclosure and sale in the Supreme Court in Equity for the Province of New Brunswick. In pursuance of court decree dated September 30, 1902, the line of railway, rights, franchises, and other property were sold by public auction to Thomas Ritchie on December 19, 1902.

Under New Brunswick Act 3 Ed. VII Cap. 95, May 9, 1903, The Kent Northern Railway Company was incorporated, with authorized capital stock of \$40,000, to acquire the property, rights and franchises of Northern Railway Company from Thomas Ritchie.

Under New Brunswick Act 3 Ed. VII Cap. 96, May 9, 1903, The Kent Northern Extension Railway Company was incorporated to construct a railway from Kent Junction to Chipman with power to amalgamate with The Kent Northern Railway Company. This line was not built.

Dominion Act 19 - 20 Geo. V. Cap. 14, June 14, 1929 and Dominion Order in Council P.C. 1442, August 7, 1929 authorized Canadian National Railway Company to purchase the whole of the undertaking and railway of The Kent Northern Railway, including the line of railway extending from Kent Junction on the Intercolonial Railway in a generally easterly direction to Richibucto on the Strait of Northumberland, including the main and branch lines of railway, rolling stock and equipment, and all rights, franchises, powers, property and assets, for the sum of \$60,000, plus write off of indebtedness of The Kent Northern to Canadian National Railway Company, which at the time of acquisition amounted to \$29,762.92. This amount less \$1,315.64 miscellaneous salvage was written off to Profit and Loss in Canadian National Railway Company Accounts.

While the property was taken over on September 1, 1929, and, by authority of Dominion Order in Council P.C. 1917, October 2, 1929, included in Eastern Lines of Canadian National Railways, payment was not made until January 21, 1931, after survey of the right-of way had been made.

Payments were as follows:

THE KENT NORTHERN RAILWAY COMPANY

507

History:	National Trust Co. (discharge of mortgage)	\$35,190.00	
Cont'd.	Interest from December 1, 1930	<u>371.18</u>	\$35,561.18
	Kent Northern Rly. (balance of purchase price)	24,810.00	
	Interest from September 1, 1929	<u>3,820.60</u>	<u>28,630.60</u>
			\$64,191.78

Donations and grants:	Subsidies were (Statistics of Steam Rlys. of Canada - 1938, p. 64)		
	Dominion	\$58,334	
	Province of New Brunswick	<u>135,200</u>	\$193,534

Location:	Moncton Division:	
	Kent Junction - Richibucto	26.49 miles.

THE KINGSTON, SMITH'S FALLS AND OTTAWA RAILWAY COMPANY
(wholly-owned by The Grand Trunk Railway Company of Canada)
Company inactive since May 4, 1912

Incorporated: June 23, 1887 - Dominion Act 50 - 51 VIC Cap. 88.

History: Under Dominion Act 50 - 51 VIC Cap. 88, June 23, 1887, "The Kingston, Smith's Falls and Ottawa Railway Company" was incorporated to construct and operate a railway from Kingston to Ottawa via Smith's Falls.

In August, 1906 The Grand Trunk Railway Company of Canada paid Andrew T. Drummond \$50,000 in full payment for transfer of stock, official seal and other records of the Company. Further expenditures totalling \$41,459.82 were made covering engineering, legal fees, etc. but construction was not commenced within the time limit finally authorized which expired on May 4, 1912.

The Company has remained inactive and The Grand Trunk Railway Company of Canada investment of \$91,459.82 was written off to Profit and Loss in 1924.

Capital Stock: As at May 4, 1912:

Authorized: 10,000 shares - \$100 par value each \$1,000,000
No call in respect of stock to exceed 10% on the amount of stock subscribed.

In August 1906 The Grand Trunk Railway of Canada paid Andrew T. Drummond \$50,000 in full payment for transfer of Stock, official seal and all other corporate records of the Company.

LACHINE AND HOCHELAGA RAILWAY COMPANY
 (majority capital stock owned by Canadian National Railway Company)
 Reference Grand Trunk Railway Blue Book p. 52 and 104.

Incorporated: March 30, 1883 - Quebec Act 46 VIC Cap. 100.

History: Under Quebec Act 46 VIC, Cap 100, March 30, 1883, "Lachine and Hochelaga Railway Company" was incorporated to construct a railway from Lachine to the St. Lawrence River passing in rear of the mountain of Montreal, and from the starting point to Point St. Charles.

According to information received from the Engineering Dept. Montreal Area, it appears the St. Patrick Street spur extending from St. Patricks Street Junction at Mile 0.60 on Harbour St. Spur to the end of track at Richmond St. a distance of 0.43 miles was built by the Grand Trunk Railway Co.

In 1860 the Grand Trunk Railway Co. built a track from Point St. Charles extending along Wellington Street to a connection with the Montreal Harbour tracks near McGill St. Permission to cross the Lachine Canal by a trestle which closed to navigation in the winter. In 1871 a combined railway and street traffic wooden bridge was erected jointly by the Government and the Grand Trunk, opening and closing by steam. This was replaced in 1879 by an iron bridge.

On September 19, 1883 the Grand Trunk Railway Company entered into an agreement with the City of Montreal to construct, lay and extend their railway from their present line at or near the said Wellington St. to the Canada Sugar Refining Co. a distance of 0.43 miles which was opened for traffic in 1884. This line appears to have been built not as generally supposed, under the charter of the Lachine and Hochelaga Railway Company but under the Consolidated Act of 1879 Assented to May 15, 1879 authorizing any railway company to construct branch lines subject to certain conditions.

Property investment: Included in investment account of The Grand Trunk Railway Company of Canada (Canadian National Railway Company).

Capital Stock: Authorized: 10,000 shares - \$100 each \$1,000,000

Page 52 of Grand Trunk Railway System Statistics relating to History, Organization, Capital Stock, etc. of constituent and affiliated companies (compiled in 1897 and revised January 1, 1916) records that the Lachine and Hochelaga Railway was acquired by The Grand Trunk Railway Company of Canada when constructed in 1884 by majority control of capital stock. The whereabouts of the Seal and corporate records (if any) is unknown.

"THE LACHINE, JACQUES CARTIER AND MAISONNEUVE RAILWAY COMPANY"
(included in "Canadian National Railway Company" from June 8, 1954)

Incorporated: May 7, 1909 - Quebec Act 9 Ed. VII Cap. 99.

History: Under Quebec Act 9 Ed. VII Cap. 99, May 8, 1909, "The Lachine, Jacques Cartier and Maisonneuve Railway Company" was incorporated to construct and operate a railway from Lachine to Montreal, via rear of the Mountain of Montreal, and to extend to Dorval and to northern end of the Island of Montreal (Maisonneuve). The organization of the Company was undertaken by the Grand Trunk Railway for the purpose of obtaining access to industrial districts in the North and East of Montreal.

A right-of-way of a general width of 100 feet was acquired between Jacques Cartier Junction at the rear of Mount Royal and a terminal fronting on St. Catherine Street between Frontenac and Harbour Streets at a cost of \$2,719,039. However with the subsequent acquisition of the Canadian Northern and Grand Trunk Railways by the Dominion Government construction became unnecessary as the Canadian Northern already had trackage affording the access required.

In May 1928 the assets and titles were transferred to Canadian National Realty, Limited for liquidation as authorized by Dominion Order in Council P.C. 1406 dated August 22, 1924.

Amalgamation: On June 8, 1954, Canadian National Railway Company, The Lachine, Jacques Cartier and Maisonneuve Railway Company and five other companies were amalgamated into one company under the name "Canadian National Railway Company".

Capital Stock: Prior to amalgamation on June 8, 1954:
 Authorized: 10,000 shares - \$100 - \$1,000,000
 Issued: 12 shares - \$100 - \$1,200 10% paid up and unpledged

10% paid up and owned by Canadian National Railway Company.

Upon amalgamation on June 8, 1954, the outstanding shares were cancelled in accordance with the terms of amalgamation agreement dated May 13, 1954.

Funded debt: As at June 8, 1954 - nil.

511

THE LAKE SIMCOE JUNCTION RAILWAY COMPANY
(included in "Canadian National Railway Company" from January 31, 1923)

Incorporated: March 29, 1873 - Ontario Act 36 Vic Cap. 75.

History: Under Ontario Act 36 Vic Cap. 75, March 29, 1873 "The Lake Simcoe Junction Railway Company" was incorporated to construct a railway from a point on Lake Simcoe near Sutton to some point on the Toronto and Nipissing Railway near Stouffville.

A line was constructed from Stouffville Junction to Jackson's Point (26.41 miles) and opened for traffic on October 1, 1877.

The line was included in The Midland Railway System which was leased to The Grand Trunk Railway Company of Canada January 1, 1884.

Amalgamation: Effective April 4, 1893, under Agreement dated October 1, 1892, ratified and confirmed by Dominion Act 56 Vic Cap. 47, April 1, 1893, The Lake Simcoe Junction Railway Company and fourteen other companies were amalgamated into one company under the name "The Grand Trunk Railway Company of Canada".

Donations and grants: Subsidies were as follows - (Statistics of Steam Railways of Canada -1938, p.64):

Province of Ontario	\$ 53,000	
Municipal	<u>100,000</u>	\$153,000

Location: Allandale Division:
Zephyr - Sutton 8.88 miles

Discontinued

Stouffville - Zephyr	16.15 miles	1928
Sutton - Jackson's Point	1.97 miles	1926

Capital Stock: Prior to amalgamation on April 1, 1893:
341 shares of \$100 each \$34,100
All owned by The Grand Trunk Railway Company of Canada.

Upon amalgamation on April 1, 1893, the share capital other than G.T.R. was converted into an equal amount of Ordinary Stock of The Grand Trunk Railway Company of Canada in accordance with the terms of Amalgamation Agreement.

Long-term debt: Prior to amalgamation on April 1, 1893:
6% First Mortgage Bonds outstanding in the amount of \$251,606 were held in The Grand Trunk Railway of Canada Treasury, and upon amalgamation the liability with respect thereto was assumed by the latter Company.

LAKE SUPERIOR BRANCH

(property owned by "Canadian National Railway Company" and leased to Crown for term of 999 years from May 1, 1915 - operated as part of "Canadian Government Railways")

History:

In order to receive financial aid in the construction of "The Grand Trunk Pacific Railway" construction of the National Transcontinental Railway from Winnipeg, to Moncton crossing the St. Lawrence River at Quebec, was agreed to, instead of extending the line from its terminus at North Bay, Ontario to Winnipeg and the Pacific Ocean, as originally proposed by the Grand Trunk Railway. Construction of the National Transcontinental Railway left the Grand Trunk with no connection between its terminus at North Bay and the Eastern Division of the National Transcontinental Railway, a distance of about 250 miles.

In order to establish an early connection between North-West Canada and the Lake Ports of the Grand Trunk Railway on Georgian Bay a line known as the Lake Superior Branch was constructed by The Grand Trunk Pacific Railway from Superior Junction, 250 miles east of Winnipeg on the National Transcontinental Railway, to Fort William (188.27 miles), connection with which was made by Lake Steamers operated in the interests of the Grand Trunk Railway.

A contract was made October 5, 1905 with Foley Bros. and Larsen for the construction of the Lake Superior Branch. Construction was completed during the fiscal year ended June 30, 1909.

Funds for construction were provided by the issue of The Grand Trunk Pacific Railway Company bonds guaranteed by The Grand Trunk Railway Company of Canada.

Under Agreement dated July 29, 1915, between The Grand Trunk Pacific Railway Company and the Crown, authorized by Dominion Act 5 Geo. V Cap 18, April 15, 1915, and Dominion Order in Council P.C. 1575, July 2, 1915, the Lake Superior Branch of about 188 miles, including terminal facilities at Fort William, was leased to the Crown for 999 years from May 1, 1915, at an annual rental of \$600,000. The line, though built by The Grand Trunk Pacific Railway Company, is properly a branch of the Eastern Division of National Transcontinental Railway, and it was with this in mind that the Government leased the property to complete the National Transcontinental Railway.

Improvements on leased railway property:	As at December 31, 1960:	
	Road	\$4,138,093 included in Canadian Government Railways.
Donations and grants:	Subsidies were (Statistics of Steam Rlys. - 1938 - p. 62):	
	Province of Ontario	\$376,230 also 637,213.92 acres of land.
Location:	In operation Commee - Superior Jct.	159.92 miles

LAKE SUPERIOR BRANCH

513

Location:
(Cont'd.)

Abandoned:

In 1925

Mile 0.80 Midway	- Mile 0.90	0.90	
Mile 1.63	- Conmee	<u>27.45</u>	<u>28.35</u>
Total			188.27

THE LAKE SUPERIOR TERMINALS COMPANY LIMITED
(wholly owned subsidiary of 'Canadian National Railway Company')

Incorporated: January 4, 1902 - Ontario Letters Patent.

Head Office: Toronto, Ontario.

History: Under Ontario Letters Patent, January 4, 1902, The Lake Superior Terminals Company Limited was incorporated to acquire sites and build Terminal Storage Elevators at the head of the Great Lakes. A site was secured at Port Arthur and a wooden elevator was constructed thereon, and opened for operation in 1904.

Mackenzie, Mann and Co. Ltd., acquired the capital stock of the Lake Superior Terminals Company, Ltd. under agreement dated June 2 1903, and transferred it to the Canadian Northern Ry. Co. who pledged it under the mortgage of June 30 1903 securing the Canadian Northern Ry. Co. First Mortgage 4% Perpetual Debenture Stock and Bonds. It was also pledged as a second mortgage securing the issue of Canadian Northern Ry. Co. of July 15 1914, 4% Guaranteed Debenture Stock and Bonds which was discharged September 1 1939.

In 1920 the original wooden structure was demolished, and a new reinforced concrete grain elevator "B" was constructed with a capacity of 7,000,000 bushels. There were also constructed three tiled storage annexes, Nos. 1, 2 & 3, each with a capacity of 2,250,000 bushels, making an aggregate capacity of 7,450,000 bushels, also a Dryer House and Boiler House fully equipped.

The grain elevator is leased to Manitoba Pool Elevators, Limited for a term of 10 years from September 1, 1950 at an annual rental of \$50,000 plus taxes and insurance, plus \$2,000 for each million bushels of grain in excess of 27 million up to 45 million and \$3,000 for each million bushels over 45 million bushels received by the Lessee in all its terminal facilities at the Lakehead, during any crop year.

Dissolution: The Directors, by Resolution No. 413 dated October 28, 1955, have authorized that the Company may be dissolved after transfer of assets to Canadian National Railway Company, or some other Company.

The Letters Patent incorporating the Company were surrendered and by Certificate dated June 19 1958 issued by the Provincial Secretary of Ontario, the Company was declared dissolved as of August 5 1958.

Property investment: As at December 31, 1955:
Elevator "B" - Port Arthur, Ontario \$3,808,358
Included in property accounts of Canadian Northern Railway.

Capital Stock: As at December 31, 1955:
Authorized: 10,000 shares - \$100 each \$1,000,000
Issued: 5,000 shares - \$100 each 500,000
All owned by The Canadian Northern Railway Company (now Canadian National Railway Company) - Unpledged.

Capital Stock: Under Agreement dated July 14, 1914, and by authority of Dominion Cap. (Cont'd.) 20, 1914, the Contractors, (Mackenzie, Mann & Company, Limited, Sir William Mackenzie and Sir Donald D. Mann) transferred all the shares of capital stock to the Trustee, The Canadian Northern Railway Company becoming the beneficial owner, subject to charges under the Trust Deed of June 30, 1903 securing The Canadian Northern Railway Company Perpetual Consolidated Debenture Stock. This Trust Deed was discharged on July 30, 1956. Payment was included in the \$23,000,000 of capital stock of The Canadian Northern Railway Company issued to the Contractors in consideration of their turning over control of the companies as set out in The Canadian Northern Railway Guarantee Act, 1914, Dominion Act 4 - 5 Geo. V Cap. 20, June 12, 1914.

Certificates representing 4995 shares in the name of National Trust Company, Limited and 5 shares in the names of British Empire Trust Company, Limited and National Trust Company, Limited, Trustees, with Powers of Attorney in favour of The Canadian Northern Railway Company (now Canadian National Railway Company) attached are held in Royal Trust Company vaults, Montreal.

Long-term debt: After March 15, 1955 - nil

5% First Mortgage Gold Bonds issued July 1, 1903 in the amount of \$1,000,000, secured by Trust Deed dated July 1, 1903, and 5% First Mortgage Gold Bonds issued December 31, 1903 in the amount of \$1,000,000 secured by Trust Deed dated December 28, 1903, have been paid off and the bonds were cremated. Both Trust Deeds were discharged on March 15, 1955.

LAWLOR BUILDING - TORONTO
(property included in Canadian Government Railways from 1923)

History:

This building was expropriated in 1923 by the Crown (Department of Railways and Canals) at a cost of \$1,200,000, plus settlements with tenants and legal fees amounting to \$29,391, or a total cost of \$1,229,391.

The building has a frontage of 60 feet on King Street and 90 feet on Yonge Street in Toronto, and consists of five storeys having a total floor space of 20,522 square feet. It is officially known as No. 6 King Street West.

On March 31, 1924 the tenants were notified to vacate by June 30, 1924, after which the building was occupied for a short time, by the Railway Communications Department, theretofore located on Wellington Street.

On December 5, 1927, the Traffic Department of the railway (both freight and passenger) occupied the premises. The ground floor is occupied by the Canadian National Railways City Ticket Office (4,181 square feet) and the Canadian National Telegraphs (61 square feet), and the basement and upper floors (16,280 square feet) are occupied by other sections of the Traffic Department.

Property
investment:

Building

\$1,243,835

In November 1955 the Crown transferred title to the Lawlor Building to Canadian National Railway Company- Order-in-Council PC.1955-1732.

Following this transfer of title the Railway sold the property to Tusca Investments Limited, for \$750,000 by agreement dated January 31, 1958.

LEWISTON AND AUBURN RAILROAD COMPANY
 (leased to Grand Trunk Railway (Canadian National Railway Company) for 99 years from
 March 10, 1874)

Incorporated: February 9, 1872 - State of Maine Session Laws, and amendments thereto.

Head Office: Lewiston, Maine.

History: Under State of Maine Session Laws, February 9, 1872, and amendments thereto Lewiston and Auburn Railroad Company was incorporated to construct a railroad from Lewiston Junction to Auburn.

Under agreement dated March 25, 1874, the road is leased to Grand Trunk Railway (now Canadian National Railway Company) for 99 years from March 10, 1874, at an annual rental of \$15,000 for the first year and \$18,000 per annum thereafter, payable semi-annually; being 6% on \$300,000 Capital Stock.

Location: Berlin Subdivision - St. Lawrence Division:
 Lewiston Junction to Auburn - 5.43 miles opened to traffic July 13, 1874.
 (Operated as part of Canadian National Lines in New England).

Capital Stock: Authorized: \$300,000
 Issued: \$300,000 held by Cities of Lewiston and Auburn.

Funded Debt: Nil.

Accounting: Canadian National Investment in leased Property to December 31, 1955, is \$8,020.45.

Prior to 1918 the primary operating, income, and other accounts were included in The Grand Trunk Railway Company of Canada accounts. From 1918 to 1922 inclusive the net income or loss was included in The Grand Trunk Railway Company of Canada accounts as "Separately operated properties". Commencing January 1, 1923 the railway was, for accounting purposes, included in "Canadian National Railways", and the primary operating, income, and other accounts were so included.

LONDON AND GRAND TRUNK JUNCTION RAILWAY COMPANY

518

Incorporated: June 19, 1856 - Province of Canada Act 19 VIC Cap. 75.

History: Under Province of Canada Act 19 VIC Cap. 75, June 19, 1856 "London and Grand Trunk Junction Railway Company" was incorporated to construct a line from London to the Grand Trunk Railway at or near St. Mary's, with provision for union with The Grand Trunk Railway Company of Canada.

Title to lands required for right-of-way was taken in the name of The Grand Trunk Railway Company of Canada and the line was built from London to St. Mary's (20.86 miles) and opened for traffic on September 27, 1858.

Property Investment: Included in investment account of The Grand Trunk Railway Company of Canada (Canadian National Railway Company).

The line from London East to St. Mary's Junction, a distance of 20.86 miles, was completed and opened for traffic on September 27, 1858.

Capital Stock: Page 35 of Grand Trunk Railway System Statistics relating to History, Organization Capital Stock, etc. of constituent and affiliated companies (compiled in 1897 and revised January 1, 1916) records that the line was built under the original charter granted London and Grand Trunk Junction Railway Company. The whereabouts of the Seal and corporate records (if any) is unknown.

519

THE LONDON HURON AND BRUCE RAILWAY COMPANY
(included in "Canadian National Railway Company" from January 31, 1923)

Incorporated: February 15, 1871 - Ontario Act 15 VIC Cap. 42.

History: Under Ontario Act 15 VIC Cap. 42, February 15, 1871, "The London Huron and Bruce Railway Company" was incorporated to construct a railway from London to Goderich or Kencardine, etc.

A line was constructed from Hyde Park to Wingham (68.91 miles) and opened for traffic on January 4, 1876.

Subsidies Paid:

	Province of Ontario	Municipal	Total
Township of London	\$	\$ 15,000	\$
" " Stephen		17,500	
" " Osborne		25,000	
" " Hay		15,000	
" " Goderich		15,000	
" " East Wawanosh		25,000	
" " Hallet		25,000	
" " Tuckersmith		10,000	
" " Turnberry		5,000	
" " Morris		10,000	
" " Stanley		10,000	
Village " Clinton		20,000	
" " Exeter		10,000	
" " Kincardine and Wigan		9,000	
City " London		100,000	311,500
Province " Ontario			178,630
			\$490,130

The London Huron and Bruce Railway Company formed part of The Great Western Railway Company System when the latter Company was amalgamated with The Grand Trunk Railway Company of Canada on August 12, 1882.

Amalgamation: Effective April 1, 1893, under Agreement dated October 1, 1892, ratified and confirmed by Dominion Act 56 VIC Cap. 47, April 1, 1893, The London Huron and Bruce Railway Company and fourteen other companies were amalgamated into one company under the name "The Grand Trunk Railway Company of Canada".

Donations and grants: Subsidies were as follows (Statistics of Steam Railways of Canada - 1938, p.64):

Province of Ontario	\$178,630	
Municipal	<u>311,500</u>	\$490,130

Location: Stratford Division: Miles

Hyde Park - Clinton Jct. 45.27

Discontinued

Clinton Jct. - Wingham Jct. 23.64 1941

THE LONDON HURON AND BRUCE RAILWAY COMPANY

Capital Stock: Prior to amalgamation on April 1, 1893:
2085 shares - \$50 each \$104,250
All owned by The Grand Trunk Railway Company of Canada.

Upon amalgamation on April 1, 1893, the share capital, other than GTR was converted into an equal amount of Ordinary Stock of The Grand Trunk Railway Company of Canada in accordance with the terms of Amalgamation Agreement.

Long term debt: Prior to amalgamation on April 1, 1893:
Bonds outstanding in the amount of \$912,646 (£187,530) were held in The Grand Trunk Railway Company of Canada Treasury, and upon amalgamation the liability with respect thereto was assumed by the latter Company.

521

THE LOTBINIERE AND MEGANTIC RAILWAY COMPANY
(property included in Canadian Government Railways from April 1, 1920)

Incorporated: March 21, 1889 - Quebec Cap. 89.

History: Under Quebec Act 52 VIC Cap. 89, March 21, 1889, "The Lotbiniere and Megantic Railway Company" was incorporated to construct and operate a railway from Saint - Jean Des Chaillons to or near Glen Lloyd in the County of Megantic.

The railway was completed and opened for traffic as follows:

Lyster	to St. Philomene	23.34 miles	November 8 1894
St. Philomene	to Deschaillons	<u>6.25</u> "	December 3 1896
Total		29.59 miles	

Dominion Act 6 - 7 Geo. V. Cap. 22, May 18, 1916, authorized the Minister of Railways and Canals to acquire The Lotbiniere and Megantic Railway extending from Lyster to Saint-Jean Des Chaillons, about 30 miles, on the basis of actual cost less subsidies and depreciation as determined by the Exchequer Court of Canada. Judgment of the Court was rendered on January 24, 1917.

Dominion P.C. 2411, December 1, 1919, authorized purchase of the road for \$330,000, the road to be entrusted to the Board of Directors of The Canadian Northern Railway Company for management and operation.

Deed of sale executed on April 29, 1920, conveyed the railway to the Crown as of April 1, 1920 in consideration of \$330,000.

Vote 470, Dominion Act 10 - 11 Geo. V Cap. 73, July 1, 1920 provided \$336,875 for the purchase of the railway together with interest at 5% from April 1, 1920.

Property investment:	As at December 31, 1960	
	Road	\$186,336

Donations and grants:	Subsidies were (Statistics of Steam Rlys. of Canada - 1938, p. 64):	
	Dominion	\$ 96,000
	Province of Quebec	<u>126,000</u> \$222,000

Location:	Levis Division, Des Chaillons Sub Division:	
	Villeroy - Parisville	<u>Miles</u> 13.12
	<u>Discontinued</u>	
	Villeroy - Lyster	12.93 1927
	Parisville - Des Chaillons	3.54 1931

MACKENZIE MANN AND COMPANY LIMITED

Mackenzie and Mann came into existence as an organization of contractors to build railways about 1896.

Mackenzie Mann and Company, Limited was incorporated under Letters Patent at the Province of Ontario dated February 22, 1902.

As Mackenzie Mann and Company was neither an operating or an owning company, (insofar as transactions with Canadian National Railways were concerned) a report on its Activities is not included. For the relationship of Mackenzie, Mann and Company Limited The Canadian Northern Railway See Volume II - Chapter II Pages 38 et seq. of the history of the Company "Canadian National Railways: Toward the Inevitable."

"THE MAGANETAWAN RIVER RAILWAY COMPANY" 523
 (included in "Canadian National Railway Company" from June 8, 1954)

Incorporated: April 15, 1901 - Ontario Act 1 Ed. VII Cap. 83.

History: Under Ontario Act 1 Ed. VII Cap. 83, April 15, 1901, "The Maganetawan River Railway Company" was incorporated to construct and operate a railway from Burk's Falls to navigable waters of the Maganetawan River, etc., etc.

By agreement dated December 4, 1901 between The Grand Trunk Railway Company of Canada, The Maganetawan River Railway Company, and James Sharpe, one of the original sponsors of the line, The Grand Trunk Railway agreed to construct the line for the Maganetawan Company, and the Maganetawan Company assigned to the Grand Trunk the right to receive certain subsidies from the Ontario and Dominion Governments, which had been voted toward construction, and also agreed that the Grand Trunk should retain the Maganetawan Company's proportion of switching charges. The Maganetawan Company's proportion of switching charges was to be \$1 per car, and such amount, together with the cash subsidies were to be applied by the Grand Trunk in liquidation of construction expenditures on behalf of the Maganetawan Company.

On the same date as the foregoing agreement James Sharpe signed a release of all his claims against the Maganetawan Company and agreed to transfer all shares of capital stock of the Company held by him to the Grand Trunk for a consideration of \$2,500. This amount was paid by the Grand Trunk in October 1903, when the entire capital stock of the Company was transferred to the Grand Trunk. The total cost to the Grand Trunk was as follows:

The railway was completed and opened for traffic from Burk's Falls to the Maganetawan River a distance of 11.91 miles on December 4, 1903.

Original cost of construction to Jan. 31st, 1910		\$24,035.74
Cost of Capital Stock		<u>2,500.00</u>
<u>Less Subsidies</u>		\$26,535.74
Dominion - Jan. 11, 1903	\$ 3,552	
Ontario - Dec. 23, 1902	<u>10,000</u>	<u>13,552.00</u>
		\$12,983.74

The amount of \$12,983.74 was charged to the Maganetawan Company and eventually cleared by the application of the Maganetawan Company's \$1.00 per car proportion of the switching charge as covered by the agreement.

This line of Railway property extends from Burk's Falls, Ontario, to Maganetawan Wharf, a distance of 2.62 miles, and is operated as a freight spur as part of the Canadian National Railway Company.

Amalgamation: On June 8, 1954, Canadian National Railway Company, The Maganetawan River Railway Company and 5 other companies were amalgamated into one company under the name "Canadian National Railway Company."

Capital Stock: Prior to amalgamation on June 8, 1954:
 Authorized: 300 shares - par \$100 - \$30,000
 Issued: 300 shares - par \$100 - 30,000 unpledged.

All owned by Canadian National Railway Company.

"THE MAGANETAWAN RIVER RAILWAY COMPANY"

Upon amalgamation on June 8, 1954, the outstanding shares were cancelled in accordance with the terms of amalgamation agreement dated May 13, 1954.

Funded debt: As at June 8, 1954 - nil.

MALONE AND ST. LAWRENCE RAILWAY COMPANY

History: Malone and St. Lawrence Railway Company was incorporated on December 30, 1890. The railway was constructed in 1891 from Malone to the International Boundary a distance of 12.4 miles. The railway was leased in perpetuity to the Central Vermont Railroad Co. which guaranteed the principal and interest on its first mortgage bonds and the operation of the line began January 11, 1892. On March 1, 1894 the lease was transferred to Wm. Seward Webb, who also assumed that portion of the lease which provides for the guarantee of the principal and interest of first mortgage bonds.

Capital Stock: \$ 240,000

Funded Debt: 5% First Mortgage Bonds due September 1, 1991 \$ 240,000

Since March 1, 1894 the railway has been operated by the New York Central and Hudson River Railroad Co. in conjunction with its Adirondack Division. The Malone and St. Lawrence Railway Company was consolidated with the St. Lawrence and Adirondack Railway Company on November 18, 1895. (Poors 1903, Page 107).

MANITOBA NORTHERN RAILWAY COMPANY

(included in Canadian National Railway Company from June 11, 1956)

Incorporated: April 23, 1926 - Manitoba Cap. 113
February 7, 1928 - Manitoba Cap. 19 - amending Cap. 113, 1926.

History: Under Manitoba Act 16 Geo. V Cap. 113, Assented to April 23, 1926, "Manitoba Northern Railway Company" was incorporated to, among other things, construct and operate a railway from a point at or near Mile Seven on the Hudson Bay Railway to Flin Flon Mine, with branches or extensions, etc., etc.,

Construction commenced December 2, 1927, the right-of-way being principally on Crown land. Operation by Canadian National Railway Company was commenced on January 1, 1930.

The intention was to lease the line to Canadian National Railway Company and sell securities based on the lease. This plan was dropped when it was found that bonds issued under a mortgage of the lease would not be readily saleable. Accordingly construction was financed on temporary loans, and the charter was amended in 1931 to authorize the Company to amalgamate with (instead of leasing to) Canadian National Railway Company.

Under agreement dated December 17, 1927, between the Province of Manitoba, Manitoba Northern Railway Company and Canadian National Railway Company, the Province paid to the Canadian National Railway Company \$100,000 per annum during the first five years, 1930 to 1934 inclusive, towards the deficit in operation. These subsidies were credited to Income Account by Canadian National Railway Company.

Amalgamation: On June 11, 1956, Canadian National Railway Company, Manitoba Northern Railway Company and 16 other companies were amalgamated into one company under the name "Canadian National Railway Company".

Property investment: Prior to amalgamation on June 11, 1956:
Road - Flin Flon Branch \$6,574,380.45
Sherritt Gordon Branch 2,602,442.00 \$9,176,822.45

Donations and grants: In addition to the \$500,000 paid by the Province of Manitoba towards deficits as mentioned above Land Grants were as follows: (Statistics of Steam Railways - 1938, p. 65).

Dominion	2,155.89 acres
Manitoba	<u>238.70</u> acres
	2,394.59 acres

Location: The Railway was completed and opened for traffic as follows:

Flin Flon Jct.	to	Flin Flon	87.50 miles	July 30, 1929
Sherritt Jct.	to	Sherritt	<u>40.38</u> "	Nov. 21, 1929
		Total	127.88 miles	

Running Rights

The Pas - Flin Flon Jct. 4.24 Hudson Bay Railway

MANITOBA NORTHERN RAILWAY COMPANY

Capital stock: Prior to amalgamation on June 11, 1956:

Authorized:	5,000 shares - \$100	\$500,000
Issued:	5,000 shares - \$100	500,000 unpledged

The shares of the authorized capital stock were issued to Canadian National Railway Company without money consideration and were carried at \$1.

Upon amalgamation on June 11, 1956, in accordance with the terms of amalgamation agreement dated May 17, 1956, the capital stock was treated as cancelled.

Funded debt: As at June 11, 1956 - nil.

Note in the amount of \$9,008,250.94 held by Canadian National Railway Company and cash advances made by Canadian National Railway Company in the amount of \$168,571.51, were retired upon amalgamation on June 11, 1956.

THE MANITOBA RAILWAY COMPANY
 (property included in "Canadian National Railway Company" from Sept.18,
 Includes: 1946)
 Northern Pacific and Manitoba Railway Company
 Portage and North Western Railway Company
 The Waskada and North Eastern Railway Company
 The Winnipeg Transfer Railway Company (Limited)

Formation: 1901 or 1902

Declaratory: The lines of railway and other works constructed by Northern Pacific and Manitoba Railway Company, Portage and North-Western Railway Company, The Waskada and North Eastern Railway Company, and The Winnipeg Transfer Railway Company (Limited) were declared to be works for the general advantage of Canada - Dominion 1 Edw. Cap. 73, May 23, 1901.

History: NORTHERN PACIFIC AND MANITOBA RAILWAY COMPANY

Manitoba Act 51 VIC Cap. 5, April 30, 1888, authorized the Railway Commissioner for Manitoba to construct and operate a railway from Winnipeg to West Lynne to be known as the Red River Valley Railway, and also to construct and operate a railway from Winnipeg to Portage la Prairie, etc.

The railway was completed and opened to traffic on September 1, 1889 from Winnipeg to Emerson on the International Boundary a distance of 65.81 miles.

Under Manitoba Act 52 VIC Cap. 2, September 4, 1888, Northern Pacific and Manitoba Railway Company was incorporated to take over, complete and operate the Red River Valley Railway from Winnipeg to International Boundary and to Portage la Prairie, and a line from Morris to Brandon.

Dominion Act 52 VIC Cap. 58, April 16, 1889, validated incorporation and declared the railway a work for the general advantage of Canada.

The Railway was completed and opened for traffic as follows:

Morris	to Brandon	September 1, 1859	145.34 miles
Portage Jct.	to Portage la Prairie	" 1, 1889	52.50 "
Hartney Jct.	to Argue	November 21, 1898	46.50 "
Argue	to Hartney	July 1, 1900	<u>4.32</u> "
Total,	-	-	248.66 miles

Under agreement dated January 15, 1901, confirmed by Manitoba Cap. 38, March 15, 1901, Northern Pacific and Manitoba Railway Company, Portage and North-Western Railway Company, The Winnipeg Transfer Railway Company (Limited), and The Waskada and North Eastern Railway Company leased their respective lines of railway to the Government of Manitoba for 999 years, with option of purchasing the demised premises and all franchises, rights and powers of the lessors for \$7,000,000 at any time during the term of lease. Northern Pacific Railway Company (of U.S.A.) also entered into the agreement as representing the four lines named.

Under agreement dated February 11, 1901, confirmed by Manitoba Cap. 39, March 20, 1901, and Dominion Cap. 53, May 23, 1901, the above mentioned lease and option of purchase was assigned by the Government of Manitoba to "The Canadian Northern Railway Company".

Under agreement authorized by Dominion Cap. 73, May 23, 1901, and approved by Dominion Order in Council dated December 22, 1902, the four companies owning the leased lines were amalgamated as one Company under the name "The Manitoba Railway Company", a subsidiary of Northern Pacific Railway Company (U.S.A.).

PORTAGE AND NORTH WESTERN RAILWAY COMPANY

Under Manitoba Cap. 51, April 13, 1899, Portage and North-Western Railway Company was incorporated to construct and operate a railway from Portage la Prairie via Hamiota and Birtle to the north boundary of the province, with branches, etc. etc.

The railway was completed and opened for traffic as follows:

Portage la Prairie	to Oakland	April 1, 1900	9.30 miles
Portage la Prairie	to Beaver	April 1, 1900	19.62 "
Oakland	to Delta	July 1, 1900	<u>5.40 "</u>
	Total		34.32 miles

Under agreement dated January 15, 1901, confirmed by Manitoba Cap. 38, March 15, 1901, Northern Pacific and Manitoba Railway Company, Portage and North-Western Railway Company, The Winnipeg Transfer Railway Company (Limited), and The Waskada and North Eastern Railway Company leased their respective lines of railway to the Government of Manitoba for 999 years with option of purchasing the demised premises and all franchises, rights and powers of the lessors for \$7,000,000 at any time during the term of lease. Northern Pacific Railway Company (of U.S.A.) also entered into the agreement as representing the four lines named.

THE MANITOBA RAILWAY COMPANY

History
(cont'd):

Under agreement dated February 11, 1901, confirmed by Manitoba Cap. 39, March 20, 1901, and Dominion Cap. 53, May 23, 1901, the above mentioned lease and option of purchase was assigned by the Government of Manitoba to The Canadian Northern Railway Company .

Under agreement authorized by Dominion Cap. 73, May 23, 1901, and approved by Dominion Order in Council dated December 22, 1902, the four companies owning the leased Lines were amalgamated as one Company under the name The Manitoba Railway Company , a subsidiary of Northern Pacific Railway Company (U.S.A.).

THE WASKADA AND NORTH EASTERN RAILWAY COMPANY

Under Manitoba Cap. 55, April 13, 1899, The Waskada and North Eastern Railway Company was incorporated to construct and operate a railway from Tp. 5, R. 19, 20 or 21 west of First Principal Meridian, Manitoba, to a point in Tp. 1, R. 24, west of F.P.M., thence to Waskada and the western boundary of the province, etc., etc.

Under agreement dated January 15, 1901, confirmed by Manitoba Cap. 38, March 15, 1901, Northern Pacific and Manitoba Railway Company, Portage and North-Western Railway Company, The Winnipeg Transfer Railway Company (Limited), and The Waskada and North Eastern Railway Company leased their respective lines of railway to the Government of Manitoba for 999 years, with option of purchasing the demised premises and all franchises, rights and powers of the lessors for \$7,000,000 at any time during the term of lease. Northern Pacific Railway Company (of U.S.A.) also entered into the agreement as representing the four lines named.

Under agreement dated February 11, 1901, confirmed by Manitoba Cap. 39, March 20, 1901, and Dominion Cap. 53, May 23, 1901, the above mentioned lease and option of purchase was assigned by the Government of Manitoba to "The Canadian Northern Railway Company".

Under agreement as authorized by Dominion Cap. 73, May 23, 1901, and approved by Dominion Order in Council dated December 22, 1902, the four companies owning the leased lines were amalgamated as one Company under the name The Manitoba Railway Company , a subsidiary of Northern Pacific Railway Company (U.S.A.).

THE WINNIPEG TRANSFER RAILWAY COMPANY (LIMITED)

Under Manitoba Letters Patent, August 6, 1887, The Winnipeg Transfer Railway Company, Limited was incorporated to build from the Junction of the Red and Assiniboine Rivers in Winnipeg along the Red River for about 1 mile, with branches, etc.

Under Manitoba Cap. 65, March 31, 1890, after construction of a railway from May Street along the bank of the Red River to a point on the south side of Water Street in Winnipeg, The Winnipeg Transfer Railway Company (Limited) was incorporated with power to increase its Capital Stock and extend its lines from its northern terminus on May Street to the City limits.

The railway was completed and opened for traffic about July 1, 1891 for a distance of 1.21 miles in Winnipeg.

Under agreement dated January 15, 1901, confirmed by Manitoba Cap. 38, March 15, 1901, Northern Pacific and Manitoba Railway Company, Portage and North-Western Railway Company, The Winnipeg Transfer Railway

Company (Limited), and The Waskada and North Eastern Railway Company leased their respective lines of railway to the Government of Manitoba for 999 years, with option of purchasing the demised premises and all franchises, rights and powers of the lessors for \$7,000,000 at any time during the term of lease. Northern Pacific Railway Company (of U.S.A.) also entered into the agreement as representing the four lines named.

Under agreement dated February 11, 1901, confirmed by Manitoba Cap. 39, March 20, 1901, and Dominion Cap. 53, May 23, 1901, the above mentioned lease and option of purchase was assigned by the Government of Manitoba to "The Canadian Northern Railway Company".

Under agreement authorized by Dominion Cap. 73, May 23, 1901, and approved by Dominion Order in Council dated December 22, 1902, the four companies owning the leased lines were amalgamated as one Company under the name "The Manitoba Railway Company", a subsidiary of Northern Pacific Railway Company (U.S.A.).

The Manitoba Railway Company

Under agreement authorized by Dominion Cap. 73, May 23, 1901, approved by Dominion Order in Council dated December 22, 1902, "The Manitoba Railway Company" was formed by amalgamation of four companies, severally incorporated by Acts of the province of Manitoba, as listed hereunder:

- Northern Pacific and Manitoba Railway Company
- Portage and North-Western Railway Company
- The Waskada and North Eastern Railway Company
- The Winnipeg Transfer Railway Company (Limited)

The Manitoba Railway Company was vested with all the powers, franchises, privileges, assets, etc., belonging to the said companies, and succeeded as lessor to the option of purchase and lease of properties dated January 15, 1901, assigned to The Canadian Northern Railway Company on February 11, 1901.

By Indenture dated September 4, 1946, The Canadian Northern Railway Company assigned to Canadian National Railway Company, the option of purchase and lease of The Manitoba Railway properties.

Under authority of Dominion Cap. 19, July 26, 1946 Canadian National Railway Company acquired the property (including 344.59 miles of main track) and capital stock of The Manitoba Railway Company as of September 18, 1946, for the sum of \$7,000,000. Directors Minute No. 5429 of September 25, 1946, confirmed execution of all documents required in connection therewith.

Donations and grants:	Subsidies were (Statistics of Steam Railways of Canada - 1938, p. 64):	
	Province of Manitoba	\$641,575
	Dominion Government granted	6.38 acres of land

Location:	Winnipeg Terminals and Portage Brandon Divisions:	<u>Miles</u>
	Winnipeg (Water St.) - Emerson, Man.	65.81
	Portage Jct. (Wpg.) - Portage la Prairie	52.50
	Portage la Prairie - Beaver, Man.	19.62
	Delta Jct., Man. - Oakland, Man.	9.30
	Morris, Man. - Brandon, Man.	145.34
	Oakland, Man. <u>Discontinued</u> - Delta, Man.	5.45 1941

MARKET GARDENS LIMITED
 (formerly wholly owned subsidiary of The Canadian Northern Railway Company)
 Charter revoked November 19, 1940.

Incorporated: August 12, 1926 - Manitoba Letters Patent.
 January 10, 1928 - Manitoba Supplementary Letters Patent - increased authorized capital stock.

History: Under Manitoba Letters Patent dated August 12, 1926, Market Gardens Limited was incorporated with authorized capital stock of \$100,000, for the purpose of acquiring title to lands in the City of Winnipeg and vicinity for the proposed extension of freight yard facilities of the Canadian National Railways in the neighborhood of Portage Junction, south of Winnipeg. (The proposed yard was not constructed.)

Under Supplementary Letters Patent dated January 10, 1928, the authorized capital stock was increased to \$200,000.

As of June 1, 1940, in accordance with General Sale of Assets Agreement dated April 23, 1940 between Market Gardens Limited, and Canadian National Realities, Limited all the assets of the company totalling \$188,969.57, including land having a ledger value of \$185,165.43 and other assets of \$3,804.14, together with liabilities totalling \$188,969.57 were transferred to Canadian National Realities Limited.

Charter revoked: After transfer of all its assets and liabilities to Canadian National Realities, Limited, Market Gardens Limited was wound up and its corporate existence was terminated. The Charter was revoked effective November 19, 1940, by Manitoba Order in Council 1340/40 dated November 26, 1940.

The Certificates representing 2000 shares of capital stock were cancelled upon expiry of the Charter. The Seal, original Minute Books and other corporate documents pertaining to the corporate existence of Market Gardens Limited are in the custody of the Secretary, Canadian National Railway Company, Montreal.

Capital Stock:	Authorized:	2000 shares - \$100 each	\$200,000
	Issued:	2000	200,000

All owned by The Canadian Northern Railway Company.

Share Certificates were issued in the names of Solicitors in the legal firm representing the railway, in trust, and were cancelled upon termination of the corporate existence of the Company on November 19, 1940.

533

THE MARMORA RAILWAY AND MINING COMPANY
(Included in Canadian National Railway Company from June 11, 1956)

Incorporated: May 4, 1891 - Ontario Act 54 VIC Cap. 90
April 30, 1900 - Ontario Act 63 VIC Cap. 118, name changed (see History).

Declaratory: Works and undertaking declared to be works for the general advantage of Canada, Dominion Act 4 - 5 Geo. V Cap. 20, 1914.

History: Under Ontario Act 54 VIC Cap. 90, May 4, 1891, "The Ontario Belmont and Northern Railway Company" was incorporated to construct and operate a railway from Hastings or Campbellford to Blairton and to some point in the Township of Marmora.

Under Ontario Act 63 VIC Cap. 118, April 30, 1900, the name was changed to "The Marmora Railway and Mining Company".

The line was built as a feeder to The Central Ontario Railway (now included in Canadian National Railway Company).

The railway was completed and opened for traffic:

Belmar to Cordova 9.52 miles about July 1, 1896

Under agreement dated December 30, 1909, Mackenzie, Mann and Co. Ltd., purchased the outstanding First Mortgage Bonds of the Ontario, Belmont and Northern Railway Company amounting to \$100,000 and also acquired control of the Company from C.E. Ritchie, who agreed to transfer to Mackenzie, Mann and Company Limited, \$128,600 of the Capital Stock, being as far as could be ascertained all the Capital Stock issued.

Amalgamation: On June 8, 1954, The Marmora Railway and Mining Company and 11 other companies were amalgamated into one company under the name "Canadian Northern Consolidated Railways". The latter company was amalgamated with "Canadian National Railway Company" June 11, 1956.

Property investment: Included in property accounts of Canadian Northern Railway, and is not recorded separately.

Subsidies: Subsidies were as follows: (Statistics of Steam Railways - 1938 p. 65).

Dominion	\$30,720	
Ontario	20,542	\$51,262

Capital stock: Prior to amalgamation on June 8, 1954:

Authorized:	2,500 shares - par value \$100	\$250,000
Issued:	1,286 shares - par value \$100	128,600

The Contractors (Mackenzie, Mann & Company, Limited, Sir William Mackenzie and Sir Donald D. Mann) held 1000 shares - \$100,000, which the Contractors, under agreement dated July 14, 1914, transferred to the Trustee, free of prior charges, to become and remain the property of The Canadian Northern Railway Company to form part of the mortgaged premises under Trust Deed dated July 15, 1914. The Contractors also held 286 shares, \$28,600, which covered the balance of the issued capital stock, which they transferred to The Canadian Northern Railway Company at the same time, unpledged. Payment was included in the \$23,000,000 of capital stock of The Canadian Northern Railway Company issued to the Contractors in consideration of their turning over control of the companies as set out in The Canadian Northern Railway Guarantee Act, 1914, Dominion Act 4 - 5 Geo. V Cap. 20, June 12, 1914.

THE MASKINONGE AND NIPISSING RAILWAY COMPANY.

The Maskinonge and Nipissing Ry. Co. was incorporated on June 2, 1886 under Dominion Act 49 VIC Cap. 73 to build a railway from some point on the Canadian Pacific Ry. near Louisville or Maskinonge via St. Michel des Saints north of Lake Desert until it meets the Canadian Pacific Ry. at or near Lake Nipissing.

Under Dominion Act 56 VIC Cap 2 passed April 1, 1893 a subsidy of \$96,000 was granted for 30 miles of railway from a point on the Canadian Pacific Ry. near Louisville or Maskinonge toward St. Michel des Saints.

At a Directors Meeting of the Great Northern Ry. Co. held at Quebec on August 23, 1893 a letter dated August 9, 1893 was read from Mr. Lucien Huot of Montreal offering to sell the charter of the Maskinonge and Nipissing Ry. Co. and transfer granted by Act 56 VIC Cap. 2 for the sum of \$7,000 and at a Directors Meeting held in Quebec September 30, 1893 it was resolved that the Great Northern Ry. Co. purchase the charter of the Maskinonge and Nipissing Ry. Co. and the subsidy on the terms of Mr. Huot's letter paying \$7000. cash.

At a Directors Meeting of the Great Northern Ry. Co. held October 20, 1895 the Vice-President and Secretary were authorized to purchase the Maskinonge and Nipissing Ry. Co. and sign the necessary deeds and documents. At a Meeting of the Great Northern Ry. Co. Directors held November 8, 1893 the Vice-President reported that accompanied by the Secretary he had visited Montreal and had purchased the charter and control of the Maskinonge and Nipissing Ry. Co., which had been granted a federal subsidy of \$96,000 for \$7,000 and this action was confirmed.

Under Act 57-58 VIC Cap 4 assented to July 23, 1894 the Dominion Government granted the Great Northern Ry. Co. a subsidy of \$96,000 for 30 miles of railway from junction with Lower Laurentian Ry. at St. Tite Jct. westward in lieu of subsidy granted the Maskinonge and Nipissing Ry. Co. under Act 56 VIC Cap. 2.

THE MEDONTE TRAMWAY COMPANY
(property included in "Canadian National Railway Company" from January 31, 1923)

Incorporated: March 10, 1882 - Ontario Act 45 VIC Cap. 55.

History: Under Ontario Act 45 VIC Cap. 55, March 10, 1882, "The Medonte Tramway Company" was incorporated to construct and operate a tramway from a point near Hillsdale to Coldwater, thence to Orr's Lake four miles north of Hillsdale.

Grand Trunk Railway System Statistics relating to History, Organization, Capital Stock, mileage, etc., relating to constituent and affiliated companies compiled June 30, 1897 and revised January 1, 1916, records on page 32, that a line was constructed under the Charter of The Medonte Tramway Company for a distance of 9 miles from Coldwater Junction, and was opened for traffic in 1883. Chief Engineer of the Grand Trunk Railway Company of Canada E. P. Hannaford in his report dated February 1894 for the year ending December 31, 1893 stated A portion of the Medonte Tramway $9\frac{1}{2}$ miles has been taken up, the timber traffic having been exhausted. The Grand Trunk Railway Blue Book revised January 1, 1916, Page 23 shows 0.75 miles operated as a siding on Grand Trunk Railway property. It appears therefore that the line was abandoned shortly after the Grand Trunk Railway Company took over the Midland Railway of Canada.

Under the terms of the Act of Incorporation, upon abandonment of the line the lands acquired for the purposes of the tramway reverted to the original owners.

A search of other Canadian National Railways records as well as the Ontario Statutes does not disclose the process by which the Medonte Tramway property came into the hands of The Grand Trunk Railway Company of Canada (now Canadian National Railway Company), and the whereabouts of the Seal and corporate records of The Medonte Tramway Company (if any) is unknown.

Capital Stock:	Authorized:	500 shares - \$50 each	\$25,000
----------------	-------------	------------------------	----------

THE MICHIGAN AIR LINE RAILWAY
(included in Grand Trunk Western Railroad Company from November 1, 1928)

Organized: November 18, 1875 - State of Michigan
 July 22, 1880 - Amendatory Articles of Association
 January 21, 1882 - Second amendatory Articles of the Company

History: The Grand Trunk Railway of Northern Indiana was incorporated under the laws of the State of Indiana by Articles of Association filed with the Secretary of State of Indiana on January 18, 1867. The Company was authorized to construct a railway from the State line between Michigan and Indiana to the State line between Indiana and Illinois.

The Grand Trunk Railway of Michigan was incorporated under the laws of the State of Michigan by Articles of Association which were filed with the Secretary of State of Michigan on January 19, 1867. The Company was authorized to construct a railway from Ridgeway to the State line between Michigan and Indiana.

Articles of Consolidation dated July 14, 1868 was filed with the Secretary of State of Michigan and Indiana consolidating the Grand Trunk Railway the Grand Trunk Railway of Michigan with the Grand Trunk Railway of Northern Indiana to form the Michigan Air Line Railroad Company on August 25, 1868.

The railway was completed and opened for traffic from Ridgeway now Richmond to Romeo a distance of 14 miles on December 9, 1869.

The St. Joseph Valley Railroad Company of Indiana was incorporated under the laws of the State of Indiana by Articles of Association dated February 2, 1869 which were filed with the Secretary of State of Indiana on April 13, 1869. This Company was incorporated to build a railway from the Michigan - Indiana State line to South Bend, Indiana.

The St. Joseph Valley Railroad Company of Indiana was consolidated with the Michigan Air Line Railroad Company by Articles of Consolidation filed with the Secretaries of Michigan and Indiana respectively on October 8, 1870.

The properties and Franchises of the Michigan Air Line Railroad Company east of Jackson, known as the "Eastern Division" were leased in perpetuity to the St. Clair River, Pontiac and Jackson Railroad Company on April 13, 1872.

Under foreclosure sale, by Masters Deed dated April 8, 1875 the line from Ridgeway to Pontiac was sold to William Young by deed dated November 18, 1875.

William Young organized the Michigan Air Line Railway by Articles of Association dated November 18, 1875 which were filed with the Secretary of State of Michigan on November 23, 1875, and by deed dated November 18, 1875 conveyed his interests in the Michigan Air Line Railroad Co. to the Michigan Air Line Railway. Deed filed December 28, 1875. Officers elected December 22, 1875.

History:
Cont'd.

Subsequently the line was for sale and likely to fall into the hands of those who would use it for competition against the Grand Trunk. The line passed through an agricultural country and it was, therefore, thought desirable to secure it for traffic purposes, and afterwards to extend it to Rochester (where it would form a junction with the Detroit and Bay City Line) and then to Pontiac (where it would join the Detroit, Grand Haven and Milwaukee Railway) and at a later date to Jackson. The practicability of its being used by the Grand Trunk as a means of reaching the West by an extension towards the Baltimore and Ohio Railroad, or the Peninsular Railroad, was under consideration should matters culminate in the Company's traffic from the Michigan Central Railroad being stopped.

Under the terms of agreement dated September 27, 1877, Joseph Hickson (then General Manager of the Grand Trunk Railway system) purchased the Capital Stock, powers, franchises, railway and property of the Michigan Air Line Railway from William Young of Valparaiso, Indiana, and took delivery of the Capital Stock and quit claim deed of the property on October 15, 1877, upon payment of \$25,000 in cash and three notes in the amount of \$25,000 each.

On October 15, 1877, The Grand Trunk Railway Company of Canada purchased the stock of the Michigan Air Line (apparently the corporation newly organized on November 18, 1875) amounting to \$300,000 and under its control the line was extended from Romeo, Michigan, to Rochester, Michigan, a distance of 12 miles, which section was opened for traffic in March 1879; from Rochester to Pontiac, Michigan, a distance of about 9 miles, which section was opened for traffic in October 1880; and from Pontiac to Jackson, Michigan, a distance of about 70.63 miles, which section was opened for traffic on January 1, 1884.

When obstructions were put in the way of the completion of the through line from Port Huron to Chicago, through the purchase of the Chicago and Northeastern Railroad by another interest, the possession by The Grand Trunk Railway Company of Canada of this small piece of railway and the obvious possibility of extending it to a connection with Western Lines influenced the negotiations with those interested in the line from Port Huron to Chicago very materially, and contributed to bring about the abandonment of the Chicago and Northeastern Railroad by the other interests.

Under lease of January 1, 1881, and supplemental lease of December 10, 1881, the road was leased to The Grand Trunk Railway Company of Canada for 21 years from January 1, 1882. These leases expired December 31, 1902, but The Grand Trunk Railway Company of Canada (Canadian National Railway Company) continued operation of the property on the same terms to December 31, 1938 when the "implied" lease was considered as fully cancelled (as per memorandum agreement dated November 15, 1928).

Under amended Articles of Association dated January 21, 1882, filed March 29, 1882 the extension of the railway from Pontiac to Jackson was authorized.

By authority of Interstate Commerce Commission Order of November 8, 1929 (Finance Docket 7320), The Michigan Air Line Railway and nine other railway companies formerly owned and/or operated by the Grand Trunk Western System or by the Canadian National Railway Company, in the States of Michigan, Indiana, Illinois and Wisconsin were consolidated (effective November 1, 1928) under the name "Grand Trunk Western Railroad Company". For all accounting purposes consolidation was effective from January 1, 1929.

MICHIGAN AIR LINE RAILWAY

Location:

Detroit Division:

Richmond, Michigan to Jackson, Michigan	- 105.63 miles				
Richmond to Romeo	- 14.25 miles	opened for traffic	December	1869	
Romeo to Rochester	- 12.00	" " " "	March	1879	
Rochester to Pontiac	- 8.75	" " " "	October	1880	
Pontiac to Jackson	- 70.63	" " " "	January 1,	1884	

Capital Stock:

3,000 shares of capital stock of \$100 each - \$300,000 outstanding at date of consolidation and owned by Canadian National Railway Company were exchanged for 12,000 shares of Grand Trunk Western Railroad Company common stock of non-par value, to which a value of \$25 per share was assigned.

Funded debt and non negotiable debt to affiliated Companies:

Outstanding as at November 1, 1928:

5% First Mortgage Bonds held by Canadian National Railway Company	\$1,500,400.00
Capital Advances by Canadian National Railway Co. to December 31, 1927	293,801.97

The First Mortgage Bonds were surrendered (and cancelled) in exchange for Grand Trunk Western Railroad Company 4 $\frac{1}{2}$ % First and General Mortgage Gold Bonds Series "A" dated January 1, 1930 and maturing January 1, 1980 of the par value of \$1,500,400. Capital advances were funded by the issue to Canadian National Railway Company of Grand Trunk Western Railroad Company 6% cumulative preferred stock of the par value of \$293,801.97.

Non negotiable debt to Canadian National Railway Company incurred in 1928 was liquidated by issuance to Canadian National Railway Company of Grand Trunk Western Railroad Company common and preferred stock.

Accounting:

Prior to 1918 the primary operating, income, and other accounts were included in The Grand Trunk Railway Company of Canada accounts. From 1918 to 1922 inclusive the net income or loss was included in The Grand Trunk Railway Company of Canada accounts as "Separately operated properties". Commencing January 1, 1923 the railway was, for accounting purposes, included in "Canadian National Railways", and the primary operating, income, and other accounts were so included.

"THE MIDLAND EXTENSION RAILWAY COMPANY"
(powers granted under the Charter lapsed March 29, 1876)

Incorporated: March 2, 1872 - Ontario Act. 35 VIC Cap. 61.
March 24, 1874 - Ontario Act 37 VIC Cap. 55, name changed (see History).

History: Under Ontario Act 35 VIC Cap. 61, March 2, 1872, "The Omemece, Bobcaygeon and North Peterborough Junction Railway Company" was incorporated to build a railway from any point on the line of The Midland Railway of Canada between Millbrook and Lindsay to Bobcaygeon to be completed before March 2, 1874. (The time for completion was extended to March 29, 1876 by Ontario Cap. 93, 1873).

Under Ontario Act 37 VIC Cap. 55, March 24, 1874, the name was changed to "The Midland Extension Railway Company."

Powers lapsed: The Act of Incorporation provided for forfeiture of all rights conferred if the undertaking was not completed within the specified time. Records do not disclose completion of the undertaking and the powers granted under the Charter apparently lapsed March 29, 1876.

Canadian National Railways records do not disclose that the Company was ever organized or issued capital stock.

THE MIDLAND RAILWAY OF CANADA
(included in Canadian National Railway Company from January 31, 1923)

Includes: Grand Junction Railway Company
Toronto and Nipissing Railway Company
The Toronto and Ottawa Railway Company
The Victoria Railway Company
The Whitby, Port Perry and Lindsay Railway Company.

Incorporated: Incorporated December 26, 1846 under Act 10, VIC, Cap. 109, Province of Canada, as the Peterborough and Port Hope Railway Company.

Incorporated December 18, 1854 under Act 18 VIC. Cap. 36, Province of Canada, the name changed to Port Hope, Lindsay and Beaverton Railway Company.

Incorporated December 24, 1869 under Act 33, VIC, Cap. 31, Province of Ontario, the name was changed to the Midland Railway of Canada.

Incorporated March 10, 1882. Under consolidated agreement dated December 10, 1881. Approved by Act 45 VIC Cap. 67, Province of Ontario, assented to March 10, 1882. Five railways consolidated by the Midland Railway of Canada.

History:Grand Junction Railway Company

Under Province of Canada Act 17 VIC, Cap. 43, November 10, 1852, The Grand Junction Railroad Company was incorporated to construct a railroad from Belleville to Peterborough; Peterborough to Toronto; and from Peterborough or West thereof to Lake Huron.

Effective July 1, 1853, under agreement dated April 12, 1853, duly authorized by shareholders of respective Companies, and confirmed by Province of Canada Act 18 VIC, Cap. 33, December 18, 1854, this was one of six Companies which were amalgamated under the name The Grand Trunk Railway Company of Canada. The Grand Trunk Railway Company of Canada having afterwards declined construction of this railroad, with its consent the original charter was revived under Dominion Act 33 VIC, Cap. 53, May 12, 1870, and vested in outside parties under the new corporate name Grand Junction Railway Company.

The railway was completed and opened for traffic:

Belleville	to	Hastings	43.50 miles	about	Dec. 31, 1878
Hastings	to	Peterborough	19.50 "	"	" 31, 1879

Under consolidation agreement dated December 10, 1881, which was approved by Act 45 VIC Cap. 47, Province of Ontario on March 10, 1882 the Grand Junction Railway Company was amalgamated with the Midland Railway of Canada.

Under Ontario Act 37 VIC Cap. 38, March 24, 1874 (1) The Belleville and North Hastings Railway Company was incorporated to construct a railway from any point on the Grand Junction Railway between Wallbridge's Mills or Stirling to Madoc, to Seymour Iron Mine, etc., etc. A line was constructed from Madoc Junction Eldorado (22.10 miles) and opened for traffic in 1878.

Subsidies were paid as follows:

* Dominion of Canada			\$ 21,988
Province of Ontario			224,660
Principal	City of Belleville	\$ 150,000	
	Village of Sterling	5,000	
	Township of Rawdon	15,000	
	" " Seymour	35,000	
	" " Percy		
	" " Asphodel	8,000	<u>213,000</u>
Total,	-		\$459,648

This Dominion Subsidy of \$ 21,888 was paid over to the Township of Madoc in December 1914.

* The portion of the line from Madoc to Eldorado (6.92 miles) was closed to traffic in February 1893, but the rails were not removed until October and November 1913. The amount of the Dominion Government subsidy (\$21,888) was paid over to the Township of Madoc in December 1914.

Note: - In May 1913, the Department of Railways and Canals was approached on behalf of the Township of Madoc and Village of Madoc, for authority to sue The Grand Trunk Railway Company of Canada (successor to Grand Junction Railway Company) for breach of the Subsidy Act. In the data furnished it was stated that the Belleville and North Hastings Railway had been built in 1887, between Madoc and Eldorado, operated for only a short period, then finally abandoned. The lines of the former Grand Junction and Belleville and North Hastings Railways between Belleville and Madoc still function as part of the Canadian National Railways.

By Deed of Amalgamation dated June 29, 1880, executed by Grand Junction Railway Company and The Belleville and North Hastings Railway Company, confirmed by Ontario Act 44 VIC Cap. 64, March 4, 1881, The Belleville and North Hastings Railway Company and Grand Junction Railway Company were amalgamated into one company under the latter name.

Effective April 1, 1882, under Agreement executed by the respective companies on December 10, 1881, ratified by Ontario Act 45 VIC Cap. 67 March 10, 1882, Grand Junction Railway Company and five other companies were consolidated into one company under the name "The Midland Railway of Canada".

"Toronto and Nipissing Railway Company"

Under Ontario Cap. 41, March 4, 1868, "Toronto and Nipissing Railway Company" was incorporated to construct a railway from Toronto to Lake Nipissing, etc.

The line was constructed from Scarboro to Coboconk (78.29 miles), and sections were opened for traffic as follows:

		<u>Miles</u>	<u>Opened for Traffic</u>
Scarboro	- Uxbridge	32.00	July 1, 1871
Uxbridge	- Sunderland	11.93	Nov. 1, 1871
Sunderland	- Cannington	5.80	Nov. 30, 1871
Cannington	- Coboconk	<u>28.56</u>	Nov. 26, 1872
Total		78.29	

THE MIDLAND RAILWAY OF CANADA

The Toronto and Nipissing Railway CompanyHistory:
(Cont'd.)

Subsidies were paid as follows:

Province of Ontario			\$ 105,212
Municipal	City of Toronto	\$ 150,000	
	Township of Scarboro	10,000	
	" " Markham	30,000	
	" " Uxbridge	50,000	
	" " Scott	10,000	
	" " Brock	50,000	
	" " Eldon	44,000	
	" " Bexley	15,000	
	" " Somerville	15,000	
	" " Luxton		
	" " Digby		
	" " Langford	12,500	
	Town of Uxbridge	2,000	
	Total	\$388,500	
	Lapsed	11,797.41	\$ <u>376,702.59</u>
Total Aid	-		\$ 481,914.59

Under Agreement dated July 14, 1876 Toronto and Nipissing Railway Company leased the Lake Simcoe Junction Railway for 21 years after construction, for 25% of gross earnings. Operation was taken over by The Midland Railway of Canada effective April 1, 1882 when Toronto and Nipissing Railway Company was amalgamated with The Midland Railway of Canada. Operation was taken over by The Grand Trunk Railway Company of Canada when that Company leased The Midland Railway effective January 1, 1884.

Effective April 1, 1882, under Agreement executed by the respective companies on December 10, 1881, ratified by Ontario Act 45 VIC Cap. 67, March 10, 1882, Toronto and Nipissing Railway Company and five other companies were consolidated into one company under the name "The Midland Railway of Canada".

The Toronto and Ottawa Railway Company

Under Ontario Act 37 VIC Cap. 47, March 24, 1874, "The Huron and Quebec Railway Company" was incorporated to construct a railway from Goderich through Huron, Perth, Wellington, Simcoe, York, Ontario, Victoria, Durham and Peterborough Counties to connect with the Ontario and Quebec Railway, with branches to Sarnia, Fergus, Elora, Guelph, Toronto, etc.

Under Ontario Act 40 VIC Cap. 80, March 2, 1877, the name was changed to The Toronto and Ottawa Railway Company, and power was granted to construct from Toronto to Ottawa via Peterborough.

About 30 Miles of line were constructed and opened for traffic as follows:

		<u>Miles</u>	<u>Opened for Traffic</u>
Bridgewater Jct.	- Bridgewater	8.75	July 1, 1882
Blackwater Jct.	- Manilla Jct.	6.38	1883
Peterborough	- Omemee Jct.	<u>14.51</u>	1883
Total		29.64	

Abandoned 1884 Blackwater Jct. to Blackwater 8.75 miles.

The Victoria Railway Company

Under Ontario Act 34, VIC Cap. 43, February 15, 1871, The Fenelon Falls Railway Company was incorporated to build from a point on the Toronto and Nipissing Railway in Township of Eldon to Fenelon Falls, etc.

Under Ontario Act 35 VIC Cap. 60, March 2, 1872, the name was changed to The Lindsay, Fenelon Falls and Ottawa River Railway Company with power to construct a railway from a point on the Toronto and Nipissing Railway between Uxbridge and Sunderland to Lindsay, thence to Fenelon Falls.

Under Ontario Act 36, VIC. Cap. 97, March 29, 1873, the name was changed to The Victoria Railway Company.

The line was completed and opened for traffic as follows:

Lindsay	to Kinmount	33.50 miles	April 1, 1877
Kinmount	" Haliburton	<u>21.95 "</u>	Nov. 23, 1878
Total	-	55.45 miles	

Subsidies were paid as follows:

Province of Ontario			\$ 312,000
Municipal	Town of Lindsay	\$ 85,000	
	Village of Fenelon Falls	25,000	
	Township of Verulam		
	Somerville	22,000	
	County of Haliburton	54,000	
Total	-		<u>186,000</u>
			\$ 498,000

Effective April 1, 1882, under Agreement executed by the respective companies on December 10, 1881, ratified by Ontario Act 45 VIC Cap. 67, March 10, 1882, The Victoria Railway Company and five other companies were consolidated into one company under the name "The Midland Railway of Canada".

The Whitby, Port Perry and Lindsay Railway Company

Under Ontario Act 31 VIC Cap. 42, March 4, 1868, The Port Whitby and Port Perry Railway Company was incorporated to construct a railway from Whitby to at or near Port Perry on Lake Scugog, etc.

The line was completed and opened for traffic.

Whitby to Port Perry 19.47 miles about July 1, 1871

Under Ontario Act 37 VIC Cap. 59, March 24, 1874 the name was changed to The Whitby and Port Perry Extension Railway Company.

Under Ontario Act 40 VIC Cap. 82, March 2, 1877 the name was changed to The Whitby, Port Perry and Lindsay Railway Company.

The line was completed and opened for Traffic.

Port Perry	to Manilla Jct.	13.88 miles	August 1, 1877
Manilla Jct.	to Lindsay	<u>12.24 "</u>	August 1, 1877
Total	-	26.12 "	

THE MIDLAND RAILWAY OF CANADA

The Whitby, Port Perry and Lindsay Railway CompanyHistory:
(Cont'd.)

Line from Whitby to Manilla Jct. 33.35 miles abandonment

Subsidies were paid as follows:

The Province of Ontario			\$ 94,957
Municipal	Town of Whitby	\$ 70,000	
	Township of Whitby	15,000	
	" " Reach	30,000	
	" " Scugog	2,000	
	County of Victoria	85,000	
	Village of Port Perry	20,000	
	Manufacturing Co.	95	\$222,095
Total	-		\$317,052

Effective April 1, 1882, under Agreement executed by the respective companies on December 10, 1881, ratified by Ontario Act 45 VIC Cap, 67, March 10, 1882, The Whitby, Port Perry and Lindsay Railway Company and five other companies were consolidated into one company under the name The Midland Railway of Canada.

The Midland Railway of Canada

Under Province of Canada Act 10 VIC Cap. 109 given Royal Assent on October 30, 1846, Proclamation thereof made in Canada Gazette of December 26, 1846 "The Peterborough and Port Hope Railway Company" was incorporated to build a railroad from Peterborough to Port Hope.

Under Province of Canada Act 18, VIC Cap. 36, December 18, 1854, the name was changed to "The Port Hope, Lindsay and Beaverton Railway Company".

Sections of the line were constructed and opened for traffic as follows:

	<u>Miles</u>	<u>Opened for Traffic</u>
Port Hope - Lindsay (South Jct.)	42.17	December 30, 1857
Millbrook - Peterborough	12.91	August 18, 1858
	55.08	

Under Ontario Act 33 VIC Cap. 31, December 24, 1869, the name was changed to "The Midland Railway of Canada" after which the following sections were constructed and opened for traffic:

	<u>Miles</u>	<u>Opened for Traffic</u>
Peterborough - Lakefield	9.51	January 1, 1871
Lindsay - Beaverton	22.50	January 1871
Beaverton - Orillia	19.90	January 1, 1873
Orillia - Waubauskene	19.80	August 9, 1875
Waubauskene - Midland	11.03	July 14, 1879
	82.74	

Under Agreement dated July 14, 1876, Toronto and Nipissing Railway was leased for 21 years after construction, for 25% of gross earnings.

Effective April 1, 1882, under Agreement executed by the respective companies on December 10, 1881, ratified by Ontario Act 45 VIC Cap. 67, March 10, 1882 the six companies listed below were consolidated into one company under the name The Midland Railway of Canada.

MIDLAND RAILWAY OF CANADA

History:
(Cont'd.)

Grand Junction Railway Company
The Midland Railway of Canada
Toronto and Nipissing Railway Company
The Toronto and Ottawa Railway Company
The Victoria Railway Company
The Whitby, Port Perry and Lindsay Railway Company.

Effective January 1, 1884 the entire Midland Railway System, including the Lake Simcoe Junction Railway which was under lease to The Midland Railway of Canada, was leased to The Grand Trunk Railway Company of Canada.

Amalgamation: Effective April 1, 1893, under Agreement dated October 1, 1892, ratified and confirmed by Dominion Act 56 VIC Cap. 47, April 1, 1893, The Midland Railway of Canada and fourteen other companies were amalgamated into one company under the name "The Grand Trunk Railway Company of Canada".

Donation
and grants:

Subsidies were paid as follows:

Province of Ontario			\$ 168,350
Municipal	Township of Thorah	\$ 50,000	
	Town " Port Hope	30,000	
	Township " Orillia		
	" " Matchedash	12,500	
	Town " Orillia	12,500	
	Township " Tay	21,370.85	
	Village of Omemee	2,000	
	Township " Mara	12,500	
	Town of Peterborough	4,000	\$ 144,871
Total	-		313,221

MIDLAND RAILWAY

In operation December 31, 1960

Midland

Port Hope, Lindsay & Beaverton Railway Company		
Omemee Junction to Lindsay	8.77	
Millbrook to Peterborough	<u>12.70</u>	
Midland Railway of Canada		21.47
Peterborough to Lakefield	9.51	
Lindsay to Midland	73.23	<u>82.74</u>
Grand Junction Railway Company		
Belleville to Peterborough		63.89
Belleville and North Hastings Railway Company		
Madoc Jct. to Madoc		15.18
Toronto and Nipissing Railway Company		
Scarborough Jct. to Cobocok		78.29
Whitby, Port Perry & Lindsay Railway Company		
Manilla Jct. to Lindsay		12.24
Port Whitby and Port Perry Railway		0.00

MIDLAND RAILWAY OF CANADA

Victoria Railway		
Lindsay to Halliburton		55.45
Toronto and Ottawa Railway Company		
Peterborough to Omemee Jct.	14.51	
Blackwater Jct. to Manilla Jct.	6.38	20.89
Medonte Tramway		0.00
Total		350.15

Abandonments:

Madoc	to	Eldorado	6.92 miles	1893
Coldwater	"	Hillsdale	8.59 "	1893
Bridgewater Jct.	"	Bridgewater	8.75 "	1894
Sutton	"	Jacksons Point	1.69 "	1926
Millbrook	"	Omemee	15.64 "	1927
Stouffville	"	Zephyr	16.63 "	1928
Port Perry	"	Manilla Jct.	13.88 "	1936
Whitby	"	Port Perry	19.47 "	1941
Port Hope	"	Millbrook	17.97 "	1951
Zephyr	"	Sutton	8.17 "	1960
			117.69	
			<u>350.15</u>	
			467.89	

Capital Stock: Prior to amalgamation on April 1, 1893:
\$6,600,000 (£1,356,164)
in shares of \$50 and £10 each.

All or majority of share capital owned by The Grand Trunk Railway Company of Canada.

Upon amalgamation on April 1, 1893, the share capital, other than Grand Trunk Railway, was converted into an equal amount of Ordinary Stock of The Grand Trunk Railway Company of Canada in accordance with the terms of Amalgamation Agreement.

Long-term debt: Prior to amalgamation on April 1, 1893:
£ 524,100 (\$2,550,620) First Mortgage Sectional Bonds issued May, 1878, and maturing May 1, 1908.
£1,572,500 (\$7,652,833) 5% Thirty Year, Consolidated Bonds issued May 10, 1882, and maturing January 1, 1912.
Of the above Bonds \$7,459,626.66 was in the hands of the Public.

Upon amalgamation The Grand Trunk Railway Company of Canada assumed the liability with respect thereto, The outstanding Bonds held by the Public were exchangeable for Four Per Cent Consolidated Debenture Stock of The Grand Trunk Railway Company of Canada.

THE MINNESOTA AND MANITOBA RAILROAD COMPANY
(wholly owned subsidiary of Canadian National Railway Company)

Incorporated: April 12, 1899 - State of Minnesota Articles of Incorporation filed in office of Secretary of State for Minnesota, Book 2.

Head Office: Minneapolis, Minnesota.

History: Under Articles of Incorporation filed in the office of Secretary of State for Minnesota, Book 2 The Minnesota and Manitoba Railroad Company was incorporated on April 12, 1899 for the purpose of building the section of railroad through the State of Minnesota south of Lake of the Woods to connect the Canadian Northern Railway line in Manitoba with its line in Ontario. The line forms part of the transcontinental main line of the Canadian Northern Railway section of Canadian National Railway System.

Under Lease dated December 31, 1901, effective October 1, 1901, the line is leased to The Canadian Northern Railway Company (now Canadian National Railway Company) for 99 years expiring September 30, 2000, with the option of purchasing the property and all the franchise, rights and powers of the Lessor in connection therewith at any time during the term of lease for the sum of \$873,000.

Property investment:	As at December 31, 1960:		\$999,000
	Road		409,075
	Improvements on leased property		<u> </u>
			\$1,408,075

Donations and grants:	As at December 31, 1960	\$3,699.99
-----------------------	-------------------------	------------

Location: The railway was completed and opened for traffic on December 9, 1900.

From Minnesota and Ontario Bridge Company bridge over Rainy River between Beaudette, Minnesota and Rainy River, Ontario, to International Boundary near Longworth, Minnesota and Middlebro, Manitoba. A distance of 43.69 miles.

Capital Stock:	As at December 31, 1960:		
	Authorized:	10,000 shares - \$100 par value	\$1,000,000
	Issued:	4,000	400,000

All owned by The Canadian Northern Railway Company (now Canadian National Railway Company) - Unpledged.

Under Agreement dated July 14, 1914, and by authority of Dominion Cap. 20, 1914, the Contractors, (Mackenzie, Mann & Company, Limited, Sir William Mackenzie and Sir Donald D. Mann) transferred all the shares of capital stock to the Trustee, The Canadian Northern Railway Company becoming the beneficial owner, subject to charges under the Trust Deed of June 30, 1903 securing The Canadian Northern Railway Company Perpetual Consolidated Debenture Stock. This Trust Deed was discharged on July 30, 1956. Payment was included in the \$23,000,000 of capital stock of The Canadian Northern Railway Company issued to the Contractors in consideration of their turning over control of the companies as set out in The Canadian Northern Railway

THE MINNESOTA AND MANITOBA RAILROAD COMPANY

Guarantee Act, 1914, Dominion Act 4 - 5 Geo. V Cap. 20, June 12, 1914.

Certificates representing 3,995 shares in the name of National Trust Company, Limited, Trustees, with Power of Attorney in favour of The Canadian Northern Railway Company (now Canadian National Railway Company) attached, and 5 shares in the names of Directors, endorsed in blank, are held in Royal Trust Company vaults, Montreal.

Long term Debt:

The Minnesota and Manitoba Railroad Co. 4% First Mortgage bonds secured by Trust Deed dated October 1, 1900 and maturing October 1, 1930. These bonds were a first charge on the line of railway running through the State of Minnesota from Rainy River to the International Boundary near Warroad a distance of 43.69 miles at the rate of \$8000.00 per mile or a total of \$352,000.00. It was desired to obtain a guarantee of the Province of Manitoba, but as the railway ran through the United States this could not be done, however the Manitoba Government turned over to the Company \$349,000.00 in Provincial Bonds, for deposit against which the Railway Company deposited as collateral its own Bond for \$352,000.00. The discharge of these Bonds was received from the National Trust Co. Ltd. on November 27, 1931, and the bonds were cremated on June 22, 1932. The Bond for \$352,000.00 was returned by the Province of Manitoba following this discharge.

The Minnesota and Manitoba Railroad Co. 5% General Mortgage Bonds, secured by Trust Deed dated July 1, 1903, and maturing June 30, 1930. These bonds have no guarantee and are payable in Canadian Gold Coin. They were originally a second charge on the line of railway running through the State of Minnesota from Rainy River to the International Boundary near Warroad, a distance of 43.19 miles, but following the discharge of the 4% First Mortgage Bonds in November 27, 1931, they became a first charge. This mortgage was released and discharged on March 7, 1955.

Amount authorized and issued \$ 250,000.00

These Bonds were acquired by Mackenzie Mann and Co. Ltd., in 1903, as part consideration for construction work and expenditures, and were turned over to the Canadian Northern Railway Company, who pledged them under the mortgage of June 30, 1903 securing the Canadian Northern Railway Company. First Mortgage 4% Perpetual Consolidated Debenture Stock and Bonds. They were also pledged as a second charge under the mortgage of July 15, 1914 securing the Canadian Northern Railway Company 4% Guaranteed Debenture Stock and Bonds, but as this issue was discharged on April 1, 1939, they are still pledged under the 4% Perpetual Issue. These Bonds are held by the National Trust Company Limited as Trustees under this Mortgage. These Bonds were cremated on January 5, 1955 and the Trust Deed was discharged on February 25, 1955.

THE MINNESOTA AND ONTARIO BRIDGE COMPANY
(wholly owned subsidiary of Canadian National Railway Company)

Incorporated: December 21, 1899 - State of Minnesota Articles of Incorporation filed in office of Secretary of State of Minnesota, Book W-2, Page 555.

Headquarters: Minneapolis, Minnesota

History: Under Articles of Incorporation filed in the office of Secretary of State of Minnesota, Book W-2, page 555, The Minnesota and Ontario Bridge Company was incorporated on December 21, 1899 for the purpose of constructing a steel railway bridge across the Rainy River between the towns of Beaudette, Minnesota and Rainy River, Ontario, connecting the Minnesota and Manitoba Railroad with the Canadian Northern Railway.

By an Act of United State Congress, First Session, Cap. 37, March 9, 1900, the Company was authorized and empowered to construct and maintain a bridge over Rainy River at or near a point known as Cathcarts Point in the State of Minnesota.

Construction work was performed by Mackenzie, Mann and Company, Limited during the year 1901 and opened for traffic on October 10, 1901 across Rainy River a distance of 0.204 miles.

Under Lease dated December 31, 1901, effective October 1, 1901, the bridge, approaches, buildings etc. and all appurtenances thereto are leased to The Canadian Northern Railway Company (now Canadian National Railway Company) for 99 years expiring Sept. 30, 2000, with the option of purchasing the property and all the franchises, rights, and powers of the Lessor in connection therewith at any time during the lease for the sum of \$250,000.

Property investment:	As at December 31, 1960	\$280,000
	Improvements on leased property	<u>21,298</u>
		\$301,298

Location: Port Arthur Division - Sprague Subdivision.
The property consists of a single-track steel railway bridge over Rainy River between Beaudette, Minnesota and Mile 1.02 west of Rainy River, Ontario - .204 miles.

Capital Stock:	As at December 31, 1960:	
	Authorized:	3,000 shares - \$100 each \$300,000
	Issued:	1,000 100,000

All owned by The Canadian Northern Railway Company (now Canadian National Railway Company). Acquired on June 30, 1903, at nominal value of \$1.

Certificates representing 995 shares in the name of National Trust Company, Limited, Trustees, with Power of Attorney in favour of The Canadian Northern Railway Company (now Canadian National Railway Company) attached, and 5 shares in the names of Directors, endorsed in blank, are in Royal Trust Company vaults, Montreal.

THE MINNESOTA AND ONTARIO BRIDGE COMPANY

Long-term debt: After March 7, 1955 - nil.

$4\frac{1}{2}\%$ First Mortgage Debenture Bonds, secured by Mortgage dated July 1, 1903, were issued in the amount of \$180,000. These Bonds were acquired by The Canadian Northern Railway Company at a cost of \$173,620. The Bonds were cremated on January 5, 1955 and the Mortgage was discharged March 7, 1955. The amount of \$180,000 remains due to The Canadian Northern Railway Company (Canadian National Railway Company) as reflected on the Balance Sheet.

MISSISQUOI VALLEY RAILROAD COMPANY
 (property acquired by Central Vermont Railway Company (C.V. Rly. Inc.) April 15, 1899)

Incorporated: November 14, 1867 - State of Vermont Special Act #160.
 December 24, 1886 - Reorganization and name changed - Articles of Association filed with Secretary of State of Vermont December 24, 1886.

History: Under Vermont Special Act #160, November 14, 1867, Missisquoi Railroad Co. was incorporated. A line was built from St. Albans, Vermont, to Richford, Vermont, 27.40 miles, and opened for traffic July 1, 1873.

From July 1, 1873 to November 15, 1877 the road was leased to the Receivers of Vermont Central Railroad and Vermont and Canada Railroad Companies as authorized September 26, 1870 by Chancery Court, Franklin County, Vermont (for 20 years from date of taking possession).

On November 15, 1877, the above mentioned lease was surrendered to Trustees of First Mortgage Bonds on Missisquoi Railroad Company, who operated the property from then until January 1, 1887.

On December 24, 1886 under authority of sections 3461 to 3479 of Cap. 158 of Revised Laws of Vermont approval November 28, 1882, Missisquoi Railroad Company was reorganized under the name Missisquoi Valley Railroad Company, Articles of Association being filed with Secretary of State of Vermont on that date.

The property was acquired under foreclosure by Missisquoi Valley Railroad Company January 1, 1887 and operated by its owners from then until June 30, 1888 when it was leased to Central Vermont Railroad Company until March 20, 1896, when the latter Company went into Receivership. The Receivers of the latter Company operated the property until April 20, 1899.

On April 15, 1899, Central Vermont Railway Company acquired the property and took over operation on April 20, 1899, since which date the property has formed part of Central Vermont Railway (Central Vermont Railway Inc.).

Location: Central Vermont Railway - Northern Division - Richford Subdivision:
 St. Albans to Richford Vt. 27.40 miles

MONCTON AND BUCTOUCHE RAILWAY COMPANY
(Included in "Canadian Government Railways" from June 1, 1918)

Incorporated: November 2, 1895 - New Brunswick Letters Patent.

History: The Buctouche and Moncton Railway Company

Under New Brunswick Act 46 Vic. Cap. 78, May 30, 1883, "The Buctouche and Moncton Branch Railway Company" was incorporated to construct and maintain a railroad from some point at or near Buctouche to a point at or near Moncton connecting with the existing railway system.

Under New Brunswick Act 49 Vic. Cap. 68, April 2, 1886, the name was changed to "The Buctouche and Moncton Railway Company".

The line from Buctouche to a connection with The Intercolonial Railway (29.95 miles) was completed on September 1, 1887, and a further 2 miles to Moncton was completed on February 20, 1888. The entire line, 32.37 miles, went into operation for both freight and passenger traffic on September 1, 1888.

In 1894, The Buctouche and Moncton Railway Company went into liquidation, and was sold by auction at Sheriff's Sale to Captain Israel J. Merritt of New York City on December 20, 1894.

Under New Brunswick Letters Patent, November 2, 1895, Captain Merritt obtained incorporation under the name "Moncton and Buctouche Railway Company", for the purpose of operating the Buctouche and Moncton Railway.

The Moncton and Northumberland Strait Railway Company

Under Dominion Act 9-10 Edw. VII Cap. 73, May 4, 1910, "The Buctouche Railway and Transportation Company" was incorporated to construct and operate a railway from Buctouche to Richibucto in New Brunswick and from West Point to Coleman in Prince Edward Island, with power to operate vessels, and to enter into agreement with any or all certain railway lines, etc., etc. The Company was also authorized to acquire the Moncton and Buctouche Railway.

On March 11, 1911, an agreement of sale of Moncton and Buctouche Railway was executed. The agreement was approved under Dominion P.C. 1309, June 8, 1911.

Under Dominion Act 3-4 Geo. V Cap. 79, May 16, 1913, the name The Buctouche Railway and Transportation Company was changed to "The Moncton and Northumberland Strait Railway Company".

At page 373 of Department of Transport Statutory History of Steam and Electric Railways of Canada 1836-1937, it is stated in part that "The Amalgamation forecast in Act 9-10 Edw. Vic. Cap. 73, 1910, and in P.C. 1309, June 8, 1911, never seems to have been seriously implemented. The officers, signing as President and as Secretary of both companies, were the same persons in each instance, and it is probable that the matter was one of internal economy rather than of outward form, and each company seems to have retained its individual entity." The Moncton and Buctouche Railway was actually acquired by Dominion Government under agreement of sale dated June 1, 1918.

"Moncton and Buctouche Railway Company"

Under New Brunswick Letters Patent, November 2, 1895, Captain Israel J. Merritt of New York City, who had purchased The Buctouche and Moncton Railway at Sheriff's Sale on December 20, 1894, under foreclosure, obtained incorporation under the name "Moncton and Buctouche Railway Company".

On March 11, 1911, under authority of Dominion Act 9 - 10 Ed. VII Cap. 73, May 4, 1910, an agreement of sale of Moncton and Buctouche Railway to The Buctouche Railway and Transportation Company was executed. The agreement was later approved under Dominion P.C. 1309, June 8, 1911. It seems that the agreement was never actually implemented.

Under Dominion Act 5 Geo. V Cap. 16, 1915, The Minister of Railways and Canals was authorized to acquire any railways directly connected with the existing Government Railways system in the Maritime Provinces, which in his opinion could be more conveniently or usefully operated as part of the Government Railways system.

Under agreement dated June 1, 1918, and Dominion Order in Council P.C. 1260, May 22, 1918, and Dominion Cap. 16, 1915, the Moncton and Buctouche Railway was purchased by the Dominion of Canada for the sum of \$70,000, but due to some difficulty in procuring title to lands on the right of way, clear title was not obtained until March 2, 1934. Payment of \$126,575.34 was made by Department of Railways and Canals. The additional amount of \$56,575.34, representing interest from June 1, 1918, to July 30, 1934, was charged to Profit and Loss.

When the railway was acquired on June 1, 1918, the line from Moncton to Buctouche Junction (approximately 2 miles) was abandoned, and the line from Buctouche Junction to Buctouche (29.94 miles) was merged in the Government Railways system.

Property investment:	As at December 31, 1960:		
	Road	\$716,465	
Donations and grants:	Subsidies were (Statistics of Steam Railways of Canada - 1938, p. 62)		
	Dominion	\$101,600	
	Province of New Brunswick	<u>95,000</u>	\$196,600
Location:	Moncton Division:		
	Buctouche Junction - Buctouche		29.95 miles
	<u>Discontinued</u>		
	Moncton - Buctouche Junction		2.42 miles June 1, 1918

THE MONTREAL AND CHAMPLAIN JUNCTION RAILWAY COMPANY
(included in Canadian National Railway Company from January 31, 1923)

Incorporated: Act 33 VIC May 12, 1870 - Dominion Cap. 55.

History: Under Dominion Act 33 VIC Cap. 55, May 12, 1870, "The Montreal and Champlain Junction Railway Company" was incorporated to construct a railway from near St. Remi, Quebec, to a point between St. John's and St. Lambert, etc.

Dominion Act 41 VIC Cap. 29, April 16, 1878 revived the previous Act.

The line was constructed and opened for traffic as follows:

Brosseau	to St. Isidore	12.00 miles	January 1, 1881
St. Isidore	" St. Martins	9.75	" Sept. 20, 1881
St. Martins	" Howick	5.25	" Jan. 15, 1883
Howick	" Ormstown	8.50	" July 12, 1883
Ormstown	" Huntingdon	9.50	" Oct. 8, 1883
Huntingdon	" International Bdry.	<u>16.58</u>	" Dec. 24, 1883
Total,	-	61.58 miles	

Under Agreement dated December 31, 1880 the line was leased to The Grand Trunk Railway Company of Canada.

Amalgamation: Effective April 1, 1893, under Agreement dated October 1, 1892, ratified and confirmed by Dominion Act 46 VIC Cap. 47, April 1, 1893, The Montreal and Champlain Junction Railway Company and fourteen other companies were amalgamated into one company under the name "The Grand Trunk Railway Company of Canada".

Subsidies were paid as follows:

Dominion of Canada	\$ 103,600
Province of Quebec	150,000
Municipal Ormstown etc	<u>21,774</u>
Total	\$ 275,374

Location: St. Lawrence Division:
Brosseau - International Boundary 61.58 miles
(near Fort Covington, N.Y.)

Capital Stock: Prior to amalgamation on April 1, 1893:
2500 shares - \$100 each \$250,000
All owned by The Grand Trunk Railway Company of Canada.

Upon amalgamation on April 1, 1893, the share capital, other than Grand Trunk Railway, was converted into an equal amount of Ordinary Stock of The Grand Trunk Railway Company of Canada in accordance with the terms of Amalgamation Agreement.

Long-term debt: Prior to amalgamation on April 1, 1893:
First Mortgage 5% Bonds, issued November 1882 and maturing January 1, 1902, in the amount of \$839,986.67 (£172,600) were outstanding, of which \$332,393.33 was held in The Grand Trunk Railway Company of Canada Treasury, and \$507,593.34 was held by the Public. Upon amalgamation The Grand Trunk Railway Company of Canada assumed the liability with respect thereto. The outstanding Bonds

THE MONTREAL AND CHAMPLAIN JUNCTION RAILWAY COMPANY

Long-term
debt:
(Cont'd.)

held by the Public were acquired by the latter Company by the issue of its Four Per Cent Consolidated Debenture Stock.

MONTREAL AND CHAMPLAIN RAILROAD COMPANY
(included in "Canadian National Railway Company" from January 31, 1923)

Includes: The Company of Proprietors of the Champlain and St. Lawrence Railroad
The Montreal and New York Railroad Company.

Organized: May 27, 1857, Province of Canada Act 20 VIC Cap. 142 (formed by amalgamation).

History: Under Province of Canada Act 20, VIC Cap. 142, 1857, "Montreal and Champlain Railroad Company" was formed by amalgamation of The Company of Proprietors of the Champlain and St. Lawrence Railroad and The Montreal and New York Railroad Company into one company under the new name.

Effective January 1, 1864, under Agreement of that date, confirmed by Province of Canada Act 27-28 VIC Cap. 85, June 30, 1864, Montreal and Champlain Railroad was leased to The Grand Trunk Railway Company of Canada with the option of purchasing the property and capital stock of the Montreal and Champlain Railroad Company within five years for \$500,000. This arrangement secured a central permanent station (Bonaventure) in Montreal for The Grand Trunk Railway Company of Canada. The option to purchase was extended to 10 years under Dominion Act 31 VIC. Cap. 19, December 21, 1867.

Sale to Grand Trunk Railway: Effective June 14, 1872, by authority of Dominion Act 35 VIC. Cap. 64, June 14, 1872, The Grand Trunk Railway Company of Canada acquired the entire lines, assets, rolling stock, franchises, shares and rights of Montreal and Champlain Railroad Company, for the sum of \$500,000 plus the payment and redemption of all the bonded debt (\$883,144) and Preferential Stock (\$404,600) shown in Schedule "A" of the Act, and in the Agreement of January 1, 1864.

Location:

St. Lawrence Division:		<u>Miles</u>
Montreal and Lachine Railroad		8.00
Bonaventure Station - Lachine Wharf		29.65
Lake St. Louis and Province Line Railway		46.74
St. Isidore Jct. - Hemmingford		84.39
Champlain and St. Lawrence Railroad (in Canada)		
South end of "S" curve at St. Lambert to International Boundary (near Rouse's Point,		
Total	N.Y.) 40.38	

Abandoned

	<u>Miles</u>	<u>Date</u>
Laprairie Jct. - Laprairie	6.00	1852
S. Curve - St. Lambert Wharf	1.50	1852
Lachine Wharf - Caughnawaga Ferry		1881
Caughnawaga - St. Isidore Jct.	5.50	1881
Hemmingford - International Boundary	1.50	1924

Capital Stock:	Prior to Sale of property and shares on June 14, 1872:	
	2023 shares Preferential Stock - \$200 par value	\$404,600
	Consolidated Stock	\$1,130,278
Bonded debt:	Prior to Sale of property and shares on June 14, 1872:	
	6% First Mortgage Bonds issued July 1, 1861, maturing July 1, 1881	£181,400 (\$882,815)
	8% Second Mortgage Bonds issued Jan. 2, 1871, maturing Jan. 1, 1891	£ 76,027 (\$370,000)

These securities were acquired by The Grand Trunk Railway Company of Canada by the issue of Grand Trunk Railway 5% Debenture Stock under Dominion Act 35 VIC. Chap. 64, assented to June 14, 1872 issued July 1, 1872 under authority of Dominion Act 35 VIC. Chap. 64 assented to June 14, 1872.

7% Third Mortgage Bonds dated July 1, 1872 £102,800 \$500,000

THE MONTREAL AND EUROPEAN SHORT LINE RAILWAY COMPANY
(property included in The Intercolonial Railway from 1887)

Incorporated: March 10, 1882 - Nova Scotia Act 45 VIC Cap. 23
 May 17, 1882 - Dominion Act 45 VIC Cap. 73
 April 19, 1884 - Dominion Cap. 55, Act 47 VIC name changed (see History).

History: Under Nova Scotia Act 45 VIC Cap. 23, March 10, 1882, and Dominion Cap. 73, May 17, 1882 The Great American and European Short Line Railway Company was incorporated to construct, maintain and operate a railway from a point at or near Cape North in Cape Breton Island to the Strait of Canso and from New Glasgow to Oxford, etc., and for the purpose of making the railway line and connection with the City of Montreal more direct may, insofar as may be consistent with the laws in the State of Maine, hold, acquire and maintain a part thereof across the State of Maine.

Under Dominion Act 47 VIC Cap. 55, April 19, 1884, the name was changed to The Montreal and European Short Line Railway Company.

Capital Stock Authorized \$ 1,000,000

Having suspended construction work and failed to pay the contractors for work done on the line between Oxford and New Glasgow, under indenture dated July 27, 1883, confirmed by Nova Scotia Act 48 VIC Cap. 39, April 24, 1885, all the Company's property, rights, franchises, etc., in the Province were transferred to William Stewart and W.H. Chisholm as Trustees for the contractors with power to sell such assets at public auction.

Dominion Act 50 - 51 VIC Cap. 27, June 23, 1887, authorized the Minister of Railways and Canals to acquire the incompleted works and property of this Company and to construct the line from Oxford Junction to Brown Point as a branch of The Intercolonial Railway.

The Railway was completed by the Minister of Railways and Canals and opened for traffic as follows:

Oxford Jct.	to Brown Point	67.52 miles	July 15, 1890
Pugwash Jct.	" Pugwash	<u>4.56</u> "	" 15, 1890
Total		72.08 miles	

THE MONTREAL AND NEW YORK RAILROAD COMPANY
(included in "Canadian National Railway Company" from January 31, 1923)

Includes: The Lake St. Louis and Province Line Railway Company
The Montreal and Lachine Railroad Company.

Organized: January 1, 1852 - Province of Canada Act 16 VIC Cap. 46 - by amalgamation.

History: The Lake St. Louis and Province Line Railway Company

Under Province of Canada Act 10-11 VIC Cap. 120, presented for Royal Assent July 28, 1847, Assented April 15, 1848, Royal Assent signified by Proclamation June 24, 1848, "The Lake St. Louis and Province Line Railway Company" was incorporated to build a railway from at or near Sault St. Louis to a point in County of Beauharnois, etc.

A line was constructed from Caughnawaga (opposite Lachine) to the United States Boundary, near Hemmingford, Quebec, (29.65 miles) and was opened for traffic on August 1, 1852. This line was connected with a ferry service across the St. Lawrence River from Caughnawaga to Lachine Wharf. The portion of the line between St. Isadore Junction and Caughnawaga (5½ miles) and the ferry service was discontinued in 1881, when the Montreal and Champlain Junction Railway line from Ste. Martine through St. Isadore Junction to Brosseau was opened for traffic. The section between Hemmingford and the New York State Boundary was discontinued September 20, 1924.

Effective January 1st, 1952 as authorized by the Province of Canada Act 13 14 VIC Cap 112 of August 12, 1850 and confirmed by Province of Canada Act 16 VIC Cap 46, November 10, 1852, The Lake St. Louis and Province Line Railway Company and The Montreal and Lachine Railroad Company were amalgamated into one company under the name "The Montreal and New York Railroad Company".

The Montreal and Lachine Railroad Company

Under Province of Canada Act 9 VIC Cap. 82, June 9, 1846, "The Montreal and Lachine Railroad Company" was incorporated to build a railway from Montreal to Lachine and was empowered to operate steamboats from Lachine terminus to points on the St. Lawrence and Ottawa Rivers.

The line from Bonaventure Station (Montreal) to Lachine Wharf (7.92 miles) was constructed, and opened for traffic on November 22, 1847.

Province of Canada Act 13-14 VIC Cap. 113, August 10, 1850 empowered the Company to extend its railroad to Prescott, and after completion of not less than twenty-five miles of the extension to change the name of the Company to "The St. Lawrence and Ottawa Grand Junction Railroad Company".

THE MONTREAL AND NEW YORK RAILROAD COMPANY

The Montreal and Lachine Railroad CompanyHistory:
(Cont'd.)

The proposed construction and change in name was not made. (The Grand Trunk Railway Company of Canada built the line from Point St. Charles to Brockville which opened for traffic November 19, 1855).

Effective January 1, 1852, as authorized by Province of Canada Act 13-14 VIC Cap. 112, August 12, 1850 and confirmed by Province of Canada Act 16 VIC Cap. 46, November 10, 1852, The Lake St. Louis and Province Line Railway Company and The Montreal and Lachine Railroad Company were amalgamated into one company under the name "The Montreal and New York Railroad Company".

The Montreal and New York Railroad Company

Effective January 1, 1852 as authorized by the Province of Canada Act 13-14 VIC August 12, 1850 and confirmed by Province of Canada Act 16 VIC Cap 46, November 10, 1852 The Montreal and New York Railroad Company was formed by the amalgamation of The Montreal and Lachine Railroad Company and "The Lake St. Louis and Province Line Railway Company" into one company under the new name.

Amalgamation: Under Province of Canada Act 20 VIC Cap. 142, May 27, 1857, "The Montreal and New York Railroad Company" and "The Company of Proprietors of the Champlain and St. Lawrence Railroad" were amalgamated into one company under the name "Montreal and Champlain Railroad Company".

Location: St. Lawrence Division:

Lake St. Louis and Province Line Railway	<u>Miles</u>
St. Isadore Jct. - Hemmingford	29.65
Montreal and Lachine Railroad	
Montreal (Bonaventure Sta.) - Lachine Wharf	8.00

Discontinued

	<u>Miles</u>	
Lachine Wharf - Caughnawaga Ferry Service		1881
Caughnawaga - St. Isadore Jct.	5.50	1881
Hemmingford - International Boundary	2.86	1924

THE MONTREAL AND PROVINCE LINE RAILWAY COMPANY
(included in Canadian National Railway Company from June 8, 1954)

561

Incorporated: April 23, 1896 - Dominion Act 59 VIC Cap. 26.

Declaratory: Declared to be a work for the general advantage of Canada - Dominion Cap.
26, April 23,
1896

History: Under Quebec Act 35 VIC Cap. 29, December 23, 1871, "Montreal, Chambly and Sorel Railway Company" was incorporated to construct a railway from Sorel via Chambly to Montreal and from Chambly through St. Johns to the Province line near Philipsburg.

The railway was completed and opened for traffic as follows:

St. Lambert	to Chambly Canton	12.00 Miles	Sept. 26, 1873
Chambly Canton	to Farnham	20.03 "	" 22, 1877
Farnham	to Stanbridge East	12.00 "	Nov. 11, 1879
Stanbridge East	to International Boundary	9.40 "	Sept. 9, 1882
M & S C Jct.	to Longueuil	4.00 "	Sept. 10, 1879
Marieville	to St. Cesaire	8.66 "	Nov. 15, 1882
	Total	66.09 miles	

Operation of the line from Farnham to the International Boundary was discontinued on March 1, 1883 a distance of 22.00 miles. About December 31, 1891 the line from M & S. C Jct. to Longueuil a distance of 4.00 miles was abandoned and subsequently dismantled. About September 30, 1901 the Montreal and Province Line Railway Company rehabilitated the line from Farnham to Frelighsburg a distance of 18.28 miles and opened it for traffic.

Under Quebec Act 32 VIC Cap. 59, April 5, 1869, "The Missisquoi Junction Railway Company" was incorporated to build a railway from a point on Stanstead, Shefford and Chambly Railway to the Province Line, through townships of Dunham and St. Armand East.

Under Act 36 VIC Cap. 87, Dominion of Canada, assented to May 23, 1873 the Montreal, Chambly and Sorel Railway was declared to be a work for the general advantage of Canada.

By authority of Quebec Act 37, VIC Cap. 24, January 28, 1874, Montreal, Chambly and Sorel Railway Company and The Missisquoi Junction Railway Company were amalgamated under the name "The Montreal, Chambly and Sorel Railway Company".

Under Dominion Cap. 70, April 8, 1875, the name was changed to "The Montreal, Portland and Boston Railway Company".

The Montreal Portland and Boston Railway was operated by the South Eastern Railway Company until July 1, 1891 when operation was taken over by the Central Vermont Railroad Company.

At sale by the Sheriff of Montreal on March 2, 1896, made under an execution issued at the instance of the Bank of Hochelaga, a judgement creditor, the Honourable Farand Stewart Stranahan purchased the franchise, railway and property, in trust for himself and others.

Under Dominion Cap. 26, April 23, 1896, "The Montreal and Province Line Railway Company" was incorporated and vested with the franchise, railway property and appurtenances of The Montreal, Portland and Boston Railway Company.

THE MONTREAL AND PROVINCE LINE RAILWAY COMPANY

Montreal, Chambly and Sorel Railway Company

Following the flood in Vermont on November 3rd, and 4th 1927 which resulted in foreclosure sale of Central Vermont Railway Company assets to Central Vermont Railway Inc. the capital stock of The Montreal and Province Line Railway Company was transferred in January 1930 at book value of \$1 to Central Vermont Railway Inc., as authorized by I.C.C. Central Vermont Supplemental Order dated January 28, 1930 (Finance Docket 7821), and in the same month was sold to The Centmont Corporation for \$1.

Under agreement dated October 30, 1950, The Centmont Corporation transferred all the shares of the capital stock of The Montreal and Province Line Railway Company to Canadian National Railway Company for the sum of \$1.

Upon amalgamation on June 8, 1954, the outstanding shares were cancelled in accordance with the terms of amalgamation agreement dated May 13, 1954.

Operated: Operated Mileage as of December 31, 1960

M & S C Jct.	to St. Cesaire	27.38 miles
--------------	----------------	-------------

Abandonments:	Frelighsburg	to International Bdy.	3.50 miles	March 1, 1883
	M & S C Jct.	to Longueuil	4.00 miles	Dec. 31, 1891
	St. Angele	to Farnham	9.82 "	Sept. 1, 1925
	Farnham	to Frelighsburg	17.90 "	Sept. 19, 1938
	Marieville	to St. Angele	3.49 "	Oct. 1, 1956
	Total -		38.71 miles	

The lines were operated by Central Vermont Railway until November 1, 1923, after which they were leased to Canadian National Railway Company, except that a portion of the line from St. Lambert to St. Cesaire and from Marieville to Ste. Angele was sublet to Montreal and Southern Counties Railway.

Amalgamation: On June 8, 1954, Canadian National Railway Company, The Montreal and Province Line Railway Company and five other companies were amalgamated into one company under the name "Canadian National Railway Company".

Subsidies: Subsidies were as follows: (Statistics of Steam Railways - 1938, p.65)

Dominion	\$ 58,560	Montreal & Province Line Ry.
Quebec	231,122	Montreal Portland & Boston Ry.
Municipal	25,000	" " " "
	<u>\$314,682</u>	

Capital Stock: Prior to amalgamation on June 8, 1954:

Authorized:	10,000 shares - \$100	\$1,000,000
Issued:	10,000 shares - \$100	1,000,000

Central Vermont Railway Company acquired the 10,000 shares of capital stock of The Montreal and Province Line Railway Company at a cost of \$1 in consideration of guaranteeing the principal and interest of \$200,000 4% First Mortgage Gold Bonds of The Montreal and Province Line Railway Company dated October 1, 1900 and secured by Trust Deed to National Trust Company dated December 7, 1900.

THE MONTREAL AND PROVINCE LINE RAILWAY COMPANY

Funded Debt: As at June 8, 1954 - nil.

Mortgage Trust Deed to National Trust Company dated December 7, 1900 was discharged April 4, 1952, after payment of \$200,000, 4% First Mortgage Bonds which matured October 1, 1950.

THE MONTREAL AND SOUTHERN COUNTIES RAILWAY COMPANY

Incorporated: June 29, 1897 Dominion Act 60 - 61 VIC Cap. 56

History: The Montreal and Southern Counties Railway Company was incorporated on June 29, 1897 under Act 60 - 61 VIC Cap. 56, Dominion of Canada for the purpose of building and operating a railway by electricity, or any other mechanical power, except steam, through the Counties of Chambly, Vercheres, Rouville, St. Hyacinthe, St. Johns, Laprairie, Iberville, Missisquoi, Brome, Shefford, Stanstead and Sherbrooke. Under Act 61 Vic. Chap. 78 this power was extended to the Counties of Beauharnois, Chateauguay, Huntingdon and Napierville. Capital Stock authorized \$500,000.

The Original incorporators of this railway were:

The Hon. Treffle Berthiaume	Montreal
Francis Joseph Bissailor	Montreal
Henry Hogan	Montreal
Treffle Bastien	Montreal
Charles Boger	Montreal
Maurice Perrault	Montreal
S. T. Willet	Chambly Canton
Alexander Macdonald	St. Johns
Raoul Abbe	St. Johns
J. Emery Mollieur	St. Johns
Albert Corriveau	Iberville
Charles Haquet	France

Capital Stock:	Capital Stock authorized	10,000 Shares of \$100 each	\$ 1,000,000
	" " issued	5,000 " " " "	500,000
	" " owned by C.N.R.		359,400
	" " " " Public		140,600

The Capital Stock authorized was increased from \$500,000 to \$1,000,000 under authority of Act 4 - 5 Ed. VII, Chap. 129, Dominion of Canada assented to May 15, 1905.

In March 1906 the Grand Trunk Railway Company of Canada secured control of the Montreal and Southern Counties Railway Company by the purchase of 3,000 shares of the Capital Stock and since that date the holdings have been increased so that at December 31, 1955 their successor the Canadian National Railway Company holds 3594 shares.

Location: Construction was started in 1908, and the cost was financed by the Grand Trunk Railway Company of Canada advancing the necessary funds, for which the Montreal and Southern Counties Railway Company issued notes. The line from the corner of Youville and McGill Streets in Montreal across the Victoria Jubilee Bridge to St. Lambert, a distance of about 3.00 miles, was opened for traffic on November 1, 1909. Further extensions as completed were put into operation as follows:

Front St. St.Lambert	to Montreal South,	May 22, 1910
	Longueuil	
Front St. St.Lambert	to Country Club	Sept. 2, 1911
Front St. St. Lambert	" M and S.C. Jct.	Nov. 1, 1912
M and S.C. Jct.	" Richelieu	June 28, 1913
Richelieu	" Marieville	Sept. 28, 1913
Marieville	" St. Cesaire	May 3, 1914
St. Cesaire	" Abbotsford	Dec. 18, 1915

Abbotsford	to	Granby	April 30, 1916
Marieville	"	St. Angele	Sept. 1, 1925

Operation over the line between M and S.C. Jct. and St. Cesaire was obtained by lease of the line from the Montreal and Province Line Railway Company Under agreement dated April 7, 1906; the Montreal and Southern Counties Railway Company agreed to pay the Grand Trunk Railway Company of Canada \$12,000 per annum for the use of the Victoria Jubilee Bridge in addition to a further sum of forty cents for each car passing over the Bridge. Under Supplementary agreement dated August 7, 1916 the Grand Trunk Railway Company and its successor may terminate this trackage rights by giving three months notice to the Montreal and Southern Counties Railway Company.

**Lease:
Montreal
& Province
Line Ry.Co.:**

The railway and property of the Montreal and Province Line Railway Company was leased to the Canadian National Railway Company under agreement dated November 1, 1923 at a rental of \$8,000 per annum based on 4% interest on \$200,000 Mortgage Bonds. Under agreement dated May 3, 1925 the portion of line from M and S.C. Jct. to St. Cesaire a distance of 25.04 miles was sub-leased to the Montreal and Southern Counties Railway Company at an annual rental of \$3,695.55 and on September 1, 1925 agreement the line from Marieville to St. Angele a distance of 3.49 miles was also leased at a rental of \$415.90.

On December 8, 1924 a cut-off was opened for traffic so as to divert traffic from the streets of the city of Granby. This cut-off was 1.65 miles long and 1.00 miles of trackage rights over the Stanstead, Shefford and Chambly Railroad Company was secured so as to reach Granby Station. On January 2, 1925 the trackage through the streets of Granby 1.36 miles was abandoned.

Mileage	December 31, 1925	56.41
---------	-------------------	-------

In December 1926 a portion of the Longueuil Loop (1.13 miles) was abandoned and dismantled in 1927. In 1932 the Country Club Branch and lines in Montreal South and Longueuil totalling 2.00 miles were abandoned. In 1951 a further Abandonment of 1.02 miles was made. On December 31, 1952 operation between Marieville and Granby, a distance of 23.87 miles was discontinued.

On May 27, 1955 the Board of Transport Commissioners issued Order No. 86306, authorizing The Montreal and Southern Counties Railway Company to abandon operation of the line between McGill St. Montreal and St. Lambert, a distance of 2.99 miles. Operation terminated June 19, 1955. This order also authorized abandonment of the lines between St. Lambert and Montreal South and between St. Lambert and M and S.C. Jct. 30 days after the new railway over Victoria Bridge is completed.

Mileage	December 31, 1955	26.18
---------	-------------------	-------

A Perpetual Mortgage, dated May 3, 1926 was given by the Montreal and Southern Counties Railway Company to the Canadian National Railway Company to secure advances made to the former Company. This Mortgage was made

To cover Capital Advances	\$ 2,148,626.90
To cover Operating Deficit	<u>1,612,598.09</u>
Total Issued	\$ 3,761,224.99

THE MONTREAL AND SOUTHERN COUNTIES RAILWAY COMPANY

Capital Stock Authorized :	\$1,000,000
Issued	500,000
Held by System	359,400
" " public	\$ 140,600

THE MONTREAL AND VERMONT JUNCTION RAILWAY COMPANY 567
(merged in Canadian National Railway Company from June 11, 1956)

Incorporated: May 18, 1861 - Province of Canada Act 24 VIC Cap. 81

History: Under Province of Canada Act 12 VIC Cap. 178, May 30, 1849 The Montreal and Vermont Junction Railway Company was incorporated to construct a railway from St. Lambert to Vermont Boundary near Highgate.

Under Province of Canada Act 24 VIC Cap. 81, May 18, 1861, The Montreal and Vermont Junction Railway Company was incorporated to complete a railway from a junction at or near Highgate Vermont with a railway from Burlington Vermont, to a point on the Stanstead, Shefford and Chambly Railway near Iberville.

The formation of the Company was a project of Vermont and Canada Railroad Company, which built the line from the northern end of its road from Swanton, Vt. at Canada Line to Stanstead, Shefford and Chambly Junction near Iberville, Quebec, 22.77 miles, opened for operation in November 14, 1864 Central Vermont Railway Company acquired the property in 1899 at a cost of \$500,000.

Amalgamation: On June 11, 1956, Canadian National Railway Company, The Montreal and Vermont Junction Railway Company and 16 other companies amalgamated into one company under the name "Canadian National Railway Company".

Capital stock:	Authorized - 3,946 shares of \$50 each	\$197,300
	Issued - 3,946 shares of \$50 each	197,300

Ownership of capital stock was transferred to Central Vermont Railway Company in 1899 at a cost of \$1. In January 1930 ownership was transferred at cost of \$1 to Central Vermont Railway Inc. and pledged by the latter to the Trustee (New York Trust Company) under its 5% First and General Mortgage, as authorized by I.C.C. Central Vermont Reorganization Order dated December 14, 1929 (Finance Docket 7821) In December 1955 the capital stock was released from above mentioned mortgage and sold to Canadian National Railway Company for \$1.

Upon amalgamation on June 11, 1956, in accordance with the terms of amalgamation agreement dated May 17, 1956, the capital stock was treated as cancelled.

Funded debt: As at June 11, 1956 - nil.

"MONTREAL FRUIT AND PRODUCE TERMINAL COMPANY, LIMITED"
(wholly owned subsidiary of "Canadian National Railway Company")

Incorporated: July 24, 1929 - Dominion Letters Patent.

Head Office: Montreal, Quebec.

History: Under Dominion Letters Patent dated July 24, 1929 "Montreal Fruit and Produce Terminal Company, Limited" was incorporated with powers to carry on business in Canada or elsewhere of handling fruit, vegetables, dairy products, and all produce of the soil of every description, wholesale or retail; to act as merchants, brokers auctioneers, salesmen, importers, exporters, producers, distributors, commission agents, and general traders; to carry on business of warehousemen, etc. and all business incidental thereto, refrigerators, manufacturers and dealers in brine, ammonia and ice, etc.

The Company was formed pursuant to recommendation of a committee of Traffic and Operating officers of Canadian National Railways after investigating conditions in connection with handling fruit traffic into Montreal.

On November 1, 1929 Montreal Fruit and Produce Terminal Company, Limited occupied the warehouse owned by Canadian National Railway Company on Mountain Street in Montreal and commenced operations.

On August 1, 1931 the operations were transferred to a new building constructed for this purpose by the Canadian National Railway Company and located along the Railway tracks west of Guy Street in Montreal. The building cost \$440,523 and is leased to the Fruit Company. It consists of a basement 639.31 feet by 75 feet, and two storeys both of which are 639.31 feet by 58.4 feet. The basement is used for dry storage, the ground floor for receiving goods, and the second storey has an auction room and 66 offices, 3 of which are occupied by the Company's office staff, and the others are leased to merchants in the trade. On January 1, 1935 a new agreement was entered into increasing rental to \$40,000 per annum.

The Company does not exercise all its powers, and its operation is presently carried on at the above mentioned location in Montreal only, and is valuable in procuring fruit and vegetable traffic for the Railway.

Property investment:	As at December 31, 1960:		
	Warehouse equipment	\$2,917	
	Office furniture	<u>276</u>	\$3,193

Capital Stock:	Authorized:	400 shares N.P.V.	
	Issued:	100 shares @ \$5 each	\$500 unpledged.

All owned by Canadian National Railway Company.

Advances due C.N.R. :	As at December 31, 1960:	
	Advances due to Canadian National Railway Company	\$22,734

MONTREAL RAILWAY TERMINUS COMPANY

Incorporated: 1861 - Province of Canada Act 24 VIC Cap. 82, May 18, 1861

History: Under Province of Canada Act 24 VIC Cap. 82 May 18, 1868
"Montreal Railway Terminus Company" was incorporated to build a line from The Grand Trunk Railway of Canada Station at Point St. Charles to a point in Montreal, with station, offices, etc., and to enter into an agreement with The Grand Trunk Railway Company of Canada or the Government regarding the same.

Authorized Capital Stock £200,000

Canadian National Railways records do not disclose any further information respecting this Company.

THE MONTREAL STOCK YARDS COMPANY
(wholly owned subsidiary of "Canadian National Railway Company")

Incorporated: March 13, 1885 - Quebec Letters Patent.

Head Office: Montreal, Quebec.

History: The Montreal Stock Yards Company was incorporated by Province of Quebec Letters Patent dated March 13, 1885 with powers to erect, maintain, operate and carry on the business of Stock Yards, the feeding and housing of cattle and livestock the building, operation and maintenance of abattoirs, pork packing and curing establishments, rendering lard and tallow, soap making and any business incidental thereto, within the City of Montreal.

Under agreement dated May 19, 1885 the Grand Trunk Railway Company of Canada leased certain premises at Point St. Charles to the Montreal Stock Yards Company at an annual rental of \$300 - the majority of the shares and not less than 1001 shares of the Capital Stock of the Montreal Stock Yards Company to be held by such persons as shall designated and approved by the Grand Trunk Railway Company, it being understood that the Grand Trunk Railway Company will control the ownership of the Capital Stock as well as the system of conducting the Cattle operations in regards to prices of provender, or otherwise, as well as all business on the premises which are to be used for the purpose of erecting an abattoir, and for the stabling of cattle or other live stock carried by the Grand Trunk Railway Company to or from Montreal.

The original Capital Stock was \$ 200,000

Under agreement dated May 25, 1904 the Grand Trunk Railway Company assented to an increase in the Capital Stock of the Montreal Stock Yards Company from \$200,000 to \$275,000 on the understanding that at least 1376 shares of the issued Capital Stock would be transferred and assigned to Mr. J.W. Loud to be held by him in trust, under the provisions of and for the purposes stipulated in the lease and agreement of May 19, 1885.

Under agreement dated July 19, 1905 the Grand Trunk Railway Company assented to a further increase in the Capital Stock of the Montreal Stock Yards Company from \$275,000 to \$350,000 on the understanding that at least 1751 shares of the issued Capital Stock be transferred and assigned to Mr. J. W. Loud, to be held by him in trust under the provisions of and for the purposes stipulated in the lease and agreement of May 19, 1885.

Under Agreement dated November 6, 1911 the Grand Trunk Railway Company designated Martin M. Reynolds to act as trustee in the place and stead of John W. Loud, and Mr. Reynolds thereupon acted as trustee for 1875 shares including 54 trustee shares standing in the name of Estate C.M. Acer.

On the death of Mr. Reynolds on June 17, 1914, this Trusteeship was transferred to Mr. Frank Scott by assignment dated October 16, 1914 from Bessie Livingstone Reynolds, covering 1823 shares, and by proxy from Mr. Chas. Percy to vote the 54 shares standing in the name of the Acer Estate, two additional shares having been transferred to Free Stock.

THE MONTREAL STOCK YARDS COMPANY

History:
(Cont'd.)

The Canadian National Railway Company purchased the entire capital stock on July 1, 1928 and thereby obtained control of the Company. The price was \$70.00 per share amounting to \$245,000.

The property is located on the easterly side of Bridge Street, Point St. Charles, on which barns and buildings are erected, and is leased by the Canadian National Railway Company from the Dominion Government and is sub-leased to the Montreal Stock Yards Company at the same rental as paid to the Government namely \$3153.00 per annum from March 1, 1928. The Stock Yards Company pay all the assessments and taxes.

Capital Stock:	Authorized:	4,000 shares par value	\$100.	\$ 400,000
	Issued:	3,500 " " "	\$100.	350,000

All owned by the Canadian National Railway Company.

There is no funded debt.

OFFICERS

Donald Gordon	Chairman & ^P resident
N. J. MacMillan	Executive Vice-President
A. H. Hart	Vice-President
S. F. Dingle	Vice-President
E. A. Bromley	Vice-President
Dr. O. M. Solandt	Vice-President
J. L. Toole	Vice-President
W. T. Wilson	Vice-President
H. C. Friel	Vice-President-Law
J. A. McDonald	Vice-President
R. H. Tarr	Vice-President and Secretary
H. C. Grayston	Vice-President
O. A. Boivin	General Superintendent
R. Cannon	Manager
J. M. Young	Assistant Secretary
L. J. Mills	Comptroller
D. W. Gilmour	Assistant Secretary
E. J. Denyar	Treasurer
H. M. Blaiklock	General Manager of Real Estate

DIRECTORS

Donald Gordon
Wilfrid Gagnon
J. A. Northey
J. R. Griffith
W. G. Stewart
H. W. Marsh

THE MONTREAL TERMINAL RAILWAY COMPANY
 (line from La Salle Ave. Montreal to Bout de L'Isle and Marion Ave.
 acquired by Canadian National Railway Company February 1924)

- Incorporated: February 27, 1893 - Quebec Act 56 VIC Cap. 70.
- Declaratory: Declared to be a work for the general advantage of Canada - Dominion Act 57 - 58 VIC Cap. 83, July 23, 1894.
- History: Under Quebec Act 56 VIC Cap. 70, February 27, 1893, The Montreal Island Belt Line Railway Company was incorporated to build from Montreal to and through various municipalities on the Island, the line to be elevated in the City of Montreal, etc.
- Under Dominion Act 57 - 58 VIC Cap. 83, July 23, 1894, the Company was declared to be a corporate body within the authority of the Parliament of Canada.
- Under Dominion Act 62 - 63 VIC Cap. 76, August 11, 1899, the name was changed to The Montreal Terminal Railway Company.
- Dominion Order in Council P.C. 2868, dated December 16, 1911, approved transfer of Montreal Terminal Railway Company's undertaking to Montreal Street Railway Company.
- Quebec Act 2 Geo. V Cap. 84, 1912 (1) confirmed Agreement of sale of Montreal Street Railway and its subsidiaries to Montreal Tramways Company.
- Purchase of line by C.N. Rlys: In February 1924, under authority of Dominion Order in Council P.C. 288 dated February 27, 1924, the line known as Montreal Terminal Railway extending from La Salle Avenue, Montreal to Bout de L'Isle and Marion Avenue, 10.68 miles was acquired by Canadian National Railways to provide additional right-of-way and trackage to serve Industrial development in the East end of the City of Montreal. The price of \$1,278,201.89 was financed through the Railway Budget.

THE MONTREAL WAREHOUSING COMPANY

(majority stock owned by Canadian National Railway Company from January 31, 1923)

Incorporated: March 18, 1865 - Province of Canada - Act 28 VIC Cap. 48.
 January 28, 1874 - Province of Quebec - Act 37 VIC Cap. 57 Amendment
 June 30, 1881 - Province of Quebec - Act 44-45 VIC Cap. 77 Amendment
 April 2, 1890 - Province of Quebec - Act 53 VIC Cap. 99 Amendment

Head Office: Montreal, Que.

History: Under Province of Canada Act 28 VIC Cap. 48, March 18, 1865, "The Montreal Warehousing Company" was incorporated, and empowered to erect sheds, stores, warehouses, tramways, elevators etc. for the storage, safekeeping and shipment of merchandise, produce, etc., and may own real estate within limited value. The Company's charter was amended by Acts of the Legislature of Quebec in 1874, 1881 and 1890. The authorized Capital Stock was \$600,000 in shares of \$50 each, but by Quebec Act of 1890 was reduced to \$240,000 in shares of \$100 each less \$4,000 unpaid stock, which was written off, leaving the present paid up Capital Stock \$236,000.

By authority of Quebec Act 37 VIC Cap. 57, 1874, and Resolution of Board of Directors dated April 5, 1906, ratified by Shareholders at meeting on the same date, a 4% First Mortgage Bond issue dated April 1, 1906, maturing April 1, 1936, totalling \$1,000,000 was created to cover the cost of Windmill Point Elevator and to provide for the payment of a 4% Mortgage Loan of \$250,000 payable in 20 years from March 1, 1898, with the right to repay the loan any time after March 1, 1903. These Bonds were redeemed at maturity. The Trust Deed dated May 14, 1906 was discharged on July 22, 1936, and deposited in the Bureau of Registration, Division of Montreal, on July 27, 1936.

Under agreement of May 21, 1890, The Grand Trunk Railway Company of Canada agreed with the bondholders to take up \$250,000 of the Company's bonds, on which interest was in arrears with no prospect of payment, in consideration of sufficient stock to control the Company. 6232 shares of \$50 each were delivered to Grand Trunk Railway for \$1,500. These shares were later exchanged for 1758 $\frac{2}{5}$ shares of new stock at \$100 each. The Grand Trunk Railway afterwards disposed of the bonds for \$250,000.

Under Dominion Letters Patent dated December 20, 1905, Terminals Warehouse and Cartage Company, Limited was incorporated and authorized to issue Capital Stock and Bonds as under:

	<u>Authorized</u>	<u>Issued</u>
Capital Stock - Common	\$500,000	\$500,000
preferred	750,000	279,500
Bonds	225,000	201,000

Pursuant to Agreement dated June 27, 1912, between Quebec Savings and Trust Company and The Grand Trunk Railway Company of Canada, "Grand Trunk Terminal Warehousing Company, Limited" was incorporated under Dominion Letters Patent dated July 5, 1912, for the purpose of constructing warehouses at various terminal points on the Grand Trunk Railway System. The authorized capital stock was \$6,500,000, of which \$5,500,000 par value was allotted and issued to the Trust Company as fully paid and non-assessable.

THE MONTREAL WAREHOUSING COMPANY

History:
(Cont'd.)

In pursuance of these plans and under agreement dated July 8, 1912, between National Securities, Limited (the authorized representative and Agent of Terminals Warehouse and Cartage Company, Limited) and Quebec Savings and Trust Company, Grand Trunk Terminal Warehousing Company, Limited acquired the property of Terminals Warehouse and Cartage Company, Limited situated on McGill and Common Streets in Montreal, taking over the warehouse business as a going concern.

Subsequently certain difficulties arose in connection with the agreement and the matter was finally settled under agreement dated October 7, 1912, with Quebec Savings and Trust Company for transfer of the former Terminal Warehouse and Cartage Company property to a nominee of The Grand Trunk Railway Company of Canada, and the organizers of Grand Trunk Terminal Warehousing Company, Limited agreed to cancel all Stock and Bond issues, abandon its charter, and do no further business. The agreed purchase price of the property was \$750,000 (£154,109), the Grand Trunk to receive all income of the property and assume cost of operation from July 1, 1912.

On November 4, 1912, the property was transferred to Frank Scott, as Nominee of The Grand Trunk Railway Company of Canada. After necessary declarations were filed in March 1913, the business was carried on under the name "Terminal Warehouse, Registered".

Under Dominion Letters Patent dated April 18, 1922, "The Terminal Warehousing Company, Limited" was incorporated with an authorized Capital Stock of \$1,000,000.

Under agreement dated May 17, 1922, Frank Scott (as Nominee of The Grand Trunk Railway Company of Canada) sold all the property, goodwill and other assets of Terminal Warehouse, Registered, to The Terminal Warehousing Company, Limited, as of May 1, 1922, for the sum of \$1,000,000 payable in stock of The Terminal Warehousing Company, Limited, issued to The Grand Trunk Railway Company of Canada.

Construction of a warehouse at North Bay was approved by Directors of Canadian National Railway Company on March 11, 1929, on recommendation of the Industrial Department. The Canadian Pacific Railway had been operating through North Bay for some years prior to construction of the Canadian National Railways line, and it was thought that the furnishing of warehouse facilities would result in the securing of additional traffic which would fully warrant the expenditure. The building is one-story of fire-proof brick construction measuring 410 feet by 50 feet with floor capacity of 20,000 square feet and is located beside the C.N.R. tracks at Sherbrooke Street and Second Avenue, about 2,000 feet east of North Bay station.

On November 18, 1930 The Montreal Warehousing Company acquired the property of The Terminal Warehousing Company, Limited, situated on Grey Nun and Common Streets, Montreal, for \$798,758.13; also acquired the North Bay Warehouse from Canadian National Railway Company for \$113,861.83. The Company also constructed a modern six-storey warehouse adjoining the Montreal property at a cost of \$317,000. The affairs of The Terminal Warehousing Company Limited were then wound up and its Charter surrendered on January 9, 1931.

History: Under agreement effective November 1, 1934, entrustment of North Bay
(Cont'd.) Warehouse for management and operation was transferred to Canadian National Railways (Central Region) on similar terms.

Capital Stock:	As at December 31, 1960:	\$ 236,000
	Issued: 2360 shares at \$100.00 each	\$236,000
Property investment:	As at December 31, 1960:	
	Grey Nun Street	\$ 1,216,625.74
	North Bay	<u>101,995.72</u>
		\$ 1,318,621.46

The following properties in Montreal were sold:

<u>Name</u>	<u>Location</u>	<u>Storage Capacity</u>
Warehouse "A"	Wellington St. (stone & brick)	250,000 bu. grain 60,000 bbl. flour 165,000 sq. ft. of Gen. mdse., with special floors, sheds & cellars.
Elevator "B"	Windmill Point (steel) opened April 28, 1906	1,000,000 bu. grain
Elevator "B"	Annex (concrete) opened May 1, 1914	1,000,000 bu. grain
Elevator "C"	Mill Street	600,000 bu grain

On August 31, 1931, Warehouse "A" was sold to Canadian National Railway Company for \$213,585.51, and razed to meet space requirements of Montreal Terminal Development.

On March 1, 1928, Elevator "B" and Annex was sold to Montreal Harbour Commissioners for \$1,750,000.

On May 1, 1913, Elevator "C" was sold to Ogilvie Flour Mills for \$142,500.

Investment in affiliated Companies:	As at December 31, 1960:	
	Advances to Canadian National Railway Co, for working capital	\$1,562,658

Depreciation:	As at December 31, 1960:	
	Depreciation on buildings and equipment January 1, 1935 to December 31, 1960	\$1,082,694

Other Investments:	As at December 31, 1960:	
	Government of Canada	3% 3 $\frac{1}{4}$ yr. Bonds Dec. 1/61 54,728
	" " "	3 $\frac{3}{4}$ % 7 yr. Bonds Sept. 1/65 281,266
	Canadian National Ry. Co,	2 7/8% Guar. Bonds Sept. 13/69 <u>205,000</u>
		\$ 540,994

Cash:	As at December 31, 1960:	
	Cash	\$ 4,252

THE MONTREAL WAREHOUSING COMPANY

Dividends on Capital Stock: By resolution of Trustees (Directors) on November 28, 1934 a dividend of \$800 per share of Capital Stock was declared to shareholders of record on that date.

Shares held by Public	131 2/5	\$ 105,120	
Can. Nat. Rly. Co.	2228 3/5	<u>\$1,782,880</u>	\$1,888,000

Retained Income Balance:	As at December 31, 1960:		
	Prop. due minority shareholders	\$ 13,540	
	Prop. due C.N. Rly. Co.	<u>2,117,598</u>	
			\$2,131,138

Capital Stock:	Authorized:	2400 shares at \$200 each	\$ 240,000
	Issued: - Public	104 2/3	10,440
	* - C.N.R.	2255 3/5	225,560

* Owned by Canadian National Railway Company (unpledged). Certificates are in the name of Canadian National Realities, Limited in trust for Canadian National Railway Company, and are held in Royal Trust Company vaults, Montreal.

Funded Debt: As at December 31, 1960:
Nil.

Accounting: The annual surplus or deficit from operation is included in Canadian National Railway Company accounts as Separately Operated Properties.

DIRECTORS

Donald Gordon
Wilfrid Gagnon
J. A. Northey
J. R. Griffith
W. G. Stewart
H. W. Marsh

OFFICERS

Donald Gordon	Chairman & President
N. J. MacMillan	Executive Vice-President
A. H. Hart	Vice-President
S. F. Dingle	Vice-President
E. A. Bromley	Vice-President
Dr. O. M. Solandt	Vice-President
J. L. Toole	Vice-President
W. T. Wilson	Vice-President
H. C. Friel	Vice-President-Law
J. A. McDonald	Vice-President
R. H. Tarr	Vice-President and Secretary
H. C. Grayston	Vice-President
J. M. Young	Assistant Secretary
D. W. Gilmour	Assistant Secretary
L. J. Mills	Comptroller
E. J. Denyar	Treasurer
H. M. Blaiklock	General Manager of Real Estate

MOUNTAIN PARK COAL COMPANY LIMITED
(leased railway line)

577

LUSCAR COLLIERIES LIMITED

- Incorporated:** The Mountain Park Coal Company Limited was incorporated on May 5, 1911 under the provision of the Companies' Ordinance of the North West Territories.
- History:** Under Agreement dated February 6, 1911 between The Grand Trunk Pacific Branch Lines Company, The Grand Trunk Pacific Railway Company and Mountain Park Coal Syndicate, Limited, (incorporated under the Companies' Consolidation Act 1908 of the United Kingdom) the Branch Lines Company undertook to construct a line of railway from its Alberta Coal Branch in a general southwesterly direction up the valley of the McLeod River to the boundary of the coal fields which the Syndicate held under lease from the Crown - a distance of about 25 miles. The cost of construction of the line was to be borne by the Syndicate, also the Syndicate was to construct at its own expense such tracks and sidings on its own property as are deemed necessary. The Syndicate also obtained the right to make use of telegraph poles on the right-of-way for the purpose of placing telephone wires thereon. The Branch Lines Company undertook to reimburse the Syndicate for the cost of the line, not including the tracks on the Syndicate's own property, by an allowance of 20¢ per ton (2000 lbs) on coal shipped over the railway from the mine, and interest at 6% per annum to be computed half-yearly on the balances remaining unpaid from time to time and added to the cost of the work. The cost of maintenance and renewal to be borne by the Syndicate, who shall be at liberty to include the same in the cost of the work pending complete reimbursement. As soon as complete reimbursement is made the line becomes the property of The Grand Trunk Pacific Branch Lines Company (now Canadian National Railway Company).
- Under Agreement dated July 19, 1911, between Mountain Park Coal Syndicate, Limited and Mountain Park Coal Company, Limited, (a Company registered under the Companies' Ordinance of the North West Territories of Edmonton, Alberta, Canada), the Syndicate sold the whole of its property including its mining rights and leases as well as its interests in the line of railway under Agreement of February 6, 1911, to Mountain Park Coal Company, Limited.
- Agreement dated July 19, 1911 between Mountain Park Coal Company, Limited, The Grand Trunk Pacific Branch Lines, Company, and The Grand Trunk Pacific Railway Company confirmed that Mountain Park Coal Company, Limited succeeded Mountain Park Coal Syndicate, Limited in the latter's rights and obligations under Agreement of February 6, 1911.
- Under Agreement dated January 23, 1912, between The Grand Trunk Pacific Branch Lines Company, The Grand Trunk Pacific Railway Company and Mountain Park Coal Company, Limited, the Agreement dated February 6, 1911 was cancelled, and construction was provided for under generally similar conditions except that the line of railway was to be about 31 miles in length instead of 25 miles, and reimbursement of the cost at 20¢ per ton was not restricted to the movement of coal from the mine, but applied also to coal shipped from any source as well as upon all freight carried over the line.
- The railway was completed and opened for traffic from Coalspur to Mountain Park a distance of 29.93 miles on November 29, 1913 and was operated as part of the Grand Trunk Pacific Railway Company.

MOUNTAIN PARK COAL COMPANY LIMITED

History:
Cont'd.

The Agreement of February 16, 1912 as shown in the schedule to Act 2 - 3 George V, Cap. 42, Alberta, assented to February 10, 1912 was ratified and confirmed and the construction of the line was authorized.

Under supplementary Agreement to Agreement dated January 23, 1912, dated May 10, 1921, length of the Mountain Park Branch Line was fixed at 30 miles instead of approximately 31 miles. The rate of reimbursement was increased effective July 1, 1919, from 20¢ to 30¢ per ton (2000 lbs) of freight traffic moved over the Mountain Park Branch Line, but it was stipulated no allowances would be made in respect of traffic (other than coal) carried over the Mountain Park Branch Line for The Grand Trunk Pacific Branch Lines Company or The Grand Trunk Pacific Railway Company.

THE LUSCAR COLLIERIES LIMITED

Under Act 11 Geo. V. Cap. 78 assented to April 19, 1921 Luscar Collieries Limited was authorized to construct and operate a railway from Leyland to Luscar. The line was completed and opened for traffic from Leyland to Luscar a distance of 4.91 miles on December 21, 1921.

The above mentioned supplementary Agreement also provided that in the event of the Coal Company developing coal mines on Greasebone Creek and also building or causing to be built a line of railway from the Mountain Park Branch Line (Leyland) to these mines (approximately 5 miles, referred to as the Luscar Branch Line) the provisions of Agreement of January 23, 1912 would apply to the Luscar Branch Line and the Coal Company would be reimbursed for the amount paid in respect of the cost thereof at the rate of 30¢ per ton of freight traffic moved over the Luscar Branch and the Mountain Park Branch north of Leyland, etc., etc. The Coal Company was given the right to assign or sublease these benefits of reimbursement to any allied company, but would still be required to observe and perform its obligations under the provisions of the Agreement. The Coal Company undertook, unless prevented by strikes, by the act of God, or other causes beyond its control, to ship over the Mountain Park Branch Line, at least 150,000 tons of coal per annum, and over the Luscar Park Line, when constructed, at least 75,000 tons per annum.

Under Agreement dated May 20, 1921 between Mountain Park Coal Company, Limited and Luscar Collieries, Limited, the Mountain Park Company assigned to the Luscar Company all the benefits and advantages arising to the former from the Agreement of May 10, 1921.

Under Agreement dated April 2, 1923 between Mountain Park Coal Company, Limited, Luscar Collieries, Limited, The Grand Trunk Pacific Branch Lines Company and The Grand Trunk Pacific Railway Company, the Luscar Collieries, Limited were granted the privileges and assumed the obligations with respect to the Luscar Branch as successor of Mountain Park Coal Company, Limited under Agreement of January 23, 1912 and supplementary Agreement of May 10, 1921, and it was provided that the rebates of 30¢ per ton on traffic over the Luscar Branch and the Mountain Spur Branch north from Leyland be paid at the rate of 9¢ per ton to the Luscar Company, and 21¢ per ton to the Mountain Park Company.

Under Agreement dated January 9, 1924 Mountain Park Coal Company, Limited assigned to Mountain Park Collieries, Limited all its interest in the Agreements of January 23, 1912, May 10, 1921 and April 2, 1923.

History:
(cont'd):

Under Agreement dated October 1, 1924 between The Grand Trunk Pacific Railway Company, The Grand Trunk Pacific Branch Lines Company, Mountain Park Coal Company, Limited, Mountain Park Collieries, Limited and Cadomin Coal Company Limited, the Coal Company and the Collieries consented to relocation of the main line of the Mountain Park Branch to permit use of a tipple which the Cadomin Company had erected partly upon the railway right-of-way, erection and use of new tipples, and construction and operation of loading tracks partly or wholly upon the right-of-way.

Under Agreement of December 1924, Mountain Park Coal Company Limited covenanted with the Grand Trunk Pacific Branch Lines Company and The Grand Trunk Pacific Railway Company to observe, perform and permit all acts and things which Mountain Park Coal Company, Limited, in Agreement of January 23, 1912, May 10, 1921 and April 2, 1923 had covenanted to do.

The Mountain Park Branch, 29.93 miles was completed and opened for traffic on December 13, 1913 at a cost of \$1,184,972.49. Rebates paid by the railway from commencement of operation to June 30, 1927 totalled \$1,084,685.10.

Luscar Branch, 4.91 miles, was constructed at a cost of \$190,466.11. Rebates paid by the railway from January 1, 1922 to June 30, 1927 totalled \$68,918.37 and opened for traffic on December 21, 1921.

Effective July 1, 1927, under the terms of draft lease of that date between Mountain Park Collieries, Limited and Luscar Collieries, Limited "Lessors" and Canadian National Railway Company, The Grand Trunk Pacific Branch Lines Company, and The Grand Trunk Pacific Railway Company "Lessees" the Mountain Park Branch and the Luscar Branch were operated by Canadian National Railways at an annual rental of \$15,000. Execution of the lease was deferred owing to the transfer of Natural Resources from Dominion to Provincial jurisdiction, and the consequent necessity of the Coal Companies to obtain new leases from the Province of Alberta. The draft lease of July 1, 1927 was never actually executed although its terms had been acted upon.

Under two Leases dated February 10, 1936 the Province of Alberta granted leases of lands used as right-of-way for the Mountain Park Branch and the Luscar Branch to Mountain Park Collieries, Limited and Luscar Collieries, Limited, respectively.

Under Agreement dated November 30, 1936 Mountain Park Collieries, Limited sold to Mountain Park Coals Limited (incorporated 1936) all its right, title and interest in the Mountain Park Branch, and in its leasehold estate and interest in the lease of the right-of-way of the branch.

Under Agreement dated November 30, 1936 Luscar Collieries, Limited sold to Luscar Coals Limited (incorporated 1936) all its right, title and interest in the Luscar Branch, and in its leasehold estate and interest in the lease of the right-of-way of the branch.

The respective rights, titles and interests of Mountain Park Collieries, Limited and Luscar Collieries, Limited in Agreements dated January 23, 1912, May 10, 1921, April 2, 1923 and October 1, 1924, were also sold and assigned to Mountain Park Coals Limited and Luscar Coals Limited.

MOUNTAIN PARK COAL COMPANY LIMITED

History
(cont'd):

Under Agreement dated June 14, 1939 between Mountain Park Coals Limited and Luscar Coals Limited "Lessors" and Canadian National Railway Company, The Grand Trunk Pacific Branch Lines Company and The Grand Trunk Pacific Railway Company "Lessees", the Mountain Park and Luscar Branches were leased to the railways at an annual rental of \$15,000 plus taxes, with the option on three month notice of purchase for \$500,000. The term of the lease is for such time as the premises may be required for railway right-of-way purposes of the Lessees, subject to termination in the event of cancellation of leases of lands granted by the Province of Alberta, February 10, 1936, or in the event that the mines of either or both of the Lessors should become exhausted, or should either or both of the Lessors for any other reason permanently cease to operate their mines and give three month notice of cancellation of the lease.

Under the terms of the lease, the railway has the right to operate its trains over the Lessors tracks at Luscar without cost. The Lessors retain the telephone circuit strung on the telegraph poles between Mountain Park and Luscar, and have the right to operate a speeder between Mountain Park and Luscar, and to send free daily in each direction one night lettergram between Mountain Park and Edmonton, not exceeding 50 words in any one lettergram. The Lessors also have the right to erect at their own cost a single set of poles or towers along the right-of-way to provide a power line from Northern Alberta Power Company plant. The Mountain Park Coals Limited binds itself to observe and perform all the covenants contained in Agreements dated January 23, 1912, May 10, 1921 and October 1, 1924, and the Lessors bind themselves jointly and severally to observe and perform all covenants contained in Agreement dated April 2, 1923.

During the term of the lease the Agreements of January 23, 1912, May 10, 1921 and October 1, 1924 are suspended except the obligation of the Lessors to ship annually over the Branch Lines the quantities of coal specified in the Agreements. The Lessors also undertake to give to the Lessees all traffic shipped to or by the Lessors.

Property
investment:

Information not available in Canadian National Railways records.

Improvements on As at December 31, 1961:		(a/c 702 Canadian National
leased property:	Road	\$446,759 Railway Company).

Location:	Edson Division		<u>Miles</u>
		Mile 1.62 - Mountain Park	29.93
		Leyland - Luscar	4.91

Incorporated: August 12, 1911 - Dominion Letters Patent.
January 10, 1914 - Supplementary Dominion Letters Patent, name changed
(see History).

Head Office: Montreal, Quebec.

Declaratory: Undertaking declared to be a work for the general advantage of Canada -
Dominion Cap. 74, 1912.

History: Under Dominion Letters Patent dated August 12, 1911, Canadian Northern
Montreal Tunnel and Terminal Company, Limited was incorporated to
provide a railway tunnel and terminal facilities in Montreal.
Special powers for this purpose were given in Dominion Act 2 Geo. V
April 1, 1912 Cap. 74, 1912, including power to enter into agreements
with any other railway authorized to construct and operate railway
lines on the Island of Montreal.

Under Dominion Letters Patent dated January 10, 1914, the name was
changed to Mount Royal Tunnel and Terminal Company, Limited.

Under agreement dated January 15, 1914, ratified by Dominion Act 4 - 5
Geo. V. Cap. 78, June 12, 1914, the Company's property was leased for
999 years from April 15, 1915 to The Canadian Northern Quebec Railway
Company, The Canadian Northern Ontario Railway Company. Under the
lease the Company must preserve its corporate organization, but
amalgamation with any other company, with the approval of the Lessee
is permitted.

The property in the Central Station area is presently owned by three
different companies, viz., Canadian National Railway Company, Canadian
National Realities, Limited, and Mount Royal Tunnel and Terminal
Company, Limited.

The Company constructed a double track electrically operated tunnel
through Mount Royal from what is now known as Central Station to a
point near Cartierville, a distance of 5.82 miles, which was
completed in April 1917 and opened for operation on October 4, 1918.

By General Permit of the Province of Quebec dated May 10, 1929, under
provision of Revised Statutes of 1925, Cap. 229, authority was granted
to the Company to acquire and hold immovable property in the Province
of Quebec, and to exercise in this regard the rights conferred on
corporations formed by Letters Patent.

Property investment: The cost of tunnel and station property amounting to \$14,208,352.62 as
December 31, 1921 was transferred to property accounts of The Canadian
Northern Railway Company, and property investment is included in the
latter Company's property accounts since that date.

Capital Stock: As at December 31, 1955:

Authorized:	50,000 shares - \$100 par value each	\$5,000,000
Issued:	50,000 shares	5,000,000

All owned by The Canadian Northern Railway Company (now Canadian
National Railway Company) - Unpledged.

MOUNT ROYAL TUNNEL AND TERMINAL COMPANY, LIMITED

Under Agreement dated July 14, 1914, the Contractors (Mackenzie, Mann & Company Limited, Sir William Mackenzie and Sir Donald D. Mann) transferred all the shares of capital stock to the Trustee, free of prior charges, to become and remain the property of The Canadian Northern Railway Company to form part of the mortgaged premises under Trust Deed dated July 15, 1914. This Trust Deed was discharged on April 1, 1939. Payment was included in the \$23,000,000 of capital stock of The Canadian Northern Railway Company issued to the Contractors in consideration of their turning over control of the companies as set out in The Canadian Northern Guarantee Act, 1914, Dominion Act 4 - 5 Geo. V Cap. 20, June 12, 1914.

Certificate representing 50,000 shares in the name of Canadian National Realities, Limited in trust for The Canadian Northern Railway Company is held in Royal Trust Company vaults, Montreal.

Long-term debt: As at December 31, 1960 - nil.

Funded Debt: The Mount Royal Tunnel and Terminal Company Limited, 5% First Mortgage, Rent Charges, Debenture Stock and Bonds was secured by Trust Deed dated July 16, 1914 and maturing August 15, 1970. The issue was callable in whole or in part on any interest date on six months' notice at \$105. The Debenture Stock was payable in Sterling and the Bonds in Canadian dollars at \$4.86-2/3 at the holders option.

Amount authorized:	£ 2,400,000	@ \$ 4.86-2/3	\$ 11,680,000
" issued:	2,349,100	@ \$ 4.86-2/3	\$ 11,431,800

This issue was a first charge on the railway from Central Station to Mile 5.81 and on the Mount Royal Tunnel and Terminal Company property. The entire issue was called for redemption on October 15, 1936.

MUSKEGON RAILWAY AND NAVIGATION COMPANY

(property included in Grand Trunk Western Railway Company from December 31, 1954)

Incorporated: May 22, 1918 - Under the general laws of the State of Michigan.

Head Office: Detroit, Michigan.

History: In 1918 the Town of Muskegon was served by the lines of the Pennsylvania Railroad System, the Pere Marquette Railway Company and the Toledo, Saginaw and Muskegon Railway Company.

On May 22, 1918 the "Muskegon Railway and Navigation Company" was organized to build a terminal transfer or belt railway connecting all railway lines in and around the Town of Muskegon and particularly to afford better facilities for the industrial section at Muskegon Heights, Michigan - with water front terminal - and to establish a through cross lake service to the Northwest and the diversion to this route of some of the freight then passing through the congested Chicago District. When the project of the Belt Railroad was commenced the Grand Trunk Railway Company of Canada advanced \$47,005 in cash and material, and received in exchange for the advance, bonds of the Muskegon Company in the amount of \$55,300 being equivalent to \$85 per bond.

Construction of the Belt Railroad was completed and put into operation by the Muskegon Company in the year 1923. The operating results however were unsatisfactory. In the Spring of 1924 the Grand Trunk Western Railway Company was approached with a view to leasing the Belt Railroad, The Pere Marquette Railway Company had approached certain larger stock and bondholders of the Muskegon Company with an offer to purchase, which offer, however was not acceptable. The Management of the Grand Trunk Western Railway Company investigated the circumstances, and negotiations were carried on which resulted in the consummation of an agreement.

Under agreement of October 20, 1926, between the Security Holders of the Muskegon Company, the Toledo, Saginaw & Muskegon Railway and the Grand Trunk Western Railway, the Security Holders deposited with the Union National Bank of Muskegon as Escrowee \$161,293 par value of Muskegon Railway & Navigation Company stock, and \$515,900 par value of Muskegon Railway & Navigation Company 6% 30 year First Mortgage Gold Bonds including matured unpaid coupons for interest prior to December 15, 1924, the consideration being that the Railway Companies guarantee payment by the Muskegon Company to the Security Holder of bond interest as follows:-

December 15, 1924 to February 28, 1927 @ 2% per annum
March 1, 1927 to February 28, 1929 @ 2½% per annum
March 1, 1929 to April 30, 1930 @ 3% per annum

The Railway Companies agreed that in the case of no extension of the agreement being made before April 30, 1930, the Railway Companies would purchase the bonds then on deposit with the Escrowee for cash on the basis of 60¢ on the dollar, in which event all the stock and bonds so deposited would be delivered to the Railway Companies.

MUSKEGON RAILWAY AND NAVIGATION COMPANY

History:
Cont'd.

The Canadian National Railway Company owning \$55,300 of the bonds which cost \$47,005 was not a party to the agreement.

On May 1, 1930, the Grand Trunk Western Railroad Company exercised the right granted under the agreement of October 20, 1926 with the security holders, for which approval had been given in Interstate Commerce Finance Docket 6141, of purchasing all stock (1612.93 shares of \$100 each at a recorded cost of \$9062.47) and bonds of the Company at the rate of 60¢ per dollar of bonds outstanding (\$515,900 held by other security holders @ 60¢ - \$309,540).

The deficit from operations to that date was	-	\$312,557.86
The unamortized discount on funded debt was	-	<u>65,859.62</u>
		\$378,417.48
The matured interest on bonds unpaid was	-	<u>154,700.01</u>
		\$223,717.47

The impairment of capital suffered by the former proprietors having been fully recognized in the amount paid for the stock and bonds the Grand Trunk Western Railroad Company in assuming full control made good the deficiency, including the amount of discount not amortized at May 1, 1930. Being subrogated with respect to interest arrears under the agreements of October 20, 1926, the parent company also forgave the interest liability of \$154,700.01 and allowed Muskegon Railway and Navigation Company to write it back to the credit of Profit and Loss. These adjustments resulted in a revised Profit and Loss debit balance at May 1, 1930, of \$223,717.47 which was charged to the Grand Trunk Western Railroad Company through advance account.

The cost to the Grand Trunk Western Railroad Company of Muskegon Railway and Navigation Company stock and bonds was as follows:

Payment to Security Holders for 1612.93 shares of stock, and bonds	\$309,540.00
Payment to Canadian National Railway Company	47,005.00
Payment to Muskegon Railway & Navigation Company	<u>223,717.47</u>
	\$580,262.47

These payments are reflected on the Grand Trunk Western Railroad Company balance sheet by carrying the bonds at par of \$571,200 and the stock at the remainder or \$9,062.47.

The Canadian National Railway Company holding of \$55,300 was sold to the Grand Trunk Western Railroad Company as of May 1, 1930, at cost of \$47,005, the entire issue of stock and bonds outstanding thereby being owned by the Grand Trunk Western Railroad Company.

The Grand Trunk Western and Pennsylvania Railroads having entered into an agreement for operation of a joint car ferry service between Muskegon and Milwaukee, the Muskegon Railway and Navigation Company granted running rights effective July 17, 1933, for the purpose of these companies securing access to new water terminals on Muskegon Lake over the line from the connection with Pennsylvania Railroad tracks on east side of Waalkes Street between Sherman Avenue and Hume Avenue in the City of Muskegon Heights, thence to a point in the vicinity of Lake Street, Muskegon, a distance of 2.46 miles, also from a point in the vicinity of Shaw to connection with Grand Trunk Western Railroad at Simpson .77 miles.

Effective December 31, 1954, the properties and franchises (except the franchise to be a corporation) of Muskegon Railway and Navigation Company were merged into Grand Trunk Western Railroad Company as authorized by Interstate Commerce Commission Order of August 23, 1955, Finance Docket No. 18793, in consideration of the payment by Grand Trunk Western Railroad Company of the sum of \$655,498.20 to the Muskegon Railway and Navigation Company, the proceeds to be applied first in full payment of all indebtedness of the Muskegon Company, any balance in value or kind remaining after such payment to be distributed in complete liquidation and redemption of all capital stock of the Muskegon Company.

Dissolution: In compliance with the terms of Section 36 of Chapter 210 Statutes of the State of Michigan the Company was considered dissolved Effective as of January 1, 1955.

Location: Detroit Division:
3.99 road miles of track in the so-called Muskegon district, comprised of the adjoining cities of Muskegon Heights and environs, in the State of Michigan.

THE NATIONAL CONSTRUCTION COMPANY (LIMITED)
(wholly owned subsidiary of "The Grand Trunk Pacific Railway Company")

Incorporated: November 26, 1904 - Dominion Letters Patent.

History: Under Dominion Letters Patent dated November 26, 1904, "The National Construction Company (Limited)" was incorporated for the purpose of carrying on a general contracting and construction business, etc. The Company was organized by The Grand Trunk Pacific Railway Company on December 29, 1904.

The Company was organized by The Grand Trunk Pacific Railway Company interests for the purpose of complying with the provision in agreement dated November 28, 1904 with Messrs. Speyer Bros. re sale of bonds which provided that bonds shall be issued only in proportion to length of railway under construction or under contract for construction.

Under agreement between The National Construction Company (Limited) and The Grand Trunk Pacific Railway Company, The National Construction Company (Limited) contracted to construct the Lake Superior Branch (Superior Junction, east of Sioux Lookout to Fort William). The contract was sublet to Foley Bros. and Larsen.

The National Construction Company seems to have been originally formed to enable the Grand Trunk Pacific Railway Company to issue Government guarantee bonds on certain sections of the railway in advance of any construction done on these sections. According to the Act of incorporation the Government guaranteed bonds for a stated proportion of the cost of the railways constructed or under contract for construction by awarding contracts to this company, the Grand Trunk Pacific Railway Company could issue all necessary bonds and commence the actual construction when "good and ready". Ultimately the construction was performed by the contractors, who were paid directly by the Grand Trunk Pacific Railway Company.

Capital	Authorized:	2,500 shares - \$100 each	\$250,000
Stock:	Issued:	250 shares - \$100 each	25,000

All owned by The Grand Trunk Pacific Railway Company.

Certificates representing 250 shares, each of \$100 of Capital Stock were issued and are outstanding. * The Charter, Seal, original Minute Books and other corporate documents pertaining the corporate existence of The National Construction Company (Limited) are in the custody of the Secretary, Canadian National Railway Company, Montreal.

According to our ledger the outstanding share certificates have no value.

NATIONAL TERMINALS OF CANADA, LIMITED

587

(wholly owned subsidiary of "Canadian National Railway Company")

Incorporated: August 13, 1928 - Dominion Letters Patent.

Head Office: Montreal, Quebec.

History: National Terminals of Canada, Limited was incorporated under Dominion Letters Patent issued August 13, 1928 for the purpose of carrying on the business of warehousing, cold and dry storage, wharfings and all the business incidental thereto, carters, contractors and forwarders in all its branches. The incorporators were Walter Meryl Armstrong, Alexander Fleming, Gordon Dewart Bantor, Edmund Percy Hanna, and Arthur Wilson.

The properties of the Terminal Warehousing Company Ltd., located on King, Grey Nun and Common Streets were leased for a period of twenty-one years effective October 1, 1928 at an annual rental of approximately \$40,000.00.

As the National Terminals of Canada, Ltd., were unable to carry out the provisions of the lease it was decided at a meeting of the Board of Directors of the Canadian National Railway Company held on December 16, 1929 to cancel the lease effective December 31, 1929 and formal notice to that effect was served on the National Terminals of Canada, Ltd. on December 18, 1929. At a meeting of the Board of Directors of the National Terminals of Canada Ltd. held January 13, 1930 it was decided to turn over the charter to the Canadian National Railway Company. The Board of Directors resigned on March 13, 1930 and on March 17, 1930 a new Board of Directors was elected with Sir Henry W. Thornton as President. However it was decided for trade purposes to continue the name "National Terminals of Canada, Ltd." rather than revert to the old name "The Terminal Warehousing Company, Ltd." Under agreement effective January 1, 1930 the properties of the Terminal Warehousing Co. Ltd., were entrusted to National Terminals of Canada, Ltd. for operation.

In view of the Canadian National Railway Company having come into possession of the charter of the National Terminals of Canada, Ltd., resolutions were passed by the Board of Directors of each of the Montreal Warehousing Company, the Terminal Warehousing Company Ltd., and the Canadian National Railway Company, that it was deemed advisable that the Terminal Warehousing Company Ltd., should sell its properties in Montreal, Que., and North Bay, out to the Montreal Warehousing Company, the figures stipulated being:

Property in Montreal	\$798,758.13
" in North Bay	<u>113,861.83</u>
Total	\$912,619.96

This was done and the affairs of the Terminal Warehousing Co. Ltd., were wound up and charter surrendered on January 9, 1931.

Capital Stock authorized	500 shares	no par value	
"	"	issued	500 " at \$5.00 each
			\$2500
			unpledged

NATIONAL TERMINALS OF CANADA, LIMITED

The certificates are in the name of Canadian National Realities Ltd., and are held in trust for the Canadian National Railway Company.

The Company has no bonds.

Under agreement effective January 1, 1931 the Montreal Warehousing Company entrusted the former Terminal Warehousing Company properties including the new six storey warehouse being built at a cost of \$317,000 to the National Terminals of Canada Ltd., for management and operation, the property to be kept in good repair by the National Terminals of Canada Ltd. No rental was charged but the Montreal Warehousing Company received the net profits, and absorbed any losses incurred in operation and maintenance.

Under agreement effective November 1, 1934 the operation of the warehouse at North Bay was transferred to the Central Region of the Canadian National Railways under terms similar to those of the agreement of January 1, 1931.

By agreement dated November 27, 1958, National Terminals of Canada Ltd. was amalgamated with and under the names of the Canadian National Railway Company. This agreement was approved by Order in Council P.C. 1958-1620 dated November 27, 1958 and effective December 12, 1958.

Property investment:	As at December 31, 1956		
	Office equipment		\$679
Capital Stock:	Authorized:	500 shares N.P.V.	
	Issued:	500 shares at \$5 each	\$2,500, unpledged
	All owned by Canadian National Railway Company.		
Advances due affiliated companies	As at December 31, 1956		
	Advances due The Montreal Warehousing Company		\$48,695
Long-term debt:	Nil.		

NATIONAL TRANSCONTINENTAL RAILWAY BRANCH LINES COMPANY
(included in "Canadian National Railway Company" from June 8, 1954)

Incorporated: April 3, 1925 - Quebec Act 15 Geo. V, Cap. 110
March 11, 1926 - Quebec Act 16 Geo. V, Cap. 84, name changed
(see History).

History: Under Quebec Act 15, Vic., Cap. 110, April 3, 1925 "Rouyn Mines Railway Company" was incorporated to construct and operate a railway from O'Brien (Taschereau) on The National Transcontinental Railway southerly to a point in the township of Rouyn, etc., with power among other things to amalgamate with any other railway company.

By authority of Dominion Order in Council P.C. 1758 dated September 26, 1925 and amended by Order in Council P.C. 2038 dated November 13, 1925, Rouyn Mines Railway Company leased its property to the Dominion Government (by agreement dated September 29, 1925) for 30 years from October 1, 1925 at a rental sufficient to meet interest and sinking fund payments under Trust Mortgage dated October 1, 1925 securing the First Mortgage $4\frac{1}{2}\%$ 30-year Sinking Fund Gold Bonds and the Government, in turn, entrusted the property to Canadian National Railway Company for management and operation (treated in accounts as Canadian Government Railways).

The railway was completed and opened for traffic from O'Brien now called Taschereau to Rouyn a distance of 42.81 miles on January 1, 1928. Two branches were constructed which were operated as spurs or sidings.

The Waite Montgomery Spur	3.71 miles
The Amulet Spur	<u>2.75</u> "
	6.46 "

Funded Debt: National Transcontinental Railway Branch Lines Company.
First mortgage $4\frac{1}{2}\%$, 30 years Sinking Fund Gold Bonds, issued under Trust Deed, dated October 1, 1925 and maturing October 1, 1955, but callable on any interest date after April 1, 1931 at par.

Amount authorized:	\$3,500,000.00
" issued:	3,396,000.00

This issue was called for redemption on October 1, 1936 and the mortgage was discharged on August 4, 1937.

Operations: Under agreement of September 30, 1925, between the Noranda Mines Ltd. and the Government of Canada it was stipulated that -

1. During the first five years of operations (i.e., 1928 - 1932) the Mines Company agreed to make a subsidy payment (maximum \$20,000 per annum) to the Canadian National, provided that operating net earnings of the Branch Lines Company in any of the first five years should be insufficient to cover the rental under the lease after crediting a subsidy of \$50,000 per annum which the Province of Quebec agreed to pay during the first five years of operation (subsidy covered by Quebec Statutes, Chapter 3 of March 24, 1926). The accounts were to be kept for

NATIONAL TRANSCONTINENTAL RAILWAY BRANCH LINES COMPANY

all freight traffic moving over the Branch Lines and freight traffic originating upon or destined to points upon the said Branch Lines moving from, through, or to points upon the Canadian National Railways in Canada and 30% of Canadian National Railway Gross Earnings from this traffic was to be allocated as earnings attributable to the Branch Lines for purposes of agreement.

2. Years 1933 - 1937. If at the end of the second period of five years, the operating net earnings, as defined, from January 1, 1928, were sufficient to pay all rentals including Sinking Fund and interest, after crediting the \$250,000 received from the Province of Quebec, any surplus would be paid to the Mines Company, but not in excess of contributions made by it.
3. Years 1938 - 1942. If full repayment had not been made under the last preceding clause, any surplus at the end of the third period of five years, i.e., at December 31, 1942, would be similarly paid to the Mines Company, but not in excess of contributions by it less any partial refund made.

The first five year period, January 1, 1928, the date operations commenced, to December 31, 1932, resulted in a loss of \$176,820.46, against which the Noranda Mines Ltd. had to contribute \$71,853.54. At the end of the ten year period there was a profit from operations of \$5,619.86 and this amount was paid over to the Mines Ltd. At the end of the fifteen year period there was a profit of \$1,324,327.35 enabling the Railway to pay \$66,233.68, thus completing its refund to the Mines Ltd.

Under Quebec Act 16, Geo. V, Cap. 84, March 11, 1926, the name of the Company was changed to "National Transcontinental Railway Branch Lines Company"

In 1930 the capital stock of the company was transferred to Canadian National Railway Company.

Under Dominion Order in Council P.C. 595, March 7, 1935, the National Transcontinental Railway Branch Lines Company was declared to be comprised within Canadian National Railway Company.

By authority of Dominion Order in Council P.C. 890 dated February 24, 1949 the 30-year lease of the property was cancelled and the Order in Council entrusting the property to Canadian National Railway Company was rescinded. In the meantime the outstanding bonds were redeemed at par on October 1, 1936.

On June 8, 1954, Canadian National Railway Company, National Transcontinental Railway Branch Lines Company and five other companies were amalgamated into one company under the name "Canadian National Railway Company".

Transferred to investment account of Canadian National Railway Company on June 8, 1954:

Road	\$3,386,060.80
------	----------------

By Province of Quebec \$250,000
As authorized by Quebec Cap. 3, March 24, 1926.

NATIONAL TRANSCONTINENTAL RAILWAY BRANCH LINES COMPANY

591

Mileage: Cochrane Division - Rouyn Subdivision:
 Taschereau - Rouyn, 43.88 miles
 and Noranda Mines

Also spurs of 3.71 miles to Waite Montgomery Mines and 2.75 miles to Amulet Mines.

Capital	Prior to amalgamation on June 8, 1954:		
Stock:	Authorized: 5,000 shares - \$100	\$500,000	
	Issued: 5 shares - \$100	500 unpledged	

All owned by Canadian National Railway Company (acquired in 1930)

Upon amalgamation on June 8, 1954, the outstanding shares were cancelled in accordance with the terms of amalgamation agreement dated May 13, 1954.

Under agreement date May 13, 1954 the National Transcontinental Railway Branch Lines Company agreed to amalgamate with the Canadian National Railway Company. This agreement was sanctioned and approved by Order in Council P.C. 1954-715 issued May 13, 1954 and became effective when filed with the Secretary of State on June 8, 1954.

NATIONAL TRANSCONTINENTAL RAILWAY (not incorporated)
 (an element of "Canadian Government Railways" owned by Canada and entrusted
 to Canadian National Railway Company" for management and operation from January 20,
 1923.)

History:

Under Dominion Act 3 Edw. VII Cap. 71, October 24, 1903, provision was made for construction of a "National Transcontinental Railway" wholly within Canada, (from Moncton to Winnipeg, referred to as the Eastern Division, and from Winnipeg to the Pacific Ocean, referred to as the Western Division) which was considered necessary by reason of the growth in population and the rapid development in the productiveness and trade of Canada, especially in the Western part thereof, and with a view to the opening up of new territory available for settlement both in the Eastern Provinces and in the West. The Eastern Division was to be constructed by the Dominion Government, and under the charge of three commissioners forming a corporate body under the name "The Commissioners of the Transcontinental Railway".

Under the terms of agreement dated July 29, 1903, between the Minister of Railways and Canals and Sir Charles Rivers-Wilson acting on behalf of "The Grand Trunk Pacific Railway Company, then about to be incorporated, as modified by agreement dated February 18, 1904, confirmed by Dominion Act 4 Edw. VII Cap. 24, July 18, 1904, The Grand Trunk Pacific Railway Company constructed the Western Division at its own cost and agreed to lease the Eastern Division for a period of 50 years from the date of its completion at an annual rental of 3% of the cost of construction subject to certain modifications during the first seven years. The Company was to provide at its own cost sufficient rolling stock for the efficient operation of both Divisions, of which not less than \$5,000,000 worth would be supplied for operation of the Eastern Division, and to operate the entire line.

Under Dominion Order in Council P.C. 1642, August 20, 1904, F. B. Wade, Robert Reid, A. Brunet and C. Young were appointed commissioners to construct the Eastern Division, and Hugh Lumsden was appointed as Chief Engineer of Construction.

Under Order-in-Council 169 dated January 29, 1912. Mr. F.P. Gutelius and George Lynch - Staunton were appointed a Commission to investigate matters concerning the construction of the National Transcontinental Railway.

Under Dominion Act 2 Geo. V Cap. 39, March 12, 1912 construction of the Eastern Division, and its operation, until completed and leased to the Grand Trunk Pacific Railway, was placed under the charge and control of one Commissioner (instead of four) to be appointed by the Governor-in-Council, and to hold office during pleasure. The Commissioners (personnel of which had been changed from time to time by death, etc.) resigned.

Under Dominion Order in Council P.C. 807, April 4, 1912, R. W. Leonard, C. E., Chairman of the Commission in existence up to that time, was appointed Commissioner.

Construction of the Eastern Division, Moncton to Winnipeg was under way until completion (with the exception of The Quebec Bridge) the last spike being driven on November 17, 1913. The Grand Trunk Pacific Railway Company was duly notified that the line was ready to be turned over to it under lease. The cost of construction was so much in excess of the estimated figures, and The Grand Trunk Pacific Railway

History
(Cont'd.)

Company was, itself, in financial difficulties, so that it was unable at the time to implement the lease agreement of July 29, 1903.

The railway was completed and opened for traffic as follows:

Moncton Wye	to Escourt	285.25 miles	May	1 1913
Escourt	" Diamond Jct.	169.90 "	July	1 1914
Quebec City	" Winnipeg	1,349.59 "	June	1 1915
Allenby	" Cadorna	.74 "	September	1 1915
Mile 1.41	" Bridge Jct.	2.08 "	December	3 1917
Longlac	" Nakina	30.22 "	December	19 1923
Domburg	" Donnacona	5.32 "	December	7 1924
Taschereau	" Mile 1.07	1.07 "	January	1 1928
Total	-	1,844.17 miles		

On February 11, 1914 George Lynch - Staunton and F. P. Gutelius submitted their report of the Royal Commission appointed to investigate the construction of the National Transcontinental Railway to Hon. Grant Cochrane P.C., Minister of Railways and Canals and the Governor General the Duke of Connaught.

In the circumstances, Dominion Act 4-5 Geo. V Cap. 43, June 12, 1914, enacted that after completion of the Eastern Division (Moncton to Winnipeg) and until it is leased to The Grand Trunk Pacific Railway Company, the Eastern Division shall be under the control and management of the Minister of Railways and Canals who shall have power to operate the whole or any part of the Division as a Government railway. Dominion Act 4 - 5 Geo. V Cap. 1, April 3, 1914 provided funds for operation from Moncton to Levis.

Dominion Order in Council P.C. 1739, July 3, 1914 accepted the resignation of R.W. Leonard and appointed the Minister of Railways and Canals as Commissioner of National Transcontinental Railway.

During the year 1913-14 the road was operated to a limited extent by The Intercolonial Railway for the distance of 285.25 miles between Moncton, N.B. and Excourt, Quebec, which is 54.85 miles west of Edmundston, N.B. In the fiscal year 1914-15 The Intercolonial Railway operated the line from Moncton, N.B. to Chaudiere, Quebec, a distance of 455.15 miles.

On May 1, 1915 the line from Quebec to Winnipeg, a distance of about 1356 miles, was taken over for operation as part of Canadian Government Railways, and was put into operation as such effective June 1, 1915.

Under Agreement dated July 29, 1915, between The Grand Trunk Pacific Railway Company and the Crown, authorized by Dominion Act 5 Geo. V Cap.18, 1915 and Dominion Order in Council P.C. 1575 July 2, 1915, the Lake Superior Branch extending from Lake Superior Junction to Fort William, including terminal facilities, a total of about 188.27 miles, which was built by The Grand Trunk Pacific Railway Company, was leased to the Crown for 999 years from May 1, 1915 at an annual rental of \$600,000. The line is properly a branch of the Eastern Division, and it was with this in mind that the Government leased the property to complete the National Transcontinental Railway.

Under Dominion Order in Council P.C. 115 dated January 20, 1923, authorized by Dominion Cap. 13, 1919, National Transcontinental Railway was entrusted to Canadian National Railway Company for management and operation.

NATIONAL TRANSCONTINENTAL RAILWAY (Not incorporated)

Property investment: As at December 31, 1960
Road \$211,034,894

Location: As of December 31, 1960

		<u>Miles</u>
Moncton	- Diamond Jct.	455.15
Joffe	- Quebec Bridge (North End)	3.10
Quebec Bridge (North End)	- Junction near Bridge	.44
Quebec (Champlain Stn.)	- Dombourg	24.16
St. Marc	- Winnipeg	1303.06
Longlac	- Nakina	30.22
Dombourg	- St. Marc	5.32
Taschereau	- Mile 1.07	1.07
Allanby	- Cadorna	<u>.74</u>
Adjustment		- 1.24
Total		1822.02
Abandoned:		
Dombourg	- St. Marc	22.15 1938

THE NEW BRUNSWICK AND PRINCE EDWARD ISLAND RAILWAY COMPANY
(property included in "Canadian Government Railways" from August 1, 1914)

Incorporated: April 8, 1874 - New Brunswick Act 37, VIC Cap. 65.
March 20, 1889 - Dominion Act 52 VIC Cap. 85, name changed (see History).

Declaratory: Declared to be a work for the general advantage of Canada - Dominion Act 52 VIC Cap. 85, March 20, 1889.

History: Under New Brunswick Act 37 VIC Cap. 65, April 8, 1874, "New Brunswick and Prince Edward Railway Company" was incorporated to build from the Intercolonial Railway to Cape Tormentine, etc.

Construction of the line from Sackville to Cape Tormentine Station, a distance of 36.19 miles, was completed and opened for traffic on December 1, 1886. The trackage between the Station and the Ferry Dock was built by the Dominion Government in connection with the Prince Edward Island Ferry Terminals. Work was commenced about 1913 and completed about 1918-1919.

Under Dominion Act 52 VIC Cap. 85, March 20, 1889, the name was changed to "The New Brunswick and Prince Edward Island Railway Company".

Dominion Order in Council P.C. 2162, August 27, 1914, approved purchase of The New Brunswick and Prince Edward Island Railway for the Government Railways system as a connection with the ferry to Prince Edward Island.

Agreement dated March 8, 1915, between the Company and the Minister of Railways and Canals representing the Crown, ratified by Dominion Cap. 16, 1915, provided for acquisition by the Crown of the whole of the railway and undertaking of the Company together with all its rights, franchises, powers and privileges including the main line of railway from Sackville to Cape Tormentine, and all lands, rolling stock, equipment, stores and all other personal property of the Company, for the sum of \$270,000 with interest at 4% per annum from August 1, 1914, to the date the transfer is completed and the purchase price paid, the Crown to remain in sole possession and to operate the railway as part of the Government Railways system from August 1, 1914.

Dominion Order in Council dated May 12, 1915, authorized completion of purchase, and payment upon receipt of proper deed of conveyance. Dominion P.C. 1283, dated June 2, 1915, however, authorized payment of \$100,000 pending receipt of proper deed of conveyance.

Deed of sale for \$270,000 was executed on December 1, 1917, and approved by Dominion P.C. 1629, July 6, 1918.

Property investment:	As at December 31, 1960		
	Road	\$1,888,880	
Donations and grants:	Subsidies were (Statistics of Steam Railways of Canada - 1938, p.64:)		
	Dominion	\$113,440	
	Province of New Brunswick	<u>105,000</u>	\$218,440
Location:	Moncton Division Tormentine Sub Division:		
	Sackville - Cape Tormentine Station		36.19 miles

NEW ENGLAND ELEVATOR COMPANY
(formerly wholly owned subsidiary of "Canadian National Railway Company")
dissolved March 16, 1944

Incorporated: April 16, 1901 - State of Maine Vo. 34, Page 101.

History: A 1,500,000 bushel grain elevator was constructed by New England Elevator Company in Portland, Maine, on a site at tide-water which was purchased in 1847 and 1853 by Atlantic and St. Lawrence Railroad Company and included in the property leased to The Grand Trunk Railway Company of Canada for 999 years from July 1, 1853.

Under Tripartite Indenture of Conveyance dated July 1, 1901, between Atlantic and St. Lawrence Railroad Company, New England Elevator Company and The Grand Trunk Railway Company of Canada, the site for the proposed elevator and approaches thereto was conveyed to the Elevator Company, and in consideration of consent by The Grand Trunk Railway Company of Canada to such conveyance the Capital Stock of \$400,000 issued by the New England Elevator Company became the property of The Grand Trunk Railway Company of Canada. The Grand Trunk Railway Company of Canada therefore, acquired the capital stock at no cost.

The amount required to build the elevator was raised by the issue of \$400,000 First Mortgage 3-3/4% bonds dated July 1, 1901, subscribed for by Portland capitalists, guaranteed by The Grand Trunk Railway Company of Canada, the principal to be repaid in annual instalments of \$10,000 each. The terms of repayment were carried out by The Grand Trunk Railway Company of Canada (now Canadian National Railway Company) and the bonds so purchased were cancelled.

Under Agreement dated January 1, 1902, the grain elevator was leased to The Grand Trunk Railway Company of Canada (now Canadian National Railway Company) for a term of 950 years from January 1, 1902 at an annual rental sufficient to pay interest on its outstanding bonds, taxes, maintenance and repairs of property, and operating expenses, the property to become vested in the lessee upon redemption by The Grand Trunk Railway Company of Canada of the bonds, issued in the amount of \$400,000, and discharge of the Trust Deed pertaining thereto dated July 1, 1901.

Under Agreement dated October 15, 1928, this grain elevator known as #2, together with the grain elevator known as #1 owned by Portland Elevator Company, was leased from that date to Stratton Grain Company at an annual rental of \$12,500. The lease was terminated March 31, 1933, and the property was again operated by Canadian National Railway Company.

In 1943 the elevator site which had been acquired originally by Atlantic and St. Lawrence Railroad Company and conveyed to New England Elevator Company was transferred back to Atlantic and St. Lawrence Railroad Company, and the elevator property was transferred to Canadian National Railway Company.

Under Agreement dated August 3, 1943 between Atlantic and St. Lawrence Railroad Company and Canadian National Railway Company the grain elevator was sold to Atlantic and St. Lawrence Railroad Company for \$530,000 payable in capital stock of the Atlantic and St. Lawrence Railroad Company, in contemplation of winding up New England Elevator Company.

At meeting of stockholders of New England Elevator Company held at Portland, Maine on December 29, 1943, at which 3,994 shares of the 4,000 shares issued were represented, it was unanimously resolved that the affairs of the Company be liquidated and that the corporation be dissolved.

Dissolution: On March 16, 1944 New England Elevator Company having no assets or liabilities was dissolved and its corporate existence was terminated. Decree of Dissolution was issued by the Justice Supreme Judicial Court, State of Maine, on March 16, 1944.

The Certificates representing 4000 shares of capital stock issued and outstanding were cancelled on March 16, 1944. The Charter, Seal, Original Minute Books and other corporate documents pertaining to the corporate existence of New England Elevator Company are in the custody of the Solicitor, Canadian National Railways, Portland, Maine.

Property investment: Prior to final liquidation and dissolution:
 Road property:
 Site
 Foundation
 Building and machinery
 Organization and management
 Miscellaneous expenses

The elevator was transferred to Canadian National Railway Company, and the site was transferred to Atlantic and St. Lawrence Railroad Company in December 1943.

Capital Stock: Prior to dissolution on March 16, 1944:

Authorized:	4000 shares - \$100 each	\$400,000
Issued:	4000 shares - \$100 each	\$400,000

All owned by Canadian National Railway Company.

Long-term debt: Prior to final liquidation and dissolution:
 3 3/4% First Mortgage Bonds were issued July 1, 1901 in the amount of \$400,000. These matured serially at the rate of \$10,000 per annum, and were secured by Trust Deed dated July 1, 1901. The Grand Trunk Railway Company of Canada (now Canadian National Railway Company) purchased these bonds as they matured and the Trust Deed was discharged on December 16, 1943. Bonds totalling \$340,000 were cremated on April 16, 1936, and the balance totalling \$60,000 were cremated on September 11, 1942.

THE NEWFOUNDLAND RAILWAY

(owned by Crown in right of Canada and entrusted to "Canadian National Railway Company" from April 1, 1949 for management and operation)

History:

In 1875 the Newfoundland Legislature voted a sum for a preliminary survey of a railway across the Island of Newfoundland from the Capital of St. John's on the east coast to St. George's Bay on the west coast. This survey was carried out during the summer of 1875 by a number of Canadian surveyors under the direction of Sanford (later Sir Sanford) Fleming.

The United Kingdom Government, however, would not sanction the route as the terminus was proposed to be on the French Treaty Coast.

Under Act 43 VIC. Cap. 4, Newfoundland passed April 17, 1880 the Receiver-General of the Colony was authorized to raise a sum not exceeding \$5,000,000, and not exceeding \$5,000,000 in any one year to be applied to the construction of a railway from St. John's through the Peninsula of Avalon to the head of Notre Dame Bay and also any necessary branch lines. The construction was entrusted to five Commissioners and authority to requisition land was granted.

In the autumn of 1880 a survey was made of a route from St. John's to Harbour Grace via Whitbourne, and after due consideration of various proposals submitted, a charter was granted in June 1881 to a North American Company headed by Sir Hugh Allan, which gave the name "Newfoundland Railway Company" to the undertaking.

Under Act 44 VIC, Cap. 2 Passed May 9, 1881 the Newfoundland Government was authorized to enter into a contract with a syndicate consisting of five members, William Bond, Frank W. Allen, C. X. Hobbs, Domingo Vasquez and Albert L Blackman to build 340 miles of railway from St. John's through the Avalon Peninsular to Halls Bay with Branch Lines to Brigus or Clark's Beach and Harbour Grace to Carbonear and to operate the same. This Act also declared the Articles of Agreement dated April 20, 1881 to have the force and effect of an Act of the Legislature of Newfoundland, and to be an Act of incorporation within the meaning of the Contract. Act 44 VIC Cap. 4, passed May 9, 1881 authorized the raising by Loan the sum of \$145,000 for the construction of a Railway and for other purposes connected therewith.

In 1881 a contract called the "Blackman" contract was entered into under which the Newfoundland Railway Company undertook to build a 3' 6" narrow gauge railway from St. John's to Hall's Bay on Notre Dame Bay within five years, with a branch line from Whitbourne to Harbour Grace, a total of about 340 miles.

The railway was not expected to be a profitable enterprise, and the terms of contract were for the construction and operation of the railway for 5,000 acres of land per mile of line, and an annual subsidy of \$180,000 for a period of 35 years. The total cost would have been \$6,300,000 and land grants of 1,750,000 acres, and the railway was to be owned in fee simple by the Company.

On August 9, 1881 construction was commenced and at the close of the season 20 miles were graded and 10 miles of rail laid. The line commenced from the east end of St. John's at Fort William where the Newfoundland Hotel now stands. Ship connections were made by a spur track to the battery, with a switchback to tidewater near the site of the present U.S. Navy Docks.

History
(cont'd):

On December 5, 1881 the first railway engine arrived at St. John's by the S.S. "Merlin".

Carbonear Branch

In 1884 the railway was completed from St. John's to Harbour Grace via Whitbourne, a distance of about 84 miles. The last spike was driven by the Prince who was to become King George V, and who was at the time visiting Newfoundland as a midshipman aboard H.M.S. Cumberland. Before the line was completed half way to Whitbourne the Newfoundland Railway Company had fallen into financial difficulties and Sir Francis Evans was appointed Receiver. The Receiver completed construction to Harbour Grace and with his Manager, Captain Noble, operated the line for the English security holders.

The line was completed and opened for traffic as follows:

St. John's (Fort William)	to Avondale	37.65 miles	May 1, 1884
Avondale	to Whitbourne	18.25 "	Nov. 1, 1884
Brigus Jct.	to Harbour Grace	32.50 "	Nov. 1, 1884

In 1896 the Government of Newfoundland purchased the line from St. John's via Whitbourne to Harbour Grace for \$1,581,666, and took over operation of the line.

In 1897 the line from Brigus Jct. to Tilton, 26 miles, was constructed, and the line was extended from Harbour Grace to Carbonear, 6 miles. The line from Whitbourne to Tilton was discontinued in 1914 and rails were removed.

In 1897 the 35# rails originally laid were replaced with 50# rails.

The Placentia Railway

In 1885 the administration of Sir William V. Whiteway who had inaugurated the Newfoundland Railway policy was succeeded by a Government under Sir Robert Thorburn who authorized the construction of the line from Whitbourne to Placentia. Construction was started in the Spring of 1886 and the line was completed and opened for traffic as follows.

Whitbourne	to	Placentia	26.02 miles	Oct. 2, 1888
Argentia Jct.	"	Argentia	3.15 "	Oct. 2, 1888

A further extension of the railway as a public work was started but the project proved too costly and was abandoned after grading had been completed to Rantem, Cost \$465,000

On June 16, 1890 R.G. Reid and G.H. Middleton contracted to build the Newfoundland Northern and Western Railway (see next below) and also took over operation of The Placentia Railway free of charge.

In 1889 Sir William Whiteway again became Premier and under Act 52 VIC, Cap. 4, passed June 1, 1889 the line to Hall's Bay was authorized and the Receiver General was authorized to raise \$4,250,000 for this purpose, the project to be administered by a Board of Commissioners under the terms of existing legislation. Tenders were called for and on June 16, 1890 the contract was awarded Robert S. Reid of Montreal and G.H. Middleton to build what was known as the Newfoundland Northern and Western Railway, and they also took over the operation of the Placentia Railway. The line was completed and opened for traffic.

Placentia Jct.	to Norris Arm	192.28 miles on Oct. 1, 1893
----------------	---------------	------------------------------

THE NEWFOUNDLAND RAILWAY
Newfoundland Northern and Western Railway

History:
 (cont'd.)

In 1889 the Newfoundland Government commenced construction of what was known as the Hall's Bay Railway (later forming part of Newfoundland and Western Railway) from a point on the Placentia Railway now known as Placentia Junction, northward towards Hall's Bay. Some 16 miles were completed that year, and grading was completed to Rantem.

On June 16, 1890 Robert G. (later Sir Robert G.) Reid of Montreal and G.H. Middleton paid the Government \$90,000 for the work done the previous year, and contracted to build and equip a line from Placentia Junction towards Hall's Bay (262 miles) within a five year period for \$15,600 per mile. This would bring the line to Hall's Bay. The Contractors deposited \$250,000 as security for fulfilment of contract. The work was to be done to the satisfaction of the Government Engineer, H.C. Burchell. 10 miles were completed in 1890. The Contractors also took over operation of The Placentia Railway free of charge.

In May 1892 Reid and Middleton dissolved partnership and Robert G. Reid alone continued construction of the line. By 1893 the line was completed to Norris Arm (Exploits).

During the period of construction it was decided that the railway would not be routed northward to Hall's Bay, but would run by the most direct route to the northeast end of Grand Lake, thence to the mouth of the Humber River at Bay of Islands and onward to Port aux Basques.

Robert G. (later Sir Robert G.) Reid was born in Scotland; had worked in Australia as a stone mason, and in Canada as a railway and bridge contractor; and was later a Director of the Canadian Pacific Railway Company, and the Bank of Montreal. He had three sons "W.D.", "H.D." and "R.G.", all of whom were associated with and worked with him during railway construction in Newfoundland, and were Directors of Reid Newfoundland Company, Limited, upon its incorporation in 1901.

In 1893 when the railway had been completed to Norris Arm it became clearly evident that it would be necessary to extend the line to Port aux Basques from whence a daily communication could be maintained with Canada by steamer, accordingly Act 52 VIC Cap. 2 was passed on May 24, 1893 providing for the extension of the railway to Port aux Basques. A contract agreement entered into May 16, 1893 was confirmed between the Government and R. C. Reid to build the line for £1,000,000 Sterling to be paid in debentures.

Also on May 16, 1893 Robert G. Reid signed another contract to operate the Placentia Branch Railway (19.5 miles), and the Newfoundland Northern and Western Railway from Whitbourne to Port aux Basques (492.6 miles) for a period of ten years from September 1, 1893. For maintenance and operation of these two lines and the erection of telegraph lines, the Contractor was to receive 5,000 acres of land in fee simple for each mile of line operated. The land was to be located on each side of the railway in alternate sections of one or two miles in length and eight miles in depth, and where such sections were not obtainable, the Contractor could select blocks of Crown lands elsewhere, the blocks to be not less than one mile square nor more than ten miles square.

The wages of daily labourers were to be not less than \$1 per day.

Summary of Mileage

History:
(Cont'd.)

The railway was completed and opened for traffic as follows:

<u>From</u>	<u>To</u>	<u>Miles</u>	<u>Date</u>
St. John's (Fort William)	Avondale	37.65	May 1, 1884
Avondale	Whitbourne	18.25	Nov.1, 1884
Brigus Jct.	Harbour Grace	32.50	Nov.1, 1884
Whitbourne	Placentia	26.02	Oct.2, 1888
Argentia Jct.	Argentia	3.15	Oct.2, 1888
Placentia Jct.	Norris Arm	192.28	Oct.1, 1893
Notre Dame Jct.	Lewisporte	9.34	Apr.30,1898
Norris Arm	Port aux Basques	293.32	June 29,1898
Harbour Grace	Carbonear	5.92	Sept. 1,1898
Total		618.43	

The first through passenger train left St. John's 7.20 p.m. June 29, 1898 and arrived at Port aux Basques 10.45 p.m. June 30. The S.S. "Bruce" left Port aux Basques for the mainland at 11.50 p.m. on June 30 (one hour and five minutes after arrival of the first train).

Act 61 VIC Cap. 4, passed May 12, 1897 authorized the construction of the following lines:

- (1) Clarks Beach or Brigus to Tilton
 - (2) Branch to Carbonear
 - (3) Carbonear to Hearts Content
 - (4) Branch to Burnt Bay or Hall's Bay
- and to operate these lines and issue of debenture to pay for these projects.

In 1897 a branch was built from Notre Dame Junction to Lewisporte, 9 miles.

During the construction of the Railway, the Contractor also built roads for the Government, connecting settlements and populated areas with the Railway. One was a 40-mile waggon road from Trinity to Shoal Harbour via Lethbridge, another was a 5-mile road from Alexander Bay, and others were from Arnold's Cove, Come-by-Chance, Hall's Bay to Badger and from Northern Bight.

General

The year 1897 had been a poor year with respect to fisheries, Customs revenues were declining, and about 3000 men were out of work following completion of railway construction. The Newfoundland Government was operating the old Newfoundland Railway to Carbonear at a loss, while Robert G. Reid was operating the Newfoundland Northern and Western Railway on a short-term contract. Consolidation of operation of the whole railway by Robert G. Reid was desirable and negotiations with him were commenced.

Robert G. Reid had undertaken operation of the Newfoundland Northern and Western Railroad for a period of ten years from September 1, 1893 to secure the construction contract from Bishop's Falls to Port aux Basques, and while he had faith in the natural resources of the lands he had acquired, he was not prepared to develop them while the future of railway operation was uncertain. His sons, however, wished to cease their roving railway building and settle down to developing the natural resources of Newfoundland. Mr. Reid was prepared to contract for the

History:
(Cont'd.)

operation of the whole railway for a period of fifty years, and the Government was pleased with the possibility of getting free of the burden of railway operation. Mr. Reid was believed to be worth seven or eight million dollars at the time and the Government expected that during the long-term operation of the railway Mr. Reid would be sure to develop his lands providing employment for many men.

On March 3rd, 1898 a contract between the Government of Newfoundland and Robert G. Reid was signed, whereby Mr. Reid undertook to operate the whole railway system, which then totalled about 637 miles, for a period of 50 years from that date for an additional 5,000 acres of land per mile of line operated. The lands were to be located on each side of the track in alternate sections of one or two miles in length and ten miles in depth, and of any lands selected elsewhere, lands within three miles of the seashore would not be granted.

The contract provided for abandonment of the line to the east end of St. John's and a new line to be built from Donovan's to Riverhead. The station at St. John's was to be built at the expense of the Contractor. The west end branch, as this was called, was opened in the spring of 1903.

The Contractor purchased the Dry Dock at St. John's, which had been built for the Newfoundland Government in 1884 at a cost of \$550,000, for \$325,000, and operated it as part of the Railway System.

The Contractor also purchased the Newfoundland Government telegraph lines of approximately 1000 miles for \$125,000 and undertook to operate the Telegraph System for a period of 50 years. with provision for extensions and their operation. A subsidy of \$10,000 per year was to be paid until 1904 when Anglo-American Telegraph Company rights would terminate, after which no subsidy would be paid.

The contract provided for the construction and operation of eight modern costal steamships for the Newfoundland coastal mail and passenger service for which a subsidy of \$91,080 per year was to be paid. This subsidy proved to be inadequate and the Contractor lost money through operation of the boats.

The Contractor also undertook to pave Water Street in St. John's for \$140,000. He commenced quarrying hard blue stone from the hills near St. John's for this purpose, thus providing employment for local labour but upon objection to this being raised by a prominent politician and critic, he thereupon quarried granite from his own quarries elsewhere and hauled it to St. John's by train at less cost.

The contract provided for cash payment by the Contractor shortly after execution of the contract of a sum of \$1,000,000, and at termination of the 50-year contract the Contractor would retain ownership of the Railway and release one half of the lands acquired by him under the terms of the contract. This would have left R.G. Reid with 4,124,200 acres of land. The Railway had cost \$11,664,962 to construct. Reid's payment of \$1,000,000 compounded for 50 years at 5% would have amounted to \$11,467,400, practically the cost of the Railway.

This agreement was confirmed by 61 VIC Cap. 1 passed March 15, 1898.

History:
(Cont'd.)

On March 5, 1899, Robert G. Reid was granted 3,345,958 acres of the 4,124,200 acres due him. Some of these were blanket grants, as at the time, it was practically impossible to define the boundaries of the lands to be granted. These blanket grants, in some places, took in lands owned and occupied by individuals, and thrust upon the latter the trouble and expense of proving their titles, which was often difficult to establish. This led to the effective cry in the 1900 elections that "Reid even owns our graveyards".

In 1900 R.G. Reid thought his holdings and enterprises were too extensive to be held under one name, and that his interests should be administered by a company. He applied for incorporation, but, because of political issues then existing, this was refused unless the contract of 1898 could be modified.

In 1901 Reid Newfoundland Company, Limited was incorporated with a share capital of \$25,000,000. Mr. Reid's three sons previously mentioned were included in the Board of Directors. The Incorporation was confirmed and declared legal by Act 1 Edw. VII, Cap. 5 Schedule B passed August 2, 1901.

The 1898 contract was repealed and on August 2, 1901 a new contract was entered into with the Reid Newfoundland Company, Limited, which leased the railway to the Company for a 50-year period and provided that at termination of the 50-year period ownership of the Railway would remain with the Newfoundland Government, and that the \$1,000,000 paid by Robert G. Reid would be returned with interest at 6%. The lands granted in accordance with the terms of the 1898 contract were to be surrendered, and a payment of \$850,000 in cash was to be made in lieu thereof. The Company would also be entitled to reimbursement at the end of the 50 year period for additions and improvements to the line. The contract also provided that the Company relinquish the Telegraph System which the Reid interest provided under the 1898 contract and that the Company should be compensated by an amount to be decided by arbitration. An award of \$1,503,000 was made in 1905.

The New West End Depot was completed and opened for service by the contractor about January 1, 1903, and the line from Western Junction near St. Anns to St. John's West a distance of 7.31 miles was opened for traffic at the same time. Operation over the original line from West End Jct. to the old Fort William Depot a distance of 8.61 miles was discontinued and the line was subsequently dismantled. The railway terminal at Fort William was destroyed by fire on March 31, 1900.

In 1907 Sir Robert G. Reid died, and his son William D. (later Sir William D.) Reid succeeded him as President of Reid Newfoundland Company, Limited.

Under agreement with the Government of Sir Edward Morris dated December 7, 1909 the Reid Newfoundland Company agreed to build the following.

1	Clarenville	to Bonavista	88 miles
2	Broad Cove	" Heart's Content	15 "
"	"	and " Grate's Cove	37 "
3	St. John's	" Trepassy	105 "
4	Goobies	" Fortune Bay	125 "
5	Deer Lake	" Bonnie Bay	28 "
	Total		<u>398 "</u>

The construction price was set at \$15,600 per mile together with 4,000 acres of land per mile.

THE NEWFOUNDLAND RAILWAY

The above agreement was confirmed by Act 10 Edw. VII Chap. 12 passed March 22, 1910.

Under Act 3 Geo. V Chap 13, of Newfoundland passed April 16, 1913 the railway to Hearts Content and Grates Cove was revised to read

Broad Cove	Heart's Content	15 Miles
Carbonear	Grates Cove	37 "

Construction was started on the Bonavista Branch in the Fall of 1909 and the line was completed and opened for traffic on November 8, 1911.

Construction on the Trepassey Branch was started in 1911 and the line was completed and opened for traffic on January 1, 1914, operation was discontinued about December 31, 1931 and the line was abandoned.

Construction on the Heart's Content and Grates Cove branch was started in 1913 and the line was opened for traffic about July 1, 1915. Operation was discontinued about December 31, 1939, and the line was abandoned.

Construction on the Fortune Bay Branch was abandoned after 43 miles was completed.

The Contractor was paid \$15,000 per mile for construction of these Branches, and was given 4,000 acres of land per mile for their operation. The cost of construction was \$7,448,234.

Summarizing, the Branch Lines were completed and opened for traffic as follows:

From	To	Mileage	Date
Shoal Harbour	Bonavista	88.00	Nov. 8, 1911
St. John's	Trepassey	105.00	Jan. 1, 1914
Carbonear	Grates Cove	37.00	July 1, 1915
Broad Cove	Heart's Content	15.00	July 1, 1915
	Total	<u>245.00</u>	

The following lines were abandoned and subsequently dismantled.

From	To	Mileage	Date of Abandonment
St. John's (Fort William)	Western Jct.	8.61	Jan. 1, 1903
St. John's	Trepassey	95.00	July 1, 1931
Carbonear	Grates Cove	37.00	July 1, 1931
Broad Cove	Heart's Content	<u>15.00</u>	July 1, 1939
	Total	155.61	

With the increased mileage of Branch Lines in operation it became necessary to increase the motive power and equipment as well as the number of employees. All these factors together with the increased cost of labour and materials due to World War I brought about a financial crisis to the railway. The Reid Newfoundland Company appealed to the Government for assistance. On August 13, 1920 a joint Railway Commission was appointed to take over the operation of the railway and steamships for one year. This Commission terminated on June 30, 1921.

On December 20, 1917, H.D. Reid succeeded Sir William D. Reid as President of Reid Newfoundland Company, Limited.

In 1920, having in mind continual operating deficits, the Reid Newfoundland Company, Limited, advised the Government that they could not continue operation of the Railway because of lack of funds. Following this, six Commissioners were appointed (three by the Company and three by the Government), and they operated the Railway including the steamship service from July 1, 1920 to June 30, 1921. The Government furnished the necessary funds. During this period the branch from Argentia Junction to Argentia, $3\frac{1}{2}$ miles, was constructed at a cost of \$293,540. This dual control was not found to be practicable.

The railway situation became very acute in 1921 and the Prime Minister Sir Richard Squires requested Sir George Bury a former Vice President of the Canadian Pacific Railway to survey the situation and report. In his report dated June 29, 1921 Sir George Bury advocated.

That the Government enter into a new contract with the Reid Newfoundland Company to operate the railway with the utmost economy consistent with safety.

The appointment of a capable General Manager

The formation of a Commission similar to the Board of Railway Commissioners of Canada.

Strict supervision of Capital Expenditures.

That the Government agree to pay the actual loss from operation up to but not exceeding \$1,500,000.

In 1921 the Reid Newfoundland Company, Limited agreed to operate for one year under a railway expert, R.C. Morgan, formerly Superintendent of Terminals (C.P.R.) at Winnipeg, as General Manager. Funds for capital expenditure were to be provided by the Government and charged to the Company.

In April 1922 the Reid Newfoundland Company, Limited advised the Government they could no longer operate the Railway and offered to surrender the system to the Government.

In May 1922, a dispute arose between the Company and the Government over financial matters, and railway operations ceased entirely during the period May 16, to May 23. Temporary arrangements were then made between the Government and the Bank of Montreal and on June 15, 1922 the Government agreed to provide all funds necessary to operate the system from July 1, 1922 to June 30, 1923.

Act 14 Geo. V Cap. 24 passed July 13, 1923 provided for a complete and final settlement of all matters outstanding between the Government of Newfoundland and the Reid Newfoundland Company which would withdraw from Transportation, Express and Dry-Dock operations would convey its eight coastal craft to the Government, and would abandon its interests in certain Land Grants. In turn the Government would pay the Reid-Newfoundland Company \$2,000,000 in compensation.

On July 1, 1923 the railway was taken over entirely by the Government from the Reid Newfoundland Company and operated as the Newfoundland Government Railway. Under the terms of an agreement executed August 1923 the Reid Newfoundland Company along with its subsidiaries agreed.

(1) To retire absolutely from all transportation operations, including express, in, from, and to the Colony, and from Docking Operations in Newfoundland.

- (2) To convey or procure to be conveyed and invested in the Government free of all encumbrances.
- (a) The eight steamships, Kyle, Meigle, Sagona, Glencoe, Argyle, Clyde, Home and Patrol with their furnishings.
 - (b) The assets and goodwill of the express business
 - (c) The Dry Dock Premises
 - (d) All stocks of material and supplies
 - (e) All buildings, rolling stock, equipment and accomodations.

The Government agreed to pay to the Reid Newfoundland Co. the sum of \$2,000,000 in bonds of the Colony, at par, maturing in 20 years and bearing interest at 5% per annum.

From July 1, 1923 to 1926 the Railway (then known as the Newfoundland Government Railway) was operated by the Newfoundland Government, under the control of a Board of Railway Commissioners.

Under the (Newfoundland) Railway Act 17 Geo. V, Cap. 24, passed June 9, 1926 control of the Railway was transferred to a Department of the Newfoundland Government, and so remained until ownership was transferred to the Crown in right of Canada on April 1, 1949 under the Terms of Union of Newfoundland with Canada.

Under above Act. of June 9, 1926 the name of the Railway was changed to "Newfoundland Railway."

Construction
and maintenance
standard:

R.G. Reid brought many of the railroad builders, stone cutters, masons, and bridge builders from Scotland, his own birthplace. The names Cobb, Henderson, Burton, Graham, Connors, Campbell and Ross are familiar in the history of the railway, and places along the railway are named after some of them.

The Newfoundland Northern and Western Railway from Whitbourne to Port aux Basques was laid with 50# rails, and the standard of construction of about 212 miles westerly to Bishop's Falls was said to be high. Culverts were of stone and a substantial roadbed was provided. Cuts and fills were made and grade lines were regular.

From Bishop's Falls westerly to Port aux Basques, about 280 miles, construction of the roadbed was not maintained to the same standard. Cuts were made sparingly, and the grade was more or less surface laid. No bog was removed, fills settled into the bogs and are a constant source of trouble. Culverts were of timber construction, and because of lack of maintenance funds during the "Reid" and subsequent Newfoundland Government operation, remained an expensive replacement problem when the railway was entrusted to Canadian National Railway Company for management and operation on April 1, 1949.

Bridges on the Newfoundland Northern and Western Railway were of steel construction, designed and erected by the Dominion Bridge Company. Bridges on the old Newfoundland Railway from St. John's to Carbonear were of iron, and made in England. Most of these bridges have been either replaced or remodelled. Bridge foundations were of high standard, of granite ashlar quarried in the Gaff Topsails and Benton Areas. Workmanship was excellent. Most of the granite bridge piers and abutments rest on a timber mat on a piled foundation. There are 141 bridges with a total of 192 spans on the main line of 547 miles between St. John's and Port aux Basques, and 45 bridges with a total of 49 spans on the branch lines.

THE NEWFOUNDLAND RAILWAY

Construction
and maintenance
standard:
(Cont'd.)

The location of the railway through practically unknown, very broken, rocky and mountainous territory was an engineering feat of great magnitude, and much credit is due to the engineers who performed this work.

The railway was proposed to be built to a maximum curvature of 10 degrees and a 2% grade. This was difficult to maintain in rugged territory where there is a ruling grade nearly every twenty to thirty miles, consequently grades reached 2½% and curvature 12 and 14 degrees. There are over 35 miles of main line track from 2 to 2½%, and 3½ miles over 2½% grade, and more than 35 miles of 10 to 12 degree and nearly a mile of 14 degree curvature. 10 and 12 degree curves are common on some of the steepest grades. The width of the right-of-way adjoining Reid lots and Crown lands is 100' except where additional lands were required for station purposes, but where right-of-way was purchased from private owners the width varies from 50' to 100'.

The general direction of the rivers and valleys in Newfoundland is north-east and south-west, while the railway runs in east-west direction. The railway consequently crosses the ridges and valleys, hence the heavy grades and great number of bridges - nearly one every four miles.

During operation by the Reid Newfoundland Company, Limited, the Railway had become considerably run down and when the property was taken over by the Newfoundland Government in 1923 rehabilitation was necessary.

From May 1925 to November 1928 the 50# rails on the main line were replaced by 70# British Standard rails at a total cost of \$3,325,000. Building repairs were effected, ties were replaced, most of the main line bridges were either remodelled or replaced, and a ballasting programme was carried out and new rolling stock was added.

Considerable snow troubles are continually experienced in the Gaff Topsails area in winter months, and in 1928 it was proposed to eliminate the Topsails by diverting the Railway from Millerton Junction to Howley by way of Buchans. The location was made by a survey party engaged from the Reid Newfoundland Company, Limited and construction was started in the summer of 1928. About 15 miles were graded and 6 miles of rails were laid, but the project was abandoned after work ceased in the fall of 1928, and the rails were taken up in 1929.

During location on the Bonavista Branch in 1910, considerable difficulty was encountered in getting a location from the high area between Trinity and Bonavista Bays into the town of Trinity. After much time being spent in running trial lines, it was accomplished by installing a loop 1¼ miles in length. The height of one track above the other at the crossing is 34 feet.

Since entrustment effective April 1, 1949 by the Dominion Government of the Newfoundland Railway to Canadian National Railway Company for management and operation many improvements and additions to the property have been made including such features as treated hardwood ties, rail anchors, tie plates, new rail and fastenings, rock ballast, additional sidings and yard tracks, paving of station platforms, widening cuts, replacement of wooden culverts with concrete pipe and other improved culverts, rock rip-rap protection of embankments near the seashore, etc., and new rolling stock. The capital expenditures with respect thereto totalled more than \$28,000,000 to the end of 1956, excluding the cost of the M.V. "William Carson" and the cost of extensive improvements of terminal and wharf facilities at Sydney and Port aux Basques

THE NEWFOUNDLAND RAILWAY

including dredging, and construction of a break-water between Graveyard Point and Baldwin Shoal, Newfoundland, which is included in Dominion Government accounts.

Mileage December 31, 1960

St. Johns	to	Port aux Basques	547.22 miles
Placentia Jct.	to	Argentia	20.65 "
Shoal Harbour	to	Bonavista	88.10 "
Brigus Jct.	to	Carbonear	38.45 "
Notre Dame Jct.	to	Lewisporte	9.36 "
Argentia Jct.	to	Placentia	1.38 "
Total			<hr/> 705.06 miles

NEWFOUNDLAND RAILWAY
STEAMSHIP SERVICES

609

History: Under the terms of the Contract of March 3, 1898, confirmed by Act 61 Vic. Cap. 6, Newfoundland, passed March 15, 1898. The Contractor agreed to provide suitable steam-boats to provide an improved mail service for the Colony for the following routes:

One steamer between Trepossy, Lamaline and intermediate points
 " " to ply in Trinity Bay
 " " " " in Bonavista Bay
 " " " " in Notre Dame Bay
 " " " " between Placentia and Port aux Basques
 " " " " " Port au Port and Battle Harbour, Labrador
 " " " " " Port aux Basques and Sydney
 " " " " " St. John's Harbour Grace or Carbonnear and Labrador.

The Reid Steamship Co. Ltd., was incorporated on July 6, 1900 under the Companies Act of 1899, and was merged with the Reid Newfoundland Co. on August 2, 1901 under Act 1, Edw. VII Cap. 7.

Under Agreement of August 1923, effective July 1, 1923 eight steamships, Kyle, Mergle, Sagana, Glencoe, Argyle, Clyde, Home and Petrel with their tackle and furnishings were conveyed to and invested in the Government.

During the period from 1935 to 1948 the steamship service was augmented by the addition of the Steamships Ranger, Baccalieu, Burges, Springdale, Bar Haven and Cabot Strait at a cost of \$3,500,000 to replace the Steamships Clyde, Home, Prospero, and Portia after 50 years service. Two freighters the S.S. Random and the S.S. Brigus, were operated.

When taken over by the Canadian National Railways on April 1, 1949 the following steamships were in operation:

Name of Ship	Built	Registered		Capacity Cu. Ft.	Ref. Space Cu. Ft.
		Gross	Net		
Glencoe	1899	767	336	20,000	
Kyle	1913	1,055	548	25,930	
Random	1921	1,792	1,006	126,000	
Northern Ranger	1936	1,366	740	37,994	
Baccalieu	1940	1,421	839	47,600	1,400
Burges	1940	1,421	839	42,020	800
H. W. Stone	1942	265	192	15,500	
Brigus	1943	2,875	1,655	195,060	
Cabot Strait	1947	2,045	1,036	61,700	5,000
Springdale	1948	1,138	468	27,000	1,500
Bar Haven	1948	1,138	468	27,000	1,500

Notes:

- (a) S.S. "Bar Haven" and S.S. "Springdale" were paid for by the Dominion Government in 1949 in accordance with item xxiii of negotiations dated December 11, 1948, pursuant to Term 25 of the Terms of Union of Newfoundland with Canada. The amount paid \$1,466,934, is included in Canadian National Railways accounts by credit to Proprietors Equity.
- (b) Canadian National Railways acquired these 3 vessels from the Newfoundland Government in 1950 for \$60,000 each.

NEWFOUNDLAND RAILWAY
STEAMSHIP SERVICES

History:
(Cont'd.)

- (c) The M.V. "Bonavista" and M.V. "Nonia" were constructed for, and acquired with funds provided by, the Dominion Government. The amount paid is included in Canadian National Railways accounts by credit to Proprietors Equity.
- (d) The M.V. "William Carson" is an auto-ferry of the ice-breaking type equipped with fore and aft propellers, enabling it to operate in all weather. The vessel was constructed by Canadian Vickers, Montreal, launched November 26, 1953, and has a capacity for transporting the following:
- 262 passengers
 - 58 automobiles (or 46 autos and 7 trucks
or busses)
 - 6 Trucks
 - 25 head of cattle
 - 600 tons of cargo

Special equipment is installed for efficient, prompt handling, stowing freight and rapid unloading, and unloading of motor vehicles.

Bulk of freight is handled in containers, which decreases the length of time required to load or unload cargo, eliminates a large part of the second handling of freight, express and mail which in turn also reduces loss and damage claims.

The vessel was provided at the expense of the Dominion Government for operation in the Cabot Strait Service between North Sydney, N.S. and Port aux Basques, Nfld., but preliminary tests disclosed that the vessel could not operate satisfactorily from Port aux Basques until further work was done in the harbour. Remedial work undertaken by the Government at its own expense was the erection of a sea wall between Graveyard Point and Baldwin Shoal, Nfld.

In August 1955, the vessel was placed in temporary service between Sydney, N.S. and Argentia, Nfld. and will continue in that service pending completion of the remedial work undertaken by the Government at Port aux Basques.

The cost of constructing the vessel is not included in Railway accounts, but the cost to December 31, 1955 recorded in Dominion Government Departmental Estimates is \$11,243,000.

Former vessels of the fleet:

	<u>Date Acquired</u>	<u>Date Retired</u>
(a) S.S. "Argyle"	1940	1937 Sold
S.S. "Brigus"	1946	1955 Sold
(b) S.S. "Bruce"	Oct. 13, 1897	Mar. 24, 1911 Lost near Louisburg.
(b) S.S. "Bruce"	Feb. 12, 1912	1915 Sold to Russia during World War I
(d) S.S. "Caribou"	Oct. 23, 1925	Oct. 14, 1942 Sunk by German submarine near Port aux Basques.

NEWFOUNDLAND RAILWAY
STEAMSHIP SERVICES

611

	<u>Date</u> <u>Acquired</u>	<u>Date</u> <u>Retired</u>	
(a)	S.S. "Clyde" 1900	1948	Sold
(a)	S.S. "Home" Oct. 1900	1948	Sold
(c)	S.S. "Invermore" Uncertain (formerly "Dromedary")	July 10, 1914	Lost at Brig Harbour Point, Labrador
(d)	S.S. "Lintrose" May 29, 1913	1915	Sold
(a)	S.S. "Meigle" 1913	1936	Sold
(a)	S.S. "Petrel" No record		Scrapped
(e)	S.S. "Portia" No record	About 1940	Sold
(e)	S.S. "Prospero" No record	1937	Sold
(a)	S.S. "Sagona" 1912	1941	Sold
	S.S. "Dundee" About 1900	1919	Lost near Gander Bay
	S.S. "Ethie" About 1900	1919	Lost near Bonne Bay
	S.S. "Fife" 1900	1900	Lost on first trip in Str. of Belle Isle.

There is also record of S.S. "Random" originally "Gustav Fischer"- then Artenis 1934, Carl 1935, Siggy 1941 and Hondu 1942, but no record of acquisition or retirement.

Notes:

- (a) The Steamships "Argyle", "Clyde", "Home", "Meigle", "Petrel" and "Sagona" were included in eight vessels handed over by Reid Newfoundland Company, Limited to Newfoundland Government under Agreement effective July 1, 1923. These vessels were eventually retired, each with some 50 years of service and were replaced by the Steamships "Northern Ranger", "Baccalieu", "Burgeo", "Springdale", and "Bar Harbour".
- (b) Both Steamships "Bruce" were in the Cabot Strait service.
- (c) The S.S. Invermore was in the Cabot Strait service from commencement of the daily train service on June 3, 1912 until replaced by the S.S. Lintrose on May 29, 1913. The Invermore was then diverted to the Labrador service until the vessel was lost on July 10, 1914.
- (d) When the daily train service was discontinued in 1915, and again became tri-weekly, the second S.S. "Bruce" and the S.S. "Lintrose" were sold. The Cabot Strait service was then taken over by the S.S. "Kyle" which remained in the service until replaced by the S.S. "Caribou" on October 23, 1925, which latter vessel remained in the Cabot Strait service until sunk on October 14, 1942.
- (e) The S.S. "Portia" and S.S. "Prospero" were acquired on April 15, 1924 from Messrs. Bowring Bros. upon termination of an Agreement of February 5, 1904 between that firm and the Newfoundland Government which provided for a coastal steamship service to be given over a 20-year period.

NEW LONDON NORTHERN RAILROAD COMPANY

(Dissolved)

(Property included in Central Vermont Railway Inc. from December 17, 1951.)

- Incorporated: June 7, 1859 - By Special Act State of Connecticut (Private laws Conn. 1859, Vol. 5, Page 261).
 February 24, 1860 - By Special Act Commonwealth of Massachusetts (CH38; 11 S.L. 25).
 May 23, 1860 - Special Act State of Connecticut amending act of June 7, 1859 authorized the consolidation of the Connecticut Corporation with the Massachusetts Corporation (Private laws Conn. 1860, Vol. 5, Page 341).

History: On October 31, 1843, by Special Act No. 56 State of Vermont, Brattleboro and Fitchburg Railroad Company was incorporated. A line was built from Brattleboro, Vermont to Vermont-Massachusetts State Line, a distance of 10.49 miles, opened for traffic on April 15, 1849.

On March 15, 1844, under Special Act (Cap. 134; 8 S.L. 372) Commonwealth of Massachusetts, "Vermont & Massachusetts Railroad Company" (No. 1) was incorporated. A line of road was constructed from Vermont-Massachusetts State line to Grout's Corners (now Miller's Falls), Massachusetts, a distance of 10.3 miles which was opened for traffic on April 15, 1849. Lines were also built from Fitchburg, Massachusetts to Greenfield, Massachusetts, a distance of 55.78 miles and from Turner's Falls Junction, Mass. to Turner's Falls, Mass., a distance of 2.8 miles. These last two mentioned lines are excluded from this history as they were leased to the Boston & Maine Railroad and were never owned or operated by the Central Vermont Railway.

In 1851, "Vermont & Massachusetts Railroad Company" (No.2) was formed by consolidation of Brattleboro and Fitchburg Railroad Company and Vermont & Massachusetts Railroad Company (No.1) under authority of Vermont Act No.64, October 26, 1849, and Massachusetts Special Act Cap. 310; 9 S.L. 401, May 24, 1851.

On May 1, 1880, the line from Brattleboro to Miller's Falls referred to as the "Brattleboro Branch" of the Vermont & Massachusetts Railroad Company (No.2) was sold to New London Northern Railroad Company under authority of Special Act of Massachusetts dated May 1, 1878 (A. & R. 1878; Cap. 210) and Special Act of Connecticut dated February 17, 1880 (S.L. 1880; Vol. 8, page 352).

Under Special Act, State of Connecticut (Private Laws, May 1847. Session, Vol. 4, page 990) "New London, Willimantic and Springfield Railroad Company" was incorporated, the Company was organized December 29, 1847 Under Special Act, State of Connecticut, (Private Laws, May 1948. Session, Vol. 4, page 996) the Company was authorized to unite with New London, Willimantic and Palmer Railroad Company which had been incorporated in Massachusetts.

Under Special Act of General Court, Commonwealth of Massachusetts (Laws of 1848, Cap. 100) "New London, Willimantic and Palmer Railroad Company" was incorporated on April 10, 1848, and on January 17, 1849, New London, Willimantic and Springfield Railroad Company was merged with this Company.

The Line was completed and opened for traffic as follows:

New London, Conn.	to Willimantic, Conn.	29.86 miles	May	13, 1849
Willimantic "	" Stafford "	20.00 "	March	1, 1850

NEW LONDON NORTHERN RAILROAD COMPANY

History Cont'd: Stafford, Conn. to Palmer, Mass. 14.98 miles
 Total - New London to Palmer - 64.84 miles

The Company failed to meet the interest charges on its Mortgage Bonds and on January 5, 1859 the Trustees took possession of the road for the benefit of the bondholders. Following foreclosure proceedings the bondholders were authorized by special Acts of the State of Connecticut (Private Laws of Conn. 1859, Vol. 5 page 261) and of the Commonwealth of Massachusetts (Cap. 38, 11 S.L. 25) to reorganize under the name New London Northern Railroad Company to take over the property.

Under Special Act of the Commonwealth of Massachusetts (Cap. 227; 9 S.L. 387) "Amherst and Belchertown Railroad Company" was incorporated on May 24, 1851. Construction was commenced April 23, 1852 and the line from Palmer, Mass. to Amherst, Mass. (19.5 miles) was opened for traffic May 9, 1853.

On January 1, 1858 the road was turned over to the trustees of the mortgage bondholders. On October 14, 1858 the road was purchased by the bondholders, at auction sale.

Under Special Act of the Commonwealth of Massachusetts (Cap. 91; 10 S.L. 812) "Amherst, Belchertown and Palmer Railroad Company" was incorporated on March 25, 1858, and the bondholders who acquired the Amherst and Belchertown Railroad in October 1858 gave possession of the road to Amherst, Belchertown and Palmer Railroad Company on January 1, 1859.

Under Special Act of the State of Connecticut (Private Laws Conn. 1859, Vol. 5, page 261) "New London Northern Railroad Company" was incorporated on June 7, 1859. Under Special Act of the Commonwealth of Massachusetts (Cap. 38, 11 S.L. 25) "New London Northern Railroad Company" was incorporated on February 24, 1860. Under Special Act of the State of Connecticut, May 23, 1860, (Private Laws, Vol. 5, Page 341) the original Act of Incorporation was amended, authorizing the consolidation of the Connecticut corporation with the Massachusetts corporation. Directors of the consolidated company were elected May 30, 1861.

On March 30, 1861, New London Northern Railroad Company acquired the line from New London, Conn. to Palmer, Mass. (64.84 miles) formerly owned by New London, Willimantic and Palmer Railroad Company.

On March 1, 1864, New London Northern Railroad Company acquired the line from Palmer, Mass. to Amherst, Mass. (19.5 miles) formerly owned by Amherst, Belchertown and Palmer Railroad Company.

New London Northern Railroad Company constructed the line from Amherst, Mass. to Millers Falls, Mass. (14.5 miles), which was opened for traffic October 8, 1866.

On May 1, 1880, New London Northern Railroad Company acquired the line from Grout's Corners (Millers Falls), Mass. to Brattleboro, Vermont, (21 miles) formerly owned by Vermont and Massachusetts Railroad Company.

The road was operated by New London Northern Railroad Company until December 1, 1871 when it was leased by J. Gregory Smith, Worthington C. Smith and Benjamin P. Cheney for 20 years from that date. Effective June 25, 1873 the lease was assigned to Central Vermont Railroad Company.

History:
(Cont'd.)

Effective December 1, 1891, the road was leased to Consolidated Railroad Company of Vermont (lease assigned to Central Vermont Railway Inc. February 1, 1930) for 99 years from that date.

On Monday October 2, 1950, Mr. Donald Gordon, President of the Canadian National Railway Company accompanied by Mr. Charles Cowie, Treasurer, came to Hartford, Conn. to discuss the question of opening negotiations for the purchase of the stock of the New London Northern RR Co. Mr. Gordon was frank in stating that the lease of the Company was a serious burden to the Central Vermont Railway Inc., and if no reasonable solution to the problem could be worked out he would feel obliged to take whatever steps circumstances decided. After prolonged discussion it was agreed informally that if the CNR would offer \$160 per share to the shareholders that they "Mr. A.C. Hickmott, President, Mr. George Burnham and Mr. Arthur Shipman" would recommend it to the shareholders.

At a meeting of the Directors, held October 20, 1950, Mr. Hickmott read a letter from Mr. Donald Gordon, President, C.N.R. Inc., offering to purchase the shares at \$160 per share and the Directors recommended acceptance of this offer to the shareholders.

On May 28, 1951 the shareholders of the Central Vermont Railway Inc., upon the recommendation of the Board of Directors at a meeting held April 10, 1951 authorized the purchase of all the corporate property, franchises and assets except the liquid assets at the New London Northern R.R. Co. for a total purchase price of \$2,672,203.45, and on May 22, 1951 the shareholders of the New London Northern Railroad Company authorized the acceptance of the offer of the Central Vermont Railway Inc. and upon completion of the sale to wind up the corporate existence of the Company in each State. The above purchase was approved by the ICC under Finance Docket No. 17477 on November 30, 1951. Certificate of Dissolution dated June 16, 1952 was filed with the Secretary of State for the State of Connecticut on June 19, 1952 and by Order of the Superior Court in Equity of the Commonwealth of Massachusetts issued July 22, 1942 the Company was declared dissolved.

Total Purchase Cost
\$3,508,484.

Dissolution:

The certificates representing 15,000 shares of \$100 par value each of capital stock which were issued and outstanding were cancelled by perforation and destroyed. The charter, seal, original minute books, and other corporate documents pertaining to the corporate existence of the Company are in the custody of the Clerk and Treasurer, Central Vermont Railway Inc., St. Albans, Vermont.

Location:

Central Vermont Railway - Southern Division

	<u>Miles</u>
Vermont and Massachusetts Railroad	
Brattleboro, Vt. to Miller's Falls, Mass.	20.79
New London Northern Railroad	
Miller's Falls to Amherst, Mass.	15.89
Amherst and Belchertown Railroad	
Amherst to Palmer, Mass.	19.50
New London, Willimantic and Palmer Railroad	
Palmer, Mass. to New London, Conn.	64.84
Palmertown Branch	2.52
Fitchville Branch	<u>1.64</u>
	125.18

THE NIAGARA FALLS, WESLEY PARK AND CLIFTON TRAMWAY COMPANY, LIMITED
(property acquired by The Niagara, St. Catharines and Toronto Railway
Company)

Incorporated: August 6, 1886 - Ontario Letters Patent.

Niagara Falls, Wesley Park and Clifton Tramway Company
Limited was incorporated under Ontario Letters Patent
issued August 6, 1886

Capital Stock - \$50,000.00

History: Opened for traffic - 3.75 miles in December 6, 1886 in
what is now the City of Niagara Falls. By June 30, 1902 the
mileage operated was 4.50 miles.

Under authority of Act 1, Ed. VII, Chap. 7, Province of
Ontario passed April 15, 1901 the Company was authorized
to sell its property, rights and franchises to the
Niagara, St. Catharines and Toronto Railway Company and
under authority of Act 1, Ed. VII Chap 76 Dominion of
Canada passed May 23, 1901 the Niagara St., Catharines
and Toronto Railway Company was authorized to acquire by
agreement of lease or purchase the rights and assets of the
Company. Under this authority an agreement was executed
on February 12, 1902 for the Niagara St. Catharines and
Toronto Railway Company to purchase the property and rights of
the Company for \$150,000 to be paid in fully paid up shares
of the Capital Stock of the purchaser. This agreement was
approved by Order-In-Council P.C. 41 issued March 27, 1902.

THE NIAGARA, HAMILTON AND PACIFIC RAILWAY COMPANY
(property acquired by The Niagara, St. Catharines and Toronto Railway Company)

Incorporated: March 4, 1881 - Ontario Act 44 VIC, Cap. 73
July 22, 1895 - Dominion Act 58 - 59 VIC Cap. 61

Declaratory: Declared to be a work for the general advantage of Canada - Dominion Act 50 - 51 Vic. Cap 60, June 23, 1887.

History: Under Ontario Act 44, VIC Cap. 73, March 4, 1881, "St. Catharines and Niagara Central Railway Company" was incorporated to construct, maintain and operate a railway from St. Catharines to Bismark, to Smithville, to Caledonia, to Canfield; with branches to Hamilton and Queenston. A line was constructed and operated as a steam railway between St. Catharines and Niagara Falls.

Under Dominion Act 50 - 51 VIC Cap. 60 June 23, 1887, the railway was declared to be a work for the general advantage of Canada.

Under Dominion Act 51 VIC Cap. 78, May 4, 1888, the Company was declared to be subject to Dominion Legislative Authority.

Under Dominion Act 58 - 59 VIC Cap. 61, July 22, 1895, the name was changed to "The Niagara, Hamilton and Pacific Railway Company".

In 1899 the Company went into Receivership and its property was sold at Receiver's Sale. On August 11, 1899 the line of railway, and the rights, powers and franchises connected therewith, were acquired by "The Niagara, St. Catharines and Toronto Railway Company" under authority of Dominion Act 62 - 63 VIC Cap 77.

Location: Niagara Falls - St. Catharines, Ontario. 12.35 miles
Opened for traffic December 20, 1888

Donations and grants: The Dominion Government granted the original Company \$26,640 in 1888-1889 and \$11,760 in 1890-1891 or a total of \$38,400 under authority of Cap. 24, 1887 in aid of construction (Public Accounts 1944, Appendix "B" p.11).

Capital Stock as Authorized	\$300,000
of June 30, 1891 issued	100,000
paid up	68,359

NIAGARA LOWER ARCH BRIDGE COMPANY LIMITED - Canada
and
NIAGARA FALLS INTERNATIONAL BRIDGE COMPANY - U. S.

617

Incorporated: April 23, 1846 - State of New York.
July 21, 1853 - State of New York - Amended.
December 26, 1846 - Province of Canada Act 10 VIC Cap. 112, by
Proclamation.
January 1, 1930 - Dominion Letters Patent, October 24, 1929 - name of
Canadian Company changed.

History: Under Province of Canada Act 10 VIC Cap. 112, presented for Royal Assent June 9, 1846, Royal Assent, October 30, 1846, Royal Assent signified by Proclamation December 26, 1846, "The Niagara Falls Suspension Bridge Company" was incorporated to erect a bridge over the Niagara River near the Falls.

On April 23, 1846, "Niagara Falls International Bridge Company" was incorporated in the State of New York to control the United States part of the enterprise.

The first bridge erected was opened for traffic on March 19, 1855, and consisted of two floors, the upper floor carrying railway tracks and pedestrian walks with gates, and the lower floor carrying a highway for vehicles, foot passengers and animals.

Under Agreements dated October 1, 1853, January 18, 1872, and February 27, 1885 between The Niagara Falls Suspension Bridge Company and Niagara Falls International Bridge Company jointly, and The Great Western Railway Company (now Canadian National Railway Company), confirmed by Dominion Cap. 72, April 8, 1875, the railroad floor and structure of the Suspension Bridge across the Niagara River between Elgin (now the Town of Clifton), Ontario, and the Village of Bellevue (now Suspension Bridge) N.Y., including all its supports, fixtures and gates (excepting the sidewalks and their gates) and all the tolls, rights, powers and franchises of the Bridge Companies in respect thereof were leased to The Great Western Railway Company during the continuance of the latter Company's Charter at a rental of \$45,000 per annum to August 1, 1874 and \$50,000 per annum thereafter, plus maintenance. Taxes of every description are to be paid by the Bridge Companies. The speed of trains across the bridge is not to exceed 5 miles per hour and no locomotives or cars are to stop on the bridge in passing over. Directors and employees of the railway company or any other railway company with whom the latter may make arrangements for the use of the bridge are to be allowed free tickets to pass over the bridge, and the Directors and officers of the Bridge Companies are to be allowed free tickets to pass over the respective railways.

Under Dominion Act 57 - 58 VIC Cap. 98, 1894, and P.C. 1796, May 15, 1896, construction of a new bridge on the same site was authorized.

