

THE CANADIAN NORTHERN ONTARIO RAILWAY COMPANY
(Included in "Canadian National Railway Company" from June 11, 1956)

INCORPORATED: July 22, 1895 - Dominion Act 58-59 Victoria, Chapter 50.

HISTORY: Under Province of Canada Act 10-11 Victoria, Chapter 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 Victoria, Chapter 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 Chapter 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 Victoria, Chapter 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 Chapter 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 Chapter 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.

The James Bay Railway was completed and opened for traffic as follows:

Parry Sound to Canada Atlantic Junction	3.70 miles	March 2, 1902
Rosedale to Parry Sound	142.84 miles	November 6, 1906
Parry Sound to Still River	44.30 miles	September 25, 1907
Conniston to Sudbury	11.24 miles	April 24, 1908
Still River to Conniston	62.32 miles	July 2, 1908
Key Junction to Key Harbour	6.98 miles	November 6, 1907
Total	271.38 miles	

Under Dominion Order in Council P.C. 1193, June 25, 1906, authorized by Dominion Chapter 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 Junction to Carson	3.66 miles	April 14, 1908
Sudbury Junction to Selwood (via Milnet)	26.98 miles	October 24, 1908
Sudbury Junction to Wye	.47 miles	October 24, 1908
Hawkesbury to South Nation River	23.70 miles	June 8, 1909
South Nation River to Rockland	12.00 miles	July 10, 1909
Rockland to Ottawa (Hurdman)	21.66 miles	December 3, 1909

Milnet to Thor Lake	29.60 miles	December 29, 1909
Udney to Atherley	7.34 miles	July 28, 1910
Todmorden to Trenton	105.00 miles	September 30, 1911
Trenton to Belleville East	15.50 miles	October 28, 1911
Thor Lake to Ruel	14.00 miles	November 4, 1911
Smiths Falls, Mile 81.19 to Mile 83.66	2.47 miles	January 9, 1912
Belleville East to Deseronto	12.72 miles	January 30, 1912
Deseronto to Deseronto	1.08 miles	January 30, 1912
Algo to Algo Junction	2.39 miles	July 30, 1912
Hurdman Junction to Sydenham	86.39 miles	December 30, 1913
Smiths Falls Mile 88.96 to Mile 89.66	0.70 miles	December 30, 1913
Smiths Falls Mile 90.74 to Mile 91.33	0.59 miles	December 30, 1913
Smiths Falls Mile 95.62 to Mile 98.49	2.87 miles	December 30, 1913
Smiths Falls Mile 99.90 to Mile 100.15	0.25 miles	December 30, 1913
Ottawa Junction to Riverside	0.27 miles	June 26, 1914
Sudbury Mile 126.80 to Ruel Mile 3.03	3.03 miles	October 24, 1915
Pembroke Junction to Capreol	222.17 miles	October 15, 1915
Ruel to Current Junction	540.19 miles	October 15, 1915
Federal to Pembroke Junction	80.78 miles	November 13, 1915
Mount Royal Mile 5.81 to Grenville	47.62 miles	July 18, 1916
Oriole to Donlands	2.18 miles	February 1, 1918
Bala Mile 89.44 to Mile 90.58	1.14 miles	March 11, 1920
Pembroke Connection	0.55 miles	July 3, 1920
Bala Mile 139.59 to Mile 140.88	1.29 miles	July 19, 1920
Val Royal to Cartierville	0.82 miles	October 6, 1920
Washago Diversion	0.74 miles	May 22, 1922
Smiths Falls Mile 103.77 to Mile 104.53	0.76 miles	June 1, 1923
Cobourg Connection	0.60 miles	August 8, 1923
Brighton Connection	0.47 miles	August 8, 1923
North Bay to C.N.R. Connections	1.44 miles	September 23, 1923
Cobourg Connection	0.42 miles	April 14, 1924
Ronnac Connections	0.55 miles	November 9, 1925
South Parry Junction Connections	0.95 miles	March 1, 1931
Beachburg Mile 34.96 to Mile 37.36	2.40 miles	June 23, 1931
Algo Junction Connection	1.10 miles	August 13, 1931
Total	1,278.84 miles	

Under Agreement dated July 25, 1911, ratified by Dominion Act 3-4, George V, Chapter 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 George V, Chapter 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 - page 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 Mile 5.82	- Carillon	36.38
Cartierville Branch		0.82
Grenville	- Hawkesbury	1.30
Riverside (Ottawa)	- Sydenham	86.20
Federal (Ottawa)	- Current Junction (Port Arthur)	895.52
Port Arthur		0.17
Garson Junction	- Garson	3.66
Sudbury Junction	- Milnet	22.48
Sudbury Junction	- Wye	0.47

	<u>Miles</u>	<u>Discontinued</u>
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 - North Oshawa	32.44	1936
North Oshawa - Greenburn	9.77	1937
Greenburn - Todmorden	23.33	1926
Udney - Atherley	6.88	1922
Milnet - Sellwood	4.50	1927
Key Junction - 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 Chapter 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 32% 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.

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:
DECLARATORY:**

March 10, 1910 - British Columbia Act 1, George V, Chapter 4.

Works and undertaking declared to be works for the general advantage of Canada - Dominion Act 4-5 George V, Chapter 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, Victoria, Chapter 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 Victoria, Chapter 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, BC 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.

Under British Columbia Act 10, Edward VII, Chapter 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, Chapter 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, Chapter 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 Junction to Vancouver	0.71 miles	October 14, 1915
Queensboro to Stevenson	11.65 miles	March 1, 1917
Victoria to Patricia Bay	17.13 miles	February 20, 1918
Patricia Bay Junction to Milnes Landing	24.70 miles	January 19, 1920
Milnes Landing to Kinsol	26.20 miles	January 20, 1920
Kamloops Junction to Kamloops	2.84 miles	July 2, 1920
Kamloops Junction to Wye	0.22 miles	July 2, 1920
Kinsol to Chanlog	16.90 miles	August 6, 1923
Chanlog to Cowichan Lake	3.80 miles	May 18, 1924
Kamloops to C.P.R. Junction	0.69 miles	September 14, 1925
Campbell Creek to Armstrong	56.43 miles	September 14, 1925
Vernon to Kelowna	33.73 miles	September 14, 1925
Lumby Junction to Lumby	14.39 miles	October 20, 1921
Cowichan Lake to Youbou	9.60 miles	November 4, 1925
Youbou to Mile 83.31	0.51 miles	January 12, 1926
Mile 83.31 to Kissinger	<u>11.99 miles</u>	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.

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 Page 63).

LOCATION:

Dominion:	\$5,987,520	2,308.81 acres
British Columbia:		3,632.55 acres
Kamloops Division and Vancouver Island:		<u>Miles</u>
Red Pass Junction	- Brownsville Junction	471.20
Vancouver Junction	- Vancouver	0.71
Kamloops Junction	- C.P.R. Junction	3.55
Campbell Creek Junction	- Armstrong Junction	56.45
Vernon Junction	- Kelowna	33.73
Lumby Junction	- Lumby	14.39
Victoria	- Youbou	<u>83.47</u>
		663.50

Discontinued

Victoria - Sidney and Patricia Bay	15.71 discontinued, 1935
Youbou - Kissinger	11.83 discontinued, 1931

Running Rights

Brownsville - New Westminster -	1.50
Department of Public Works	
New Westminster - Vancouver Junction -	11.89
Great Northern Railway	
C.P.R. Junction - Campbell Creek Junction -	10.81
C.P.R.	
Armstrong Junction - 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 George V, Chapter 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 @ $\$4.86\frac{2}{3}$ = \$20,999,997.59

Mortgage discharged July 27, 1955.

The Canadian Northern Pacific Railway Company's $4\frac{1}{2}\%$ 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 @ $\$4.86\frac{2}{3}$ = \$8,614,000

Mortgage discharged July 27, 1955.

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 @ $\$4.86\frac{2}{3}$ = \$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 @ $\$4.86\frac{2}{3}$ = \$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 Chateaugay 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 Company)
 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 OFFICE: Montreal, Quebec.

DECLARATORY: Declared to be works for the general advantage of Canada - Section 18, C.N.R. Act.

HISTORY: "The Chateauguay and Northern Railway Company"
 Under Quebec Act 58 Victoria, Chapter 64, January 12, 1895, "The Chateauguay 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 Victoria, Chapter 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 Street	36.21 miles	August 9, 1904
Paradis to St. Jacques	<u>7.00</u> miles	September 7, 1905
Total	43.21 miles	

Under lease dated October 23, 1903 the Chateauguay 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 Victoria, Chapter 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:

New Glasgow to	St. Jerome	7.84 miles	December 19, 1884
Bissonette to	New Glasgow	10.00 miles	about December 20, 1889
Montcalm to	Bissonette	10.00 miles	about July 1, 1895
St. Tite Junction to	St. Boniface	20.00 miles	about July 1, 1898
Aldred Junction to	Shawinigan		
	Falls	3.59 miles	about July 1, 1900
St. Jerome Junction to	Hawkesbury	34.58 miles	about November 5, 1900
St. Boniface to	Montcalm	<u>54.51</u> miles	about April 1, 1901
Total		140.52 miles	

Under Dominion Act 55-56 Victoria Chapter 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 Victoria Chapter 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 Victoria Chapter 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 Railway	200,000	100,000	300,000
controlled by McNaught & Melville	2,250,000	2,750,000	5,000,000
in hands of the Public	<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 Company, Limited for assistance in its reorganization. As a result Mackenzie Mann and Company, Limited, 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 Limited, was incorporated under Ontario Letters Patent on December 8. 1903.

"Great Northern Railway of Canada"

Dominion Act 60-61 Victoria, Chapter 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 Victoria, Chapter 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:

CAPITAL STOCK ISSUED TO COVER:

		Total	
	<u>Debenture Stock</u>	<u>Common Stock</u>	<u>Capital Stock</u>
In the Treasury of the Company	\$ 61,366	\$ 623,100	\$ 684,466
Purchase of Montfort & Gatineau Railway	200,000	100,000	300,000
Controlled by McNaught & Melville	2,250,000	2,750,000	5,000,000
In hands of the Public	<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 Company, Limited for assistance in its reorganization. As a result Mackenzie, Mann and Company, Limited 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 Limited, was incorporated under Ontario Letters Patent on December 8, 1903.

