

## THE QUEBEC BRIDGE AND RAILWAY COMPANY

- INCORPORATED:** June 23, 1887 - Dominion Act 50 - 51 Victoria, Chapter 98.  
July 10, 1903 - Dominion Act 3 Edward VII, Chapter 177, name changed (see History).
- DECLARATORY:** Undertaking declared to be a work for the general advantage of Canada - Dominion Act 3 Edward VII, Chapter 177, July 10, 1903.
- HISTORY:** Under Province of Canada Act 16 Victoria, Chapter 132, May 23, 1853, "The Quebec Bridge Company" was incorporated to build a bridge across the River St. Lawrence at or above the City of Quebec.  
Under Dominion Act 47 Victoria, Chapter 78, April 19, 1884, "The Quebec Railway Bridge Company" was incorporated to build a bridge across the River St. Lawrence with provision for vehicular and pedestrian traffic, etc.  
Under Dominion Act 50 - 51 Victoria, Chapter 98, June 23, 1887 "The Quebec Bridge Company" was incorporated to construct a bridge for railway, vehicular and pedestrian traffic across the St. Lawrence River at or near Quebec.  
Under Dominion Act, 3 Edward VII, Chapter 177, July 10, 1903, the name was changed to "The Quebec Bridge and Railway Company".  
Under Dominion Act 3 Edward VII, Chapter 54, October 24, 1903, provision was made for further financial arrangements to assist in completion of the undertaking. At this time the substructure and approaches had been completed and a portion of the superstructure had been constructed. Subsidies of \$374,353, \$250,000 and \$300,000 to aid in construction had been paid to the Company by the Dominion Government, the Province of Quebec, and the City of Quebec respectively. The Company had so far expended \$914,862 upon the works.  
On August 29, 1907, the south cantilever arm of this bridge, under construction, collapsed and fell into the St. Lawrence River, carrying some 65 or more workmen to their death. The catastrophe ruined The Quebec Bridge and Railway Company and the contractors, the Phoenix Bridge Company of Pennsylvania.  
The findings of the Royal Commission appointed by Dominion Order in Council dated August 31, 1907, to investigate the cause of the collapse of the bridge, after far-reaching study, were clear and concise and attributed the failure to faulty design and certain features of the scheme of erection.  
Dominion Act 7 - 8 Edward VII, Chapter 59, July 20, 1908, authorized the Dominion Government to exercise its right to take over the whole undertaking, assets, property and franchises of the Company following the collapse of the portion of the superstructure, pursuant to the provisions of agreement entered into on October 24, 1903 prior to the fall of the superstructure, as set out in the schedule to Dominion Act 3 Edward VII, Chapter 54, October 24, 1903.  
Under Dominion Order in Council P.C. 1787, August 17, 1908, a Board of Engineers was appointed to supervise erection of a new bridge, as a link in the National Transcontinental Railway then under construction.  
The wreckage and partially erected steel work of the old structure was removed, and on April 9, 1910, the Government awarded a contract to Charles Koenig and Company of Quebec, for construction of the sub-structure of the new bridge. This work was completed in two years.  
By authority of Order in Council of March 31, 1911, contract was awarded on April 4, 1911, on plans submitted by the tendering company itself, to the St. Lawrence Bridge Company (a subsidiary of the Dominion Bridge Company of Lachine, Quebec and

the Canadian Bridge Company of Walkerville, Ontario). The parent companies were required to sign the contract and become joint and several guarantors for the proper execution of the work. The contract date for completion was December 31, 1915, and estimated cost was \$8,650,000, a reduction of about \$2,600,000 having been made in the estimate by elimination of the highways for vehicular traffic contemplated in the original design. The bridge provided for two railway tracks and two sidewalks for pedestrians.

Dominion Order in Council P.C. 88, January 15, 1912, authorized repayment to the Province of Quebec and the City of Quebec of subsidies paid by them to The Quebec Bridge and Railway Company.

The erection of the superstructure was begun in 1913 and proceeded without mishap until September 11, 1916, when the suspended span, which had been built at Sillery Cove, some two miles down the river, was towed up to the Bridge site and hoisting apparatus attached to lift it into place. When the span had been raised some several feet the hoisting gear failed; the span buckled and crashed into the water, causing the death of 10 or 12 workmen. Investigation showed no damage to the standing structure and no fault in the plans nor in the fabric of the wrecked span. The St. Lawrence Bridge Company acknowledged responsibility for the accident.

Work was immediately commenced on a new span and on September 20, 1917 this was successfully raised into its place and the Quebec Bridge was a reality. The first train passed over the bridge on October 17, 1917, and the bridge was opened for regular traffic on December 3, 1917.

On August 21, 1918, the bridge was finally completed and accepted by the Government, since which time it forms part of "Canadian Government Railways".

Under Dominion Order in Council P.C. 115, January 20, 1923 "Canadian Government Railways" which includes Quebec Bridge, were entrusted to Canadian National Railway Company for management and operation.

#### **VEHICULAR ROADWAY:**

By Agreement dated November 15, 1928, between the Dominion Government and the Government of the Province of Quebec, the Provincial Government was granted authority to construct, maintain and operate a roadway for vehicular traffic upon and over the Quebec Bridge and undertook to pay all costs of the roadway and all expenses of maintaining and operating same, including any necessary grade crossing protection of separations. The Province obtained the right to collect tolls as authorized by Order in Council, and, from the proceeds of these tolls, agreed to (1) meet expense of operation and maintenance of the road; (2) meet interest of 5% on capital expenditure not exceeding \$400,000 involved in construction of the road; (3) provide sinking fund to amortize actual capital expenditure, not exceeding \$400,000 over a period of 40 years and (4) pay \$6,000 to the Federal Minister, representing \$2,000 for additional cost of maintenance of the whole bridge (exclusive of roadway and railway tracks) by reason of the existence of the roadway thereon, and \$4,000 representing one quarter of estimated yearly cost of maintaining the whole bridge exclusive of road and railway tracks. The agreement is for 30 years, expiring November 15<sup>th</sup>, 1958.