Under agreement dated March 30, 1896, the use of the upper floor of the new structure was leased to The Grand Trunk Railway Company of Canada (now Canadian National Railway Company) during the continuance of the Charter of that Company, and with the exception of provision for increased rental to \$80,000 per annum all the conditions of the former agreement remained unchanged.

NIAGARA LOWER ARCH BRIDGE COMPANY LIMITED - Canada
and
NIAGARA FALLS INTERNATIONAL BRIDGE COMPANY - U.S.

History:
(Cont'd.)

The new steel arch bridge also consisted of upper and lower decks, the upper deck being double tracked, was completed and tested under the supervision of Joseph Hobson, Chief Engineer of the Grand Trunk Railway on July 29, 1897. It was formally opened by appropriate ceremonies on September 24, 1897. The distance from Whirlpool St., Suspension Bridge, N.Y. to International Boundary is .12 miles and from International Boundary to Niagara Falls, Ontario, is .13 miles, a total of .25 miles.

On October 24, 1929, the name of The Niagara Falls Suspension Bridge Company was changed to "Niagara Lower Arch Bridge Company Limited" effective January 1, 1930, under the Dominion of Canada Companies Act.

The "Niagara Falls Bridge Commission" was created by a joint resolution of the United States Congress as amended July 25, 1939 which authorized the construction and/or acquisition of bridges across the Niagara River between the Cities of Niagara Falls, New York and Niagara Falls, Ontario.
(From Moody's Municipal and Government Manual 1961 - Page 1354)

Under agreement dated January 28, 1959 the Niagara Falls International Bridge Company and the Niagara River Arch Bridge Company in consideration of the premises, of other good and valuable considerations, and the sum of \$1.00, the receipt of which is hereby acknowledged, did assign and set over to the Niagara Falls Bridge Commission the lease and all the rights and privileges of the assignors to the assignees and their successors.

Another agreement dated January 28, 1959 between the Canadian National Railway Company and the Niagara Falls Bridge Commission confirms the validity of the terms of the Agreement of March 30, 1896 between the Niagara Falls International Bridge Company, the Niagara Falls Suspension Bridge Company and the Grand Trunk Railway Company.

Commissioners		
United States	W.S. Johnson,	Vice-President
	J.J. Bingemheimer	
	S.M. Johnson	
	C.P. Stevenson	

Canada	Charles Daley	Chairman
	S.S. McInnes	
	J.N. Allen	
	F.M. Cass	

Officers C. Ellison Kaumeyer General Manager and Secretary-Treasurer Niagara Falls, New York.

Funded Debt: Revenue 5 $\frac{3}{4}$ % Bonds, \$20,000,000 dated September 1, 1961 maturing November 1, 2000

Dimensions, etc., of new Bridge:	Span of Arch.....	550 feet
	Length of end spans, each 115 feet.....	230 "
	Length of plate girders, each 150 feet.....	300 "
	Total length of Bridge.....	1,080 "
	Height of tracks above water.....	245 "
	Rise of Arch.....	114 "
	Width of Railway floor.....	32 "
	Width of Highway floor.....	47 $\frac{1}{2}$ "
	Weight of metal in bridge.....	3,500 tons
	Work begun on foundations.....	April 9th, 1896.

THE NIAGARA, ST. CATHARINES AND TORONTO NAVIGATION COMPANY (LIMITED)
 (included in "Canadian National Railway Company" from June 11, 1956)

Incorporated: September 14, 1889 - Dominion Letters Patent.
 May 27, 1901 - Dominion Supp. Letters Patent, name changed (see History).

History: Under Dominion Letters Patent September 13, 1889 "The Lakeside Navigation Company (Limited)" was incorporated for the purpose of providing water connections between Port Dalhousie and Toronto.

Under Supplementary Letters Patent, May 27, 1901, the name was changed to "The Niagara, St. Catharines and Toronto Navigation Company (Limited)".

The company did not own any vessels but operated an excursion business with two steamers under charter, the "Dalhousie City" owned by The Dalhousie Navigation Company, Limited, and the "Northumberland" owned by Canadian Government Railways, valued at \$164,594 and \$104,927, respectively.

In November 1924 the Charter was allowed to lapse, but the company was not wound up because its bonds were still outstanding. The service was subsequently operated by its parent company, The Niagara, St. Catharines and Toronto Railway Company.

Amalgamation: On June 11, 1956, Canadian National Railway Company, The Niagara, St. Catharines and Toronto Navigation Company (Limited) and 16 other companies were amalgamated into one company under the name "Canadian National Railway Company".

Accrued depreciation: Prior to amalgamation on June 11, 1956:
 Equipment - \$115,986.23

Investment in affiliated companies: Prior to amalgamation on June 11, 1956:
 Investment advances to The Niagara, St. Catharines and Toronto Railway Company \$84,013.77.

Capital Stock: Prior to amalgamation on June 11, 1956:

Authorized:	4,000 shares - \$25 par	\$100,000
Issued:	4,000 shares - \$25 par	100,000 Unpledged

All owned by The Niagara, St. Catharines and Toronto Railway Company.

Under the terms of amalgamation agreement with Canadian National Railway Company, dated May 17, 1956, the certificate covering The Niagara, St. Catharines and Toronto Navigation Company (Limited) outstanding capital stock was treated as cancelled.

Funded debt: As at June 11, 1956 - nil.

The Niagara, St. Catharines and Toronto Navigation Company Limited 5% mortgage gold bonds were secured by Trust Deed dated May 1, 1903 and matured November 1, 1929. Amount authorized and issued \$200,000. This issue was pledged under the mortgage of June 28, 1909, securing the Canadian Northern Ontario Railway Company 4% Perpetual Consolidated Debenture Stock and Bonds, and were registered in the name of the Canadian National Realities, Ltd., in trust for the Canadian Northern

THE NIAGARA, ST. CATHARINES AND TORONTO NAVIGATION COMPANY (LIMITED)

Funded
Debt.
Cont'd.

Railway Company and were held in the Royal Trust Company vaults
subject to the direction of the Minister of Finance.

This mortgage was discharged on March 31, 1955.

THE NIAGARA, ST. CATHARINES AND TORONTO RAILWAY COMPANY
(wholly owned subsidiary of "Canadian National Railway Company")

621

Incorporated: August 11, 1899 - Dominion Act 62 - 63 VIC Cap. 77.

Head Office: St. Catharines, Ontario.

Declaratory: The undertaking was declared to be a work for the general advantage of Canada - Dom. Act 62 - 63 VIC Cap. 77, August 11, 1899.

History: Under Dominion Act 62 - 63 VIC Cap. 77, August 11, 1899, "The Niagara, St. Catharines and Toronto Railway Company" was incorporated and empowered to acquire the line of railway heretofore owned by The St. Catharines and Niagara Central Railway Company (Niagara, Hamilton and Pacific Railway Co.), and the rights, powers and franchises connected therewith, and to construct and operate extensions thereof to Fort Erie, Toronto and Port Dalhousie. The Company may also construct, acquire and navigate vessels across the Niagara River and Lake Ontario to Toronto and points west of Toronto; construct or acquire wharves, elevators and warehouses in connection therewith; acquire, lease, erect, use, make or manage work, machinery and plant for the generation, transmission, distribution of electric and other power and energy.

The St. Catharines and Niagara Central Railway was acquired in 1899 and subsequently converted from steam to electric power, and extended to Port Dalhousie in 1900.

On March 5, 1902, under agreement authorized by Ontario Act 1, Ed. VII Cap. 87, April 15, 1901, and Dominion Act 1 Ed. VII Cap. 76, May 23, 1901, approved by Dominion Order in Council dated March 25, 1902, the rights, franchises, powers, property and assets of The Niagara Falls, Wesley Park and Clifton Tramway Company were acquired by The Niagara, St. Catharines and Toronto Railway Company.

On August 1, 1902, under agreement authorized by Dominion Act 1 Ed. VII Cap. 76, May 23, 1901, and Ontario Cap. 93, March 17, 1902, approved by Dominion Order in Council dated August 1, 1902, the rights franchises, powers, assets and properties etc., of The Port Dalhousie St. Catharines and Thorold Electric Street Railway Company (Limited) were acquired by The Niagara, St. Catharines and Toronto Railway Company.

Under Dominion Act 2 Ed. VII Cap. 83, May 15, 1902, the Company was authorized to acquire stock or other securities of The Niagara, St. Catharines and Toronto Navigation Company, Limited.

In 1908, Mackenzie, Mann & Company, Limited (Canadian Northern Railway) interests acquired control of these lines to obtain access to Niagara District.

The Railway was completed and opened for traffic as follows:

Thorold	to Fonthill	6.72 miles	about	July	1 1906
Fonthill	to Welland	4.30 "	"	July	1 1907
Welland	to Port Colborne	7.30 "		November	17 1913
Grantham	to Niagara-on-the-Lake	4.95 miles		January	3 1914
Total	-	29.37 miles			

History Cont'd.: The Canadian Northern Ontario Railway Co., on July 13, 1914 purchased 9220 shares of the capital stock of the Niagara, St. Catharines and Toronto Railway from Mackenzie, Mann and Company Limited. They were paid for by the proceeds of the sale of 180,062 pound sterling, par value, of Canadian Northern Ontario Railway Company 4% Perpetual Consolidated Debenture Stock at 78, which amounts to £ 140,448, 7s 3d. This block of shares was pledged under the mortgage of June 28, 1909 securing the Canadian Northern Ontario Railway Company 4% Perpetual Consolidated Debenture Stock and Bonds. The remaining 30 shares were purchased from the public at various times and were held by the Canadian National Realities Limited.

In 1924 the local lines in the City of Niagara Falls, Ontario were rehabilitated, and a new street was opened up.

In 1926 the local lines in the City of St. Catharines were completely renewed under the terms of Franchise Agreement dated September 1, 1925.

Under Agreement dated August 12, 1927 the Company leased from Canadian National Railway Company, effective January 1, 1926, 5.43 miles of railway from Port Dalhousie to Merriton, which having been electrified, largely serves the industrial district of St. Catharines.

In July 1928 a new Terminal Station was constructed and opened for operation at Niagara Falls, Ontario, near the Upper Arch Bridge.

On February 1, 1929 a bus service replaced the local service in the City of St. Catharines.

Effective May 31, 1931 Street Railway service between St. Catharines and Thorold over the original line constructed by the St. Catharines, Merriton and Thorold Street Railway Company was discontinued and substituted by a bus service.

On July 7, 1932 a bus service was inaugurated over the Suspension Bridge between Niagara Falls, Ontario and Niagara Falls, N.Y., and on May 1, 1933 the service was extended locally in Niagara Falls, N.Y.

The Company does not own its own busses, and instead, uses busses leased from Canadian National Transportation, Limited.

Traffic is interchanged with Canadian National Railways at Merriton, Thorold, Port Colborne and Niagara Falls, Ontario; with The Toronto, Hamilton and Buffalo Railway at Welland; and with The Michigan Central Railway (New York Central Railway) at Niagara Falls, Ontario.

Property investment:	As at December 31, 1955:	
	Road and equipment	\$4,618,472
	Improvements on leased property	157,967
Accrued depreciation:	As at December 31, 1955:	
	Equipment	\$ 337,829
Donations and grants:	The Dominion Government granted The St. Catharines and Niagara Central Railway Company \$26,640 in 1888-1889 and \$11,760 in 1890-1891 or a total of \$38,400 under authority of Cap. 24, 1887 in aid of construction (Public Accounts 1944, Appendix "B" p.11).	

Location: Electric railway service owned:
 Port Weller - Port Colborne
 Port Dalhousie - St. Catharines
 Thorold - Niagara Falls, Ont.
 Bus lines in St. Catharines and Niagara Falls, Ontario.

Leased from Canadian National Railway Company and electrified for operation from January 1, 1926 largely serving the industrial district of St. Catharines.

Port Dalhousie - Merriton - 5.43 miles.

Capital Stock: As at December 31, 1955:
 Authorized: 10,000 shares - \$100 par value each \$1,000,000
 Issued: 9,250 shares 925,000
 All owned by The Canadian Northern Railway Company (now Canadian National Railway Company) at a cost of \$165,747.60 - Unpledged.

Certificates representing 9080 shares in the name of National Trust Company Limited and British Empire Trust Company Limited, Trustees, under Trust Deed dated June 28, 1909, made by The Canadian Northern Ontario Railway Company and 140 shares in the name of British Empire Trust Company Limited and National Trust Company Limited, Trustees, with Powers of Attorney in favour of The Canadian Northern Ontario Railway Company attached, and 30 shares in the name of Canadian National Realities, Limited in trust for Canadian Northern Railway Company, are held in Royal Trust Company vaults, Montreal.

Long-term debt: As at December 31, 1955:
 Advances due Canadian National Railway Company \$4,304,976

Under agreement dated December 1, 1960 the Niagara, St. Catharines and Toronto Railway Company was amalgamated with and under the name of the Canadian National Railway Company. This agreement was approved by Order-In-Council P.C. 1960-1641 dated December 1, 1960 and effective December 14, 1960.

NORTHERN ALBERTA RAILWAYS COMPANY

(Capital Stock wholly owned by Canadian National Railway Company
and Canadian Pacific Railway Company in equal shares from July 1, 1929)
Includes:

The Edmonton, Dunvegan and British Columbia Railway Company
The Alberta and Great Waterways Railway Company
Central Canada Railway Company
Central Canada Express Company, Limited
The Pembina Valley Railway

Incorporated: June 14, 1929 - Dominion Act 19-20 Geo V. Cap. 48.

Head Office: Montreal, Quebec.

Annual meeting of Shareholders - first Tuesday in April. Six directors (three representing Canadian National Railway Company and three representing Canadian Pacific Railway Company), four of whom constitute a quorum. The President is the President of either Canadian National Railway Company or Canadian Pacific Railway Company - alternating each successive year.

Declaratory: The undertaking of the Company was declared to be a work for the general advantage of Canada - Dominion Act 19-20 Geo V Cap. 48, Schedule "B", June 14, 1929.

THE EDMONTON, DUNVEGAN AND BRITISH COLUMBIA RAILWAY COMPANY

History

Under Act 2, Geo V, Chap 16, Province of Alberta, passed February 16, 1912 the Alberta Government guaranteed the bonds of the Company for \$20,000 per mile for 350 miles of railway from Edmonton through Dunvegan to the Western boundary of the Province. Negotiations were carried out resulting in the sale of \$7,000,000 4% bonds to Lloyds Bank of London, England.

Construction contracts were entered into by the Railway Company with J.D. McArthur Co, Ltd., for the construction of the railway, and this was energetically proceeded with so diligently during the years 1912 1913 and 1914 so that at the end of August 1914, 294 miles of grading were completed 230 miles of rail laid and 150 miles of telegraph line had been erected and equipped.

Under authority of Act 5 Geo V. Chap. 42, passed April 8, 1915 the Company was authorized to construct a line through Grand Prairie southerly to Jasper House, and under Act 6-7 Geo V Chap 1 passed April 12, 1916 and Act 6-7 Geo V Chap 29 passed May 18, 1916 the Dominion Government granted a subsidy of \$384,000 towards the construction of this branch.

This branch was not part of the original scheme as the Grand Prairie District was intended to be served by a branch of the Canadian Northern Railway on which work had stopped in 1915 due to war conditions causing stringent labour and financial difficulties. As large numbers of settlers had moved into the Peace River District the construction of this branch was considered a necessity, and the Provincial Government passed an Act which authorized the guarantee of securities for \$20,000 per mile of this branch as well as for 61 miles of extension from Mile 350 to the western boundary of the Province.

Owing to the poor financial conditions existing at this time it was almost impossible to find a purchaser. Finally the issue was sold at the ridiculously low price of \$4720 per mile. However the work was proceeded with and because of the difficult terrain construction was difficult; the people of the Grand Prairie District were very dissatisfied with the

THE EDMONTON, DUNVEGAN AND BRITISH COLUMBIA RAILWAY COMPANY

History:
(Cont'd.)

condition of the line as constructed. A useful purpose was served as large quantities of grain were taken out even if a longer time than was desirable was required to move the grain cars.

The railway was completed and opened for traffic as follows:

Edmonton	to	Donnelly	277.00 miles	March	27	1915
Donnelly	"	Girouxville	10.00 "	April	8	1915
Girouxville	"	Spirit River	70.78 "	July	3	1916
Ryecraft Jct.	"	Grand Prairie	50.19 "	July	24	1916
Grand Prairie	"	Wembley	15.24 "	December	2	1924
Wembley	"	Hythe	23.57 "	January	8	1929
			446.98 "			

Alberta Act 10 Geo V Cap. 6, April 10, 1920, authorized the Lieutenant Governor in Council to enter into an agreement with any company in default in the interest due upon securities guaranteed or held by the Province to appoint a receiver or manager of the undertaking, and to assist The Edmonton, Dunvegan and British Columbia Railway Company and the Central Canada Railway Company, or either of them by permitting a receiver or manager so appointed by the Lieutenant Governor in Council to borrow money not in excess of \$1,000,000 to be raised upon the credit of the Province, any such advance to be secured in such a way as to give it priority over all other liens upon the undertaking of the railway assisted save priorities specified.

Under the terms of agreement dated July 21, 1920, between (1) The Edmonton, Dunvegan and British Columbia Railway Company and the Central Canada Railway Company (2) the Minister of Railways and Telephones for the Province of Alberta, (3) J. D. McArthur Company, Limited, and the Union Bank of Canada, (4) the Canadian Pacific Railway Company, and (5) John D. McArthur, the Canadian Pacific Railway Company was appointed manager of the undertaking of the railway companies, by the Lieutenant Governor in Council, for a period of 5 years from July 21, 1920, and thereafter until 3 months notice be given by either the Government or the Canadian Pacific Railway Company. A copy of the Agreement forms part of the Schedule to Alberta Act 11 VIC Cap. 56, April 19, 1921, ratifying and confirming the Agreement.

The Agreement mentioned that (1) default existed in the payment of interest due upon debenture stock and bonds of The Edmonton, Dunvegan and British Columbia Railway Company guaranteed by the Province, also in the payment of interest due upon a loan made by the Province to Central Canada Railway Company, secured by a mortgage upon the undertaking of the Central Canada Railway Company and guaranteed by The Edmonton, Dunvegan and British Columbia Railway Company, (2) in addition to the aforementioned debenture stock and bonds of The Edmonton, Dunvegan and British Columbia Railway Company that Company made an issue of \$2,400,000 debenture stock secured by a trust indenture dated March 26, 1919, which stock was issued at par in payment of certain advances to the railway, all of which debenture stock was then held by the Union Bank of Canada as pledges of J.D. McArthur Company, Limited, and that the Union Bank of Canada and J.D. McArthur Company Limited, at the request of the other parties to the agreement, joined in the agreement for the purpose of postponing their rights so as to cause the same to rank after the security then granted by the railway companies to the Government with respect to further sums which the Government agreed to advance through the manager for the purpose of eliminating the then deferred maintenance and to bring the lines up to a reasonable standard of operating efficiency to ensure a satisfactory public service. John D. McArthur, who was then President of The Edmonton, Dunvegan and British Columbia Railway Company and the Central Canadian Railway Company, was also the absolute owner of all the shares of both railway companies, excepting

NORTHERN ALBERTA RAILWAYS COMPANY

"THE EDMONTON DUNVEGAN & BRITISH COLUMBIA RAILWAY COMPANY"

History:
(Cont'd.)

only the qualifying shares held by the directors.

Alberta Act 12 Geo V Cap. 41, March 28, 1922, authorized extension of the line from Grand Prairie to Wembley, a distance of approximately 15 miles.

Dominion Act 12-13 Geo V Cap. 57, June 28, 1922, authorized extension of the line from Grand Prairie in a general westerly direction for a distance of fifty miles, more or less.

Alberta Act 16-17 Geo V Cap. 61, April 8, 1926, granted power to the Lieutenant Governor in Council to raise money for capital expenditure upon and for re-conditioning of The Edmonton, Dunvegan and British Columbia Railway and the Central Canada Railway and, subject to mortgage security, to lend such money to the companies owning such railways. The Lieutenant Governor in Council was also empowered to acquire any shares, stock, bonds, or other securities of the said railway companies and to raise by way of loan such sum of money as might be necessary for the purchase of the same, provided that any sum so raised should not exceed \$1,300,000. The Act came into force on July 24, 1926 by Proclamation.

The period of management of The Edmonton, Dunvegan and British Columbia Railway and the Central Canada Railway was terminated in August 1926 when the Provincial Government notified the Canadian Pacific Railway Company that the contract was terminated and the Government would take over full control.

Alberta Act 17 Geo V Cap. 65, April 2, 1927, cites that pursuant to the provisions of Cap. 61, 1926, the Lieutenant Governor in Council acquired certain shares and securities of The Edmonton, Dunvegan and British Columbia Railway Company as follows: (1) 2,500 shares of common stock being all of the common stock issued by the Company, (2) an issue of \$2,400,000 debenture stock secured by a Trust Debenture dated March 26, 1919,

and

6,250 shares of the common stock of the Central Canada Railway Company being all of the common stock issued by the Company.

The price paid for all the shares, stock and securities acquired was \$1,275,000.

By direction of the Lieutenant Governor in Council, 20 shares of The Edmonton, Dunvegan and British Columbia Railway Company and 10 shares of the Central Canada Railway Company were transferred to each of 5 Directors as Nominees of and Trustees for the Government. The Act ratified and confirmed the acquisition of the shares and securities mentioned and placed the operation and control of the two railways in the hands of the Directors nominated by the Lieutenant Governor in Council, and directed that all shares in either of the companies, other than shares held by the 5 Directors as qualifying shares, be transferred to the Minister of Railways and Telephones to be held by him in trust for the Government.

Alberta Act 18 Geo V Cap. 62, March 21, 1928, authorized extension of the Grand Prairie Branch from Wembley to Hythe, a distance of 25 miles.

By agreement of February 6, 1929, between the Province of Alberta and the Canadian National Railway Company and the Canadian Pacific Railway Company (ratified by Alberta Act 19 Geo V Cap. 55, March 20, 1929 which includes a copy of the agreement), a copy of which agreement forms Schedule

History: THE EDMONTON, DUNVEGAN AND BRITISH COLUMBIA RAILWAY COMPANY (cont'd.)
 (Cont'd.) "A" of Dominion Act 19-20 Geo V Cap. 48, June 14, 1929 under which Northern Alberta Railways Company was incorporated, the Canadian National Railway Company and the Canadian Pacific Railway Company acquired the undertakings of:

The Edmonton, Dunvegan and British Columbia Railway Company,
 The Alberta and Great Waterways Railway Company,
 Central Canada Railway Company,
 Central Canada Express Company, Limited,
 The Pembina Valley Railway,

and the capital stocks of the four companies, from the Province of Alberta. The total purchase price was \$25,947,371.74 payable partly in cash and partly by assumption of funded debt which was paid off in 1942 and 1944 as the obligations matured. The property was taken over effective July 1, 1929.

Donations and Grants: Subsidy by Dominion Government \$338,382

Accounting: Company inactive. Property transferred July 1, 1929 to Northern Alberta Railways Company, which now owns and operates the railway.

Capital Stock: As at December 31, 1956:

Issued:	2,500 shares of \$100 each	\$250 000
---------	----------------------------	-----------

All owned by Northern Alberta Railways Company. Certificate representing 2,400 shares in the name of Northern Alberta Railways Company and 5 certificates representing 20 shares each, in the names of five directors are held.

History: "THE ALBERTA AND GREAT WATERWAYS RAILWAY COMPANY"

Under Alberta Act 9 Edw. VII Cap. 46, February 25, 1909, "The Alberta and Great Waterways Railway Company" was incorporated to construct and operate a railway from Edmonton to Lac La Biche, thence to Fort McMurray, etc.

Under authority of Alberta Act 9 Edw VII Cap. 16, February 25, 1909, the Province of Alberta guaranteed the payment of the principal and interest of bonds of the Company. The Company defaulted in the payment of interest on the guaranteed bonds and Alberta Cap. 54, April 19, 1921, confirmed an agreement dated July 23, 1920, (a copy of which forms the Schedule to the Act) between the Minister of Railways and Telephones for the Province of Alberta and John D. McArthur who owned or controlled all of the shares of the issued capital stock of The Alberta and Great Waterways Railway Company, whereby ownership of the capital stock was transferred to and vested in the Minister of Railways and Telephones or his nominees.

Alberta Act 11 Geo V Cap. 54, April 19, 1921 also confirmed the appointment of the Honourable Charles Stewart as president, and four others as directors to have full control of the affairs of the Company. The Act declared all the shares of the issued capital stock to be vested in the Minister of Railways and Telephones or his nominees, and also provided that no annual meeting of the Company be required to be held during the period of option granted to John D. McArthur respecting his right to acquire the capital stock, which was exercisable up to July 1, 1927.

NORTHERN ALBERTA RAILWAYS COMPANY

THE ALBERTA AND GREAT WATERWAYS RAILWAY COMPANY

Loans: Provincial loans were provided by the Alberta Government as follows:

Act 12	Geo. V. Cap. 39	March 28, 1922	\$ 574,456.00
Act 15	Geo. V. Cap. 53	April 26, 1925	130,000.00
Act 16-17	Geo. V. Cap. 60	April 8, 1926	186,000.00
Act 17	Geo. V. Cap. 68	April 2, 1927	416,787.50

The road was completed and opened for traffic as follows:

Carbondale	to	Lac la Biche	113.09 miles	July 1, 1916
Lac la Biche	to	Waterways	<u>172.76</u> miles	July 1, 1923
Total	-		285.85 miles	

By agreement of February 6, 1929, between the Province of Alberta and the Canadian National Railway Company and the Canadian Pacific Railway Company (ratified by Alberta Act 19 Geo V. Cap. 55, March 20, 1929 which includes a copy of the agreement), a copy of which agreement forms Schedule "A" of Dominion Cap. 48, June 14, 1929 under which Northern Alberta Railways Company was incorporated, the Canadian National Railway Company and the Canadian Pacific Railway Company acquired the undertakings of:

The Edmonton, Dunvegan and British Columbia Railway Company,
The Alberta and Great Waterways Railway Company,
Central Canada Railway Company,
Central Canada Express Company, Limited,
The Pembina Valley Railway.

and the capital stocks of the four companies, from the Province of Alberta. The total purchase price was \$25,947,371.74 payable partly in cash and partly by assumption of funded debt which was paid off in 1942 and 1944 as the obligations matured. The property was taken over effective July 1, 1929.

Donations and grants: Land Grant 2542 Acres.

Accounting: Company inactive. Property transferred July 1, 1929 to Northern Alberta Railways Company (Parent Company) which now owns and operates the railway.

Capital Stock: As at December 31, 1956:
Issued: 500 shares of \$100 each \$ 50 000

All owned by Northern Alberta Railways Company. Certificate representing 450 shares in the name of the Northern Alberta Railways Company and 5 certificates covering 10 shares each, in the name of five directors are held.

Funded Debt: First Mortgage 5% Debentures due January 1, 1959 \$7 400,000

By agreement dated February 6, 1929, ratified by Alberta Cap. 55, 1929, the Province of Alberta undertook to pay the principal and interest as they respectively fall due, and indemnify and save harmless the purchasers (C.N.R. and C.P.R.) and the property and undertakings of the Company against all liability in connection therewith.

"CENTRAL CANADA RAILWAY COMPANY"

History: Under Alberta Act 3 Geo. V Cap. 46, March 25, 1913, "Central Canada Railway Company" was incorporated to construct and operate a railway from a point in Townships 74 or 75, Rangel 18 or 19, west 5th Meridian, to

"CENTRAL CANADA RAILWAY COMPANY"

History: Peace River Landing; thence westerly to Township 81, Range 4, west 6th Meridian, (Cont'd.) etc., etc.

Under authority of Alberta Act 4 Geo V Caps. 7, October 22, 1913 (2) Act 5 Geo V October 22, and 28, 1914, the Province of Alberta guaranteed the payment of the principal and interest of certain securities of the Company, the guarantee being secured by mortgage upon the property, etc.

Alberta Act 5 Geo V Cap. 29 October 22, 1914, and Act 5 Geo V Cap 19, April 17, 1915, authorized the Province of Alberta, to advance up to 80% of the cost of construction of the line from The Edmonton, Dunvegan and British Columbia Railway to Peace River Landing, pending sale of Company securities, such advance to be secured by bond guaranteed by The Edmonton, Dunvegan and British Columbia Railway Company, and by first mortgage on the property, etc.

Alberta Act 12 Geo V Cap. 40, March 28, 1922, authorized construction of a line westward from mile 72.2 for a distance of 13 miles.

Alberta Act 18 Geo V Cap. 65, March 21, 1928, authorized extension of the line from mile 85.3 westward for a distance of 15 miles.

The Railway was completed and opened for traffic as follows:

Winagami	to Peace River	48.50 miles	January 31, 1917
Peace River	" Berwyn	23.54 "	October 1, 1922
Berwyn	" Whitelaw	13.00 "	October 27, 1925
Whitelaw	" Fairview	<u>12.36</u> "	October 1, 1928
Total,		97.40 miles	

See under "The Edmonton, Dunvegan and British Columbia Railway Company" for further information which applies to both companies, including the acquisition of control of the property and capital stock by Canadian National and Canadian Pacific Railways in 1929.

Donations Dominion of Canada	\$175,000
and grants:Province of Alberta	<u>175,000</u>
Total, -	\$350,000
Land Grant -	708 Acres

Accounting:Company inactive. Property transferred July 1, 1929 to Northern Alberta Railways Company, which now owns and operates the railway.

"CENTRAL CANADA EXPRESS COMPANY, LIMITED"

History: Under Dominion Letters Patent dated October 21, 1915 "Central Canada Express Company, Limited", was incorporated.

Under Agreement of February 6, 1929 referred to under "The Edmonton, Dunvegan and British Columbia Railway Company" the Canadian National and Canadian Pacific Railways acquired the undertaking and capital stock of the Company effective July 1, 1929.

Accounting: Company inactive. Property transferred July 1, 1929 to Northern Alberta Railways Company, which now owns and operates the railway.

Capital	As at December 31, 1956:	
Stock:	Authorized: 1,000 shares of \$100	\$100 000
	Issued : 100 shares of \$100	10 000

All owned by Northern Alberta Railways Company.

NORTHERN ALBERTA RAILWAYS COMPANY

"THE PEMBINA VALLEY RAILWAY"

(not an incorporated Company)

History: Alberta Act 16 Geo V Cap. 62, April 8, 1926, authorized the Government of Alberta to construct and operate a railway from a point upon or near The Edmonton, Dunvegan and British Columbia Railway in townships 57, 58, or 59, ranges 26 or 27, west of the 4th meridian in a general westerly or north-westerly direction to a point in townships 58 or 59, range 4, west of the 5th meridian, the name of the railway and any future extension thereof to be "The Pembina Valley Railway".

A line was constructed from Busby, Alta. to Barrhead, Alta., 26.51 miles and opened for traffic on July 1, 1927.

Under Agreement of February 6, 1929, between the Province of Alberta and The Canadian National Railway Company and the Canadian Pacific Railway Company (ratified by Alberta Cap. 55, March 20, 1929 which includes a copy of the agreement), a copy of which agreement forms Schedule "A" of Dominion Act 19-20 Geo V Cap. 48, June 14, 1929 under which Northern Alberta Railways Company was incorporated, the Canadian National Railway Company and the Canadian Pacific Railway Company acquired the undertakings of:

The Edmonton, Dunvegan and British Columbia Railway Company,
The Alberta and Great Waterways Railway Company,
Central Canada Railway Company,
Central Canada Express Company, Limited,
The Pembina Valley Railway,

from the Province of Alberta. The total purchase price was \$25,947,371.74 payable partly in cash and partly by assumption of funded debt which was paid off in 1942 and 1944 as the obligations matured. The property was taken over effective July 1, 1929.

Location: See Northern Alberta Railways Company

Donations and grants: Built by the Alberta Government

Accounting: Property transferred July 1, 1929 to Northern Alberta Railways Company, which now owns and operates the railway.

"NORTHERN ALBERTA RAILWAYS COMPANY"

History: Under Dominion Act 19-20 Geo V Cap. 48, June 14, 1929, "Northern Alberta Railways Company" was incorporated to acquire by purchase from Canadian National Railway Company and Canadian Pacific Railway Company and thereafter hold and operate the railways and undertakings of:
The Edmonton, Dunvegan and British Columbia Railway Company,
The Alberta and Great Waterways Railway Company,
Central Canada Railway Company,
Central Canada Express Company, Limited,
and of the Crown in the right of the Province of Alberta in respect of The Pembina Valley Railway, upon the terms of agreement dated February 6, 1929, between the Province of Alberta, of the One Part, and the Canadian Pacific Railway Company and the Canadian National Railway Company, of the Other Part. A copy of the said agreement forms Schedule "A" of Alberta Act 19 VIC Cap. 55, March 20, 1929, which ratified the agreement. The Act also empowered the Company to construct the extension from Wembley to Dawson Creek, a distance of 73.49 miles, and the extension from Whitelaw to Hines Creek, a distance of 29.66 miles.

History:
(Cont'd.)

The railway was completed and opened for traffic as follows:			
Fairview	to Hines Creek	16.30 miles	December 5, 1930
Hythe	to Dawson Creek	<u>49.92</u> miles	January 13, 1931
Total	-	66.22 - miles	

The Province of Alberta acquired the Capital Stock of The Edmonton, Dunvegan and British Columbia Railway Company, The Alberta and Great Waterways Railway Company, the Central Canada Railway Company and the Central Canada Express Company, Limited, by reason of default on the part of these companies in payment of interest on securities guaranteed by the Province. The Province also owned The Pembina Valley Railway which it had constructed.

By agreement dated January 29, 1929, a copy of which forms Schedule "C" of above mentioned Act, the Canadian Pacific Railway Company and the Canadian National Railway Company undertook to join in the purchase of The Edmonton, Dunvegan and British Columbia Railway, Company, The Alberta and Great Waterways Railway Company, the Central Canada Railway Company, the Central Canada Express Company, Limited, and The Pembina Valley Railway upon the terms set out in the correspondence between the President of the Canadian Pacific and the Premier of Alberta, dated September 17, 19 and 28, 1928, each Company assuming the payment of one-half of the purchase price payable (with interest), and one-half of the obligations to be assumed by the purchasers, and being entitled to one-half of the benefits to be derived therefrom. As a convenient method of carrying out this agreement the Northern Alberta Railways Company was formed to take over the undertakings and operate them for the mutual benefit of the owning Companies, the capital of new Company being supplied by the two Companies in equal shares.

By agreement of February 6, 1929, between the Province of Alberta and the Canadian National Railway Company and the Canadian Pacific Railway Company the terms of purchase were specified as \$15,580,000 payable in three instalments, and assumption of the funded debt of The Edmonton, Dunvegan and British Columbia Railway Company (\$9,420,000) as well as undertaking to complete construction of extensions from Wembley to Hythe and from Whitelaw to the Water Hole District, about 40 miles, and to pay the Province the amount expended thereon to date of delivery. The sum of \$947,371.74 was eventually paid to the Province on this account, making the total purchase price \$25,947,371.74.

The Province indemnifies the purchasers against all liability with respect to the First Mortgage 5% Debentures of The Alberta and Great Waterways Railway Company, total \$7,400,000 due January 1, 1959.

The agreement also provided for adjustment of working capital as of date of delivery after striking a balance as between current assets and current liabilities, any surplus to be paid to the Province and any deficit to be paid by the Province. The resultant balance was \$152,333 in favour of the Province.

The Company has a General Manager, Auditor, and Treasurer who are not officers or employees of either of the parent companies, but their discretion is quite limited except in ordinary matters. The real control under the Board of Directors lies in the hands of an Operating Committee comprising the Vice-President, Western Region, Canadian National Railway Company, and Vice-President, Western Lines, Canadian Pacific Railway Company, and a Finance and Accounting Committee composed of a Finance Section, and an Accounting Section. The respective Heads of the Finance Department of the parent companies comprise the Finance Section, and the respective Heads of the Accounting Department of the parent companies

History: comprise the Accounting Section. The Chairman of each Section alternates
 Cont'd. every two years, and during the years in which the Chairman of one
 Section is the representative of one parent company, the Chairman of the
 other Section is the representative of the other parent company.

Powers of May issue bonds, debentures or other securities to an amount which,
 Company: together with outstanding securities issued by The Edmonton, Dunvegan
 and British Columbia Railway Company, the Central Canada Railway Company,
 The Alberta and Great Waterways Railway Company or the Province of
 Alberta in respect of any of the said undertakings or in respect of The
 Pembina Valley Railway, shall at no time exceed the sum of \$50,000 per
 mile of railway constructed or under contract to be constructed.

For the purposes of its undertaking may acquire, construct and operate
 parks, wharves, docks, steam and other ferries, boats, vessels, motor
 vehicles, aeroplanes and other motor transport as the Company deems
 requisite in connection with its undertakings, and may enter into
 agreements for any of such purposes.

Subject to the provisions of the Railway Act may generate, acquire, use,
 transmit and distribute electric and other power and energy, and may
 acquire and develop water powers, and for the purpose of such generation,
 acquisition, use, development, transmission and distribution, may construct,
 acquire, operate and maintain lines for the conveyance of light, heat,
 power and electricity.

Subject to the provisions of the Railway Act may construct and operate
 wireless stations, telegraph and telephone plants and lines and all in-
 cidental facilities in connection therewith upon its railway for the
 purposes of its undertaking, and to transmit messages thereby for the
 public and to collect tolls therefor.

For the purpose of its undertaking may construct or acquire buildings by
 purchase or lease, and operate for hotels or restaurants said buildings
 along its line of railway.

May lease or otherwise acquire timber berths, timber licenses, mineral
 lands and mining rights, and carry on the business of lumbermen, timber
 merchants and manufactures of timber and lumber in all its branches, and
 may acquire, work and operate mineral lands and mineral rights held by
 the Company.

Under the terms of agreement between the Canadian National Railway Company
 and Canadian Pacific Railway Company dated January 29, 1929, which forms
 Schedule "C" of the Act of Incorporation, neither company is permitted to
 solicit the routing of outbound competitive traffic over their respective
 lines, but the Northern Alberta Railways Company is required to route
 outbound freight traffic destined via Edmonton or Morinville to competitive
 points on or beyond the lines of the parent companies in such a way that
 each of the parent companies shall receive on a revenue basis one-half of
 such outbound traffic including traffic routed by shipper as well as
 traffic unrouted by shipper. Comparisons on a revenue basis of the traffic
 so received by each of the parent companies is made monthly and any
 inequalities of division in any month is rectified in succeeding months.
 Express traffic and telegraph traffic, respectively, originating on the
 Northern Alberta Railways and destined to competitive points on or beyond
 the lines of the parent companies are dealt with separately and similarly
 divided.

Powers of
Company:
(Cont'd.)

The Northern Alberta Railways has the right to use such tracks and terminal facilities of the parent companies at Edmonton, at reasonable terms agreed upon, as will permit it to interchange interline freight traffic; to reach the passenger terminals and facilities to permit handling of mail, passenger and express business; to reach the main freight sheds and main team track yards, to permit of the handling of local freight, or to reach freight sheds and team tracks which the Northern Alberta Railways may establish at Edmonton; to reach with its own telegraph or telephone wires, the passenger stations and the dispatching or telegraph or telephone offices of the proprietary companies as well as its own telegraph or telephone stations; and to reach the Dominion Government grain elevator or any other grain elevator in which grain may be stored in transit.

Financial
arrangements:

In accordance with powers granted the Company, the Directors authorized the issuance of First Mortgage Bonds bearing interest at 5% per annum, maturing February 1, 1980, to meet the purchase instalments, to retire funded debt of the former corporations assumed at the time of purchase, and to defray the cost of railway extensions and other capital expenditures. The proprietary Companies purchased the bonds at par.

The funded debt of The Edmonton, Dunvegan and British Columbia Railway Company, totalling \$9,420,000 at time of purchase consisted of \$7,000,000 First Mortgage 4% Debenture Stock due February 16, 1942, and \$2,420,000 First Mortgage 4½% Gold Bonds due October 22, 1944. These liabilities were liquidated at maturity.

The parent Companies contribute the amount of the operating deficit, if any, each year. Prior to January 1, 1948, they also contributed equally to the extent that bond interest was unearned each year to enable the Northern Alberta Railways to pay the full amount of interest, including the amount due the parent companies, on the 5% First Mortgage Bonds. The earnings of the Company were sufficient to meet interest charges on its funded debt in 1942 and 1943 only when there was exceptionally heavy traffic during construction of the Alaska Highway.

As authorized by Minute of the Board of Directors on June 25, 1948; and with the approval of both parent companies, the rate of interest payable on the First Mortgage Bonds now or hereafter outstanding was temporarily reduced from 5% to 4% per annum effective January 1, 1948, subject to restoration to the original 5% at the request of either parent company.

Also:

In accordance with recommendation of the Northern Alberta Railways Finance and Accounting Committee at meeting held January 11, 1949, the parent companies agreed that effective January 1, 1948, they would waive the bond interest due them to the extent that such bond interest was unearned each year (rather than require the parent companies to advance funds to enable the Northern Alberta Railways in turn to pay the parent companies a similar amount representing bond interest) subject to the understanding that if in any future year the Northern Alberta Railways shall have a surplus from operation before payment of bond interest, such surplus shall be paid to the parent companies in reimbursement of the payment made by them in prior years for operating deficits, and that when these shall have been repaid any remaining operating surplus shall apply in payment of the then current year's bonds interest, any excess to be applied to pay arrears of bond interest applicable to prior years.

NORTHERN ALBERTA RAILWAYS COMPANY

Donations and grants: Subsidies were (Statistics of Steam Rlys. of Canada - 1938, p. 70):
Cash Subsidies:

	<u>Dominion</u>	<u>Alberta</u>	<u>Total</u>
Central Canada Railway			
Peace River Bridge	\$175,000	\$175,000	\$350,000
Edmonton, Dunvegan & B.C. Rly.	<u>338,382</u>		<u>338,382</u>
	\$513,382	<u>\$175,000</u>	\$688,382
Land Grants:	<u>Dominion</u> (acres)	<u>Prov. of</u> <u>Alberta</u> (acres)	<u>Total</u> (acres)
Northern Alberta Railways	22.59	85.04	107.63
Alberta & Great Waterways Rly.	2,541.99		2,541.99
Central Canada Railway	708.27		708.27
Edmonton, Dunvegan & B.C. Rly.			
Main Line	2,896.06		2,896.06
Grand Prairie Branch	<u>327.57</u>		<u>327.57</u>
	6,496.48	<u>85.04</u>	6,581.52

Location:

SUMMARY OF MILEAGE

Edmonton	to	Spirit River	357.78	miles
Ryecroft Jct.	"	Dawson Creek	139.12	"
Winagami	"	Hines Creek	113.70	"
Carbondale	"	Waterways	285.85	"
Busby Jct.	"	Barrhead	<u>26.51</u>	"
Total			922.96	

Accounting: Income Statements, Balance Sheets, Profit and Loss Statements, and Annual Reports, compiled by Company's Auditor, Edmonton.

Capital Stock: As at December 31, 1960:

Authorized:	250,000 shares - par value \$100 each	\$25,000,000
Issued:	168,880 shares	16,880,000
	84,400 shares held by C.N.R.	\$8,440,000 (unpledged)
	Certificate covering 84,400 shares in the name of Canadian National Railway Company and three certificates covering 20 shares each in the names of Three Directors appointed by C.N.R. are held in Royal Trust Company vaults, Montreal.	
	84,400 shares held by C.P.R.	\$8,440,000

Prior to 1948 only \$6,250,000 capital stock was issued of which 10% or \$625,000 was paid up. With a view to improvement of the capital structure and as authorized by Minute of the Board of Directors on June 25, 1948, the unpaid balance of 90% (\$5,625,000) of the then outstanding shares was called and additional \$6,250,000 was issued and paid for at par. In December 1954, under the same authority an additional \$250,000 was issued and paid for at par.

Funded Debt: As at December 31, 1960:

5% First Mortgage Bonds maturing February 1, 1980, fully registered in name of Canadian National Railway Company and held in Royal Trust Company vaults	\$16,702,500
5% First Mortgage Bonds maturing February 1, 1980, held by C.P.R.	<u>16,702,500</u>
	\$33,405,000

Assets: Balance Sheet as of December 31, 1960:

Property Investment	\$54,411,013
Current Assets	4,128,680
Deferred Assets	84,673
Unadjusted Debts	<u>92,339</u>
Total	\$58,716,705

Liabilities: Capital Stock	16,880,000
Funded Debt	33,405,000
Due Affiliated Companies	600,000
Current Liabilities	1,142,344
Depreciation reserve	6,676,434
Unadjusted Credits	4,343
Deferred Liabilities	<u>8,584</u>
Total	\$58,716,705

DIRECTORS:

N. R. Crump
N. J. MacMillan
R. H. Tarr
R. A. Emerson
Donald Gordon
H. C. Reid

OFFICERS:

N. R. Crump	President
Donald Gordon	Vice-President
R. H. Tarr	Secretary
J. F. Cooper	General Manager
C. Anderson	Auditor
C. J. Cobb	Treasurer

THE NORTHERN AND PACIFIC JUNCTION RAILWAY COMPANY
(included in "Canadian National Railway Company" from January 31, 1923)

Incorporated: March 21, 1881 - Dominion Act 44 VIC Cap. 45.
May 25, 1883 - Dominion Act 46 VIC Cap. 67, name changed (see History)

History: Under Dominion Act 44 VIC Cap. 45, March 21, 1881, "The Northern, North-Western and Sault Ste. Marie Railway Company" was incorporated to construct and operate a railway from the Northern Railway of Canada at Gravenhurst via Bracebridge to Callander Station on the Canadian Pacific Railway, etc.

Under Dominion Act 46 VIC Cap. 67, May 25, 1883, the name was changed to "The Northern and Pacific Junction Railway Company".

A line was constructed from Gravenhurst to Nipissing Junction (110.72 miles) and opened for traffic on June 30, 1885.

Under authority of Act 47 VIC., Cap. 63 Dominion of Canada, April 19, 1884 the line was leased on June 24, 1884 to the Joint Executive Committee which was operating The Northern Railway and the Hamilton and North-Western Railway (under the title of the "North-Western Railway Company"). The lease was taken over by The Grand Trunk Railway Company of Canada on February 24, 1888, when The Hamilton and North-Western Railway Company, The Northern Railway Company of Canada and The Grand Trunk Railway Company of Canada were amalgamated into one company under the latter name.

Amalgamation: Under Dominion Act 55 - 56 VIC Cap. 39, May 10, 1892 The Northern and Pacific Junction Railway Company and The Grand Trunk Railway Company of Canada were amalgamated into one company under the latter name.

Donations and grants: Subsidies were as follows (Statistics of Steam Railways of Canada 1938, p.64):

Dominion	\$1,320,000
----------	-------------

Location: Allandale Division:

Gravenhurst - Nipissing Junction	111.20 miles
----------------------------------	--------------

Capital Stock: Dominion Railway Statistics for year ending June 30, 1892 show

and bonded debt:	Capital Stock Authorized	\$200,000
	" " Issued	23,000

No bonded debt.

In the preamble to Dominion Act 55 - 56 VIC Cap. 39, May 10, 1892, which authorized amalgamation, it is stated that The Grand Trunk Railway Company of Canada were owners of the bonds issued by The Northern and Pacific Junction Railway Company, and also the share capital of the said Company. No details of the amounts held are quoted.

The Act authorized the Amalgamated Company to issue additional Grand Trunk Consolidated Debenture Stock bearing interest not exceeding 4% per annum, not exceeding \$600,000, for repairs and improvements and for the deviation and reconstruction of a part of the line of the Northern and Pacific Junction Railway.

THE NORTHERN CONSOLIDATED HOLDING COMPANY, LIMITED
(majority stock controlled subsidiary of The Canadian National Railway Company)

Incorporated: December 8, 1903 - Ontario Letters Patent.

Head Office: Toronto, Ontario.

History: Under Ontario Letters Patent dated December 8, 1903, "The Northern Consolidated Holding Company, Limited" was incorporated. In 1903, the Great Northern Railway of Canada (predecessor of The Canadian Northern Quebec Railway Company) was in bad financial condition and H.H. Melville and R.H. McNaught, who held a controlling interest therein, appealed to Mackenzie, Mann and Company for assistance in reorganizing the Company. One of the conditions imposed by Mackenzie, Mann and Company was that not less than two-thirds of Great Northern Railway Company common and debenture stock be transferred to a holding company and that not less than two-thirds of the holding company's common stock be transferred to The Canadian Northern Railway Company.

Under agreement dated December 17 1903 between Messrs. H.H. Melville, R.G. McNaught and the Northern Consolidated Holding Co. Ltd., the latter Company acquired:

Great Northern Railway of Canada Debenture Stock	\$ 2,250,000
" " " " " Common Stock	2,750,000
Chateauguay and Northern Ry. Co. Common Stock	<u>595,000</u>
Total -	\$ 5,595,000

The shares of the Northern Consolidated Holding Company, Ltd., were issued as follows:

Mackenzie Mann and Company, Ltd.	\$ 3,075,000
Z.A. Lash and I. E. Melville, Trustees	1,250,000
H.H. Melville and James McNaught	1,825,000
Purchase of Great Northern Railway of Canada, Stock	<u>31,500</u>
Total Issued -	\$ 6,181,500

Transferred by Mackenzie Mann and Co. Ltd. to the Canadian Northern Ry. Co., and pledged under the Canadian Northern Ry. Co. Mortgage of July 15, 1914	4,446,700
Owned by Quebec and Lake St. John Ry. Co. (unlocated)	1,000
Held by Public	<u>1,733,800</u>
Total Issued -	\$ 6,181,500

Under agreement dated July 14, 1914, and by authority of Dominion Act 4-5 Geo V Cap. 20, 1914, The Canadian Northern Railway Company acquired from Mackenzie, Mann and Company, capital stock of The Northern Consolidated Holding Company, Limited in the amount of \$4,446,700.

Investment in affiliated companies:	As at December 31, 1955:	
	Stocks:	
	Great Northern Railway Company of Canada (now by amalgamation The Canadian Northern)	Common \$3,148,000
	Quebec Railway Company	Debenture <u>1,996,600</u>
		\$5,144,600

THE NORTHERN CONSOLIDATED HOLDING COMPANY, LIMITED

Capital Stock: As at December 31, 1955:
 Authorized: 80,000 shares - \$100 each \$8,000,000
 Issued: 61,815 shares - \$100 each 6,181,500

44,467 shares - \$4,446,700 owned by The Canadian Northern Railway Company (now Canadian National Railway Company)
 10 shares - 1,000 owned by The Quebec and Lake St. John Railway Company

17,338 shares - 1,733,800 owned by Public - for the most part in small holdings in the United States.

These shares were issued in exchange for \$5,144,600 of common and debenture stocks of Great Northern Railway Company of Canada, at 40¢ on the dollar for common stock and at par for debenture stock.

Under agreement dated July 14, 1914, and by authority of Dominion Act 4-5 Geo V. Cap. 20, June 12, 1914, Mackenzie, Mann and Company transferred 44,467 shares - \$4,446,700 or 71.93% of capital stock to the Trustee, free of prior charges, to become and remain the property of The Canadian Northern Railway Company to form part of the mortgaged premises under Trust Deed dated July 15, 1914. Payment was included in the \$23,000,000 of capital stock of The Canadian Northern Railway Company issued to Mackenzie, Mann and Company in consideration of their turning over control of the companies as set out in The Canadian Northern Railway Guarantee Act, 1914, Dominion Act 4-5 Geo V Cap. 20, June 12, 1914.

Upon amalgamation of The Canadian Northern Railway Company and 16 other companies into one company under the name "Canadian National Railway Company" on June 11, 1956, the capital stock of The Canadian Northern Quebec Railway Company and of The Northern Consolidated Holding Company, Limited which was owned by The Canadian Northern Railway Company became the property of the newly Amalgamated Company. The stock was carried in Canadian Northern Railway assets at \$1 until written off in 1939.

Long-term debt: As at December 31, 1960 - nil.

SHAREHOLDERS

Canadian National Realties, Limited, in Trust for The Canadian Northern Railway Company	- 44,467 shares
The Quebec and Lake St. John Railway Company	- 10 "
Held by Public	- <u>17,338</u> "
	61,815 shares
	at \$ 100 each.

DIRECTORS

Donald Gordon
 W. G. Stewart
 J. R. Griffith
 H. W. Marsh

THE NORTHERN CONSOLIDATED HOLDING COMPANY LIMITED

OFFICERS

Donald Gordon
E. W. Bickle
R. H. Tarr
J. M. Young
D. W. Gilmour
L. J. Mills
E. J. Denyar

President
Vice-President
Secretary
Assistant Secretary
Assistant Secretary
Comptroller
Treasurer

NORTHERN TOWNSITES LIMITED
(wholly owned subsidiary of "Northern Alberta Railways Company")

Incorporated: December 16, 1932 - Province of Alberta Letters Patent.

Head Office: Edmonton, Alberta.

History: Under Province of Alberta Letters Patent dated December 16, 1932 "Northern Townsites Limited" was incorporated for the purpose of accepting title to numerous vacant lots on Northern Alberta Railways thus relieving Northern Alberta Railways Company of direct liability for taxes on such properties not required for railway purposes.

In December 1932, title to 794½ lots in seventeen townsites was transferred to this Company at the book value of \$8,477.60.

Property investment:	As at December 31, 1960:	
	Townsite lands	\$ 709

Capital Stock:	As at December 31, 1960:	
	Authorized:	20,000 shares - par value \$1 each \$20,000
	Issued:	100 shares - par value \$1 each 100
	All owned by Northern Alberta Railways Company.	

THE NORTHERN RAILWAY COMPANY OF CANADA
(included in "Canadian National Railway Company" from January 31, 1923)

Includes: The North Grey Railway Company
The Northern Extension Railways Company
The Toronto, Simcoe and Muskoka Junction Railway Company.

Incorporated: August 29, 1849 - Province of Canada Act 12 VIC Cap. 196, by Proclamation.
August 10, 1850 - Province of Canada Act 13-14 VIC Cap. 131, name changed
(see History).
August 16, 1858 - Province of Canada Act 22 VIC Cap. 117, name changed
(see History).
July 3, 1875 - Ontario Act 38 VIC Cap. 65, 1875 - Amalgamation and
re-arranging capital.

Declaratory: Declared to be a work for the general advantage of Canada - Dom. Act 46
VIC Cap. 24, May 25, 1883.

History: "The North Grey Railway Company"

Under Ontario Act 34 VIC Cap. 36, February 15, 1871 "The North Grey Railway Company" was incorporated to construct a railway from Collingwood to Meaford and Owen Sound, Ontario.

The Line was completed and opened for traffic as follows:

Collingwood to Thornbury	12.50 miles	Sept. 2, 1872
Thornbury to Meaford	<u>7.68</u> "	Dec. 31, 1872
Total	20.18 miles	

Under Agreement dated December 27, 1871, duly authorized by shareholders of the respective Companies, and as authorized by Ontario Act 35 VIC Cap. 43, March 2, 1872, "The North Grey Railway Company" and "The Toronto, Simcoe and Muskoka Junction Railway Company" were amalgamated into one company under the name "The Northern Extension Railways Company".

"The Toronto, Simcoe and Muskoka Junction Railway Company"

Under Ontario Act 33 VIC Cap. 30, December 24, 1869 "The Toronto, Simcoe and Muskoka Junction Railway Company" was incorporated to construct a railway from some point on The Northern Railway of Canada within the County of Simcoe connecting the waters of Lake Simcoe with that of Lakes Muskoka and Rosseau, with branches to Georgian Bay.

The line was completed and opened for traffic as follows:

Barrie	to Orillia	22.00 miles	Nov. 30, 1871
Orillia	to Atherley	2.84 "	Sept. 15, 1872
Atherley	to Washago	10.66 "	Aug. 18, 1873
Washago	to Muskoka	<u>13.53</u> "	Nov. 15, 1875
	Wharf	49.03 miles	

Under Agreement dated April 1, 1871, these lines were leased to The Northern Railway Company of Canada.

Under Agreement dated December 27, 1871, duly authorized by shareholders of the respective Companies, and as authorized by Ontario Cap. 43, March 2, 1872, "The North Grey Railway Company" and "The Toronto, Simcoe and Muskoka Junction Railway Company" were amalgamated into one company under the name "The Northern Extension Railways Company".

THE NORTHERN RAILWAY COMPANY OF CANADA

"The Northern Extension Railway Company"History:
(Cont'd.)

Under Ontario Act 35 VIC Cap.43, March 2, 1872, "The Northern Extension Railways Company" was formed by amalgamation into one company of "The Toronto, Simcoe and Muskoka Junction Railway Company" and "The North Grey Railway Company" pursuant to agreement dated December 27, 1871, duly ratified by shareholders of the respective Companies.

Under Agreements dated April 1, 1871 the North Grey Railway and the Toronto, Simcoe and Muskoka Junction Railway, respectively, were leased to The Northern Railway Company of Canada.

Under Agreement dated June 3, 1875, duly ratified by shareholders of the respective companies, and as authorized by Dominion Act 38 VIC Cap. 65, April 8, 1875, "The Northern Extension Railways Company" and "The Northern Railway Company of Canada" were amalgamated into one company under the latter name. The amalgamation was confirmed by Dominion Act 40 VIC Cap. 57, April 28, 1877.

"The Northern Railway Company of Canada"

Under Province of Canada Act 12 VIC Cap. 196, presented for Royal Assent May 30, 1849, Assented July 30, 1849, Royal Assent signified by Proclamation of Governor-General August 29, 1849, the Company was originally incorporated as "The Toronto, Simcoe and Lake Huron Union Railroad Company" for the purpose of constructing a railroad from the City of Toronto to the southerly shore of Lake Huron, touching at the Town of Barrie, etc.

Under Province of Canada Act 13-14 VIC Cap. 131, August 10, 1850, the name was changed to "Ontario, Simcoe and Huron Railroad Union Company"

The line was ~~constructed~~ from Toronto to Collingwood (95.21 miles) and sections were opened for traffic as follows:

		<u>Miles</u>	<u>Opened for Traffic</u>
Toronto	- Aurora	38.81	May 16, 1853
Aurora	- Bradford	11.50	June 13, 1853
Bradford	- Allandale	21.55	Oct. 11, 1853
Lefroy	- Bell Ewart	1.38	May 2, 1854
Allandale	- Collingwood	31.97	Jan. 2, 1855

Under Province of Canada Act 22 VIC Cap. 117, August 16, 1858, the name was again changed to "The Northern Railway Company of Canada" (see preamble of Act 38 VIC s. 24, Cap. 65, 1875).

Under Province of Canada Act 22 VIC Cap. 89, May 4, 1859, all property, corporate rights, etc., were vested in the Crown, but Order-in-Council dated May 12, 1859, re-vested the same in the Company upon certain conditions and financial adjustments.

Under Agreement dated April 1, 1871 The North Grey Railway and The Toronto, Simcoe and Muskoka Junction Railway, respectively were leased to The Northern Railway Company of Canada.

Under Agreement dated June 3, 1875, duly ratified by shareholders of the respective Companies, and as authorized by Dominion Act 38 VIC Cap. 65, April 8, 1875 "The Northern Extension Railways Company" and "The Northern Railway Company of Canada" were amalgamated into one company under the latter name. The amalgamation was confirmed by Dominion Act 40 VIC Cap.57, April 28, 1877.

History:
(Cont'd.)

Dominion Act 38 VIC Cap. 65, April 8, 1875 also provided for re-arrangement of the Capital of The Northern Railway Company of Canada, changing the gauge of the railway from 5'6" to 4'8½", consolidated the enactments relating to The Northern Railway Company of Canada, and, upon amalgamation referred to in the next preceding paragraph Section 22 repealed the Acts listed below with respect to anything thereafter to be done, except only Section 3 and sections 13 to 17 inclusive of Ontario Cap. 43, 1872, which sections were declared to have the same force and effect as if they had been re-enacted therein, with the substitution of the Amalgamated Company for the New Company referred to in Ontario Cap. 43, 1872, with a proviso saving then existing rights and liabilities.

Ontario Act 33 VIC Cap. 30 December 29, 1869

Ontario Act 34 VIC Cap. 36 February 15, 1871

Dominion Act 34 VIC Cap. 45 April 14, 1871

Ontario Act 35 VIC Cap. 43 March 2, 1872

Dominion Act 35 VIC Cap. 66 June 14, 1872

Section 24 of Dominion Act 38 VIC Cap. 65, April 8, 1875 also repealed the Acts listed below with respect to anything thereafter to be done, except the declaration that the Northern Railway of Canada is a work for the general advantage of Canada, and except such portions of the said Acts as authorize the construction and completion of the works specified, which works have not been completed, with a proviso saving then existency rights and liabilities.

Prov. of Canada Act 12 VIC Cap. 196	1849	Prov. of Canada Act 22 VIC Cap. 117
		1858
" " "	Act 14 VIC Cap. 81	" " " Act 22 VIC Cap. 89
	1850	1859
" " "	Act 13-14 VIC Cap. 131	" " " Act 23 VIC Cap. 105
	1850	1860
" " "	Act 16 VIC Cap. 51	" " " O/C May 12, 1859
	1852	
" " "	Act 16 VIC Cap. 244	" " " Act 27 VIC Cap. 55
	1853	1853
" " "	Act 19 VIC Cap. 73	Dominion Act 31 VIC Cap. 86
	1856	1868

Under agreement dated June 6, 1879 the Northern Railway Company of Canada and the Hamilton and North Western Railway Company were consolidated as the Northern and North-Western Railway to be operated by a Joint Executive Committee. This was not an amalgamation as each Company retained its corporate existence.

Abandonments:	4 Lefroy to Belle Ewart	1.38 miles	1929
	3 At Nipissing	1.04 "	1923
	5 Port Dover to Jarvis	9.09 "	1931
	6 Alliston " Creemore	18.46 "	1955
	1 Allandale " Barrie	3.50 "	1882
	2 Elmville " Hillsdale	8.25 "	1917
	7 Alemil " Alliston	51.82 "	1960
	8 Creemore " Lake Jct.	<u>16.18</u> "	1961
		<u>63.72</u> "	

On May 8, 1879 an Agreement was executed between The Grand Trunk Railway of Canada and The Northern Railway Company of Canada as a final settlement of all disputes between the two companies respecting lands between Bathurst Street and Queen Street in Toronto, sidings, Parkdale Station etc.

THE NORTHERN RAILWAY COMPANY OF CANADA

History: Under Agreement of July 4, 1882, and Deed of Conveyance dated January 2, 1883, as authorized under Dominion Cap. 26, 1878, the Flos Tramway Company line from Elmdale to Orr Lake (two to four miles) was acquired. This line was later extended by the vendors to Hillsdale making altogether a length of about eight miles. The greater part of this line was dismantled in 1917 and the balance was dismantled in 1927.

(Cont'd.)

From July 1, 1879, to February 24, 1888, The Northern Railway of Canada and The Hamilton and North-Western Railway were worked by a Joint Executive Committee (under the title of the "Northern and North-Western Railway Company") which was organized on June 6, 1879, pursuant to agreement of that date between the two Companies.

On June 24, 1884 the Northern and Pacific Junction Railway, then under construction, was leased to the Joint Executive Committee.

Amalgamation: Effective February 24, 1888, under Deed of Union dated January 24, 1888, The Hamilton and North-Western Railway Company, The Northern Railway Company of Canada and The Grand Trunk Railway Company of Canada were amalgamated into one Company under the latter name. Dominion Act 58 VIC Cap. 58, May 4, 1888, enacted that it no longer be necessary to keep separate accounts for these two companies.

Donations and grants:

Subsidies were as follows (Statistics of Steam Railways of Canada - 1938, p.64):

Province of Ontario	\$196,188	
Municipal	<u>241,980</u>	\$438,168

Capital Stock: Prior to amalgamation on February 24, 1888:

Ordinary Stock	\$815,200	(£170,000)
Preference Stock	730,000	(£150,000)

Under the terms of Deed of Union all Ordinary Stock was exchangeable for Ordinary Stock of The Grand Trunk Railway Company of Canada.

The Preference Stock was exchanged for First and Second Preference Stock of The Grand Trunk Railway Company of Canada as provided under The Grand Trunk Railway Act, Dominion Act 51 VIC Cap. 58, May 4, 1888.

Authorizing the Grand Trunk Railway Company of Canada to issue 4% Consolidated Debenture Stock for the retirement of securities of the Northern and other Railway Companies, and for the general purpose of the Company the total interest not to exceed £136,921 or \$666,350 per annum; also to authorize the issue of £404,056 or \$1,966,407 preference stock in exchange for Northern and Hamilton and North-Western preference stock.

<u>Schedule No.1</u>	<u>Amount</u>	<u>Total</u>	<u>Interest</u>	<u>Maturity</u>
Northern Railway Co. of Canada				
5% First Mortgage Bonds	£679,000		£33,950	1. 7. 1902
Northern Extension Ry. 6%	150,700		9,042	1. 7. 1893
Perpetual Debenture Stock 4%	363,350		14,534	
6% Second Mortgage Bonds	50,000		3,000	1888

THE NORTHERN RAILWAY COMPANY OF CANADA

<u>Schedule No. 1</u>	<u>Amount</u>	<u>Total</u>	<u>Interest</u>	<u>Maturity</u>
6% Third Mortgage Bonds	£100,000		£ 6,000	
		£1,343,050	66,526	
Hamilton & North Western Ry. Co	450,000		27,000	
6% First Mortgage Bonds	200,000		12,000	
Joint Companies Equipment Bonds		£ 650,000	37,000	
Northern & Pacific Jct. Ry. Co. (leased)	£457,800		£22,890	
5% Mortgage Bonds	41,095		189	
Share Capital		£ 498,895	£23,079	
North Simcoe Ry. (leased)				
6% Bonds	61,643			
Stock	10,273		£3,700	
		£ 71,916		
Lake Simcoe Jct. Ry. Co.(leased)				
Stock \$34,100			516	
Peterborough & Chemong Lake Ry. Stock \$150,000 (rented)				
Northern & North Western Required for Expenditures	£100,000	£1,600,000	£4,000	
		or	\$2,663,861	\$666,350
Schedule No. 2 of 6% Preference Stock.				
Preference Stock of the Company originally issued by The Northern Railway Company of Canada			£150,000	
Preference Stock of the Company originally issued by The Hamilton and North Western Railway Company			<u>170,000</u>	
			£ 320,000	
		or	\$1,557,333	

Under this consolidation the following Railways were merged with the Grand Trunk Railway Company.

NORTHERN RAILWAY COMPANY OF CANADA.

The Toronto, Simcoe and Lake Huron Union Ry. Co.				
Toronto	to Collingwood	93.83		
Lefroy	to Belle Ewart	1.38	95.11	
The Northern Railway Company of Canada				
Allandale	to Barrie	1.20	1.20	96.41
The Toronto, Simcoe and Muskoka Jct. Ry. Co.				
Barrie	to Muskoka Wharf			49.03
The Northern and Pacific Junction Ry. Co.				

NORTHERN RAILWAY COMPANY OF CANADA

Northern and North-Western Railway

The Northern and Pacific Junction Ry. Co.

Gravenhurst to Nipissing Jct. 111.20

The North Grey Ry. Co.

Collingwood to Meaford 20.18

The North Simcoe Ry. Co.

Coldwell to Penetang 33.65

The Floss Tramway Co.

Elmvals to Hillsdale 8.25

Northern Railway Co. of Canada 318.72

HAMILTON AND NORTH WESTERN RY. CO.

The Hamilton and Lake Erie Ry. Co.

Hamilton to Port Dover 40.38

The Hamilton and North Western Ry. Co.

Hamilton to Barrie 99.04
Beeton to Collingwood 39.03 138.07

Hamilton and North Western Ry. Co. 178.45

Northern Railway Company of Canada 318.72

Hamilton and North Western Ry. Co. 178.45

TOTAL - 497.17

Long-term
debt:

Prior to amalgamation on February 24, 1888:

4% Perpetual Debenture Stock £363 350
5% First Mortgage Bonds 679 000
6% Second Mortgage Bonds 50 000
6% Third Preference Bonds 100 000
6% Northern Extensions 150 700
Joint Equipment Bonds 134 000

£ 1 477 050

NORTH RAILWAY COMPANY

(surveys, supplies etc. acquired by Dominion Government December 23, 1914)

Incorporated: March 9, 1906 - Quebec Act 6 Ed. VII Cap. 64
April 3, 1912 - Quebec Act 2 Geo. V, Cap. 87 - Name change etc. (see History).

History: Under Quebec Act 6 Ed. VII Cap. 64, March 9, 1906, "North Eastern Railway Company" was incorporated to construct and operate a railway from Lake Temiskaming to a point near Quebec City, etc., etc.

Under Quebec Act 2 Ed. VII Cap. 87, April 3, 1912, the name was changed to "North Railway Company", and power granted to build a railway from Montreal to James Bay crossing National Transcontinental Railway.

By 1914 the Dominion Government contemplated building the Montreal - National Transcontinental Railway connection itself. The North Railway Company had made extensive surveys, accumulated much supplies at various depots along its projected route and had many plans of the territory to be traversed. It was therefore decided to reimburse the North Railway Company for its work and to secure its material etc. Under Dominion Order in Council P.C. 2948, November 24, 1914 a payment of \$250,000 was made and the surveys, rights, material etc. was acquired by Deed of release dated December 23, 1914.

Shortly thereafter the financial difficulties of The Canadian Northern Railway System and the Grand Trunk Railway and its subsidiary, the Grand Trunk Pacific Railway Company, became such that the Dominion Government took over these lines, and the projected line from Montreal to National Transcontinental Railway was not built. Meanwhile the connection with National Transcontinental Railway is made by way of the Canadian Northern (Canadian National Railways) line to Hervey Junction.

THE NORTH SHORE RAILWAY COMPANY QUEBEC

On April 22, 1853, under Act 16 V Chap.100, Province of Canada the formation of a company under the name of the North Shore Railway Company was authorized to build a railroad from the City of Quebec to the City of Montreal or to some convenient point on any railway leading from Montreal to the Western Cities of the Province and on the North Shore of the St. Lawrence River.

On June 10, 1857, under Act 20 V Chap.149, Province of Canada, the St. Maurice Railway and Steam Navigation was incorporated and authorized to amalgamate with the North Shore Railway Company under the name the North Shore and St. Maurice Railway and Navigation Company.

On July 24, 1858, under Act 22 V Chap. 56, Province of Canada, the name of the North Shore Railway and St. Maurice Navigation Company was changed to the North Shore Railway and St. Maurice Navigation and Land Company.

On December 24, 1870, under Act 34 V Chap.21, Province of Quebec the name of the Company was changed to the North Shore Railway Company.

On August 11, 1875 the Directors of the North Shore Railway Company passed a resolution, purporting to convey and vest all the property in the Province of Quebec, this resolution was ratified and confirmed by the shareholders on November 22, 1875.

On December 24, 1875 under Act 39 V Chap.2 of the Province of Quebec the rights, powers, immunities, franchises, privileges and assets of the North Shore Railway Company were vested in the Quebec, Montreal Ottawa and Occidental, Railway Company.

On February 8, 1879 the road was constructed, completed and opened for traffic by the Quebec Government, operation being assumed by the Quebec, Montreal, Ottawa and Occidental Railway from Quebec to St. Martin Jct. a distance of 159.76 miles. The following lines appear to have been opened on the same date. See Railway Statistics of Canada 1908 Page 215.

The line from Berthier Jct. to Berthierville (2.00 miles) was opened about December 31, 1881 and the line from Lanoraie to St. Felin de Valois (17.0 miles) about February 27, 1883.

The line from Quebec to Three Rivers (77.39 miles) was opened on December 18, 1877.

The cost of constructing the line was assumed by the Quebec Provincial Government, and it was operated by the Quebec, Montreal, Ottawa and Occidental Railway Company till about December 31, 1882.

On March 4, 1882, the Quebec Provincial Government entered into a contract to sell that portion of the line from St. Martin's Jct. to Quebec including the "Piles", "Joliette" and Berthier branches to a syndicate to be constituted an incorporated company at the next session of the Quebec Legislature.

THE NORTH SHORE RAILWAY COMPANY QUEBEC

On May 27, 1882, Act 45 V Chap 27, Province of Quebec was passed approving the contract and incorporating the syndicate under the name of the North Shore Railway Company.

On May 25, 1883 under Act 46 V Chap 24, Section 6, of Canada the North Shore Railway Company received a Dominion Charter when it was declared a work for the general advantage of Canada.

In December 1882, the Grand Trunk Railway Company of Canada purchased control of the North Shore Railway and from about January 1, 1883 to September 20, 1885, the road was operated on behalf of the Grand Trunk Railway Company of Canada, under the direction of Mr. William Wainwright as General Manager, after which control of the road was handed over to the Dominion Government who deputed Mr. Van Horne, Vice-President of the Canadian Pacific Railway Company to take over and operate the property.

On February 27, 1883, the Grand Trunk Railway Company of Canada, entered into a traffic arrangement with the North Shore Railway Company.

On April 19, 1884, under Act 47 V Chap 54, Section 3 of the Canadian Pacific Railway Company were authorized to purchase the North Shore Railway from St. Martin's Jct. to Quebec.

On July 20, 1885 under Act 48-49 V Chap 58, Sections 2-3 of Canada the Dominion Government were authorized to acquire the North Shore Railway and transfer or lease it to the Canadian Pacific Railway Company.

On September 19, 1885, an Order in Council was issued authorizing an agreement between the Canadian Government and the Grand Trunk Railway Company of Canada, for the Canadian Government to acquire the North Shore Railway Company and on the same day the Grand Trunk Railway Company of Canada entered into an agreement to transfer the entire Capital Stock, and operating equipment of the North Shore Railway to the Dominion Government; also on the same date the Dominion Government entered into an agreement to transfer capital stock and operating equipment of the North Shore Railway Company to the Canadian Pacific Railway Company.

THE NORTH SIMCOE RAILWAY COMPANY
(included in "Canadian National Railway Company" from January 31, 1923)

Incorporated: March 24, 1874 - Ontario Cap. 54.

History: Under Ontario Act 37 VIC Cap. 54, March 24, 1874, "The North Simcoe Railway Company" was incorporated to construct a railway from at or near Barrie to Penetanguishine.

A line was constructed from Colwell, Ont., to Penetanguishine (33.65 miles) and opened for traffic about December 31, 1878.

The line was leased to The Northern Railway Company of Canada under Agreements dated January 14, 1878 and January 19, 1881. The Northern Railway Company of Canada and The Hamilton and North-Western Railway Company were worked by a Joint Executive Committee (under the title of "Northern and North-Western Railway Company") from July 1, 1879 to February 24, 1888 when these two companies were amalgamated with The Grand Trunk Railway Company of Canada under the latter name and operation of The North Simcoe Railway was taken over by The Grand Trunk Railway Company of Canada.

Amalgamation: Effective April 1, 1893, under Agreement dated October 1, 1892 ratified and confirmed by Dominion Act 56 VIC Cap. 47, April 1, 1893, The North Simcoe Railway Company and fourteen other companies were amalgamated into one company under the name "The Grand Trunk Railway Company of Canada".

Donations and grants: Subsidies were as follows (Statistics of Steam Railways of Canada - 1938, p.64) Province of Ontario \$83,300

Location: Allandale Division:
Colwell - Penetanguishine 33.65 miles.

Capital Stock: Prior to amalgamation on April 1, 1893:
\$50,000 (£10,274)
All owned by The Grand Trunk Railway Company of Canada.

Upon amalgamation on April 1, 1893, the share capital, other than Grand Trunk Railway, was converted into an equal amount of Ordinary Stock of The Grand Trunk Railway Company of Canada in accordance with the terms of Amalgamation Agreement.

Long-term debt: Prior to amalgamation on April 1, 1893:
6% First Mortgage Bonds, dated February 1, 1881 and maturing 999 years from date of issue, in the amount of \$300,000 were held in The Grand Trunk Railway Company of Canada Treasury, and upon amalgamation the liability with respect thereto was assumed by the latter Company.

NORWAY BRANCH RAILROAD COMPANY
 (leased to Grand Trunk Railway (Canadian National Railway Company) for 99 years
 from January 1, 1880)

Incorporated: 1872 - State of Maine Cap. 141
 April 23, 1879 - State of Maine.

Head Office: Norway, Maine.

History: Under State of Maine Laws Norway Branch Railroad was incorporated April 23, 1879, to construct a railway from South Paris to Norway.

Under indenture dated May 1, 1880, the property is leased to Grand Trunk Railway (now Canadian National Railway Company) for 99 years from January 1, 1880, at a nominal rental of \$1 per annum.

Location: Berlin Subdivision - St. Lawrence Division:
 South Paris to Norway - 1.45 miles Opened for traffic Dec. 30, 1879. (operated as part of Canadian National Lines in New England.)

Capital Stock: As of December 31, 1960:
 Authorized: \$9,000
 Issued: 3,350 \$2,000 is held by Town of Norway and the balance by individuals.

Funded Debt: Nil.

Accounting: Canadian National Investment in Leased Property to December 31, 1955, is a credit balance of \$663.19.

Prior to 1918 the primary operating, income, and other accounts were included in The Grand Trunk Railway Company of Canada accounts. From 1918 to 1922 inclusive the net income or loss was included in The Grand Trunk Railway Company of Canada accounts as "Separately operated properties". Commencing January 1, 1923 the railway was, for accounting purposes, included in "Canadian National Railways", and the primary operating, income, and other accounts were so included.

OFFICERS:

Melville Chapman	President
Robert Orre	Vice-President
Hayward Carsley	Treasurer.

NOVA SCOTIA STEEL AND COAL COMPANY, LIMITED
(former owner of Ferrona Jct. to Sunny Brae line purchased by
Dominion Government in 1911 and included in "The Intercolonial Railway" since that time)

Incorporated: March 11, 1898 - Nova Scotia Cap. 137.

History: Under Nova Scotia Act 51 VIC Cap. 126, April 16, 1888, "New Glasgow Iron Coal and Railway Company, Limited" was incorporated to, amongst other things, construct railways to its mines etc.

The Nova Scotia Steel Co. Ltd., was incorporated Under Dominion Letters Patent granted July 10, 1882 under the Joint Stock Company's Act of 1877, Lib. 84, Folio 259. Authorized Capital Stock \$ 160,000 Supplementary Letters Patent granted September 17, 1886 increased Capital Stock to \$310,000, and Supplementary Letters dated September 5, 1888 increased the Capital Stock to \$1,000,000 and changed the name to Nova Scotia Steel and Forge Co.

Under Dominion Act 57-58 VIC Cap. 117, July 23, 1894, "The Nova Scotia Steel Company, Limited" was incorporated to own and operate mines, and railways, and was authorized to acquire the business, franchises, property, rights, powers, privileges, and other assets of New Glasgow Iron, Coal and Railway Company, Limited.

The Nova Scotia Coal and Railway Co. was incorporated on April 17, 1889 under Nova Scotia Act 52 VIC Cap. 115 to mine coal and iron and construct and operate such railway lines as may be necessary to carry on their business Authorized Capital Stock \$ 500,000 with power to increase to \$1,000,000.

Nova Scotia Act 58 VIC Cap. 123, March 20, 1895 ratified the agreement of sale dated December 31, 1894 subsequently made, and transferred the charge of New Glasgow Iron Coal and Railway Company, limited to The Nova Scotia Steel Company, Limited.

Dominion Act 58-59 VIC Cap. 91, June 28, 1895 confirmed sale of property, rights and franchises of Nova Scotia Steel and Forge Company, Limited to The Nova Scotia Steel Company, Limited effective December 31, 1894 as per indenture of that date between the two companies.

Under Nova Scotia Act 61 VIC Cap. 137, March 11, 1898, "Nova Scotia Iron and Steel Company, Limited" was incorporated to own and operate mines, and to construct railways for transportation from and to mines, etc.

Nova Scotia Act 63 VIC Cap. 172 March 30, 1900 authorized Nova Scotia Iron and Steel Company, Limited to purchase the properties of The Nova Scotia Steel Company, Limited.

Under Nova Scotia Act 1 EdwVII Cap. 158, April 4, 1901, above mentioned Cap. 137 was amended changing the name Nova Scotia Iron and Steel Company, Limited to "Nova Scotia Steel and Coal Company, Limited".

Dominion Order in Council P.C. 1783, August 11, 1911 approved purchase by the Dominion Government of the line from Ferrona Junction to Sunny Brae.

Location: The railway was completed and opened for traffic from Ferrona Jct. to Sunnybrae a distance of 12.48 miles on July 1, 1892.

OGDENSBURG AND LAKE CHAMPLAIN RAILROAD COMPANY

(leased to Central Vermont Railroad Company June 1, 1886 to 1896)

History:

On May 18, 1845 the Legislature of the State of New York granted a charter to Northern Railroad Company. A line was built from Ogdensburg to Rouses Point, N.Y., 118 miles. The first through train from Rouses Point to Ogdensburg arrived September 1, 1850.

On December 31, 1857, the Company was reorganized by the second mortgage holders, and the name was changed to Ogdensburg Railroad Company.

On August 11, 1865, the Company was again reorganized, and the name was changed to Ogdensburg and Lake Champlain Railroad Company.

Central Vermont Railroad Company acquired controlling interest in 1884 and on June 1, 1886 leased the line in perpetuity.

On August 17, 1885, Saratoga and St. Lawrence Railroad was incorporated, and in 1889 the Company built a line from Moira, N.Y. to Bombay Junction, N.Y., 8.5 miles, which it leased on June 1, 1889 to Ogdensburg and Lake Champlain Railroad Company, forming part of the line leased to Central Vermont Railroad Company.

On March 20, 1896 Central Vermont Railroad Company was placed in the hands of Receivers who surrendered the lease of Ogdensburg and Lake Champlain Railroad.

On March 21, 1897, Receiver of Ogdensburg and Lake Champlain Railroad Company was appointed, and in 1902 the capital stock of the road was acquired by Rutland Railroad Company.

THE ONTARIO AND OTTAWA RAILWAY COMPANY

(incorporated by "The Canadian Northern Railway Company" interests)

Incorporated: May 4, 1910 - Dominion Act 9 - 10 Edw VII Cap. 139.

History: Under Dominion Act 9 - 10 Edw VII Cap. 139, May 4, 1910, "The Ontario and Ottawa Railway Company" was incorporated to construct and operate a railway from Lake Couchiching to a point in the county of Haliburton, and from a point in the county of Hastings to Renfrew, Hull or Ottawa.

Provisional Directors were senior officers of The Canadian Northern Railway Company.

In 1912, when application for subsidy was made to the Dominion Government, it was stated under the heading "Financial Means" that the Ontario and Ottawa Railway was part of The Canadian Northern Railway System.

This line was not constructed and there is no record of any shares of capital stock of The Ontario and Ottawa Railway Company having been issued.

THE ONTARIO CAR FERRY COMPANY (LIMITED) 655
(formerly 50% of capital stock owned by Canadian National Railway Company)
dissolved November 9, 1954.

Incorporated: November 30, 1905 - Dominion Letters Patent.

History: On November 30, 1905 "The Ontario Car Ferry Company (Limited)" was incorporated by Dominion Letters Patent for the purpose of implementing arrangements made between The Grand Trunk Railway Company of Canada and the Buffalo, Rochester and Pittsburg Railway Company (controlled by Baltimore and Ohio Railroad Company) to provide a steam ferry on Lake Ontario to ply between Charlotte (Port of Rochester) N.Y. and Cobourg, Ontario, particularly for the movement of coal, which the Buffalo, Rochester and Pittsburg Railway handled in large quantities from the extensive mining districts located on their line in Western Pennsylvania, to Canada.

The Company acquired 2 car ferries having a carrying capacity of 28 freight cars each, and operated a freight, passenger and express business in this service. "Ontario No. 1" was built in Toronto in 1907 at a cost of \$358,015.06 which was provided by the sale of 2500 shares of capital stock valued at \$179,007.53 to each of the parent companies. "Ontario No. 2" was built in Toronto in 1915 at a cost of \$465,024 which was provided from appropriation of surplus.

Terminal privileges at Cobourg were provided by The Grand Trunk Railway, and at Rochester by the Buffalo, Rochester and Pittsburg Railway.

For a period of about 30 years the results of operations were very satisfactory, and at the same time the Company afforded useful protection in that it offered an alternate route in times of congestion or emergency.

In 1946 and subsequently, however, the Company's operations resulted in deficits.

Acting on instructions from the respective Presidents of the Parent Companies, a joint committee comprising the Vice-President, Research and Development of the C.N.R. and the Freight Traffic Manager of the Baltimore and Ohio was formed to review the operations, traffic prospects and general outlook of the Car Ferry Company. In its report of January 27, 1949 the joint committee recommended discontinuance of operations due to poor future traffic prospects and the fact that an expenditure of nearly a million dollars would shortly be necessary to rehabilitate the two vessels which were then quite old.

By Resolution of December 9, 1949, the Board of Directors of The Ontario Car Ferry Company (Limited) recognized that the Company had outlived its usefulness and that the service should be discontinued and the Company wound up. Traffic, principally coal, still routed via the ferry route could be moved more economically all-rail, without detriment to any interests concerned.

Application for permission to discontinue operations was filed with the **Interstate** Commerce Commission on December 28, 1949 and their Finance Docket No. 16834, decided March 31, 1950, that effective from April 30, 1950 the U.S. portion of the Company be abandoned. Application for abandonment to the Board of Transport Commissioners for Canada was not required.

On May 30, 1950 the two vessels were sold for \$130,600 to A. Newman & Co. of St. Catharines, Ontario (highest of eleven bids).

THE ONTARIO CAR FERRY COMPANY (LIMITED)

History: The accumulated deficit from 1909 to 1950 was \$332,820 (the loss from
Cont'd. 1946 to 1950 was \$513,782; and with respect to the prior period the
Company paid dividends totalling \$1,095,000).

Dissolution: On November 9, 1954, after liquidation of all its obligations, and
distribution of all its assets, including payment of a liquidating
dividend of about \$80,000 (50% to each of the Parent Companies),
Certificate of acceptance of surrender of charter of The Ontario Car
Ferry Company (Limited) was issued by the Acting Undersecretary of State
of Canada, and its corporate existence ceased to exist as of that date.

Upon dissolution share certificates representing 5000 shares of capital
stock issued and outstanding were cancelled. The Seal, original Minute
Books and other corporate documents pertaining to the corporate existence
of The Ontario Car Ferry Company (Limited) are in the custody of the
Secretary, Canadian National Railway Company, Montreal.

Capital Stock: Prior to dissolution on November 9, 1954:
 Issued: 5000 shares of \$100 each \$500,000
Owned equally by Canadian National Railway Company and Buffalo, Rochester
and Pittsburg Railway Company (subsidiary of Baltimore and Ohio Railroad
Company).

THE ONTARIO SAULT STE. MARIE RAILWAY COMPANY
 (formerly subsidiary of The Grand Trunk Railway Company of Canada)
 powers granted under the Charter expired April 14, 1914.

Incorporated: March 4, 1881 - Province of Ontario Act 44 VIC Cap. 23.
 June 12, 1903 - Province of Ontario Act 3 ED. VII Cap. 109.-Revived
 incorporation.
 April 14, 1908 - Province of Ontario Act 8 ED. VII Cap. 134 - Renewed
 incorporation.
 March 24, 1911 - Province of Ontario Act 1, Geo. V Cap. 17, - time for
 completion extended for
 6 years from April 14,
 1908.

History: Under Province of Ontario Act 44 VIC Cap. 23, assented March 4, 1881
"The Ontario Sault Ste. Marie Railway Company" was incorporated to
 construct a line from a point at or near Gravenhurst northerly to
 French River and to Sault Ste. Marie; with power to build branches to
 Lakes Nipissing and Temiscamingue.

Ontario Act 50 VIC Cap. 78, April 23, 1887 cites reasons for delay in
 construction, appoints Walter Shanley as arbitrator between this Company
 and Canadian Pacific Railway Company as to location of lines, and extends
 time.

On December 13, 1889, a Petition was addressed to the Governor General
 in Council requesting aid in constructing a line of railway from some
 point on the Northern and Pacific Junction Railway to Sault Ste. Marie.
 The Petition pointed out why it had not been of much advantage up until
 then to build to the Sault, but that recent construction of United States
 lines to that place made it necessary to have rail connections in Canada
 with these lines. It was also urged that the projection of the Northern
 and Pacific Junction Railway from the Muskoka District to at or near
 Callander rendered possible a much shorter line to the Sault, than at
 first contemplated by The Ontario Sault Ste. Marie Railway Company. The
 request of the Petition was not granted.

Meanwhile the necessity for the road proposed in the incorporation of the
 Ontario Sault Ste Marie Railway Company has been met by construction of
 the Northern and Pacific Junction Railway, the Canadian Northern Ontario
 Railway (James Bay Railway) and the Canadian Pacific Railway Company's
 Sault Branch.

The Annual Meetings of the Shareholders were discontinued in the year 1893.

Powers lapsed: The powers granted under the Charter expired April 14, 1914 and have not
 been revived.

Capital Stock: Authorized: \$250,000 (£51,370) - \$47,000 paid up
 Owned by The
 Grand Trunk
 Railway Company
 of Canada 230,000 (£47,260) - \$45,000 paid up

The stock was cancelled in 1925.

THE OSHAWA RAILWAY COMPANY

(wholly owned subsidiary of "Canadian National Railway Company" from January 31, 1923)

Incorporated: June 23, 1887 - Dominion Act 51 VIC Cap. 92
 Aug. 28, 1891 - Dominion Act 51 VIC Cap. 91, name changed (see History)

History: Under Dominion Act 51 VIC Cap. 92, June 23, 1887, "The Oshawa Railway and Navigation Company" was incorporated to construct and operate by steam, electricity or other motive power, a railway from the port of Oshawa to Oshawa station on the Grand Trunk Railway thence to Mattawa via Lindsay or Bobcaygeon, etc.

Under Dominion Act 54-55 VIC Cap. 91, August 28, 1891, the Act of Incorporation was revived and the name changed to "The Oshawa Railway Company".

The Oshawa Railway Company entered into an agreement on May 5, 1892 with the town of Oshawa to lay down, build and construct a railway along certain streets enumerated and the town exempted the railway company from paying taxes on their tracks and property while used for railway purposes. The town of Oshawa passed By-Law No. 363 on August 22, 1892 authorizing the issue of debenture for a total sum of \$15,000, to be paid to the Railway Company. The sum of \$5,000 to be paid as each of three sections completed. The By-Law and Agreement were approved by Act 56 VIC Cap 73, Ontario on May 27, 1893 when both became effective.

Another Agreement was entered into with the town of Oshawa on May 17, 1894 and a supplementary on November 13, 1894 fixing the lease of payment on each section of the bonus reduced to \$5,000 in consideration of the town of Oshawa providing the right of way, payments to be made \$1,500 on completion of the first section, \$1,500 on the second section and \$2,000 on completing the third section, total not to exceed \$5,000. These two agreements were approved by Act 58 VIC Cap. 110, Ontario, assented to April 16, 1895.

Under original agreements with the then town of Oshawa made in 1893 and 1894, confirmed by Ontario Act 56 VIC Cap. 73 1893 and Cap. 110, 1894 the railway was permitted to construct its lines along certain streets and to carry passengers and freight between certain points within the boundaries of the municipality. These were followed by agreement dated September 17, 1912, under which the Railway was permitted to extend its lines on certain streets, and by Agreement dated October 27, 1939, which permitted the Railway to discontinue the use of street cars for the transportation of passengers and to substitute busses therefor. The latter agreement referred to the previous agreements and ratified them except to the extent that they were modified or amended.

A line of electric railway was constructed through the Town of Oshawa to Oshawa Junction and to Port Oshawa a distance of 11.86 miles, and has been operated in the interest of The Grand Trunk Railway Company of Canada (now Canadian National Railway Company) since March 1, 1910.

THE OSHAWA RAILWAY COMPANY

History: (Cont'd.) On March 6, 1911 The Grand Trunk Railway Company of Canada purchased the capital stock (400 shares of \$100 each - \$40,000 issued and outstanding) for \$136,686.10, giving in exchange 4% Guaranteed Stock of The Grand Trunk Railway Company of Canada in the amount of £29,564 (\$143,878.12).

Property investment: As at December 31, 1957:
Road and equipment \$991,186

Donations and grants: Subsidies were (Statistics of Steam Railways of Canada - 1938, p.64):
Dominion \$22,400
Municipal, Oshawa 5,000 \$27,400

Location: Belleville Division:
Electric Freight line from Oshawa Jct. (on C.N.R. main line) to various industrial sidings within the City of Oshawa, and connection for interchange of freight traffic with Canadian Pacific Railway.
Bus Service from Oshawa Jct. along certain routes within the City of Oshawa was commenced January 28, 1940.

Capital Stock: As at December 31, 1957:
Authorized: 2,000 shares - \$100 each \$200,000
Issued: 400 shares - \$100 each 40,000

All owned by Canadian National Railway Company, having been acquired by The Grand Trunk Railway Company of Canada on March 6, 1911 - Unpledged.

Amalgamation: Under agreement dated November 27, 1958 the Oshawa Railway Company amalgamated with and under the name of the Canadian National Railway Company. This agreement was approved by Order in Council P.C. 1958-1620 dated November 27, 1958 and became effective December 12, 1958.

Funded Debt: As at December 31, 1957:
Advances due to Canadian National Railway Company \$911,186

Accounting: Prior to 1923 annual dividends of 7% were paid on the issued capital stock. From 1923 to 1955 inclusive the annual surplus from operation was transferred to Canadian National Railway Company, and included in the latter's accounts as Separately Operated Properties. Effective January 1, 1956 operations form part of Central Region, Canadian National Railways.

THE OTTAWA, RIDEAU VALLEY AND BROCKVILLE RAILWAY COMPANY
 (inactive subsidiary of "The Grand Trunk Railway Company of Canada")

Incorporated: May 4, 1910 - Dominion Act 9 - 10 Ed. VII Cap. 144.

History: Under Dominion Act 9 - 10 Ed. VII Cap. 144, May 4, 1910 "The Ottawa, Rideau Valley and Brockville Railway Company" was incorporated to construct and operate a railway from Hull to Ottawa, thence via Townships of Nepean, North Gower, Marlborough, Oxford, Wolford and Augusta and Elizabethtowns to Brockville, with power to acquire and operate a ferry across the St. Lawrence River to Morristown, New York.

The Company was organized on October 4, 1910 and \$12,500 was deposited to the credit of the Company, in the Bank of Toronto, representing 10% of shares subscribed by 5 directors (20 shares each) and 1150 shares subscribed by Harry W. Cooper (in trust).

Powers lapsed: Apart from holding annual meetings the undertaking was not progressed. The powers granted under the Charter lapsed for non-compliance with the provisions of Section 150 of The Railway Act. Refund was made of the amount deposited respecting stock subscriptions, leaving charges amounting to \$2830 on the books of The Grand Trunk Railway Company of Canada against The Ottawa, Rideau Valley and Brockville Railway Company.

Capital Stock: Authorized: \$500,000 (£102,739)
 No one call thereon to exceed 10% of the shares subscribed
 Issued: 1250 shares of \$100 each \$125,000 \$12,500 10%
 paid up.

Transfers of the shares, which were held by The Grand Trunk Railway Company of Canada, were signed in blank.

661

THE OTTAWA TERMINALS RAILWAY COMPANY
(included in "Canadian National Railway Company" from June 8, 1954)

Incorporated: April 27, 1907 - Dominion Act 6 - 7 Edw. VII Cap. 117.

History: Under Dominion Act 6 - 7 Edw. VII Cap. 117, April 27, 1907, "The Ottawa Terminals Railway Company" was incorporated, and empowered to acquire lands and construct and operate a central union passenger station at the City of Ottawa, with such buildings, structures, tracks, equipment, appliances for the supply of heat, light, water, power, and terminal and other facilities as are suitable for handling all passenger, express and mail traffic of such railway companies as may desire to use such facilities; also to erect and operate hotels, restaurants, offices, shops, etc., etc.

The primary object of the Company was construction of the Central Union Station and the Chateau Laurier Hotel at Ottawa. Construction of both facilities was completed and both were opened for operation at 7.00 a.m. on June 1, 1912. The cost of construction was \$1,926,206.56 and \$2,491,420.34, respectively, which was financed by funds advanced by The Grand Trunk Railway Company of Canada.

The Canadian Northern Ontario, Canadian Pacific and Ottawa and New York Railways became joint users of the Central Station facilities under joint operating agreements.

In 1927 construction of a new wing to meet the increasing demands for additional accommodation at the Chateau Laurier was undertaken. The new construction was completed increasing the accommodation from 313 534 guest rooms. The new wing was opened in March 1929.

Amalgamation: On June 8, 1954, Canadian National Railway Company, The Ottawa Terminals Railway Company and five other companies were amalgamated into one company under the name "Canadian National Railway Company".

Property investment: Transferred to investment account of Canadian National Railway Company June 8, 1954:

Road and Terminals	\$3,134,084.73
Chateau Laurier Hotel	9,111,798.60

Subsidies: Nil.

Capital Stock: Prior to amalgamation on June 8, 1954:

Authorized:	10,000 shares - \$100	\$1,000,000
Issued:	2,500 shares - \$100	250,000 unpledged

All owned by Canadian National Railway Company.

In March 1908, The Grand Trunk Railway Company of Canada subscribed 10% on capital stock by paying \$25,000 to the Bank of Toronto. The stock was duly issued as fully paid and the \$25,000 was released by the Bank to the railway on March 27, 1912.

Upon amalgamation on June 8, 1954, the outstanding shares were cancelled in accordance with the terms of amalgamation agreement dated May 13, 1954.

Funded debt: As at June 8, 1954 - nil.

THE PACIFIC NORTHERN AND OMINECA RAILWAY COMPANY
(wholly owned subsidiary of The Grand Trunk Pacific Railway Company)

Incorporated: May 15, 1902 - Dominion Act 2 Ed. VII Cap. 90.

History: Under British Columbia Act 64 VIC Cap. 50 August 31, 1900, "Pacific Northern and Omineca Railway Company" was incorporated to construct a railway from Kitimat Inlet to Hazelton; with branches, etc. etc.

Under Dominion Act 2 Ed. VII Cap 90, May 15, 1902, "The Pacific Northern and Omineca Railway Company" was incorporated to build a railway from Kitimat Inlet to Hazelton, thence to Teslin or Atlin Lake; with branch from Hazelton via Peace River Pass, to Edmonton, etc. etc.

The Company incorporated under British Columbia legislature was organized on July 22, 1901.

The Company was organized under Dominion Charter on November 30, 1909.

Four of the five Directors elected to the Board in 1915 were Officers of The Grand Trunk Pacific Railway Company, including E.J. Chamberlin and M. Donaldson its President and one of its Vice Presidents respectively.

Note on page 51 of minute book of Pacific Northern and Omineca Railway Company listed as No. 37 in the vault records of the Secretary's Department. On account of the failure of the Company to construct fifteen miles of line between Kitimat and Copper River before June 1st, 1910 the Provincial Charter has lapsed.

No construction work was carried out, but \$243,604.73 was spent on Surveys preliminary work and surveys. This amount was advanced by the Grand Trunk Pacific Railway Company and charged against the Pacific Northern and Omineca Railway Company.

Dissolution: British Columbia Act 17 Geo V Cap. 55, passed March 27, 1927 declared the British Columbia Company dissolved.

Certificates representing 2,500 shares of \$100 each of capital stock of the Company were issued and are outstanding, but no action has been taken to obtain passage of an Act by the Dominion Parliament, necessary to terminate then the corporate existence of the Company incorporated under Dominion Statutes.

According to the Pacific Northern and Omineca Railway Company ledger (listed as No. 78 in the vault records of the Secretary's Department the share certificates are still outstanding. They have no value.

Capital Stock:	Authorized:	10,000 shares of \$100 each	\$1,000,000
	Issued:	2,500 shares of \$100 each	250,000
	All owned by The Grand Trunk Pacific Railway Company.		

THE PEMBROKE SOUTHERN RAILWAY COMPANY
(included in "Canadian National Railway Company" from June 11, 1956)

Incorporated: May 27, 1893 Ontario Act 56 VIC Cap. 96.

History: Under Ontario Act 56 VIC Cap. 96, May 27, 1893, "The Pembroke Southern Railway Company" was incorporated to construct and operate a railway from Pembroke to Douglas.

The line was completed and opened for traffic from Golden Lake to Pembroke 21.09 miles on September 1, 1899.

Under lease dated August 31, 1899, the Canada Atlantic Railway Company leased the constructed line - Pembroke to Golden Lake - for 5 years to August 31, 1904.

On February 16, 1906, shareholders of majority capital stock agreed to transfer their 1580 shares to Canada Atlantic Railway Company in consideration of the latter Company guaranteeing payment of the principal and interest of \$150,000 4% First Mortgage Bonds dated September 1, 1906.

The Grand Trunk Railway Company of Canada became the controlling Company by virtue of having assumed control of Canada Atlantic Railway Company on October 1, 1905.

Operations were continued as part of the Canada Atlantic Railway until amalgamation of Canada Atlantic Railway Company with The Grand Trunk Railway Company of Canada effective July 29, 1914, after which date the line formed part of the Grand Trunk Railway System until absorbed in Canadian National Railways. Separate accounts were not maintained.

Amalgamation: On June 11, 1956, Canadian National Railway Company, The Pembroke Southern Railway Company and 16 other companies were amalgamated into one company under the name "Canadian National Railway Company".

Property investment: Transferred to investment account of Canadian National Railway Company June 11, 1956:

Road	\$257,800
------	-----------

Subsidies: Subsidies were as follows: (Statistics of Steam Railways - 1938, p.65).

Dominion	\$64,000	
Ontario	55,500	
Municipal Town of Pembroke	<u>20,000</u>	\$139,500

Location: Ottawa Division - Locksley Subdivision:
Pembroke - Golden Lake 21.09 miles.

Capital Stock: Prior to amalgamation on June 11, 1956:

Authorized:	2,500 shares - \$1.00 par	\$250,000
Issued:	1,000 shares - \$100 par - fully paid up	100,000
	780 shares - \$100 par - 10% paid up	7,800

All owned by Canadian National Railway Company - unpledged.

Upon amalgamation on June 11, 1956, in accordance with the terms of amalgamation agreement dated May 17, 1956, the capital stock was treated as cancelled.

Funded debt: As at June 11, 1956:
4% First Mortgage Bonds maturing September 1, 1956 - \$150,000.
Secured by Trust Deed, dated September 29, 1906.
Assumed by Canadian National Railway Company upon amalgamation.

THE PONTIAC, OXFORD AND NORTHERN RAILROAD COMPANY
(included in Grand Trunk Western Railroad Company from November 1, 1928)

Organized: September 24, 1889 - State of Michigan.

History: The "Oxford and Port Austin Railroad Company" was incorporated under the provision of Act No. 198 of the Session Laws of the State of Michigan 1873. Articles of Association dated July 23, 1879 were filed with the Secretary of State of Michigan on July 28, 1879.

Under amended Articles of Association dated December 30, 1879, filed with the Secretary of State of Michigan on January 15, 1880 changing the name of the Company to the Pontiac, Oxford and Port Austin Railroad Co.

The Line was completed and opened for traffic from Pontiac
to Caseville 99.89 miles on October 8, 1883.

On June 5, 1889 the property and franchise of the Company were sold under foreclosure to Hugh Porter and others.

On September 24, 1889, Hugh Porter and others filed with the Secretary of State of Michigan, Articles of Association dated September 19, 1889 incorporating the Pontiac, Oxford and Northern Railroad Company to own and operate the railroad formerly owned by the Pontiac, Oxford and Port Austin Railroad Company.

On March 25, 1905 the road was placed in hands of Receiver, and was operated under Receivership until February 29, 1908.

Under agreement dated November 2, 1909, with T. L. Handy, Grand Trunk Western Railway Company purchased the Capital Stock (10,000 shares of \$100 each - \$1,000,000) and formally took over the road for operation on December 1, 1909.

By authority of Interstate Commerce Commission Order of November 8, 1929 (Finance Docket 7320), The Pontiac, Oxford and Northern Railroad Company and nine other railway companies formerly owned and/or operated by the Grand Trunk Western System or by the Canadian National Railway Company, in the States of Michigan, Indiana, Illinois and Wisconsin were consolidated (effective November 1, 1928) under the name "Grand Trunk Western Railroad Company". For all accounting purposes consolidation was effective from January 1, 1929.

Location: Detroit Division - Cass City Subdivision:
Pontiac to Caseville 99.89 miles

When the Pontiac Belt line was opened for traffic on May 18, 1931, 2.75 miles of main line in Pontiac were reclassified as Siding.

Capital Stock: 10,000 shares of capital stock of \$100 each - \$1,000,000 outstanding at date of consolidation and owned by Canadian National Railway Company were exchanged for 40,000 shares of Grand Trunk Western Railroad Company common stock of non-par value, to which a value of \$25 per share was assigned.

THE PONTIAC, OXFORD AND NORTHERN RAILROAD COMPANY

Funded
debt:

Outstanding as at November 1, 1928:

6% First Mortgage Bonds held by Canadian National Railway Company Insurance Fund \$400,000. These Bonds were surrendered (and cancelled) in exchange for Grand Trunk Western Railroad Company 4½% First and General Mortgage Gold Bonds Series "A" dated January 1, 1930 and maturing January 1, 1980, of the par value of \$400,000.

Accounting:

Prior to 1923 the net income or loss was included in Grand Trunk Western Railway Company accounts as "Separately operated properties", (the deficit of £67,085 for the years 1910 to 1916 was included in accounts for the year 1916), and the net income or loss of Grand Trunk Western Railway Company was in turn included in The Grand Trunk Railway Company of Canada accounts as "Separately operated properties". Commencing January 1, 1923, both railways were for accounting purposes included in "Canadian National Railways", and the primary operating, income, and other accounts were so included.

THE PORT DALHOUSIE, ST. CATHARINES AND THOROLD ELECTRIC STREET RAILWAY COMPANY
 (property acquired by The Niagara, St. Catharines and Toronto Railway Company)

Incorporated: July 28, 1893 - Ontario Letters Patent.

History: Under Ontario Act 38 VIC Cap. 63, December 21, 1874 (2) "The St. Catharines Street Railway Company" was incorporated to construct, maintain and operate a street railway along the streets of St. Catharines and adjacent municipalities. The railway was operated as a horse car line from November 1, 1879 to September 1887 when it was changed to electric operation.

Various lines in St. Catharines and vicinity totaling 5.88 miles were opened for traffic about November 1, 1879.

Under Ontario Act 45 VIC Cap. 63, March 10, 1882 the name was changed to "The St. Catharines, Merriton and Thorold Street Railway Company".

Under Ontario Letters Patent, February 4, 1888, "Niagara and St. Catharines Street Railway Company" was incorporated to build street railways in City of St. Catharines, Townships of Niagara and Grantham, Town of Niagara and Village of Port Dalhousie, etc., etc.

Under Ontario Letters Patent, June 28, 1893, "The Port Dalhousie St. Catharines and Thorold Electric Street Railway Company (Limited)" was incorporated to take over and operate The St. Catharines, Merriton and Thorold Street Railway and Niagara and St. Catharines Street Railway.

Effective August 1, 1902, under Agreement of Sale dated May 8, 1902, as amended by Agreement dated November 26, 1902, authorized by Dominion Act 2 Edw. VII Cap. 76, May 23, 1901, and Ontario Act Ed. VII Cap. 93, March 17, 1902, approved by Dominion Order in Council PC 1273 dated August 1, 1902, the rights, franchises, powers, assets and properties of The Port Dalhousie, St. Catharines and Thorold Electric Street Railway Company were sold to The Niagara, St. Catharines and Toronto Railway Company.

PORTLAND ELEVATOR COMPANY

(formerly wholly owned subsidiary of "Canadian National Railway Company" dissolved
March 16, 1944)

Incorporated: July 22, 1896 - State of Maine, Vol. 25, page 227.

History: A 1,000,000 bushel wooden grain elevator was constructed by Portland Elevator Company in Portland, Maine, on a site at tide-water which was purchased in 1847 by Atlantic and St. Lawrence Railroad Company and included in the property leased to The Grand Trunk Railway Company of Canada for 999 years from July 1, 1853.

Under Tripartite Indenture of Conveyance dated November 16, 1896, between Atlantic and St. Lawrence Railroad Company, Portland Elevator Company and The Grand Trunk Railway Company of Canada the site for the proposed Elevator and approaches thereto was conveyed to the Elevator Company, and in consideration of consent by The Grand Trunk Railway Company of Canada to such conveyance the capital stock of \$50,000 issued by the Portland Elevator Company became the property of The Grand Trunk Railway Company of Canada. The Grand Trunk Railway Company of Canada, therefore, acquired the capital stock at no cost.

The amount required to build the elevator was raised by the issue of \$200,000 First Mortgage 4% bonds dated January 1, 1897, subscribed for by Portland capitalists, guaranteed by The Grand Trunk Railway Company of Canada, the principal to be repaid in annual instalments of \$5,000 each. The terms of repayments were carried out by The Grand Trunk Railway (now Canadian National Railway Company), and the bonds so purchased were cremated on April 16, 1936.

Under Agreement dated March 9, 1897 the grain elevator was leased to The Grand Trunk Railway Company of Canada for a term of 956 years from January 1, 1897 at an annual rental sufficient to pay interest on its outstanding bonds, taxes, maintenance and repairs of property, and operating expenses, the property to become vested in the lessee upon redemption of the bonds, issued in the amount of \$200,000 by The Grand Trunk Railway Company of Canada, and discharge of the Trust Deed pertaining thereto dated January 1, 1897.

Under Agreement dated October 15, 1928, this grain elevator known as #1, together with the grain elevator known as #2 owned by New England Elevator Company, was leased from that date to Stratton Grain Company at an annual rental of \$12,500. The lease was terminated March 31, 1933, after which the property remained unused.

In 1943 the elevator site which had been acquired originally by Atlantic and St. Lawrence Railroad Company and conveyed to Portland Elevator Company was transferred back to Atlantic and St. Lawrence Railroad Company, and the elevator property was transferred to Canadian National Railway Company.

By Agreement dated January 8, 1943 between Canadian National Railway Company and The Merberg Wrecking Company the latter Company agreed to purchase and dismantle the grain elevator and to pay \$17,500 to the Canadian National Railway Company, as the purchase price. This undertaking was duly carried out. The sale did not include machinery and equipment.

At meeting of the stockholders of Portland Elevator Company held at Portland, Maine on December 29, 1943, at which 494 shares of the 500 shares issued were represented, it was unanimously resolved that the

History: affairs of the Company be liquidated and that the corporation be
(Cont'd.) dissolved.

Dissolution On March 16, 1944 Portland Elevator Company having no assets or liabilities was dissolved and its corporate existence was terminated. Decree of Dissolution was issued by the Justice Supreme Judicial Court, State of Maine, on March 16, 1944.

The certificates representing 500 shares of capital stock which were issued and outstanding were cancelled and The Charter, Seal, Original Minute Books and other corporate documents are in the custody of the Solicitor, Canadian National Railways, Portland, Maine.

Property investment: Prior to final liquidation and dissolution:

Road Property		
Site	\$ 50,000.00	
Foundation	63,203.31	
Building and machinery	123,184.04	
Organization and management	8,488.31	
Miscellaneous expenses	<u>5,124.34</u>	\$250,000

The elevator was transferred to Canadian National Railway Company, and the site was transferred to Atlantic and St. Lawrence Company in December 1943.

Capital Stock: Prior to final liquidation and dissolution

Authorized	500 shares - \$100 each	\$50 000
Issued	500 shares - \$100 each	\$50 000

All owned by Canadian National Railway Company

Long-term debt: Prior to final liquidations and dissolution: On March 16, 1944

First Mortgage 4% Bonds were issued January 1, 1897 in the amount of \$200,000. These matured serially at the rate of \$5,000 per annum, and were secured by Trust Deed dated January 1, 1897. The Grand Trunk Railway Company of Canada (Canadian National Railway Company) purchased these bonds as they matured and the Trust Deed was discharged on December 16, 1943. The bonds were cremated on April 16, 1936.

PRESTON AND BERLIN RAILWAY COMPANY
(property purchased by The Grand Trunk Railway Company of Canada November 14, 1865)

Incorporated: June 10, 1857 - Province of Canada Act 20 VIC Cap. 147.

History: Under Province of Canada Act 20 VIC Cap. 147, June 10, 1857 "Preston and Berlin Railway Company" was incorporated upon the petition of the Galt and Guelph Railway Company which had obtained subscriptions for Stock for extension of its line from Preston to Berlin and had commenced construction of the extension but wished it to form a separate corporation and distinct line.

A line was built from Berlin (now Kitchener) to (near) Doon (9.70 miles) and opened for traffic on November 2, 1857. A section of line from (near) Doon to Preston (2.75 miles) has not been used since September 1857.

Under Province of Canada Act 27 VIC Cap. 56, October 15, 1863, Edward Irving Fergusson, who had acquired the property and privileges of the "Preston and Berlin Railway Company" by virtue of a mortgage granted to him, was authorized to sell the Railway. Under the same Act "Preston and Berlin Junction Railway Company" was authorized to be incorporated and to purchase the Railway. Apparently this authorization was not acted upon.

Under Deed dated November 14, 1865 the former properties of the Preston and Berlin Railway Company were acquired by The Grand Trunk Railway Company of Canada from Edward Irving Fergusson.

Location: Stratford Division:
Berlin (Kitchener) - Doon 6.90 miles

Under Agreement dated November 30, 1871 between The Grand Trunk Railway Company of Canada and the Town of Galt, legalized by Dominion Act 35 VIC Cap. 62, June 14, 1872, The Grand Trunk Railway Company of Canada constructed a connecting railway line from Doon to Galt (6 miles) which was opened for traffic in October 1873.

PRINCE EDWARD ISLAND RAILWAY (not incorporated)
 (an element of "Canadian Government Railways" owned by
 Canada and entrusted to "Canadian National Railway Company"
 for management and operation from January 20, 1923)

History:

Act 34 VIC Cap. 4, of the Statutes of the Colony of Prince Edward Island, passed April 17, 1871, authorized the construction as public Colonial works of a line of 3'6" gauge railway connecting Alberton with Georgetown, touching at Summerside and Charlottetown, with extension to Souris and Tignish. The construction and management of railways in the Colony was placed under the jurisdiction of three commissioners appointed by the Lieutenant Governor.

The railways, under contract and in course of construction in Prince Edward Island, became the property of the Dominion Government July 1, 1873, in accordance with the terms of Addresses from the Houses of the Parliament of Canada, and the Legislative Council and House of Assembly of Prince Edward Island, respectively, for admittance of Prince Edward Island into the Dominion of Canada, and were taken over on December 29, 1873 under the express provisions of the Imperial Order in Council of June 26, 1873, admitting Prince Edward Island into the Dominion.

The partly completed lines acquired by the Dominion Government on July 1, 1873 (Confederation) were:

		<u>Miles</u>
Charlottetown	- Tignish	115.17
Alberton Wye Switch	- Alberton	1.69
Royalty Jct.	- Souris	55.03
Mount Stewart	- Georgetown	<u>24.07</u>
		195.96

These lines were opened for regular traffic on January 4, 1875.

Dominion Act 45 VIC Cap. 15, May 17, 1882, authorized construction of a branch line to a point between Emerald Jct. and Carleton Cove, about 12.00 miles. This line was opened for operation on January 22, 1885.

Dominion Act 62 - 63 VIC Cap. 4, August 11, 1899, authorized construction of a railway from a point on the Prince Edward Island Railway at or near Charlottetown to Murray Harbour as a public work, including a bridge to serve both railway and public highway purposes over Hillsborough River, towards which the Province was to share in the cost. This line of about 47.66 miles was opened for traffic on November 1, 1905.

Dominion Act 7 - 8 Edw. VII Cap. 54, July 20, 1908, authorized construction of a branch from Harmony to Elmira, about 9.85 miles.

Note:

Under Dominion Act 49 VIC Cap. 92, June 2, 1886 Northumberland Straits Tunnel Railway Company was incorporated to build a tunnel and railway under Northumberland Straits from Cape Tormentine in N.B. to convenient point in P.E.I.

The incorporators of this scheme approached the Dominion Government with a proposition to build the tunnel as outlined in above Act and to "take the Prince Edward Island Railway off the hands of the Federal Authorities."

The Government appointed a noted British Engineer, Sir Douglas Fox, to investigate the merits and possibilities of the plan, and he made a comprehensive report in the matter in 1891. Nothing definite was done towards construction.

PRINCE EDWARD ISLAND RAILWAY (not incorporated)

History
(Cont'd.)

In the years following much petitioning and correspondence on behalf of Prince Edward Island was kept up, looking to better communication with the mainland of Canada, and many plans were submitted along different lines, including suggestions for a "causeway" across the Straits.

Finally, after further expert surveys and inquiries, an icebreaking car ferry the "SS. Prince Edward Island" was constructed for the Dominion Government in 1913-14. This vessel was capable of a year-round service.

In 1930, on account of increased traffic, a second car ferry became a necessity, and the "SS Charlottetown" was built and added to the service across Northumberland Straits.

The Prince Edward Island Railway was originally built to a 3' 6" gauge. On December 12, 1917 new terminal facilities were opened at Borden replacing those at Cap Traverse. A third rail was laid to allow cars of each gauge to be handled on the same track. During the process of transition from narrow gauge to standard gauge between 1919 and 1926 traffic moved on both gauges by means of a third rail in the track. The date of conversion from narrow to standard gauge was as follows:

Charlottetown	to	Summerside and Ayre	47.48 miles	Sept. 18	1919
Emerald Jct.	"	Borden & Wye	12.80 "	" 18	1919
Summerside	"	Tignish and Alberton Jct.	68.09 "	August 1	1923
Royalty Jct.	"	Souris & Harmony Jct Wye.	55.13 "	Sept. 30	1926
Mount Stewart Jct	"	Georgetown	24.07 "	" 30	1926
Montague Jct.	"	Montague and Wye	6.56 "	" 30	1926
Harmony Jct.	"	Elmira	9.85 "	" 30	1926
Charlottetown	"	Murray Harbour	47.66 "	" 29	1930
Lake Verde	"	Vernon and Wye	4.59 "	" 29	1930
Total	-		276.23 miles		

The Prince Edward Island Car Ferry Terminals, situated at Cape Tormentine, N.B. and Port Borden, P.E.I., were constructed by the Dominion Government, and prior to 1933 these facilities together with the steamers in the car ferry service between the Terminals were operated as part of and in connection with The Intercolonial Railway and the Prince Edward Island Railway of the Government Railways. As such they were included in the entrustment for management and operation of Canadian Government Railways to Canadian National Railway Company under Dominion Order in Council P.C. 115 dated January 20, 1923.

In the report of the Royal Commission on Maritime Claims submitted under date of September 23, 1926 it was recommended that so far as the ferry boat service was concerned, it should not be run as part of the railway operations, but should be run by the railway administration under separate account for the department. It was felt that, by reason of its association with railway accounts the service was not getting the attention it should receive.

Dominion Order in Council P.C. 904, May 16, 1933, directed that as a condition of entrustment of management and operation to Canadian National Railway Company, the Company shall keep the accounts respecting revenues and expenses of the Prince Edward Island Car Ferry Terminals and the steamers in the car ferry service between the Terminals separately from all other accounts respecting the construction, operation or management of the railways. This separation has been maintained since January 1, 1933.

History (Cont'd.) Effective January 1, 1938 the cost of operating the Prince Edward Island Ferry Service has been provided as a direct obligation of the Government, and separate appropriations are provided in the Estimates of the Department of Transport to cover the operating deficit. Amounts received from the Government in this respect are credited to railway operating revenues. Consequently, the net result in the railway accounts is the same as though the revenues and expenses relating to operation of the Car Ferry Service were excluded from the railway accounts.

S.S. Prince Edward Island: Dominion Act 3 - 4 Geo. V April 2, 1913 provided funds for a Car Ferry (named the "S.S. Prince Edward Island") which was completed in 1915, and provided facilities for the movement across the Strait of Northumberland of both freight and passenger rolling stock, thus permitting faster movement and avoiding costs entailed in transshipping at Strait ports.

This vessel has a gross tonnage of 2795 tons, and is placed in service as a second Car Ferry across the Strait of Northumberland during the busy summer seasons, and also in replacement of the M.V. Abegweit while the latter vessel is in drydock each year.

S.S. Charlottetown: In 1929 arrangements were made for the construction of a new Car Ferry (named the "S.S. Charlottetown") which was completed and put into service July 26, 1931. The vessel was owned by the Dominion Government.

This vessel had a carrying capacity of 16 railway cars, 41 automobiles, and 800 passengers.

On June 18, 1941, the S.S. Charlottetown was lost offshore from Port Mouton, N.S., while proceeding to Saint John for annual drydocking. The vessel was abandoned to the underwriters and proceeds from insurance were collected and remitted to the Receiver General. The S.S. Prince Edward Island was then placed in full time service again.

M.V. Abegweit: Dominion Order in Council P.C. 2640, April 1, 1943, authorized the construction of a new ice-breaker - Railway Car - Highway Vehicle - Passenger Ferry Vessel for the Prince Edward Island Car Ferry Service, and the Department of Transport supplementary estimates 1943-44 provided an appropriation of \$3,000,000 for this purpose. This vessel was named "M.V. Abegweit", and was taken over for operation on August 11, 1947.

The Abegweit, when constructed, was believed to be the world's largest and most powerful ice-breaking car ferry. She is a quadruple screw motorship, powered by sixteen diesel engines operating two propellers at the stern and two at the bow, and has a service speed of approximately 16 knots. With a gross tonnage of 6,694 tons "M.V. Abegweit" has a carrying capacity of 19 railway cars, 60 automobiles and 950 passengers.

Dominion Government investment	As at March 31, 1948:		
P.E.I. Car Ferry & Terminals:		Borden Terminal Facilities	\$ 3,817 284
		Tormentine Terminal Facilities	4 175 821
		S.S. Prince Edward Island	705 522
		M.V. Abegweit	6 564 822
		Residue of cost S.S. Charlottetown (after applying insurance recovered)	1 194 145
			<hr/>
			\$16 457 594

P.E.I. Railway property investment: As at December 31, 1960: (excludes Car Ferry and Terminals)
Road \$10,765,984

PRINCE EDWARD ISLAND RAILWAY (not incorporated)

History (Cont'd.) In addition to the lines originally acquired the following branches were constructed and opened for traffic.

Original lines acquired			195.96 miles
Emerald Jct.	to Cape Traverse	Jan. 22, 1885	12.00 "
Charlottetown	" Murray Harbour	Nov. 1, 1905	47.66 "
Lake Verde	" Vernon	Nov. 1, 1905	4.43 "
Montague Jct.	" Montague	July 1, 1906	6.33 "
Harmony	" Elmers	Nov. 25, 1912	9.85 "
Mile 9.38	" Borden	Dec. 12, 1917	3.27 "
Various Wyes			<u>.76</u> "
Total			280.26 Miles
Abandonments	Mile 9.38 to Cape Traverse	1917	2.12 "
	Alberton Branch	1927	1.41 "
	Hillsborough Bridge	1951	<u>1.49</u> "
	Total		5.52 Miles
Mileage in operation	Dec. 31, 1960		274.74 Miles

THE PUBLIC MARKETS, LIMITED

(jointly owned 50% each by Canadian National & Canadian Pacific Railway Companies)

Incorporated: March 24, 1911 - Manitoba Act 1 Geo. V Cap. 45.

Head Office: Winnipeg, Manitoba.

History: Under Manitoba Act 1 Geo. V Cap. 45, March 24, 1911, "The Public Markets, Limited" was incorporated to establish and operate Stock Yards at Winnipeg, with power to construct, purchase or acquire, and operate suitable and convenient places, yards, buildings, offices, plants and facilities for public live stock markets and abattoir and the shipping and receiving of live stock. The Lieutenant-Governor-in-Council was empowered to enter into arrangements with any or all railway companies doing business in Western Canada for the taking of shares in the capital stock of the Company.

Under agreement dated October 30, 1911, as set out in Schedule A. to Manitoba Act 2 Geo V Cap. 62 March 15, 1912, the authorized shares totalling \$1,000,000 were allotted one-third each to Canadian Pacific Railway Company, The Canadian Northern Railway Company and The Grand Trunk Railway Company, and agreement was entered into to purchase certain described lands in the City of St. Boniface from the Canadian Pacific Railway Company for the purposes of the undertaking. The amount of capital stock authorized was increased later to \$1,250,000, and the amount issued was increased to \$1,150,000 by sale of additional stock in the latter part of 1919 and in the early part of 1920.

Agreement dated December 28, 1911, between the City of St. Boniface and the Company respecting establishment of stock yards on the above mentioned lands in the City of St. Boniface is set out in Schedule A. to Manitoba Act 2 Geo. V Cap. 63, 1912.

Manitoba Act 4 Geo. V Cap 84, February 20, 1914 authorized the Company to establish and operate a public abattoir and cold storage plant on the premises acquired by the Company in the City of St. Boniface.

Following consolidation of The Canadian Northern and Grand Trunk systems two-thirds of the shares of common stock were held by Canadian National Railways as against one-third held by the Canadian Pacific Railway. To carry out the original intention of equal partnership, it was agreed between the parties concerned that The Canadian Northern Railway Company and The Grand Trunk Pacific Railway Company would sell 958 shares each to the Canadian Pacific Railway Company. Transfer of the shares was effective as of January 1, 1925, after which The Canadian Northern Railway Company and The Grand Trunk Pacific Railway Company each owned 2,875 shares constituting 50% control by Canadian National Railways, and the other 5,750 shares, 50% were owned by the Canadian Pacific Railway Company.

Property investment:	As at December 31, 1960: Land, Plant and Buildings	\$1,721,301
Accrued depreciation:	As at December 31, 1960:	1,230,290
Other investments:	As at December 31, 1960 Securities	844,635

Location: The yard and plant are located at St. Boniface, Manitoba.

Capital Stock:	Authorized:	12,500 shares of \$100 each	\$1,250,000
	Issued:	11,500	1,150,000
	50% owned by Canadian National Railway Company (unpledged)		
	50% owned by Canadian Pacific Railway Company		
	at a cost of \$575 000 to each Company.		

Certificate in the name of Canadian National Railway Company representing 5,750 shares - \$575,000 - is held in Royal Trust Company vaults.

Funded Debt: As at December 31, 1960, - Nil.

DIRECTORS

J. R. McMillan (Chairman - 1960)
 G. E. Mayne
 T. P. Devlin

 J. R. Alney

Vice-President, C.N.R.
 Vice-President, C.P.R.
 Assistant Director, Colonization
 and Agriculture, C.N.R.
 General Agriculture Agent,
 C.P.R.

OFFICERS

W. E. Watson
 K. Knowles
 H. R. Hultman
 A. Ramsey

Manager and Treasurer
 Assistant Manager
 Secretary
 Superintendent

THE QU'APPELLE, LONG LAKE AND SASKATCHEWAN RAILROAD AND STEAMBOAT COMPANY
(Included in "Canadian National Railway Company" from June 11, 1956)

Incorporated: May 25, 1883 - Dominion Act 46 VIC Cap. 72.

History: Under Dominion Act 46 VIC Cap. 72, May 25, 1883 "The Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company" was incorporated to construct and operate a railway from Regina to a point on the North Saskatchewan River at or near 107° longitude, etc.

The line was completed and opened for traffic as follows:

Regina	to	Craven	22.39 miles	January 1	1887
Craven Jct.	"	Prince Albert	230.05 miles	October 1	1890
Total	-		252.44 miles		

Under agreement dated June 20, 1906, Mackenzie, Mann and Co. Ltd. agreed to purchase 2010 shares, being the entire capital stock issued and fully priced up \$201,000 from William Pugsley, Attorney General, N.B., Edward B. Esler and Herbert C. Hammond comprising the firm of Osler and Hammond, Stockbrokers, Toronto, Charles S. MacInnes, Toronto, Trustee, Z.A. Lash and Charles S. MacInnes acknowledged receipt of these shares on June 20, 1906. The Canadian Northern Railway Company took over operation December 14, 1906.

Amalgamation: On June 8, 1954, The Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company and 11 other companies were amalgamated into one company under the name "Canadian Northern Consolidated Railways". The latter Company was amalgamated with "Canadian National Railway Company" June 11, 1956.

Property investment: Included in property accounts of Canadian Northern Railway, and is not recorded separately.

Subsidies: Dominion Land Grants totalled 1,627,244.03 acres. (Statistics of Steam Railways - 1938, p. 65).

Location:	Regina, Saskatoon and Prince Albert Divisions:	<u>Miles</u>
	Regina - Saskatoon	162.70
	Saskatoon - Prince Albert	88.10
	Craven Jct. - Craven	4.25 discontinued 1928
	Regina Town - Ardmore	4.23 discontinued 1923
	Grasswood - Nutana	4.34 discontinued 1929

Capital stock: Prior to amalgamation on June 8, 1954:

Authorized:	20,000 shares - par \$100 - \$2,000,000
Issued:	2,010 shares - par \$100 - 201,000

Under Agreement dated July 14, 1914, the Contractors (Mackenzie, Mann & Company, Limited, Sir William Mackenzie and Sir Donald D. Mann) transferred all the shares of capital stock to the Trustee, free of prior charges, to become and remain the property of The Canadian Northern Railway Company to form part of the mortgaged premises under Trust Deed dated July 15, 1914. Payment was included in the \$23,000,000 of capital stock of The Canadian Northern Railway Company issued to the Contractors in consideration of their turning over control of the companies as set out in The Canadian

THE QU'APPELLE, LONG LAKE AND SASKATCHEWAN RAILROAD AND STEAMBOAT CO.

Northern Railway Guarantee Act, 1914, Dominion Act 4 - 5 Geo. V Cap. 20, June 12, 1914.

Upon amalgamation on June 8, 1954, the outstanding share certificates were cancelled and in substitution therefor common stock of Canadian Northern Consolidated Railways of equal value was included in the share certificate issued by Canadian Northern Consolidated Railways to The Canadian Northern Railway Company.

Funded debt: As at June 8, 1954 - nil.

When Mackenzie, Mann and Co. Ltd. purchased the entire capital stock on June 20, 1906 there was outstanding an issue of First Mortgage 6% Bonds secured as a first charge on the lines of the Company and amounting to \$3,689,140.00 unpaid interest \$ 1,422,714, other obligations \$355,880. Total \$ 4,867,734. On October 17, 1906 the Company issued 4%, 30 year Mortgage Debenture Stock, guaranteed as to principal and interest by the Canadian Northern Railway Company for the purpose of redeeming the First Mortgage, 6% Bonds at \$107 % of their face value, and other obligations. This issue matured on July 1, 1936 and was discharged on October 4, 1937.

THE QUEBEC AND LAKE ST. JOHN RAILWAY COMPANY
(majority stock owned by Canadian National Railway Company)

Includes:

Lake St. Joseph Hotel Company

The Saguenay and Lake St. John Railway Company

Incorporated: April 5, 1869 - Quebec Act 32 VIC Cap. 53.
December 24, 1870 - Quebec Act 34 VIC Cap. 24, name changed (see History).
March 30, 1883 - Quebec Act 46 VIC Cap. 88, previous Acts repealed
but Corporation continued.

Directors: Under Section 2 of the C.N. -C.P. Act of 1933 the Trustees (Directors) of Canadian National Railway Company replaced the previous Board of Directors.

Declaratory: Works and undertaking declared to be works for the general advantage of Canada - Dominion Act 4-5 Geo. V, Cap 20, June 12, 1914.

History:

LAKE ST. JOSEPH HOTEL COMPANY

Under Quebec Letters Patent dated about 1906 "Lake St. Joseph Hotel Company" was incorporated.

The Company was a wholly owned subsidiary of The Quebec and Lake St. John Railway Company and appears to have been incorporated about 1906.

Under deed of trust of the Royal Trust Company, dated May 1, 1906, recorded under the number 10298 of the records of Cy Tessier, notary at Quebec, the Company's properties were mortgaged. Not exceeding \$50,000 to be guaranteed by the Quebec and Lake St. John Railway Company.

Under Quebec Act 2 Geo V Cap. 83, April 3, 1912, permission was given to wind up the Company. The act also confirmed that all the properties and undertakings of the Company be transferred to The Quebec and Lake St. John Railway Company; that the Royal Trust Company, as trustee for the bondholders of the Hotel Company, discharge the Trust deed; and that the bondholders surrender the outstanding issue of £10,000 First Mortgage Bonds in exchange for an equal amount of New Debenture Stock authorized under the Act to be issued by The Quebec and Lake St. John Railway Company.

THE SAGUENAY AND LAKE ST. JOHN RAILWAY COMPANY

Under Quebec Act 46 VIC Cap. 94, March 30, 1883, "The Saguenay and Lake St. John Railway Company" was incorporated to construct and operate a railway from St. Alphonse or Chicoutimi to Lake St. John.

Under Quebec Act 51-52 VIC Cap. 94, July 12, 1888, an agreement of September 6, 1887 between this Company and The Quebec and Lake St. John Railway Company transferring to The Quebec and Lake St. John Railway Company this Company's charter, rights, and privileges, and the subsidy voted to it by the Dominion Government in 1887 for the construction of the line from Chicoutimi to Lake St. John, together with plans and profiles, was ratified.

THE QUEBEC AND LAKE ST. JOHN RAILWAY COMPANY

Under Quebec Act 32 VIC Cap. 53, April 5, 1869, "The Quebec and Gosford Railway Company" was incorporated to construct a railway from Quebec City up the St. Charles River and northwesterly to the Township of Gosford.

THE QUEBEC AND LAKE ST. JOHN RAILWAY COMPANY

History:
(Cont'd.)

Under Quebec Act 34 VIC Cap. 24, December 24, 1870, the name was changed to "The Quebec and Lake Saint John Railway Company".

The authorized capital stock of The Quebec and Gosford Railway Company was originally \$120,000 i.e. 12,000 shares of \$10 each. Under Act 38 VIC Cap. 46, 1875 the authorized capital stock was increased to \$5,000,000 - shares of \$100 each. The original shares were to be held and deemed to be one-tenth of a share of \$100 with the right to have ten such shares exchanged for a fully paid share of \$100.

Under Quebec Act 46 VIC Cap. 88, March 30, 1883, the above mentioned Acts were repealed, but the corporation created under the previous Acts was continued under the name "The Quebec and Lake St. John Railway Company", and Cap. 88 is held to be the incorporating Act, and power was granted to extend to Lake St. John.

Under Quebec Act 51-52 VIC Cap. 94, July 12, 1888, an agreement of September 6, 1887, with The Saguenay and Lake St. John Railway Company transferring to this Company its charter, rights and privileges, and the subsidy voted to it by the Dominion Government in 1887 for the construction of the line from Chicoutimi to Lake St. John, together with plans and profiles was ratified. The conditions of transfer included provision for payment of \$6,000 for plans, profiles, and other expenses already incurred, and that a resident of Chicoutimi, to be named by the Bishop of Chicoutimi, be hereafter kept in office as a director of The Quebec and Lake St. John Railway Company and that another resident of the county, also to be named by the Bishop of Chicoutimi, be admitted as a member of the Board of Directors of The Quebec and James Bay Railway Company.

The railway was completed and opened for traffic as follows:

Loretteville Jct.	to	Lake St. Joseph	18.17 miles	July 9, 1881
Lake St. Joseph	to	St. Raymond	13.19 "	Nov. 3, 1881
St. Raymond	to	Lake Simon	9.02 "	Nov. 11, 1884
Lake Simon	to	Riviere a Pierre	12.44 "	Nov. 2, 1883
Riviere a Pierre	to	Lake Edward	55.38 "	Jan. 9, 1888
Lake Edward	to	De Queen	57.45 "	Jan. 9, 1888
De Queen	to	Chambord Jct.	6.90 "	June 18, 1888
Chambord Jct.	to	Roberval	13.32 "	Dec. 5, 1888
Quebec	to	Whitehouse	10.90 "	July 1, 1890
Chambord Jct.	to	Chicoutimi	51.19 "	July 17, 1893
Valcartier M 14.95	to	M 18.65	3.70 "	Aug. 1, 1907
Valcartier	to	Clarks	4.60 "	Aug. 1, 1907
Linton Jct.	to	La Tuque	39.60 "	Nov. 23, 1907
Hotel Jct.	to	Lake St. Joseph	.76 "	July 1, 1913
Total	-		296.62 miles	

On November 15, 1906 Mackenzie, Mann and Co. Ltd., purchased from Hanson Bros. \$2,307,300 of the capital stock of the Quebec and Lake St. John Railway Company. On May 10, 1907 a further \$1,594,020 was purchased. Subsequent purchases brought the total capital stock purchased to \$4,019,140. Afterwards this stock was turned over to the Canadian Northern Railway Company and \$4,002,840 was pledged under the Canadian Northern Railway Company 4% Guaranteed Debenture Stock and Bonds, secured under Trust Deed dated July 15, 1914. The balance \$16,300, was held in the Royal Trust Company vaults in the name of the Canadian National Realties, Ltd. on trust for the Canadian Northern Railway Company. This mortgage was discharged on April 1, 1939.

THE QUEBEC AND LAKE ST. JOHN RAILWAY COMPANY

History:
(Cont'd.)

Under Dominion Act 9-10 Edw VII Cap. 51, May 4, 1910 a subsidy was voted (renewal of Act 7-8 Edw VII Cap. 63, item 9, July 20, 1908) in the name of The Quebec and Lake St. John Railway Company. On May 13, 1910, the Canadian Northern System Counsel made application in the name of The James Bay and Eastern Railway Company for the subsidy. In response to request for explanation Canadian Northern Railway System Counsel replied on July 5, 1910, that The Quebec and Lake St. John Railway Company was in the hands of Receivers and that The James Bay and Eastern Railway Company had been incorporated to take up the subsidy and to build the last link in the Canadian Northern System in Quebec District.

Schedule A to Quebec Act 2 Geo V. Cap. 83, April 3, 1912, mentions that the Trustees for bondholders appointed A.J. Gorrie to be Receiver of the property and undertaking of The Quebec and Lake St. John Railway Company.

Under agreement dated February 16, 1911, ratified and confirmed by Quebec Act 2 Geo V Cap. 83, April 3, 1912, between The Quebec and Lake St. John Railway Company, The Railway Share Trust and Agency Company, Limited, (trustees), and The Canadian Northern Railway Company, as set out in Schedule A to Quebec Cap 83, April 3, 1912, it was arranged that

1. The Quebec and Lake St. John Railway create a new issue of 4% First Mortgage Debenture Stock, guaranteed by The Canadian Northern Railway Company as to principal and interest, and secured by Trust Deed in favour of the National Trust Company and the British Empire Trust Company Limited as joint Trustees, to be exchanged for outstanding £500,000 Prior Lien Bonds secured by trust deeds, £442,400 First Mortgage Bonds secured by trust deeds, £640,400 Income Bonds secured by Trust deeds, and £10,000 First Mortgage Bonds of the Lake St. Joseph Hotel Company (a wholly owned subsidiary) secured by mortgage on its properties and unconditionally guaranteed by The Quebec and Lake St. John Railway Company.
2. The Lake St. Joseph Hotel Company properties be transferred to The Quebec and Lake St. John Railway Company and that the Hotel Company be wound up.
3. Prior Trust Deeds and Mortgage be discharged and new Trust Deed securing the new 4% First Mortgage Debenture Stock be executed.
4. Receivership be terminated and discharge of A.J. Gorrie as Receiver be obtained upon request by The Canadian Northern Railway Company to do so.

The new issue of Debenture Stock and Trust Deed relative thereto was dated June 1, 1912.

Under agreement dated July 14, 1914, and by authority of Dominion Act 4-5 Geo V Cap. 20, June 12, 1914, The Canadian Northern Railway Company acquired capital stock of The Quebec and Lake St. John Railway Company in the amount of \$4,002,800.

THE QUEBEC AND LAKE ST. JOHN RAILWAY COMPANY

Funded Debt: The Quebec and Lake St. John Railway Company's First Mortgage
 (Cont'd.) Debenture Stock secured by Trust Deed dated June 1, 1912 and
 maturing in perpetuity.
 Amount Authorized £ 1,500,000 @ 4.86-2/3 \$ 7,300,000.00
 " Issued 921,948 " 4,486.813.60

This mortgage was guaranteed by the Canadian Northern Railway Company and formed a First on all lines of the Company subject to the Prior Lien Bond of \$ 125,000.
 This mortgage was discharged on July 30, 1956.

Capital Stock: As at December 31, 1960:
 Authorized: 60,000 shares - \$100 each \$ 6,000,000
 Issued: 45,083 shares - \$100 each 4,508,300

40,191 4/10 shares - \$4,019,140 owned by The Canadian Northern Railway Company (now Canadian National Railway Company)
 2,205 shares - 220,500 City of Quebec
 2,686 6/10 shares - 268,660 Public

Under agreement dated July 14, 1914, and by Authority of Dominion Cap. 20, 1914, the Contractors, (Mackenzie, Mann & Company, Limited, Sir William Mackenzie and Sir Donald D. Mann) transferred \$4,002,800 of capital stock to the Trustee, free of prior charges, to become and remain the property of The Canadian Northern Railway Company to form part of the mortgaged premises under Trust Deed dated July 15, 1914. Payment was included in the \$23,000,000 of capital stock of The Canadian Northern Railway Company issued to the Contractors in consideration of their turning over control of the companies as set out in The Canadian Northern Guarantee Act, 1914, Dominion Act 4-5 Geo V Cap. 20, June 12, 1914.

The City of Quebec subscribed for \$450,000 of capital stock, but 51% of it was surrendered in 1901 on condition that the Company would operate throughout the year a daily passenger and freight train service between Quebec, Roberval and Chicoutimi.

Upon amalgamation of The Canadian Northern Railway Company and 16 other companies into one company under the name "Canadian National Railway Company" on June 11, 1956, the capital stock of The St. John and Quebec Railway Company which was held by The Canadian Northern Railway Company became the property of the newly Amalgamated Company.

Long-term debt: As at December 31, 1955:
 4% First Mortgage Perpetual Debenture Stock \$4,934.80
 Secured by Trust Deed dated June 1, 1912.

Amounts payable to affiliated companies: Demand Note dated November 18, 1943, in favour of The Canadian Northern Railway Company (now, by amalgamation on June 11, 1956, Canadian National Railway Company) in respect of indebtedness of the Company as of December 31, 1942. Held in Royal Trust Company vaults, Montreal - Unpledged. \$33,287,243.66

The authorized capital stock of The Quebec and Gosford Railway Company was originally \$120,000 i.e. 12,000 shares of \$10 each. Under Quebec Cap. 46, 1875 the authorized capital stock was increased to \$5,000,000 - shares of \$100 each. The original shares were to be held and deemed to be one-tenth of a share of \$100 with the right to have ten such shares exchanged for a fully paid share of \$100.

Property investment: As at December 31, 1960:
Road \$16,887,293.94

Donations and grants: Donations and land grants were as follows: (Statistics of Steam Railways p. 65):

Dominion	\$1,261,464	
Province of Quebec	2,671,873	161,160 acres of land
Municipal	<u>12,000</u>	
	\$3,945,337	

Investment in affiliated companies: As at December 31, 1960:
Stocks:
The Northern Consolidated Holding Company, Limited
10 shares - \$100 each \$1,000

Funded Debt: The Quebec and Lake St. John Railway Company's First Mortgage Bond (Prior lien of March 15, 1901) secured by Trust Deed dated March 12, 1901 and issued April 18, 1897 and maturing January 1, 1913.

Amount authorised £ 500,000 @ 4.86 2/3	\$ 2,433,333.33
Exchanged at 100% for 4% First Mortgage Debenture Stock issued June 1, 1912	<u>2,308,333.33</u>
Amount outstanding and pledged as a guarantee for the construction of a line from Chicoutimi to St. Alphonse This issue is not guaranteed and is a first charge on all lines owned by the Company. The Province of Quebec has declined to surrender this \$125,000.00. Provision has been made by for the surrender of this \$125,000.00 by pledging.	\$ 125,000.00
Five Percent First Mortgage Bonds	\$ 31,390.00
Six Percent Income Bonds	<u>102,930.00</u>
	\$ 134,320.00

The Quebec and Lake St. John Railway Company's 5% First Mortgage Bonds secured by Trust Deed dated May 23, 1901 and supplementary Trust Deed dated November 12, 1904 and maturing on December 31, 1924 Amount authorized and issued £442,000 @ 4.86 2/3 \$ 2,153,013.33
Exchanged at 70% for 4% First Mortgage Debenture Stock issued June 1, 1912 2,121,623.33
Amount outstanding and pledged \$ 31,390.00
This \$31,390.00 has been pledged with the Province of Quebec to secure the release of the \$125,000 Prior Lien Bond and is held by the Royal Bank in Quebec, P.Q.

The Quebec and Lake St. John Railway Company's 6% Income Bonds secured by Trust Deed dated May 23, 1901 and Supplementary Trust Deed dated November 12, 1904 maturing December 31, 1924
Authorized and issued £640,400 @ 4.86 2/3 \$ 3,116,613.33
Exchanged at 13% for 4% First Mortgage Debenture Stock issued June 1, 1912 3,013,653.33
Balance outstanding and pledged \$ 102,930.00
This \$102,930.00 has been pledged with the Province of Quebec to secure the release of the \$125,000 Prior Lien Bond and is held by the Royal Bank, Quebec

THE QUEBEC AND LAKE ST. JOHN RAILWAY COMPANY

Mackenzie, Mann & Company, Limited acquired the majority shares of Capital Stock on May 10, 1907.

Quebec	to Chicoutimi	227.20 miles
Chambord	to Roberval	<u>13.32 "</u>
		240.52 miles

Abandoned

Quebec (St. Malo)	to White-house	10.50 miles	1890	
Valcartier	to Ste Catherine	3.90 "	1907	
Linton Jct.	to La Tuque	39.60 "	1921	
Valcartier	to Clarks	4.30 "	1932	
	Total -			58.30 miles

Incorporated by Quebec Statutes, Chap. 53, April 5th, 1869, as "The Quebec and Gosford Railway Company": Powers extended and name changed to "The Quebec and Lake Saint John Railway Company" by Chap. 24, December 24th 1870 (Quebec). Acts regarding Company consolidated and name changed to "The Quebec and Lake St. John Railway Company" by Chap. 88, 30th March 1883 (Quebec).

Authorized Capital	-	\$6,000,000
Amount issued	-	4,508,300
Owned by System	-	4,019,140

SHAREHOLDERSShares

Canadian National Realties, Limited, in trust for the Canadian Northern Railway Company	40,028-4/10
Canadian National Realties, Limited	<u>163</u>
	40,191-4/10

DIRECTORS

Donald Gordon	G. E. Ayers
J. R. Griffith	A. M. McBain
W. G. Stewart	H. I. Price
W. Colquhoun	J. B. Sangster
J. L. Levesque	R. A. Brown
G. Charbonneau	W. C. Koerner

OFFICERS

Donald Gordon	Chairman and President
N. J. MacMillan	Executive Vice-President
A. H. Hart	Vice-President
S. F. Dingle	Vice-President
E. A. Bromley	Vice-President
D. O. M. Solandt	Vice-President
J. L. Toole	Vice-President
W. T. Wilson	Vice-President
H. C. Friel	Vice-President-Law
J. A. McDonald	Vice-President
R. H. Tarr	Vice-President and Secretary
G. E. Gauthier	General Manager

THE QUEBEC AND LAKE ST. JOHN RAILWAY COMPANYOFFICERS (Cont'd.)

J. M. Young	Assistant Secretary
L. J. Mills	Comptroller
E. J. Denyar	Treasurer
H. M. Blaiklock	General Manager of Real Estate
E. W. Wolff	European Secretary and Treasurer
C. N. Oakley	Asst. " " " "
C. N. Oakley	European Registrar
J. E. West	Asst. " "

Directors - Not less than 7 or more than 11. Quorum-4.

Meetings: Same as Canadian National Railway Company.

THE QUEBEC AND RICHMOND RAILROAD COMPANY
(included in "Canadian National Railway Company" from January 31, 1923)

Incorporated: August 10, 1850 - Province of Canada Act 13 - 14 VIC Cap. 116.

History: Under Province of Canada 10 - 11 VIC Cap. 122 presented for Royal Assent July 28, 1847, Assented April 15, 1848, Royal Assent signified by Proclamation June 24, 1848 "The Canada, New Brunswick and Nova Scotia Railway Company" was incorporated to build a railway from Melbourne or Drummondville to Point Levis thence via Riviere du Loup to Province Line of New Brunswick, plans to be filed within one year. Apparently no progress was made with this proposal.

Under Province of Canada Act 13 - 14 VIC Cap. 116, August 10, 1850 "The Quebec and Richmond Railroad Company" was incorporated to build a line from opposite Quebec City to Richmond, Quebec to connect with the St. Lawrence and Atlantic Railway.

The line was constructed from Point Levis to Richmond (95.43 miles) and opened for traffic on November 27, 1854.

5.77 miles (from Chaudiere Curve to Hadlow) were included in the line Hadlow to Riviere du Loup sold on July 17, 1879, by The Grand Trunk Railway Company of Canada to form part of The Intercolonial Railway, the Grand Trunk Railway being granted running rights in perpetuity over the tracks between Chaudiere Curve and Hadlow free of charge.

Amalgamation: Effective July 1, 1853, under agreement dated April 12, 1853, duly authorized by shareholders of respective Companies, and confirmed by Province of Canada Act 18 VIC Cap. 33, December 18, 1854, The Quebec and Richmond Railroad Company and five other Companies were amalgamated into one company under the name "The Grand Trunk Railway Company of Canada". The latter Company was amalgamated with "Canadian National Railway Company" January 31, 1923.

Location:	Levis Division:	<u>Miles</u>
	Point Levis - Chaudiere Curve	8.05
	Chaudiere Curve - Richmond	<u>87.38</u>
		95.43

Capital Stock:	Prior to amalgamation on July 1, 1853:	
	Authorized:	52,000 shares - £12.10 (\$60) each £650,000 (\$3,163,333)

Long-term debt:	Prior to amalgamation on July 1, 1853:	
	Authorized:	Bonds £150,000 (\$730,000)
	Issued:	Nil.

THE QUEBEC AND SAGUENAY RAILWAY COMPANY

(property included in "Canadian Government Railways" from March 4, 1919)

Incorporated: May 20, 1905 - Quebec Act 5 Edw VII Cap. 55.

History: Under Province of Canada Act 18 VIC Cap. 35 December 18, 1854, the first Company named "Quebec and Saguenay Railway Company" was incorporated to build a railway from Quebec City to River Ste. Anne. Apparently the charter lapsed due to non-fulfilment of the undertaking within the time limits specified in the Railway Clauses Consolidation Act.

Under Quebec Act 5 Edw VII Cap. 55, May 20, 1905, "The Quebec and Saguenay Railway Company" was incorporated to construct and operate a railway from St. Joachim, via Baie St. Paul, Malbaie, etc. to the Saguenay river, etc.

Dominion Act 6 - 7 Geo. V. Cap. 22, May 18, 1916, authorized the Minister of Railways and Canals to acquire The Quebec and Saguenay Railway extending from its junction with the Quebec, Montmorency and Charlevoix Railway at St. Joachim to Nairn Falls, about 62 8/10 miles, on the basis of actual cost less subsidies and depreciation as determined by the Exchequer Court of Canada.

Dominion Order in Council P.C. 1849, August 4, 1916, approved agreement with Quebec Railway Light, Heat and Power Company for acquirement of The Quebec and Saguenay Railway by the Dominion Government.

Dominion Order in Council P.C. 2034, August 31, 1916, pending receipt of clear title to railway, approved agreement with The Quebec and Saguenay Railway Company for completion of the line under direction of Mr. Gordon Grant, Chief Engineer of National Transcontinental Railway Commission.

Item 383, Dominion Act 8 - 9 Geo. V Cap. 52, May 24, 1918, provided \$3,489,313.53 to acquire The Quebec and Saguenay Railway extending from its junction with the Quebec, Montmorency and Charlevoix Railway to Nairn Falls, approximately 62 miles, at a price not exceeding \$3,489,313.53 exclusive of any sums paid out of amounts voted by Parliament in 1916 and 1917.

Dominion Order in Council P.C. 478, March 4, 1919, authorized purchase by the Dominion Government of the Quebec and Saguenay Railway at sale to be held on that date.

Dominion Order in Council P.C. 721, April 5, 1919 authorized signature for Notarial Deed in above purchase, and withholding of portion of purchase price until Title cleared.

Dominion Order in Council P.C. 1988, September 24, 1919 placed the Quebec and Saguenay Railway under the Jurisdiction of the Directors of The Canadian Northern Railway Company for management and operation. The railway was operated by the Contractors actually until October 8, 1920, when it was finally inspected and taken over for operation from Cap Tourmente to Nairn Falls, a distance of 61.70 miles.

The Crown obtained a transfer of all the capital stock but title of the property is in the name of The Crown, and the value of the stock is intangible.

THE QUEBEC AND SAGUENAY RAILWAY COMPANY

Property investment:	As at December 31, 1960		
	Road		\$7,998,325
Donations and grants:	Subsidies were (Statistics of Steam Railways of Canada - 1938, p.64:)		
	Dominion		\$248,801
Location:	Laurentian Division:		
	Cap Tourmente	-	Nairn Falls 61.70 miles.

THE QUEBEC BRIDGE AND RAILWAY COMPANY

- Incorporated: June 23, 1887 - Dominion Act 50 - 51 VIC Cap. 98
 July 10, 1903 - Dominion Act 3 Edw. VII Cap. 177, name changed
 (see, History).
- Declaratory: Undertaking declared to be a work for the general advantage of Canada -
 Dominion Act 3 Edw. VII Cap. 177, July 10, 1903.
- History: Under Province of Canada Act 16 VIC Cap. 132, May 23, 1853, "The Quebec Bridge Company" was incorporated to build a bridge across the River St. Lawrence at or above the City of Quebec.
- Under Dominion Act 47 VIC Cap. 78, April 19, 1884, "The Quebec Railway Bridge Company" was incorporated to build a bridge across the River St. Lawrence with provision for vehicular and pedestrian traffic, etc.
- Under Dominion Act 50-51 VIC Cap. 98, June 23, 1887 "The Quebec Bridge Company" was incorporated to construct a bridge for railway, vehicular and pedestrian traffic across the St. Lawrence River at or near Quebec.
- Under Dominion Act 3, Edw. VII Cap. 177, July 10, 1903, the name was changed to "The Quebec Bridge and Railway Company".
- Under Dominion Act 3 Edw. VII Cap. 54, October 24, 1903, provision was made for further financial arrangements to assist in completion of the undertaking. At this time the substructure and approaches had been completed and a portion of the superstructure had been constructed. Subsidies of \$374,353, \$250,000 and \$300,000 to aid in construction had been paid to the Company by the Dominion Government, the Province of Quebec, and the City of Quebec respectively. The Company had so far expended \$914,862 upon the works.
- On August 29, 1907, the south cantilever arm of this bridge, under construction, collapsed and fell into the St. Lawrence River, carrying some 65 or more workmen to their death. The catastrophe ruined The Quebec Bridge and Railway Company and the contractors, the Phoenix Bridge Company of Pennsylvania.
- The findings of the Royal Commission appointed by Dominion Order in Council dated August 31, 1907, to investigate the cause of the collapse of the bridge, after far-reaching study, were clear and concise and attributed the failure to faulty design and certain features of the scheme of erection.
- Dominion Act 7-8 Edw. VII Cap. 59, July 20, 1908, authorized the Dominion Government to exercise its right to take over the whole undertaking, assets, property and franchises of the Company following the collapse of the portion of the superstructure, pursuant to the provisions of agreement entered into on October 24, 1903 prior to the fall of the superstructure, as set out in the schedule to Dominion Act 3 Edw. VII Cap. 54, October 24, 1903.
- Under Dominion Order in Council P.C. 1787, August 17, 1908, a Board of Engineers was appointed to supervise erection of a new bridge, as a link in the National Transcontinental Railway then under construction.

THE QUEBEC BRIDGE AND RAILWAY COMPANY

The wreckage and partially erected steel work of the old structure was removed, and on April 9, 1910, the Government awarded a contract to Charles Koenig and Company of Quebec, for construction of the sub-structure of the new bridge. This work was completed in two years.

By authority of Order in Council of March 31, 1911, contract was awarded on April 4, 1911, on plans submitted by the tendering company itself, to the St. Lawrence Bridge Company (a subsidiary of the Dominion Bridge Company of Lachine, Quebec and the Canadian Bridge Company of Walkerville, Ontario). The parent companies were required to sign the contract and become joint and several guarantors for the proper execution of the work. The contract date for completion was December 31, 1915, and estimated cost was \$8,650,000, a reduction of about \$2,600,000 having been made in the estimate by elimination of the highways for vehicular traffic contemplated in the original design. The bridge provided for two railway tracks and two sidewalks for pedestrians.

Dominion Order in Council P.C. 88, January 15, 1912, authorized repayment to the Province of Quebec and the City of Quebec of subsidies paid by them to The Quebec Bridge and Railway Company.

The erection of the superstructure was begun in 1913 and proceeded without mishap until September 11, 1916, when the suspended span, which had been built at Sillery Cove, some two miles down the river, was towed up to the Bridge site and hoisting apparatus attached to lift it into place. When the span had been raised some several feet the hoisting gear failed; the span buckled and crashed into the water, causing the death of 10 or 12 workmen. Investigation showed no damage to the standing structure and no fault in the plans nor in the fabric of the wrecked span. The St. Lawrence Bridge Company acknowledged responsibility for the accident.

Work was immediately commenced on a new span and on September 20, 1917 this was successfully raised into its place and the Quebec Bridge was a reality. The first train passed over the bridge on October 17, 1917, and the bridge was opened for regular traffic on December 3, 1917.

On August 21, 1918, the bridge was finally completed and accepted by the Government, since which time it forms part of "Canadian Government Railways".

Under Dominion Order in Council P.C. 115, January 20, 1923 "Canadian Government Railways" which includes Quebec Bridge, were entrusted to Canadian National Railway Company for management and operation.

Vehicular
roadway:

By Agreement dated November 15, 1928, between the Dominion Government and the Government of the Province of Quebec, the Provincial Government was granted authority to construct, maintain and operate a roadway for vehicular traffic upon and over the Quebec Bridge and undertook to pay all costs of the roadway and all expenses of maintaining and operating same, including any necessary grade crossing protection of separations. The Province obtained the right to collect tolls as authorized by Order in Council, and, from the proceeds of these tolls, agreed to (1) meet expense of operation and maintenance of the road; (2) meet interest of 5% on capital expenditure not exceeding \$400,000 involved in construction of the road; (3) provide sinking fund to amortize actual capital expenditure, not exceeding \$400,000 over a period of 40 years and (4) pay \$6,000 to the Federal Minister, representing \$2,000 for additional cost of maintenance of the whole bridge (exclusive of roadway and railway tracks) by reason of the existence of the roadway thereon, and \$4,000 representing one quarter of estimated yearly cost of maintaining the whole bridge exclusive of road and railway tracks. The agreement is for 30 years, expiring November 15th, 1958.

THE QUEBEC BRIDGE AND RAILWAY COMPANY

On September 30, 1948 a new agreement was entered into renewing agreement of November 15, 1928 for 21 years and an option to renew for another 21 years on six months notice. Rental increased from \$6,000 to \$25,000.

Property Investment:	As at December 31, 1960: Road	\$21,706,664.49	
	Cost of Guaranteed Bonds Purchased		\$ 6,424,781.00
	Payment to Province of Quebec		250,000.00
	Payment to City of Quebec		300,000.00
	Payment of Award made by Supreme Court		485.20
	Received from Phoenix Bridge Company in final adjustment of claims account collapse of bridge	(Cr)	100,000.00
	Payment to Shareholders for stock, after collapse of first bridge 1908-1909		355,279.07
	Expenditures during fiscal year 1910-1911		227,563.40
	1911-1912		603,293.07
	1912-1913		1,512,825.96
	1913-1914		2,604,105.61
	1914-1915		2,816,305.10
	1915-1916		2,746,813.70
	1916-1917		2,733,677.00
	1917-1918		931,278.01
	1918-1919		656,761.79
	1919-1920	(Cr)	880.65
	1920-1921		-
	1921-1922		-
	1922-1923	(Cr)	344.70
	1923-1924		-
	1924-1925		-
	1925-1926		-
	1926-1927	(Cr)	<u>355,279.07</u>
	Total Investment carried in Accounts of Canadian Government Railways		<u>\$21,706,664.49</u>
	The following expenditures were incurred by the Government but not capitalized:		
	Payment to Quebec Bridge Company out of original subsidy of \$1,000,000 prior to February 1st, 1904		374,353.33
	Expenses of Commission to enquire into the cause of collapse of first bridge		31,765.44
	Other expenditures, Fiscal year 1908-1909		35,822.61
	Expenditures for plans, etc., year 1909-1910		111,788.02
	Expenditures during fiscal year 1920-1921		<u>24,555.50</u>
			<u>\$ 578,284.90</u>
	Total Cost of Undertaking		<u>\$ 22,284,949.39</u>

Location: Levis Division:
Bridge approximately 7 miles up river from Quebec City.

Measurements:	
Length of steelwork	3,239'
Length of centre span	1,800'
Length of suspended span	640'
Height above low water	172'
Height above high water	150'
Weight of steel superstructure	66,480 tons

THE QUEBEC BRIDGE AND RAILWAY COMPANY

During construction, a right of way was purchased and the Quebec Bridge Connection and Wye to The Intercolonial Railway on the south shore was constructed. The use of this connection and wye was discontinued in 1921 when the cut-off from Charny to Mile 1.47 of the Bridge Sub Division was opened for traffic.

THE QUEBEC, MONTREAL AND SOUTHERN RAILWAY COMPANY 691
(property acquired by "Canadian National Railway Company" July 16, 1929)
Includes:

The East Richelieu Valley Railway
The Great Eastern Railway
The Montreal and Sorel Railway
The Quebec Southern Railway
South Shore Railway
The United Counties Railway

Incorporated: July 13, 1906 - Dominion Cap. 150.

THE EAST RICHELIEU VALLEY RAILWAY COMPANY

History: The East Richelieu Valley Railway Company was incorporated on December 30, 1890 under Act 54 Vic. Cap. 91, Province of Quebec to build a railway from Lacolle to St. Hyacinthe.

Under Act 59 Vic. Cap. 65, Province of Quebec, passed December 21, 1895 the United Counties Railway Company was empowered to purchase the East Richelieu Valley Railway Company

The railway was completed and opened for traffic from Noyan Jct. to Iberville a distance of 21.86 about December 1, 1898 and operated by the United Counties Railway Company.

The railway was sold by order of the Exchequer Court on May 30, 1900 to M.E. Bernier, acting as trustee for the Quebec Southern Railway Company.

Under Act 63-64 Vic. Cap. 76, Dominion of Canada, passed July 7, 1900 the Quebec Southern Railway Company was incorporated to operate the United Counties Railway and empowered to acquire the East Richelieu Valley Railway Company.

THE GREAT EASTERN RAILWAY COMPANY

The Great Eastern Railway Company was incorporated on May 17, 1882, under Act 45 Vic. Cap. 71, Dominion of Canada to build a railway from Dundee to Levis and branches.

The railway was completed and opened for traffic from Yamaska to the St. Francis River, a distance of 6.12 miles on January 24, 1887 and Nicolet River to St. Gregoire 6.66 miles July 1, 1889.

On June 1, 1889 the Great Eastern Railway Company leased the Montreal and Sorel Railway and operation was commenced on June 24, 1889.

On May 21, 1890 the Great Eastern Railway Company entered into an agreement in connection with repairing the Montreal and Sorel Railway between St. Lambert and Sorel.

In 1894 the South Shore Railway Company entered into an agreement to purchase the Great Eastern Railway.

The railway was sold at Sheriff's sale on August 29, 1899 to R. Prefontaine and on December 6, 1899 the railway was acquired by the South Shore Railway Company.

THE MONTREAL AND SOREL RAILWAY COMPANY

The Montreal and Sorel Railway Company was incorporated on June 30, 1881 under Act 44-45 Vic. Cap. 35, Province of Quebec to build a railway from

History:
(Cont'd.)

St. Lambert to Sorel.

The railway was opened for traffic from St. Lambert to Armstrong a distance of 44.67 miles on April 1, 1882, on which date it was leased to the South Eastern Railway Company. On January 1, 1884 the lease was transferred to and assumed by the Grand Trunk Railway Company of Canada for a period of ten years. From April 1884 to December 31, 1885 and from October 1888 to June 24, 1889 the railway was not operated. On June 1, 1889 the railway was leased to the Great Eastern Railway Company and operation was resumed on June 24, 1889.

On May 21, 1890 the Montreal and Sorel Railway Company and the Great Eastern Railway Company entered into an agreement in connection with repairing the line between St. Lambert and Sorel.

Owing to non payment of interest on November 1, 1891 Mr. A.A. Taillon, General Manager of the Quebec Central Railway Company was appointed Sequestrator and on June 1, 1894 the railway was sold at Sheriff's Sale to Hon. L. Tourville, but by arrangement the Sheriff's deed of sale dated July 7, 1894 was made to the South Shore Railway Company.

THE QUEBEC SOUTHERN RAILWAY COMPANY

The Quebec Southern Railway Company was incorporated on July 7, 1900 under Act 63-64 Vic. Cap. 76, Dominion of Canada to operate the United Counties Railway and was empowered to purchase the East Richelieu Valley Railway Company which was done.

By order of the Exchequer Court dated March 21, 1904, granted at the request of the Minister of Railways and Canals, George Casimer Dessaulles President of the Bank of St. Hyacinthe, was appointed receiver of the Quebec Southern Railway Company and the South Shore Railway Company.

Under Act 4-5 Edw. VII Cap. 158, Dominion of Canada, passed July 20, 1905, the Exchequer Court of Canada was authorized to order the sale of the South Shore Railway Company and the Quebec Southern Railway Company.

On September 11, 1905, the Exchequer Court of Canada, ordered the sale, en bloc of the Quebec Southern Railway Company comprising the United Counties Railway Company the East Richelieu Valley Railway Company and the South Shore Railway Company by tenders.

By judgement of the Exchequer Court of Canada rendered on November 8, 1905 the tender of Frederic L. Beique for \$1,051,000 was accepted on condition that he undertake to protect the creditors of the said railway companies. These conditions were accepted by Mr. Beique on November 9, 1905.

On June 11, 1906, Frederick L. Beique sold to William S. Opdyke, General Counsel and Charles A. Walker, Treasurer of the Delaware and Hudson R.R. and his rights by acceptance and confirmation of this bid.

On August 11, 1906, the above rights were again transferred to the Quebec Montreal and Southern Railway Company and on January 4, 1907 the Registrar of the Exchequer Court of Canada, sold, assigned and transferred the property to the Quebec, Montreal and Southern Railway Company.

According to the Railway Statistics of the Dominion of Canada for the year ending June 30, 1902, Page 40, the Quebec Southern Railway Company assumed the operation of the South Shore Railway on October 17, 1901.

THE SOUTH SHORE RAILWAY COMPANY

The South Shore Ry. Co. was incorporated January 8, 1894 under Act 57 Vic. Cap. 72, Province of Quebec, to build a railway from Levis to Valleyfield.

The Montreal and Sorel Ry. was sold at Sheriff's sale on June 1, 1894 to Hon. L. Tourville, but by arrangement the Sheriff's deed of sale dated July 7, 1894 was made to the South Shore Ry. Co.

The railway was completed and opened for traffic as follows:

Subdivision	From	To	Miles	Date
Sorel	Mile 46.44	Bellevue Jct.	7.01	Aug. 4, 1900
Yamaska	Bellevue Jct.	Yamaska	<u>4.99</u>	" 4, 1900
		Total	12.00	

By order of the Exchequer Court of Canada dated March 21, 1904, granted at the request of the Minister of Railways and Canals George Casimir Dessaulles, President of the Bank of St. Hyacinthe was appointed receiver of the Quebec Southern Ry. Co. and the South Shore Ry. Co.

On September 11, 1905, the Exchequer Court of Canada ordered the sale of the Quebec Southern Ry. Co. comprising the United Counties Ry. Co. the East Richelieu Valley Ry. Co. and the South Shore Ry. Co. by tenders.

By judgement of the Exchequer Court of Canada rendered on November 8, 1905 the tender of Frederic L. Berque for \$ 1,051,000 was accepted on condition that he undertake to protect the creditors of the said railway companies. These conditions were accepted by Mr. Berque on November 9, 1905.

On June 11, 1906 Frederic L. Berque sold to William S. Opdyke, General Counsel and Charles A. Walker, Treasurer of the Delaware and Hudson Ry. Co. his bid of \$1,051,000 made on November 2, 1905 and his rights by acceptance and confirmation of this bid.

On August 11, 1906 the above rights were again transferred to the Quebec Montreal and Southern Ry. Co. and on January 4, 1907, the Registrar of the Exchequer Court of Canada sold, assigned and transferred the property to the Quebec Montreal and Southern Ry. Co.

According to the Railway Statistics of the Dominion of Canada for the year ending June 30, 1902, Page 40 the Quebec Southern Ry. Co. assumed the operation of the South Shore Ry. on October 17, 1901.

THE QUEBEC, MONTREAL AND SOUTHERN RAILWAY COMPANY

THE UNITED COUNTIES RAILWAY COMPANY

The United Counties Railway Company was incorporated on March 30, 1883 under Act 46 Vic. Cap. 90, Province of Quebec, to build a railway from Richelieu to some point on Richelieu and St. Lawrence River near Sorel.

Under Act 51-52 Cap. 95, Province of Quebec passed July 12, 1888 the charter of the United Counties Railway Company was revived.

The railway was completed and opened for traffic as follows:

Iberville	to St. Hyacinthe	28.18 miles	September 17, 1893
St. Hyacinthe	" Bellevue Jct.	31.10 "	December 31, 1894
	Total	59.28 "	

Under Act 59 Vic. Cap. 60, Province of Quebec, passed December 21, 1895 the United Counties Railway Company was empowered to purchase the East Richelieu Valley Railway Company.

Prior to the construction of the South Shore Railway Company in 1900 the United Counties operated into Sorel by means of trackage rights over the Montreal and Atlantic Railway from St. Robert Jct. now Bellevue Jct. and Sorel a distance of 4.50 miles. The Montreal and Atlantic line between Drummondville and Sorel was subsequently abandoned.

On January 25, 1900 the United Counties Railway was sold at a Sheriff's Sale to George Casimir Dessaulles of St. Hyacinthe.

The Quebec Southern Railway Company was incorporated on July 7, 1900 under Act 63-64 Vic. Cap. 76, Dominion of Canada to operate the United Counties Railway and empowered to purchase the East Richelieu Valley Railway Company.

THE QUEBEC, MONTREAL AND SOUTHERN RAILWAY COMPANY

Under Dominion Act 6 EDW. VII Cap. 150, July 13, 1906, "The Quebec, Montreal and Southern Railway Company" was incorporated to acquire the franchises, railway and property of The Quebec Southern Railway, as comprising the railways heretofore known as the South Shore Railway, The United Counties Railway, and The East Richelieu Valley Railway, which had been sold, following Receivership, by Exchequer Court order pursuant to Dominion Cap. 158, July 20, 1905, and purchased by Hon. Frederick L. Beique, which property had been acquired on November 8, 1905, by the Delaware and Hudson Railway for \$1,051,000. The Delaware and Hudson Railway subsequently constructed 65.18 miles of line from Sorel to Fortierville.

Dominion Act 19-20 Geo. V Cap. 15, June 14, 1929, authorized the Canadian National Railway Company to purchase the whole of the railway and undertaking of The Quebec, Montreal and Southern Railway including the line of railway extending from a junction with Canadian National Railways at St. Lambert in a general northeasterly direction parallel to the St. Lawrence River through Boucherville, Varennes, Vercheres, and Contrecoeur to Sorel, a distance of 44.5 miles, thence continuing parallel to Lake St. Peter and the St. Lawrence River through Nicolet to Fortierville where it connects with the Canadian National Railways, a further distance of

65.5 miles, together with a branch from Bellevue Junction West of Sorel through St. Aime, St. Judes, St. Hyacinthe, Iberville and Henrysville to the junction with Canadian National Railways at Noyan, a distance of 81 miles, the whole comprising 190 miles, together with rolling stock, material and equipment, and all rights, franchises, powers, property and other assets, for the sum of \$6,000,000.

Purchase of the above mentioned property by Canadian National Railway Company effective July 16, 1929, was approved under Dominion Order in Council P.C. 1444, August 7, 1929. The purchase price of \$6,000,000 included material valued at \$79,638.49. \$5,920,361.51 was charged to Road and Equipment Investment Account and \$79,638.49 representing value of material taken into Stores was charged to Stores Account.

Payments were made as follows:

July 15, 1929		\$5,900,000.00
July 22, 1930	\$100,000.00	
Less amount required to commute seigniorial rents on property at Sorel and Iberville	1,000.29	98,999.71
Interest at 5% on \$100,000 July 15, 1929 to July 22, 1930		<u>5,096.00</u>
		\$6,004,095.71

Funds were provided from 5% 40 Year Gold Bonds dated October 1, 1929.

The purchase price included the following rolling stock:

	Units of Equip- ment taken over	Units found Unserviceable	Units retained in Service	Depreciated Value
Locomotives	14	5	9	\$ 59,868.41
Freight Train Cars	1,439	238	1,201	878,484.22
Passenger Train Cars	20	10	10	44,287.38
Work Equipment	18	7	11	21,170.00
				<u>\$1,003,810.01</u>

Donations
and grants:

Subsidies were (Statistics of Steam Railways of Canada 1938 p. 64.)

	Dominion of Canada	Province of Quebec	Municipal
Quebec			
Quebec, Montreal & Southern Ry.	\$	\$ 105,876	\$
East Richelieu Valley Ry.	69,952	116,340	
Great Eastern Railway	40,345	94,742	
Montreal & Sorel Railway	93,758	226,645	
South Shore Railway	529,442	257,565	25,000
United Counties	188,816	311,347	
	<u>\$922,313</u>	<u>\$1,112,515</u>	<u>\$25,000</u>

In addition to Cash Subsidies the Province of Quebec made a land grant of 105,876 acres to the Quebec, Montreal and Southern Railway Company.

Location:

The Railway was completed and opened for traffic as follows:

Quebec, Montreal and Southern Railway		
St. Francis River to Nicolet River	Nov. 2, 1909,	15.29 miles
St. Gregoire Jct. - Fortierville Jct.	Nov. 2, 1909,	27.48 miles - <u>Total</u>
		42.77 Miles
South Shore Railway		
Armstrong - Belleville Jct.	Aug. 4, 1900	7.01 miles
Bellevue Jct. - Yamaska	Aug. 4, 1900	4.99 miles - 12.00 "

THE QUEBEC, MONTREAL AND SOUTHERN RAILWAY COMPANY

East Richelieu Valley Railway Noyan - Iberville	Dec. 1, 1898	21.86 miles	-	21.86 miles
Great Eastern Railway Yamaska - St. Francois River	Jan. 24, 1889	6.12	"	
Nicolet River - St. Gregoire	July 1, 1889	6.66		12.78 miles
Montreal and Sorel Railway St. Lambert to Armstrong	April 1, 1882	44.67		44.67 "
United Counties Railway Iberville - St. Hyacinthe	Sept. 17, 1893	28.18		
St. Hyacinthe - Bellevue Jct.	Dec. 31, 1894	31.10		59.28 "
Total				193.36 "
Abandoned				
Noyan - Iberville		21.86 miles		May 18, 1931
Iberville - St. Hyacinthe		28.18 "		Nov. 22, 1931
St. Gregoire Jct. - Fortierville		- 27.48 miles		Dec. 28, 1934

Accounting: Merged in Canadian National Railway Company accounts.

Capital Stock: Dominion Act 23 - 24 Geo V Cap. 58, May 23, 1933, authorized The Quebec Montreal and Southern Railway Company to wind up its affairs by payment of all its debts and distributing its remaining assets among its stockholders, filing proof of such action under oath with the Secretary of State within 90 days of the passing of the Act whereupon the powers of the Company would cease.

THE QUEBEC RAILWAY, LIGHT AND POWER COMPANY 697
 (line from Quebec City to Cap Tourmente, Quebec acquired by
 "Canadian National Railway Company" November 1, 1951)

Incorporated: June 30, 1881 - Quebec Act 44 - 45 VIC Cap. 44.
 July 10, 1889 - Dominion Act 62 - 63 VIC Cap. 85, name changed
 (see History)

Declaratory: Declared to be a work for the general advantage of Canada - Dominion
 Cap. 59, Act 58 - 59 VIC July 22, 1895.

History: Under Quebec Act 44 - 55 VIC Cap. 44, June 30, 1881 "The Quebec, Montmorency and Charlevoix Railway Company" was incorporated to construct and operate a railway from Quebec City to a point on the Saguenay River between Tadousac and Ha-Ha Bay.

Dominion Act 58 - 59 VIC Cap. 59, July 22, 1895, declared the undertaking to be a work for the general advantage of Canada, and the Company to be a corporate body within the jurisdiction of the Parliament of Canada.

Under Dominion Act 62 - 63 VIC Cap. 85, July 10, 1899, the name The Quebec, Montmorency and Charlevoix Railway Company was changed to "The Quebec Railway, Light and Power Company".

An electrified line from St. Paul St., Quebec, to Cap Tourmente (31 miles) was built as follows:

		<u>Miles</u>	
Limoilou	- Ste. Anne de Beaupre	20.5	Aug. 1, 1889
Quebec	- Limoilou	.5	1890
Ste. Anne de Beaupre	- Cap Tourmente	<u>9.67</u>	Nov. 16, 1894
	Total	<u>30.17</u>	

In 1908 the Company was acquired by Quebec Power Company, a subsidiary of the Shawinigan Water and Power Company.

Dominion Act 6 - 7 Geo. V Cap. 22, May 18, 1916, authorized the Minister of Railways and Canals to acquire the Quebec, Montmorency and Charlevoix Railway extending from Quebec to St. Joachim, about 43 1/5 miles, The Quebec and Saguenay Railway extending from its junction with the Quebec, Montmorency and Charlevoix Railway at St. Joachim to Nairn Falls, about 62 8/10 miles, and the Lotbiniere and Megantic Railway extending from Lyster to St. Jean des Chaillons, about 30 miles, on the basis of actual cost less subsidies and depreciation as determined by the Exchequer Court of Canada, but not to exceed \$4,349,000 exclusive of outstanding bonded indebtedness not exceeding \$2,500,000 to be assumed by the Government.

Under Agreement dated March 26, 1930 Canadian National Railway Company leased the portion of the line between St. Joachim and Cap. Tourmente, 5.08 miles, with joint use of St. Joachim Station.

By Agreement dated September 5, 1947, authorized by Dominion Order in Council dated July 31, 1947 the line between St. Joachim and Cap Tourmente, 5.08 miles, was acquired by Canadian National Railway Company for the sum of \$75,000.

Under authority of Dominion Act 15 - 16 Geo. VI Cap. 43 passed on June 30, 1951 and Directors Minute No. 7993 of April 30, 1951

THE QUEBEC RAILWAY, LIGHT AND POWER COMPANY

History
Cont'd:

the electrified railway line from Quebec to St. Joachim including overhead trolley lines and associated equipment, stations and power conversion equipment, rolling stock and other fixed assets and stores, was purchased by Canadian National Railway Company for the sum of \$750,000. Possession was taken on November 1, 1951.

The value of the rolling stock and unapplied material included in the purchase price was

Rolling stock	\$241,415
Unapplied material	46,077

Donations
and Grants:

Subsidies were (Statistics of Steam Railways of Canada - 1938, p. 70):

Quebec, Montmorency and Charlevoix Railway		
Dominion	\$ 96,000	
Province of Quebec	<u>313,000</u>	\$409,000

Location:

Laurentian Division - Montmorency Sub Division	
Quebec City - Cap Tourmente	30.67 miles

RAIL AND RIVER COAL COMPANY
(former wholly owned subsidiary of Canadian National Realities, Limited)
dissolved October 30, 1952

Incorporated: June 21, 1907, under the laws of West Virginia:

On June 21, 1900 The Empire Coal Mining Company was formed under the Laws of West Virginia to take over certain coal lands in Belmont and Dickens Counties, Ohio. This transfer was not made.

At a shareholders' meeting on April 10, 1901 the Company was authorized to transfer to J.C. Newman \$4,999,300 of its authorized capital stock of \$5,000,000, and \$1,500,000 of authorized issue of \$2,000,000 of its bonds in consideration for transfer to the Company of certain coal lands in Belmont County.

The Empire Coal Mining Company were later faced with financial difficulties and on June 10, 1907 the shareholders adopted a resolution to wind up the Company and to transfer its properties to a group of individuals who owned the majority shares in consideration of assumption by them of the net current liabilities, the property to remain subject to a mortgage of \$2,000,000. This majority group owned 45,102 of the 50,000 authorized shares.

On June 21, 1907 the majority group above mentioned caused "Rail and River Coal Company" to be incorporated under the laws of West Virginia, with an authorized capital stock of \$2,000,000. The former properties of The Empire Coal Mining Company were transferred to Rail and River Coal Company in consideration of the latter Company issuing to the vendors its entire capital stock and assuming liability for the mortgage of \$2,000,000.

In December 1911 The Grand Trunk Railway Company of Canada negotiated for the purchase of the property, and by Agreement effective April 1, 1912 The Grand Trunk Railway Company of Canada, through The Grand Trunk Pacific Development Company, a wholly owned subsidiary of The Grand Trunk Pacific Railway Company (which The Grand Trunk Railway Company of Canada controlled through 100 ownership of capital stock of The Grand Trunk Pacific Railway Company) acquired the entire issue of capital stock (\$2,000,000) of Rail and River Coal Company, and second mortgage bonds (principal value \$1,500,000) for \$1,323,000. The property acquired was subject to a first mortgage securing \$2,500,000 5% 30-year bonds dated April 1, 1908, of which \$1,990,000 were issued and outstanding on April 1, 1912. These bonds were retired at maturity in 1938 and the mortgage was discharged on December 21, 1938.

On July 3, 1912 "Big Run" mine, a neighboring property was acquired for a cash payment of \$137,500. The funds for this purchase and improvements to the property were advanced by The Grand Trunk Pacific Development Company, \$250,000 First Mortgage Bonds being given as collateral.

The coal acreage was about 32,279 acres. Since the Company's inception it operated five mines - Nos. 1,2,3,4 and 6. Mines 1 and 2 were abandoned many years ago. No. 4 was sold to Powhatan Coal Company August 6, 1945 for \$125,000, less transfer expense of \$2,667. No. 6 was abandoned April 28, 1949. The remaining mine, No. 3, (about 22,223 acres) is a mechanized slope mine and is located at Dilles Bottom, Ohio, south of Bellaire.

Since April 1, 1912 The Grand Trunk Railway Company (Canadian National Railways) purchased coal from Rail and River Coal Company by contract.

RAIL AND RIVER COAL COMPANY

On April 1, 1912 a 10-year contract was made, the price being cost plus 30¢ per ton. In 1922 another contract was made, the price being cost plus 25¢ per ton. On April 1, 1924 the price was reduced to cost. In 1932 instead of making another contract a basic order was issued on June 4, 1932, on Rail and River Coal Company for 1,000,000 tons more or less annually at cost.

Water borne shipments moved by rail from the mines to ports of Ashtabula and Fairport on Lake Erie where the cars were assembled at coal docks at these ports and loaded into boats for Fort William, Midland, Depot Harbour, and Key Harbour.

Sale of property: As authorized by Directors Minute 7867 of February 3, 1951 North American Coal Corporation was granted a 90-day option, with privilege of an extension for a further 90 days upon depositing an additional \$15,000, to purchase the physical assets (exclusive of cash and receivables) of Rail and River Coal Company at a price of \$5,000,000. This privilege was exercised and the option was extended to expire September 19, 1951. On September 11, 1951 North American Coal Corporation advised of their decision to exercise their option to purchase. Cheque in the amount of \$5,387,752.60 in payment of the purchase price and of capital expenditures subsequent to the date of option, and other adjusting items was received on November 30, 1951, and sale became effective on that date. The profit realized on the sale was \$840,001.55.

Dissolution: At special meeting of the stockholders held at Bellaire, Ohio on October 8, 1952, at which the entire 20,000 shares issued were represented in person or by proxy, it was resolved that Rail and River Coal Company discontinue business and surrender its Charter to the State of West Virginia.

On October 30, 1952, after liquidation of all its liabilities and distribution of all its assets, including payment of final liquidating dividend of \$1,845,336.59 to Canadian National Realties, Limited, the sole stockholder, Rail and River Coal Company was dissolved and its corporate existence was terminated. Surrender of its license to do business in the State of Ohio was filed with the Secretary of State of Ohio on October 10, 1952, and Certificate of Dissolution was issued by the Secretary of State of West Virginia on October 30, 1952.

The Certificates representing 20,000 shares of capital stock were cancelled. The Charter, Seal, original Minute Books and other corporate documents pertaining to the corporate existence of Rail and River Coal Company are in the custody of Secretary of the Canadian National Railway Company.

Property investment:	As at July 31, 1951:	
	Real Estate	\$ 46,317.01
	Coal Rights	3,338,952.97
	Plant and Equipment	2,536,134.97
	Development	<u>57,534.96</u>
		\$5,978,939.91

Accrued Depreciation:	As at July 31, 1951:	
	Plant and Equipment	\$1,381,992.05
	Amortization of coal rights	<u>580,111.38</u>
		\$1,962,103.43

Capital Stock:	Authorized:	20,000 shares - \$100 each	\$2,000,000
	Issued:	20,000 shares - \$100 each	2,000,000

Capital Stock:
(Cont'd.)

All owned by Canadian National Realties, Limited, held in trust for Canadian National Railway Company.

Accounting: In 1923 a surplus of \$1,396,000 was reflected in Rail and River Coal Company's books. This amount was transferred to Canadian National Railway Company in 1924. Since then coal shipments were billed to Canadian National Railways at cost or ceiling price, which together with the expense during shut down periods created a deficit of \$1,037,000 to December 31, 1950, all of which was absorbed in Canadian National Railway Company Income accounts.

Funded Debt: Rail and River Coal Company First Mortgage, 30 year 5% Sinking Fund and Collateral Trust Gold Coupon Bonds amounting to \$2,500,000 issued April 1, 1908 and maturing April 1, 1938 a first charge on the property of the Company. This mortgage was discharged on December 21, 1938.

RAILROAD CREDIT CORPORATION

History: The Railroad Credit Corporation was incorporated in Delaware on December 14, 1931. This Corporation was organized by the railroads of the United States for the purpose of collecting and administering a fund growing out of a special increase in freight rates put into effect by the railroads throughout the country on January 4, 1932 by authority of the Interstate Commerce Commission (ExParte 103). The increased earnings resulting from the rise in freight rates were segregated by the railroads and paid to the Railroad Credit Corporation. The Corporation loaned these funds to railroads solely for the purpose of avoiding default in their fixed interest obligations. The term of loans was limited to two years; renewable for an additional period not exceeding two years at the discretion of the Corporation. This arrangement was known as the Marshalling and Distribution plan 1931. Under the plan contributors could withdraw an amount equal to any tax or taxes paid because of such contributed emergency revenues.

On March 7, 1933, the Commission authorized the continuance of the emergency rates for a further period of six months up to and including September 30, 1933 with certain modifications. The plan of paying these revenues to the Railroad Credit Corporation was however discontinued on March 31, 1933 as originally provided for, and the period during which loans could be made by the corporation terminated May 31, 1933.

Corporation activities were afterwards limited to acceptance of cash and securities payable and allocated to it in various plans of reorganization of debtor carriers and making distribution of proceeds to its participating carriers.

For the fifteen months ending March 31, 1933 during which the plan was in operation, the participating carriers paid to the Corporation revenues derived from the emergency rates in the gross aggregate amount of \$75,393,237 before tax withdrawals. It was from this fund (less tax refunds) that the Corporation made loans to various railroads to prevent defaults in fixed interest obligations. During the loaning period, which ended May 31, 1933, 64 carriers applied for loans aggregating \$149,241,868. Loans actually made totalled \$73,691,368. Approximately 60% of the fund was contributed by systems which also were borrowers from it.

As loans are repaid by the borrowing railroads, the funds received by the corporation are distributed from time to time to the participating carriers. All distributions on subject to adjustment as the fund basis changes by reason of tax refunds and other causes. Up to July 31, 1942 inclusive fifty four liquidating distributions had been made aggregating 86.5% of the pooled fund or \$63,543,748 of which \$35,322,482 was paid in cash and \$28,221,266 was credited on obligations due to the Corporation.

The Agency was wound up in 1948.

The Corporation made total loans of \$73,691,000 to railroads during its existence, suffered only minor losses, paid all its operating expenses and returned to the contributory railways slightly more than 100% of the original fund.

The final distribution of funds to participating carriers made as of April 30, 1948 was \$149,224 or approximately one-fifth of one-percent of the amount originally collected under the plan.

References - Moody's Steam Railroads - 1942 - Page 299.

RAILWAY EXPRESS AGENCY, INC.
(minority capital stock held by "Canadian National Railway Company")

Incorporated: December 7, 1928 - State of Delaware, U.S.A.

Head Office: New York, N.Y.

History: On December 7, 1928 "Railway Express Agency, Inc." was incorporated in the State of Delaware. The Company was organized for the purpose of handling and largely controlling railway express business in the United States and is owned by the principal railway companies in the United States.

Formation of the Company resulted from a plan for Conduct of Express Business proposed by the Uniform Express Contract and Pullman Surcharge Committee of the Association of Railway Executives under which 86 member railroads, known as Participating Railroads, over which 98% of the gross express business was hauled under the Amended Uniform Contract with the American Railway Express Company, agreed to unite in conducting future operations of express business through their own Agency.

On March 1, 1929 the Company took over the business of American Railway Express Company, and acquired its properties at a cost of \$30,488,114.62, consisting of

Land	\$8,270,000.00	
Buildings & Equipment	21,441,661.31	
Material & Supplies	<u>776,453.31</u>	\$30,488,114.62

Capital Stock authorized is 1000 shares and was allotted to each railroad in the ratio that receipts from express business on its line bears to the total receipts from express business on all participating railways. Canadian National Railway Company was allotted 6 shares N.P.V. at a cost of \$600, and Central Vermont Railway, Inc. was allotted 1 share N.P.V. at a cost of \$100. On August 15, 1938 Central Vermont Railway, Inc. sold its 1 share to the Southern Railway Company for \$100.

An issue of \$32,000,000 5% Serial Gold Bonds, Series "A" was authorized to provide the purchase price of the properties acquired from American Railway Express Company and for necessary working capital, under an indenture dated March 1, 1929, with Guaranty Trust Company of New York as Trustee, which provided for authorized issue of \$50,000,000 maturing semi-annually to March 1, 1949, provided for by deduction from the share of transportation revenue under the operating agreement payable to each stockholder. Deduction from Canadian National Railway Company to December 1948 totalled \$173,493.22 and this amount is carried in Canadian National Railway Account 706 "Investments in Affiliated Companies". Deductions from Central Vermont Railway, Inc. totalled \$11,525.05, and this amount including \$316.93 interest to August 15, 1938 was recovered by the Central Vermont Railway Inc. when it sold its 1 share of stock.

Location: Railway Express Agency, Inc. operates over Grand Trunk Western Railroad, Central Vermont Railway, Duluth Winnipeg and Pacific

RAILWAY EXPRESS AGENCY, INC.

Location:
(Cont'd.)

Railway and all other Canadian National Railways lines in United States except over the former Canadian Northern Railway main line from Beaudette to Warroad, Minnesota, south of Lake of the Woods, and the line between Fort Covington, N.Y. and Massena, N.Y. over which Canadian National Railways Express Department operates. R.E.A. also operates in Canada over the Canadian National line from International Boundary near Cantic, Quebec to Montreal.

Capital Stock:	1,000 shares of \$100 each authorized	\$100,000
	965 " " " " outstanding	96,500
	Held by 63 participating Railroads	

RAINY RIVER BRIDGE COMPANY
CANADIAN-MINNESOTA BRIDGE COMPANY
(these two Companies incorporated to build a bridge across Rainy River
near Fort Frances, Ontario and Ranier, Minnesots)

Incorporated: February 28, 1906 - State of Minnesota - and Cap. 1369 of 59th
Congress of U.S.A.
July 13, 1906 - Dominion Act 5-6 Edw. VII Cap. 76

History: On December 15, 1905 The Canadian Northern Railway Company and Duluth Rainy Lake and Winnipeg Railway Company entered into an agreement for the interchange of traffic at Fort Frances for a term of 50 years, with option of renewal, upon construction of a proposed bridge across Rainy River at that point to be completed not later than July 1, 1907. The bridge was to be constructed by a Company or Companies then having power to construct such bridge, or by a new Company or Companies to be incorporated for the purpose. The Canadian Northern Railway Company undertook to extend its line in Ontario to connect with the proposed bridge, and Duluth, Rainy Lake and Winnipeg Railway Company undertook to extend its line in Minnesota to connect with the proposed bridge. If satisfactory arrangements could not be made with an existing Company for use of its proposed bridge both Railways undertook to use their best endeavours to cause the bridge to be built by other than an existing Company, and in order that no delay might ensue The Canadian Northern Railway undertook, to cause an application to be made to the Parliament of Canada at its ensuing Session for an Act incorporating a Company having power to build such a bridge from the Ontario side; and Duluth, Rainy Lake and Winnipeg Railway Company undertook to cause an application to be made to the Congress of the United States or such other authority as might be required in that behalf to incorporate a Company having power to build such a bridge from the Minnesota side.

On February 28, 1906, under the laws of the State of Minnesota and approved by Congress April 6, 1906, "Rainy River Bridge Company" was incorporated for the purpose of constructing, operating and maintaining a bridge and approaches thereto across the Rainy River at Pethers Point, or to construct only that portion within the United States and to join the same to the portion in Canada authorized and constructed by any other corporation. Authority was also given to consolidate and amalgamate with a Canadian corporation so that the bridge may be constructed.

Under Dominion Act 6 Edw. VII Cap. 76, July 13, 1906, "Canadian-Minnesota Bridge Company" was incorporated to construct and operate a railway bridge or railway and general traffic bridge over the Rainy River from a point near Fort Francis, Ontario, to a point in Minnesota, etc.

The bridge was built in 1907 and opened for traffic June 14, 1908.

Valuation Engineer's records in Toronto refer to an agreement dated November 18, 1908, between the following parties:

Virginia and Rainy Lake Company
W. H. Cook and Wm. O'Brien
Mackenzie, Mann and Company, Limited
Duluth, Rainy Lake and Winnipeg Railway Company
The Virginia Lumber Company,

Clause 37 of which provides, briefly, that the bridge company formed in Minnesota shall be organized without delay by Virginia and Rainy Lake Company for the Minnesota portion of the bridge and that the Minnesota portion of the bridge be conveyed to the Bridge Company free from encumbrances in consideration of the entire capital stock of the

RAINY RIVER BRIDGE COMPANY
CANADIAN-MINNESOTA BRIDGE COMPANY

History
(Cont'd.)

Bridge Company. The capital stock was then to be transferred and delivered to Duluth, Rainy Lake and Winnipeg Railway Company. The understanding was that one-half of the total cost of the bridge on both sides of the International Boundary should be borne by Virginia and Rainy Lake Company, and the other half by Mackenzie, Mann and Company, Limited, necessary adjustment of costs to be made by payment one to the other of any balance.

Under indenture dated February 3, 1909, Ranier Townsite Company and Minnesota Land and Construction Company conveyed to Rainy River Bridge Company a certain strip of land in the County of Koochiching in the State of Minnesota, one hundred feet in width, being fifty feet on each side of the centre line of the railroad track on the railroad bridge across Rainy River near the Townsite of Ranier, which bridge was then used by the Duluth, Rainy Lake and Winnipeg Railway Company, together with all interest in said bridge in consideration of the sum of \$1. This document was registered in the office of Register of Deeds, County of Koochiching, Minnesota, on February 19, 1909, in Book L, Deeds, page 92.

Available records do not disclose whether or not either Rainy River Bridge Company or Canadian-Minnesota Bridge Company were ever actually organized, whether capital stock was ever issued and if so, who owns the stock, or whether either of these companies was amalgamated with some other corporation.

In 1919, when compiling valuation data required by the Interstate Commerce Commission a search to ascertain the original cost of the bridge to June 30, 1919, and to establish the corporate ownership, was not entirely successful as the records available were incomplete. The records, however, contain a letter dated April 1, 1914 from M.H. McLeod, General Manager of the Canadian Northern Railway to D.B. Hanna, Third Vice-President of the Canadian Northern Railway in which he stated that half the cost of the bridge was paid by The Canadian Northern Railway Company. Also a letter dated June 5, 1919 from A.J. Mitchell, Vice-President of the Canadian Northern Railway to M.H. McLeod, General Manager, stated in part, that one half of the bridge was owned by Duluth, Rainy Lake and Winnipeg Railway Company. Duluth, Winnipeg and Pacific Railway Company operates the line from Duluth, Minnesota to Fort Frances, Ontario, and half the estimated value of the bridge is included in the valuation of the portion of the line leased from Duluth, Rainy Lake and Winnipeg Railway Company, and half the estimated value of the bridge is included in the valuation of the portion of the line leased from The Canadian Northern Railway Company (now Canadian National Railway Company). The estimated value of the whole structure is \$99,108. The Rolling Lift Span is on the U.S. side and for this reason much more than half the cost of the entire bridge is located on the U.S. side.

Interstate Commerce Commission Valuation Docket No. 856, Order dated April 30, 1928 respecting valuation of Duluth, Winnipeg and Pacific Railway Company which also embraces the valuation of the Duluth, Rainy Lake and Winnipeg Railway Company and the Duluth, Winnipeg, and Pacific Railroad Company, mentions that the portion of the bridge within the United States consists of two 44-foot deck-plate girders and one 159-foot Scheryer rolling-lift span on one concrete abutment and four concrete piers. The Order also lists the cost of half International Bridge at Ranier in the estimated value of facilities owned by The Canadian Northern Railway Company at Fort Frances and used on a rental basis by Duluth, Winnipeg and Pacific Railway Company.

(formerly wholly owned subsidiary of "Canadian National Railway Company")

Incorporated: The Realty Assets Co. was incorporated on March 26, 1918.

History: Capital Stock authorized \$5,000.00
 Capital Stock 10% paid up by R.S. Ewing as Trustee for
 The Grand Trunk Railway Company of Canada \$ 500.00
 The Assets of the Transcontinental Townsite Co. consisted of two
 classes;
 Townsite and Town Lots held jointly by the Townsite Co. and the Grand
 Trunk Pacific Development Company.
 Those lots held for the account of the Transcontinental Townsite Co.
 only being farm lands with the exception of the Townsite of Stuart
 River. It was decided in order to facilitate the handling and disposal
 of the assets, of the Transcontinental Townsite Co., consisting of town
 lots in which the Townsite Co. and the Development Co. were jointly
 interested to form the Realty Assets Co. and vest in it this jointly
 held property. To accomplish this the Grand Trunk Pacific Development
 Company sold to Mr. R.S. Ewing acting as Trustee, all the interests
 which it held jointly with the Transcontinental Townsite Company Limited
 in the Town Lots. These were disposed of by the Trustee to the Realty
 Assets Company Limited at the same time the Trustee purchased from the
 Townsites Company their one-half interest in the same properties. Thus
 the Trustee purchased these joint holdings for the Realty Assets
 Company for \$120,000, \$60,000 being paid to the Townsite Company and
 \$60,000 to R.S. Ewing for the Development Company.

Mr. R.S. Ewing also purchased the entire capital stock of the Trans-
 continental Townsite Company for \$102,325.00 in the name of the Grand
 Trunk Railway Company of Canada. Thus the Grand Trunk Railway Company
 of Canada secured 100% ownership in the following realty companies in
 Western Canada.

1. The Transcontinental Townsites Company dealing principally in farm
lands.
2. The Realty Assets Company dealing in Townsite lands.

The Realty Assets Company was incorporated to exist as long as
 any lands and lots remained unsold, after which the Company would
 go out of existence.

Properties of Realty Assets Company, Limited and Transcontinental Town-
 site Company Limited having a ledger value of \$83,815.81 transferred to
 Canadian National Realities, Limited in 1925.

Capital Stock: As at December 31, 1924:
 Issued: \$504
 Owned by Canadian National Railway Company.
 Apparently written off in 1925.

RUTLAND RAILROAD COMPANY

(leased to Vermont Central Railroad (C.V. Railroad Company) from December 31, 1870 to
May 7, 1896)

History: On November 6, 1843 the legislature of the State of Vermont granted a charter to Champlain and Connecticut River Railroad.

On November 6, 1847 the charter was modified and the name changed to Rutland and Burlington Railroad. Construction of the line from Bellows Falls to Burlington, Vermont, 119.7 miles, was commenced on January 28, 1847, and the entire line was opened for traffic on December 18, 1849.

In 1867, the trustees of the second mortgage undertook foreclosure proceedings and on March 28, 1867 the property was turned over to Rutland Railroad Company which had been chartered for that purpose.

In 1870, Addison Railroad was chartered. A line was built from Leicester Junction, Vermont to Ticonderoga, N.Y., 15.60 miles, and opened for operation December 1, 1871. In 1870 stock control of Addison Railroad was acquired by Rutland Railroad Company and the line was leased to Rutland Railroad Company from completion.

On December 31, 1870, the Rutland Railroad was leased to Vermont Central Railroad, and the lease of Addison Railroad was assigned to Vermont Central Railroad, for twenty years from that date. On December 31, 1890 the lease was extended to Central Vermont Railroad Company (successor of Vermont Central Railroad) for 999 years.

On March 20, 1896, Central Vermont Railroad Company was placed in the hands of Receivers, who surrendered the leases of both lines on May 7, 1896 and the Officers of the Rutland Railroad Company took possession of their own railroad and assumed operation.

SAGUENAY AND LAKE ST. JOHN RAILWAY COMPANY

Incorporated: March 30, 1883, Quebec Act 46 VIC Cap. 94.

History: The Saguenay and Lake St. John Railway Company was incorporated on March 30, 1883 under Quebec Act 46 VIC Cap. 94, to build a railway from Chicoutimi or St. Alphonse to Lake St. John.

The Company entered into an agreement on September 6, 1887 to transfer its charter rights and privileges to the Quebec and Lake St. John Railway Company, as well as the Subsidy of \$96,000 granted by Dominion Act 50-51 VIC Cap. 24, assented to June 23, 1887. This agreement was confirmed by Quebec Act 51-52 VIC., Cap. 24 assented to July 12, 1888.

Capital Stock:

Authorized:

\$ 2,000,000

ST. BONIFACE WESTERN LAND COMPANY
(formerly wholly owned subsidiary of "The Canadian Northern Railway Company")
dissolved December 15, 1955

Incorporated: June 26, 1907 - Manitoba Letters Patent.

History: Under Manitoba Letters Patent, June 26, 1907, St. Boniface Western Land Company was incorporated for the purpose of acquiring some valuable properties adjacent to the Canadian Northern Railway lines in the City of St. Boniface. Construction of the bridge across the Red River made a large tract suitable for terminal and industrial development and the most desirable section of this area was acquired by St. Boniface Western Land Company.

Under agreement dated July 2, 1907 between Mackenzie, Mann and Co. Ltd., and the St. Boniface Western Land Co., the St. Boniface Western Land Co. issued the capital stock to the nominees of Mackenzie, Mann and Co. Ltd. fully paid up, who sold it to the Canadian Northern Railway Co. for \$250,000 who pledged it under the Canadian Northern Railway Co. 4% Perpetual Consolidated Debenture Stock secured by the first supplementary instrument of July 12, 1907. It was also pledged under the Canadian Northern Railway Company 4% Guaranteed Debenture Stock and Bonds, secured by Mortgage dated July 15, 1914.

In August 1944 the unsold land having a ledger value of \$378,734 was transferred to Canadian National Realities, Limited at an estimated sales value of \$106,470.

Dissolved: On December 15, 1955, after liquidation of all its obligations and disposal of all its assets, and as authorized by Directors Resolution No. 413 of October 28, 1955, St. Boniface Western Land Company was dissolved and its corporate existence was terminated. The Registrar of Companies for the Province of Manitoba advised that Order in Council 1624/55 dated December 7, 1955 revoked the charter and registration of "St. Boniface Western Land Company" and the Corporation deemed to be dissolved as of December 15, 1955.

The Certificates representing 2,500 shares of \$100 each of capital stock, which had been pledged under the 1903 mortgage of The Canadian Northern Railway Company were released and cancelled. The Charter, Seal, original Minute Books and other corporate documents pertaining to the corporate existence of St. Boniface Western Land Company are in the custody of the Secretary, Canadian National Railway Company, Montreal.

Property investment: Included in property accounts of Canadian Northern Railway and was not recorded separately.

Capital Stock:	Authorized:	2,500 shares - \$100 each	\$250,000
	Issued:	2,500 shares - \$100 each	250,000

All owned by The Canadian Northern Railway Company.

Share Certificates which had been pledged under the 1903 mortgage of The Canadian Northern Railway Company were released and cancelled when the corporate existence of the Company was terminated on December 15, 1955.

Funded Debt: After April 27, 1955 - nil.

The St. Boniface Western Land Co. issued \$750,000 First Mortgage 5% Gold Bonds on July 1, 1907 secured under Trust Deed dated July 2, 1907. These Bonds were pledged under the Canadian Northern Railway Company 4% Perpetual Consolidated Debenture Stock secured by the First Supplementary Instrument dated July 12, 1907 and also pledged under the Mortgage of July 15, 1914 securing the 4% guaranteed Debenture Stock and Bonds. The 4% Guaranteed issue was discharged April 1, 1939 and the 4% Perpetual on July 30, 1956. The St. Boniface Mortgage was discharged on April 27, 1955.

THE ST. CHARLES AND HURON RIVER RAILWAY COMPANY
(Included in "Canadian National Railway Company" from June 11, 1956)

Incorporated: March 14, 1912 - Quebec Act 2 Geo. V Cap. 93.

History: Under Quebec Act 2 Geo. V 93, March 14, 1912, "The St. Charles and Huron River Railway Company" was incorporated to construct and operate a railway from the main line of The Quebec and Lake St. John Railway at or near St. Ambrose de la Jeune Lorette to a point on or near the Huron River at St. Edmond de Stoneham etc., etc.

Amalgamation: On June 8, 1954, The St. Charles and Huron River Railway Company and 11 other companies were amalgamated into one company under the name "Canadian Northern Consolidated Railways". The latter Company was amalgamated with "Canadian National Railway Company" June 11, 1956.

Property investment: Included in property accounts of Canadian Northern Railway, and is not recorded separately.

Subsidies: Land Grant by Province of Quebec - 16,000 acres.
(Statistics of Steam Railways - 1938, p. 65).

Location: Laurentian Division:
Loretteville - Stoneham 9.95 miles operations
discontinued 1935

Capital Stock: Prior to amalgamation on June 8, 1954:

Authorized:	1000 shares - par \$100	\$100,000
Issued:	100 shares - par \$100	10,000

10% paid up and owned by The Canadian Northern Railway Company - \$1,000.

All the Capital Stock of the Company was issued to Mackenzie, Mann and Co. Ltd. nominees and was acquired by the Canadian Northern Railway Company under the terms of an agreement dated October 1, 1917 between the Dominion Government and Mackenzie, Mann and Co., Ltd., re payment of \$10,000,000 for the Canadian Northern Railway Company Capital Stock.

Upon amalgamation on June 8, 1954, the outstanding share certificates were cancelled and in substitution therefor common stock of Canadian Northern Consolidated Railways of equal value was included in the share certificate issued by Canadian Northern Consolidated Railways to The Canadian Northern Railway Company.

Funded debt: As at June 8, 1954 - nil.

THE ST. CLAIR TUNNEL COMPANY.

Incorporated: April 19, 1884, Dominion of Canada, Act 47, Vic. Cap. 82
October 8, 1886, Laws of the State of Michigan.

History. Prior to the construction of the tunnel under the St. Clair River, traffic between the Grand Trunk Railway and the Western roads was maintained by a ferry, the cars being carried across on the deck of the steamer named The "Huron". During the severe winter weather she was assisted through the heavy ice by the ice-breaking tug "M.F. Merrick"

Adopted for want of a better, this service was never very satisfactory. The St. Clair River at the point did not freeze over, but was occasionally blocked by ice, and during low temperature the ice became fused together, so that people were able to walk across for periods of three or four days at a time. A single day's interruption of traffic involved serious inconvenience and loss. A bridge had often been suggested but it was always successfully opposed by the shipping interests. Owing to the large tonnage passing up and down during the navigation season, a drawbridge would be attended with a great interruption to traffic and a danger to vessels on account of the current and a high level bridge would not be possible.

The only alternative was a tunnel, and the story of its construction under the direction of Sir Joseph Hobson is an interesting one.

The St. Clair Frontier Tunnel Company was incorporated on April 10, 1884 under Dominion of Canada Act 47 Vic., Cap 82, to construct, maintain and operate a tunnel under the St. Clair River between Sarnia, Ontario and Port Huron, Michigan, with power to amalgamate with a similar company chartered in the United States.

The Port Huron Railroad Tunnel Company was incorporated under the laws of the State of Michigan on October 8, 1886 to build a tunnel under the River St. Clair between Port Huron, Michigan and Sarnia, Ontario.

The St. Clair Tunnel Company was formed by the amalgamation of the St. Clair Frontier Tunnel Company and the Port Huron Railroad Tunnel Company. Articles of Amalgamation dated November 9, 1886 were filed in the office and certified by the Secretary of State of Canada on November 15, 1886 and also filed and certified by the Secretary of State of Michigan on November 23, 1886.

The Tunnel is in reality an iron tube twenty feet in diameter and 6,026 long constructed under the river, but considerable ingenuity was required to place it there. In 1884 Mr. Joseph Hobson, the Chief Engineer and Mr. Hillman his assistant made a survey of the river about one mile below the town of Sarnia and Port Huron where the nature of the river bed seemed more favourable. Borings were made to the rock eighty-six feet below the river bed where the water was 40.47 feet deep.

Excavation work was started on November 1888. Two cuttings were made one on the Canadian side fifty-eight feet deep and

THE ST. CLAIR TUNNEL COMPANY

History
(Cont'd.)

one of the American side fifty-three feet deep into which the shields were lowered. The shield on the American side started on the 11th of July 1889 and on the Canadian side on September 21, 1889, and the two shields met on August 30, 1890 and when they met they were found to be exactly in line. The length of the tunnel is as follows:

Approach on the Canadian side.	3175 feet or 0.60 miles
Tunnel " " " "	3358 " " 0.60 "
Tunnel " " American "	2668 " " 0.51 "
Approach " " " "	2467 " " 0.46 "
Total -	11,668 feet or 2.21 miles

The operation of trains through the tunnel was inaugurated on September 19, 1891 by Sir Henry W. Tyler who was then President of the Grand Trunk Railway Company of Canada, and for a number of years steam was the motive power in use.

On the morning of October 9, 1904 a train of seventeen coal cars entered the St. Clair Tunnel from the American side and broke in the tunnel. Despite heroic efforts of the trainmen Mr. Begg, Superintendent of Terminals and five trainmen lost their lives. The accident was in a large measure responsible for the decision to electrify the tunnel.

On January 4, 1906 the Westinghouse Electric and Manufacturing Company entered into a contract to replace the steam operating by electricity as the motive power to handle the traffic through the tunnels and on May 17, 1908 operation of trains by electric power was incorporated through the tunnel. The contract price for electrification was \$450,000 but the actual cost was \$543,205.

Under authority of Order In Council P.C. 1958-302 dated February 18, 1958 the St. Clair Tunnel Company entered into an agreement on March 31, 1958 to amalgamate with the Canadian National Railway Company.

The certificate of dissolution of the Company was issued by the Secretary of State of Michigan on March 31, 1958 and a copy of the certificate of dissolution was deposited with the Secretary of State for Canada on the same date.

Property Investment: As of December 31, 1957 investment in Road and Equipment Property \$3,743,164.

Donations & Grants: Dominion of Canada \$375,000

Capital Stock: Authorized \$2,000,000
Issued 700,000

The St. Clair Tunnel Company issued its entire Capital Stock for 50 cents on the dollar and the Grand Trunk Railway Company acquired it by an issue of 4% Consolidated Debenture Stock at \$378,556 and it was pledged and held for the length of the Debenture Stockholders. The ledger value was \$350,000 which was cancelled in amalgamation.

Funded
Debt:

First Mortgage 5% Coupon Bonds issued July 1, 1890 under Trust Deed dated July 1, 1890 and maturing July 1, 1940. Acquired by issue of Grand Trunk Railway Company 4% Consolidated Perpetual Debenture Stock and held for benefit of Debenture Holders. Amount issued \$2,500,000.

These bonds were cremated December 15, 1958.

(property included in "Canadian National Railway Company" from September 1, 1929)

Incorporated: March 26, 1910 - New Brunswick Cap. 52.

History: Under New Brunswick Act 1 Edw. VII Cap. 85, April 3, 1901, the first Company under the name "The Saint John Valley Railway Company" was incorporated to construct a railway from Saint John or Westfield to Fredericton, etc., to be completed within six years.

Under New Brunswick Act 9 Edw. VII Cap. 101, April 29, 1909, a second Company under the name "The Saint John Valley Railway Company" was incorporated to construct and operate a railway from Saint John or Westfield to Fredericton, Woodstock, Andover, thence to Grand Falls or St. Leonards, following as nearly as practicable the opposite side of the Saint John River to that traversed by the Canadian Pacific Railway.

Under New Brunswick Act 10 Edw. VII Cap. 52, March 26, 1910, "Saint John and Quebec Railway Company" was incorporated to construct and operate a railway from Saint John to Gagetown and Fredericton, thence following the western side of the Saint John River to Woodstock, thence to Andover and Grand Falls.

Under New Brunswick Act 2 Geo. V Cap. 110, April 30, 1912, "Saint John and Quebec Railway Bridge Company" was incorporated to implement an undertaking by Saint John and Quebec Railway Company under agreement between that Company and the Dominion of Canada and the Province of New Brunswick, and was empowered to construct and operate bridges across the Saint John River at or near Andover, and at or near The Mistake, and a bridge across the Kennebecasis River at or near Perry's Point, etc., etc.

Under Dominion Act 6-7 Geo. V Cap. 23, May 18, 1916, subsidies were authorized for a railway from Andover to Centreville, not exceeding 26 miles, from Centreville to Gagetown, not exceeding 120 miles, and from Gagetown to a point on the Canadian Pacific Railway at or near Westfield, not exceeding 45 miles.

Capital Stock authorized and issued \$ 2,000,000

Surveys having been carried out, a contract was entered into with the Quebec and Saint John Construction Company on May 5, 1912 to build the railway. During the course of construction financial difficulties were encountered which resulted in the Province of New Brunswick taking over the railway in 1915. It was originally proposed to enter Saint John over extensive bridges across the Saint John and Kennebecasis Rivers, but as part of a policy of retrenchment this was abandoned and the line terminated at Westfield Beach and running rights were secured over the C.P.R. into Saint John. The line was never completed from Centreville to Grand Falls, N.B.

During the scarcity of rails in 1918, the rails were lifted from the Northern New Brunswick and Seaboard Railway, which extended from Gloucester Junction to Twin Tree Mines, and used in construction of the Saint John and Quebec Railway.

The railway was completed and opened for traffic as follows:

Fredericton	to	Centreville	88.40 miles	January 1, 1915
Gagetown	"	Fredericton	31.70 "	March 2, 1915
Westfield Beach	"	Gagetown	37.76 "	March 31, 1920
		Total	157.86 miles	

History:
(Cont'd.)

New Brunswick Act 19 Geo. V. Cap. 11, March 25, 1929 empowered the Lieutenant Governor in Council to authorize execution of an agreement of sale of the railway and undertaking of Saint John and Quebec Railway Company to Canadian National Railway Company.

Under Dominion Act 19-20 Geo V Cap. 17, June 14, 1929, the Canadian National Railway Company was authorized to purchase the Saint John and Quebec Railway Company, extending from a junction with the Canadian Pacific Railway at Westfield Beach up the valley of the Saint John River, passing through Gagetown, Oromocto, Fredericton and Woodstock to Centreville, a distance of 157.8 miles, and rolling stock and equipment, and all rights, franchises, powers, property, concessions acquired by the Saint John and Quebec Railway Company or by the Province from any other Company, and other assets for the total price of \$6,000,000, payment to be made as follows:

Assumption by Canadian National Railway Company of outstanding 4% First Mortgage Debenture Stock maturing June 1, 1962	\$2,727,977.40	(1)
Assumption by Canadian National Railway Company of payment at maturity of the principal of debentures issued by the Province falling due in 1930, 1931, 1932, 1934, 1941 and 1945	2,892,000.00	(2)
Balance due to Province of New Brunswick November 15, 1958	<u>380,022.60</u>	(3)
	\$6,000,000.00	

- (1) Of this amount \$2,105,320.00 was repatriated under the United Kingdom Vesting Order of January 26, 1942, and under the provisions of the sinking fund the balance of \$622,657.40 was retired in 1946.
- (2) Payments were made on maturity dates.
- (3) This balance is to be applied to the extent of any balance then remaining upon the \$1,700,000 4½% debentures issued under New Brunswick Caps. 9, 1915, and 31, 1928, due November 15, 1958. 5% interest on this balance is payable to Province in the meantime.

As part of the purchase consideration the Canadian National Railway Company agreed to absorb the following outstandings;

Additions & Betterments	\$109,866.29	charged to Road & Equipment Investment Account.
Rebuilding Bridges	\$ 65,602.10	charged to Operating Expenses

Under Agreement of sale dated September 3, 1929, authorized by Dominion Order in Council P.C. 1446, August 7, 1929 Canadian National Railway Company acquired the property of Saint John and Quebec Railway Company effective September 1, 1929.

Donations and grants:

Subsidies were (Statistics of Steam Railways of Canada - 1938, p. 64):
Dominion \$1,005,902

Location:

Edmundston Division:
Westfield Beach, N.B. - Centreville 157.86 miles

Running Rights over C.P.R.

Saint John - Westfield Beach (Running rights over C.P.R.) 13.8 miles

ST. JOHN'S DRY DOCK

The original dry dock at St. John's was built for the Newfoundland Government by J.E. Simpson and Company of New York in the period May 1883 to December 1884, at a cost of \$550,000 and was opened for service on December 9, 1884. After a long period of operation under leases the dock was purchased for \$325,000 by Robert G. Reid, in accordance with the terms of Agreement of March 15, 1898 between Robert G. Reid and the Newfoundland Government.

In May 1925, about two years after the Newfoundland Railway including steamships and dry dock was taken over by the Newfoundland Government, work was begun on construction of a new dry dock which is 570 feet long on the blocks, with 70 feet width at the bottom and 27 feet depth of water on sill. The contractor was W.I. Bishop Company, Limited and the work was completed in May 1926, at a cost of \$2,000,000.

Entrustment
to Canadian
National Rail-
way Company
April 1, 1949:

Under Agreement dated December 11, 1948 between Canada and Newfoundland, which Agreement was incorporated in the Terms of Union of Newfoundland with Canada which was confirmed by Dominion Cap. 1 dated February 18, 1949 the Newfoundland Railway, 705.13 miles, including steamship and other marine services became the property of the Dominion Government effective April 1, 1949. Effective the same date these properties were by Dominion Order in Council P.C. 1454 entrusted to Canadian National Railway Company for management and operation.

THE ST. LAWRENCE AND ATLANTIC RAILROAD COMPANY
(included in "Canadian National Railway Company" from January 31, 1923)

Incorporated: March 17, 1845 - Province of Canada Act 8 VIC Cap. 25.

History: Under Province of Canada Act 8 VIC Cap. 25, March 17, 1845
"The St. Lawrence and Atlantic Railroad Company" was incorporated to construct a railway from the St. Lawrence River opposite Montreal to the United States Boundary to connect with the Atlantic and St. Lawrence Railroad line from Portland, Maine, and to build a branch from opposite Quebec City to connect with the first described line, etc., etc.

Note: The Atlantic and St. Lawrence Railroad Company was incorporated in the State of Maine, U.S.A. on February 10, 1845, in New Hampshire, July 30, 1847, and in Vermont, October 27, 1848, to build from the City of Portland to the St. Lawrence River.

The line was constructed from Longueuil, Quebec to Island Pond, Vermont (142 miles) and sections were opened for traffic as follows:

		<u>Miles Opened for Traffic</u>	
Longueuil	- St. Hyacinthe	29.75	Dec. 27, 1848
St. Hyacinthe	- Richmond	40.75	Oct. 20, 1851
Richmond	- Sherbrooke	24.75	Sept. 11, 1852
Sherbrooke	- Island Pond, Vt.	46.96	July 18, 1853
Total		142.23	

Under Province of Canada Cap. 47, November 10, 1852 the Company was authorized to construct its line beyond the United States Boundary to the best point of connection with The Atlantic and St. Lawrence Railroad.

By Indenture dated August 5, 1853, assigned to The Grand Trunk Railway Company of Canada by authority of Province of Canada Act 18, VIC Cap. 33, s.21 December 18, 1854 The Atlantic and St. Lawrence Railroad line from Portland, Maine to Island Pond, Vermont, was leased to The Grand Trunk Railway Company of Canada for a term of 999 years.

Upon completion of Victoria Bridge by The Grand Trunk Railway Company of Canada, which Bridge was opened for traffic on December 12, 1859, the line between St. Hubert and Longueuil (4 miles) was disused, and a new line constructed by The Grand Railway Company of Canada from St. Hubert to St. Lambert (3.75 miles) was used instead.

Amalgamation: Effective July 1, 1853, under agreement dated April 12, 1853, duly authorized by shareholders of respective Companies, and confirmed by Province of Canada Act 18 VIC Cap. 33, December 18, 1854, The St. Lawrence and Atlantic Railroad Company and five other Companies were amalgamated into one company under the name "The Grand Trunk Railway Company of Canada". The latter Company was amalgamated with "Canadian National Railway Company" January 31, 1923.

Donations and grants: By authority of Province of Canada Act 14-15 VIC Cap. 73, 1851 The St. Lawrence and Atlantic Railway Company secured a loan from the Government in the form of a guarantee of payment of interest at 6%. This loan amounted to £400,000 (\$ 1,946,666).

THE ST. LAWRENCE AND ATLANTIC RAILROAD COMPANY

Donations and grants: By the Act of Amalgamation, Province of Canada Act 18 Vic. Cap. 33, December 18, 1854 the Government engaged itself to lend The Grand Trunk Railway Company of Canada Debentures amounting to £1,811,500 (\$8,815,967), payable in 25 years, bearing 6% interest, being £3,000 (\$14,600) per mile for the line under construction from Toronto to Trois Pistoles, (498 miles), £1,494,000 (\$7,270,800), and finishing the line from Longueuil to the U.S. Boundary near Island Pond, Vermont, £67,500 (\$325,500), and Richmond, Quebec, to Levis £250,000 (\$1,216,667).

By Province of Canada Act 18 Vic. Cap. 174, 1855 additional aid, in the same form was granted to The Grand Trunk Railway Company of Canada to the extent of £900,000 (\$4,380,000).

Loan to: St. Lawrence and Atlantic Rly. Co.	£ 400,000	(\$ 1,946,666)
The Grand Trunk Rly. Co. of Canada	1,811,500	(\$ 8,815,967)
The Grand Trunk Rly. Co. of Canada	<u>900,000</u>	<u>(\$ 4,380,000)</u>
	£3,111,500	(\$15,142,633)

Province of Canada Act 14-15 Vic. Cap. 73, 1851 made the interest on the loan then authorized a first charge upon the tolls and profits, no dividend to be declared so long as any part of the interest remains unpaid, the same principle or condition applying to the principal.

Province of Canada Act 25 Vic. Cap. 56, 1862 arranged the finances of The Grand Trunk Railway of Canada and placed the payment of the above sum (\$15,142,633) after payment of interest on lands, leased lines, all working expenses, interest on bonds, and dividends on preference stocks and ordinary stocks.

The amount of \$15,142,633 is shown as Cash Subsidies (loan) granted to The Grand Trunk Railway Company of Canada in Statistics of Steam Railways - 1938, page 62.

Location: St. Lawrence Division:
St. Hubert - U.S. Boundary 122.23 miles
(near Norton Mills)

Note: Under Agreement dated August 3, 1943 between Canadian National Railway Company and The Atlantic and St. Lawrence Railroad Company, approved by Interstate Commerce Commission (Docket 14,336, decided November 16, 1943) Canadian National Railway Company sold to The Atlantic and St. Lawrence Railroad Company the portion of the line between the Boundary and Island Pond (15.58 miles) for \$438,000 payable in bonds of The Atlantic and St. Lawrence Railroad Company.

Capital Stock: Prior to amalgamation on July 1, 1853:
Authorized: £1,100,000 (\$5,353,333)
In shares of £50 afterwards reduced to £25.

Long-term debt: Prior to amalgamation on July 1, 1853:
Authorized: £633,000 (\$3,080,600).

SAINT LOUIS, RICHIBUCTO AND BUCTOUCHE RAILWAY COMPANY

(assets turned over to Moncton and Northumberland Strait Railway Company)
Line abandoned in early eighteen-nineties.

Incorporated: April 6, 1882 - New Brunswick Act 45 VIC Cap. 47.

History: Under New Brunswick Act 45 VIC Cap. 47, April 6, 1882 "The Saint Louis Richibucto and Buctouche Railway Company" was incorporated to construct and maintain a railroad from the Kent Northern Railway Station in Kingston, N.B. to a point at or near Buctouche Bridge in the Parish of Wellington, also from the Kent Northern Railway in Richibucto to St. Louis.

A line was built from St. Louis to Richibucto and operated until the early eighteen-nineties, when, on account of the collapse of one of its bridges, train service was suspended, and, owing to financial difficulties, not resumed. Various attempts were made to procure further subsidies and to rehabilitate the line until, in 1917, its assets were disposed of to the Moncton and Northumberland Strait Railway Company. The rails and bridges were removed in 1918 and the line abandoned.

In 1930 suggestions were made that the Kent Northern Railway, which had been acquired by Canadian National Railway Company, should be extended over the line of the former St. Louis, Richibucto and Buctouche Railway, but investigation of all attendant conditions resulted in the rejection of the extension.

Donations	Dominion	\$22,400	
and grants:	Provision of New Brunswick	<u>21,000</u>	\$43,400

THE SAINT MARTIN'S RAILWAY COMPANY
(property included in "Canadian Government Railways" from June 1, 1918)
line abandoned in 1940.

Incorporation: December 6, 1906 - New Brunswick Letters Patent.

Declaratory: St. Martin's and Upham Railway declared to be for the general advantage of Canada - Revised Statutes of Canada, 1886.

History: Under New Brunswick Act 34 VIC Cap. 49, May 17, "The Saint Martin's and Upham Railway Company" was incorporated to construct, operate and maintain a railway from Saint Martin's to the European and North American Railway at or near Hampton. Construction was commenced in 1878 and completed from Saint Martin's to Hampton, N.B., in 1880, approximately 29 miles.

The railway was completed and opened for traffic as follows:

Saint Martins to Upham	15.00 miles	July 1, 1877
Upham " Hampton	13.75 "	July 1, 1878
	28.75 miles	
Total	28.75 miles	

Under Deed of transfer dated October 31, 1887, ratified by Dominion Act 51 VIC Cap. 83, May 22, 1888, The Central Railway Company of New Brunswick acquired the railway, property and franchises of The Saint Martin's and Upham Company. The line was afterwards operated as the "Southern Division" of The Central Railway of New Brunswick until October 1, 1897.

Under New Brunswick Act 60 VIC Cap. 89, March 13, 1897, "The Hampton and Saint Martin's Railway Company" was incorporated to acquire and operate the Southern Division of The Central Railway extending from Hampton to Saint Martin's, including the rights, franchises and privileges possessed by the selling Company with respect thereto. The property was taken over and operated from October 1, 1897.

Under New Brunswick Letters Patent, December 6, 1906, "The Saint Martin's Railway Company" was incorporated to take over The Hampton and Saint Martin's Railway.

Under Dominion Act 5 Geo V Cap. 16, April 15, 1915, the Minister of Railways and Canals was authorized to acquire any railways directly connected with the existing Government Railways system in the Maritime Provinces, which in his opinion could be more conveniently or usefully operated as part of the Government Railways system.

Under agreement dated July 18, 1918, and Dominion Order in Council P.C. 1260, dated May 22, 1918, and Order in Council dated August 30, 1918, the St. Martin's Railway was purchased by the Dominion of Canada effective June 1, 1918 for the sum of \$65,000 plus a release to the Company of all claims, existing on June 1, 1918, in favour of the Government Railways system arising from operation of the Company's line during the winter of 1917-1918.

Vote 444, Dominion Act 9-10 Geo V Cap. 76, July 7, 1919, and Vote 469, Act 10-11 Geo V Cap. 73, 1920, provided \$65,000 for the purchase of the assets and undertakings of St. Martin's Railway. \$16,250 was

THE SAINT MARTIN'S RAILWAY COMPANY

History:
(Cont'd.)

paid on November 20, 1920, and the balance of \$48,750 was paid on February 27, 1922. Interest at 5% per annum from June 1, 1918, the date the road was taken over and became part of the Government Railways system, was also paid.

An application for abandonment of operation was refused by the Board of Railway Commissioners in 1935, but a subsequent application was approved by the Board of Transport Commissioners. Order No. 58946, dated April 19, 1940. Operation was discontinued August 1, 1940.

Property
Investment:

Written off upon abandonment of line in 1940 - \$355,421

Donations
and grants:

Subsidies were (Statistics of Steam Rlys. of Canada - 1938, p.64)

Dominion	\$ 83,612	
Province of New Brunswick	<u>145,600</u>	\$229,212

Location:

Moncton Division:

Saint Martin's, N.B.	Hampton, N.B.	28.75 discontinued in 1940.
----------------------	---------------	--------------------------------

THE SALISBURY AND ALBERT RAILWAY COMPANY
(property included in "Canadian Government Railways" from 1920)

Incorporated: April 7, 1909 - Dominion Act 8-9 Edw. VII Cap. 131.

Declaratory: Undertaking declared to be a work for the general advantage of Canada - Dominion Cap. 131, 1909.

History: Albert Railway Company

New Brunswick Act 27 VIC Cap. 58, April 13, 1864, incorporated "Albert Railway Company" to construct a railroad from the present line of the European and North American Railway to the Parish of Hillsborough.

The line was completed and operation was commenced about June 30, 1877, a distance of 44.76 miles between Salisbury and Albert.

On November 15, 1888, the property was sold at public auction held under decree of foreclosure, and purchased by Robert Jones Griffiths, L.L.D. of London, England, in the interest of the bondholders.

The Salisbury and Harvey Railway Company

Under New Brunswick Letters Patent October 10, 1889, (confirmed by Dominion Act 54-55 VIC Cap. 1891) upon petition by Robert Jones Griffiths, "The Salisbury and Harvey Railway Company" was incorporated for the purposes of owning and operating a line of railway from Salisbury to Shepody bay or river, having all the rights and privileges previously conferred upon Albert Railway Company.

In September, 1898, upon application of the Mortgage Trustee, a Receiver was appointed.

Under the provisions of a sale made under a decretal order of the Supreme Court in Equity of the province of New Brunswick, dated August 15, 1899, and also a certain decretal order of the same court, dated June 11, 1907, respecting foreclosure of mortgage, the rights, franchises, railway and property of The Salisbury and Harvey Railway Company were purchased by, and vested in, John D. Newton, of the City of New York.

The Salisbury and Albert Railway Company

Under Dominion Act 8-9 Edw. VII Cap. 131, April 7, 1909, upon petition by John D. Newton and others, "The Salisbury and Albert Railway Company" was incorporated and among other things, empowered to acquire the rights, franchises, railway and property theretofore possessed by the Salisbury and Harvey Railway Company.

Under Dominion Act 5 Geo. V Cap. 16, April 15, 1915, the Minister of Railways and Canals was authorized to acquire any railways directly connected with the existing Government Railways system in the Maritime Provinces, which in his opinion could be more conveniently or usefully operated as part of the Government Railways system.

By authority of Order in Council P.C. 1260 dated May 22, 1918, and Order in Council dated August 30, 1918, an agreement was entered into on April 10, 1919, between the Dominion Government and The Salisbury and

History:
(Cont'd.)

Albert Railway Company whereby the Dominion Government agreed to purchase the Railway for \$75,000 plus the outstanding accounts amounting to \$74,785,82 due the Dominion Government. The railway was taken over for operation June 1, 1918.

Vote 469, Dominion Act 10-11 Geo. V Cap. 73, July 1, 1920, provided \$75,000 for the purchase of the assets and undertakings of The Salisbury and Albert Railway.

Property
investment:

As at December 31, 1960:
Road

\$511,382

Donations
and grants:

Subsidies were (Statistics of Steam Rlys. of Canada - 1938, p.64)
 Dominion \$ 29,391
 Province of New Brunswick 455,000
 Municipal 70,000 \$554,391

Location:

Moncton Division:

Salisbury, N.B. - Hillsborough, N.B. 24.37 miles

Discontinued

Hillsborough, N.B. - Albert, N.B. 20.39 miles
 March 31, 1955:

THE SASKATCHEWAN BRIDGE COMPANY
(formerly wholly owned subsidiary of "The Grand Trunk Pacific Railway Company")

Incorporated: May 16, 1905 - Dominion Cap. 157.

Organized: June 30, 1905.

History: Under Dominion Cap. 157, May 16, 1905 "The Saskatchewan Bridge Company" was incorporated to construct a bridge across the North Branch of the Saskatchewan River between Strathcona and Edmonton.

The Grand Trunk Pacific Railway Company finally built a bridge at Clover Bar and the charter of this Company was not required.

Extract from Minutes of Directors Meeting dated December 16, 1907:-

" It was reported that under the Act incorporating the Company the time for the commencement of the bridge will expire May 16, 1908, but inasmuch as the objects for which the Company was incorporated have since been served by the permanent location of the crossing of the Saskatchewan River by The Grand Trunk Pacific Railway at Clover Bar and the construction of a bridge by the Railway Company at that point, the Company's rights will not be exercised."

Capital Stock:	Authorized:	2,500 shares of \$100 each -	\$250,000
	Issued:	625 shares of \$100 each -	6,250

525 shares were held by Chas. M. Hayes, Frank W. Morse and Henry Philips (In trust for account The Grand Trunk Pacific Railway Company) and 100 shares were held, 20 shares each, by five Directors.

THE SHAWINIGAN FALLS TERMINAL RAILWAY COMPANY
 (Capital stock wholly owned by Canadian National Railway Company and
 Canadian Pacific Railway Company in equal shares from September 1, 1950.)

Incorporated: March 26, 1902 - Quebec Cap. 63.
 1903 - Quebec Cap. 86.

Head Office: Montreal, Que.

History: Under Quebec Act 2 Edw. VII Cap. 63, March 26, 1902, "The Shawinigan Falls Terminal Railway Company" was incorporated to construct and operate a railway within the village of Shawinigan Falls, and within the parish of St. Boniface, and in the counties of St. Maurice and Champlain; may operate by electricity, etc., etc.

The authorized and issued capital stock (3000 shares - par \$100 each -) \$300,000 was all owned by The Shawinigan Water and Power Company.

The Company acquired or constructed .3608 miles of main line, plus 1.5802 miles of sidings, 4 electric locomotives, shops, and power plant equipment, and performed a terminal freight switching service at Shawinigan Falls.

A large proportion of the industries are adjacent to Canadian National Railways and Canadian Pacific Railway Company's tracks, over which The Shawinigan Falls Terminal Railway Company operated by agreement, and the question arose as to the desirability of acquiring the capital stock of The Shawinigan Falls Terminal Railway Company and operating it as a joint subsidiary of Canadian National Railway Company and Canadian Pacific Railway Company.

Effective September 1, 1950, by Agreement dated August 24, 1950 between Canadian National Railway Company and Canadian Pacific Railway Company, authorized by Dominion Order in Council 3951 of August 15, 1950 with respect to Canadian National, and Dominion Cap. 56, June 1, 1950 with respect to Canadian Pacific, the two companies purchased the entire shares of capital stock of The Shawinigan Falls Terminal Railway Company issued and outstanding, i.e. 3000 shares - par value \$100 each, in equal proportion (1500 shares each) for the sum of \$125,000 with interest from January 1, 1950 to August 31, 1950.

The understanding reached with The Shawinigan Water and Power Company respecting the sale of capital stock of The Shawinigan Falls Terminal Railway Company included the undertaking by The Shawinigan Water and Power Company to grant to the Terminal Company in perpetuity the right to use as a right-of-way, two strips of land which it owns, one measuring 2,511.52 feet in length and the other measuring 177 feet in length. This undertaking was confirmed by Agreement between The Shawinigan Water and Power Company and The Shawinigan Falls Terminal Railway Company dated September 7, 1950.

Property investment:	As at December 31, 1960:	
	Road	(\$ 79,569.96
	Equipment	(\$
Accrued depreciation:	As at December 31, 1960:	
	Road	(\$ 48,543.07
	Equipment	(
	Balance	\$ 31,024.89

THE SHAWINIGAN FALLS TERMINAL RAILWAY COMPANY

Capital Stock: As at December 31, 1956:

Authorized:	1250 shares - par value \$100	\$125,000
Issued:	1250 shares - par value \$100	\$125,000
625 shares owned by Canadian Pacific Railway Company.		
625 shares owned by Canadian National Railway Company (3 in names of Directors, endorsed in blank.)		

When the capital stock was jointly acquired by Canadian Pacific Railway Company and Canadian National Railway Company effective September 1, 1950 the authorized and issued capital stock consisted of 3000 shares of \$100 each, and each Company acquired 1500 shares. At the time of this transaction there had been excluded from the valuation of the properties upon which the purchase price of the shares was based a "write up" of \$300,000 in the property investment account which had occurred upon issue of the capital stock to the original owners.

Subsequently it was suggested by the Canadian Pacific Railway Company and concurred in by Canadian National Railway Company that the balance sheet of the Terminal Company be adjusted to eliminate from its property account the excess valuation which was not represented by tangible assets. This was effected through reduction of capital stock from \$300,000 to \$125,000 authorized by the Terminal Company By-Law No. 25 enacted November 7, 1955, and confirmed by Order in Council No. 871 of August 30, 1956 of the Lieutenant-Governor in Council of Quebec, and cancellation of 1750 shares of capital stock surrendered by Canadian National and Canadian Pacific (875 shares each), and a charge to Surplus of the remaining \$125,000.

SOCIETE IMMOBILIERE DE LA RUE SCRIBE

The "Societe Immobiliere de la Rue Scribe" was formed by Arnold Aronovici on December 29, 1923 to own and operate the Hotel Scribe property situated at No. 8 Boulevard des Capucines and No. 1 Rue Scribe, Paris, France. The property comprises 2726.9 square yards of which 2356.1 square yards are occupied by buildings.

Arnold Aronovici purchased the property on May 23, 1928 for \$2,608,330 which was advanced to him by the Bank of Toronto on his Note. The Canadian National Railway Company deposited this amount as security for the payment of the Note.

Capital Stock authorized and issued 30,000,000 Francs
all owned by the Canadian National Railway Company

Arnold Aronovici transferred the property to the Canadian National Railway Company in return for 28,000,000 Francs of the Capital Stock which he transferred to the Canadian Northern Realities, Ltd., and the remaining 2,000,000 Francs of Capital Stock was subscribed and paid for by Canadian Northern Realities Ltd., in order to provide for the cost of transfer.

On December 30, 1924 the name of the Company was changed to Canadian National Railway (France).

For further details in "Canadian National Railways (France)".

SOUTHERN NEW ENGLAND RAILROAD CORPORATION
(Charter Expired May 20, 1932)
(formerly wholly owned subsidiary of The Centmont Corporation)

Incorporated: August 3, 1911 - Under the laws of the Commonwealth of Massachusetts.

History: Under the laws of the Commonwealth of Massachusetts, "Southern New England Railroad Corporation" was incorporated (certificate issued August 3, 1911) for the purpose of constructing a railroad from Palmer, Massachusetts to Massachusetts-Rhode Island State Line, a distance of 58.13 miles. Construction work was started in May 1912 and suspended on December 31, 1915. The expenditure to that date amounted to \$3,997,343.87.

The Grand Trunk Railway Company of Canada advanced \$4,720,281.91 to that date to the Central Vermont Railway Company, these advances being covered by notes issued by Central Vermont Railway Company to The Grand Trunk Railway Company of Canada.

This Company went into the hands of Receivers on March 30, 1926. John Marsh, a contractor, had an unsatisfied judgment amounting to \$622,785.21 against the Company, which claim was settled in 1934 for \$325,000. Of this amount Southern New England Railroad Corp. paid \$200,000 and Central Vermont Railway Inc. paid the balance of \$125,000, plus expenses of Receivers amounting \$5,447.06, after which the Receivers were discharged.

Dissolution: By virtue of I.C.C. Finance Docket 7821 dated January 28, 1930 the Southern New England Railroad Corporation became a subsidiary of the Central Vermont Railway Inc., and when the charter expired the assets became those of the Central Vermont Railway Inc. The property was sold off and the money so received found its way into the Treasury of the Central Vermont Railway Incorporated.

Capital Stock: Authorized: 18,560 shares par value \$100 each - \$1,856,000
Issued: 18,560 shares par value \$100 each - \$1,856,000

The capital stock was originally owned by Central Vermont Railway Company at a cost of \$1,856,000. This amount was written down to \$1 at the close of 1929 accounts. The stock was then sold to The Centmont Corporation for \$1, as authorized by I.C. Central Vermont Reorganization Supplemental Order dated January 28, 1930 (Finance Docket 7821). The book value of \$1 was written off by The Centmont Corporation to profit and loss in October 1935.

Non-negotiable Debt: At December 31, 1928, \$2,523,597 had been advanced by Central Vermont Railway Company. At January 31, 1929, the amount was \$2,523,609.50. In February 1929 this amount was written down by Central Vermont Railway to \$246,500 and claim for this amount was set up against the Receivers. On January 30, 1930, the claim was sold to Central Vermont Railway Inc. for the same figure. On January 31, 1930, the claim was sold to The Centmont Corporation for the same figure, in payment for which Central Vermont Railway Inc. received capital stock of The Centmont Corporation for the same amount as authorized by I.C.C. Central Vermont Railroad Reorganization Supplemental Order dated January 28, 1930.

SOUTHERN NEW ENGLAND RAILROAD CORPORATION
IN NEW HAMPSHIRE

History: From Grand Trunk Railway Systems Statistics January 1, 1916

The Southern New England Railroad Corporation was incorporated under the Laws of the State of New Hampshire by Articles of Association certified to by the Secretary of State on February 13, 1912.

The First meeting of the incorporators was held at Concord N.H. on March 11, 1912.

Capital Stock authorized : \$1,000,000 or £205,479
No Stock was issued

Not a live corporation;

SOUTHERN NEW ENGLAND RAILWAY COMPANY
(Charter expired July 1, 1926)
(formerly wholly owned subsidiary of The Centmont Corporation)

Incorporated: April 12, 1910 - Under the laws of the State of Rhode Island.
May 5, 1911 - Amended.

History: "Southern New England Railway Company" was incorporated under the laws of the State of Rhode Island, January session 1910, by Act approved by His Excellency the Governor April 12, 1910, and amended January session 1911 by Act approved by His Excellency the Governor May 5, 1911. The purpose of the Corporation was to construct a line of railway from Rhode Island State Line to Providence, Rhode Island, a distance of 27.01 miles. Construction work started in May 1912 but was suspended November 12, 1912.

On February 13, 1912, Under the Laws of the State of New Hampshire, Southern New England Railroad Corporation was incorporated, Articles of Association being filed with Secretary of State for New Hampshire on February 13, 1912. The authorized capitalization was \$1,000,000. The first meeting of the incorporators was held at Concord, New Hampshire on March 11, 1912.

No stock was ever issued and this is not a live corporation.

The Grand Trunk Railway of Canada advanced \$1,459,226.38 up to December 31, 1915, to the Central Vermont Railway Company towards the cost of construction which amounted to \$2,649,932.73 up to that date. These advances were covered by notes issued by Central Vermont Railway Company to The Grand Trunk Railway Company of Canada.

Southern New England Railway Company went into the hands of Receivers on March 29, 1926.

On August 18, 1930, all the right-of-way property in the State of Rhode Island, including the Belt Line at Providence, was sold to Brooksay Realty Company for the price of \$150,000.

On November 10, 1930, the terminal properties in Woonsocket and Providence, Rhode Island, were sold to Brooksay Realty Company for the price of \$353,500.

The Receivers were discharged and the affairs of the Company were wound up January 30, 1931.

Dissolution: By virtue of ICC Finance Docket 7821 dated January 28, 1930 the Southern New England Railway Company became a subsidiary of the Central Vermont Railway Inc., and when the charter expired the property became that of the Central Vermont Railway Company Inc. The property was sold off and the money so received accrued to the Central Vermont Railway Incorporated.

Capital Stock: Authorized: 30,000 shares par value \$100 each - \$3,000,000
Issued: 30,000 shares par value \$100 each - \$3,000,000

The capital stock was originally owned by Central Vermont Railway Company at a cost of \$3,000,000. This amount was written down to \$1 at the close of 1929 accounts. In January 1930, the stock was transferred to Central Vermont Railway, Inc. at \$1. The Stock was then sold to The Centmont Corporation for \$1. Central Vermont Railway, Inc. received capital stock of The Centmont Corporation in payment, as authorized by I.C.C. Central Vermont Reorganization Supplemental Order dated January 28, 1930 (Finance Docket 7821). The Centmont Corporation

wrote off the book value of the stock (\$1) to profit and loss in December 1933.

Non-
negotiable
Debt:

At December 31, 1928, \$847,872.47 had been advanced by Central Vermont Railway Company. In February 1929 accounts this advance was written down to \$503,500 and claim for this amount was set up against the Receivers. On January 30, 1930, this claim was purchased by Central Vermont Railway Inc. On January 31, 1930, the claim was sold to The Centmont Corporation for the same figure. Central Vermont Railway, Inc. received capital stock of The Centmont Corporation in payment, as authorized by I.C.C. Central Vermont Reorganization Supplemental Order dated January 28, 1930 (Finance Docket 7821).

SOUTHERN VERMONT RAILWAY COMPANY
(Charter Forfeited April 1, 1932)
(formerly affiliated with The Centmont Corporation)

Incorporated: January 28, 1911 - Under the laws of the State of Vermont.

History: Under the laws of the State of Vermont, "Southern Vermont Railway Company" was incorporated on January 28, 1911, for the purpose of constructing a line from Windsor, Vermont to Brattleboro, Vermont, a distance of 48.50 Miles to render Central Vermont Railway Company independent of Boston & Maine Railroad between these two points. A survey was made but preliminary work was discontinued in 1912.

Dissolution:

The Charter was forfeited on April 1, 1932 and the Company wound up

Capital Stock: Authorized: 20,000 shares par value \$100 each - \$2,000,000
Issued: Capital stock was issued technically for incorporation purposes, although there is no record of any having being paid up.

Non-negotiable
Debt:

Central Vermont Railway Company made advances of \$20,890.95 for surveying and other expenses. This amount was written down to \$1 in 1929 accounts. On January 30, 1930, the item was sold at a cost of \$1 to Central Vermont Railway Inc. On January 31, 1930, it was sold for \$1 to The Centmont Corporation as authorized by I.C.C. Central Vermont Reorganization Supplemental Order dated January 28, 1930. In February 1933 the amount of \$1 was written off by The Centmont Corporation to profit and loss.

THE STANSTEAD, SHEFFORD AND CHAMBLY RAILROAD COMPANY
(merged in "Canadian National Railway Company" from June 11, 1956)

Incorporated: April 22, 1853 - Province of Canada Act 16 VIC Cap. 107.

Declaratory: Declared to be a work for the general advantage of Canada.
- Dom. Act 51 VIC Cap. 54, May 22, 1888.

History: Under Province of Canada Act 16 VIC Cap. 107, April 22, 1853, "The Stanstead, Shefford and Chambly Railroad Company" was incorporated to build from Province Line in Stanstead to Shefford and to Chambly and the St. Lawrence River. A line was constructed from St. Johns to Waterloo, Quebec, 42.40 miles, and opened for traffic as follows:

St. Johns	to	Farnham	13.00 miles	Feb. 15, 1859
Farnham	to	Granby	15.00 "	Dec. 31, 1859
Granby	to	Waterloo	<u>14.40</u> "	Dec. 31, 1861
Total			42.40 "	

Prior to November 1, 1923 the lines were leased to Central Vermont Railway Company and its predecessors at a rental equal to 4% interest on its bonds in the hands of the public. These bonds were issued August 27, 1858 in a total amount of \$910,553.33, bearing interest at 7% of which \$155,865.25 were owned by the public and the balance by Central Vermont Railway, which also owned the capital stock. Default was made on the bonds on December 31, 1860 and on February 22, 1867, an agreement was made between certain of the bondholders and Vermont Central Railroad Company whereby the bonds were deposited in the Bank of Montreal together with bills of exchange issued by The Stanstead, Shefford and Chambly Railroad Company, and the Vermont Central Railroad Company was given the continuing right so long as it paid interest at 5% per annum to purchase the bonds and bills of exchange for \$154,000.

On August 2, 1899, a similar agreement was made between the bondholders and Central Vermont Railway Company except that the rate of interest on the bonds was reduced from 5% to 4%. Subsequently the remainder of the bonds held by the public totalling \$1,865.25 were deposited, increasing the named purchase price to \$155,865.25.

By agreement of November 1, 1923 the line from Stanstead, Shefford and Chambly Junction (near Iberville, Quebec) to Waterloo was leased to Canadian National Railway Company, and the line from St. Johns, Quebec to Stanstead, Shefford and Chambly Junction was continued in use by Central Vermont Railway, Inc. as part of its main line.

In 1936, the line from Stanstead, Shefford and Chambly Junction (near Iberville) to Farnham, 10.87 miles was abandoned and trackage rights over Canadian Pacific Railway parallel tracks between Stanstead, Shefford and Chambly Junction and Meigs (Farnham) were obtained.

On November 1, 1945 the option to purchase the bonds for \$155,865.25 was exercised by Central Vermont Railway, Inc. with funds provided by Canadian National Railway Company.

Ownership of the line from St. Johns, Quebec to Stanstead, Shefford and Chambly Junction (near Iberville), 2.56 miles was then conveyed to The Montreal and Vermont Junction Railway Company (and then leased by the latter Company to Central Vermont Railway, Inc.) for the sum of \$1.

THE STANSTEAD, SHEFFORD AND CHAMBLY RAILROAD COMPANY (Cont'd.)

History : As of November 1, 1945, ownership of the remaining property of the
(Cont'd.) Company, including the line from Meigs to Waterloo, 28.35 miles, was conveyed to Canadian National Railway Company at a cost of \$253,181.00.

To purchase of bonds	\$155,865.25
To reimburse Central Vermont Railway Inc. for improvements	28,682.66
Improvements to leased property by Canadian National Railway Company	<u>68,633.09</u>
	\$253,181.00

Amalgamation: On June 11, 1956, Canadian National Railway Company, The Stanstead, Shefford and Chambly Railroad Company and 16 other companies were amalgamated into one company under the name "Canadian National Railway Company".

Abandonment: S. S and C. Jct. - Farnham 10.87 miles abandoned 1936

Capital Stock: Authorized:	5,000 shares of £25 each	£ 125,000	\$608,333.33
Issued:	5,000 shares of £25 each	£ 125,000	\$608,333.33

These shares were acquired by Central Vermont Railway Company in consideration of guaranteeing the interest on outstanding debenture bonds of a value of \$155,865.25 held by the public, and were set up on Central Vermont Railway Company books at \$1. On January 30, 1930 the stock was acquired by Central Vermont Railway Inc. for \$1, and on January 31, 1930 sold to The Centmont Corporation for the same amount, as authorized by I.C.C. Central Vermont Reorganization Supplemental Order dated January 28, 1930 (Finance Docket 7821). In December 1945 The Centmont Corporation wrote off this stock, which had become valueless.

Under the terms of amalgamation agreement with Canadian National Railway Company, dated May 17, 1956, the certificates covering The Stanstead, Shefford and Chambly Railroad Company outstanding capital stock were treated as cancelled.

Authorized and Issued	910,553.33
Reduction made under agreement of May 1, 1899 with Grand Trunk Railway Company	210,108.08

Funded Debt: 7% Debenture Bonds dated August 27, 1858, in the amount of \$544,580 acquired without cost by Central Vermont Railway Inc. were sold to The Centmont Corporation January 31, 1930 for \$1. In December 1945 The Centmont Corporation surrendered these bonds to Central Vermont Railway Inc. upon payment of \$1. In December 1945 Canadian National Railway Company acquired the balance of these bonds held by the Public in the amount of \$155,865.25. All of these bonds were cremated on December 30, 1948.

TEMISCOUATA RAILWAY COMPANY

(property included in "Canadian Government Railways" from January 1, 1950)

Incorporated: October 6, 1885 - Dominion Letters Patent, and Dominion Cap. 71, 1887.

History: Under Dominion Letters Patent, recited in Dominion Order in Council dated October 6, 1885, and confirmed by Dominion Act 50-51 VIC Cap. 71, 1887, "Temiscouata Railway Company" was incorporated to construct and operate a railway from Riviere du Loup to Edmundston, N.B.

Dominion Act 56 VIC Cap. 61, April 1, 1893 authorized extension from Riviere du Loup to St. Leonard, N.B.

The line was completed and opened for traffic as follows:

Riviere du Loup	to	Edmundston	81.83 miles	January 1, 1889
Edmundston	to	Connors	<u>30.85</u> "	October 1, 1891
		Total	112.68 miles	

By agreement dated October 14, 1949, confirmed by Dominion Act 13 Geo VI Cap. 39, Dec. 10, 1949 (2nd Session), the Temiscouata Railway was acquired by His Majesty in the right of Canada. The property was vested in Canada effective December 10, 1949 as part of Canadian Government Railways. The line was actually taken over for operation effective January 1, 1950.

Under Dominion Order in Council P.C. 635, February 10, 1950, the Temiscouata Railway property was entrusted to Canadian National Railway Company for management and operation effective January 1, 1950.

Property investment:	As at December 31, 1960:		
	Road	\$1,594,353	
	Equipment	<u>10,708</u>	\$1,968,845

Location:	Edmundston Division:		
	Riviere du Loup, Que.	- Edmundston	81.83 miles

Donations and grants:	Subsidies were (Statistics of Steam Rlys. of Canada - 1938, p. 70)		
	Dominion	\$645,950	
	Province of New Brunswick	<u>66,000</u>	\$711,950

Abandonment:	Edmundston	-	Baker Brook	11.93 miles	1941
	Baker Brook	-	Connors	18.92 "	1960
			Total	30.85 miles	

THE THOUSAND ISLANDS RAILWAY COMPANY

(wholly-owned subsidiary of "Canadian National Railway Company" from January 31, 1923)

- Incorporated: February 15, 1871 - Ontario Act 34 VIC Cap. 46.
 March 25, 1884 - Ontario Act 47 VIC Cap. 67, name changed
 (see History).
- Headquarters: Gananoque, Ontario,
 or Montreal, Quebec.
- Declaratory: Declared to be a work for the general advantage of Canada -
 Dominion Act 51 VIC Cap. 75, May 22, 1888.
- History: Under Ontario Act 34 VIC Cap. 46, February 15, 1871 "Gananoque and Rideau Railway Company" was incorporated to build from Gananoque to Junction with Grand Trunk Railway, etc.
- Under Ontario Act 47 VIC Cap. 67, March 25, 1884, the above mentioned Act was revived and the name changed to "The Thousand Islands Railway Company".
- Poors Manual 1885 reports railway from Gananoque Jct. to Gananoque 3.11 miles first in operation January 1, 1884
- Under Dominion Act 47 VIC Cap. 83, April 19, 1884, "The Gananoque, Perth and James' Bay Railway Company" was incorporated to construct and operate a railway from Gananoque via Perth, to James' Bay.
- Under Dominion Act 51 VIC Cap. 75, May 22, 1888, The Gananoque, Perth and James' Bay Railway Company was merged with "The Thousand Islands Railway Company" under the latter name, and the railway was declared to be works for the general advantage of Canada.
- The line extends 3.11 miles from Gananoque, Ont. to connect with Canadian National Railway Company at Mile 1.40 from Gananoque Junction, and has been operated in the interest of The Grand Trunk Railway Company of Canada (now Canadian National Railway Company) since March 1, 1910.
- On March 6, 1911 The Grand Trunk Railway Company of Canada acquired the capital stock (1200 shares of \$50 each - \$60,000 issued and outstanding) and gave in exchange 4% Guaranteed Stock of The Grand Trunk Railway Company of Canada in the amount of £20,980 (\$97,000).
- Tax Exemption: Under By-law No. 170 passed by the Village of Gananoque on or about June 13, 1883, railway property within the Village was exempted from taxation for all purposes and for all time. This exemption was confirmed by Agreement dated June 15, 1883 with The Bay of Quinte Railway and Navigation Company, and exemption was extended to company or corporation working line from Grand Trunk Station to St. Lawrence River. As this line was constructed by The Thousand Islands Railway Company, it is considered that the Company became entitled to benefits under the above mentioned By-law, which was confirmed by Ontario Act 47 VIC Cap. 67, March 25, 1884.

THE THOUSAND ISLANDS RAILWAY COMPANY

Property investment: As at December 31, 1957:
Road and Equipment \$231,315

Donations and grants: Subsidies were (Statistics of Steam Rlys. of Canada - 1938, p.64):
Dominion \$ 29,840
Municipal (Gananoque) 10,000 \$39,840

Location: Belleville Division:
Mile 1.40 Gananoque Jct. - Gananoque, Ont. 3.11 miles

Separately operated property prior to January 1, 1956, and since that date property is operated as part of Central Region, Canadian National Railways.

Capital Stock: Authorized: 5,000 shares of \$50 each \$250,000
Issued: 1,200 shares of \$50 each \$ 60,000

All owned by Canadian National Railway Company, having been acquired by The Grand Trunk Railway Company of Canada on March 6, 1911. - Unpledged.

Funded debt: As at December 31, 1957:
Advances due to Canadian National Railway Company \$171,315

Dividends: Prior to 1923 Dividends as follows on the issued capital stock were transferred to The Grand Trunk Railway Company of Canada:
Years ended June 30, 1913 to 1916 inclusive 6%
Year 1917 Nil
Six months ended June 30, 1918 3%
Six months ended December 31, 1918 3½%
Years 1919 to 1922 inclusive 7%

Accounting: From 1923 to 1955 inclusive the annual surplus or deficit from operations was transferred to Canadian National Railway Company, and included in the latter's accounts as Separately Operated Properties. Effective January 1, 1956 operations became part of Central Region, Canadian National Railways.

Under Agreement dated November 27, 1958 the Thousand Islands Railway Company amalgamated with and under the name Canadian National Railway Company. This agreement was confirmed by Order in Council PC 1958-1620 dated November 27, 1958 and became effective on December 12, 1958.

TOLEDO, SAGINAW AND MUSKEGON RAILWAY COMPANY
(included in Grand Trunk Western Railroad Company from November 1, 1928)

Organized: January 25, 1886 - State of Michigan.

History: Under Articles of Association dated January 22, 1886 filed with Secretary of State on January 25, 1886, "Toledo, Saginaw and Muskegon Railway Company" was organized. The line from Ashley to Muskegon (96.01 miles) was built and opened for traffic on August 1, 1888.)

Under traffic agreement dated May 10, 1888, between Toledo, Saginaw and Muskegon Railway Company, The Grand Trunk Railway Company of Canada and The Chicago and Grand Trunk Railway Company, the latter Company undertook for a period of 30 years from July 1, 1888 to set apart out of earnings on interchange traffic sufficient to meet any deficiency in the earnings of the Toledo, Saginaw and Muskegon to meet its interest payments. (This agreement was annulled by Order of the Court, dated June 28, 1900, taking effect July 1, 1900, as to The Chicago and Grand Trunk Railway Company).

Under agreement of September 1, 1924 Toledo, Saginaw and Muskegon Railway Company was granted running rights over Ann Arbor Railroad between Owosso and Ashley (20.33 miles) for a period of two years, and thereafter until terminated as provided in the contract.

By authority of Interstate Commerce Commission Order of November 8, 1929 (Finance Docket 7320), Toledo, Saginaw and Muskegon Railway Company and nine other railway companies formerly owned and/or operated by the Grand Trunk Western System or by the Canadian National Railway Company, in the States of Michigan, Indiana, Illinois and Wisconsin were consolidated (effective November 1, 1928) under the name "Grand Trunk Western Railroad Company". For all accounting purposes consolidation was effective from January 1, 1929.

Location:	Detroit Division:	<u>Road</u> <u>Miles</u>
	Ashley to Greenville	40.37
	Greenville to Simpson - 53.09 miles abandoned 1946	
	Simpson to Muskegon	2.55

Capital Stock: 16,000 shares of \$100 each - \$1,600,000 - outstanding at date of consolidation and owned by Canadian National Railway Company were exchanged for 64,000 shares of Grand Trunk Western Railroad Company common stock of non-par value, to which a value of \$25 per share was assigned.

Funded debt and Non-negotiable debt to affiliated Companies: Outstanding as at November 1, 1928:

5% First Mortgage Bonds held by Canadian National Railway Company	\$1,662,000.00
Capital Advances by Canadian Nat. Rly. Co. to Dec.31, 1927	193,240.47

The First Mortgage Bonds were surrendered (and cancelled) in exchange for Grand Trunk Western Railroad Company $4\frac{1}{2}\%$ First and General Mortgage Gold Bonds Series "A" dated January 1, 1930 and maturing January 1, 1980 of the par value of \$1,662,000.00. Capital Advances were funded by the issue to

Funded debt and Non-negotiable debt to affiliated Companies: (Cont'd.)

Canadian National Railway Company of Grand Trunk Western Railroad Company securities comprising 6% cumulative preferred stock; 4½% First and General Mortgage Bonds Series "A" dated January 1, 1930 and maturing January 1, 1980; and 5% Gold Debentures Series "A" dated January 1, 1930 and maturing January 1, 1955; of a total par value of \$193,240.47.

Non-negotiable debt to Canadian National Railway Company incurred in 1928 was liquidated by issuance to Canadian National Railway Company of Grand Trunk Western Railroad Company common and preferred stock.

Accounting: Prior to 1923 the net income or loss was included in The Grand Trunk Railway Company of Canada accounts as "Separately operated properties". Commencing January 1, 1923 the railway was for accounting purposes included in "Canadian National Railways", and the primary operating, income and other accounts were so included.

THE TOLEDO TERMINAL RAILROAD COMPANY
(9.68% capital stock owned by Grand Trunk Western Railroad Company)

Incorporated: December 4, 1907 - Under the laws of the State of Ohio.

Head Office: Toledo, Ohio.

History: On February 12, 1901, under the Laws of the State of Ohio, "The Toledo Railway and Terminal Company" was chartered to build a belt line around Toledo. The line was constructed and operations commenced October 1, 1902, and officially accepted from contractor October 1, 1903, per Board of Directors Meeting December 3, 1903.

The Stock (\$3,000,000 of which was originally issued as a bonus with the bonds) was sold originally at \$10 per share. On April 15, 1905, H.B. Hollins and Company paid \$41 per share for the Stock and later sold it to The Cincinnati, Hamilton and Dayton Railway Company for \$42 per share. The Cincinnati, Hamilton and Dayton Railway Company sold the Stock to the Pere Marquette Railroad Company on June 21, 1905 for \$47 per share.

On December 20, 1906, Pere Marquette Railroad Company applied for a decree of foreclosure and Receiver was appointed on January 4, 1907. A decree of foreclosure was also applied for by the Commonwealth Trust Company on behalf of the bondholders. The property was sold under foreclosure sale held on May 28, 1907, and confirmed by the Circuit Court, Northern District of Ohio, Western Division, on August 13, 1907. The Deed of property was dated September 14, 1907, and delivered by Special Master on December 4, 1907 when The Toledo Terminal Railroad Company was organized.

On December 4, 1907, "The Toledo Terminal Railroad Company" was incorporated under the laws of the State of Ohio with the object of acquiring and operating the property.

Under agreement dated November 1, 1907, it was provided that the Capital Stock of the new Company would be issued in the proportions indicated to the companies listed below in consideration of their guaranteeing payment of interest on a corresponding proportion of the funded debt outstanding. The agreement also provided that deficits suffered would be borne by the companies in proportion to the amount of stock held by each.

Cincinnati, Hamilton and Dayton Railway Company	20%
Grand Trunk Western Railway Company	12%
The Lake Shore and Michigan Southern Railway Company	12%
Michigan Central Railroad Company	12%
The Pennsylvania Railroad Company	12%
The Pere Marquette Railroad Company	20%
Toledo, St. Louis and Western Railroad Company	<u>12%</u>
	100%

Under agreement dated January 14, 1914, the Hocking Valley Railway Company and Toledo and Ohio Central Railway Company became part owners on similar conditions. A redivision of the capital stock resulted in the two companies formerly holding 20% each, owning 16.12% each, and the remaining seven companies holding 9.68% each.

THE TOLEDO TERMINAL RAILROAD COMPANY

History: (Cont'd.) The Company has a belt line around the City of Toledo, Ohio, and direct track connections with all railroads in the area. It performs an interchange transfer service for carload freight between all the railroads and furnishes trackage freight and passover facilities for several roads. Its tracks reach a large number of industries, thus affording direct connection with every railroad in the area.

The Grand Trunk Western Railroad secures its interest in Toledo traffic through its 50% ownership of The Detroit and Toledo Shore Line Railroad Company, and secures its terminal switching service in Toledo through its 9.68% ownership of The Toledo Terminal Railroad Company.

Property investment: As at December 31, 1960:
 Road and Equipment \$ 13,168,044
 Donations and grants 67,539
 \$ 13,100,505

Accrued depreciation: As at December 31, 1960:
 Road \$ 928,301
 Equipment 365,924
 \$1,294,225

Location: Toledo Terminals: Miles
 First main tracks 28.59
 Second main tracks 25.85
 Sidings, connections and spur tracks 32.81
 Total mileage owned at Dec. 31/60 87.25

Capital Stock: Authorized: 60,000 shares of \$100 par value \$ 6,000,000
 Issued: 36,128 shares of \$100 par value 3,612,800
 The capital stock is owned as of December 31, 1960 by

Pennsylvania Railroad Company	10.72%
New York, Chicago and St. Louis Railroad Company	10.72%
Chesapeake and Ohio Railway	28.56%
Baltimore and Ohio Railroad	17.85%
New York Central Railroad	21.43%
Michigan Central Railroad	<u>10.72%</u>
	100.00%

Stock Certificates No.114 and No.154 covering 3872 shares of Capital Stock were surrendered to the Toledo Terminal Railroad Company by the Grand Trunk Western Railroad Company and cancelled as of September 17, 1956.

Funded Debt: Outstanding as at December 31, 1960:
 First Mortgage $4\frac{1}{2}\%$ Gold Bonds dated October 1, 1957.
 maturing November 1, 1957 Authorized: 6,000,000
 Issued: \$5,445,000

Annual interest of \$270,000 is guaranteed severally but not jointly by proprietary companies in proportion to stock ownership. Grand Trunk Western Railroad Company proportion is 9.68%.

Earned surplus-unappropriated: As at December 31, 1960: \$2,911,479

THE TOLEDO TERMINAL RAILROAD COMPANY

DIRECTORS

E. T. Rucker,
E. C. Johnson, Detroit, Michigan
Douglas Campbell, Chicago
H. M. Phillips
G. R. Bowman
W. T. Alexander, Cleveland, O.
W. K. Weaver, Jr., Detroit, Mich.
A. W. Conley, Cincinnati, O.

OFFICERS

E. T. Rucker,	President
R. D. Timpany	Vice-President
O. K. Lawson	General Manager
W. J. Polhemus,	Secretary & Treasurer
J. S. Beattie	General Auditor
R. Dejaiffe,	Chief Engineer
J. H. Abel	Superintendent
R. W. Shumaker	General Attorney

THE TORONTO AND GUELPH RAILWAY COMPANY
(included in "Canadian National Railway Company" from January 31, 1923)

Incorporated: August 30, 1851 - Province of Canada Act 14-15 VIC. Cap. 148.

History: Under Province of Canada Act 10-11 VIC Cap. 123, presented for Royal Assent July 28, 1847, Assented April 15, 1848, Royal Assent signified by Proclamation June 24, 1848, "The Toronto and Goderich Railway Company" was incorporated to build a railway from Toronto via Guelph to Goderich.

Under Province of Canada Cap. 148, August 30, 1851 "The Toronto and Guelph Railway Company" was incorporated to build a railway from Toronto to Guelph, and subscribers or shareholders in The Toronto and Goderich Railway Company were granted the right to transfer their subscriptions to the Toronto and Guelph Railway Company.

A line was constructed from Toronto to Guelph (48.40 miles) and opened for traffic July 1, 1856. The line originally extended from "Queen's Wharf" at foot of Bathurst Street Toronto, but the section between "Queen's Wharf" and Queen Street was not used as main line subsequent to completion of the Esplanade.

Amalgamation: Effective July 1, 1853, under agreement dated April 12, 1853, duly authorized by shareholders of respective Companies, and confirmed by Province of Canada Act 18 VIC Cap. 33, December 18, 1854, The Toronto and Guelph Railway Company and five other Companies were amalgamated into one company under the name "The Grand Trunk Railway Company of Canada". The latter Company was amalgamated with "Canadian National Railway Company" January 31, 1923.

Location: Stratford Division:
Toronto - Guelph 48.40 miles

Capital Stock: Prior to amalgamation on July 1, 1853:
Authorized: 65,000 shares - £5 each £325,000 (\$1,300,000)
Halifax Currency, \$4.00 to the pound.

Long-term debt: Prior to amalgamation on July 1, 1853: Province of Canada
Act 16 VIC Cap 41, Nov. 10, 1852 Bonds: £275,000 (\$1,338,333) -
declared valid and secured by mortgage dated June 30, 1852; principal
due July 1, 1873.

THE TORONTO BELT LINE RAILWAY COMPANY
(property acquired by Canadian National Railway Company December 31, 1943)
Inactive since December 31, 1943.

Incorporated: March 23, 1889 - Ontario Act 52 VIC Cap. 82.

History: Under Ontario Act 52 VIC Cap. 82, March 23, 1889, "The Toronto Belt Line Railway Company" was incorporated to construct a railway from the Grand Trunk Railway in the eastern part of the City of Toronto passing to the north of the City and connecting with the same railway to the northwest or west of the City.

Under Agreement dated January 20, 1890, the line when constructed was to be leased to The Grand Trunk Railway Company of Canada for a term of 40 years from July 1, 1891, at an annual rental of \$18,500. Construction was commenced on January 20, 1890.

The Company encountered financial difficulties and was unable to complete construction at the stipulated time.

On June 1, 1892 another agreement was made between The Grand Trunk Railway Company of Canada and Osler, Hammond and Hendrie (who had in the meantime acquired 260 shares or a controlling interest in the capital stock of the Company) under which the latter undertook to complete the title to all lands and defend The Grand Trunk Railway Company of Canada against all claims, etc. The Grand Trunk Railway Company of Canada agreed to take possession of the Belt Line and complete construction for \$10,000. The lease was for 40 years from June 1, 1892. The Grand Trunk Railway Company of Canada also agreed to purchase \$462,500 of bonds for \$444,000 and \$11,619.98 accrued interest, \$26,000 of capital stock being transferred to it at the same time without cash consideration.

Two sections of line were constructed and opened for traffic as follows:

	<u>Miles</u>	<u>Opened for Traffic</u>
Don Junction - Fairbank	8.25	1892
Swansea - Carlton (West Toronto)	4.50	1892

Of this mileage 1.73 from Don Crossover to Rosedale forms part of the main line to Parry Sound, .04 from Don Junction to Queen Street was turned over to The Toronto Terminals Railway Company, 7.93 is used as spur tracks and 3.09 miles have been discontinued.

Sale of property: Effective December 31, 1943, pursuant to Agreement dated December 31, 1943 between Canadian National Railway Company and The Toronto Belt Line Railway Company duly authorized by Dominion Order in Council 9916 dated December 31, 1943, and by shareholders of The Toronto Belt Line Railway Company at special general meeting at which shareholders of more than two-thirds in value of the capital stock of the Company were present or were represented by proxy, the undertaking, property, rights, privileges, franchises and powers of The Toronto Belt Line Railway Company were sold to Canadian National Railway Company in consideration of the payment of \$410,047.33, and as of December 31, 1943 the Company ceased to exist.

Capital Stock: As at December 31, 1943:
 Issued: 500 shares - \$100 each \$50,000

THE TORONTO BELT LINE RAILWAY COMPANY

747

Capital Stock:	Authorized	2,500 shares at	\$100	\$250,000
(Cont'd.)	Issued	500 " "	"	50,000
	Owned by C.N.R.	334 " "	"	33,400
	Owned " Public	166 " "	"	<u>16,600</u>

In 1892 The Grand Trunk Railway Company of Canada acquired 260 shares of capital stock without cash consideration when they purchased the outstanding bond issue of \$462,500, and on June 22, 1892 Messrs. J.D. Edgar and J.T. Moore (two of the original promoters of the Company) transferred 74 shares free to L.J. Sargent as nominee of The Grand Trunk Railway Company of Canada, making a total of 334 shares owned by The Grand Trunk Railway Company of Canada. Certificates respecting these 334 shares are in the name of Canadian National Realities, Limited in Trust for Canadian National Railway Company and are retained with official records by the Secretary, Canadian National Railway Company, Montreal.

Certificates respecting the remaining 166 shares are in the names of three individuals who cannot now be located.

Long-term debt: As at December 31, 1943:

4% 40-year First Mortgage Coupon Bonds in the amount of \$462,500 dated April 2, 1890 were issued under Mortgage dated April 2, 1890, and matured July 1, 1931. These bonds were acquired in 1892 by The Grand Trunk Railway Company of Canada and were redeemed in settlement sale of the Company's property on December 31, 1943. The bonds were cremated on February 9, 1944, and discharge of the Mortgage was registered on January 20, 1944 in the Registry Office for East and West Riding, County of York, Ontario.

TORONTO DWELLINGS, LIMITED
 (formerly subsidiary of "Canadian National Realities, Limited")
 dissolved July 20, 1931

Incorporated: March 19, 1906 - Ontario Letters Patent.

History: Under Ontario Letters Patent dated March 19, 1906 "Toronto Dwellings, Limited" was incorporated, and empowered to purchase, lease or otherwise acquire lands, buildings or structures thereon etc., and to sell, lease, exchange, mortgage or otherwise dispose of the whole or any portion of the lands and any structures now or hereafter erected thereon as may be deemed necessary.

The Capital Stock was originally issued as fully paid up to Mackenzie, Mann and Company Limited on March 29, 1906 for \$40,000 and it was assigned by them to the Canadian Northern Railway Company fully paid up on January 30, 1918. Under agreement dated January 31, 1918 the Canadian Northern Railway Company sold it to Canadian National Realities Limited fully paid and non accessible for \$40,000 cash.

On January 1, 1925 the remaining properties having a ledger value of \$446,262 and other assets of \$488,734, and liabilities of \$591,118 of Toronto Dwellings, Limited were taken over by Canadian National Realities, Limited at the same amounts.

Dissolution: On July 20, 1931, after liquidation of all its obligations and disposal of all its assets Toronto Dwellings, Limited was dissolved and its corporate existence was terminated. The Charter and Certificate of Dissolution were forwarded to the office of Provincial Secretary of the Province of Ontario on July 17, 1931 and the corporate existence of the Company was terminated as of July 20, 1931.

Certificates representing 1,000 shares of \$100 each of capital stock issued and outstanding were cancelled. The Seal, original Minute Books and other corporate documents were pertaining to the corporate existence of Toronto Dwellings, Limited are in the custody of the Secretary, Canadian National Railway Company, Montreal.

Property investment: On January 1, 1925, the remaining properties of the Company having a ledger value of \$446,262, were transferred to Canadian National Realities, Limited at the same value.

Prior to dissolution on July 20, 1931:

Capital Stock:	Authorized: 1,000	shares of \$100 each	\$100,000
	Issued: 1,000	shares of \$100 each	100,000

All owned by Canadian National Realities, Limited.

Share Certificates were cancelled when the corporate existence of the Company was terminated on July 20, 1931.

THE TORONTO, NIAGARA AND WESTERN RAILWAY COMPANY
 (formerly wholly owned subsidiary of "The Canadian Northern Railway Company")
 corporation inactive since April 11, 1934

- Incorporated:** October 24, 1903 - Dominion Act 3 EDW. VII Cap. 196.
 June 26, 1906 - Dominion Act 6 EDW. VII Cap. 169, name changed (see History).
- Declaratory:** Works declared to be for the general advantage of Canada - Dominion Cap. 196, October 24, 1903.
- History:** Under Dominion Act 3 Edw. VII Cap. 196, October 24, 1903, "The Toronto and Hamilton Railway Company" was incorporated to construct, and operate by other than steam as motive power, a railway from Toronto to Hamilton. The purpose was to provide a connection between Toronto and the International Boundary at Niagara Falls to secure for The Canadian Northern Railway Company a share of the business entering Canada through the Niagara Frontier.
- Under Dominion Act 6 Edw. VII Cap. 169, June 26, 1906, the name was changed to "The Toronto, Niagara and Western Railway Company".
- Under Dominion Act 6-7 Edw. VII Cap. 51, 1916, the Toronto, Niagara and Western Railway Company was declared to be one of the Constituent Companies of the Canadian Northern System referred to in Dominion Act 4-5 Geo. V, Cap. 20, 1914, and the limitation as to steam motive power was repealed.
- Considerable land was acquired for right-of-way between and in the Cities of Toronto and Hamilton, but no construction work was done. With the acquisition of the Grand Trunk Railway and its amalgamation with Canadian National Railway Company construction of this line was not required.
- The Company had no outstanding liabilities, and having disposed of its assets the common stock owned by The Canadian Northern Railway Company became valueless. By authority of the Trustees of the Company dated April 11, 1934, the Certificates representing 1250 shares of \$100 par value each were cancelled, and are in the custody of the Secretary, Canadian National Railway Company, Montreal.
- Corporate Status:** Although the Certificates representing the outstanding capital stock of the Company were cancelled and all other affairs of the Company were wound up as of April 11, 1934, no action has been taken to have the necessary Act passed by the Parliament of the Dominion of Canada terminating the Company's corporate existence. Although it remains in existence the Company is inactive.
- Property investment:** On October 31, 1933 the remaining properties of the Company, having a ledger value of \$321,014, were transferred to Canadian National Realities, Limited at the same value.
- Capital Stock:** Authorized: 60,000 shares - \$100 par value each - \$6,000,000
 Issued: 1,250 shares - \$100 par value each - 125,000
 All owned by The Canadian Northern Railway Company - 10% paid up. \$12,500

THE TORONTO, NIAGARA AND WESTERN RAILWAY COMPANY

Under Section 8 of Act 6-7 Geo., V Cap. 57, May 18, 1916 the Capital Stock became part of the security for the Canadian Northern Railway Company 4% Guaranteed Debenture Stock and Bonds issued July 15, 1914. In May 1918 the Capital Stock (10% paid up) was turned over to the Canadian Northern Railway Company. This was done when the Canadian Northern Railway Company assumed the liabilities of Mackenzie, Mann and Company Limited to the banks in connection with the affairs of the Canadian Northern Railway Company. On May 15, 1920, 1150 shares were transferred to Canadian Northern Realities Limited. On October 31, 1933 the remaining properties of the Toronto Niagara and Western Railway Company located in Toronto and Hamilton, having a ledger order of \$321,014 were transferred to Canadian National Realities Limited.

Share Certificates cancelled by authority of the Trustees of the Company dated April 11, 1934.

THE TORONTO TERMINALS RAILWAY COMPANY.**History:**

Under agreement dated July 26, 1892, between Grand Trunk Railway and Canadian Pacific Railway provision was made for a new Union Depot as per tripartite agreement of the same date with the City of Toronto. A valuation of the old Grand Trunk station built in 1872 was fixed at \$650,000 and the cost of the new Depot, opened in 1896, was \$725,658.16.

The Board of Railway Commissioners for Canada issued an Order on February 23, 1905 authorizing the Grand Trunk Railway Company of Canada to expropriate certain lands in the City of Toronto, described therein, for a passenger station and passenger station yards only, in addition to those then occupied and lying north of Esplanade Street and between Yonge and York Streets. The station to be a Union Station with provision to handle the progressive traffic of the James Bay Railway Company.

Under agreement dated April 22, 1905, the City of Toronto agreed to lease certain lands, described therein to the Grand Trunk Railway Company of Canada for all time to come, at a rental of \$14,000 per annum for 21 years and \$20,000 for the next 21 years and thereafter at a rental to be agreed upon. Certain streets are to be closed, but after 42 years the annual rental to be determined as though the streets hereby agreed upon to be closed and still open. Granting a fixed assessment for lands including buildings thereon of \$500,000 for a term of ten years.

On May 3, 1905 the Board of Railway Commissioners issued an Order varying the order of February 23, 1905 by omitting certain lands therein specified and expropriating the balance.

An agreement was executed May 31, 1905, effective February 23, 1905 under which rentals received by the City of Toronto on property acquired by the Grand Trunk Railway Company of Canada shall be paid to the Grand Trunk or credited to the rent due the City by the Grand Trunk Railway Company.

The Toronto Terminal Railway Company was incorporated on July 13, 1906 under Act 6 Edw VII, 170 Dominion of Canada to acquire the requisite lands for the erection of a Union Passenger Station in Toronto and to provide the necessary buildings, tracks, sidings and other terminals facilities as may be required for the handling and interchange of all passenger, express and mail traffic.

Under the Act of Incorporation the Grand Trunk Railway Company of Canada was empowered to sell assign, transfer and convey its Union Station property to the Toronto Terminal Railway Company upon terms and conditions to be agreed upon also the Canadian Pacific Railway Company was empowered to sell and convey to the Terminal Company certain lands owned in the City of Toronto.

Securities were authorized not exceeding \$3,000,000

Under Act 3-4 Geo. V, Chap. 202, Dominion of Canada passed June 6, 1913, the amount of securities authorized was increased to \$10,000,000.

Under Act 3-4 Geo. V. Chap. 11, Dominion of Canada, passed June 6, 1913, the Canadian Pacific Railway Company the Grand Trunk Railway Company of Canada and the Toronto Harbour Commissioners were authorized to expropriate for the Toronto Viaduct and works connected therewith all or any lands and lands covered by water in the City of Toronto lying south of the right of way of the Canadian Pacific Railway From Yonge St. to Berkeley and south of the right of way of the Grand Trunk Railway Company of Canada from

THE TORONTO TERMINALS RAILWAY COMPANY

Berkeley St. to Cherry St. etc.

Under Agreement dated July 29, 1913 between the
Corporation of the City of Toronto
The Toronto Harbour Commissioners
The Grand Trunk Railway Company of Canada
The Canadian Pacific Railway Company

It was agreed that instead of Viaduct directed by orders of the Board of Railway Commissioners No 7200 dated June 9, 1909, No. 13568 dated April 25, 1911, No. 16019 dated February 22, 1911 and No. 17033 dated July 18, 1912 a Viaduct as shown on plans and profile dated April 25, 1913, identified by signatures of parties thereto, should be constructed subject to approval by the Board of Railway Commissioners at a proportional cost as agreed upon.

The Board of Railway Commissioners issued Order No. 19926 on July 31, 1913 approving Viaduct plan dated April 25, 1913 and the Agreement of July 29, 1913.

Under Agreement dated March 5, 1914 between
The Toronto Terminals Railway Company
The Grand Trunk Railway Company of Canada and
The Canadian Pacific Railway Company

The Terminals Company assumed the obligations of the Grand Trunk Railway Company and the Canadian Pacific Railway Company under the agreement of July 29, 1913 as regards the Viaduct and shown red and blue on attached plan and agreed to erect thereon an adequate passenger station with all the necessary tracks, side tracks and appurtenances for the handling of the passenger, baggage and express business of the Grand Trunk, Canadian Pacific or any other railway guaranteed to use same.

Each railway agreed to take a fifty percent in the Terminals Company, and to guarantee the bonds of the Terminals Company. Portions of the terminals would be used for freight business.

The Grand Trunk agreed :

- (1) To sell to the Toronto Terminals Railway the present Union Station property for \$1,375,658.16 and cancel existing Union Station Agreement.
- (2) To transfer to the Toronto Terminal Railway of such lands as were acquired under Board of Railway Commissioners Order dated February 23, 1905 and agreement with the City of Toronto on April 22, 1905 (or acquired since) at cost plus five-percent per annum from date of acquisition to date of transfer to the Terminals Company.
- (3) To transfer such other lands as may be required
- (4) To subscribe to one-half of the Capital Stock
The railways agreed to subscribe to one-half of the Capital Cost each.
- (4) To make the Union their principal passenger Station in Toronto.
The railways agreed to by way of rental
 - (a) Interest at 5% per annum on amount of Capital Cost
 - (b) Rentals assumed by Terminals Company
 - (c) All insurance premiums
 Maintenance costs are estimated on a wholeage basis.

Under Act 4-5 Geo. V, Chap. 58, Dominion of Canada, passed April 8, 1915 provision was made for freight terminals.

Under agreement dated May 31, 1915 between the corporation of the City of Toronto and the Grand Trunk Railway Company of

Canada the lease of certain lands to the Grand Trunk Railway Company of Canada under agreement of April 22, 1905 was witnessed. Under another agreement of the same date the Grand Trunk Railway Company assigned to the Toronto Terminals Railway Company the above lands.

Under agreement dated September 15, 1915 the Minister of Public Works on behalf of His Majesty leased about one acre of property from the Toronto Terminals Railway Company for a Post Office and other Government purposes at a rental of \$17,000 for 21 years plus lessors taxes and thereafter at an agreed or arbitrated rental.

Under Act 14-15, Geo. V. Chap. 70, Dominion of Canada, passed July 19, 1924. Board Order No. 7200 and its supplementary orders as well as Agreement of July 29, 1913 annulled and declared to be of no effect. Viaduct works shall be constructed by the Canadian National Railway Company or Canadian Pacific Railway Company the cost of which shall be borne by the Canadian National, Canadian Pacific or City of Toronto.

Issue of securities limited to \$30,000,000 authorized. The Canadian National Railway Company and the Canadian Pacific Railway Company were empowered each to subscribe to one-half of the Capital Stock and guarantee one-half of the principal and interest on the securities.

Agreement of November 7, 1924 between the Corporation of the City of Toronto Canadian National Railway Company Canadian Pacific Railway Company Toronto Harbour Commissioners. Construction of Viaduct according to plan dated November 7, 1924 authorized. The City of Toronto to assume thirty percent of the cost of all works shown therein.

The Agreement of November 7, 1924 was approved by the Executive Committee of the Directors of the Canadian National Railway Company on November 11, 1924 and was ratified and confirmed by Order in Council P.C. 2035 issued November 18, 1924.

Capital Stock:	Authorized	\$ 2,000,000
	Issued	500,000
	Owned by Canadian National Railway Company	250,000
	" " " Pacific " "	250,000
Funded debt:	Authorized 5%, 50 year, First Mortgage Bonds	\$30,000,000
	Issued December 31, 1954	25,610,000
	Owned by Canadian National Railway Company	12,805,000
	" " " Pacific " "	12,805,000

THE TORONTO TERMINALS RAILWAY COMPANYDIRECTORS AND SHAREHOLDERS

C. N. Realities, Ltd. in trust for C.N.R. Co.	2,440	C.P.R. Co.	2,440
Donald Gordon	20	N. R. Crump	20
N. J. MacMillan, Q.C.	20	R.A. Emerson	20
R. H. Tarr	<u>20</u>	H.C. Reid	<u>20</u>
	2,500		2,500
	<u>2,500</u>		<u>2,500</u>
	Total	-	5,000 shares (fully paid)

OFFICERS

N. R. Crump	President (1960)
Donald Gordon	Vice-President (1960)
J. H. Spier)	Joint
G. W. Miller)	Managers
J. A. Haines	Supt. in charge of Maintenance and Operations
R. T. Vaughan	Secretary
L. A. Fuller	Assistant Secretary
F. C. Schoales	Treasurer
R. A. Flint	Accountant
W. R. Burnett	Solicitor
H. C. Friel, Q.C.)	Consulting
I. D. Sinclair)	Counsel
A. V. Johnston)	Consulting
C. A. Colpitts)	Engineers.

TRANSCONTINENTAL TOWNSITE COMPANY LIMITED
(not included in "Canadian National Railway Company Annual Report")

Incorporated: October 19, 1910 - Manitoba Letters Patent.
 May 23, 1933 - Dominion Act 23-24 Geo. V Cap. 33 - succeeds
 provincial Company.

History: Under Manitoba Letters Patent, October 19, 1910, "Transcontinental
 Townsite Company Limited" was incorporated.

The Company is used as a receptacle for worthless properties which are jettisoned by other Canadian National Railway System companies to avoid taxes and which are generally allowed to go by forfeiture.

The Company is maintained separately and is not included in Canadian National Railway Company Annual Report. For many years the Directors were appointed from the staffs of the railway Law and Real Estate Departments in Winnipeg.

The Company is mentioned in the first schedule to Dominion Act 10-11 Geo V. Cap. 13, 1920, and is comprised in the Canadian National Railways by reason of the definition of that term in the Canadian National Railways Act.

Parliament's declaration of general advantage as contained in the Canadian National - Canadian Pacific Act (Dominion Act 23-24 Geo. V Cap. 33, 1933) includes the works of this Company. Section (2) of the Act incorporates the shareholders of the provincial companies comprised in National Railways and provides that any company so incorporated "shall have the same name, directors and undertaking as the Canadian National Railways and shall act in succession to the provincial Company" and "in continuity thereof as respects all its affairs by, under and subject to the provisions of this Act." While in some respects the wording of the section above quoted is defective the Law Department expressed the opinion that the Chairman of the Board and the Directors of Canadian National Railway Company are, by force of the Act, Chairman of the Board and Directors of Transcontinental Townsite Company Limited.

Property investment: In 1925, the properties then held by Transcontinental Townsite Company, Limited were transferred to The Grand Trunk Pacific Development Company, Limited, and on January 1, 1933 the remaining properties of The Grand Trunk Pacific Development Company, Limited - Townsite Department (including the above) - were taken over by Canadian National Realities, Limited.

Capital Stock: Authorized: 7,000 shares of \$5 each 35,000
 Issued: 4,678 shares of \$5 each 23,390

At the Shareholders meeting on July 10, 1928 the par value of the capital stock was reduced from \$100 to \$5.

The Capital Stock is held by the Directors as follows:

DIRECTORS:

W. T. Patterson Q.C.	4,674 shares @ \$5.00	\$23,370
Paul Blanchet	1 " " "	5
J. H. Tilley	1 " " "	5
F. R. Marks	1 " " "	5
Eric Hayward	1 " " "	5
Total	4,678 " " "	\$23,390

TRANSCONTINENTAL TOWNSITE COMPANY LIMITED

Capital Stock:
(Cont'd.)

OFFICERS:

W. T. Patterson Q.C.	President
Paul Blanchet	Vice-President
J. H. Tilley	Secretary
J. H. Tilley	Treasurer
F. R. Marks	Assistant Secretary-Treasurer
Eric Hayward	Director

Funded Debt: As of December 31, 1960: Nil

Corporate Records: On June 28, 1951 Mr. Frank Thomas General Manager of Real Estate sent the Minute Book and Stock Certificate Books to Mr. S.G. Baird in Winnipeg, Manitoba.

THE UNITED STATES AND CANADA RAILROAD COMPANY
(majority capital stock owned by Canadian National Railway Company)
line leased to Canadian National Railway Company

Incorporated: July 6, 1888 - State of New York - Documents relating to amalgamation filed with Secretary of State at Albany, N.Y., (see History).

History: Under State of New York Laws United States and Canada Railway was incorporated May 26, 1883. Articles of Association dated May 24, 1883 were filed with the Secretary of State of New York on May 26, 1883.

Under State of New York Laws "The Massena Springs and Fort Covington Railroad Company" was incorporated September 12, 1884. Articles of Association dated September 10, 1884 were filed with Secretary of State of New York on September 12, 1884.

Under agreement dated June 26, 1888 at Franklin, N.Y., ratified by shareholders of respective Companies at meetings held in Fort Covington, N.Y., on July 6, 1888, and documents filed with the Secretary of State at Albany these two Companies were amalgamated affective May 17, 1888, under the name "The United States and Canada Railroad Company".

The Line was completed and opened for traffic as follows:

United States and Canada Railroad Company			
International Boundary	to Fort Covington	0.61 miles	Dec. 24, 1883
Massena Springs & Fort Covington Railroad Co.			
Fort Covington	to Massena Springs	<u>21.57</u> "	Jan. 1, 1889
	Total	22.18 miles	

The line is leased to The Grand Trunk Railway Company of Canada (Canadian National Railway Company) under agreement dated September 27, 1888 for a term of 21 years from January 1, 1889. The annual rental is \$11,255 representing 5% interest on 1st Mortgage Bonds, \$11,250 and \$5 per annum on 2nd Mortgage Bonds, plus taxes.

Property investment:	As at December 31, 1958:		
	Road	\$652.870	
	Improvements on leased property	<u>74.215</u>	\$727.085
Accrued depreciation:	As at December 31, 1958:		
	Leased Property	\$59,382	
Donations and grants:		\$11	

THE UNITED STATES AND CANADA RAILROAD COMPANY

Location: St. Lawrence Division:
 Dundee - Massena Springs, N.Y. 22.18 miles

Capital Stock: As at December 31, 1958

Authorized:	9140 shares - \$ 25 each	\$228,500	
	15 shares - \$100 each	<u>1,500</u>	\$230,000
Issued:	8776 shares - 25 each		219,400

8759 shares are owned by Canadian National Railway Company and 17 shares are held by Public. Certificates representing 8727 shares in the name of Canadian National Realties, Limited, in trust for Canadian National Railway Company and 32 shares in the names of Directors (endorsed in blank) are held in Royal Trust Company vaults, Montreal.

About the time the Grand Trunk leased the United States and Canada Railroad an effort was made to locate the holders of the outstanding capital stock of record and it was found that after the consolidation of the Massena Springs and Fort Covington Company and the old United States and Canada Railroad Company, many of the original subscriptions had been cancelled and others obtained, but there is no official record of the fact, nor any stock register.

At that time it was evident that some of the unlocated amounts had been paid in cash and the money expended for work done upon the line prior to 1887, during its early stages; some subscriptions were paid partially and some in full by labor done in the grading of the roadbed; others were cancelled owing to diversion of the line in another direction than that originally contemplated, and new subscriptions were obtained, but the early records of the Company were so fragmentary and imperfect that it was at that time impossible to obtain a proper record.

Upon the consolidation of the two above mentioned Companies and the latter lease of those Companies to the Grand Trunk, it was considered that there might be some question about the personal liability of the shareholders who had not paid up their stock (if it could be ascertained) for any debts of the Company but as a matter of fact the Company had practically no debts except a few hundred dollars still owing for unsettled right-of-way claims, and these, the Lessee, the Grand Trunk agreed to pay when the claims were proved.

Long-term debt:

5% First Mortgage Coupon Bonds, secured by Mortgage dated August 18, 1888, matured January 1, 1910, held in Canadian National Railway Company Treasury - Unpledged.	\$225,000
5% Second Mortgage Bonds, secured by Mortgage dated March 19, 1891 subject to Mortgage dated August 18, 1888, matured January 1, 1910, held in Canadian National Railway Company Treasury - Unpledged	\$208,470
Investment advances due Canadian National Railway Company	27,698

Amalgamation: Under Agreement dated October 2, 1959 the United States and Canada Railroad Company was amalgamated with and under the name of the Canadian National Railway Company. This agreement was approved by Order in Council PC 1959-1238 dated September 24, 1959 and effective September 30, 1959.

RAILROAD RETIREMENT ACT

On June 27, 1934, the President of the United States approved an Act (Public - No. 485 - 73D Congress) (S-3231) to provide a retirement system for Railroad employees, to provide unemployment relief, and for other purposes. The effective date was August 1, 1934 (the first day of the second month after the taking effect of the Act). The term "Railroad Retirement Act" was authorized to be used in citing the Act and subsequent amendments thereto.

The Act provided for compulsory retirement at age 65 (with specified exceptions) and for the payment of an annuity not in excess of \$120 per month commencing February 1, 1935 (not less than 6 months after the effective date) to each employee having attained the age 65 years or having completed a service period of 30 years. Each employee was required to contribute a percentage upon his compensation not in excess of \$300 per month and the carrier was required to contribute an amount equal to twice the contributions of each employee. An interim percentage of the contribution by the employee was set at 2% pending the Railroad Retirement Board's determination of a different percentage. The deductions were required to be made, and were made, on the payrolls commencing August 1, 1934. Railroads in the United States, however, questioned the validity of the Legislation and on October 30, 1934 the Courts declared the Act to be unconstitutional and invalid. An appeal was made and on May 6, 1935 the Supreme Court of the United States declared the Act to be unconstitutional. The 2% deducted from employees on payrolls from August 1934, to April 1935, inclusive, was refunded.

RAILROAD RETIREMENT ACT OF 1935

On August 29, 1935, the President of the United States approved an Act (Public No. 399, 74th Congress, H.R. 8651) to establish a retirement system for employees of carriers subject to the Interstate Commerce Act, and for other purposes, cited as the "Railroad Retirement Act of 1935". While the enactment date was August 29, 1935, and the Act became law on that date, the effective date was March 1, 1936. Annuities did not become payable until 90 days later. A companion act known as "Carriers' Taxing Act" was also approved on August 29, 1935, and became effective on March 1, 1936.

RAILROAD RETIREMENT ACT OF 1937

On June 24, 1937, the President of the United States approved the "Railroad Retirement Act of 1937" (Public No. 162, 75th Congress, Chapter 382, H.R. 7519), amending the Railroad Retirement Act of 1935.

The Act provided for payments of monthly annuities not in excess of \$120, based on compensation not in excess of \$300 in any one month, to individuals who have attained age 65, women who have attained age 60 and have completed 30 years service, and a reduced annuity to individuals who have attained age 60 and have completed 30 years service or have become totally or permanently disabled.

The Act also provided, among other things, that beginning July 1, 1937 each individual then on the pension or gratuity roll of an employer, by reason of his employment, who was on such roll on March 1, 1937 shall be paid on July 1, 1937, and on the first day of each month thereafter during his lifetime a pension at the same rate as pension.

RAILROAD RETIREMENT ACT OF 1937 (Cont'd.)

gratuity granted to him by the employer without diminution by reason of a general readjustment made subsequent to December 31, 1930, and applicable to pensioners of the employer: provided, however, that no pension payable under this section shall exceed \$120 a month: provided further that no individual on the pension or gratuity roll of an employer not conducting the principal part of his business in the United States shall be paid a pension under this section unless in the judgment of the Board he was on March 1st, 1937 carried on the pension or gratuity roll as a United States pensioner.

	Public	Congress	Cap. No.	Act	Approved
Railroad Retirement Act	485	73rd		S.3231	June 27, 1934
Railroad Retirement Act of 1935	399	74th		H.R.8651	August 29, 1935
Railroad Retirement Act of 1937	162	75th	382	H.R.7519	June 24, 1937
Carriers' Taxing Act	400	74th		H.R.8652	August 29, 1935
Carriers' Taxing Act of 1937	174	75th	405	H.R.7589	June 29, 1937
Railroad Retirement Tax Act	572	79th		H.R.1362	July 31, 1946
Railroad Unemployment Insurance Act	722	75th	680	H.R.10127	June 25, 1938
Social Security Act	271	74th		H.R.7260	August 14, 1935
Federal Insurance Contributions Act					August 10, 1939
Federal Unemployment Tax Act					August 10, 1939
Internal Revenue Code					August 10, 1939

Various Acts of Congress amended the legislation, the most important of these being:

Public Law No. 572	79th Congress	H.R. 1362	approved July 31, 1946
Public Law No. 744	80th Congress		approved June 23, 1948
Public Law No. 234	82nd Congress	H.R. 3669	approved Oct. 30, 1951
Public Law No. 746	83rd Congress Chapter 1164	H.R. 7840	approved August 31, 1954

These amendments became effective on various dates including:

July 31, 1946	April 1, 1954
January 1, 1947	July 1, 1954 *
July 1, 1948	September 1, 1954
November 1, 1951	

* Includes increase in maximum taxable and creditable compensation from \$300 to \$350 per month.

The amendments are quite comprehensive, and included such features as

- (a) Conditions for eligibility liberalized
- (b) Increases in benefits
- (c) Increase in minimum benefits
- (d) Benefits extended to spouse of annuitant
- (e) Monthly benefits to children (under age 18) of a deceased employee
- (f) Provision for full annuity retirement of women at age 60 if they have 30 years service
- (g) Inclusion of service after age 65 in computing retirement benefits
- (h) Monthly compensation computed on monthly compensation not in excess of \$300 for any month prior to July 1, 1954, and on monthly compensation not in excess of \$350 per month for any month after June 30, 1954.

UNITED STATES SOCIAL SECURITY LEGISLATION
(Railroad Retirement Act of 1937)

The amendments also provide that effective November 1, 1951, claims from individuals who have less than 120 months creditable service will not be honoured by the Railroad Retirement Board, but will instead be referred to Social Security Administration for payment of benefits in accordance with the Social Security Act.

In many cases the amendments applied to individuals then in receipt of annuities as well as employers and those still in employment. For full details of the amendments reference should be made to the Acts themselves.

CARRIERS' TAXING ACT

On August 29, 1935, the President of the United States approved the "Carriers' Taxing Act" (Public No. 400, 74th Congress, H.R. 8652) to levy an excise tax upon carriers and an income tax upon their employees, and for other purposes, effective March 1, 1936. Both carriers and their employees were subject to the tax at the rate of $3\frac{1}{2}\%$ on compensation not in excess of \$300 per month.

Section 12 of this Act provided that the taxes imposed by the Act should not apply to any compensation received or paid after February 28, 1937.

On June 29, 1937, this Act was repealed by Section 11 of the Carriers' Taxing Act of 1937.

Payments under the Act were refunded.

CARRIERS' TAXING ACT OF 1937

On June 29, 1937, the President of the United States approved the "Carriers' Taxing Act of 1937" (Public 174, 75th Congress, Cap. 405, 1st Session H.R. 7589) which repealed the "Carriers' Taxing Act" of August 29, 1935, and required that effective January 1, 1937, $2\frac{3}{4}\%$ of compensation not in excess of \$300 per month be deducted from employees on payrolls, and that the railways contribute an equal amount.

The rate of excise tax on employers and income tax on employees on compensation not in excess of \$300 per month was as follows:

	<u>Employer</u>	<u>Employee</u>
January 1937 to December 1939	2.75	2.75
January 1940 to December 1942	3.00	3.00
January 1943 to December 1945	3.25	3.25
January 1946 to December 1946	3.50	3.50

By amendments (Public Law 572, 79th Congress, 2nd Session H.R. 1362) approved July 31, 1946, the retirement tax provisions of the Internal Revenue Code are cited as the "Railroad Retirement Tax Act", and progressive increases in the rate of tax from January 1, 1947 up to $6\frac{1}{4}\%$ effective January 1, 1952, were prescribed.

UNITED STATES SOCIAL SECURITY LEGISLATION

RAILROAD RETIREMENT TAX ACT

(Subchapter B of Chapter 9 of Internal Revenue Code) (1939 Code)

Chapter 22 Subtitle C. Internal Revenue Code (1954 Code)

On July 31, 1946, the President of the United States approved an Act (Public Law No. 572, 79th Congress, 2nd Session, H.R. 1362) to amend the Railroad Retirement Acts, the Railroad Unemployment Insurance Act, and Subchapter B of Chapter 9 of the Internal Revenue Code. The amended provisions relating to the Internal Revenue Code are cited as the "Railroad Retirement Tax Act". The rate of excise tax on employers, and income tax on employees on compensation not in excess of \$300 per month was increased effective January 1, 1947 to 5.75%, with provision for progressive increases to 6½% subsequent to December 31, 1951. The rate of tax in 1946 under the Carriers' Taxing Act of 1937, 3.50%, was continued to December 31, 1946.

The rate of tax was as follows:

	<u>Employer</u>	<u>Employee</u>	<u>On compensation up to</u>
January 1947 to December 1948	5.75%	5.75%	) \$300 per month
January 1949 to December 1951	6.00	6.00	
January 1952 to June 30, 1954	6.25	6.25	) \$350 per month
July 1, 1954 to	6.25	6.25	

Amendments were made as follows:

Public Law 234 82nd Congress, H.R. 3669 approved October 30, 1951
 Public Law 746 83rd Congress, H.R. 7840 approved August 31, 1954

RAILROAD UNEMPLOYMENT INSURANCE ACT

On June 25, 1938, the President of the United States approved the Railroad Unemployment Insurance Act (Public 722, 75th Congress, Chapter 680, 3rd Session H.R. 10127) to regulate interstate commerce by establishing an unemployment insurance system for individuals employed by certain employers engaged in interstate commerce, and for other purposes.

This Act superseded, insofar as railroads and their employees are concerned, State Unemployed Insurance Acts and Title IX of Social Security Act. The Act provided effective July 1, 1939 for payment of tax by employers at the rate of 3% on compensation not in excess of \$300 for any calendar month, and for the payment of benefits to qualified employees.

As amended by Public Law 744, 80th Congress, approved June 23, 1948, the rate of tax may vary from ½% to 3% depending upon the credit balance in the railroad unemployment insurance account as of September 30 in each previous year.

The rate of tax was as follows:

		<u>on compensation up to</u>
July 1939 to December 1947	3.00%)	\$300 per month
January 1948 to June 30, 1954	.50%)	
July 1954 to December 1955	.50%)	\$350 per month
January 1956 to	1.50%)	

UNITED STATES SOCIAL SECURITY LEGISLATION

RAILROAD UNEMPLOYMENT INSURANCE ACT (Cont'd)

Amendments were made as follows:

Public Law 144	76th Congress	H.R. 5474	approved June	20, 1939
Public Law	Congress		approved July	2, 1940
Public Law 764	76th Congress		approved August	13, 1940
Public Law	Congress		approved October	10, 1940
Public Law 520	77th Congress		approved April	8, 1942
Public Law 572	79th Congress	H.R. 1362	approved July	31, 1946
Public Law 744	80th Congress		approved June	23, 1948
Public Law 234	82nd Congress	H.R. 3669	approved October	30, 1951
Public Law 746	83rd Congress	H.R. 7840	approved August	31, 1954

The Amendments became effective on various dates as follows:

June	25, 1938	July	31, 1946
July	1, 1940	January	1, 1947
October	10, 1940	July	1, 1947 *
November	1, 1940	January	1, 1948
July	1, 1946	January	1, 1952
		July	1, 1954

* Includes addition of sickness and maternity benefits.

SOCIAL SECURITY ACT

On August 14, 1935, the President of the United States approved the "Social Security Act" (Public 271 - 74th Congress H.R. 7260) to provide for the general welfare by establishing a system of Federal old-age benefits, and by enabling the several States to make more adequate provision for aged persons, blind persons, dependent and crippled children, maternal and child welfare, public health, and the administration of their unemployment compensation laws; to establish a Social Security Board; to raise revenue; and for other purposes.

The Act comprised ten Titles as follows:

Title	I Grants to States for Old Age Assistance
Title	II Federal Old Age Benefits
Title	III Grants to States for Unemployment Compensation Administration
Title	IV Grants to States for Aid to Dependent Children
Title	V Grants to States for Maternal and Child Welfare
Title	VI Public Health Work
Title	VII Social Security Board
Title	VIII Taxes with respect to employment
Title	IX Tax on Employers of eight or more
Title	X Grants to States for Aid to the Blind
Title	XI General Provisions

By subsequent amendments the following three Titles were added:

Title	XII Advances to State Unemployment Funds
Title	XIII Reconversion Unemployment Benefits for Seamen
Title	XIV Grants to States for Aid to the Permanently and Totally Disabled.

UNITED STATES SOCIAL SECURITY LEGISLATION

SOCIAL SECURITY ACT (Cont'd)

Title VIII imposed an excise tax on non-carrier employers, and an income tax on their employees effective January 1, 1937, with respect to compensation not in excess of \$3,000 during any calendar year, for service in the United States.

The rate of tax payable by each was 1% to March 31, 1939.

Section 11 of the "Carriers' Taxing Act" of 1935 exempted carriers and their employees from these taxes.

Effective April 1, 1939, the Federal Insurance Contributions Act superseded Title VIII.

Title IX imposed a payroll tax on all non-carrier employers who employ eight or more individuals in the United States on each of some twenty days during the calendar year, each day being in a different week, with respect to compensation not in excess of \$3,000 to any one employee during any calendar year for service in the United States, effective January 1, 1936. Credit up to 90% of this tax was permissible with respect to employers' contributions under State unemployment tax laws.

Effective with tax for the calendar year 1939 the Federal Unemployment Tax Act superseded Title IX, except section 904.

The rate of tax under Title IX was as follows:

January 1936 to December 1936	1%
January 1937 to December 1937	2%
January 1938 to December 1938	3%

Complete reference and dates of amendments are not readily available. Certain Canadian National pensions co-ordinated with Social Security annuities are affected by amendments effective on dates shown hereunder:

November 1, 1951 railway service of less than 120 months creditable	
September 1, 1952 minimum benefits of \$20 increased to \$25	
September 1, 1954 minimum benefits of \$25 increased to \$30	
January 1, 1955 maximum wages creditable increased from \$300 to \$350 per month.	

FEDERAL INSURANCE CONTRIBUTIONS ACT
(Subchapter A of Chapter 9 of Internal Revenue Code)
Chapter 21, Subtitle C, Internal Revenue Code

On August 10, 1939, the President of the United States approved Social Security Act Amendments of 1939, which included among other provisions the levy of taxes in equal amounts on both non-carrier employers and their employees to offset the cost of Federal old-age and survivors insurance benefits. These tax provisions are contained in Subchapter A of Chapter 9 of the Internal Revenue Code which was passed in February 1939. This Subchapter of the Code was also amended by the Social Security Act Amendments of 1939, and is now referred to as the Federal Insurance Contributions Act.

The Act became effective April 1, 1939, and superseded Title VIII of the Social Security Act.

UNITED STATES SOCIAL SECURITY LEGISLATION

FEDERAL INSURANCE CONTRIBUTIONS ACT Cont'd

The following system companies were affected:

Brooksay Realty Company
 Canadian National Steamship Company, Limited
 Canadian National (West Indies) Steamships, Limited
 Central Vermont Transit Corporation
 Grand Trunk Pacific Dock Company of Seattle
 The Niagara, St. Catharines and Toronto Railway Company
 Rail and River Coal Company

The rate of tax was:

	<u>Employer</u>	<u>Employee</u>	<u>On Wages up to</u>
April 1939 to December 1949	1%	1%	) \$3000 in a calendar year
January 1950 to December 1950	1 $\frac{1}{2}$ %	1 $\frac{1}{2}$ %	
January 1951	1 $\frac{3}{4}$ %	1 $\frac{3}{4}$%	) \$3600 in a calendar year

FEDERAL UNEMPLOYMENT TAX ACT

(Subchapter C of Chapter 9 of Internal Revenue Code)

Chapter 23 Subtitle C Internal Revenue Code

On August 10, 1939, the President of the United States approved Social Security Act Amendments of 1939, which included among other provisions the levy of an excise tax on each non-carrier employer of eight or more. These tax provisions are contained in Subchapter C of Chapter 9 of the Internal Revenue Code which was passed in February 1939. This subchapter of the Code was also amended by the Social Security Act Amendments of 1939, and is now referred to as the Federal Unemployment Tax Act.

The Act superseded Title IX of the Social Security Act, except section 904, with respect to the tax for the calendar year 1939 and subsequent years.

The employer is allowed a credit of as much as 90% against this tax for contributions paid by him under State unemployment compensation laws approved by the Social Security Board.

The rate of tax is 3% payable by non-carrier employers on compensation to any one employee not exceeding \$3000 during any calendar year.

STATE UNEMPLOYMENT TAX LAWS

The following States impose Unemployment Taxes against employers which tax applied to the following system companies:

Massachusetts (Can. Nat. (West Indies) (Steamship Ltd.)	2.7%
New York (The Niagara, St. Catharines & Toronto Railway Co.)	2.7%
Ohio (Rail & River Coal Company)	2.7%
Washington (Grand Trunk Pacific Dock Company of Seattle)	2.7%

THE VALE RAILWAY.

The Vale Railway extending from Stellarton to Thorburn a distance of 5.79 miles was leased to the Canadian Government Railways under lease dated January 10, 1917, effective May 1, 1915 for a period of ten years. This agreement was approved by Order In Council P.C. 27 issued January 8, 1917. The annual rental was \$1200 per year, and the lease contained an option to purchase the railway for \$30,000.

Under agreement dated June 4, 1925 the lease and option was renewed for another ten years from May 1, 1925 as authorized by Order In Council, dated May 29, 1925.

Under agreement dated June 4, 1935, approved by Order In Council dated August 21, 1935 the lease and option was extended for another five years from June 4, 1935.

Under authority of Order In Council issued November 29, 1940, the lease and option on the Vale Railway was extended for a further five years from June 4, 1940 under agreement dated December 11, 1940.

Under authority of Order In Council P.C. 643 issued September 20, 1945 the lease and option of the Vale Railway was extended under agreement dated October 4, 1945 for a period of five years from June 4, 1945.

Under authority of Order In Council P.C. 4716 issued October 4, 1950 an agreement dated October 17, 1950 was entered into extending the lease and option on the Vale Railway for a further five years from June 4, 1950.

Under arrangement arrived at in Ottawa on January 14, 1953, the Acadia Coal Co. Ltd. agreed to reduce the option price to \$25,000.

At a meeting of the Board of Directors of the Canadian National Railway Company held May 20, 1955 it was recommended that the option of purchase for \$25,000 be exercised subject to approval by the Governor in Council.

Under Authority of Order In Council P.C. 1955-775 issued May 26, 1955, the Canadian National Railway Company was authorized to purchase the Railway for \$25,000.

Order In Council P.C. 1955 - 893 was issued June 15, 1955 amending Order In Council P.C. 1955 - 775 to provide for the Vale Railway to be purchased by the Canadian National Railway Company in the name of Her Majesty in right of Canada for the account of the Canadian Government Railways.

The purchase was approved by AFE No. 5/531 dated September 12, 1955

Purchase Price	\$25,000
Survey & Legal Expenses	<u>3,000</u>
	\$28,000

The operation under lease expired with lease agreement expiration on June 4, 1955.

The Deed of Purchase was executed April 9, 1958 from the Acadia Coal Co. Ltd., to Her Majesty in right of Canada.

767

VAN BUREN BRIDGE COMPANY
(Controlled by Bangor and Aroostook Railroad Company of Maine)

Incorporated: January 30, 1913 - State of Maine legislature of 1913.

History: Under State of Maine Act of legislature of 1913 "Van Buren Bridge Company" was incorporated and empowered to construct and maintain a railway bridge across the Saint John River from Van Buren, Maine, to St. Leonard, New Brunswick, subject to the consent of the Congress of The United States and of the proper authorities of the Dominion of Canada, with authority to unite with The Restigouche and Western Railway Company in constructing, equipping and working the bridge.

Under Dominion Act 3-4 Geo V Cap. 203, June 6, 1913 (subject to proclamation of the Governor in Council), and agreeably with petition of The Restigouche and Western Railway Company, the Charter rights of The Restigouche and Western Railway Company for the construction, equipment and operation of the bridge were vested in Van Buren Bridge Company, the latter Company to maintain an office at St. Leonard, New Brunswick, as the domicile of the Company in Canada. Duplicate certified copies of the charter of the Company, granted under the laws of Maine, and of any Act respecting the Company, passed by the Congress of the United States, and all amendments thereto are to be filed in the office of the Secretary of State of Canada.

The bridge was completed and opened for traffic May 1, 1915.

Lease: By authority of Order in Council P.C. 184 dated January 26, 1918 and Under agreement dated March 8, 1918, confirmed by Dominion Act 8-9 Geo. V Cap. 48, May 24, 1918, certain land, tracks and railway property of the Bridge Company, lying between the former International Railway of New Brunswick line to Campbellton (now part of Canadian Government Railways) and the National Transcontinental line of Canadian Government Railways, were leased to the Dominion Government for the use of Canadian Government Railways at an annual rental of \$1,200; taxes and assessments to be borne by the Bridge Company. This agreement expired on August 31, 1934, but lease was continued on the same terms until August 31, 1936.

Under new yearly lease dated August 31, 1936, between the Bridge Company and Canadian National Railway Company (which meanwhile succeeded the Dominion Government as operator of Canadian Government Railways), terminable on August 31 of any year on three months written notice, the annual rental was reduced to \$600. The cost of new construction, including interlocking appliances, is borne by the railway and the structures or appliances may be removed by the railway at the termination of the lease, restoring the property in as good condition as at commencement of the lease, unless the Bridge Company exercises its option to purchase all new construction or any part thereof. Cost of maintenance and operation of tracks and interlocking appliances leased to or newly constructed by the railway is borne by the railway. All taxes and assessments are payable by the Bridge Company.

Improvements on leased property:	As at December 31, 1960:	
	Canadian Government Railways	\$16,225.76

Location: Campbellton Division - St. Quentin Sub Division:
Bridge across Saint John River and approaches thereto between St. Leonards, N.B. and Van Buren, Maine.

VAN BUREN BRIDGE COMPANY

Leased line near St. Leonards 0.62 miles opened May 1, 1915.

DIRECTORS:

F. L. Putnam
H. E. Umphrey
E. D. van Loben "Sels"
W. J. Strout
W. G. Robertson

OFFICERS:

W. G. Robertson	President
W. J. Strout	Vice-President
C. C. Morris	Treasurer
J. E. Hess	General Counsel & Clerk
R. D. Plumley	General Auditor, Bangor, Me.

VANCOUVER HOTEL COMPANY LIMITED
(jointly-owned in equal shares by "Canadian National Hotels, Limited"
and "Canadian Pacific Railway Company")

Incorporated: October 4, 1938 - Dominion Letters Patent.
April 15, 1955 - Supplementary Letters Patent.

Head Office: Montreal, Quebec.

History: By Dominion Letters Patent dated October 4, 1938 "Vancouver Hotel Company Limited" was incorporated pursuant to an Agreement entered into on July 28, 1938 between Canadian National Railway Company and Canadian Pacific Railway Company in compliance with the Canadian National-Canadian Pacific Act, 1933, requiring the adoption of co-operative measures by the two Railways, which Agreement provided that the Hotel Vancouver then almost completed would be leased to the newly incorporated and jointly-owned Company for operation from the date of completion, and that operation of the existing Canadian Pacific hotel in Vancouver be terminated. The Charter authorized the issuance of 5000 shares of capital stock of a par value of \$100 each (\$500,000) not transferable except to Canadian National Railway Company and to Canadian Pacific Railway Company and to their respective nominees on the Board of Directors. Sale of capital stock or debentures to the public is prohibited.

The Charter empowered the Company to:

- (a) construct, purchase, acquire, lease, maintain and operate hotels, and generally to carry on the business of an hotel keeper;
- (b) purchase, lease, sell, administer, manage and otherwise deal with real and personal property;
- (c) generate, produce, accumulate and use steam, gas, compressed air, electricity and other motive power, and to sell or otherwise dispose of the same, provided, however, that any sale of light, heat and power beyond lands owned, controlled or managed by the Company shall be subject to local laws and regulations in that behalf.
- (d) Carry on operations of the Company throughout the Dominion of Canada and elsewhere.

By Supplementary Letters Patent dated April 15, 1955 the Charter was amended to permit transfer of shares to Canadian National Railway Company or to Canadian Pacific Railway Company or to a wholly owned subsidiary of either Company, and to the respective nominees of Canadian National Railway Company and Canadian Pacific Railway Company or any such wholly owned subsidiary on the Board of Directors.

The Agreement of July 28, 1938 included the following provisions:

Capital Stock of the new jointly-owned Hotel Company to be subscribed and paid for by the parties to the agreement in equal amounts, to provide working capital.
The Hotel Company to have a Board of Directors of six persons,

VANCOUVER HOTEL COMPANY LIMITED

History:
(Cont'd.)

three to be nominated by each parent company; the President and Vice-President of the Hotel Company to be chosen in alternate years from The National Directors and The Pacific Directors, so that for the year in which the President is chosen from among the National Directors, the Vice-President shall be from among the Pacific Directors, and vice-versa.

In consideration of the Canadian Pacific undertaking to close its hotel at Vancouver and to transfer certain of its furniture and furnishings to Canadian National without charge and not to operate or become interested in the operation of any other hotel in Vancouver during the term of the lease, and further agreeing to allow interest at 2% per annum to the Canadian National on the amount realized from sale of the property, or agreed sale value from May 25, 1939 if not sold prior thereto. The Canadian National agreed to pay to the Canadian Pacific, as received, an amount equal to one fourth of the rental received by it from the Hotel Company; and also to share equally in the cost of administration of the Canadian Pacific Hotel until disposed of, but not exceeding a period of seven years.

Additions and improvements as may be determined by the Board of Directors of the Hotel Company to be made from time to time, the Canadian National providing the funds for such portion as is chargeable to capital account, the Hotel Company to pay interest thereon at 4% per annum during the term of the lease or the renewal, if any, which interest shall be payable by the Hotel Company on the 31st day of December each year and shall bank as a fixed expense next ahead of the rental covering the leasing of the premises.

The 2% interest on the agreed sale value (\$ 1508,000) of the Canadian Pacific hotel property payable by Canadian Pacific Railway from May 25, 1946 until termination of the lease or renewal thereof amounts to \$30,160 annually. The Canadian Pacific hotel property was sold in 1947.

Effective January 1, 1951 the Agreement of July 28, 1938, between Canadian National Railway Company and Canadian Pacific Railway Company was amended by an Agreement dated December 29, 1953. Under this revision the maximum annual rental was increased from \$280,000 to 750,000 (payable to the extent earned) which was more in line with the earnings of the hotel at that time and provided a hedge against the payment of income tax by the subsidiary company. The amended Agreement provided that Canadian National would pay to Canadian Pacific one-quarter of the annual rental received from the Hotel Company up to \$280,000, and one-half of the annual rental received in excess of \$280,000. The amended agreement also provided for discontinuance of depreciation accruals on furniture and furnishings (the reserve at December 31, 1950 being \$992,996); the cost of replacements to be charged against the reserve until the balance in the reserve has been reduced to \$352,801), except that the cost of replacements shall be charged to operating expenses in any year when the net income before replacements fails to exceed \$280,000 and provided further that in any year in which the net income before providing for replacements exceeds \$750,000 the cost of replacements equivalent to the amount of such excess shall be charged to operating expenses, after which the cost of repairs and renewals are to be charged to operating expenses, the balance of \$352,801 to be retained in the reserve until termination of the agreement to provide funds to restore the furniture and furnishings to good condition before the property is returned to the owner.

History (Cont'd.): Under Agreement dated January 14, 1955 ownership of Hotel Vancouver was transferred to Canadian National Hotels, Limited as of December 31, 1954, subject to the lease to Vancouver Hotel Company Limited.

Under Supplemental Agreement dated February 24, 1955, between Canadian National Railway Company, Canadian Pacific Railway Company and Canadian National Hotels, Limited the Agreement of July 28, 1938, as amended by Agreement of December 29, 1953, was amended and the Canadian Pacific Railway Company consented to the application for Supplementary Letters Patent to authorize transfer of capital stock to Canadian National Railway Company or to Canadian Pacific Railway Company or to a wholly owned subsidiary of either Company and to the respective nominees of Canadian National Railway Company and Canadian Pacific Railway Company or any such wholly owned subsidiary on the Board of Directors.

By Supplemental Agreement dated January 25, 1956 between Canadian National Railway Company and Canadian Pacific Railway Company, effective January 1, 1956 the amount of \$750,000 mentioned above with respect to maximum annual rental, and with respect to replacements of furniture and fixtures, is increased to \$1,000,000.

Lease: Pursuant to the terms of Agreement of July 28, 1938 between Canadian National Railway Company and Canadian Pacific Railway Company, a lease dated December 20, 1938, was entered into between Canadian National Railway Company, and Canadian National Realities, Limited (owner of the land on which Hotel Vancouver was built) and Vancouver Hotel Company Limited whereby Hotel Vancouver was leased to Vancouver Hotel Company Limited for operation for a term of 21 years from date opened for operation (May 25, 1939) subject to renewal, if requested by Canadian Pacific Railway Company, for a further term of 21 years on the same terms save with respect to the right of renewal, the annual rental payable on January 15th each year to be equal to the net earnings from the operation of the hotel in the preceding calendar year (not exceeding \$280,000 in respect of any year). The lessee also undertook to pay taxes and cost of fire insurance and to maintain the property in good order.

Effective January 1, 1951 pursuant to the Agreement of December 29, 1953 between Canadian National Railway Company and Canadian Pacific Railway Company amending Agreement of July 28, 1938, an indenture was entered into between Canadian National Railway Company, Canadian National Realities, Limited and Vancouver Hotel Company Limited on December 29, 1953 amending the provisions of the lease dated December 20, 1938 to conform with the amended agreement between Canadian National Railway Company and Canadian Pacific Railway Company respecting maximum annual rental and depreciation accruals on furniture and furnishings.

Under Agreement dated January 25, 1956, between Canadian National Hotels, Limited (who acquired ownership of Hotel Vancouver as of December 31, 1954, subject to the existing lease of the property to Vancouver Hotel Company Limited) and Vancouver Hotel Company Limited the lease was amended to increase the maximum annual rental from \$750,000 to \$1,000,000.

Investment in	As at December 31, 1960:		
affiliated		Canadian National Railway Company	\$176,400.92
companies:		Canadian Pacific Railway Company	<u>176,400.92</u> \$352,801.84

The above represents the amount held in Depreciation Reserve, which by Agreement dated January 25, 1956 is loaned to Canadian National and Canadian Pacific and covered by promissory notes payable on demand-free of interest unless in any year the profit of the Hotel Company available for

VANCOUVER HOTEL COMPANY LIMITED

Investment in rental is less than \$280,000, in which case the loan bears interest at 3 $\frac{1}{2}$ % per annum during that year.
 affiliated companies:

Capital Stock: As at December 31, 1960:

Authorized:	5,000 shares - par \$100 each	\$500,000
Issued:	1,500 shares - par \$100 each	150,000

1500 shares were originally issued to Canadian National Railway Company and Canadian Pacific Railway Company in equal proportion. In 1955 Canadian National Railway Company sold its 750 shares to its wholly owned subsidiary, Canadian National Hotels, Limited.

DIRECTORS

Donald Gordon
 N. J. MacMillan, Q.C.
 R. H. Tarr
 N. R. Crump
 H. C. Reid
 I. D. Sinclair

OFFICERS

Donald Gordon	President (1961)
N. R. Crump	Vice-President (1961)
S. S. Chambers (Chairman)	Managing
R. A. Mackie	Committee
C. C. McCartney	Resident Manager
R. T. Vaughan	Secretary
L. A. Fuller	Assistant Secretary
E. C. Kerr	Treasurer
L. Peters	Assistant Treasurer
T. E. Reynolds	Auditor
L. J. Mills (Chairman 1960/61)	Accounting
W. A. Crosby	Committee
I. D. Sinclair	Consulting
H. C. Friel, Q.C.)	Counsel

VANCOUVER TERMINAL RAILWAY

773

(property partly leased or assigned to and partly purchased by Canadian National Railway Company from National Harbours Board from January 1, 1953)

History:

The Vancouver Harbour Commissioners (now National Harbours Board) operated and administered railway facilities collectively called "Vancouver Terminal Railway" which was vested in the Crown, for the benefit of harbour operations in the Greater Vancouver area.

The Canadian National Railways was the junior railway in the area and desired to improve its position by reaching the main harbour front over its own tracks including access to the north side of Burrard Inlet which was expected to expand rapidly in the matter of harbour facilities and industrial development.

After prolonged negotiations Canadian National Railway Company obtained the right to use the Second Narrows Bridge, by lease from November 1, 1952 for 21 years with option to purchase at the end of that term, from The Burrard Inlet Tunnel and Bridge Company, and under Agreement dated May 6, 1953, and effective January 1, 1953, authorized by Dominion Order in Council P.C. 1953-642, April 23, 1953, between the National Harbours Board and Canadian National Railway Company, the Canadian National Railway Company acquired the Vancouver Terminal Railway in consideration of the payment within 12 months of the capital sum of \$1,075,940.72 plus interest to date of payment, representing the book value to the Crown of the corporeal assets of the Terminal Railway facilities as at December 31, 1952, and assumption of the obligation pursuant to Clause 2 (a) of the Agreement dated November 1, 1952 between the Railway and The Burrard Inlet Tunnel and Bridge Company, to pay to the Receiver General of Canada the capital sum of \$98,181.20 (representing the amount of a loan in 1925 by the Harbours Board to the Bridge Company) with interest to date of payment.

The Agreement also demised unto the Company the right to possess certain property together with certain easement rights for a term of 50 years from January 1, 1953 at an annual rental of \$25, with right of renewal for a further term of 50 years at the same rental and upon the same conditions including renewal, subject to cancellation upon 6 months written notice in the event that the property shall be required for harbour operations.

Cheque in payment of the purchase price of the Vancouver Terminal Railway was mailed to National Harbours Board, Ottawa on May 3, 1954, made up as follows:

Road	\$982,019.60	
* Rolling stock	76,984.32	
Material and supplies	12,754.63	
Interest	<u>39,865.16</u>	\$1,111,623.71

* 1 diesel electric and 2 steam locomotives, and 4 freight cars.

The line between False Creek and Burrard Inlet is owned by the Great Northern Railway and under Agreement dated February 13, 1946, sanctioned by Dominion Order in Council P.C. 1819 of May 7, 1946, the owner granted running rights over said line to National Harbours Board for a term of 21 years from October 15, 1944. Assignment of this Agreement by National Harbours Board to Canadian National Railway Company was provided for in Agreement of May 6, 1953.

VANCOUVER TERMINAL RAILWAY

774

History:
(Cont'd.)

Under Agreement dated January 1, 1953, approved by Dominion Order in Council P.C. 1953-1222 of August 5, 1953 and sanctioned by Dominion Order in Council P.C. 1953-1480 dated September 17, 1953, the Great Northern Railway Company consented to assignment to Canadian National Railway Company of the running rights over its False Creek to Burrard Inlet line acquired by the National Harbours Board under Agreement of February 13, 1946. The Agreement also provided that the Great Northern retain all its rights under the Agreement dated February 13, 1946 including access by way of interchange to the area heretofore served by lines of the National Harbours Board on the south shore of Burrard Inlet and on the north shore west of the Canadian National's proposed development, and permission to participate in traffic moving to and from industries located on lines in the areas on the south shore of Burrard Inlet and on the north shore thereof west of such development; and in the event the Pacific Great Eastern Railway should be extended southerly to a connection with the Canadian National on the north shore of Burrard Inlet, Great Northern is to have access by interchange at Vancouver to connect with Pacific Great Eastern at said point of connection, and in the event that Pacific Great Eastern should be extended into the City of Vancouver to a point of connection with Canadian National lines, similar access by interchange is to be given to the Great Northern.

VERMONT AND PROVINCE LINE RAILROAD COMPANY
(wholly owned subsidiary of Canadian National Railway Company from Jan. 31, 1923)

Incorporated: May 27, 1897 - State of Vermont Cap. 167. Amended by Public Act 118 of Laws of Vermont 1906, approved January 1, 1907.

Head Office: St. Albans, Vt.

History: The line was constructed in the summer of 1897 and opened for traffic that autumn it was operated by the Canada Atlantic Railway until that railway was taken over by the Grand Trunk Railway on August 15, 1904.

Property investment: As at December 31, 1958 Lessor R & E Property \$200,000
Lessor Improvements 12,809 Cr. \$187,191

Accrued depreciation: As at December 31, 1958:
Leased property \$5,046

Location: Central Vermont Railway: Northern Division, Swanton Subdivision
International Boundary to Alburgh Jct., Vt. - 3.09 miles.
(Operated by Canadian National Railway Company as implied lessee)

Capital Stock: Authorized: 2,000 shares of \$100 each - \$200,000
Issued: 2,000 shares of \$100 each - 200,000 (unpledged)

All owned by Canadian National Railway Company having been acquired by Grand Trunk Railway under agreement with J.R. Booth dated August 15, 1904. Certificate covering 1995 shares in name of Canadian National Realities, Limited in trust for Canadian National Railway Company, and 5 shares in the names of directors, held by railway in Royal Trust Company vaults.

Funded debt: Nil.

Accounting: Lessor: Balance Sheet only
Lessee: Separate income and balance sheet

Amalgamation: Under agreement dated October 2, 1959 the Vermont and Province Line Railroad Company was amalgamated with and under the name of the Canadian National Railway Company. This agreement was approved by Order in Council P.C. 1959-1238 dated September 24, 1959 and effective September 30, 1959.

WATERLOO JUNCTION RAILWAY COMPANY
(included in "Canadian National Railway Company" from January 31, 1923)

Incorporated: March 23, 1889 - Ontario Act 52 VIC Cap. 84.

History: Under Ontario Act 52 VIC Cap. 84, March 23, 1889, "Waterloo Junction Railway Company" was incorporated to construct and operate a railway from Waterloo via St. Jacobs and Elmira to Elora or Listowel, etc.

The line was constructed from Kitchener (Berlin), Ontario, to Waterloo (1.75 miles) and opened for traffic in 1889; and from Waterloo to Elmira (10 miles) and opened for traffic on November 27, 1891; a total of 11.75 miles.

Amalgamation: Effective December 1, 1891 the line was leased to The Grand Trunk Railway Company of Canada for a term of 39 years.

Effective April 1, 1893, under Agreement dated October 1, 1892, ratified and confirmed by Dominion Act 56 VIC Cap. 47, April 1, 1893, Waterloo Junction Railway Company and fourteen other companies were amalgamated into one company under the name "The Grand Trunk Railway Company of Canada".

Donations
and grants:

Subsidies were as follows (Statistics of Steam Railways of Canada - 1938, p.64):

Dominion		\$32,800
Municipal	Township of Woolwick	\$28,000
	Section of Peel	7,000
	Village of Elmira	10,000
	Village of St. Jacobs	<u>2,000</u>

\$ 47,000

Capital Stock:

Prior to amalgamation on April 1, 1893:

Authorized:	2,500 shares - \$100 each	\$250,000
Issued:	500 shares -	50,000

All owned by The Grand Trunk Railway Company of Canada.

Upon amalgamation on April 1, 1893, the share capital other than GTR was converted into an equal amount of Ordinary stock of The Grand Trunk Railway Company of Canada in accordance with the terms of Amalgamation Agreement.

Long-term
debt:

Prior to amalgamation on April 1, 1893:

Bonds outstanding in the amount of \$105,000 were held in The Grand Trunk Railway Company of Canada Treasury, and upon amalgamation the liability with respect thereto was assumed by the latter Company. Bonds were cremated on February 8, 1961.

THE WELLAND RAILWAY COMPANY

(property acquired by The Grand Trunk Railway Company of Canada (Canadian National Railway Company)).

Incorporated: May 23, 1853 - Province of Canada Act 16 VIC Cap. 136
 May 27, 1857 - Province of Canada Act 20 VIC Cap. 141 name changed
 (see History).

History: Under Province of Canada Act 16 VIC Cap. 136, May 23, 1853,
"The Port Dalhousie and Thorold Railway Company" was incorporated
 to construct a railway between Port Dalhousie and Thorold.

Under Province of Canada Act 20 VIC Cap. 141, May 27, 1857, the name
 was changed to "The Welland Railway Company".

The line was constructed from Port Dalhousie to Port Colborne
 (24.67 miles) and opened for traffic on June 27, 1859.

From the opening of the Canada Air Line Railway from Fort Erie to
 Glencoe on December 15, 1873 the Great Western Railway Company
 operated over the line between Welland Junction and Port Robinson, a
 distance of 14.83 miles.

When The Great Western Railway Company was amalgamated with The
 Grand Trunk Railway Company of Canada on August 12, 1882, the
 operation was taken over by The Grand Trunk Railway Company of
 Canada.

Sale of property: By authority of Dominion Act 47 VIC Cap. 53, April 19, 1884 the
 undertaking, property, franchises, rights and privileges of The
 Welland Railway Company were sold and transferred to The Grand Trunk
 Railway Company of Canada in consideration of the payment to The
 Welland Railway Company of 4% perpetual consolidated debenture stock
 of The Grand Trunk Railway Company of Canada in the amount of
 £166,952 (\$812,499) less £25,685 retained by The Grand Trunk Railway
 Company of Canada to be applied against any valid claim of the latter
 Company for additions to or improvements of the railway and property
 of The Welland Railway Company. Consent to the sale by bondholders
 and shareholders was signified at special general meeting of The
 Grand Trunk Railway Company of Canada held on October 25, 1883, and
 at special general meeting of The Welland Railway Company held on
 November 30, 1883. The Act provided for distribution of The Grand
 Trunk Railway Company of Canada debenture stock among the bondholders
 and ordinary stockholders of The Welland Railway Company, and
 distribution of all money remaining in the hands of The Welland
 Railway Company among the ordinary stockholders of the Company. The
 Act declared all existing bonds, debenture stocks and ordinary stock
 of The Welland Railway Company to be null and void.

Capital Stock: As at April 19, 1884:
 Ordinary Stock £161,214 - 15s (\$784,575)

THE WELLAND RAILWAY COMPANY

Capital Stock: Dominion Act 47 VIC Cap. 53, April 19, 1884 authorizing sale of
(Cont'd.) the Company's property declared the stock to be null and void
and authorized its cancellation.

Long-term debt:	As at April 19, 1884:				
	Preference bonds	£ 50,000	exchanged for	£ 50,000 GTR	Perpetual
	First 5% debenture stock	100,000	" "	37,500 GTR	Perpetual
	Second 5% " "	48,500	" "	12,125 GTR	Perpetual

Dominion Act 47 VIC Cap. 53, April 19, 1884 gave holders of these securities the right to deliver securities held within two years and to receive in exchange 4% consolidated debenture stock of The Grand Trunk Railway Company of Canada. The Act also declared The Welland Railway Company securities to be null and void and authorized their cancellation.

WELLINGTON , GREY AND BRUCE RAILWAY COMPANY 779
 (included in "Canadian National Railway Company" from January 31, 1923)

Incorporated: June 30, 1864 - Province of Canada Act 27-28 VIC Cap. 93.

History: Under Province of Canada Act 27-28 VIC Cap. 93, June 30, 1864, "Wellington, Grey and Bruce Company" was incorporated to construct a railway from Guelph to Southampton with branch to Owen Sound.

Between the years 1870 and 1874 lines were built from Guelph to Southampton, Ont. (101.52 miles) and from Palmerston to Kincardine, Ont. (66.63 miles) a total of 168.06 miles.

Under Agreements dated June 15, 1869, June 3, 1870 and December 23, 1872 the lines were leased to The Great Western Railway Company. When The Great Western Railway Company was amalgamated with The Grand Trunk Railway Company of Canada on August 12, 1882 Wellington, Grey and Bruce Railway Company formed part of The Great Western Railway Company System and operation was taken over at that time by The Grand Trunk Railway Company of Canada.

Amalgamation: Effective April 1, 1893, under Agreement dated October 1, 1892, ratified and confirmed by Dominion Cap. 47, April 1, 1893, Wellington, Grey and Bruce Railway Company and fourteen other companies were amalgamated into one company under the name "The Grand Trunk Railway Company of Canada".

Donations and grants: Subsidies were as follows (Statistics of Steam Railways of Canada - 1938, p.64):

Province of Ontario	\$241,276	
Municipal	<u>682,000</u>	\$923,276

Location:	Stratford Division:	<u>Miles</u>	<u>Opened For Traffic</u>
	Guelph - Elora	13.50	July 1, 1870
	Elora - Fergus	2.60	Sept. 13, 1870
	Fergus - Alma	6.10	Dec. 1, 1870
	Alma - Harriston	26.64	Dec. 30, 1871
	Harriston - Southampton	53.19	Dec. 7, 1872
	Palmerston - Listowel	8.79	Dec. 19, 1874
	Listowel - Kincardine	<u>57.84</u>	Dec. 29, 1874
		168.66	

Capital Stock: Prior to amalgamation on April 1, 1893:
 4424 shares - \$50 each \$221,200
 Of the above capital stock The Grand Trunk Railway Company of Canada owned \$123,516.

Upon amalgamation the outstanding share capital other than GTR was converted into an equal amount of Ordinary Stock of The Grand Trunk Railway Company of Canada in accordance with the terms of the Amalgamation Agreement.

Long-term debt: Prior to amalgamation on April 1, 1893:
 First Mortgage 7% Bonds in the amount of £432,000 (\$2,589,066) maturing July 1, 1901 were outstanding of which \$2,056,900 was held in The Grand Trunk Railway Company of Canada Treasury, and \$523,166.66 was held by the Public. Upon amalgamation The Grand Trunk Railway Company of Canada assumed the liability with respect thereto. The outstanding Bonds held by the Public were acquired

WELLINGTON, GREY AND BRUCE RAILWAY COMPANY

Long-term
debt:

by the latter company by purchase drawings or the issue of an equal amount of its Four Per Cent Consolidated Debenture Stock. The balance of the Bonds in the hands of the Public was paid off in 1942.

WEST RIVER RAILROAD COMPANY
(formerly wholly owned subsidiary of New London Northern Railroad Company)

Incorporated: November 6, 1867 - State of Vermont Special Act 165.
 November 24, 1874 - State of Vermont Special Act 149 - changed name (see History)

February 1, 1877 - State of Vermont Act 172 - reorganized under new name (see history)

April 21, 1905 - State of Vermont Act 171 - reorganized under new name (see history)

History: On November 6, 1867, under Vermont Special Act No. 165, West River Railroad Company was incorporated. Subsequent Acts in 1869 and 1872 extended the charter and time of building. On November 24, 1874, Vermont Special Act 149 changed the name to "West River Railroad".

On February 1, 1877, the stockholders of West River Railroad met and reorganized under the name of "Brattleboro & Whitehall Railroad Company" under authority of an Act of the General Assembly of the State of Vermont dated November 17, 1876 (Vermont 1876, Act No. 172). The latter Company constructed the line from Brattleboro, Vermont to South Londonderry, Vermont, a distance of 35.35 miles and the line was opened for traffic on November 3, 1880.

The road was only partially completed when leased to the New London Northern Railroad Company on May 10, 1880 for 99 years from that date. New London Northern Railroad Company completed the construction accepting in part payment first mortgage bonds of Brattleboro & Whitehall Railroad Company and the balance was held as an indebtedness against Brattleboro & Whitehall Railroad Company.

After completion of construction the lease of May 10, 1880 was assigned as follows:

May 10, 1880 to New London Northern Railroad Company.
 March 1, 1881, " Central Vermont Railroad Company.
 October 17, 1891, to Consolidated Railroad Company of Vermont.
 December 9, 1891, to Central Vermont Railroad Company.
 March 21, 1899, this lease was included in the foreclosure sale of Central Vermont Railroad Company and purchased by Central Vermont Railway Company.

The road was operated by Central Vermont Railroad Company and their successors until Brattleboro & Whitehall Railroad Company on account of foreclosure of mortgage was reorganized by the bondholders on April 21, 1905, as West River Railroad Company (No. 2) in accordance with provisions of Sections 3950 to 3968 inclusive of Chapter 171 of the Vermont Statutes, Articles of Association being filed with Secretary of State on that date.

On February 28, 1905, the United States Circuit Court for the District of Vermont gave a decree of foreclosure against Brattleboro & Whitehall Railroad Company which action was followed by the reorganization on April 21, 1905, mentioned above.

The disastrous flood which occurred in Vermont on November 3, 4 and 5, 1927, caused so much damage to the line that Central Vermont Railway Company suspended operation and by agreement dated February 1, 1930 between West River Railroad Company, New London Northern Railroad

WEST RIVER RAILROAD COMPANY

Company which owned all the capital stock of West River Railroad Company, Brattleboro and Whitehall Railroad Company and Central Vermont Railway Inc. (successor of Central Vermont Railway Company) the lease of West River Railroad was terminated and the property was turned back to West River Railroad Company.

Under said agreement New London Northern Railroad Company was released from its guarantee in respect of the principal and interest on West River Railroad Company bonds, and all such bonds held by Central Vermont Railway Inc. and all the capital stock of West River Railroad Company held by New London Northern Railroad Company were assigned and delivered to Brattleboro and Whitehall Railroad Company or its nominee.

After partial rehabilitation and operation of the line by West River Railroad Company for a short time operation was discontinued.

Location:

Central Vermont Railway - Southern Division
Brattleboro to South Londonderry 35.35 miles
(turned back to West River Railroad Company in 1930)

(Wholly owned subsidiary of Canadian National Railway Company)
Inactive since last Directors Meeting October 27, 1930

Incorporated: April 29, 1909 - By Articles of Agreement under the Laws of the State of Maine.

Head Office: Portland, Maine.

History: Under Articles of Agreement dated April 27, 1909, and Certificate registered with the Secretary of State for Maine in Vol. 40, page 453, April 29, 1909, "Whipple Car Company" was incorporated to manufacture, own, lease, sell or rent for hire, freight and passenger cars, engines and other rolling stock used and employed in the operation of railroads, and for other purposes. The Company was also licensed and qualified to do business in the State of Illinois.

Whipple Car Company acquired all the issued and outstanding capital stock of Chicago, New York & Boston Refrigerator Company.

Under Agreement dated July 7, 1909, Whipple Car Company leased all the properties and assets (consisting of refrigerator cars and a car building and repair plant at Elsdon, Illinois) of the Refrigerator Company for a term of ten years, and operated the business of the Refrigerator Company until the latter part of 1913.

Under Agreement dated August 26, 1913, between Whipple Car Company, Chicago, New York & Boston Refrigerator Company, The Grand Trunk Railway Company of Canada and Albert Tuttle (Trustee), The Grand Trunk Railway Company of Canada acquired all the common stock of Whipple Car Company amounting to \$1,000,000 par value, and the preferred stock amounting to \$400,000 (with \$600,000 common stock still in the Treasury unissued), which carried with it as the property of Whipple Car Company, all the capital stock of Chicago, New York & Boston Refrigerator Company amounting to 11,294 shares - \$1,129,400 - and the trade names "National Despatch Refrigerator Line" and "New York Despatch Refrigerator Line", together with all the lands, buildings, tracks, cars, etc., belonging to both companies as set out in schedule annexed to the Agreement, for the sum of \$1,300,000 payable by the assumption of \$300,000 of Mortgage Bonds, and the giving of promissory notes for \$1,000,000 less Equipment Bonds outstanding at October 1, 1913, amounting to \$153,000. The purpose of the purchase was to control the routing of shipments of dairy products. The car equipment was turned over to the Railway from October 1, 1913, and the Car Shops and real estate at Elsdon were turned over to the Railway on December 20, 1913.

In December 1913 The Grand Trunk Railway Company of Canada sold the equipment to the Refrigerator Company and the lands, tracks, shops, etc., at Elsdon to the Grand Trunk Western Railway Company which then took over operation of the property.

Corporate status: Since 1913 Whipple Car Company has remained inactive. It has no assets or liabilities. In 1917 the Company obtained a waiver of the filing of annual returns to the State of Maine which carried with it relief from payment of the franchise tax. The last meeting of the Board of Directors was held on October 27, 1930, and no Stockholder's Meetings have been held since that date. The Charter, Seal, original Minute Books and other

WHIPPLE CAR COMPANY

Corporate Status: (Cont'd.) corporate documents pertaining to the corporate existence of Whipple Car Company are in the custody of the Secretary, Canadian National Railway Company, at Montreal.

Funded Debt: Whipple Car Company 6% Gold Bonds issued December 18, 1912

Issued: \$300,000

On August 2, 1923 the Mortgage to the Central Union Trust Company was discharged and on January 16, 1924 the Trust Company issued a Certificate of Cremation of the Bonds.

Capital Stock:

As at May 31, 1939

Common:

Authorized: 16,000 shares of \$100 each - \$1,600,000
 Issued: 10,000 shares of \$100 each - \$1,000,000 (unpledged)

9,996 shares are held in the name of Canadian National Realities, Limited, in trust for Canadian National Railway Company and 4 shares are held in the names of Directors (endorsed in blank).

Preferred:

Authorized: 4,000 shares of \$100 each - \$400,000
 Issued: 4,000 shares of \$100 each - \$400,000 (unpledged)

Certificate is in the name of Canadian National Realities, Limited, in trust.

The capital stock is all owned by Canadian National Railway Company.

As the Company has no assets, Canadian National Railway Company carried the value of this stock at \$1 in its "Inactive Companies" ledger until May 1939 when the amount of \$1 was written off to Profit and Loss.

THE WINNIPEG LAND COMPANY LIMITED 785
(formerly wholly owned subsidiary of "The Canadian Northern Railway Company")
dissolved October 28, 1955

Incorporated: September 19, 1902 - Manitoba Letters Patent.

History: Under Manitoba Letters Patent, September 19, 1902 "The Winnipeg Land Company Limited" was incorporated for the purpose of carrying on business of acquiring, buying, selling, leasing or improving real and other personal property.

Under agreement dated July 3, 1903 and effective July 1, 1903, approximately 200 acres of land in the City of Winnipeg was acquired from Mackenzie, Mann and Company, Limited, for \$400,000.

The title to all the property was later transferred, subject to mortgage, to The Canadian Northern Railway Company. 84.91 acres forming part of Lots 17 to 32, St. Boniface, is used as site of Fort Rouge Shops and Yards of the Canadian Northern Railway.

Dissolution: On December 15, 1955, after liquidation of all its obligations and disposal of all its assets, and as authorized by Directors Resolutions No. 413 of October 28, 1955, The Winnipeg Land Company Limited was dissolved and its corporate existence was terminated. The Registrar of Companies for the Province of Manitoba advised that Order in Council 1625/55 dated December 7, 1955, revoked the charter and registration of The Winnipeg Land Company Limited and the corporation deemed to be dissolved as of December 15, 1955.

The Certificates representing 1,000 shares of \$100 each of capital stock, which had been pledged under the 1903 mortgage of The Canadian Northern Railway Company were released and cancelled. The Charter, Seal, original Minute Books and other corporate documents pertaining to the corporate existence of The Winnipeg Land Company Limited are in the custody of the Secretary, Canadian National Railway Company, Montreal.

Property investment: Included in property accounts of Canadian Northern Railway and was not recorded separately.

Capital Stock: Authorized: 1,000 shares - \$100 each \$100,000
 Issued: 1,000 shares - \$100 each 100,000
All owned by The Canadian Northern Railway Company.

The shares pledged under the 1903 mortgage having been released and cancelled by the Canadian Northern Railway Company, the Charter of the Company was revoked under Manitoba Order in Council No.1625-1955 dated December 7, 1955 and the Corporation was deemed to be dissolved as of December 15, 1955.

Funded debt: As at December 15, 1955 - nil.

The Winnipeg Land Company Limited First Mortgage 5% Gold Bonds issued July 1, 1903, secured by Trust Deed dated July 1, 1903 and maturing June 30, 1930. A first charge on certain properties in Fort Rouge and St. Boniface.
Amount authorized and issued : - \$ 300,000

Funded debt: This issue was pledged under the Canadian Northern Railway Company 4%
(Cont'd.) Perpetual Consolidated Debenture Stock and 4% Guaranteed Debenture
Stock and Bonds, maturing September 1, 1934. The Winnipeg Land Company
mortgage was discharged on March 25, 1955.

THE YORK AND CARLETON RAILWAY COMPANY
(property included in "Canadian Government Railways" from June 1, 1918)

Incorporated: April 5, 1887 - New Brunswick Cap. 44.

History: Under New Brunswick Act 50 VIC Cap. 44, April 5, 1887, "The York and Carleton Railway Company" was incorporated to construct and maintain a railroad from Cross Creek Station on the Northern and Western Railway through the Parishes of Stanley and Bright and to the Tobique River and other points.

The line was constructed from Cross Creek to Stanley, approximately 5.40 miles being opened for traffic in June, 1901.

Under Dominion Act 5 Geo. V, Cap. 16, April 15, 1915, the Minister of Railways and Canals was authorized to acquire any railways directly connected with the existing Government Railways system in the Maritime Provinces, which in his opinion could be more conveniently or usefully operated as part of the Government Railways system.

Under Order in Council P.C. 1260 dated May 22, 1918, and Order in Council dated August 30, 1918, The York and Carleton Railway was purchased by the Dominion Government for the sum of \$18,000 plus a release to the Company of all claims existing on June 1, 1918, in favour of the Government Railways system amounting to about \$1,398.93.

Vote 444, Dominion Act 9-10 Geo. V, Cap. 76, July 7, 1919, Vote 469, Act 10-11 Geo. V, Cap. 73, July 1, 1920, and Vote 471, Cap. 54, 1921 provided \$18,000 for the purchase of the assets and undertakings of The York and Carleton Railway.

The railway line including an additional length of about 5 miles of right of way extending to Ryan Brook, upon which rails were apparently never laid, was taken over to become part of the Government Railways system in June 1921 upon payment of \$18,000 plus interest at 5% per annum from June 1, 1918.

Property investment:	As at December 31, 1960:	
	Road	\$68,460

Donations and grants:	Subsidies were (Statistics of Steam Railways of Canada - 1938, p.64)	
	Dominion	\$32,896
	Province of New Brunswick	<u>25,247</u> \$58,143

Location:	Edmundston Division:	
	Stanley Junction, N.B. - Stanley, N.B.	5.40 miles.

INDEXPAGE

- A -

Acadia Coal Company, Limited,	1
Acadia Coal Company, Limited, The	1
Addison Railroad	708
Alberta and Great Waterways Railway Company, The,	627
Alberta Midland Railway Company, The	211
Albert Railway Company	724
Alexander Gibson Railway and Manufacturing Company	37
American Union Telegraph Company	158
Amherst and Belchertown Railroad Company	613
Amherst, Belchertown and Palmer Railroad Company	613
Anglo-American Telegraph Company, The	165
Annapolis and Atlantic Railway Company	462
Atlantic and Lake Superior Railway Company, The	319
Atlantic and St. Lawrence Railroad Company	2
Atlantic, Quebec and Western Railway Company, The	320
Baie des Chaleurs Railway Company, The	319
Barre Granite Railway Company	7
Bay City Terminal Railway Company	7
Bay of Chaleurs Railway Company, The	318
Bay of Quinte Railway and Navigation Company, The	9
Bay of Quinte Railway Company, The	9
Beauharnois Junction Railway Company, The	11
Belleville and North Hastings Railway Company, The	540
Belt Railway Company of Chicago	12
Bessborough Hotel	70
Bessemer and Barry's Bay Railway Company,	17
Bethel Granite Railway Company	18
Brantford and Buffalo Joint Stock Railroad Company, The	21
Brantford, Norfolk and Port Burwell Railway Company, The	19
Brattleboro and Fitchburg Railroad Company	612
Brattleboro and Whitehall Railroad Company	781
British and American Express Company	40
British and North American Express Company	40
Brockville Westport and North-Western Railway Company, The	214
Brockville and Westport Railway Company, The	214
Brockville, Westport and Sault Ste. Marie Railway Company, The	214
Brooksay Realty Company	20
Buctouche and Moncton Branch Railway Company, The	552
Buctouche and Moncton Railway Company, The	552
Buctouche and Northumberland Strait Railway Company	552
Buctouche Railway and Transportation Company, The	552
Buffalo and Lake Huron Railway Company	21
Buffalo, Brantford and Goderich Railway Company, The	21
Bulkley and Telkwa Valley Coal Company, Limited, The	24
Burk's Falls and French River Railway Company, The	25
Burlington and Lamoyille Railroad Company	25
Burlington and Lamoyille Valley Railroad Company	25
Burrard Inlet Tunnel and Bridge Company, The	26
Canada Air Line Railway Company, The	454
Canada Atlantic Railway Company	28
Canada Atlantic Transit Company	33
Canada Atlantic Transit Company of U.S.	35
Canada Eastern Railway Company, The	36,488
Canada, New Brunswick and Nova Scotia Railway Company	684

INDEX

	<u>PAGE</u>
Canadian Airways, (Limited)	38
Canadian Express Company, The	40
Canadian Government Merchant Marine Limited	48-58
Canadian Government Railways	42, 47
Canadian Government Railways Employees' Relief and Insurance Association	59
Canadian-Minnesota Bridge Company	705
Canadian National Electric Railways	60
Canadian National Express Company	65
Canadian National Hotels, Limited	66, 769
Canadian National Land Settlement Association	80
Canadian National Lines - Niagara Frontier - New York	127
Canadian National Railway Company	82ff
Canadian National Railways - Eastern Lines	123
Canadian National Railways (France)	130, 729
Canadian National Railways Pension Fund - 1929	132
Canadian National Railways Pension Fund - 1935	134
Canadian National Railways Securities Trust, The	141
Canadian National Railways Trust Company	138
Canadian National Realities, Limited	139
Canadian National Rolling Stock Limited	143
Canadian National Steamship Company, Limited	145
Canadian National Telegraph Company	158
Canadian National Transfer Company	169
Canadian National Transportation, Limited	171
Canadian National (West Indies) Steamships, Limited	51, 157a-j
Canadian Northern Alberta Railway Company, The	177
Canadian Northern Branch Lines Company, The	214
Canadian Northern Coal and Ore Dock Company, Limited, The	179
Canadian Northern Consolidated Railways	181
Canadian Northern Express Company, The	65
Canadian Northern Manitoba Railway Company	182
Canadian Northern Montreal Tunnel and Terminal Company, Limited	581
Canadian Northern Ontario Railway Company, The	183
Canadian Northern Pacific Railway Company	187
Canadian Northern Quebec Railway Company, The	192
Canadian Northern Railway Arbitration Award	223
Canadian Northern Railway Company, The	202-226
Canadian Northern Railway Express Company, Limited, The	227
Canadian Northern Realities, Limited	139
Canadian Northern Rolling Stock, Limited	228
Canadian Northern Saskatchewan Railway Company, The	215
Canadian Northern Steamships, Limited	229
Canadian Northern System Terminals (Limited)	230
Canadian Northern Telegraph Company, The	158, 449
Canadian Northern Transfer Company, Limited, The	169
Canadian Northern Western Railway Company	232
Canadian Yukon Railway Company	234
Cannar Oils Limited	235
Canso and Louisburg Railway Company, The	237
Cape Breton Railway, Coal and Iron Company, The	237
Cape Breton Railway Company, Limited, The	45, 237
Cape Breton Railway Extension Company, Limited, The	237
Caraquet and Gulf Shore Railway Company, The	45, 239
Caraquet Railway Company, The	239
Carrillon and Grenville Railway Company	183
Centmont Corporation, The	240
Central Canada Express Company, Limited	629
Central Canada Railway Company	628
Central Counties Railway Company, The	30, 242

INDEX

	<u>PAGE</u>
Central Ontario Railway, The	244
Central Railway Company, Limited (N.S.) The,	460
Central Vermont Airways, Inc.	245
Central Vermont Railroad Company	247
Central Vermont Railway Company	251
Central Vermont Railway Inc.	254
Central Vermont Terminal Inc.	259
Central Vermont Transit Corporation	263
Central Vermont Transportation Company	259
Central Vermont Warehouse Inc.	264
Champlain and Connecticut River Railroad	708
Champlain and St. Lawrence Railroad Company The,	265
Champlain and St. Lawrence Railroad Company (New York) The	267
Charlottetown Hotel	70
Chateauguay and Northern Railway Company, The	192
Chateau Laurier Hotel, The	71, 661
Chatham Branch Railway Company The	37
Chatham Railway Company, The	37
Cheney, Rice and Company	40
Chicago, Detroit and Canada Grand Trunk Junction Railroad Company The,	269 , 278
Chicago and Grand Trunk Railway Company The,	442
Chicago, Kalamazoo and Saguenay Railway Company	280
Chicago and Kalamazoo Terminal Railroad Company, The	274
Chicago Lake County Railway Company The,	444
Chicago and Lake Huron Railroad Company	270 440
Chicago, New York and Boston Refrigerator Company,	281, 783
Chicago and North Eastern Railroad Company	440
Chicago and Southern Railroad	440
Chicago and State Extension Railway Company	440
Chicago and State Line Railway Company	440
Chicago and Western Indiana Belt Railway Company	443
Chicago and Western Indiana Railroad Company	273, 435, 440, 443
Cincinnati, Saginaw and Mackinaw Railroad Company	282
City and Suburban Electric Railway Company Limited, The	61
Clarke Steamship Company, The	39
Coast Railway Company of Nova Scotia, Limited, The	461
Cobourg, Blairton and Marmora Railway and Mining Company, The	284
Cobourg, Peterborough and Marmora Railway and Mining Company, The	284
Cobourg, and Peterborough Railway Company, The	284
Cobourg Railroad Company, The	284
Company of Proprietors of the Champlain and St. Lawrence Railroad, The	265
Consolidated Land Corporation	287
Consolidated Railroad Company of Vermont	249
Continental Realty and Holding Company	287
Coteau and Province Line Railway and Bridge Company	28
Crosby Transportation Company	331
Dalhousie Navigation Company, Limited, The	289
Davenport Street Railway Company Limited	61
Detroit Belt Railroad Company	294
Detroit, Grand Haven and Milwaukee Railway Company	296
Detroit and Huron Railway Company, The	291

INDEX

	<u>PAGE</u>
Detroit and Huron Railway Company, The	291
Detroit and Milwaukee Railroad Company	296
Detroit and Milwaukee Railway Company	296
Detroit and Pontiac Railroad Company	296
Detroit Terminal Railroad Company	298,435
Detroit and Toledo Shore Line Railroad Company, The	292,435
Digby and Annapolis Railway	300
Dominion Telegraph Company	158, 449
Dominion Telegraph Securities, Limited	159
Drummond County Railway Company, The	301,488
Duluth Rainy Lake and Winnipeg Railway Company	303
Duluth, Virginia and Rainy Lake Railway Company	304
Duluth and Virginia Realty Company	302
Duluth, Winnipeg and Pacific Railroad Company	306
Duluth, Winnipeg and Pacific Railway Company	307
East Richelieu Valley Railway Company, The	691
East-West Transport Limited	174
Eastern Extension Railway	486
Eastern Lands Department	311
Eastern Transport, Limited	174
Edmonton District Railway Company, The	210
Edmonton, Dunvegan and British Columbia Railway Company, The	624
Edmonton and Slave Lake Railway Company, The	213
Edmonton, Yukon and Pacific Railway Company, The	210
Elgin and Havelock Railway Company, The	312
Elgin, Petitcodiac and Havelock Railway Company, The	312
Empire Coal and Mining Company	699
Empire Freightways, Limited	174
Erie, London and Tillsonburg Railway Company, The	314
European and North American Railway Company	481
Federal Properties, Limited	315
Fenelon Falls Railway Company, The	316, 543
Flos Tramway Company	316
Fort Garry Hotel, The	71,342
Fredericton and Saint Mary's Bridge Company	317
Fredericton and Saint Mary's Railway Bridge Company	317
Galt and Guelph Railway Company, The	318
Gananoque, Perth and James Bay Railway Company, The	738
Gananoque and Rideau Railway Company	738
Gaspe Lines	318
Georgian Bay and Wellington Railway Company	324
Grand Haven and Milwaukee Transportation Company, The	331
Grand Junction Railroad Company, The	540
Grand Junction Railway Company	540
Grand Rapids Terminal Railroad Company	322
Grand Trunk Car Ferry Line	332
Grand Trunk Fire Brigade	392
Grand Trunk, Georgian Bay and Lake Erie Railway Company	323
Grand Trunk Junction Railway Company, The	272, 327, 443
Grand Trunk-Milwaukee Car Ferry Company	331

INDEX

	<u>PAGE</u>
Grand Trunk Pacific Alaska Steamship Company	336
Grand Trunk Pacific Branch Lines Company, The	337
Grand Trunk Pacific Coast Steamship Company, Limited, The	145
Grand Trunk Pacific Development Company, Limited, The	339
Grand Trunk Pacific Dock Company of Seattle	345
Grand Trunk Pacific Railway Company, The	346-354, 376
Grand Trunk Pacific Saskatchewan Railway Company, The	354
Grand Trunk Pacific Telegraph Company, The	355,449
Grand Trunk Pacific Terminal Elevator Company, (Limited), The	357
Grand Trunk Pacific Town and Development Company, Limited, The	339
Grand Trunk-Pennsylvania Transportation Company,	359
Grand Trunk Pension Fund	360
Grand Trunk Radio Communications,	361
Grand Trunk Railway Company of Canada, The	362-418
Grand Trunk Railway Company, Acquisition	380
Grand Trunk Railway Company of Canada East, The	419
Grand Trunk Railway Fire Brigade	392
Grand Trunk Railway Insurance and Provident Society, The	420
Grand Trunk Railway Literary and Scientific Institute	424
Grand Trunk Railway of Northern Indiana, The	536
Grand Trunk Railway of Michigan, The	536
Grand Trunk Railway of Canada Superannuation and Provident Fund The,	427
Grand Trunk Railway Regiment	425
Grand Trunk Terminal Warehousing Company, Limited	573
Grand Trunk Western Railroad Company,	429
Grand Trunk Western Railway Company	438
Granville and Victoria Beach Railway and Development Company, Limited, The	462
Great American and European Short Line Railway Company, The	558
Great Eastern Railway Company, The	691
Great Northern Elevator Company	447
Great Northern Construction Company	447
Great Northern Railway Company	192
Great Northern Railway of Canada	192
Great Northern Western Telegraph Company of Canada, The	159,448
Great Western Railroad Company, The	453,454
Great Western Railway Company, The	453
Gulf Shore Railway Company, The	239
Halifax and Cape Breton Railway and Coal Company, The	457
Halifax and Eastern Railway Company,	458
Halifax and Guysborough Railway Company Limited,	458
Halifax and South Western Railway Company, The	460-465
Halifax and Yarmouth Railway Company, Limited, The	461
Hamilton and Lake Erie Railway Company, The	466
Hamilton and North-Western Railway Company, The	466
Hamilton and Port Dover Railway Company, The	466
Hamilton and South Western Railway Company,	466
Hamilton and Toronto Railway Company, The	453
Hampton and Saint Martin's Railway Company, The	722
Hoar Transport Company Limited	176
Harlem Extension Railway Company	469
Harvey Elevator Company	469
Hudson Bay Railway	47,470
Huron and Quebec Railway Company, Limited	542

INDEX

	<u>PAGE</u>
Imperial Rolling Stock Company, Limited, The	473
Indiana Railway Company	442
Industrial Land Company	474
Intercolonial and Prince Edward Island Railways Employees' Provident Fund, The	476
Intercolonial Express Company of Canada (Limited), The	40,480
Intercolonial Railway, The	42,47, 481-492
Intercolonial Railway Windsor Branch, The	492
International Bridge Company	493
International Railway Company of New Brunswick	495
Inverness Coal, Iron and Railway Company	501
Inverness Coal, Field and Railway Company	501
Inverness Railway and Coal Company	501
Inverness Railway Company	501
Inverness-Richmond Collieries and Railway Company of Canada, Limited	501
Inverness and Richmond Railway Company, Limited	501
Irondale, Bancroft and Ottawa Railway Company, The	498
Jacques Cartier Union Railway Company, The	503
James Bay and Eastern Railway Company, The	504
James Bay Railway Company, The	183
Jasper Park Lodge	72
Kent Northern Extension Railway Company	506
Kent Northern Railway Company, The	506
Kingston, Napanee and Western Railway Company, The	9
Kingston and Toronto Railway Company, The	363
Kingston, Smiths Falls and Ottawa Railway Company, The	508
Lachine and Hochelaga Railway Company	509
Lachine, Jacques Cartier and Maisonneuve Railway Company, The	510
Lake Manitoba Railway and Canal Company, The	208
Lake St. Joseph Hotel Company	677
Lake St. Louis and Province Line Railway Company, The	559
Lake Simcoe Junction Railway Company, The	511
Lake Superior Branch - Grand Trunk Pacific Railway	512
Lake Superior Terminals Company Limited, The	514
Lakeside Navigation Company (Limited) The	289,619
Lamoille Valley Extension Railroad Company	248
Lawlor Building - Toronto	516
Lebanon Springs Railroad Company	469
Lewiston and Auburn Railroad Company	517
Lindsay, Fenelon Falls and Ottawa River Railway Company,	316,543
Liverpool and Milton Railway Company, Limited	461
Liverpool and Milton Tramway Company, Limited,	461
London and Gore Railroad Company, The	454
London and Grand Trunk Junction Railway Company	518
London, Huron and Bruce Railway Company, The	519
London and Port Sarnia Railway Company, The	453
Lobtiniere and Megantic Railway Company, The	46,521
Louisburg Extension Railway Company	457
Lower Laurentian Railway Company, The	195
Luscar Coals Limited	578

INDEX

	<u>PAGE</u>
Luscar Collieries, Limited	578
Macdonald Hotel, Edmonton, The	72 342
Maganetawan River Railway Company, The	523
Mackenzie Mann and Company, Limited,	522
Malone and St. Lawrence Railway Company	525
Manitoba Northern Railway Company	526
Manitoba Railway Company, The	528
Manitoba and South Eastern Railway Company, The	208
Market Gardens Limited	532
Marmora Iron Company	284
Marmora Railway and Mining Company, The	533
Massena Springs and Fort Covington Railroad Company, The	757
Maskinonge and Nippissing Railway Company	534
Medonte Tramway Company, The	535
Michigan Air Line Railroad Company	536
Michigan Air Line Railway, The	536
Michigan Railway Company	442
Middleton and Victoria Beach Railway Company, Limited, The	462
Midland Extension Railway Company, The	539
Midland Railway of Canada, The	540-546
Midland Superior Express Ltd.,	175
Minnesota and Manitoba Railroad Company, The	547
Minnesota and Ontario Bridge Company, The	549
Missisquoi Junction Railway Company, The	561
Missisquoi Railroad Company	551
Missisquoi Valley Railroad Company	551
Moncton and Buctouche Railway Company	45,552
Moncton and Northumberland Strait Railway Company, The	552
Montalta Holdings, Limited	175
Montfort Colonization Railway Company, The	195
Montfort and Gatineau Colonization Railway Company	193,195
Montpelier and White River Railroad Company	249
Montreal and Bytown Railway Company	183
Montreal and Champlain Junction Railway Company	554
Montreal and Champlain Railroad Company	556
Montreal and City of Ottawa Junction Railway Company	28
Montreal and European Short Line Railway Company	487,558
Montreal and Bytown Railway Company, The	183
Montreal, Chambly and Sorel Railway Company, The	561
Montreal and Champlain Junction Railway Company	554
Montreal and Champlain Railroad Company	556
Montreal and City of Ottawa Junction Railway Company	28
Montreal and European Short Line Railway Company, The	487,558
Montreal Fruit and Produce Terminal Company, Limited,	568
Montreal Island Belt Line Railway Company, The	572
Montreal and Kingston Railroad Company, The	363
Montreal and Kingston Railway Company, The	363
Montreal and Lachine Railroad Company, The	559
Montreal and New York Railroad Company, The	559
Montreal, Portland and Boston Railway Company, The	561
Montreal and Province Line Junction Railway Company, The	266
Montreal and Province Line Railway Company, The	561
Montreal Railway Terminus Company	569
Montreal and Sorel Railway Company, The	691
Montreal and Southern Counties Railway Company	564
Montreal Stock Yards Company, The	570
Montreal Telegraph Company	160,448

INDEX

	<u>PAGE</u>
Montreal Terminal Railway Company, The	572
Montreal and Vermont Junction Railway Company, The	567
Montreal Warehousing Company, The	573
Morden and North-Western Railway Company	209
Mountain Park Coals Limited	577, 579
Mountain Park Coal Syndicate Limited	577
Mount Royal Tunnel and Terminal Company, Limited	581
Muskegon Railway and Navigation Company	583
Musquodoboit Railway Company, Limited, The	458
Napanee, Tamworth and Quebec Railway Company, The	9
National Construction Company (Limited) The	586
National Terminals of Canada Limited	587
National Transcontinental Railway	47, 592
National Transcontinental Railway Branch Lines Company	589
Nelson Valley Railway and Transportation Company	207
New Brunswick and Prince Edward Railway Company	595
New Brunswick and Prince Edward Island Railway Company, The	595
New England Elevator Company,	596
Newfoundland Hotel	73
Newfoundland Northern and Western Railway	606
Newfoundland Railway	598, 608
Newfoundland Railway Steamship Services	609
New Glasgow Iron, Coal and Railway Company Limited	652
New London Northern Railroad Company	612
New London, Willimantic and Palmer Railroad Company	612
New London, Willimantic and Springfield Railroad Company	612
New Westminster Southern Railway Company, The	187
Niagara and St. Catharines Street Railway Company	665
Niagara Falls International Bridge Company	617
Niagara Falls Suspension Bridge Company, The	617
Niagara Falls, Wesley Park and Clifton Tramway Company, Limited, The	615
Niagara, Hamilton and Pacific Railway Company, The	616
Niagara Lower Arch Bridge Company, Limited	617
Niagara, St. Catharines and Toronto Navigation Company (Limited) The	619
Niagara, St. Catharines and Toronto Railway Company, The	616, 621
Nictaux and Atlantic Railway Company, The	460
Norfolk Railway Company, The	19
North Eastern Railway Company	647
North Grey Railway Company, The	641
North Railway Company	647
North Shore Railway	370, 648
North Shore Railway and St. Maurice Navigation Company	698
North Simcoe Railway Company, The	650
Northern Alberta Railways Company	624-634
Northern Consolidated Holding Company, Limited, The	194, 637
Northern Extension Railway Company, The	212, 642
Northern Extension Railways Company, The	506
Northern and North-Western Railway	467, 643
Northern, North-Western and Sault Ste. Marie Railway Company, The	636
Northern and Pacific Junction Railway Company, The	636
Northern Pacific and Manitoba Railway Company	528
Northern Railroad Company	653
Northern Railway Company, (N.B.)	506
Northern Railway Company of Canada, The	641
Northern Townsites Limited	640

INDEX

	<u>PAGE</u>
Northumberland Straits Tunnel Railway Company	669
North Western Grand Trunk Railway Company of Illinois and Indiana	441
North Western Grand Trunk Railway Company of Michigan	271, 441
Norway Branch Railroad Company	651
Nova Scotia Central Railway Company	460
Nova Scotia Eastern Railway Company, Limited	458
Nova Scotia Iron and Steel Company, Limited	652
Nova Scotia, Nictaux and Atlantic Central Railway Company	461
Nova Scotia Railway Company	482
Nova Scotia Southern Railway Company, Limited	462
Nova Scotia Southern Railway Company	462
Nova Scotia Steel and Coal Company, Limited	488, 652
Nova Scotia Iron and Steel Company, Limited	652
Nova Scotian Hotel, Halifax	74
Oakland and Ottawa Railroad Company	296
Ogdensburg and Lake Champlain Railroad Company	653
Ogdensburg Railroad Company	653
Omeme, Bobcaygeon and North Peterborough Junction Railway Company, The	539
Ontario, Belmont and Northern Railway Company, The	533
Ontario Car Ferry Company (Limited) The	655
Ontario and Ottawa Railway Company, The	654
Ontario and Rainy River Railway Company, The	209
Ontario Sault Ste. Marie Railway Company, The	657
Ontario, Simcoe and Huron Railroad Union Company	642
Oshawa Railway and Navigation Company, The	658
Ottawa, Arnprior and Parry Sound Railway Company, The	29
Ottawa, Arnprior and Renfrew Railway Company, The	29
Ottawa and Parry Sound Railway Company, The	29
Ottawa, Rideau Valley and Brockville Railway Company, The	660
Ottawa Terminals Railway Company, The	661
Oxford and Port Austin Railroad Company	663
Pacific, Northern and Omineca Railway Company, The	661a
Parry Sound Colonization Railway Company	29
Pembina Valley Railway, The	630
Pembroke Southern Railway Company, The	30, 662
Peninsular Railroad Company	439
Peninsular Railway Company	438
Peninsular Railway Company - Illinois	440
Peninsular Railway Company - Indiana	440
Peninsular Railway Company - Michigan	438
Peninsular Railway Extension Company	440
Peterborough and Chemong Lake Railway Company, The (1)	284
Peterborough and Chemong Lake Railway Company, The (2)	284
Peterborough and Port Hope Railway Company, The	544
Petitcodiac and Elgin Branch Railway Company, The	312
Pleasant Bay Railway Company, The	292
Polk and 49th Street Junction Railway Company	328, 144
Pontiac, Oxford and Northern Railroad Company, The	663
Pontiac, Oxford and Port Austin Railroad Company	663
Port Arthur, Duluth and Western Railway Company, The	208
Port Dalhousie, St. Catharines and Thorold Electric Street Railway Company, Limited, The	665
Port Dalhousie and Thorold Railway Company, The	777

INDEXPAGE

Port Dover and Lake Huron Railway Company, The	324
Port Hope, Lindsay and Beaverton Railway Company, The	544
Port Huron and Indiana Railway Company	445
Port Huron and Lake Michigan Railroad Company	438
Port Huron and Milwaukee Railway Company	438
Port Huron Railroad Tunnel Company	713
Port Whitby and Port Parry Railway Company	543
Portage and North-Western Railway Company	529
Portland Elevator Company	666
Prescott County Railway Company, The	242
Preston and Berlin Junction Railway Company	668
Preston and Berlin Railway Company	668
Prince Edward County Railway Company The	244
Prince Edward Island Car Ferry Terminals	670
Prince Edward Island Ferry Service	47
Prince Edward Island Railway	47,669
Prince Charles, Limited	149
Prince David, Limited	150
Prince George, Limited	151
Prince Henry, Limited	152
Prince John, Limited	153
Prince Robert, Limited	153
Prince Rupert Dry Dock and Shipyard	340
Prince Rupert Hotel Site	342
Prince Rupert, Limited	154
Prince William, Limited	155
Public Markets, Limited, The	673
Pullin and Copp	40
Pullin, Virgil and Company's Express	40
Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company, The	675
Quebec Bridge company, inc	687
Quebec Bridge and Railway Company, The	687
Quebec and Gosford Railway Company, The	677
Quebec and James Bay Railway Company, The	193,195
Quebec and Lake St. John Railway Company, The	677-683
Quebec, Montmorency and Charlevoix Railway Company, The	46,697
Quebec Montreal, Ottawa and Occidental Railway Company	648
Quebec, Montreal and Southern Railway Company The	691
Quebec, New Brunswick and Nova Scotia Railway Company, The	196
Quebec Oriental Railway	319
Quebec Railway Bridge Company, The	687
Quebec Railway, Light and Power Company, The	697
Quebec and Richmond Railroad Company, The	684
Quebec and Saguenay Railway Company, The	46,685
Quebec Southern Railway Company, The	692
Queen Elizabeth Hotel	97
Rail and River Coal Company	699
Rainy River Bridge Company	705
Railroad Credit Corporation, The	702
Railway Express Agency, Inc.	703
Realty Assets Company, Limited, The	707
Red River Valley Railway	528
Reid Newfoundland Company, Limited	603

INDEX

	<u>PAGE</u>
Restigouche and Victoria Colonization Railway Company	495
Restigouche and Victoria Railway Company, The	495
Restigouche and Western Railway Company, The	495
Rouyn Mines Railway Company	589
Rutland and Burlington Railroad	708
Rutland Railroad Company	708
Saguenay and Lake St. John Railway Company, The	677,709
St. Boniface Western Land Company	710
St. Catharines, Merritton and Thorold Street Railway, Company, The	665
St. Catharines and Niagara Center Railway Company	616
St. Catharines Street Railway Company, The	665
St. Charles and Huron River Railway Company, The	712
St. Clair Frontier Tunnel Company, The	713
St. Clair Tunnel Company	713
Saint John and Quebec Railway Bridge Company	716
Saint John and Quebec Railway Company	47,716
Saint John and Quebec Railway Trust Company, The	138
Saint John Valley Railway Company, The	716
Saint Johns Dry Dock	718
Saint Joseph Valley Railway Company, The	536
St. Lawrence and Atlantic Railroad Company, The	3,719
St. Lawrence, Lower Laurentian and Saguenay Railway Company, The	195
St. Lawrence and Ottawa Grand Junction Railroad Company, The	559
St. Louis, Richibucto and Buctouche, Railway Company, The	721
Saint Martin's Railway Company, The	45,722
Saint Martin's and Upham Railway Company, The	722
Saint Maurice Railway and Navigation Company	648
Salisbury and Albert Railway Company, The	45,724
Salisbury and Harvey Railway Company, The	724
Saratoga and St. Lawrence Railroad	653
Saskatchewan and North Western Railway Company	211
Saskatchewan Bridge Company, The	726
Saskatchewan Midland Railway Company, The	212
Saskatchewan North Western Railway Company, The	211
Shawinigan Falls Terminal Railway Company, The	727
Societe Immobiliere de la Rue Scribe	130,729
South Chicago and Western Indiana Railroad Company	275,443
South Norfolk Railway Company, The	325
South Shore Railway Company	693
Southern New England Railroad Corporation - Massachusetts	730
Southern New England Railroad Corporation - New Hampshire	731
Southern New England Railway Company - Rhode Island	732
Southern Vermont Railway Company	734
Stanstead, Shefford and Chambly Railroad Company, The	735
Stratford and Huron Railway Company, The	323
Street Railway Construction Company Limited	61
Sydney Transfer and Storage Limited	174
Temiscouata Railway Company	737
Terminal Warehouse and Cartage Company, Limited	573
Terminal Warehouse Registered	574
Terminal Warehouse ⁷ Company, Limited, The	574
Thousand Islands Railway Company, The	738
Thunder Bay Colonization Railway Company	208
Toledo and Ottawa Beach Railway Company, The	292

INDEX

	<u>PAGE</u>
Toledo Railway and Terminal Company	742
Toledo, Saginaw and Mackinaw Railroad Company, The	282
Toledo, Saginaw and Muskegon Railway Company	740
Toledo, Terminal Railroad Company, The	435,742
Toronto Belt Line Railway Company, The	746
Toronto Dwellings, Limited	748
Toronto Eastern Railway Company, The	63
Toronto and Goderich Railway Company, The	745
Toronto and Guelph Railway Company, The	745
Toronto and Hamilton Railway Company, The	749
Toronto, Niagara and Western Railway Company, The	749
Toronto and Nipissing Eastern Extension Railway Company	498
Toronto and Nipissing Railway Company	541
Toronto and Ottawa Railway Company, The	542
Toronto - Peterborough Transport Company Limited	175
Toronto, Simcoe and Lake Huron Railroad Union Company, The	642
Toronto, Simcoe and Muskoka Junction Railway Company, The	641
Toronto Suburban Railway Company, The	61
Toronto Suburban Street Railway Company, Limited	62
Toronto Terminals Railway Company, The	751
Transcontinental Townsite Company Limited	707,755
United Counties Railway Company	694
United States and Canada Railroad Company	757
United States and Canada Railway	757
United States Social Security Legislation	759-765
Vale Coal, Iron and Manufacturing Company	1
Vale Railway	1,489,766
Van Buren Bridge Company	767
Vancouver Dock	341
Vancouver Hotel Company Limited	75,769
Vancouver Terminal Railway	773
Vancouver, Victoria and Eastern Railway & Navigation Company	187
Vermont and Canada Railroad Company	248
Vermont Central Railroad Company	247
Vermont and Massachusetts Railroad Company No. 1	612
Vermont and Massachusetts Railroad Company No. 2	612
Vermont and Province Line Railroad Company	775
Victoria Bridge	393
Victoria Dock	341
Victoria Hotel Site	342
Victoria Railway Company	543
Wacos Holdings Limited	175
Waskada and North Eastern Railway Company, The	530
Waterloo Junction Railway Company	776
Welland Railway Company, The	777
Wellington and Georgian Bay Railway Company	324
Wellington, Grey and Bruce Railway Company	779
West River Railroad	781
West River Railroad Company No. 1	781
West River Railroad Company No. 2	781
Western Extension Railway Company, The	210

INDEX

	<u>PAGE</u>
Western Union Telegraph Company,	159,449
Western Vermont Railroad Company	469
Weston, High Park and Toronto Street Railway Company (Limited)	61
Whipple Car Company	783
Whitby and Port Perry Extension Railway Company, The	543
Whitby, Port Perry and Lindsay Railway Company, The	543
Winnipeg Great Northern Railway Company, The	207
Winnipeg and Hudson Bay Railway Company,	207
Winnipeg and Hudson's Bay Railway and Steamship Company, The	207
Winnipeg Land Company Limited, The	785
Winnipeg and Northern Railway Company, The	213
Winnipeg Transfer Railway Company, (Limited) The	530
York and Carleton Railway Company	45,787