Under Agreement dated December 17, 1903, the Northern Consolidated Holding Company, Limited 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 Company, Limited 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.

Under agreement dated December 17, 1903 the Northern Consolidated Holding Company, Limited 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 Company Limited, 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 Victoria, Chapter 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 Victoria, Chapter 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 Company, 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 Junction to Riviere a Pierre and the line from St. Tite Junction to Proulx 4.27 miles was abandoned.

Quebec Chapter 2, 1895 (1) refers to Lower Laurentian section of Great Northern Railway, and Quebec Chapter 4, 1897, cites Lower Laurentian Railway as now being part of Great Northern Railway.

"Montfort and Gatineau Colonization Railway Company"

Under Quebec Act 53 Victoria, Chapter 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 Junction to	Sixteen Island Lake	25.00 miles	March 8, 1895
Sixteen Island Lake to	Haberdian	<u>10.30</u> miles	December 7, 1897
Total -		21.30 miles	

Under Dominion Act 61 Victoria, Chapter 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 Victoria, Chapter 70, May 25, 1883, "The Quebec and James' Bay Railway Company" was incorporated to construct and operate a railway 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, Victoria, Chapter 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 Edward VII Chapter 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:

Limouilou to	Garneau	77.39 miles	July 30, 1909
St. Mark Junction to	St. Mark	1.45 miles	July 30, 1909
Morency to	Mont Mills	7.07 miles	January 25, 1910
Allenby to	Cap Rouge	<u>5.10</u> miles	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 Company	Capital Stock	3,500,000.00
Chateauguay and Northern Railway Company	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 Railway of Canada	Common Stock	4,550,000.00
Quebec, New Brunswick and Nova Scotia Railway Company	Capital Stock	\$1,000,000.00
Chateauguay & Northern Railway Company	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 Railway Company	\$	\$2,000,000.00	\$2,000,000.00
Northern Consolidated Holding Company	1,996,600.00	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	\$3,000,000.00	\$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 or 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 Company	\$5,144,600.00
Canadian Northern Railway Company'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 Railway Company direct	\$2,000,000.00
Canadian Northern Railway Company through Northern Consolidated Holding Company	3,700,800.00
	\$5,700,800.00
Held by Public direct	\$2,405,400.00
Held by Public through Northern Consolidated Holding Company	1,443,800.00
Held by Public	<u>\$3,849,200.00</u>
Total Canadian Northern Quebec Railway Company's Stock	\$9,550,000.00

Mileage of Railway acquired and constructed:

Great Northern Railway of Canada	210.82 miles
Chateauguay and Northern Railway Company	43.21 miles
Quebec New Brunswick and Nova Scotia Railway Company	91.01 miles
Canadian Northern Quebec Railway Company	<u>61.93 miles</u>
Total	336.67 miles

The railway was completed and opened for traffic as follows:

Rinfret Junction to St. Sauveur	15.20 miles	November 14, 1907
Rinfret Wye	0.28 miles	November 14, 1907

St. Jacques to	Rawdon Junction	4.00 miles	November 3, 1909
Rawdon Junction to	Rawdon	4.77 miles	September 7, 1910
Intervale to	China Clay	9.07 miles	November 23, 1916
Mile 60.42 to	Cushing Junction	1.16 miles	December 17, 1919
Lachevretiere to	St. Mark	1.86 miles	November 26, 1920
Granada to	West Burrills	3.90 miles	February 21, 1921
St. Prosper	Connections	0.53 miles	March 9, 1921
Harvey	Connections	0.71 miles	October 31, 1921
Fresnier to	Papineau	12.66 miles	May 22, 1925
Grand'Mere to	St. Boniface	<u>7.79 miles</u>	November 17, 1929
Total		61.93	

Dominion Act 6-7 Edward VII Chapter 73, 1907 confirmed powers of the amalgamated Companies to the Canadian Northern Quebec Railway Company.

Under agreement dated January 15, 1914, ratified by Dominion Act 4-5 George V Chapter 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 George V Chapter 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 Railways - 1938, Page 63.)

<u>Canadian Northern Quebec</u>			
Province of Quebec	\$1,444,129	323,740 acres of land	
Municipal	82,000		
<u>Chateauguay and Northern</u>			
Dominion	391,820		
<u>Great Northern Railway of Canada</u>			
Dominion	1,265,357		
Province of Quebec		30,400 acres of land	
<u>Lower Laurentian Railway Company</u>			
Dominion	217,600		
<u>Montfort and Gatineau Colonization Railway Company</u>			
Dominion	<u>167,440</u>		
	\$3,568,346	354,140 acres of land	

LOCATION:

Operated and abandoned mileage December 31, 1960:

Operated Mileage					
<u>From</u>	<u>To</u>	<u>Year</u>	<u>Mileage</u>	<u>Mileage</u>	<u>Total</u>