On September 30, 1948 a new agreement was entered into renewing agreement of November 15, 1928 for 21 years and an option to renew for another 21 years on six months notice. Rental increased from \$6,000 to \$25,000.

#### **PROPERTY INVESTMENT:**

As at December 31, 1960:

Road	\$21,706,664.49
------	-----------------

Cost of Guaranteed Bonds Purchased		\$6,424,781.00
Payment to Province of Quebec		250,000.00
Payment to City of Quebec		300,000.00
Payment of Award made by Supreme Court		485.20
Received from Phoenix Bridge Company in final adjustment of claims account collapse of bridge	(Cr.)	100,000.00
Payment to Shareholders for stock, after collapse of first bridge 1908-1909		355,279.07
Expenditures during fiscal year	1910-1911	227,563.40
	1911-1912	603,293.07
	1912-1913	1,512,825.96
	1913-1914	2,604,105.61
	1914-1915	2,816,305.10
	1915-1916	2,746,813.70
	1916-1917	2,733,677.00
	1917-1918	931,278.01
	1918-1919	656,761.79
	1919-1920	(Cr.) 880.65
	1920-1921	-
	1921-1922	-
	1922-1923	(Cr.) 344.70
	1923-1924	-
	1924-1925	-
	1925-1926	-
	1926-1927	(Cr.) <u>355,279.07</u>
Total Investment carried in Accounts of Canadian Government Railways		<b><u>\$21,706,664.49</u></b>
The following expenditures were incurred by the Government but not capitalized:		
Payment to Quebec Bridge Company out of original subsidy of \$1,000,000 prior to February 1 <sup>st</sup> , 1904		374,353.33
Expenses of Commission to enquire into the cause of collapse of first bridge		31,765.44
Other expenditures, Fiscal year 1908-1909		35,882.61
Expenditures for plans, etc., year 1909-1910		111,788.02
Expenditures during fiscal year 1920-1921		<u>24,555.50</u>
		<b><u>\$ 578,284.90</u></b>
Total Cost of Undertaking		<b><u>\$ 22,284,949.39</u></b>

**LOCATION:**

Levis Division:

Bridge approximately 7 miles up river from Quebec City.

Measurements:

Length of steelwork	3,239 feet
Length of centre span	1,800 feet
Length of suspended span	640 feet
Height above low water	172 feet
Height above high water	150 feet
Weight of steel superstructure	66,480 tons

During construction, a right of way was purchased and the Quebec Bridge Connection and Wye to The Intercolonial Railway on the south shore was constructed. The use of this connection and wye was discontinued in 1921 when the cut-off from Charny to Mile 1.17 of the Bridge Subdivision was opened for traffic.

**THE QUEBEC, MONTREAL AND SOUTHERN RAILWAY COMPANY**

(property acquired by "Canadian National Railway Company" July 16, 1929)

**INCLUDES:**

- The East Richelieu Valley Railway
- The Great Eastern Railway
- The Montreal and Sorel Railway
- The Quebec Southern Railway
- South Shore Railway
- The United Counties Railway

**INCORPORATED:** July 13, 1906 - Dominion Chapter 150.

**HISTORY:**

**THE EAST RICHELIEU VALLEY RAILWAY COMPANY**

The East Richelieu Valley Railway Company was incorporated on December 30, 1890 under Act 54 Victoria, Chapter 91, Province of Quebec to build a railway from Lacolle to St. Hyacinthe.

Under Act 59 Victoria, Chapter 65, Province of Quebec, passed December 21, 1895 the United Counties Railway Company was empowered to purchase the East Richelieu Valley Railway Company

The railway was completed and opened for traffic from Noyan Junction to Iberville a distance of 21.86 about December 1, 1898 and operated by the United Counties Railway Company.

The railway was sold by order of the Exchequer Court on May 30, 1900 to M. E. Bernier, acting as trustee for the Quebec Southern Railway Company.

Under Act 63-54 Victoria, Chapter 76, Dominion of Canada, passed July 7, 1900 the Quebec southern Railway Company was incorporated to operate the United Counties Railway and empowered to acquire the Fast Richelieu Valley Railway Company.

**THE GREAT EASTERN RAILWAY COMPANY**

The Great Eastern Railway Company was incorporated on May 17, 1882, under Act 45 Victoria, Chapter 71, Dominion of Canada to build a railway from Dundee to Levis and branches.

The railway was completed and opened for traffic from Yamaska to the St. Francis River, a distance of 6.12 miles on January 24, 1887 and Nicolet River to St. Gregoire 6.66 miles July 1, 1889.

On June 1, 1889 the Great Eastern Railway Company leased the Montreal and Sorel Railway and operation was commenced on June 24, 1889.

On May 21, 1890 the Great Eastern Railway Company entered into an agreement in connection with repairing the Montreal and Sorel Railway between St. Lambert and Sorel.

In 1894 the South Shore Railway Company entered into an agreement to purchase the Great Eastern Railway.

The railway was sold at Sheriff's sale on August 29, 1899 to R. Prefontaine and on December 6, 1899 the railway was acquired by the South Shore Railway Company.

#### THE MONTREAL AND SOREL RAILWAY COMPANY

The Montreal and Sorel Railway Company was incorporated on June 30, 1881 under Act 44 - 45 Victoria, Chapter 35, Province of Quebec to build a railway from St. Lambert to Sorel.

The railway was opened for traffic from St. Lambert to Armstrong a distance of 44.67 miles on April 1, 1882, on which date it was leased to the South Eastern Railway Company. On January 1, 1884 the lease was transferred to and assumed by the Grand Trunk Railway Company of Canada for a period of ten years. From April 1884 to December 31, 1885 and from October 1888 to June 24, 1889 the railway was not operated. On June 1, 1889 the railway was leased to the Great Eastern Railway Company and operation was resumed on June 24, 1889.

On May 21, 1890 the Montreal and Sorel Railway Company and the Great Eastern Railway Company entered into an agreement in connection with repairing the line between St. Lambert and Sorel.

Owing to non payment of interest on November 1, 1891 Mr. A. A. Taillon, General Manager of the Quebec Central Railway Company was appointed Sequestrator and on June 1, 1894 the railway was sold at Sheriff's Sale to Honourable L. Tourville, but by arrangement the Sheriff's deed of sale dated July 7, 1894 was made to the South Shore Railway Company.

#### THE QUEBEC SOUTHERN RAILWAY COMPANY

The Quebec Southern Railway Company was incorporated on July 7, 1900 under Act 63 - 64 Victoria, Chapter 76, Dominion of Canada to operate the United Counties Railway and was empowered to purchase the East Richelieu Valley Railway Company which was done.

By order of the Exchequer Court dated March 21, 1904, granted at the request of the Minister of Railways and Canals, George Casimer Dessaulles, President of the Bank of St. Hyacinthe, was appointed receiver of the Quebec Southern Railway Company and the South Shore Railway Company.

Under Act 4 - 5 Edward VII, Chapter 158, Dominion of Canada, passed July 20, 1905, the Exchequer Court of Canada was authorized to order the sale of the South Shore Railway Company and the Quebec Southern Railway Company.

On September 11, 1905, the Exchequer Court of Canada, ordered the sale, en bloc of the Quebec Southern Railway Company comprising the United Counties Railway Company the East Richelieu Valley Railway Company and the South Shore Railway Company by tenders.

By judgement of the Exchequer Court of Canada rendered on November 8, 1905 the tender of Frederic L. Beique for \$1,051,000 was accepted on condition that he undertake to protect the creditors of the said railway companies. These conditions were accepted by Mr. Beique on November 9, 1905.

On June 11, 1906, Frederick L. Beique sold to William S. Opdyke, General Counsel and Charles A. Walker, Treasurer of the Delaware and Hudson Railroad and his rights by acceptance and confirmation of this bid.

On August 11, 1906, the above rights were again transferred to the Quebec Montreal and Southern Railway Company and on January 4, 1907 the Registrar of the Exchequer Court of Canada, sold, assigned and transferred the property to the Quebec,

Montreal and Southern Railway Company.

According to the Railway Statistics of the Dominion of Canada for the year ending June 30, 1902, Page 40, the Quebec Southern Railway Company assumed the operation of the South Shore Railway on October 17, 1901.

#### THE SOUTH SHORE RAILWAY COMPANY

The South Shore Railway Company was incorporated January 8, 1894 under Act 57 Victoria, Chapter 72, Province of Quebec, to build a railway from Levis to Valleyfield.

The Montreal and Sorel Railway was sold at Sheriff's sale on June 1, 1894 to Honourable L. Tourville, but by arrangement the Sheriff's deed of sale dated July 7, 1894 was made to the South Shore Railway Company.

The railway was completed and opened for traffic as follows:

<u>Subdivision</u>	<u>From</u>	<u>To</u>	<u>Miles</u>	<u>Date</u>
Sorel	Mile 46.44	Bellevue Junction	7.01	August 4, 1900
Yamaska	Bellevue Junction	Yamaska	<u>4.99</u>	August 4, 1900
<b>Total</b>			<b>12.00</b>	

By order of the Exchequer Court of Canada dated March 21, 1904, granted at the request of the Minister of Railways and Canals George Casimir Dessaulles, President of the Bank of St. Hyacinthe was appointed receiver of the Quebec Southern Railway Company and the South Shore Railway Company.

On September 11, 1905, the Exchequer Court of Canada ordered the sale of the Quebec Southern Railway Company comprising the United Counties Railway Company the East Richelieu Valley Railway Company and the South Shore Railway Company by tenders.

By judgement of the Exchequer Court of Canada rendered on November 8, 1905 the tender of Frederic L. Berque for \$ 1,051,000 was accepted on condition that he undertake to protect the creditors of the said railway companies. These conditions were accepted by Mr. Berque on November 9, 1905.

On June 11, 1906 Frederic L. Berque sold to William S. Opdyke, General Counsel and Charles A. Walker, Treasurer of the Delaware and Hudson Railway Company his bid of \$1,051,000 made on November 2, 1905 and his rights by acceptance and confirmation of this bid.

On August 11, 1906 the above rights were again transferred to the Quebec Montreal and Southern Railway Company and on January 4, 1907, the Registrar of the Exchequer Court of Canada sold, assigned and transferred the property to the Quebec Montreal and Southern Railway Company.

According to the Railway Statistics of the Dominion of Canada for the year ending June 30, 1902, Page 40, the Quebec Southern Railway Company assumed the operation of the South Shore Railway on October 17, 1901.

#### THE UNITED COUNTIES RAILWAY COMPANY

The United Counties Railway Company was incorporated on March 30, 1883 under Act 46 Victoria, Chapter 90, Province of Quebec, to build a railway from Richelieu to some point on Richelieu and St. Lawrence River near Sorel.

Under Act 51 - 52 Victoria, Chapter 95, Province of Quebec passed July 12, 1888 the charter of the United Counties Railway Company was revived.

The railway was completed and opened for traffic as follows:

Iberville	to St. Hyacinthe	28.18 miles	September 17, 1893
St. Hyacinthe	to Bellevue Junction	<u>31.10</u> miles	December 31, 1894
<b>Total</b>		<b>59.28 miles</b>	

Under Act 59 Victoria, Chapter 60, Province of Quebec, passed December 21, 1895 the United Counties Railway Company was empowered to purchase the East Richelieu Valley Railway Company.

Prior to the construction of the South Shore Railway Company in 1900 the United Counties operated into Sorel by means of trackage rights over the Montreal and Atlantic Railway from St. Robert Junction now Bellevue Junction and Sorel a distance of 4.50 miles. The Montreal and Atlantic line between Drummondville and Sorel was subsequently abandoned.

On January 25, 1900 the United Counties Railway was sold at a Sheriff's Sale to George Casimir Dessaulles of St. Hyacinthe.

The Quebec Southern Railway Company was incorporated on July 7, 1900 under Act 63 - 64 Victoria, Chapter 76, Dominion of Canada to operate the United Counties Railway and empowered to purchase the East Richelieu Valley Railway Company.

#### THE QUEBEC, MONTREAL AND SOUTHERN RAILWAY COMPANY

Under Dominion Act 6 Edward VII, Chapter 150, July 13, 1906, "The Quebec, Montreal and Southern Railway Company" was incorporated to acquire the franchises, railway and property of The Quebec Southern Railways as comprising the railways heretofore known as the South Shore Railways, The United Counties Railway, and The East Richelieu Valley Railway, which had been sold, following Receivership, by Exchequer Court order pursuant to Dominion Chapter 158, July 20, 1905, and purchased by Honourable Frederick L. Beique, which property had been acquired on November 8, 1905, by the Delaware and Hudson Railway for \$1,051,000. The Delaware and Hudson Railway subsequently constructed 65.18 miles of line from Sorel to Fortierville.

Dominion Act 19 - 20 George V, Chapter 15, June 14, 1929, authorized the Canadian National Railway Company to purchase the whole of the railway and undertaking of The Quebec, Montreal and Southern Railway including the line of railway extending from a junction with Canadian National Railways at St. Lambert in a general northeasterly direction parallel to the St. Lawrence River through Boucherville, Varennes, Vercheres, and Contrecoeur to Sorel, a distance of 44.5 miles, thence continuing parallel to Lake St. Peter and the St. Lawrence River through Nicolet to Fortierville where it connects with the Canadian National Railways, a further distance of 65.5 miles, together with a branch from Bellevue Junction West of Sorel through St. Aime, St. Judes, St. Hyacinthe, Iberville and Henrysville to the junction with Canadian National Railways at Noyan, a distance of 81 miles, the whole comprising 190 miles, together with rolling stock, material and equipment, and all rights, franchises, powers, property and other assets, for the sum of \$6,000,000.

Purchase of the above mentioned property by Canadian National Railway Company effective July 16, 1929, was approved under Dominion Order in Council P.C. 1444, August 7, 1929. The purchase price of \$6,000,000 included material valued at \$79,638.49. \$5,920,361.51 was charged to Road and Equipment Investment Account and \$79,638.49 representing value of material taken into Stores was charged to Stores Account.

Payments were made as follows:

July 15, 1929		\$5,900,000.00
July 22, 1930	\$100,000.00	
Less amount required to commute		

seigniorial rents on property at Sorel and Iberville	1,000.29	98,999.71
Interest at 5% on \$100,000 July 15, 1929 to July 22, 1930		<u>5,096.00</u>
		<b>\$6,004,095.71</b>

Funds were provided from 5%, 40 Year Gold Bonds dated October 1, 1929.

The purchase price included the following rolling stock:

	<u>Units of Equip- ment taken over</u>	<u>Units found Unserviceable</u>	<u>Units retained in Service</u>	<u>Depreciated Value</u>
Locomotives	14	5	9	\$ 59,868.41
Freight Train Cars	1,439	238	1,201	878,484.22
Passenger Train Cars	20	10	10	44,287.38
Work Equipment	18	7	11	<u>21,170.00</u>
				<b><u>\$1,003,810.01</u></b>

#### DONATIONS AND GRANTS:

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

	Dominion of Canada	Province of Quebec	Municipal
Quebec			
Quebec, Montreal & Southern Railway		\$ 105,876	
East Richelieu Valley Railway	69,952	116,340	
Great Eastern Railway	40,345	94,742	
Montreal & Sorel Railway	93,758	226,645	
South Shore Railway	529,442	257,565	25,000
United Counties	<u>188,816</u>	<u>311,347</u>	
	\$922,313	\$1,112,515	\$25,000

In addition to Cash Subsidies the Province of Quebec made a land grant of 105,876 acres to the Quebec, Montreal and Southern Railway Company.

#### LOCATION:

The Railway was completed and opened for traffic as follows:

##### Quebec, Montreal and Southern Railway

St. Francis River	to Nicolet River	November 2, 1909	15.29 miles
St. Gregoire Junction	to Fortierville Junction	November 2, 1909	<u>27.48 miles</u>
		<b>Total</b>	<b>42.77 miles</b>

##### South Shore Railway

Armstrong	to Belleville Junction	August 4, 1900	7.01 miles
Bellevue Junction	to Yamaska	August 4, 1900	<u>4.99 miles</u>
		<b>Total</b>	<b>12.00 miles</b>

##### East Richelieu Valley Railway

Noyan	to Iberville	December 1, 1898	21.86 miles
-------	--------------	------------------	-------------

##### Great Eastern Railway

Yamaska	to St. Francois River	January 24, 1889	6.12 miles
Nicolet River	to St. Gregoire	July 1, 1889	<u>6.66 miles</u>
		<b>Total</b>	<b>12.78 miles</b>

##### Montreal and Sorel Railway



St. Lambert	to Armstrong	April 1, 1882	44.67 miles
-------------	--------------	---------------	-------------

**United Counties Railway**

Iberville	to St. Hyacinthe	September 17, 1893	28.18 miles
St. Hyacinthe	to Bellevue Junction	December 31, 1894	<u>31.10</u> miles
	<b>Total</b>		<b><u>59.28</u> miles</b>
	<b>System Total</b>		<b>193.36 miles</b>

**ABANDONED:**

Noyan	to Iberville	21.86 miles	May 18, 1931
Iberville	to St. Hyacinthe	28.18 miles	November 22, 1931
St. Gregoire Junction	to Fortierville	27.48 miles	December 28, 1934

**ACCOUNTING:**

Merged in Canadian National Railway Company accounts.

**CAPITAL STOCK:**

Dominion Act 23 - 24 George V, Chapter 58, May 23, 1933, authorized The Quebec, Montreal and Southern Railway Company to wind up its affairs by payment of all its debts and distributing its remaining assets among its stockholders, filing proof of such action under oath with the Secretary of State within 90 days of the passing of the Act whereupon the powers of the Company would cease.

**THE QUEBEC RAILWAY, LIGHT AND POWER COMPANY**

(line from Quebec City to Cap Tourmente, Quebec acquired by "Canadian National Railway Company" November 1, 1951)

**INCORPORATED:**

June 30, 1881	- Quebec Act 44 - 45 Victoria, Chapter 44.
July 10, 1889	- Dominion Act 62 - 63 Victoria, Chapter 85, name changed (see History)

**DECLARATORY:**

Declared to be a work for the general advantage of Canada - Dominion Chapter 59, Act 58 - 59 Victoria, July 22, 1895.

**HISTORY:**

Under Quebec Act 44 - 45 Victoria Chapter 44, June 30, 1881 "The Quebec, Montmorency and Charlevoix Railway Company" was incorporated to construct and operate a railway from Quebec City to a point on the Saguenay River between Tadousac and Ha-Ha Bay.

Dominion Act 58 - 59 Victoria, Chapter 59, July 22, 1895, declared the undertaking to be a work for the general advantage of Canada, and the Company to be a corporate body within the jurisdiction of the Parliament of Canada.

Under Dominion Act 62 - 63 Victoria Chapter 85, July 10, 1899, the name The Quebec, Montmorency and Charlevoix Railway Company was changed to "The Quebec Railway, Light and Power Company".

An electrified line from St. Paul Street, Quebec, to Cap Tourmente (31 miles) was built as follows:

		<u>Miles</u>	
Limoilou	- Ste. Anne de Beaupre	20.5	August 1, 1889
Quebec	- Limoilou	0.5	1890
Ste. Anne de Beaupre	- Cap Tourmente	<u>9.67</u>	November 16, 1894
	<b>Total</b>	<b>30.17</b>	

In 1908 the Company was acquired by Quebec Power Company, a subsidiary of the Shawinigan Water and Power Company.

Dominion Act 6 - 7 George V Chapter 22, May 18, 1916, authorized the Minister of Railways and Canals to acquire the Quebec, Montmorency and Charlevoix Railway extending from Quebec to St. Joachim, about 43.2 miles, The Quebec and Saguenay Railway extending from its junction with the Quebec, Montmorency and Charlevoix Railway at St. Joachim to Nairn Falls, about 62.8 miles, and the Lotbiniere and Megantic Railway extending from Lyster to St. Jean des Chaillons, about 30 miles, on the basis of actual cost less subsidies and depreciation as determined by the Exchequer Court of Canada, but not to exceed \$4,349,000 exclusive of outstanding bonded indebtedness not exceeding \$2,500,000 to be assumed by the Government.

Under Agreement dated March 26, 1930 Canadian National Railway Company leased the portion of the line between St. Joachim and Cap Tourmente, 5.08 miles, with joint use of St. Joachim Station.

By Agreement dated September 5, 1947, authorized by Dominion Order in Council dated July 31, 1947 the line between St. Joachim and Cap Tourmente, 5.08 miles, was acquired by Canadian National Railway Company for the sum of \$75,000.

Under authority of Dominion Act 15 - 16 George VI, Chapter 43 passed on June 30, 1951 and Directors Minute No. 7993 of April 30, 1951, the electrified railway line from Quebec to St. Joachim including overhead trolley lines and associated equipment, stations and power conversion equipment, rolling stock and other fixed assets and stores, was purchased by Canadian National Railway Company for the sum of \$750,000. Possession was taken on November 1, 1951.

The value of the rolling stock and unapplied material included in the purchase price was

Rolling stock	\$241,415
Unapplied material	46,077

#### **DONATIONS AND GRANTS:**

Subsidies were (Statistics of Steam Railways of Canada - 1938, Page 70):

Quebec, Montmorency and Charlevoix Railway	
Dominion	\$ 96,000
Province of Quebec	<u>313,000</u> \$409,000

#### **LOCATION:**

Laurentian Division - Montmorency Subdivision	
Quebec City	to Cap Tourmente 30.67 miles

#### RAIL AND RIVER COAL COMPANY

(former wholly owned subsidiary of Canadian National Realities, Limited)

dissolved October 30, 1952

#### **INCORPORATED:**

June 21, 1907, under the laws of West Virginia:

On June 21, 1900 The Empire Coal Mining Company was formed under the Laws of West Virginia to take over certain coal lands in Belmont and Dickensen Counties, Ohio. This transfer was not made.

At a shareholders meeting on April 10, 1901 the Company was authorized to transfer to J. C. Newman \$4,999,300 of its authorized capital stock of \$5,000,000, and \$1,500,000 of authorized issue of \$2,000,000 of its bonds in consideration for transfer to

the Company of certain coal lands in Belmont County.

The Empire Coal Mining Company were later faced with financial difficulties and on June 10, 1907 the shareholders adopted a resolution to wind up the Company and to transfer its properties to a group of individuals who owned the majority shares in consideration of assumption by them of the net current liabilities, the property to remain subject to a mortgage of \$2,000,000. This majority group owned 45,102 of the 50,000 authorized shares.

On June 21, 1907 the majority group above mentioned caused "Rail and River Coal Company" to be incorporated under the laws of West Virginia, with an authorized capital stock of \$2,000,000. The former properties of The Empire Coal Mining Company were transferred to Rail and River Coal Company in consideration of the latter Company issuing to the vendors its entire capital stock and assuming liability for the mortgage of \$2,000,000.

In December 1911 The Grand Trunk Railway Company of Canada negotiated for the purchase of the property, and by Agreement effective April 1, 1912 The Grand Trunk Railway Company of Canada, through The Grand Trunk Pacific Development Company, a wholly owned subsidiary of The Grand Trunk Pacific Railway Company (which The Grand Trunk Railway Company of Canada controlled through 100 ownership of capital stock of The Grand Trunk Pacific Railway Company) acquired the entire issue of capital stock (\$2,000,000) of Rail and River Coal Company, and second mortgage bonds (principal value \$1,500,000) for \$1,323,000. The property acquired was subject to a first mortgage securing \$2,500,000 5%, 30-year bonds dated April 1, 1908, of which \$1,990,000 were issued and outstanding on April 1, 1912. These bonds were retired at maturity in 1938 and the mortgage was discharged on December 21, 1938.

On July 3, 1912 "Big Run" mine, a neighbouring property was acquired for a cash payment of \$137,500. The funds for this purchase and improvements to the property were advanced by The Grand Trunk Pacific Development Company, \$250,000 First Mortgage Bonds being given as collateral.

The coal acreage was about 32,279 acres. Since the Company's inception it operated five mines - Nos. 1, 2, 3, 4 and 6. Mines 1 and 2 were abandoned many years ago. No. 4 was sold to Powhatan Coal Company August 6, 1945 for \$125,000, less transfer expense of \$2,667. No. 6 was abandoned April 28, 1949. The remaining mine, No. 3, (about 22,223 acres) is a mechanized slope mine and is located at Dilles Bottom, Ohio, south of Bellaire.

Since April 1, 1912 The Grand Trunk Railway Company (Canadian National Railways) purchased coal from Rail and River Coal Company by contract.

On April 1, 1912 a 10-year contract was made, the price being cost plus 30¢ per ton. In 1922 another contract was made, the price being cost plus 25¢ per ton. On April 1, 1924 the price was reduced to cost. In 1932 instead of making another contract a basic order was issued on June 4, 1932, on Rail and River Coal Company for 1,000,000 tons more or less annually at cost.

Water borne shipments moved by rail from the mines to ports of Ashtabula and Fairport on Lake Erie where the cars were assembled at coal docks at these ports and loaded into boats for Fort William, Midland, Depot Harbour, and Key Harbour.

#### **SALE OF PROPERTY:**

As authorized by Directors Minute 7867 of February 3, 1951 North American Coal Corporation was granted a 90-day option, with privilege of an extension for a further 90 days upon depositing an additional \$15,000, to purchase the physical assets (exclusive of cash and receivables) of Rail and River Coal Company at a price of \$5,000,000. This privilege was exercised and the option was extended to expire September 19, 1951. On

September 11, 1951 North American Coal Corporation advised of their decision to exercise their option to purchase. Cheque in the amount of \$5,387,752.60 in payment of the purchase price and of capital expenditures subsequent to the date of option, and other adjusting items was received on November 30, 1951, and sale became effective on that date. The profit realized on the sale was \$840,001.55.

**DISSOLUTION:**

At special meeting of the stockholders held at Bellaire, Ohio on October 8, 1952, at which the entire 20,000 shares issued were represented in person or by proxy, it was resolved that Rail and River Coal Company discontinue business and surrender its Charter to the State of West Virginia.

On October 30, 1952, after liquidation of all its liabilities and distribution of all its assets, including payment of final liquidating dividend of \$1,845,336.59 to Canadian National Realities, Limited, the sole stockholder, Rail and River Coal Company was dissolved and its corporate existence was terminated. Surrender of its license to do business in the State of Ohio was filed with the Secretary of State of Ohio on October 10, 1952, and Certificate of Dissolution was issued by the Secretary of State of West Virginia on October 30, 1952.

The Certificates representing 20,000 shares of capital stock were cancelled. The Charter, Seal, original Minute Books and other corporate documents pertaining to the corporate existence of Rail and River Coal Company are in the custody of Secretary of the Canadian National Railway Company.

**PROPERTY INVESTMENT:**

As at July 31, 1951:

Real Estate	\$ 46,317.01
Coal Rights	3,338,952.97
Plant and Equipment	2,536,134.97
Development	<u>57,534.96</u>
	<b>\$5,978,939.91</b>

**ACCRUED DEPRECIATION:**

As at July 31, 1951:

Plant and Equipment	\$1,381,992.05
Amortization of coal rights	<u>580,111.38</u>
	<b>\$1,962,103.43</b>

**CAPITAL STOCK:**

Authorized:	20,000 shares	- \$100 each	\$2,000,000
Issued:	20,000 shares	- \$200 each	2,000,000

All owned by Canadian National Realities, Limited, held in trust for Canadian National Railway Company.

**ACCOUNTING:**

In 1923 a surplus of \$1,396,000 was reflected in Rail and River Coal Company's books. This amount was transferred to Canadian National Railway Company in 1924. Since then coal shipments were billed to Canadian National Railways at cost or ceiling price, which together with the expense during shut down periods created a deficit of \$1,037,000 to December 31, 1950, all of which was absorbed in Canadian National Railway Company Income accounts.

**FUNDED DEBT:**

Rail and River Coal Company First Mortgage, 30 year 5% Sinking Fund and Collateral Trust Gold Coupon Bonds amounting to \$2,500,000 issued April 1, 1908 and maturing April 1, 1938 a first charge on the property of the Company. This mortgage was

discharged on December 21, 1938.

### RAILROAD CREDIT CORPORATION

#### **HISTORY:**

The Railroad Credit Corporation was incorporated in Delaware on December 14, 1931. This Corporation was organized by the railroads of the United States for the purpose of collecting and administering a fund growing out of a special increase in freight rates put into effect by the railroads throughout the country on January 4, 1932 by authority of the Interstate Commerce Commission (ExParte 103). The increased earnings resulting from the rise in freight rates were segregated by the railroads and paid to the Railroad Credit Corporation. The Corporation loaned these funds to railroads solely for the purpose of avoiding default in their fixed interest obligations. The term of loans was limited to two years; renewable for an additional period not exceeding two years at the discretion of the Corporation. This arrangement was known as the Marshalling and Distribution plan 1931. Under the plan contributors could withdraw an amount equal to any tax or taxes paid because of such contributed emergency revenues.

On March 7, 1933, the Commission authorized the continuance of the emergency rates for a further period of six months up to and including September 30, 1933 with certain modifications. The plan of paying these revenues to the Railroad Credit Corporation was however discontinued on March 31, 1933 as originally provided for, and the period during which loans could be made by the corporation terminated May 31, 1933.

Corporation activities were afterwards limited to acceptance of cash and securities payable and allocated to it in various plans of reorganization of debtor carriers and making distribution of proceeds to its participating carriers.

For the fifteen months ending March 31, 1933 during which the plan was in operation, the participating carriers paid to the Corporation revenues derived from the emergency rates in the gross aggregate amount of \$75,393,237 before tax withdrawals. It was from this fund (less tax refunds) that the Corporation made loans to various railroads to prevent defaults in fixed interest obligations. During the loaning period, which ended May 31, 1933, 64 carriers applied for loans aggregating \$149,241,868. Loans actually made totalled \$73,691,368. Approximately 60% of the fund was contributed by systems which also were borrowers from it.

As loans are repaid by the borrowing railroads, the funds received by the corporation are distributed from time to time to the participating carriers. All distributions on subject to adjustment as the fund basis changes by reason of tax refunds and other causes. Up to July 31, 1942 inclusive fifty four liquidating distributions had been made aggregating 86.5% of the pooled fund or \$63,543,748 of which \$35,322,482 was paid in cash and \$28,221,266 was credited on obligations due to the Corporation.

The Agency was wound up in 1948.

The Corporation made total loans of \$73,691,000 to railroads during its existence, suffered only minor losses, paid all its operating expenses and returned to the contributory railways slightly more than 100% of the original fund.

The final distribution of funds to participating carriers made as of April 30, 1948 was \$149,224 or approximately one-fifth of one-percent of the amount originally collected under the plan.

References - Moody's Steam Railroads - 1942 - Page 299.  
- Railway Age, Volume 126 - Page 100.

RAILWAY EXPRESS AGENCY, INCORPORATED  
(minority capital stock held by "Canadian National Railway Company")

**INCORPORATED:** December 7, 1928 - State of Delaware, U.S.A.

**HEAD OFFICE:** New York, New York.

**HISTORY:** On December 7, 1928 "Railway Express Agency, Incorporated" was incorporated in the State of Delaware. The Company was organized for the purpose of handling and largely controlling railway express business in the United States and is owned by the principal railway companies in the United States.

Formation of the Company resulted from a plan for Conduct of Express Business proposed by the Uniform Express Contract and Pullman Surcharge Committee of the Association of Railway Executives under which 86 member railroads, known as Participating Railroads, over which 98% of the gross express business was hauled under the Amended Uniform Contract with the American Railway Express Company, agreed to unite in conducting future operations of express business through their own Agency.

On March 1, 1929 the Company took over the business of American Railway Express Company, and acquired its properties at a cost of \$30,488,114.62, consisting of

Land	\$ 8,270,000.00	
Buildings & Equipment	21,441,661.31	
Material & Supplies	<u>776,453.31</u>	<b>\$30,488,114.62</b>

Capital Stock authorized is 1,000 shares and was allotted to each railroad in the ratio that receipts from express business on its line bears to the total receipts from express business on all participating railways. Canadian National Railway Company was allotted 6 shares N.P.V. at a cost of \$600, and Central Vermont Railway, Incorporated was allotted 1 share N.P.V. at a cost of \$100. On August 15, 1938 Central Vermont Railway, Incorporated sold its 1 share to the Southern Railway Company for \$100.

An issue of \$32,000,000, 5% Serial Gold Bonds, Series "A" was authorized to provide the purchase price of the properties acquired from American Railway Express Company and for necessary working capital, under an indenture dated March 1, 1929, with Guaranty Trust Company of New York as Trustee, which provided for authorized issue of \$50,000,000 maturing semi-annually to March 1, 1949, provided for by deduction from the share of transportation revenue under the operating agreement payable to each stockholder. Deduction from Canadian National Railway Company to December 1948 totalled \$173,493.22 and this amount is carried in Canadian National Railway Account 706 "Investments in Affiliated Companies". Deductions from Central Vermont Railway, Incorporated totalled \$11,525.05, and this amount including \$316.93 interest to August 15, 1938 was recovered by the Central Vermont Railway Incorporated when it sold its 1 share of stock.

**LOCATION:** Railway Express Agency, Incorporated operates over Grand Trunk Western Railroad, Central Vermont Railway, Duluth Winnipeg and Pacific Railway and all other Canadian National Railways lines in United States except over the former Canadian Northern Railway main line from Beaudette to Warroad, Minnesota, south of Lake of the Woods, and the line between Fort Covington, New York, and Massena, New York, over which Canadian National Railways Express Department operates. R.E.A. also operates in Canada over the Canadian National line from International Boundary near Cantic, Quebec to Montreal.

<b>CAPITAL STOCK:</b>	1,000 shares of \$100 each authorized	\$100,000
	965 shares of \$100 each outstanding	96,500
	Held by 63 participating Railroads	

RAINY RIVER BRIDGE COMPANY  
CANADIAN - MINNESOTA BRIDGE COMPANY  
 (these two Companies incorporated to build a bridge across Rainy River  
 near Fort Frances, Ontario and Ranier, Minnesota)

**INCORPORATED:** February 28, 1906 - State of Minnesota - and Chapter 1369 of 59<sup>th</sup> Congress of U.S.A.  
 July 13, 1906 - Dominion Act 5 - 6 Edward VII, Chapter 76.

**HISTORY:** On December 15, 1905 The Canadian Northern Railway Company and Duluth Rainy Lake and Winnipeg Railway Company entered into an agreement for the interchange of traffic at Fort Frances for a term of 50 years, with option of renewal, upon construction of a proposed bridge across Rainy River at that point to be completed not later than July 1, 1907. The bridge was to be constructed by a Company or Companies then having power to construct such bridge, or by a new Company or Companies to be incorporated for the purpose. The Canadian Northern Railway Company undertook to extend its line in Ontario to connect with the proposed bridge, and Duluth, Rainy Lake and Winnipeg Railway Company undertook to extend its line in Minnesota to connect with the proposed bridge. If satisfactory arrangements could not be made with an existing Company for use of its proposed bridge both Railways undertook to use their best endeavour to cause the bridge to be built by other than an existing Company, and in order that no delay might ensue The Canadian Northern Railway undertook, to cause an application to be made to the Parliament of Canada at its ensuing Session for an Act incorporating a Company having power to build such a bridge from the Ontario side; and Duluth, Rainy Lake and Winnipeg Railway Company undertook to cause an application to be made to the Congress of the United States or such other authority as might be required in that behalf to incorporate a Company having power to build such a bridge from the Minnesota side.

On February 28, 1906, under the laws of the State of Minnesota and approved by Congress April 6, 1906, "Rainy River Bridge Company" was incorporated for the purpose of constructing, operating and maintaining a bridge and approaches thereto across the Rainy River at Pethers Point, or to construct only that portion within the United States and to join the same to the portion in Canada authorized and constructed by any other corporation. Authority was also given to consolidate and amalgamate with a Canadian corporation so that the bridge may be constructed.

Under Dominion Act 6 Edward VII, Chapter 76, July 13, 1906, "Canadian - Minnesota Bridge Company" was incorporated to construct and operate a railway bridge or railway and general traffic bridge over the Rainy River from a point near Fort Francis, Ontario, to a point in Minnesota, etc.

The bridge was built in 1907 and opened for traffic June 14, 1908.

Valuation Engineer's records in Toronto refer to an agreement dated November 18, 1908, between the following parties:

Virginia and Rainy Lake Company  
 W. H. Cook and Wm. O'Brien  
 Mackenzie, Mann and Company, Limited  
 Duluth, Rainy Lake and Winnipeg Railway Company  
 The Virginia Lumber Company,

Clause 37 of which provides, briefly, that the bridge company formed in Minnesota shall

be organized without delay by Virginia and Rainy Lake Company for the Minnesota portion of the bridge and that the Minnesota portion of the bridge be conveyed to the Bridge Company free from encumbrances in consideration of the entire capital stock of the Bridge Company. The capital stock was then to be transferred and delivered to Duluth, Rainy Lake and Winnipeg Railway Company. The understanding was that one-half of the total cost of the bridge on both sides of the International Boundary should be borne by Virginia and Rainy Lake Company, and the other half by Mackenzie, