

THE INTERCOLONIAL RAILWAY (not incorporated)

(the nucleus, and an important part, of Canadian Government Railways owned by Dominion of Canada and entrusted to Canadian National Railway Company for management, and operation from January 20, 1923).

DECLARATORY: Declared to be a work for the general advantage of Canada - Dominion Chapter 24, May 25, 1883.

HISTORY: During the years 1848 and 1849 the Government of the Province of New Brunswick had conducted surveys looking towards the construction of a railway from Saint John on the Bay of Fundy to the harbour of Shediac on the Gulf of St. Lawrence. A Bill was submitted to the Legislature covering monetary aid for the company or persons who should essay the building of this line but the Bill was defeated in the Legislative Council.

As early as 1849, the Province of Canada (Quebec and Ontario) was discussing the Quebec to Halifax railway project, consideration of the scheme taking the form of offering subsidies to private companies rather than the Government embarking on railway construction in its own right.

In 1850, a conference was held in Portland, Maine, U.S.A., between representatives of the Province of Nova Scotia and New Brunswick, and the State of Maine, at which plans for a railway to connect Bangor, Maine, with the Cities of Saint John and Halifax were considered. As a result of this conference, two railway companies were incorporated; one under the laws of Maine and one under New Brunswick Act 14 Victoria Chapter 1, March 15, 1851, each bearing the name "European and North American Railway Company" and each to look after construction in its own jurisdiction. The Nova Scotia delegates assumed responsibility for the furtherance of the scheme in that province. The Saint John - Shediac project was merged with this larger scheme.

On September 29, 1852, a contract was entered into between the Province of New Brunswick, the European and North American Railway Company and the firm of Peto, Betts, Jackson and Brassey for the construction of a railway from the boundary of the State of Maine to the Boundary of the Province of Nova Scotia. The Government of Nova Scotia organized surveys from Halifax to the New Brunswick Boundary.

Construction was started in 1853 but owing to financial difficulties the contractors had to suspend operations in 1854, and construction work was held up until July 6, 1856, when the New Brunswick Government purchased the railway from the contractors and renewed construction. The line was completed and opened for traffic as follows:

Moncton	to	Shediac	18.65 miles	August 20, 1857
Saint John	to	Coolbrook	3.00 miles	March 17, 1858
Coolbrook	to	Rothsay	5.80 miles	June 1, 1858
Rothsay	to	Hampton	13.20 miles	June 8, 1859
Hampton	to	Sussex	21.70 miles	November 10, 1859
Sussex	to	Moncton	<u>45.67 miles</u>	August, 1, 1860
Total			107.97 miles	

This railway was operated by the New Brunswick Government until it was taken over by the Dominion Government. On November 9, 1872 an Order-In-Council was issued consolidating the Nova Scotia Railway and the European and North American Railway with the Intercolonial Railway and on November 11, 1872 the first through service was established between Halifax and Saint John.

Under Nova Scotia Act 16 Victoria Chapter 1, March 31, 1853, "Nova Scotia Railway Company" was incorporated to construct a trunk line railway from Halifax

harbour to the frontier of New Brunswick and branches eastward to Pictou Harbour and westward to Windsor and thence to Victoria Beach.

The construction of a railway by the Nova Scotia Government from Halifax to Pictou Harbour was authorized by Nova Scotia Act, 17 Victoria, Chapter 1, on March 31, 1854. The first sod was turned at Richmond on June 30, 1854 and the railway was completed to Truro by December 15, 1858. Work on the extension from Truro to Pictou Landing progressed very slowly owing to difficulties with some of the contractors and the line was not completed till May 31, 1867.

The railway was completed and opened for traffic as follows:

Richmond	to	Rockingham	4.00 miles	February 1 1855.
Rockingham	to	Bedford	4.50 miles	July 1, 1855.
Bedford	to	Grand Lake	14.50 miles	January 1, 1857.
Grand Lake	to	Elmsdale	14.00 miles	January 1, 1858.
Elmsdale	to	Shubenacadie	3.00 miles	March 1, 1858.
Windsor Jct.	to	Windsor	32.00 miles	June 3, 1858.
Shubenacadie	to	Truro	21.19 miles	December 15, 1858.
Truro	to	Pictou Landing	<u>51.03</u> miles	May 31, 1867.
Total - Nova Scotia Railways			144.22 miles	

In 1856 the European and North American Railway Company in New Brunswick was dissolved because of financial difficulties owing to money stringency which occurred as a repercussion of the Crimean War. The Government of New Brunswick purchased from the contractors such portions of the railway as had been completed and went ahead with the completion of the railway between Rothesay and Moncton. The last link of this section, Sussex to Moncton, was finished on August 1, 1860, and the line from Saint John to harbour of Shediac was finally opened for traffic on that date.

In reply to an application for Imperial aid to construct a railroad from Truro, Nova Scotia, through New Brunswick to Riviere du Loup, the Principal Secretary of State for the Colonies transmitted to the Governor General of Canada and to each of the Lieutenant Governors of Nova Scotia and New Brunswick a despatch dated April 12, 1862, in which, among other things, it is declared that "Her Majesty's Government, anxious to promote as far as they can the important object of completing the great line of railway communication, on British ground, between the Atlantic and the most westerly parts of Canada, and to assist the Provinces in a scheme which would materially promote their interests, Her Majesty's Government are willing to offer the Provincial Governments an Imperial guarantee of interest towards enabling them to raise by public loan, if they should desire it, at a moderate rate, the requisite funds for constructing the railway."

At a meeting of delegates from the Provinces of Nova Scotia and New Brunswick with members of the Government of Canada, held at Quebec, September 10, 1862, to consider this offer of assistance in financing the cost of constructing an Intercolonial Railway on a line to be approved by the Imperial Government, whilst expressing regret that proposals made in December 1861, and at previous periods, had not been sanctioned it was agreed to accept the offer. The proportion of participation by each Government was also agreed upon.

The line from Saint John to the United States boundary which was part of the original project had not been built. The Canadian Pacific Railway Company now owns running rights over the existing line and although the line had never formed part of The Intercolonial Railway, it may be of general interest to record here that under New Brunswick Act, 27 Victoria, Chapter 53, April 13, 1864, a new Company under the name "The European and North American Railway Company for extension from Saint John westward" was incorporated for the purpose of carrying out this construction, and that

under Dominion Act, 38 Victoria, Chapter 71, April 8, 1875, this latter Company and The European and North American Railway Company incorporated in the State of Maine were amalgamated under the name "Consolidated European and North American Railway Company" which Company was later succeeded in New Brunswick by "Saint John and Maine Railway Company".

On August 15, 1865, the Province of New Brunswick entered into a contract with International Contract Company of London, England, for construction of a line from Painsec Junction to the Nova Scotia Border to connect with the proposed line from Truro, and known as the Eastern Extension Railway, New Brunswick.

Under the terms of Imperial Act, 30-31 Victoria, Chapter 3 (the British North American Act, 1867); March 29, 1867, ownership of all railway lines previously built or acquired by the Provinces of Nova Scotia and New Brunswick was vested in the Dominion Government which at the time became obligated to extend the existing lines into an Intercolonial System.

The original lines taken over under the Act of Confederation by the Government and entrusted to the Intercolonial Railway for operation were as follows:

The Nova Scotia Railway -	Halifax to Pictou Landing	112.22 miles
The Nova Scotia Railway -	Windsor Branch	32.00 miles
The European and North American Railway	Saint John to Shediac	<u>107.97 miles</u>
Total -		252.19 miles

The Intercolonial Railway was completed and opened for traffic as follows:

Amherst	to	N.S.-N.B. Boundary	3.34 miles	December 4, 1871
Truro	to	Amherst	76.80 miles	November 11, 1872
Mont Joli	to	Riviere du Loup	83.44 miles	August 1, 1874
Moncton	to	Mont Joli	<u>292.20 miles</u>	July 1, 1876
Lines completed July 1, 1876		Main Line	455.78 miles	

Dominion Chapter 13, December 21, 1867, authorized construction of a railway connecting the Port of Riviere du Loup with the line of railway leading from Halifax to Truro to be known as "The Intercolonial Railway", and the appointment of commissioners for construction and management.

Dominion P.C. 273, April 26, 1869, authorized purchase of the line from Painsec, N.B. to the Nova Scotia Border, about 37 miles, to form part of The Intercolonial Railway. This line was not completed at the time of Confederation and was not included in the railways transferred to the Dominion Government at that time. Arising out of delays in construction and eventual assumption of the line by the Dominion Government, the Province of New Brunswick for many years proffered a claim against the Dominion Government on account of alleged underpayment. The claim was submitted to arbitration in 1900 and Dominion Order in Council P.C. 1216, June 6, 1901, authorized payment of \$145,218.75 with interest from January 1, 1884, in accordance with Arbitrators award.

The railway was completed and opened for traffic as follows:

Painsec Jct.	to	Dorchester	19.50 miles	November 11, 1869
Dorchester	to	N.S.-N.B. Boundary	<u>18.01 miles</u>	December 13, 1869
		Total	37.51 miles	

Dominion Order-In-Council P.C. 1393 dated September 22, 1871, approved an agreement entered into by the Dominion Government to lease the Windsor Branch to the Windsor

and Annapolis Railway for a period of 21 years from January 1, 1872, in consideration of one-third of the Gross Earnings of all traffic on the Branch and the Track Line. On September 24, 1877 this privilege was taken away from the Windsor and Annapolis Railway Company by Order-In-Council P.C. 14,181 dated July 25, 1877, and handed over to the Western Counties for maintenance and operation under agreement dated September 6, 1877. This transfer was conditional on the Western Counties constructing the extension from Annapolis to Yarmouth a distance of 82 miles by October 1, 1879, as the Western Counties Railway did not complete the railway in the specified time the Government resumed possession of the railway on December 1, 1879, and again employed the Windsor and Annapolis Railway Company to operate the railway as previously, the Government taking one-third of the gross receipts not assuming all the cost of maintenance.

Under agreement dated November 5, 1892 the operating agreement was renewed for a further period of twenty-one years from January 1, 1893. This agreement was confirmed by Order-In-Council P.C. 2929 dated November 19, 1892. Under agreement dated December 31, 1895, the Dominion Atlantic Railway Company acquired the rights of the Windsor and Annapolis Railway Company.

Under agreement dated January 1, 1914, the Minister of Railways and Canals leased the Windsor Branch to the Dominion Atlantic Railway Company which was formed on October 1, 1894, by the consolidation of the Windsor and Annapolis Railway, and the Yarmouth and Annapolis Railway for 99 years from January 1, 1914 at an annual rental of \$22,500 and the Dominion Atlantic Railway Company agreed to spend approximately \$300,000 to put the line in a satisfactory condition and to keep it in a state of good repair.

On November 9, 1872 the Dominion Government issued an Order-In-Council consolidating the Nova Scotia Railways and the European and North American Railway Company with the Intercolonial Railway.

Dominion Act, 36 Victoria, Chapter 45, May 23, 1873, authorized change of gauge of The Intercolonial Railway and other government railways to 4 feet 8½ inches and provided for laying a third rail.

Dominion Act, 37 Victoria, Chapter 15, May 26, 1874, transferred control and management of The Intercolonial Railway to the Minister of Public Works effective June 1, 1874.

The following lines were subsequently completed and opened for traffic:

Dalhousie Junction	to	Dalhousie	6.20 miles	June 25, 1884
St. Charles Jct.	to	Point Levis	14.86 miles	July 21, 1884
Richmond	to	Dartmouth	5.10 miles	January 6, 1885
Derby Jct.	to	Indiantown	12.95 miles	December 1, 1886
Grantham	to	Pictou	9.43 miles	November 18, 1889
Grand Narrows	to	Sydney	46.03 miles	November 24, 1890
North Sydney Jct.	to	North Sydney	4.38 miles	November 24, 1890
Point Tupper	to	Grand Narrows	46.00 miles	January 1, 1891
Windsor Jct.	to	Woodside	15.17 miles	June 22, 1896
Riviere Ouelle	to	St. Denis Wharf	6.48 miles	June 22, 1903
North Sydney	to	Sydney Mines	2.69 miles	June 25, 1906
Woodside	to	Upper Musquodoboit	<u>61.63 miles</u>	January 1, 1916
Total			<u>236.45 miles</u>	
<i>Grand Total</i>			<i>692.21 miles</i>	

Dominion Act, 38 Victoria, Chapter 22, April 8, 1875, declared the following lines to constitute "The Intercolonial Railway":

Halifax, N.S.	-	Pictou Landing, N.S.
Saint John, N.B.	-	Shediac, N.B.
Moncton, N.B.	-	Riviere du Loup, Quebec
Painsec Jct., N.B. -		Truro, N.S.

Under Nova Scotia Act, 39 Victoria, Chapter 74, April 4, 1876, The Halifax and Cape Breton Railway and Coal Company was incorporated to construct a railway in Cape Breton and a line from New Glasgow to the Strait of Canso. In an endeavour to assist the Province of Nova Scotia in its efforts to secure construction of the line from New Glasgow to the Strait of Canso the Dominion Government offered, by authority of Act 40 Victoria, Chapter 46 of April 28, 1877 and Act, 42 Victoria, Chapter 12, May 15, 1879, to transfer the line from Truro to Pictou Landing (Pictou Branch Railway) to any Company undertaking to build the line to Canso. The Halifax and Cape Breton Railway and Coal Company entered into a construction agreement with the Province of Nova Scotia, which included the line to Canso, and the Pictou Branch Railway was accordingly placed at its disposal. The Company, however, failed to carry out its agreement with Provincial Government and by Nova Scotia Chapter 21, March 9, 1883, the Province of Nova Scotia confiscated the Company's works and rights including the Pictou Branch Railway.

Under Dominion Act 42 Victoria, Chapter 7, May 15, 1879, Railways and Canals were separated from the Department of Public Works and the appointment of a Minister of Railways and Canals to have jurisdiction over all Railways pertaining to Dominion Government, was authorized. By Order in Council dated March 19, 1879 this became effective May 20, 1879.

Under authority of Dominion Act 42, Victoria, Chapter 11, May 15, 1879, the Canadian Government was authorized to purchase the line from Riviere du Loup to Charny and Hadlow from the Grand Trunk Railway Company at a price not exceeding \$1,500,000.