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	
<u>Abandoned Mileage</u>				
Various	Connections	5.06	5.06	61.93
<u>Chateauguay and Northern Railway Company</u>				
<u>Operated Mileage</u>				
Joliette	Montreal	36.21		
Paradis	St. Jacques	7.00	43.21	43.21
St. Tite Junction	Grand'Mere	9.23		
St. Boniface	Joliette	48.88		
Rinfret	Papineau	0.79	58.90	
<u>Abandoned Mileage</u>				
St. Jerome Junction - St. Jerome	1907	1.75		
Cushing Junction - Grenville	1919	5.72		
Grand'Mere	St. Boniface	1929	7.4	
Aldred	Shawinigan			
	Falls	1929	3.59	
Papineau	Cushing Junction - 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				
<u>Lower Laurentian Railway Company</u>				
Riviere a Pierre	St.Tite Junction	34.73	34.73	
<u>Abandoned Mileage</u>				
St. Tite Junction - Proulx	1898	4.27	4.27	39.00
<u>Montfort and Gatineau Colonization Railway Company</u>				
<u>Operated Mileage</u>				
St. Sauveur	Huberdeau	30.00	30.00	
<u>Abandoned Mileage</u>				
Old Montfort Jct. - St. Sauveur - 1907		1.30	1.30	31.30
<u>Quebec, New Brunswick and Nova Scotia Railway Company</u>				
* Limoilou	Cap Rouge	9.5		
Donacona	Lachevrotiere	15.35		
St. Prosper	Garneau	17.98	42.91	
* Line Allenby to Cap Rouge was sold to N.T.R. in 1915				
<u>Abandoned Mileage</u>				
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

Summary of Mileage as of December 31, 1960.

<u>Company</u>	<u>Operated</u>	<u>Abandoned</u>	<u>Total</u>
Canadian Northern Quebec Railway Company	56.87	5.06	61.93
Chateauguay and Northern Railway Company	43.21		43.21
Great Northern Railway of Canada	58.90	81.62	140.52
Lower Laurentian Railway Company	34.73	4.27	39.00
Montfort and Gatineau Colonization Railway Company	30.00	1.30	31.30
Quebec, New Brunswick & Nova Scotia Railway Company	<u>42.91</u>	<u>48.10</u>	<u>91.01</u>
Total Mileage	266.62	140.35	406.97

CAPITAL STOCK:

As at December 31, 1955 - Nil

Authorized: \$12,500,000

Issued: 9,550,000

Owner

Canadian Northern Railway Company	\$2,000,000	\$
Northern Consolidated Holding Company	3,148,000	
Public	1,402,000	
		\$6,550,000
Statutory Stock	\$1,996,600	
Northern Consolidated Holding Company		
Public	\$1,003,400	
		\$3,000,000
Total Capital Stock		\$9,500,000

Held By

Canadian Northern Railway Company Direct	\$2,000,000	
through Northern Consolidated Holding Company	3,700,800	
Total Canadian Northern Railway Company Holding		\$5,700,800

Held By

Public Direct	\$2,405,400	
through Northern Consolidated Holding Company	\$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 Chapter 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	Assistant European Secretary & Treasurer
C. N. Oakley	European Registrar
J. E. West	Assistant 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	July 12, 1909
The Canadian Northern Branch Lines Company	July 21, 1913
The Canadian Northern Saskatchewan Railway Company	October 14, 1926
The Edmonton and Slave Lake Railway Company	February 20, 1911
The Edmonton, Yukon and Pacific Railway Company	May 7, 1909
The Lake Manitoba Railway and Canal Company	January 13, 1899
The Manitoba and South Eastern Railway Company	May 3, 1900
Morden and North-Western Railway Company	February 21, 1903
The Northern Extension Railway Company	December 29, 1909
The Ontario and Rainy River Railway Company	May 4, 1900
The Saskatchewan Midland Railway Company	July 29, 1910
The Saskatchewan North-Western Railway Company	July 12, 1909
The Western Extension Railway Company	October 23, 1903
The Winnipeg and Northern Railway Company	June 2, 1913
The Winnipeg Great Northern Railway Company	January 13, 1899

Acquired by purchase of property:

The Brockville, Westport and North Western Railway	December 14, 1911
The Port Arthur, Duluth and Western Railway	1899

FORMED:

January 13, 1899 - Dominion Act 62-63 Victoria, Chapter 57, July 10, 1899 - by amalgamation.

HISTORY:

Dominion Act 61 Victoria, Chapter 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 Victoria, Chapter 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 Victoria, Chapter 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, 1900
Westgate	Erwood	22.60	December 15, 1900
Sperling	Carmen	13.60	October 5, 1901
Beaver	Gladstone	17.80	December 4, 1901
North Junction	Grandview	26.70	June 1, 1903
Muir	Hallboro	26.90	November 13, 1903
Carmen	Learys	19.60	May 11, 1903
Ridgeville	G.N. Junction	9.90	July 12, 1903
Birnie	McCreary Junction	21.78	July 12, 1903
Grandview	Kamsack	71.35	May 26, 1904
Brandon Junction	Carberry Junction	22.83	April 2, 1905
Elwood	Melfort	107.00	May 30, 1905
Mile 48.00	Oak Point	12.67	May 30, 1905
Kamsack	Humboldt	146.37	May 31, 1905
Clanwilliam	Rosburn	58.10	October 25, 1905
Humboldt	North Battleford	147.64	October 25, 1905
Warman Connection		0.57	October 25, 1905
Leary's	Somerset	15.48	December 17, 1905
Hartney	Virden	37.33	December 17, 1905
North Battleford	Edmonton	254.07	December 17, 1905
Melfort	Prince Albert	62.25	April 1, 1906
Edmonton	E.Y. and P. Junction	1.53	December 10, 1906
C.N. Junction	Ridgeville	62.77	June 16, 1907
Battleford	Battleford Junction	8.00	June 16, 1907
Brandon	McCallum	220.12	December 4, 1907
Duluth Junction	International Boundary	1.48	June 14, 1908
Rosburn	Russell	26.29	November 27, 1908
Saskatoon	Zealandia	60.00	November 27, 1908
Notre Dame Junction	Notre Dame	2.55	December 6, 1908
Dundee Junction	Parkmount	3.74	October 10, 1909
Interprovincial Boundary	Pelly	15.45	October 11, 1909
Zealandia	Rosetown	12.00	November 18, 1909
Dalmeny	Laird	28.10	February 22, 1910
Hudson Bay Junction	The Pas	87.84	February 28, 1910
Rosetown	Kindersley	54.72	June 4, 1910
Russell	Calder	41.00	June 17, 1910
Prince Albert	Shellbrook	28.50	August 4, 1910
Ochre River	Ste. Rose	15.00	October 7, 1910
Twin City Junction	Kakabeka Falls	9.76	November 21, 1910
Maryfield	Luxton	68.00	June 23, 1911
Luxton	Ceylon	89.00	July 11, 1911
Kindersley	Alsask	43.67	July 15, 1911
North Battleford	Edam	38.00	July 20, 1911
Shellbrook	Blaine Lake	35.00	July 21, 1911
Calder	Rhein	23.00	July 27, 1911
Rhein	Hampton	8.00	August 8, 1910
Pelly	Preeceville	37.00	October 17, 1910

Oak Point	Gypsumville	96.05	October 20, 1910
Ceylon	Bengough	27.50	November 21, 1910
Grosse Isle	Mile 4.30	4.30	January 12, 1912
Hampton	Ross Junction	14.34	January 30, 1912
Terminals Cut-Off		0.47	June 2, 1912
Oak Point Mile 5.30	Mile 8.30	3.00	October 13, 1913
Tichfield	Elrose	50.00	October 24, 1913
Alsask	Munson Junction	133.06	October 27, 1913
Blaine Lake	Denholm	53.00	December 15, 1913
Edam	Turtleford	19.00	July 29, 1914
Adelpha	Deloraine	27.76	September 11, 1914
Inwood Mile 74.50	Hodgson	6.40	December 14, 1914
Laird	Carleton	7.83	September 2, 1915
Bienfait	Estevan	9.06	November 5, 1915
Elrose	Eston	35.00	November 5, 1915
Estevan	Glidden	19.32	October 23, 1918
Glidden	Eatonia	10.68	July 16, 1920
Eatonia	Alsask	33.11	November 13, 1920
Lyn Junction Connection		0.35	August 31, 1921
Turtleford	St. Walburgh	19.95	November 28, 1921
Preeceville	Lintlaw	27.70	November 28, 1921
Lintlaw	Kelvington	13.24	December 12, 1921
Barlow Junction Connections		1.30	December 21, 1921
Ryley Connection		0.51	January 1, 1922
Amaranth	Alonza	26.75	October 3, 1922
Worell	Ardmore	3.61	June 5, 1923
Rowan Cut Off		1.21	September 24, 1923
Conmee Junction	Mile 0.28	0.28	September 24, 1923
Rowan Cut Off		1.96	October 4, 1923
Lampman Connections		1.01	December 28, 1923
Scottsburg	Neidpath	10.78	October 10, 1924
Peebles	Handsworth	22.29	November 19, 1924
Paddockwood Junction	Paddockwood	23.85	January 22, 1925
Ste. Rose	Rorketon	22.12	January 23, 1925
Estevan	Mile 29.70	29.70	October 6, 1925
Fairholme	Turtleford Junction	23.00	December 17, 1925
Eyre	Acadia Valley	23.67	September 15, 1926
Bengough	Willowbunch	28.03	September 16, 1926
Rabbit Lake	Fairholme	42.50	December 7, 1926
Mile 29.70	Whitebear	4.60	May 4, 1927
Govel Junction	Yorath	0.76	November 11, 1927
South Loop Junction	Govel Junction	5.86	February 8, 1928
at Neidpath		0.86	January 1, 1937
Peebles Wye		0.30	December 31, 1937
Scarth Connections		<u>0.42</u>	November 14, 1944
TOTAL		3,070.61	
<u>Abandonments</u>			
Blewett to	Goodwater	22.39 miles	1948-52

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 Victoria, Chapter 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 thereto 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, Chapter 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, Chapter 39, March 20, 1901, and Dominion Act 1, Edward VII, Chapter 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 Chapter 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, Chapter 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, Chapter 51, to construct, acquire, maintain and operate telegraph lines in Canada or elsewhere.

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 George V, Chapter 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 George V, Chapter 38, 1916, The Canadian Northern Railway Company acquired running rights over Canadian Pacific Railway 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, Victoria, Chapter 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, Victoria, Chapter 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 Victoria, Chapter 69, Dominion of Canada.

Dominion Act 47 Victoria, Chapter 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 Victoria, Chapter 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 Victoria, Chapter 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 Chapter 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:

<u>From</u>	<u>To</u>	<u>Miles</u>	<u>Date</u>
Sifton Junction	Cowan	51.80 miles	December 13, 1898
Cowan	Swan Lake	31.94 miles	November 15, 1899
Mile 8.30 towards	Oak Pond	<u>39.70</u> miles	May 30, 1905
Total		123.44 miles	

Under Dominion Act 52 Victoria, Chapter 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 Victoria, Chapter 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 Victoria, Chapter 57, July 10, 1899, confirmed it.

"Port Arthur, Duluth and Western Railway Company"

Under Ontario Act 46 Victoria, Chapter 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 Victoria, Chapter 83, April 23, 1887, the name was changed to

"The Port Arthur, Duluth and Western Railway Company"

Under Dominion Act 51 Victoria, Chapter 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, Page 64)

Dominion	\$271,200
Ontario	255,571

Municipal \$40,000 \$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 Victoria, Chapter 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 Victoria, Chapter 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, Page 64).

Under Dominion Act 62-63 Victoria, Chapter 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, Chapter 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:

<u>From</u>	<u>To</u>	<u>Miles</u>	<u>Date</u>
Winnipeg	Marchand	47.00 miles	November 15, 1898
Marchand	Sprague	48.20 miles	January 25, 1900
Sprague	International Boundary	<u>13.84</u> miles	December 2, 1900
Total Winnipeg to International Boundary		109.04 miles.	

"Ontario and Rainy River Railway"

Under Ontario Act 49 Victoria, Chapter 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 Victoria, Chapter 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, Chapter 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:

<u>From</u>	<u>To</u>	<u>Miles</u>	<u>Date</u>
Fort Frances	Rainy River Bridge	55.67 miles	October 10, 1901
Stanley Junction	Fort Frances	<u>212.25</u> miles	February 1, 1902
Total Stanley Junction to Rainy River Bridge		267.92 miles	

"Morden and North Western Railway Company"

Under Manitoba Act 1, Edward VII, Chapter 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, Edward VII, Chapter 64, February 19, 1902, and Dominion Act 2, Edward VII, Chapter 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. Dominion Act 2, Edward VII, Chapter 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:

<u>From</u>	<u>To</u>	<u>Miles</u>	<u>Date</u>
Carmen Junction	Sperling	30.00 miles	October 5, 1901
Hillsboro	Neepawa	6.80 miles	November 13, 1902
Neepawa	Birnie	15.10 miles	July 12, 1903
Rosburn Junction	Clan William	<u>20.20</u> miles	November 22, 1903
Total		72.10 miles	

"Western Extension Railway Company"

Under Manitoba Act 3, Edward VII, Chapter 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, Chapter 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:

<u>From</u>	<u>To</u>	<u>Miles</u>	<u>Date</u>
Portage la Prairie	Mile 55.55	55.55 miles	May 30, 1905
Greenway	Adelpha	52.10 miles	May 31, 1905
Mile 55.55	M & B Junction	21.47 miles	October 25, 1905
Thunderhill Junction	Inter-Prov. Boundary	20.15 miles	April 1, 1906
Hallboro	Beulah	<u>74.40</u> miles	June 24, 1911
Total		223.67 miles	

"The Edmonton, Yukon and Pacific Railway Company"

Under Dominion Act, 59 Victoria Chapter 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 Victoria, Chapter 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.

Subsidies granted by Dominion Government - \$91,200 (Statistics of Steam Railways - 1938, Page 62).

The line was completed and opened for traffic as follows:

<u>From</u>	<u>To</u>	<u>Miles</u>	<u>Date</u>
Mile 3.9	Terminal Junction	4.50 miles	September 1, 1903
Edmonton Junction	Stony Plain	19.92 miles	June 16, 1907

E.Y. & P. Junction	Mile 3.19	<u>3.19</u> miles	February 18, 1908
	Total	27.61 miles	

"Alberta Midland Railway Company"

Under Alberta Act 9, Edward VII, Chapter 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, George V, Chapter 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, Chapter 45, 1909.

The line was completed and opened for traffic as follows:

<u>From</u>	<u>To</u>	<u>Miles</u>	<u>Date</u>
Vegreville	Munson Junction	161.15 miles	July 6, 1911
Munson Junction	Drumheller	11.90 miles	November 29, 1911
Drumheller	Calgary	84.57 miles	February 12, 1914
Camrose	Strathcona	<u>45.71</u> miles	December 28, 1914
	Total	303.33 miles	

"Saskatchewan North Western Railway Company"

Under Saskatchewan Act 8-9 Edward VII, Chapter 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.

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:

<u>From</u>	<u>To</u>	<u>Miles</u>	<u>Date</u>
Luxton	Bienfait	16.00 miles	April 15, 1911
Shellbrook	Big River	56.54 miles	July 18, 1911
Mile 28.80	MacRorie	20.20 miles	July 27, 1911
Bengough Junction	Antar Mile 84.42	83.00 miles	October 10, 1911
MacRorie	Tichfield	6.00 miles	October 24, 1913
Antar Mile 81.42	Moose Jaw	3.00 miles	December 15, 1913
Tichfield	Dunblane	7.32 miles	September 3, 1915
Moose Jaw	Moose Jaw Junction	<u>0.99</u> miles	July 10, 1921
	Total	193.05 miles	

"Northern Extension Railway Company"

Under Manitoba Act 3-4 Edward VII, Chapter 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:

<u>From</u>	<u>To</u>	<u>Miles</u>	<u>Date</u>
St. James Junction	Mile 5.30	5.30 miles	June 16, 1907
Oakland	Totogan	17.28 miles	June 16, 1907
Paddington	Dundee Junction	6.44 miles	October 10, 1909
Mile 15.55	Langruth	17.00 miles	October 2, 1911
Langruth	Amaranth	<u>12.00</u> miles	December 30, 1913
Total		58.02 miles	

"Saskatchewan Midland Railway Company"

Under Saskatchewan Act 9, Edward VII, Chapter 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.

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:

<u>From</u>	<u>To</u>	<u>Miles</u>	<u>Date</u>
Delisle	Mile 25.80	25.80 miles	July 27, 1911
Gravelbourg Junction	Gravelbourg	79.00 miles	December 29, 1913
Melfort	St. Brieux	22.00 miles	July 2, 1915
St. Brieux	Humboldt Junction	32.14 miles	December 21, 1920
Gravelbourg	Scottsburgh	<u>30.00</u> miles	October 13, 1922
Total		188.94 miles	

"The Edmonton and Slave-Lake Railway Company"

Under Dominion Act 62-63, Victoria, Chapter 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, Chapter 18, 1903, corrects omission of word "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:

<u>From</u>	<u>To</u>	<u>Miles</u>	<u>Date</u>
E.Y. & P. Junction	Cardiff	21.65 miles	December 10, 1906
Cardiff Junction	Athabasca	<u>74.41</u> miles	August 6, 1912
Total		96.06 miles	

"The Winnipeg and Northern Railway Company"

Under Manitoba Act 5-6 Edward VII, Chapter 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:

<u>From</u>	<u>To</u>	<u>Miles</u>	<u>Date</u>
Parkmount	Grand Beach	50.73 miles	December 10, 1914
Grand Marais	Victoria Beach	<u>13.95</u> miles	September 19, 1916
Total		64.64 miles	

"The Canadian Northern Branch Lines Company"

Under Dominion Act 1-2 George V, Chapter 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:

<u>From</u>	<u>To</u>	<u>Miles</u>	<u>Date</u>
Mile 4.30	Inwood	26.70 miles	January 12, 1912
Inwood	Mile 74.50	43.50 miles	December 14, 1914
Canora	Sturgis Junction	<u>21.49</u> miles	September 7, 1916
Total		91.69 miles	

"THE BROCKVILLE AND WESTPORT AND NORTH-WESTERN RAILWAY COMPANY"

Under Ontario Act 34 Victoria, Chapter 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 Victoria, Chapter 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 Sault Ste. Marie.

Under Dominion Act 3 Edward VII, Chapter 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, NY., and others were plaintiffs and Charles F. Holm, John Gerken and Valentin Schmitt of New York, NY., and Clarence P. King of Philadelphia, PA., were the purchasers and became vested with the said property. The railway was declared for the general advantage of Canada.

Under Agreement dated April 9, 1910, Martin Zimmerman of New York, NY., 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, Limited. By letter of June 6, 1910, by consent of Mr. Martin Zimmerman the purchase price was fixed at \$362,500.

MacKenzie, Mann and Company, Limited assumed control of the line on July 1, 1910.

On December 14, 1911, The Brockville, Westport and North-Western Railway Company was sold under court Order and purchased by R. P. Ormsby, who was acting in Canadian Northern Railway Company interests.

Under Agreement dated January 24, 1912, the Knickerbocker Trust Company of New York, NY., 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 The 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, Limited 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:

<u>From</u>	<u>To</u>	<u>Miles</u>	<u>Date</u>
Lyn Junction	Westport	40.00 miles	January 11, 1886
Brockville	Lyn Junction	<u>4.50 miles</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 Junction 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, George V, Chapter 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 George V, Chapter 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:

<u>From</u>	<u>To</u>	<u>Miles</u>	<u>Date</u>
Wroxton	Yorkton	25.20 miles	September 17, 1915
Yorkton	Willowbrook	16.29 miles	November 19, 1915
Dunblane	Lucky Lake	19.75 miles	July 5, 1920
Lucky Lake	Scapo	8.79 miles	March 30, 1921
Naisberry	Ridgedale	23.78 miles	November 24, 1921
Scapo	Beechy	<u>6.47 miles</u>	January 3, 1922
Total		100.28 miles	

Under The Canadian Northern Railway Guarantee Act, 1914, Dominion Act 4-5 George V, Chapter 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)

Stock transferred free from prior charges

	Capital Stock
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
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)

	Mortgage Securities	Capital Stock
The Canadian Northern Coal & Ore Dock Company, Limited	\$ 375,000	
The Canadian Northern Railway Express Company, Limited	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.

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 George V., Chapter 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 Colonel 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 Honourable Wallace Nesbitt as their Arbitrator. The third Arbitrator was Honourable 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 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 George V, Chapter 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 Company
 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 Realities, Limited
 Canadian Northern Rolling Stock, Limited
 Canadian Northern Steamships, Limited
 The Canadian Northern Telegraph Company
 The Canadian Northern Transfer Company, Limited
 Federal Properties, Limited
 The Great North Western Telegraph Company of Canada
 The Imperial Rolling Stock Company, Limited
 The Niagara, St. Catharines & Toronto Navigation Company, Limited
 St. Boniface Western Land Company
 Toronto Dwellings, Limited
 The Winnipeg Land Company, Limited

NOTE:

Under Dominion Act 9-10 George V, Chapter 13, December 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 (Credit)		- 96,248.22
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 Company	21,297.53	
Minnesota and Manitoba Railroad Company	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 Company, Limited	1,000,000
The Dalhousie Navigation Company, Limited.	1
The Great North Western Telegraph Company of Canada	366,800
The Minnesota & Manitoba Railroad Company	400,000
The Minnesota & Ontario Bridge Company	100,000
The Niagara, St. Catharines & Toronto Railway Company	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	800,000.00
The Canadian Northern Railway Express Company Limited	3,000,000.00
Duluth, Winnipeg & Pacific Railway Company	2,000,000.00
The Minnesota & Manitoba Railroad Company	250,000.00
The Minnesota & Ontario Bridge Company	180,000.00
	\$ 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:

<u>Name of Amalgamating Companies</u>	<u>Statue</u>	<u>Date of Amalgamation</u>	<u>Authorized Capital Stock of Amalgamating Companies</u>
Winnipeg Great Northern Railway Company	Dom.	Jan. 13, 1899	\$15,000,000
Lake Manitoba Railway & Canal Company	Dom.		800,000
Manitoba & South Eastern Railway Company	Dom.	May 2, 1900	750,000
Canadian Northern Railway Company (No.1)	Dom.		16,000,000
Ontario & Rainy River Railway Company	Ont.	May 4, 1900	8,000,000
Canadian Northern Railway Company (No.2)	Dom.		16,750,000
Morden & North Western Railway Company	Man.	Feb. 21, 1903	1,000,000
Canadian Northern Railway Company (No.3)	Dom.		24,750,000
Western Extension Railway Company	Man.	Oct. 12, 1903	5,000,000
Canadian Northern Railway Company (No.4)	Dom.		25,750,000
Edmonton, Yukon & Pacific Railway Company	Dom.	Apr. 23, 1909	5,000,000
Canadian Northern Railway Company (No.5)	Dom.		50,000,000
Saskatchewan, North Western Railway Company	Sask.	June 28, 1909	5,000,000
Canadian Northern Railway Company (No.6)	Dom.		55,000,000
Alberta Midland Railway Company	Alberta	June 28, 1909	5,000,000
Canadian Northern Railway Company (No.7)	Dom.		60,000,000
Northern Extension Railway Company	Man.	Dec. 13, 1909	5,000,000
Canadian Northern Railway Company (No.8)	Dom.		65,000,000
Saskatchewan Midland Railway Company	Sask.	June 1, 1910	2,000,000
Canadian Northern Railway Company (No.9)	Dom.		70,000,000
Edmonton & Slave Lake Railway Company	Dom.	Feb. 20, 1911	900,000
Canadian Northern Railway Company (No.10)	Dom.		72,000,000
Winnipeg & Northern Railway Company	Man.	June 2, 1913	5,000,000
Canadian Northern Railway Company (No.11)	Dom.		72,900,000
Canadian Northern Branch Lines Company	Dom.	June 25, 1913	15,000,000
Canadian Northern Railway Company (No.12)	Dom.	June 25, 1913	77,900,000
Canadian Northern Railway Company increased under Provisions of Dominion Chapter 20-1914 and of 5% Income Stock Mortgage (\$600)			100,000,600
Canadian Northern Sask. Railway Company	Sask.	Oct. 14, 1926	
Canadian Northern Railway Company (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.

Canadian Northern Railway Arbitration Award

Pursuant to Order in Council P.C. 3225 of November 15, 1917, a Board of Arbitration consisting of The Honourable Sir William Ralph Meredith, Chief Justice of Ontario, The Honourable Robert Harris, Chief Justice of the Supreme Court of Nova Scotia, and The Honourable 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, George VI, Chapter 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.

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	
Amount 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
Amount 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
Amount 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
Amount 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
Amount issued: Pledged	5,679,40.00
Public	<u>8,029,999.99</u>
	\$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
Amount issued: Public Holdings		
Pledged		
Mortgage Retired at maturity	<u>\$4,139,699.60</u>	\$9,726,340.24
discharged July 15, 1943.		

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
Amount 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:	\$45,000,000.00
Amount issued: Public	\$17,060,333.33
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 Limited 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
Amount 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
Amount Issued: Retired through Sinking Fund and	25,000,000
by call	

Called at 102.5 and retired December 1, 1935

The Canadian Northern Railway Company's 25th year 66% 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

Amount 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

Amount Issued: 17,000,000

Mortgage retired at Maturity and Discharged on February 15, 1935.

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 28,539,211.47
and

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.