Under agreement dated July 17, 1879 the Canadian Government purchased the above lines, and the Intercolonial Railway assumed operation on August 12, 1879. This agreement was approved by Dominion Act, 43 Victoria Chapter 8, April 29, 1880. The lines taken over were:

Riviere du Loup	to	West Junction	118.11 miles
Hadlow	to	Charny	<u>5.77 miles</u>
Total			123.88 miles

A condition of the purchase was that the Grand Trunk Railway Company would apply the purchase price towards securing a line of railway from Port Huron to Chicago, and would have perpetual running rights, free of charge, between Chaudiere Junction and Hadlow.

Dominion Act 44 Victoria, Chapter 25, March 21, 1881, enacted that the following lines constitute The Intercolonial Railway:

Halifax, N.S.	-	Pictou, N.S.
Truro, N.S.	-	Painsec Junction, N.B.
Saint John, N.B.	-	Point du Chene
Hadlow, Quebec	-	Moncton, N.B.

Dominion Act, 45 Victoria, Chapter 15, May 17, 1882, authorized construction of the branch of the Intercolonial Railway from St. Charles Junction to Point Levis, about 14.86 miles. This branch was opened for traffic on July 1, 1884.

Dominion Act 46 Victoria, Chapter 5, May 25, 1883, enacted that any power or

authority given to the Minister of Public Works in regard to railways placed under the management or charge of the Minister of Railways and Canals by any act or an Order in Council should be exercised and performed by the Minister of Railways and Canals.

Effective October 1, 1883, under Dominion Order in Council P.C. 2483, December 22, 1883, and Nova Scotia Order in Council December 28, 1883, confirmed by Dominion Act, 47 Victoria, Chapter 5, April 19, 1884, and Nova Scotia Act 47 Victoria Chapter 1, April 19, 1884, respectively, the line of railway from New Glasgow to the Strait of Canso (commonly called the Eastern Extension Railway), about 80 miles, and the steam ferry "*Norwegian*", together with the rights of the Province in the Pictou Branch Railway, was purchased by the Dominion Government for \$1,200,000, excluding new rolling stock and equipment which was acquired at the cost thereof. The property had been confiscated by the Province of Nova Scotia, under authority of Nova Scotia Chapter 21, March 9, 1883, because of failure of the former owners to carry out Construction Agreement with the Province.

On June 25, 1884 the Dalhousie Branch, about 6.28 miles, from Dalhousie Junction, to Dalhousie, N.B., constructed by the Dominion Government, was opened for traffic.

On January 6, 1885 the Dartmouth Branch, about 13 miles, from Richmond (Halifax) to Dartmouth, constructed by the Dominion Government, was opened for traffic. This branch consisted of the line from Dartmouth to the point of land at Tuft's Cove and a bridge thence to Richmond. About 1,100 feet of the bridge, known as the "Narrows Bridge", was swept away by a severe storm on the night of September 7, 1891. The work of rebuilding was begun immediately and the first pile driven September 18, and the bridge was finally finished December 23, 1891. This new Bridge was washed away on the night of July 23, 1893, and the Dartmouth Branch between Windsor Junction and Tuft's Cove was constructed and opened for traffic June 22, 1896.

Under deed of January 22, 1886, the Dominion Government acquired the line between Westville and Granton, N.S., about 2 miles, from Nova Scotia Coal Company, to form part of the Pictou Town Branch of The Intercolonial Railway.

Dominion Act, 49 Victoria, Chapter 14, June 2, 1886, authorized the Minister of Railways and Canals to construct a railway from the Strait of Canso to Sydney as a public work.

The line was completed and opened for traffic as follows:

Grand Narrows	to	Sydney	46.03 miles	November 24, 1890
North Sydney Jct.	to	N. Sydney	4.38 miles	November 24, 1890
Point Tupper	to	Grd. Narrows	<u>46.00 miles</u>	January 1, 1891
Total			96.41 miles	

Dominion Act, 49 Victoria, Chapter 13, June 2, 1886, authorized the Minister of Railways and Canals to construct or acquire an extension of The Intercolonial Railway from Stellarton to the Town of Pictou.

On December 1, 1886 the Indiantown Branch, 12.95 miles, from Derby Junction to Indiantown, N.B. (now Quarryville), constructed by the Dominion Government, was opened for traffic.

Under deed of May 28, 1887 the Dominion Government acquired the line between Stellarton and Westville, N.S., about 3 miles, from The Acadia Coal Company, Limited, to form part of the Pictou Town Branch of The Intercolonial Railway.

In addition to acquiring the two portions of line between Stellarton and Granton, N.S., the Dominion Government constructed 9.43 miles of line from Granton to Pictou Town, and the whole of the Pictou Town Branch, about 13.79 miles, was opened for traffic on November 28, 1887.

Dominion Act, 50-51 Victoria, Chapter 27, June 23, 1887, authorized the Minister of Railways and Canals to acquire the uncompleted works and property owned by The Montreal and European Short Line Railway Company and to construct and operate a branch line of The Intercolonial Railway from Oxford Junction to Brown Point.

Dominion Act, 54-55 Victoria, Chapter 50, August 28, 1891, enacted that all railways and branches and extensions thereof and ferries in connection therewith vested in the Crown and situated in the Provinces of Quebec, New Brunswick and Nova Scotia constituted The Intercolonial Railway.

The Intercolonial Railway at that time, therefore, included the lines listed hereunder:

Halifax	to	Painsec Jct.
Moncton	to	Hadlow, P.Q. via Chaudiere
Saint John	to	Point du Chene
Windsor Junction to	Windsor, N.S.	(Windsor Branch Railway)
Truro	to	Pictou Landing (Pictou Branch Railway)
New Glasgow	to	Town of Pictou (Pictou Town Branch)
New Glasgow	to	Strait of Canso (Eastern Extension Railway)
St. Charles Junction	to	Point Levis (St. Charles Branch)
Oxford Junction	to	Brown Point (M. & E. Short Line Railway)
Strait of Canso	to	Sydney (including Steam Ferry) (then known as Cape Breton Railway)
Windsor Junction to	Dartmouth	(Dartmouth Branch)
Derby Junction	to	Indiantown (now Quarryville) (Indiantown Branch)
Riviere-du-Loup	Town Branch	
Dalhousie Junction	to	Dalhousie (Dalhousie Branch)

Under Dominion Orders in Council P.C. 466, February 25, 1898 and P.C. 2000, August 18, 1898, the Dominion Government was authorized to lease the Drummond County Railway with option of purchase. This line included the railway from the west side of Chaudiere River to Ste. Rosalie, Quebec, about 116 miles and a branch from St. Leonard, Quebec, to Nicolet, Quebec, about 15 miles. The line was under lease from March 1, 1898 to November 7, 1899, when the option of purchase was exercised.

Under Dominion Chapter 5, August 11, 1899, an agreement dated February 1, 1898, between Her Majesty and The Grand Trunk Railway Company of Canada was confirmed (with modification) whereby The Intercolonial Railway business and traffic was extended to Montreal by means of running rights from Ste. Rosalie to Montreal, and the joint use of certain facilities at Point St. Charles, St. Henri and Bonaventure Station for a term of 99 years from March 1, 1898 renewable in like terms of 99 years each, forever; the annual rental being fixed at \$140,000. The Agreement also granted running rights to The Intercolonial Railway from Chaudiere to Levis. Through service between Halifax and Montreal commenced March 1, 1898.

Under deed dated November 7, 1899, authorized by Dominion Act, 62-63 Victoria, Chapter 6, August 11, 1899, and terms of purchase having been approved by Dominion P.C. 2338, November 4, 1899, the Dominion Government acquired ownership of The Drummond County Railway, about 131 miles, for inclusion of the line in The Intercolonial Railway.

Dominion Act, 4 Edward VII, Chapter 4, August 10, 1904; authorized the Dominion Government to acquire the railway, rights, franchises, powers and property formerly belonging to The Canada Eastern Railway Company, from Alexander Gibson Railway and Manufacturing Company, the last mentioned Company having acquired the

property in 1898; also to take possession of the property and exercise the rights, franchises and privileges of Fredericton and Saint Mary's Railway Bridge Company, which had made default in payment of advances secured by mortgage and thereby had forfeited their property to the Crown; both properties, when acquired, to form part of the Government railways system. The Canada Eastern included 123.67 miles of line from Loggieville to Gibson, and the Bridge Company connected this railway with Fredericton, a distance of 1.33 miles including the bridge over Saint John River.

Under authority of Dominion Order in Council P.C. 1783, August 11, 1911 the line from Ferrona Junction, N.S. to Sunny Brae, 12.48 miles, was purchased from Nova Scotia Steel and Coal Company, Limited. The Intercolonial Railway assumed operation September 1, 1911.

Under Dominion Act 2 George V, Chapter 2, April 1, 1912 funds were provided for construction of the Dartmouth to Deans Branch, and to purchase surveys and plans of Halifax and Eastern Railway Company. The Department of Railways and Canals completed constructed from Dartmouth, N.S. as far as Upper Musquodoboit, 66.63 miles, and the line was opened for traffic on January 1, 1916.

The Dominion Government issued Order-In-Council P.C. 1031 on May 5, 1913 abolishing the Managing Board of the Canadian Government Railways and appointed F. P. Gutelius as General Manager, effective, May 1, 1913.

Under authority of Dominion Order in Council P.C. 27, January 8, 1917 the Vale Railway, 5.79 miles from New Glasgow, N.S. to Thorburn, N.S., was leased from The Acadia Coal Company for a term of 10 years from May 1, 1915, with option of purchase. The lease and option of purchase was extended from time to time until June 3, 1955 when the Crown exercised its option of purchase.

The construction of a causeway across the Strait of Canso between Cape Porcupine and Balache Point in the Province of Nova Scotia was commenced in 1952. This construction was completed in 1955, and involved a 14-mile main line diversion for the rerouting of railway traffic linking directly Cape Breton Island with the mainland. Canadian National trains began operation by rail over the causeway on May 14, 1955. Previous movements were by Car Ferry across the Strait of Canso.

Dominion Order in Council P.C. 1955-775 dated May 26, 1955, and amending P.C. 1955-893 dated June 15, 1955 authorized purchase of the Vale Railway in the name of Her Majesty in the right of Canada, to form part of The Intercolonial Railway, for the sum of \$25,000. Canadian National Railways cheque in this amount in full payment of the purchase price was mailed to The Acadia Coal Company on May 27, 1955.

PROPERTY INVESTMENT:

As at December 31, 1960:

Road \$204,326,171

THE INTERCOLONIAL RAILWAY (not incorporated)

Canadian Government Railways Lines.

Acquired and Constructed

<u>Acquired or opened</u>			<u>Miles</u>	<u>Total</u>	<u>Accumulated Total</u>
	<i>Intercolonial Railway - Eastern Extension Railway, N.B.</i>				
Nov. 11, 1869	Painsec Junction	Dorchester	19.50		
Dec. 13, 1869	Dorchester	N.B.- N.S. Boundary	18.01	37.51	37.51
		<i>Nova Scotia Railways</i>			

Nov. 9, 1872	Halifax (Richmond)	Pictou Landing	112.22		
Nov. 9, 1872	Windsor Junction	Windsor	32.00		
Nov. 9, 1872	Windsor Junction	Windsor	-32.00	114.22	149.23
	<i>The European And North American Railway Company</i>				
Nov. 9, 1872	Saint John	Point du Chene	107.97	107.97	220.19
	<i>Interloading Railway - Eastern Extension Railway N.B.</i>				
Nov. 11, 1869	Painsec Junction	Dorchester	19.50		
Dec. 13, 1869	Dorchester	N.B.-N.S. Boundary	18.01	37.51	257.70
	<i>Intercolonial Railway</i>				
Dec. 4, 1871	Amherst	N.S.- N.B. Boundary	3.34		
Nov. 11, 1872	Truro	Amherst	76.80		
July 1, 1876	Moncton	Mont Joli	292.20		
Aug. 1, 1874	Mont Joli (St. Flavie)	Riviere du Loup	83.44	455.78	713.48
Aug. 13,					
	<i>Grand Trunk Railway Company</i>				
July 17, 1879	Riviere du Loup	West Junction	118.11		
July 17, 1879	Pointe Levis	Charny	6.72	124.83	838.31
	<i>Halifax & Cape Breton Railway</i>				
Sept. 1, 1889	New Glasgow	Pirate Harbour	78.75		
	Pirate Harbour	Mulgrave	0.84	79.59	917.90
	<i>Intercolonial Railway</i>				
July 25, 1884	Dalhousie Junction	Dalhousie	6.20		
July 21, 1884	St. Charles Junction	Point Levis	14.86		
Jan. 6, 1885	Richmond	Dartmouth	5.10		
Dec. 1, 1886	Derby Junction	Indiantown	12.95		
Nov. 28, 1857	Grantham	Pictou	9.43	48.54	966.44
	<i>Intercolonial Railway</i>				
May 28, 1887	New Glasgow	Grantham	3.36		969.80
	<i>The Montreal and European Short Line Railway</i>				
June 23, 1887	Oxford Junction	Brown Point	67.52		
June 23, 1887	Pugwash Junction	Pugwash	4.86	72.08	1041.88
Nov. 24, 1890	Grand Narrows	Sydney	46.03		
Nov. 24, 1890	North Sydney Junction	North Sydney	4.38		
Jan. 1, 1891	Point Tupper	Grand Narrows	46.00	96.41	1138.29
June 21, 1893	Richmond	Dartmouth	-0.80	-0.80	1137.49
	<i>Drummond County Railway Lease - Feb. 25, 1898 - Purchased Nov. 7, 1899</i>				
Lease Feb. 25, 1898					
	Ste. Rosalie	Nicolet	61.99		
Lease Feb. 25, 1898					
	St. Leonard	Manseau	27.22		1270.22
Construction Mar. 1, 1898					
	Manseau	Chaudiere	43.52		1285.39
	<i>Intercolonial Railways</i>				
Construction June 22, 1896					
	Windsor Junction	Woodward	15.17		1285.39
Construction June 22, 1903					
	Riviere Ouelle	St. Denis Wharf	6.98	21.65	1291.87
	<i>Canada Eastern Railway</i>				
Purchase Oct. 1, 1904					
	Chatham Junction	South Devon	105.73		
Purchase Oct. 1, 1904					

Purchase Oct. 1, 1904	Andrewton	Blackwell	9.00		
	Nelson Junction	Loggieville	13.49	128.22	1420.09
		<i>Fredericton and St. Marys</i>			
Purchase Oct. 1, 1904	South Devon	Fredericton	1.33	1.33	1421.42
		<i>Intercolonial Railways</i>			
Abandoned Jan. 1, 1914	Passmore	Blackwell		-19.72	1401.70
		<i>Nova Scotia Steel and Coal Company</i>			
Purchase Sept. 1, 1911	Ferrona Junction	Sunny Brae	12.48	12.48	1414.18
		<i>Intercolonial Railways</i>			
Construction Aug. 21, 1915	Georges River	Sydney Mines	9.53		
Abandoned Aug. 21, 1913	Sydney Junction	North Sydney	-3.01	6.52	1420.70
Construction Jan. 10, 1915	North Sydney	Leitches Creek	4.26		
Abandoned	North Sydney	Leitches Creek	-3.14	1.12	1421.82
Construction Jan. 1, 1916	Woodside	Upper Musquodoboit	66.63	66.63	1487.45
Construction Dec. 23, 1918	Fairview Junction	Halifax Terminals	5.08		
Construction Dec. 23, 1918	Fairview Junction	Richmond	2.24		
Abandoned Dec, 1926	Riviere Ouelle	Denis Wharf	6.48	6.48	1479.81

INTERCOLONIAL RAILWAY WINDSOR BRANCH

An Act of the Legislature of Nova Scotia was passed about May 2, 1865 to provide for the construction of a railway from Windsor to Annapolis. On November 22, 1866 William Henry Punchard, Frederick Barry, and Edwin Clark entered into an agreement with the Chief Commissioner of Railways for the Province of Nova Scotia, to construct a railway from Windsor to Annapolis about 85 miles to be completed and ready for traffic on or before December 1869. It was also naturally agreed that prior to opening the line for traffic, an agreement would be executed for the Montreal use and employment of their respective lines between Halifax and Windsor and Windsor and Annapolis including running powers. For the purpose of carrying out this agreement, a joint stock company would be incorporated by Act of Parliament of Nova Scotia.

The Windsor and Annapolis Railway Company was incorporated on May 7, 1867 under Act 30 Victoria, Chapter 36, Province of Nova Scotia and the line between Windsor and Annapolis was completed and opened for traffic on December 18, 1869. Operation was carried out by the contractors until July 1, 1870 when the Company assumed operations.

An Agreement was entered into between the Windsor and Annapolis Railway Company, Limited, and the Government of Canada. This agreement was approved by Order-In-Council P.C. 1393 issued September 22, 1871.

Under this agreement the Windsor and Annapolis Railway Company was given the use of the Windsor Branch from Windsor Junction to Windsor a distance of 32 miles

for a period of 21 years from January 1, 1872, renewable on conditions to be agreed upon. The Company was granted the exclusive use of the Windsor Branch, which will be maintained in workable condition by the Government in consideration of one-third of the gross earnings of all traffic carried by them over the Windsor Branch and Trunk Line.

On September 24, 1877 this privilege was taken away from the Windsor and Annapolis Railway Company when by Order-In-Council P.C. 11,181 issued July 25, 1877 it was handed over to be maintained and operated by the Western Counties Railway Company under an agreement dated September 6, 1877, this transfer was conditioned on the extension of the line from Annapolis to Yarmouth a distance of 82 miles being completed by October 1, 1879. As the Western Counties did not complete the line in time specified the Government resumed possession of the Windsor Branch on December 1, 1879 and again employed the Windsor and Annapolis Railway Company to operate it as previously, the government taking one-third of the gross receipts and assuming all the cost of maintenance.

Under Agreement dated November 5, 1892 the operating agreement was renewed for a further period of twenty-one years from January 1, 1893. This agreement was confirmed by Order-In-Council P.C. 2929 issued November 19, 1892.

Under Agreement dated December 31, 1895 the Dominion Atlantic Railway Company acquired the rights of the Windsor and Annapolis Railway Company.

Under Agreement dated January 1, 1914, the Minister of Railway and Canals leased the Windsor Branch of the Intercolonial Railway to the Dominion Atlantic Railway Company, successor to the Windsor and Annapolis Railway Company for a period of ninety-nine years from January 1, 1914 at an annual rental of \$22,500. This lease had been approved by Order-In-Council, P.C. 2059 issued August 6, 1914. Under the terms of this lease the Dominion Atlantic Railway Company agreed to spend approximately \$300,000 to put the line in a satisfactory working condition and to keep the line in a state of good repair.

INTERNATIONAL BRIDGE COMPANY

(included in "Canadian National Railway Company" from August 29, 1956)

INCORPORATED: April 17, 1857 - State of New York Chapter 753
October 10, 1857 - Province of Canada Act 20 Victoria Chapter 227, by Proclamation.
April 20, 1898 - State of New York - Amendment of Charter.

HISTORY: "International Bridge Company" was originally incorporated by the State of New York under Chapter 753, April 17, 1857, and a company under a similar name was incorporated under Province of Canada Act 20 Victoria, Chapter 227, presented for Royal Assent June 10, 1857, Assented August 27, 1857, Royal Assent signified by Proclamation October 10, 1857.

Under agreement dated May 18, 1870, duly authorized by shareholders of respective Companies on the same date, and as authorized by State of New York Chapter 550, May 4, 1869, and by Dominion Act 32 - 33 Victoria Chapter 65, June 22, 1869, International Bridge Company, New York, and International Bridge Company, Canada, were amalgamated under the name "International Bridge Company" to construct, maintain and operate a bridge across Niagara River from Fort Erie to Black Rock, Buffalo. Duplicate of original agreement was filed in the office of the Secretary of State of Canada on and in the office of the Secretary of State of the State of New York. This agreement was adopted by the Shareholders of both companies on May 18, 1870.

Construction of the bridge was commenced early in 1870, and was completed

and opened for traffic on November 3, 1873. The original cost was £412,644 (\$2,008,202).

The connection from main shore to main shore is in three sections:

- (a) The bridge across the main river 1967½ feet long.
- (b) An embankment 1167 feet long and 20 feet high across Squaw Island in U.S. territory.
- (c) A bridge across the Erie Canal (Black Rock Harbour) Black Rock, New York.

There are 8 piers in the main river. The original superstructure consisted of iron single track trusses of the "Pratt" type, constructed by the Phoenix Company, of Phoenixville, Pennsylvania. The first three spans from the Canadian side are of 197 feet each; the next three 248 feet each; then comes the "Swing" or "Draw" of 362 feet, with two openings, then one span of 194 feet. Across the Erie Canal (Black Rock Harbour) there is one "Draw" of 218 feet with two openings, and one span of 219 feet.

The International Bridge is the only bridge across the Niagara River proper, carried on piers in the river, and at the time of construction many physical difficulties were faced due to swiftness of current, great depth of water, extensive ice field runs, and extraordinary and rapid fluctuations in the rise and fall of the river. The current at the site of the bridge averages 5½ miles per hour, but under the influence of strong southerly winds will run as fast as 12 miles per hour.

The river varies in depth from 10 feet at the first pier from the Canadian shore, to 48 feet at the fifth pier.

All the piers in the main river, with the exception of the pivot (which is octagonal in shape), are built with cutwaters or icebreakers, with a slope of 6 inches horizontal to 12 inches vertical.

In 1901 in order to accommodate increased weight of locomotives and car loadings, the original superstructure was replaced with steel trusses of nearly double the capacity of the former ones. The replacement was by the Detroit Bridge and Iron Works Company, and the cost of replacement was approximately \$300,000.

By reason of the United States Government requiring an increased width of channels in the Erie Canal are entirely new double track swing span 432 feet in length, on a new pivot and new abutments, was erected in 1910-11, replacing this portion of the bridge which had been renewed in 1901. The cost of this replacement was about \$405,000.

From 1856 until completion of the bridge in 1873, The Buffalo, Brantford and Goderich Railway (later the Buffalo and Lake Huron Railway) which is leased in perpetuity to The Grand Trunk Railway Company of Canada (Canadian National Railway Company) had access to Black Rock, New York by means of a Car Ferry from Fort Erie Dock to Black Rock. The Car Ferry service was discontinued upon completion of the bridge, and running rights over the New York Central from Black Rock to Buffalo for both passenger and freight traffic were obtained.

AMALGAMATION: By agreement dated June 28, 1956 between Canadian National Railway Company and International Bridge Company, authorized by the Board of Directors of both companies by resolutions dated June 28, 1956 and sanctioned by Dominion Order in Council P.C. 1956 - 1163 dated July 26, 1956, the International Bridge Company was amalgamated with Canadian National Railway Company to form one company under the latter name. On August 29, 1956 Certificate of Merger was filed with the Secretary of State of New York and a counterpart of the agreement was filed in the Office of the Secretary of State of Canada, and the amalgamation became effective on that date.

PROPERTY INVESTMENT:

Transferred to investment account of Canadian National Railway Company upon

amalgamation on August 29, 1956:
 Road \$2,956,332

ACCRUED DEPRECIATION:

Transferred to Canadian National Railway Company Accounts on August 29, 1956:
 Road \$2,339,990

INVESTMENT IN AFFILIATED COMPANIES:

Amount of advances to Canadian National Railway Company.
 Note \$1,075,307
 Note cancelled as of August 29, 1956.

CAPITAL STOCK:

Prior to amalgamation on August 29, 1956:
 Authorized: 25,000 shares - \$100 \$2,500,000
 Issued: 15,000 shares - \$100 1,500,000
 All owned by Canadian National Railway Company, except 5 shares to be purchased from one Director. All shares are to be surrendered and cancelled as of August 29, 1956.

LONG TERM DEBT:

As at August 29, 1956 - nil

INTERNATIONAL RAILWAY COMPANY OF NEW BRUNSWICK

(Property and capital stock acquired by Dominion Government, August 1, 1919)
 (included in Canadian Government Railways)

INCORPORATED: May 19, 1903 - New Brunswick Letters Patent, confirmed by N.B. Chapter 82, March 22, 1906.

HISTORY:

The Restigouche and Western Railway Company

Under New Brunswick Act 48 Victoria Chapter 44, April 6, 1885, "Restigouche and Victoria Colonization Railway Company" was incorporated to construct and maintain a railroad from a point on The Intercolonial Railway at or near Campbellton to a point on the Saint John River between Grand Falls and Edmundston.

Under New Brunswick Act 59 Victoria Chapter 98, March 20, 1896, the name was changed to "The Restigouche and Victoria Railway Company."

Under New Brunswick Act 60 Victoria Chapter 82, March 13, 1897, "The Restigouche and Western Railway Company" was incorporated to take over the Restigouche and Victoria Railway, assuming liability for claims for services, supplies and labour on account of surveys prior to August 1, 1896.

Under Dominion Act 63 - 64 Victoria Chapter 78, July 18, 1900, the Company was authorized to construct and use a bridge for railway purposes across the Saint John River, from a point between Grand Falls and Edmundston in New Brunswick, to a point on the opposite side of the river, provided that should the western terminus of the site chosen be in the State of Maine construction was not to be commenced pending the passing of appropriate legislation in the United States. The Act further provided that the Company might unite with any other company under Federal or State legislature in the United States in the construction or use of such bridge.

New Brunswick Act 6 Edward VII Chapter 82, March 22, 1906, confirmed incorporation of International Railway Company of New Brunswick by New Brunswick

Letters Patent dated May 19, 1903, and enacted that unless the Restigouche and Western Railway Company paid \$150,000 to the Eastern Trust Company within three months its property would be vested in The International Railway Company of New Brunswick, subject only to the mortgage of \$150,000 to the Eastern Trust Company. Under the provisions of the Act the property became vested in International Railway Company on June 22, 1906.

International Railway Company of New Brunswick

As authorized by New Brunswick Act 3 Edward VII Chapter 12, May 19, 1903, "International Railway Company of New Brunswick" was incorporated by New Brunswick Letters Patent dated May 19, 1903, with all the rights and privileges of The Restigouche and Western Railway Company.

New Brunswick Act 6 Edward VII Chapter 82, March 22, 1906, confirmed the incorporation and enacted that unless The Restigouche and Western Railway Company paid \$150,000 to the Eastern Trust Company within three months its property would be vested in Intercolonial Railway Company of New Brunswick, subject; only to the mortgage of \$150,000 to the Eastern Trust Company. Only 10 miles of Line from Campbellton had been constructed. Under the provisions of the Act The Restigouche and Western Railway became vested in International Railway Company of New Brunswick on June 22, 1906.

No definite date is available as to the exact date the different sections of this line were completed and opened for traffic, but the Dominion Railway Statistics shows the mileage opened at June 30 of each year:

Year	1900	Campbellton	to	Felix Gulch	Mile 10.00	Total 10.00
	1903	Campbellton	to	Felix Gulch	Mile 11.00	Total 11.00
	1904	Campbellton	to	Upsalquitch	Mile 7.00	Total 18.00
	1905	Campbellton	to	Napier	Mile 2.00	Total 20.00
	1907	Campbellton	to	Millerville	Mile 9.00	Total 29.00
	1908	Campbellton	to	Robinson	Mile 14.00	Total 43.00
	1909	Campbellton	to	Jardine Brook	Mile 37.00	Total 80.00
	1911	Campbellton	to	Old INR Jct.	Mile 31.40	Total 111.40

Under Dominion Act 3 - 4 George V Chapter 203, June 6, 1913, (effective July 20, 1914 by Proclamation, Canada Gazette Volume 48, page 383), and agreeably with petition of The Restigouche and Western Railway Company, the charter rights previously granted to The Restigouche and Western Railway Company under Dominion Chapter 78, 1900, for the construction, equipment and operation of a railway bridge across the Saint John River, were vested in the Van Buren Bridge Company, which had been incorporated by the 1913 legislature of the State of Maine, and authorized to construct the bridge across the Saint John River from the parish of St. Leonard, New Brunswick, to the town of Van Buren, Maine.

Agreement dated August 1, 1914, between (1) the Company, (2) Thomas Malcolm, Railway Contractor and subject to certain encumbrances, owner of all the capital stock of the Company (save one share held by each director) and of all bonds or debentures issued by the Company, and (3) the Minister of Railways and Canals representing the Crown, ratified and confirmed by Dominion Act 5 George V Chapter 16, 1915, provided for acquisition by the Crown of the Company's issued capital stock, railway lines extending from Campbellton to Saint Leonard, rolling stock, franchises, rights, powers, privileges and all other property of the Company, subject to legislative approvals, upon payment of \$2,700,000 at any time within 5 years, and leased the property to the Crown in the meantime at an annual rental of \$90,000. Dominion P.C.

2161, August 27, 1914, sanctioned the above mentioned lease pending purchase. New Brunswick Act 5 George V Chapter 15, 1915, authorized sale of the railway to the dominion Government.

Under Dominion Act 5 George V April 15, Chapter 16, 1915, the Minister of Railways and Canals was authorized to acquire any railways directly connected with the existing Government Railways system in the Maritime Provinces, which in his opinion could be more conveniently or usefully operated as part of the Government Railways system.

Under Dominion Order in Council of May 20, 1916, the Dominion Government took title in International Railway of New Brunswick.

Deed of sale executed on May 25, 1916, required the purchase price of \$2,700,000 to be paid on August 1, 1919, and the lease rental of \$90,000 per annum to be paid semi-annually on February 1, and August 1, each year until final payment on August 1, 1919, when the Government assumed ownership.

PROPERTY INVESTMENT:

As at December 31, 1960

Road	\$3,296,765
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DONATIONS AND GRANTS:

Subsidies were (Statistics of Steam Railways of Canada - 1938, Page 62:

Dominion	\$ 726,080
Province of New Brunswick	\$ 275,000
Townships of Campbellton	<u>5,000</u> \$1,006,080

LOCATION:

Campbellton Division - St. Quentin Subdivision:

Tidehead to line leased from Van Buren Bridge Company at I.N.R. Junction near St. Leonard, N.B.	105.14 miles
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ABANDONMENT:

Campbellton to Christopher 7.40 miles 1920.

On May 1, 1918 the Canadian Government Railways leased from Van Buren Bridge Company a section of track from Mile 105.06 to Mile 105.68, and at the same time built a connection between Mile 105 and Mile 105.06 as well as a connection 0.08 miles in length from Mile 105.68 to St. Leonards Junction and a Wye 0.24 miles in length. An old connection with the Canadian Pacific Railway 1.60 miles in length was abandoned. In 1919-1920 the Canadian Government Railways also built a connection from Tidehead on The Intercolonial Railway to Christopher Brook, 2.66 miles, and dismantled the old line from Campbellton to Christopher Brook, 7.40 miles.

THE IRONDALE, BANCROFT AND OTTAWA RAILWAY COMPANY

(property included in "Canadian National Railway Company" from December 31, 1943)

INCORPORATED:

March 5, 1880 - Ontario Act 43 Victoria Chapter 67.

March 25, 1884 - Ontario Act 47 Victoria Chapter 76, name changed (see History).

DECLARATORY:

Works and undertaking declared to be works for the general advantage of Canada, Dominion Act 4 - 5 George V Chapter 20, 1914.

HISTORY:

Under Ontario Act 43 Victoria Chapter 67, March 5, 1880 "Toronto and Nipissing

Eastern Extension Railway Company" was incorporated to construct a railway from a point on the Toronto and Nipissing Railway through Haliburton, Victoria, Peterborough and Hastings Counties, thence easterly to the Ottawa River.

Under Ontario Act 47 Victoria Chapter 76, March 25, 1884, the name was changed to "The Irondale Bancroft and Ottawa Railway Company".

The railway was completed and opened for traffic as follows:

Mile 41.00	to Howland	9.96 miles	February 17, 1887
Mile 31.00	to Mile 41.00	10.00 miles	November 1, 1893
Wilberforce	to Mile 31.00	10.00 miles	December 1, 1894
Baptiste	to Wilberforce	15.00 miles, (about)	June 30, 1899
Mile 3.00	to Baptiste	<u>3.00</u> miles	July 1, 1910
Total		50.96 miles	

Under agreement dated October 16, 1909, Mackenzie, Mann and Company Limited purchased from Z. A. Lash, assignee of the claims of the late C. J. Pusey the Bond issues of \$450,000 and 505 shares of the capital stock, 15 shares were subsequently acquired and turned over to Mackenzie, Mann and Company Limited.

Early in 1910 Mackenzie, Mann and Company acquired the majority shares of capital stock under agreement dated October 16, 1909.

SALE OF PROPERTY:

Effective January 14, 1944, pursuant to Agreement of December 31, 1943 between Canadian National Railway Company and The Irondale, Bancroft and Ottawa Railway Company, duly authorized by Dominion Order in Council 9916 dated December 31, 1943, and by shareholders of The Irondale, Bancroft and Ottawa Railway Company at special general meeting at which 99% in value of the capital stock of the Company were present or were represented by proxy, the undertaking, property, rights, privileges, franchises and powers of The Irondale, Bancroft and Ottawa Railway Company were sold to Canadian National Railway Company in consideration of the payment of \$450,000 and assumption of indebtedness of The Irondale, Bancroft and Ottawa Railway Company to The Canadian Northern Railway Company in the amount of \$55,724.73.

The agreement of December 31, 1943 was approved by Order in Council P.C. 9916 dated December 31, 1943, and deposited in the office of the Secretary of State of Canada on January 14, 1944, on which date the Company ceased to exist.

PROPERTY INVESTMENT:

Prior to sale:	
Road	\$559,224.73

DONATIONS AND GRANTS:

Subsidies were as follows (Statistics of Steam Railways of Canada - 1938; Page 64)

Dominion	\$ 144,000	
Province of Ontario	<u>135,000</u>	\$279,000

CAPITAL STOCK:

As at December 31, 1943:			
Authorized:	1,000 shares	- \$100 par value each	\$100,000
Issued:	535 shares		53,500
Owned by The Canadian Northern Railway Company	\$53,000		
Owned by Public	500		

Under Agreement dated July 14, 1914, the Contractors (Mackenzie, Mann and Company, Limited, Sir William Mackenzie and Sir Donald D. Mann) transferred \$53,000 of capital stock (representing their total holding) to the Trustee, free of prior charges, to become and remain the property of The Canadian Northern Railway Company to form

part of the mortgaged premises under Trust Deed dated July 15, 1914. Payment was included in the \$23,000,000 of capital stock of The Canadian Northern Railway Company issued to the Contractors in consideration of their turning over control of the companies set out in The Canadian Northern Railway Guarantee Act, 1924, Dominion Chapter 20, June 12, 1914. The Trust Deed dated July 15, 1914 was discharged on April 1, 1939.

The stock amounting to \$500 held by the Public is registered in the name of G. H. Williams. Inquiries made in 1931 disclosed that Mr. Williams died many years ago in the State of New York and no information in regard to his heirs is obtainable.

Subsequent to sale of the property certificate representing 530 shares of capital stock of The Irondale, Bancroft and Ottawa Railway Company owned by The Canadian Northern Railway Company were surrendered and cancelled.

LONG-TERM DEBT:

As at December 31, 1943:

5% First Mortgage Gold Bonds in the amount of \$450,000 matured January 1, 1935 were held in the name of Canadian National Realities, Limited in trust for The Canadian Northern Railway Company - unpledged - and secured by Trust Deed dated January 15, 1895 and Supplementary Instrument thereto dated May 13, 1896.

Subsequent to sale of the property to Canadian Northern Railway Company these bonds were paid off as to principal and interest, and were redeemed on February 17, 1944. The Trust Deed was discharged on February 16, 1944.

Indebtedness to The Canadian Northern Railway Company amounted to \$55,724.73, and upon sale of the property to Canadian National Railway Company, the latter Company assumed this obligation as part of the purchase price.

Under Board of Transport Commissioners Order No. 99948 dated December 11, 1959 authority was granted to abandon the lines from York River to Howland a distance of 50.96 miles. Operation was discontinued April 1, 1960 and dismantlement was completed August 11, 1960.

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

FUNDED DEBT:

The Ontario, Belmont and Northern Railway Company 6% Mortgage Bonds issued December 31, 1892 under authority of Act 54 Victoria, Chapter 90 Province of Ontario, assented to May 4, 1891, and maturing January 1, 1913.

Amount authorized and issued: - \$ 100,000

These Bonds were held alive in the Royal Trust Company's vault to protect the Company against any claim brought against the properties.

As at June 8, 1954 - nil.

INVERNESS RAILWAY AND COAL COMPANY

(property included in "Canadian National Railway Company" from August 8, 1929)

INCORPORATED: May 3, 1887 - Nova Scotia Chapter 60

DECLARATORY: The Inverness Railway was declared to be a work for the general advantage of Canada - Dominion Chapter 13, June 14, 1929.

HISTORY: Under Nova Scotia Act 37 Victoria Chapter 63, May 7, 1874 "Inverness Railway

Company" was incorporated to construct a railway from The Strait of Canso to Broad Cove.

The name of the Inverness Railway Company was changed to the Inverness Coal Field and Railway Company on May 6, 1875 under Nova Scotia Act 38 Victoria Chapter 67.

Under Nova Scotia Act 39 Victoria Chapter 75, April 4, 1876 the name was changed to "Inverness Coal, Iron and Railway Company".

Under Nova Scotia Act 50 Victoria Chapter 60, May 3, 1887, "Inverness and Richmond Railway Company Limited" was incorporated to construct a railway from the district of Margaree to Mabou, and Port Hood, and Port Hawkesbury; with branch to Whycocomagh.

A line was built from Inverness Junction on The Intercolonial Railway to the town of Inverness, 60.53 miles, and opened for traffic on June 15, 1901.

Mention is made in Nova Scotia Chapter 162, 1902, that Inverness and Richmond Railway Company, Limited had constructed and was operating a line of railway from Broad Cove to Point Tupper by way of Port Hastings; also that "Inverness - Richmond Collieries and Railway Company of Canada, Limited" was incorporated under the provisions of the Nova Scotia Companies Act, for the purpose of, among other things, acquiring and operating coal mines, and that it had acquired certain coal lands and interests therein, and was at that time operating certain coal mines at Broad Cove.

Under Nova Scotia Chapter 162, March 27, 1902, both companies were granted authorization, which both companies desired, to enter into and carry out an agreement transferring the assets and properties of the Collieries Company to the Railway Company, after which transfer the name of the Railway Company would be "Inverness Railway and Coal Company".

Default was made on interest payments due May 1, 1915 on the semi-annual interest on the First Mortgage 5% Bonds on July 6, 1915. The Supreme Court of Nova Scotia appointed J. Macgillivray, General Manager of the Inverness Railway and Coal Company Receiver of the property on the application of the Mortgage Trust Company (National Trust Company, Toronto) on June 23, 1919, J. Macgillivray resigned as Receiver and General Manager, and the Eastern Trust Company was appointed his successor.

A Bondholders Committee to protect the interest of the bondholders consisting of R. Home Smith, Chairman, R. G. O. Thompson and Miller Lash, with offices in Toronto.

On February 1, 1924 the Canadian National Railway Company leased the railway for a term of three years at an annual rental of \$25,000 with the option of purchasing anytime during lease. This lease remained in effect until purchase in 1929. Under order of the Supreme Court of Nova Scotia the railway was sold by the High Sheriff on May 1, 1925 for \$200,000, subject to the lease of February 1, 1924 and on August 25, 1925, the sale was confirmed by order of the Supreme Court of Ontario.

Dominion Act 19 - 20 George V Chapter 13, June 14, 1929, and Dominion Order in Council P.C. 1443, August 7, 1929 authorized the Canadian National Railway Company to purchase the Inverness Railway, including the rolling stock and equipment, and all rights, franchises, powers, property and assets, excepting the high level wharf structure at Port Hastings, for the sum of \$375,000 from the Eastern Trust Company.

Payment of \$375,000 was made on August 8, 1929 to the Eastern Trust Company, who were the owners of the property. 7 locomotives, 149 freight train cars, 5 passenger train cars and 5 work equipment units were included in the purchase. All of this equipment was dismantled except 1 steel snow plough valued at \$8,000 which was retained in service.

DONATIONS AND GRANTS:

Subsidies were (Statistics of Steam Railways of Canada - 1938, Page 64)

Dominion	\$368,546
Province of Nova Scotia	233,000
Municipal	<u>50,000</u> \$651,546

LOCATION:

New Glasgow Division - Inverness Subdivision:
Inverness Junction, N.S. - Inverness, N.S. 60.53 miles.

THE JACQUES CARTIER UNION RAILWAY COMPANY

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

INCORPORATED:

September 30, 1882 - Quebec Act 43 - 44 Victoria Chapter 50, July 24, 1880, by Proclamation.

HISTORY:

Under Quebec Act 43 - 44 Victoria Chapter 50 July 24, 1880, and Proclamation of September 30, 1882, by Lieutenant-Governor of Quebec "The Jacques Cartier Union Railway Company" was incorporated to construct a railway from Pointe Claire or Lachine to a point on the Quebec, Montreal, Ottawa and Occidental Railway (now Canadian Pacific Railway) between Sault au Recollet and Mile End.

The road was constructed from Lachine Bank (later Western Junction) to connection with Canadian Pacific Railway at Jacques Cartier Junction at rear of Mount Royal (6.54 miles) and was opened for traffic on June 26, 1884. The line was operated by The Grand Trunk Railway Company of Canada (Canadian National Railway Company) since construction was completed.

AMALGAMATION:

Effective April 1, 1893 under Agreement dated October 1, 1892, ratified and confirmed by Act 56 Victoria Dominion Chapter 47, April 1, 1893, The Jacques Cartier Union Railway Company and fourteen other companies were amalgamated into one company under the name "The Grand Trunk Railway Company of Canada".

LOCATION:

Montreal Terminals Division:
Western Junction - Jacques Cartier Junction 6.54 miles.

CAPITAL STOCK:

Prior to amalgamation on April 1, 1893:

Issued: - \$200,000

All owned by The Grand Trunk Railway Company of Canada.

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

LONG-TERM DEBT:

As at April 1, 1893 - nil.

THE JAMES BAY AND EASTERN RAILWAY COMPANY

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

INCORPORATED:

May 4, 1910 - Dominion Act 9 - 10 Edward VII Chapter 113.

HISTORY:

Under Dominion Act 9 - 10 Edward VII Chapter 113, May 4, 1910, "The James Bay and

Eastern Railway Company" was incorporated to construct and operate a railway from Lake Abitibi via south of Lake St. John to the mouth of the Saguenay River.

The whole of the Capital Stock with the exception of the Directors qualifying shares was issued to the Canadian Northern Company on July 31, 1912 and was held in the vaults of the Royal Trust Company in the name of the Canadian Northern Railway Company.

The railway was completed and opened for traffic -

Roberval to LaDore 18:75 miles on November 21, 1917.

On May 13, 1910, the Canadian Northern Railway System Counsel made application in the name of The James Bay and Eastern Railway Company, for the subsidy voted in Act 9 - 10 Edward VII Chapter 51, Item 18, May 4, 1910, which was a renewal of Chapter 63, Item 9, Act 7 - 8 Edward VII, July 20, 1908 in the name of The Quebec and Lake St. John Railway Company. In response to request for explanation, Canadian Northern Railway System Counsel replied on July 5, 1910, that The Quebec and Lake St. John Railway Company was in the hands of Receivers and that The James Bay and Eastern Railway Company had been incorporated to take up the subsidy and to build the last link in the Canadian Northern System in Quebec District.

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

PROPERTY INVESTMENT:

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

LOCATION:

Laurentian Division:

Roberval to LaDore 18.75 road miles.

CAPITAL STOCK:

Prior to amalgamation on June 8, 1954:

Authorized: 50,000 shares - par \$100 each \$5,000,000

Issued: 12,500 shares - par \$100 each 1,250,000

10% paid up and owned by The Canadian Northern Railway Company - \$125,000.

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

FUNDED DEBT:

The James Bay and Eastern Railway Company 5% First Mortgage Stock and Bonds secured by Trust Deed dated September 1, 1915 and maturing September 1, 1945. These securities had no guarantee, and were payable in sterling or Canadian funds at \$4,86-²/₃ at the holders option.

They formed a first charge on the Company's lines.

Amount authorized \$921,000

Amount issued 900,000

This mortgage was discharged on December 26, 1936.

After December 12, 1936 - Nil.

THE KENT NORTHERN RAILWAY COMPANY

(property included in Canadian National Railway Company from September 1, 1929)

INCORPORATED: May 9, 1903 - New Brunswick Chapter 95.

DECLARATORY: Dominion Chapter 14, June 14, 1929 declared the works sold to Canadian National Railway Company to be works for the general advantage of Canada, upon registration of the conveyance of the property sold.

HISTORY: Under New Brunswick Act 37 Victoria Chapter 81, April 8, 1874, the Northern Railway Company was incorporated to build from Richibucto to the nearest point on the Intercolonial Railway. A line of railway from Kent Junction on The Intercolonial Railway to Richibucto (26.49 miles) was constructed, and opened for traffic on November 1, 1883.

To secure the payment of certain bonds or debentures totalling \$270,000 the property, corporate rights and franchises, etc., were conveyed to Imperial Trusts Company of Canada under trust deed dated September 1, 1890. The Trust Company later resigned and Alexander Perley Barnhill and Edward B. Buckerfield were appointed Trustees in their stead. The Trustees brought suit for foreclosure and sale in the Supreme Court in Equity for the Province of New Brunswick. In pursuance of court decree dated September 30, 1902, the line of railway, rights, franchises, and other property were sold by public auction to Thomas Ritchie on December 19, 1902.

Under New Brunswick Act 3 Edward VII Chapter 95, May 9, 1903, The Kent Northern Railway Company was incorporated, with authorized capital stock of 40,000, to acquire the property, rights and franchises of Northern Railway Company from Thomas Ritchie.

Under New Brunswick Act 3 Edward VII Chapter 96, May 9, 1903, The Kent Northern Extension Railway Company was incorporated to construct a railway from Kent Junction to Chipman with power to amalgamate with The Kent Northern Railway Company. This line was not built.

Dominion Act 19 - 20 George V, Chapter 14, June 14, 1929 and Dominion Order in Council P.C. 1442, August 7, 1929 authorized Canadian National Railway Company to purchase the whole of the undertaking and railway of The Kent Northern Railway, including the line of railway extending from Kent Junction on the Intercolonial Railway in a generally easterly direction to Richibucto on the Strait of Northumberland, including the main and branch lines of railway, rolling stock and equipment, and all rights, franchises, powers, property and assets, for the sum of \$60,000, plus write off of indebtedness of The Kent Northern to Canadian National Railway Company, which at the time of acquisition amounted to \$29,762.92. This amount less \$1,315.64 miscellaneous salvage was written off to Profit and Loss in Canadian National Railway Company Accounts.

While the property was taken over on September 1, 1929, and, by authority of Dominion Order in Council P.C. 1917, October 2, 1929, included in Eastern Lines of Canadian National Railways, payment was not made until January 21, 1931, after survey of the right-of-way had been made.

Payments were as follows:

National Trust Company (discharge of mortgage)	\$35,190.00	
Interest from December 1, 1930	<u>371.18</u>	\$35,561.18

Kent Northern Railway (balance of purchase price)	24,810.00	
Interest from September 1, 1929	<u>3,820.60</u>	<u>28,630.60</u>
		\$64,1919.78

DONATIONS AND GRANTS:

Subsidies were (Statistics of Steam Railways of Canada - 1938, Page 64)		
Dominion	\$ 58,334.	
Province of New Brunswick	<u>135,200</u>	\$193,534

LOCATION: Moncton Division:
Kent Junction - Richibucto 26.49 miles

THE KINGSTON, SMITH'S FALLS AND OTTAWA RAILWAY COMPANY
(wholly-owned by The Grand Trunk Railway Company of Canada)
Company inactive since May 4, 1912

INCORPORATED: June 23, 1887 - Dominion Act 50 - 51 Victoria Chapter 88.

HISTORY: Under Dominion Act 50 - 51 Victoria Chapter 88, June 23, 1887, "The Kingston, Smith's Falls and Ottawa Railway Company" was incorporated to construct and operate a railway from Kingston to Ottawa via Smith's Falls.

In August, 1906 The Grand Trunk Railway Company of Canada paid Andrew T. Drummond \$50,000 in full payment for transfer of stock, official seal and other records of the Company. Further expenditures totalling \$41,459.82 were made covering engineering, legal fees, etc., but construction was not commenced within the time limit finally authorized which expired on May 4, 1912.

The Company has remained inactive and The Grand Trunk Railway Company of Canada investment of \$91,459.82 was written off to Profit and Loss in 1924.

CAPITAL STOCK: As at May 4, 1912:
Authorized: 10,000 shares - \$100 par value each \$1,000,000
No call in respect of stock to exceed 10% on the amount of stock subscribed.

In August 1906 The Grand Trunk Railway of Canada paid Andrew T. Drummond \$50,000 in full payment for transfer of Stock, official seal and all other corporate records of the Company.

LACHINE AND HOCHELAGA RAILWAY COMPANY
(majority capital stock owned by Canadian National Railway Company)
Reference Grand Trunk Railway Blue Book Pages 52 and 104.

INCORPORATED: March 30, 1883 - Quebec Act 46 Victoria Chapter 100.

HISTORY: Under Quebec Act 46 Victoria, Chapter 100, March 30, 1883, "Lachine and Hochelaga Railway Company" was incorporated to construct a railway from Lachine to the St. Lawrence River passing in rear of the mountain of Montreal, and from the starting point to Point St. Charles.

According to information received from the Engineering Department, Montreal Area, it appears the St. Patrick Street spur extending from St. Patricks Street Junction at

Mile 0.60 on Harbour Street Spur to the end of track at Richmond Street a distance of 0.43 miles was built by the Grand Trunk Railway Company.

In 1860 the Grand Trunk Railway Company built a track from Point St. Charles extending along Wellington Street to a connection with the Montreal Harbour tracks near McGill Street. Permission to cross the Lachine Canal by a trestle which closed to navigation in the winter. In 1871 a combined railway and street traffic wooden bridge was erected jointly by the Government and the Grand Trunk, opening and closing by steam. This was replaced in 1879 by an iron bridge.

On September 19, 1883, the Grand Trunk Railway Company entered into an agreement with the City of Montreal to construct, lay and extend their railway from their present line at or near the said Wellington Street to the Canada Sugar Refining Company a distance of 0.43 miles which was opened for traffic in 1884. This line appears to have been built not as generally supposed, under the charter of the Lachine and Hochelaga Railway Company but under the Consolidated Act of 1879, Assented to May 15, 1879 authorizing any railway company to construct branch lines subject to certain conditions.

PROPERTY INVESTMENT:

Included in investment account of The Grand Trunk Railway Company of Canada (Canadian National Railway Company).

CAPITAL STOCK:

Authorized: 10,000 shares - \$100 each \$1,000,000

Page 52 of Grand Trunk Railway System Statistics relating to History, Organization, Capital Stock, etc. of constituent and affiliated companies (compiled in 1897 and revised January 1, 1916) records that the Lachine and Hochelaga Railway was acquired by The Grand Trunk Railway Company of Canada when constructed in 1884 by majority control of capital stock. The whereabouts of the Seal and corporate records (if any) is unknown.

THE LACHINE, JACQUES CARTIER AND MAISONNEUVE RAILWAY COMPANY"

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

INCORPORATED:

May 7, 1909 - Quebec Act 9 Edward VII Chapter 99.

HISTORY:

Under Quebec Act 9 Edward VII Chapter 99, May 8, 1909, "The Lachine, Jacques Cartier and Maisonneuve Railway Company" was incorporated to construct and operate a railway from Lachine to Montreal, via rear of the Mountain of Montreal, and to extend to Dorval and to northern end of the Island of Montreal (Maisonneuve). The organization of the Company was undertaken by the Grand Trunk Railway for the purpose of obtaining access to industrial districts in the North and East of Montreal.

A right-of-way of a general width of 100 feet was acquired between Jacques Cartier Junction at the rear of Mount Royal and a terminal fronting on St. Catherine Street between Frontenac and Harbour Streets at a cost of \$2,719,039. However with the subsequent acquisition of the Canadian Northern and Grand Trunk Railways by the Dominion Government construction became unnecessary as the Canadian Northern already had trackage affording the access required.

In May 1928 the assets and titles were transferred to Canadian National Realities, Limited for liquidation as authorized by Dominion Order in Council P.C. 1406 dated August 22, 1924.

AMALGAMATION:

On June 8, 1954, Canadian National Railway Company, The Lachine, Jacques Cartier and

CAPITAL STOCK:	Prior to amalgamation on June 8, 1954:			
	Authorized:	10,000 shares	- \$100	- \$1,000,000
	Issued:	12 shares	- \$100	- \$1,200 10 % paid up and unpledged
	10% paid up and owned by Canadian National Railway Company.			
	Upon amalgamation on June 8, 1954, the outstanding shares were cancelled in accordance with the terms of amalgamation agreement dated May 13, 1954.			
FUNDED DEBT:	As at June 8, 1954 - nil.			

LONG-TERM DEBT:

Prior to amalgamation on April 1, 1893:

6% First Mortgage Bonds outstanding in the amount, of \$251,606 were held in The Grand Trunk Railway of Canada Treasury, and upon amalgamation the liability with respect thereto was assumed by the latter Company.

LAKE SUPERIOR BRANCH

(property owned by "Canadian National Railway Company" and leased to Crown for term of 999 years from May 1, 1915 - operated as part of "Canadian Government Railways")

HISTORY:

In order to receive financial aid in the construction of "The Grand Trunk Pacific Railway" construction of the National Transcontinental Railway from Winnipeg, to Moncton crossing the St. Lawrence River at Quebec, was agreed to, instead of extending the line from its terminus at North Bay, Ontario to Winnipeg and the Pacific Ocean, as originally proposed by the Grand Trunk Railway. Construction of the National Transcontinental Railway left the Grand Trunk with no connection between its terminus at North Bay and the Eastern Division of the National Transcontinental Railway, a distance of about 250 miles.

In order to establish an early connection between North-West Canada and the Lake Ports of the Grand Trunk Railway on Georgian Bay a line known as the Lake Superior Branch was constructed by The Grand Trunk Pacific Railway from Superior Junction, 250 miles east of Winnipeg on the National Transcontinental Railway, to Fort William (188.27 miles), connection with which was made by Lake Steamers operated in the interests of the Grand Trunk Railway.

A contract was made October 5, 1905 with Foley Brothers and Larsen for the construction of the Lake Superior Branch. Construction was completed during the fiscal year ended June 30, 1909.

Funds for construction were provided by the issue of The Grand Trunk Pacific Railway Company bonds guaranteed by The Grand Trunk Railway Company of Canada.

Under Agreement dated July 29, 1915, between The Grand Trunk Pacific Railway Company and the Crown, authorized by Dominion Act 5 George V Chapter 18, April 15, 1915, and Dominion Order in Council P.C. 1575, July 2, 1915, the Lake Superior Branch of about 188 miles, including terminal facilities at Fort William, was leased to the Crown for 999 years from May 1, 1915, at an annual rental of \$600,000. The line, though built by The Grand Trunk Pacific Railway Company, is properly a branch of the Eastern Division of National Transcontinental Railway, and it was with this in mind that the Government leased the property to complete the National Transcontinental Railway.

IMPROVEMENTS ON LEASED RAILWAY PROPERTY:

As at December 31, 1960:

Road

\$4,138,093 included in Canadian
Government Railways.

DONATIONS AND GRANTS:

Subsidies were (Statistics of Steam Railways - 1938 - Pages 62):

Province of Ontario \$376,230 also 637,213.92 acres of land.

LOCATION:

In operation Conmee - Superior Junction -

159.92 miles

Abandoned:	In 1925		
	Mile 0.80 Midway	- Mile 0.90	0.90
	Mile 1.63	- Conmee	<u>27.45</u>
	Total		<u>28.35</u> 188.27

THE LAKE SUPERIOR TERMINALS COMPANY LIMITED
(wholly owned subsidiary of Canadian National Railway Company)

INCORPORATED: January 4, 1902 - Ontario Letters Patent.

HEAD OFFICE: Toronto, Ontario.

HISTORY: Under Ontario Letters Patent, January 4, 1902, The Lake Superior Terminals Company Limited was incorporated to acquire sites and build Terminal Storage Elevators at the head of the Great Lakes. A site was secured at Port Arthur and a wooden elevator was constructed thereon, and opened for operation in 1904.

Mackenzie, Mann and Company Limited, acquired the capital stock of the Lake Superior Terminals Company, Limited under agreement dated June 2 1903, and transferred it to the Canadian Northern Railway Company who pledged it under the mortgage of June 30, 1903 securing the Canadian Northern Railway Company First Mortgage 4% Perpetual Debenture Stock and Bonds. It was also pledged as a second mortgage securing the issue of Canadian Northern Railway Company of July 15, 1914, 4% Guaranteed Debenture Stock and Bonds which was discharged September 1, 1939.

In 1920 the original wooden structure was demolished, and a new reinforced concrete grain elevator "B" was constructed with a capacity of 7,000,000 bushels. There were also constructed three tiled storage annexes, Nos. 1, 2 & 3, each with a capacity of 2,250,000 bushels, making an aggregate capacity of 7,450,000 bushels, also a Dryer House and Boiler House fully equipped.

The grain elevator is leased to Manitoba Pool Elevators, Limited for a term of 10 years from September 1, 1950 at an annual rental of \$50,000 plus taxes and insurance, plus \$2,000 for each million bushels of grain in excess of 27 million up to 45 million and \$3,000 for each million bushels over 45 million bushels received by the Lessee in all its terminal facilities at the Lakehead, during any crop year.

DISSOLUTION: The Directors, by Resolution No. 413 dated October 28, 1955, have authorized that the Company may be dissolved after transfer of assets to Canadian National Railway Company, or some other Company.

The Letters Patent incorporating the Company were surrendered and by Certificate dated June 19, 1958 issued by the Provincial Secretary of Ontario, the Company was declared dissolved as of August 5, 1958.

PROPERTY INVESTMENT:

As at December 31, 1955:
Elevator "B" - Port Arthur, Ontario \$3,808,358
Included in property accounts of Canadian Northern Railway.

CAPITAL STOCK:

As at December 31, 1955:
Authorized: 10,000 shares - \$100 each \$1,000,000
Issued: 5,000 shares - \$100 each 500,000

All owned by The Canadian Northern Railway Company (now Canadian National Railway Company) - Unpledged.

Under Agreement dated July 14, 1914, and by authority of Dominion Chapter 20, 1914, the Contractors, (Mackenzie, Mann & Company, Limited, Sir William Mackenzie and Sir Donald D. Mann) transferred all the shares of capital stock to the Trustee, The Canadian Northern Railway Company becoming the beneficial owner, subject to charges under the Trust Deed of June 30, 1903 securing The Canadian Northern Railway Company Perpetual Consolidated Debenture Stock. This Trust Deed was discharged on July 30, 1956. Payment was included in the \$23,000,000 of capital stock of The Canadian Northern Railway Company issued to the Contractors in consideration of their turning over control of the companies as set out in The Canadian Northern Railway Guarantee Act, 1914, Dominion Act 4 - 5 George V Chapter 20, June 12, 1914.

Certificates representing 4995 shares in the name of National Trust Company, Limited and 5 shares in the names of British Empire Trust Company, Limited and National Trust Company, Limited, Trustees, with Powers of Attorney in favour of The Canadian Northern Railway Company (now Canadian National Railway Company) attached are held in Royal Trust Company vaults, Montreal.

LONG-TERM DEBT:

After March 15, 1955 - nil

5% First Mortgage Gold Bonds issued July 1, 1903 in the amount of \$1,000,000, secured by Trust Deed dated July 1, 1903, and 5% First Mortgage Gold Bonds issued December 31, 1903 in the amount of \$1,000,000 secured by Trust Deed dated December 28, 1903, have been paid off and the bonds were cremated. Both Trust Deeds were discharged on March 15, 1955.

LAWLOR BUILDING - TORONTO

(property included in Canadian Government Railways from 1923)

HISTORY:

This building was expropriated in 1923 by the Crown (Department of Railways and Canals) at a cost of \$1,200,000, plus settlements with tenants and legal fees amounting to \$29,391, or a total cost of \$1,229,391.

The building has a frontage of 60 feet on King Street and 90 feet on Yonge Street in Toronto, and consists of five storeys having a total floor space of 20,522 square feet. It is officially known as No. 6 King Street West.

On March 31, 1924 the tenants were notified to vacate by June 30, 1924, after which the building was occupied for a short time, by the Railway Communications Department, theretofore located on Wellington Street.

On December 5, 1927, the Traffic Department of the railway (both Freight and passenger) occupied the premises. The ground floor is occupied by the Canadian National Railways City Ticket Office (4,181 square feet) and the Canadian National Telegraphs (61 square feet), and the basement and upper floors (16,280 square feet) are occupied by other sections of the Traffic Department.

PROPERTY INVESTMENT: Building \$1,243,835

In November 1955 the Crown transferred title to the Lawlor Building to Canadian National Railway Company - Order-in-Council PC. 1955-1732.

Following this transfer of title the Railway sold the property to Tusca

Investments Limited, for \$750,000 by agreement dated January 31, 1958.

LEWISTON AND AUBURN RAILROAD COMPANY

(leased to Grand Trunk Railway (Canadian National Railway Company) for 99 years
from March 10, 1874)

INCORPORATED: February 9, 1872 - State of Maine Session Laws, and amendments thereto.

HEAD OFFICE: Lewiston, Maine.

HISTORY: Under State of Maine Session Laws, February 9, 1872, and amendments thereto Lewiston and Auburn Railroad Company was incorporated to construct a railroad from Lewiston Junction to Auburn.

Under agreement dated March 25, 1874, the road is leased to Grand Trunk Railway (now Canadian National Railway Company) for 99 years from March 10, 1874, at an annual rental of \$15,000 for the first year and \$18,000 per annum thereafter, payable semi-annually; being 6% on \$300,000 Capital Stock.

LOCATION: Berlin Subdivision - St. Lawrence Division:
Lewiston Junction to Auburn - 5.43 miles opened to traffic July 13, 1874.
(Operated as part of Canadian National Lines in New England).

CAPITAL STOCK: Authorized: \$300,000
Issued: \$300,000 held by Cities of Lewiston and Auburn.

FUNDED DEBT: Nil.

ACCOUNTING: Canadian National Investment in leased Property to December 31, 1955, is \$8,020.45.
Prior to 1918 the primary operating, income, and other accounts were included in The Grand Trunk Railway Company of Canada accounts. From 1918 to 1922 inclusive the net income or loss was included in The Grand Trunk Railway Company of Canada accounts as "Separately operated properties". Commencing January 1, 1923 the railway was, for accounting purposes, included in "Canadian National Railways", and the primary operating, income, and other accounts were so included.

LONDON AND GRAND TRUNK JUNCTION RAILWAY COMPANY

INCORPORATED: June 19, 1856 - Province of Canada Act 19 Victoria Chapter 75.

HISTORY: Under Province of Canada Act 19 Victoria Chapter 75, June 19, 1856 "London and Grand Trunk Junction Railway Company" was incorporated to construct a line from London to the Grand Trunk Railway at or near St. Mary's, with provision for union with The Grand Trunk Railway Company of Canada.

Title to lands required for right-of-way was taken in the name of The Grand Trunk Railway Company of Canada and the line was built from London to St. Mary's (20.86 miles) and opened for traffic on September 27, 1858.

PROPERTY INVESTMENT: Included in investment account of The Grand Trunk Railway Company of Canada

(Canadian National Railway Company).

The line from London East to St. Mary's Junction; a distance of 20.86 miles, was completed and opened for traffic on September 27, 1858.

CAPITAL STOCK: Page 35 of Grand Trunk Railway System Statistics relating to History, Organization Capital Stock, etc. of constituent and affiliated companies (compiled in 1897 and revised January 1, 1916) records that the line was built under the original charter granted London and Grand Trunk Junction Railway Company. The whereabouts of the Seal and corporate records (if any) is unknown.

THE LONDON HURON AND BRUCE RAILWAY COMPANY
(included in "Canadian National Railway Company" from January 31, 1923)

INCORPORATED: February 15, 1871 - Ontario Act 15 Victoria Chapter 42.

HISTORY: Under Ontario Act 15 Victoria Chapter 42, February 15, 1871, "The London Huron and Bruce Railway Company" was incorporated to construct a railway from London to Goderich or Kincardine, etc.

A line was constructed from Hyde Park to Wingham (68.91 miles) and opened for traffic on January 4, 1876.

Subsidies Paid:

	<u>Province of Ontario</u>	<u>Municipal</u>	<u>Total</u>
Township of London	\$	\$15,000	\$
Township of Stephen		17,500	
Township of Osborne		25,000	
Township of Hay	15,000		
Township of Goderich		15,000	
Township of East Wawanosh		25,000	
Township of Hallet		25,000	
Township of Tuckersmith	10,000		
Township of Turnberry		5,000	
Township of Morris		10,000	
Township of Stanley		10,000	
Village of Clinton		20,000	
Exeter		10,000	
Kincardine and Wigan		9,000	
City of London		100,000	311,500
Province of Ontario			<u>178,630</u>
			\$490,130

The London Huron and Bruce Railway Company formed part of The Great Western Railway Company System when the latter Company was amalgamated with The Grand Trunk Railway Company of Canada on August 12, 1882.

AMALGAMATION: Effective April 1, 1893, under Agreement dated October 1, 1892, ratified and confirmed by Dominion Act 56 Victoria Chapter 47, April 1, 1893, The London Huron and Bruce Railway Company and fourteen other companies were amalgamated into one company under the name "The Grand Trunk Railway Company of Canada".

DONATIONS AND GRANTS:

Subsidies were as follows (Statistics of Steam Railways of Canada - 1938, Page 64)

Province of Ontario	\$178,630
Municipal	<u>311,500</u> \$490,130

LOCATION: Stratford Division: Miles
Miles Hyde Park - Clinton Junction 45.27

Discontinued Clinton Junction	- Wingham Junction	23.64	-	1941
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CAPITAL STOCK: Prior to amalgamation on April 1, 1893:
2085 shares - \$50 each \$101,250
All owned by The Grand Trunk Railway Company of Canada.

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

LONG TERM DEBT:

Prior to amalgamation on April 1, 1893:
Bonds outstanding in the amount of \$912,646 (£187,530) were held in The Grand Trunk Railway Company of Canada Treasury, and upon amalgamation the liability with respect thereto was assumed by the latter Company.

THE LOTBINIERE AND MEGANTIC RAILWAY COMPANY
(property included in Canadian Government Railways from April 1, 1920)

INCORPORATED: March 21, 1889 - Quebec Chapter 89.

HISTORY: Under Quebec Act 52 Victoria Chapter 89, March 21, 1889, "The Lotbiniere and Megantic Railway Company" was incorporated to construct and operate a railway from Saint-Jean Des Chaillons to or near Glen Lloyd in the County of Megantic.

The railway was completed and opened for traffic as follows:

Lyster	to St. Philomene	23.34 miles	November 8, 1894
St. Philomene	to Deschaillons	<u>6.25</u> miles	December 3, 1896
Total		29.59 miles	

Dominion Act 6 - 7 George V, Chapter 22, May 18, 1916, authorized the Minister of Railways and Canals to acquire The Lotbiniere and Megantic Railway extending from Lyster to Saint-Jean Des Chaillons, about 30 miles, on the basis of actual cost less subsidies and depreciation as determined by the Exchequer Court of Canada. Judgment of the Court was rendered on January 24, 1917.

Dominion P.C. 2411, December 1, 1919, authorized purchase of the road for \$330,000, the road to be entrusted to the Board of Directors of The Canadian Northern Railway Company for management and operation.

Deed of sale executed on April 29, 1920, conveyed the railway to the Crown as of April 1, 1920 in consideration of \$330,000.

Vote, 470, Dominion Act 10 - 11 George V Chapter 73, July 1, 1920 provided \$336,875 for the purchase of the railway together with interest at 5% from April 1, 1920.

PROPERTY INVESTMENT:

As at December 31, 1960	
Road	\$186,336

DONATIONS AND GRANTS:

Subsidies were (Statistics of Steam Railways of Canada - 1938, Page 64):

Dominion	\$ 96,000
Province of Quebec	<u>126,000</u> \$222,000

LOCATION:

Levis Division, Des Chaillons Subdivision:		<u>Miles</u>	
Villeroy - Parisville	13.12		
<u>Discontinued</u>			
Villeroy - Lyster	12.93	-	1927
Parisville - Des Chaillons	3.54	-	1931

MACKENZIE MANN AND COMPANY LIMITED

Mackenzie and Mann came into existence as an organization of contractors to build railways about 1896.

Mackenzie Mann and Company, Limited was incorporated under Letters Patent at the Province of Ontario dated February 22, 1902.

As Mackenzie Mann and Company was neither an operating or an owning company, (insofar as transactions with Canadian National Railways were concerned) a report on its Activities is not included. For the relationship of Mackenzie, Mann and Company, Limited, The Canadian Northern Railway: See Volume II - Chapter II Pages 38 et seq. of the history of the Company "Canadian National Railways: Toward the Inevitable."

THE MAGANETAWAN RIVER RAILWAY COMPANY

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

INCORPORATED: April 15, 1901 - Ontario Act 1 Edward VII Chapter 83.

HISTORY: Under Ontario Act 1 Edward VII Chapter 83, April 15, 1901, "The Maganetawan River Railway Company" was incorporated to construct and operate a railway from Burk's Falls to navigable waters of the Maganetawan River, etc., etc.

By agreement dated December 4, 1901 between The Grand Trunk Railway Company of Canada, The Maganetawan River Railway Company, and James Sharpe, one of the original sponsors of the line, The Grand Trunk Railway agreed to construct the line for the Maganetawan Company, and the Maganetawan Company assigned to the Grand Trunk the right to receive certain subsidies from the Ontario and Dominion Governments, which had been voted toward construction, and also agreed that the Grand Trunk should retain the Maganetawan Company's proportion of switching charges. The Maganetawan Company's proportion of switching charges was to be \$1 per car, and such amount, together with the cash subsidies were to be applied by the Grand Trunk in liquidation of construction expenditures on behalf of the Maganetawan Company.

On the same date as the foregoing agreement James Sharpe signed a release of all his claims against the Maganetawan Company and agreed to transfer all shares of capital stock of the Company held by him to the Grand Trunk for a consideration of \$2,500. This amount was paid by the Grand Trunk in October 1903, when the entire capital stock of the Company was transferred to the Grand Trunk. The total cost to the Grand Trunk was as follows:

The railway was completed and opened for traffic from Burk's Falls to the Maganetawan River a distance of 11.91 miles on December 4, 1903.

Original cost of construction to January 31 st , 1910	\$24,035.74
Cost of Capital Stock	<u>2,500.00</u>
	\$26,535.74

Less Subsidies

Dominion - January 11, 1903	\$3,552	
Ontario - December 23, 1902	<u>10,000</u>	<u>13,552.00</u>
		\$12,983.74

The amount of \$12,983.74 was charged to the Maganetawan Company and eventually cleared by the application of the Maganetawan Company's \$1.00 per car proportion of the switching charge as covered by the agreement.

This line of Railway property extends from Burk's Falls, Ontario, to Maganetawan Wharf, a distance of 2.62 miles, and is operated as a freight spur as part of the Canadian National Railway Company.

AMALGAMATION: On June 8, 1954, Canadian National Railway Company, The Maganetawan River Railway Company and 5 other companies were amalgamated into one company under the name "Canadian National Railway Company."

CAPITAL STOCK: Prior to amalgamation on June 8, 1954:
 Authorized: 300 shares - par \$100 - \$30,000
 Issued: 300 shares - par \$100 - 30,000 unpledged.

All owned by Canadian National Railway Company.

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

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

MALONE AND ST. LAWRENCE RAILWAY COMPANY

HISTORY: Malone and St. Lawrence Railway Company was incorporated on December 30, 1890. The railway was constructed in 1891 from Malone to the International Boundary a distance of 12.4 miles. The railway was leased in perpetuity to the Central Vermont Railroad Company which guaranteed the principal and interest on its first mortgage bonds and the operation of the line began January 11, 1892. On March 1, 1894 the lease was transferred to Wm. Seward Webb, who also assumed that portion of the lease which provides for the guarantee of the principal and interest of first mortgage bonds.

CAPITAL STOCK: \$240,000

FUNDED DEBT: 5% First Mortgage Bonds due September 1, 1991 \$240,000

Since March 1, 1894 the railway has been operated by the New York Central and Hudson River Railroad Company in conjunction with its Adirondack Division. The Malone and St. Lawrence Railway Company was consolidated with the St. Lawrence and Adirondack Railway Company on November 18, 1895 (Poors 1903, Page 107).

MANITOBA NORTHERN RAILWAY COMPANY

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

INCORPORATED: April 23, 1926 - Manitoba Chapter 113
February 7, 1928 - Manitoba Chapter 19 - amending Chapter 113, 1926.

HISTORY: Under Manitoba Act 16 George V Chapter 113, Assented to April 23, 1926, "Manitoba Northern Railway Company" was incorporated to, among other things, construct and operate a railway from a point at or near Mile Seven on the Hudson Bay Railway to Flin Flon Mine, with branches or extensions, etc., etc.

Construction commenced December 2, 1927, the right-of-way being principally on Crown land. Operation by Canadian National Railway Company was commenced on January 1, 1930.

The intention was to lease the line to Canadian National Railway Company and sell securities based on the lease. This plan was dropped when it was found that bonds issued under a mortgage of the lease would not be readily saleable. Accordingly construction was financed on temporary loans, and the charter was amended in 1931 to authorize the Company to amalgamate with (instead of leasing to) Canadian National Railway Company.

Under agreement dated December 17, 1927, between the Province of Manitoba, Manitoba Northern Railway Company and Canadian National Railway Company, the Province paid to the Canadian National Railway Company \$100,000 per annum during the first five years, 1930 to 1934 inclusive, towards the deficit in operation. These subsidies were credited to Income Account by Canadian National Railway Company.

AMALGAMATION: On June 11, 1956, Canadian National Railway Company, Manitoba Northern Railway Company and 16 other companies were amalgamated into one company under the name "Canadian National Railway Company".

PROPERTY INVESTMENT:

Prior to amalgamation on June 11, 1956:

Road	- Flin Flon Branch	\$6,574,380.45	
	Sherritt Gordon Branch	<u>2,602,442.00</u>	\$9,176,822.45

DONATIONS AND GRANTS:

In addition to the \$500,000 paid by the Province of Manitoba towards deficits as mentioned above Land Grants were as follows: (Statistics of Steam Railways - 1938, Page 65).

Dominion	2,155.89 acres
Manitoba	<u>238.70</u> acres
	2,394.59 acres

LOCATION:

The Railway was completed and opened for traffic as follows:

Flin Flon Junction	to Flin Flon	87.50 miles	July 30, 1929
	Total	127.88 miles	

Running Rights

The Pas - Flin Flon Junction	-	4.24 Hudson Bay Railway
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CAPITAL STOCK:

Prior to amalgamation on June 11, 1956:

Authorized:	5,000 shares	- \$100	\$500,000
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Issued: 5,000 shares - \$100 500,000 unpledged
The shares of the authorized capital stock were issued to Canadian National Railway Company without money consideration and were carried at \$1.00.

Upon amalgamation on June 11, 1956, in accordance with the terms of amalgamation agreement dated May 17, 1956, the capital stock was treated as cancelled.

FUNDED DEBT: As at June 11, 1956 - nil.

Note in the amount of \$9,008,250.94 held by Canadian National Railway Company and cash advances made by Canadian National Railway Company in the amount of \$168,571.51, were retired upon amalgamation on June 11, 1956.

THE MANITOBA RAILWAY COMPANY

(property included in "Canadian National Railway Company" from September 18, 1946)

Includes:

Northern Pacific and Manitoba Railway Company
Portage and North-Western Railway Company
The Waskada and North Eastern Railway Company
The Winnipeg Transfer Railway Company (Limited)

FORMATION: 1901 or 1902

DECLARATORY: The lines of railway and other works constructed by Northern Pacific and Manitoba Railway Company, Portage and North-Western Railway Company, The Waskada and North Eastern Railway Company, and The Winnipeg Transfer Railway Company (Limited) were declared to be works for the general advantage of Canada - Dominion 1 Edward Chapter 73, May 23, 1901.

HISTORY: NORTHERN PACIFIC AND MANITOBA RAILWAY COMPANY

Manitoba Act 51 Victoria Chapter 5, April 30, 1888, authorized the Railway Commissioner for Manitoba to construct and operate a railway from Winnipeg to West Lynne to be known as the "Red River Valley Railway", and also to construct and operate a railway from Winnipeg to Portage la Prairie, etc.

The railway was completed and opened to traffic on September 1, 1889 from Winnipeg to Emerson on the International Boundary a distance of 65.81 miles.

Under Manitoba Act 52 Victoria Chapter 2, September 4, 1888, "Northern Pacific and Manitoba Railway Company" was incorporated to take over, complete and operate the Red River Valley Railway from Winnipeg to International Boundary and to Portage la Prairie, and a line from Morris to Brandon.

Dominion Act 52 Victoria Chapter 58, April 16, 1889, validated incorporation and declared the railway a work for the general advantage of Canada.

The Railway was completed and opened for traffic as follows:

Morris	to Brandon	September 1, 1859	145.34 miles
Portage Junction	to Portage la Prairie	September 1, 1889	52.50 miles
Hartney Jct.	to Argue	November 21, 1898	46.50 miles
Argue	to Hartney	July 1, 1900	<u>4.32 miles</u>
		Total	248.66 miles

Under agreement dated January 15, 1901, confirmed by Manitoba 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 Chapter 39, March 20, 1901, and Dominion 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 authorized by Dominion Chapter 73, May 23, 1901, and approved by Dominion Order in Council dated December 22, 1902, the four companies owning the leased lines were amalgamated as one Company under the name "The Manitoba Railway Company", a subsidiary of Northern Pacific Railway Company (U.S.A.).

PORTAGE AND NORTH-WESTERN RAILWAY COMPANY

Under Manitoba Chapter 51, April 13, 1899, Portage and North-Western Railway Company was incorporated to construct and operate a railway from Portage la Prairie via Hamiota and Birtle to the north boundary of the province, with branches, etc. etc.

The railway was completed and opened for traffic as follows:

Portage la Prairie to Oakland	April 1, 1900	9.30 miles
Portage la Prairie to Beaver	April 1, 1900	19.62 miles
Oakland to Delta	July 1, 1900	<u>5.40 miles</u>
Total		34.32 miles

Under agreement dated January 15, 1901, confirmed by Manitoba 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 Chapter 39, March 20, 1901, and Dominion 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 authorized by Dominion Chapter 73, May 23, 1901, and approved by Dominion Order in Council dated December 22, 1902, the four companies owning the leased Lines were amalgamated as one Company under the name "The Manitoba Railway Company", subsidiary of Northern Pacific Railway Company (U.S.A.).

THE WASKADA AND NORTH EASTERN RAILWAY COMPANY

Under Manitoba Chapter 55, April 13, 1899, "The Waskada and North Eastern Railway Company" was incorporated to construct and operate a railway from Township 5, R. 19, 20 or 21 west of First Principal Meridian, Manitoba, to a point in Township 1, R. 24, west of First Principal Meridian, thence to Waskada and the western boundary of the province, etc., etc.

Under agreement dated January 15, 1901, confirmed by Manitoba 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 Chapter 39, March 20, 1901, and Dominion 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 as authorized by Dominion Chapter 73, May 23, 1901, and approved by Dominion Order in Council dated December 22, 1902, the four companies owning the leased lines were amalgamated as one Company under the name "The Manitoba Railway Company", a subsidiary of Northern Pacific Railway Company (U.S.A.).

THE WINNIPEG TRANSFER RAILWAY COMPANY (LIMITED)

Under Manitoba Letters Patent, August 6, 1887, "The Winnipeg Transfer Railway Company, Limited" was incorporated to build from the Junction of the Red and Assiniboine Rivers in Winnipeg along the Red River for about 1 mile, with branches, etc.

Under Manitoba Chapter 65, March 31, 1890, after construction of a railway from May Street along the bank of the Red River to a point on the south side of Water Street in Winnipeg, "The Winnipeg Transfer Railway Company, (Limited)" was incorporated with power to increase its Capital Stock and extend its lines from its northern terminus on May Street to the City limits.

The railway was completed and opened for traffic about July 1, 1891 for a distance of 1.21 miles in Winnipeg.

Under agreement dated January 15, 1901, confirmed by Manitoba 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 Chapter 39, March 20, 1901, and Dominion 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 authorized by Dominion Chapter 73, May 23, 1901, and approved by Dominion Order in Council dated December 22, 1902, the four companies owning the leased lines were amalgamated as one Company under the name "The Manitoba Railway Company", a subsidiary of Northern Pacific Railway Company (U.S.A.).

THE MANITOBA RAILWAY COMPANY

Under agreement authorized by Dominion Chapter 73, May 23, 1901, approved by Dominion Order in Council dated December 22, 1902, "The Manitoba Railway Company" was formed by amalgamation of four companies, severally incorporated by Acts of the province of Manitoba, as listed hereunder:

Northern Pacific and Manitoba Railway Company
Portage and North-Western Railway Company
The Waskada and North Eastern Railway Company
The Winnipeg Transfer Railway Company (Limited)

The Manitoba Railway Company was vested with all the powers, franchises, privileges, assets, etc., belonging to the said companies, and succeeded as lessor to the option of purchase and lease of properties dated January 15, 1901, assigned to The Canadian Northern Railway Company on February 11, 1901.

By Indenture dated September 4, 1946, The Canadian Northern Railway Company assigned to Canadian National Railway Company, the option of purchase and lease of The Manitoba Railway properties.

Under authority of Dominion Chapter 19, July 26, 1946 Canadian National Railway Company acquired the property (including 344.59 miles of main track) and capital stock of The Manitoba Railway Company as of September 18, 1946, for the sum of \$7,000,000. Directors Minute No. 5429 of September 25, 1946, confirmed execution of all documents required in connection therewith.

DONATIONS AND GRANTS:

Subsidies were (Statistics of Steam Railways of Canada - 1938, Page 64):

Province of Manitoba	\$641,575
Dominion Government granted	6.38 acres of land

LOCATION:

Winnipeg Terminals and Portage Brandon Divisions:

		<u>Miles</u>
Winnipeg (Water Street)	- Emerson, Manitoba	65.81
Portage Junction (Winnipeg)	- Portage la Prairie	52.50
Portage la Prairie	- Beaver, Manitoba	19.62
Delta Junction, Manitoba	- Oakland, Manitoba	9.30
Morris, Manitoba	- Brandon, Manitoba	145.34
<u>Discontinued</u>		
Oakland, Manitoba	- Delta, Manitoba - 1941	5.45

MARKET GARDENS LIMITED

(formerly wholly owned subsidiary of The Canadian Northern Railway Company)

Charter revoked November 19, 1940.

INCORPORATED:

August 12, 1926 - Manitoba Letters Patent.
January 10, 1928 - Manitoba Supplementary Letters Patent - increased authorized capital stock.

HISTORY:

Under Manitoba Letters Patent dated August 12, 1926, "Market Gardens Limited" was incorporated with authorized capital stock of \$100,000, for the purpose of acquiring title to lands in the City of Winnipeg and vicinity for the proposed extension of freight yard facilities of the Canadian National Railways in the neighbourhood of Portage Junction, south of Winnipeg. (The proposed yard was not constructed.)

Under Supplementary Letters Patent dated January 10, 1928, the authorized capital stock was increased to \$200,000.

As of June 1, 1940, in accordance with General Sale of Assets Agreement dated April 23, 1940 between Market Gardens Limited, and Canadian National Realities, Limited all the assets of the company totalling \$188,969.57, including land having a ledger value of \$185,165.43 and other assets of \$3,804.14, together with liabilities totalling \$188,969.57 were transferred to Canadian National Realities Limited.

CHARTER REVOKED:

After transfer of all its assets and liabilities to Canadian National Realities, Limited, Market Gardens Limited was wound up and its corporate existence was terminated. The Charter was revoked effective November 19, 1940, by Manitoba Order in Council 1340/40 dated November 26, 1940.

The Certificates representing 2000 shares of capital stock were cancelled upon expiry of the Charter. The Seal, original Minute Books and other corporate documents pertaining to the corporate existence of Market Gardens Limited are in the custody of the Secretary, Canadian National Railway Company, Montreal.

CAPITAL STOCK:

Authorized:	2000 shares	- \$100 each	\$200,000
Issued:	2000 shares		200,000

All owned by The Canadian Northern Railway Company.

Share Certificates were issued in the names of Solicitors in the legal firm representing the railway, in trust, and were cancelled upon termination of the corporate existence of the Company on November 19, 1940.

THE MARMORA RAILWAY AND MINING COMPANY
(Included in Canadian National Railway Company from June 11, 1956)

INCORPORATED: May 4, 1891 - Ontario Act 54 Victoria Chapter 90
April 30, 1900 - Ontario Act 63 Victoria Chapter 118, name changed (see History).

DECLARATORY: Works and undertaking declared to be works for the general advantage of Canada, Dominion Act 4 - 5 George V Chapter 20, 1914.

HISTORY: Under Ontario Act 54 Victoria Chapter 90, May 4, 1891, "The Ontario Belmont and Northern Railway Company" was incorporated to construct and operate a railway from Hastings or Campbellford to Blairton and to some point in the Township of Marmora. Under Ontario Act 63 Victoria Chapter 118, April 30, 1900, the name was changed to "The Marmora Railway and Mining Company". The line was built as a feeder to The Central Ontario Railway (now included in Canadian National Railway Company). The railway was completed and opened for traffic:
Belmar to Cordova 9.52 miles about July 1, 1896
Under agreement dated December 30, 1909, Mackenzie, Mann and Company Limited, purchased the outstanding First Mortgage Bonds of the Ontario; Belmont and Northern Railway Company amounting to \$100,000 and also acquired control of the Company from C. E. Ritchie, who agreed to transfer to Mackenzie, Mann and Company Limited, \$128,600 of the Capital Stock, being as far as could be ascertained all the Capital Stock issued.

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

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

SUBSIDIES:

Subsidies were as Follows: (Statistics of Steam Railways - 1938, Page 65).

Dominion	\$30,720	
Ontario	<u>20,542</u>	\$51,262

CAPITAL STOCK:

Prior to amalgamation on June 8, 1954:

Authorized:	2,500 shares	- par value \$100	\$258,000
Issued:	1,286 shares	- par value \$100	128,600

The Contractors (Mackenzie, Mann & Company, Limited, Sir William Mackenzie and Sir Donald D. Mann) held 1000 shares - \$100,000, which the Contractors, under agreement dated July 14, 1914, transferred to the Trustee, free of prior charges, to become and remain the property of The Canadian Northern Railway Company to form part of the mortgaged premises under Trust Deed dated July 15, 1914. The Contractors also held 286 shares, \$28,600, which covered the balance of the issued capital stock, which they transferred to The Canadian Northern Railway Company at the same time, unpledged. Payment was included in the \$23,000,000 of capital stock of The Canadian Northern Railway Company issued to the Contractors in consideration of their turning over control of the companies as set out in The Canadian Northern Railway Guarantee Act, 1914, Dominion Act 4 - 5 George V Chapter 20, June 12, 1914.

THE MASKINONGE AND NIPISSING RAILWAY COMPANY

The Maskinonge and Nipissing Railway Company was incorporated on June 2, 1886 under Dominion Act 49 Victoria Chapter 73 to build a railway from some point on the Canadian Pacific Railway near Louisville or Maskinonge via St. Michel des Saints north of Lake Desert until it meets the Canadian Pacific Railway at or near Lake Nipissing.

Under Dominion Act 56 Victoria Cap 2 passed April 1, 1893 a subsidy of \$96,000 was granted for 30 miles of railway from a point on the Canadian Pacific Railway near Louisville or Maskinonge toward St. Michel des Saints.

At a Directors Meeting of the Great Northern Railway Company held at Quebec on August 23, 1893 a letter dated August 9, 1893 was read from Mr. Lucien Huot of Montreal offering to sell the charter of the Maskinonge and Nipissing Railway Company and transfer granted by Act 56 Victoria Chapter 2 for the sum of \$7,000 and at a Directors Meeting held in Quebec September 30, 1893 it was resolved that the Great Northern Railway Company purchase the charter of the Maskinonge and Nipissing Railway Company and the subsidy on the terms of Mr. Huot's letter paying \$7000. cash.

At a Directors Meeting of the Great Northern Railway Company held October 20, 1895 the Vice-President and Secretary were authorized to purchase the Maskinonge and Nipissing Railway Company and sign the necessary deeds and documents. At a Meeting of the Great Northern Railway Company Directors held November 8, 1893 the Vice-President reported that accompanied by the Secretary he had visited Montreal and had purchased the charter and control of the Maskinonge and Nipissing Railway Company, which had been granted a federal subsidy of \$96,000 for \$7,000 and this action was confirmed.

Under Act 57 - 58 Victoria Cap 4 assented to July 23, 1894 the Dominion Government granted the Great Northern Railway Company a subsidy of \$96,000 for 30 miles of railway from junction with Lower Laurentian Railway at St. Tite Junction westward in lieu of subsidy granted the Maskinonge and Nipissing Railway Company under Act 56 Victoria Chapter 2.

THE MEDONTE TRAMWAY COMPANY

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

INCORPORATED: March 10, 1882 - Ontario Act 45 Victoria Chapter 55.

HISTORY: Under Ontario Act 45 Victoria Chapter 55, March 10, 1882, "The Medonte Tramway Company" was incorporated to construct and operate a tramway from a point near Hillsdale to Coldwater, thence to Orr's Lake four miles north of Hillsdale.

Grand Trunk Railway System Statistics relating to History, Organization, Capital Stock, mileage, etc., relating to constituent and affiliated companies compiled June 30; 1897 and revised January 1, 1916, records on page 32, that a line was constructed under the Charter of The Medonte Tramway Company for a distance of 9 miles from Coldwater Junction, and was opened for traffic in 1883. Chief Engineer of the Grand Trunk Railway Company of Canada E. P. Hannaford in his report dated February 1894 for the year ending December 31, 1893 stated: A portion of the Medonte Tramway 9½ miles has been taken up, the timber traffic having been exhausted. The Grand Trunk Railway Blue Book revised January 1, 1916, Page 23 shows 0.75 miles operated as a siding on Grand Trunk Railway property. It appears therefore that the line was abandoned shortly after the Grand Trunk Railway Company took over the Midland Railway of Canada.

Under the terms of the Act of Incorporation, upon abandonment of the line the lands acquired for the purposes of the tramway reverted to the original owners.

A search of other Canadian National Railways records as well as the Ontario Statutes does not disclose the process by which the Medonte Tramway property came into the hands of The Grand Trunk Railway Company of Canada (now Canadian National Railway Company), and the whereabouts of the Seal and corporate records of The Medonte Tramway Company (if any) is unknown.

CAPITAL STOCK: Authorized: 500 shares - \$50 each \$25,000

THE MICHIGAN AIR LINE RAILWAY

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

ORGANIZED: November 18, 1875 - State of Michigan
July 22, 1880 - Amendatory Articles of Association
January 21, 1882 - Second amendatory Articles of the Company

HISTORY: The Grand Trunk Railway of Northern Indiana was incorporated under the laws of the State of Indiana by Articles of Association filed with the Secretary of State of Indiana on January 18, 1867. The Company was authorized to construct a railway from the State line between Michigan and Indiana to the State line between Indiana and Illinois.

The Grand Trunk Railway of Michigan was incorporated under the laws of the State of Michigan by Articles of Association which were filed with the Secretary of State of Michigan on January 19, 1867. The Company was authorized to construct a railway from Ridgeway to the State line between Michigan and Indiana.

Articles of Consolidation dated July 14, 1868 was filed with the Secretary of State of Michigan and Indiana consolidating the Grand Trunk Railway the Grand Trunk Railway of Michigan with the Grand Trunk Railway of Northern Indiana to form the Michigan Air Line Railroad Company on August 25, 1868.

The railway was completed and opened for traffic from Ridgeway now Richmond to Romeo a distance of 14 miles on December 9, 1869.

The St. Joseph Valley Railroad Company of Indiana was incorporated under the laws of the State of Indiana by Articles of Association dated February 2, 1869 which were filed with the Secretary of State of Indiana on April 19, 1869. This Company was incorporated to build a railway from the Michigan - Indiana State line to South Bend, Indiana.

The St. Joseph Valley Railroad Company of Indiana was consolidated with the Michigan Air Line Railroad Company by Articles of Consolidation filed with the Secretaries of Michigan and Indiana respectively on October 8, 1870.

The properties and Franchises of the Michigan Air Line Railroad Company east of Jackson, known as the "Eastern Division" were leased in perpetuity to the "St. Clair River Pontiac and Jackson Railroad Company" on April 13, 1872.

Under foreclosure sale, by Masters Deed dated April 8, 1875 the line from Ridgeway to Pontiac was sold to William Young by deed dated November 18, 1875.

William Young organized the Michigan Air Line Railway by Articles of Association dated November 18, 1875 which were filed with the Secretary of State of Michigan on November 23, 1875, and by deed dated November 18, 1875 conveyed his interests in the Michigan Air Line Railroad Company to the Michigan Air Line Railway. Deed filed December 28, 1875. Officers elected December 22, 1875.

Subsequently the line was for sale and likely to fall into the hands of those who would use it for competition against the Grand Trunk. The line passed through an agricultural country and it was, therefore, thought desirable to secure it for traffic purposes, and afterwards to extend it to Rochester (where it would form a junction with the Detroit and Bay City Line) and then to Pontiac (where it would join the Detroit, Grand Haven and Milwaukee Railway) and at a later date to Jackson. The practicability of its being used by the Grand Trunk as a means of reaching the West by an extension towards the Baltimore and Ohio Railroad, or the Peninsular Railroad, was under consideration should matters culminate in the Company's traffic from the Michigan Central Railroad being stopped.

Under the terms of agreement dated September 27, 1877, Joseph Hickson (then General Manager of the Grand Trunk Railway system) purchased the Capital Stock, powers, franchises, railway and property of the Michigan Air Line Railway from William Young of Valparaiso, Indiana, and took delivery of the Capital Stock and quit claim deed of the property on October 15, 1877, upon payment of \$25,000 in cash and three notes in the amount of \$25,000 each.

On October 15, 1877, The Grand Trunk Railway Company of Canada purchased the stock of the Michigan Air Line (apparently the corporation newly organized on November 18, 1875) amounting to \$300,000 and under its control the line was extended from Romeo, Michigan, to Rochester, Michigan, a distance of 12 miles, which section was opened for traffic in March 1879; from Rochester to Pontiac, Michigan, a distance of about 9 miles, which section was opened for traffic in October 1880; and from Pontiac to Jackson, Michigan, a distance of about 70.63 miles, which section was opened for traffic on January 1, 1884.

When obstructions were put in the way of the completion of the through line from Port Huron to Chicago, through the purchase of the Chicago and Northeastern Railroad by another interest, the possession by The Grand Trunk Railway Company of Canada of this small piece of railway and the obvious possibility of extending it to a connection with Western Lines influenced the negotiations with those interested in the line from Port Huron to Chicago very materially, and contributed to bring about the abandonment of the Chicago and Northeastern Railroad by the other interests.

Under lease of January 1, 1881, and supplemental lease of December 10, 1881, the road was leased to The Grand Trunk Railway Company of Canada for 21 years from

January 1, 1882. These leases expired December 31, 1902, but The Grand Trunk Railway Company of Canada (Canadian National Railway Company) continued operation of the property on the same terms to December 31, 1938 when the "implied" lease was considered as fully cancelled (as per memorandum agreement dated November 15, 1928).

Under amended Articles of Association dated January 21, 1882, filed March 29, 1882 the extension of the railway from Pontiac to Jackson was authorized.

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

LOCATION:

Detroit Division:			
Richmond, Michigan	to Jackson, Michigan	-	105.63 miles
Richmond to Romeo	- 14.25 miles		opened for traffic December 1869
Romeo to Rochester	- 12.00 miles		opened for traffic March 1879
Rochester to Pontiac	- 8.75 miles		opened for traffic October 1880
Pontiac to Jackson	- 70.63 miles		opened for traffic January 1, 1884

CAPITAL STOCK:

3,000 shares of capital stock of \$100 each - \$300,000 outstanding at date of consolidation and owned by Canadian National Railway Company were exchanged for 12,000 shares of Grand Trunk Western Railroad Company common stock of non-par value, to which a value of \$25 per share was assigned.

FUNDED DEBT AND NON-NEGOTIABLE DEBT TO AFFILIATED COMPANIES:

Outstanding as at November 1, 1928:

5% First Mortgage Bonds held by Canadian National Railway Company
\$1,500,400.00

Capital Advances by Canadian National Railway Company to December 31, 1927 \$293,801.97

The First Mortgage Bonds were surrendered (and cancelled) in exchange for Grand Trunk Western Railroad Company 4½ First and General Mortgage Gold Bonds Series "A" dated January 1, 1930 and maturing January 1, 1980 of the par value of \$1,500,400. Capital advances were funded by the issue to Canadian National Railway Company of Grand Trunk Western Railroad Company 6% cumulative preferred stock of the par value of \$293,801.97.

Non negotiable debt to Canadian National Railway Company incurred in 1928 was liquidated by issuance to Canadian National Railway Company of Grand Trunk Western Railroad Company common and preferred stock.

ACCOUNTING:

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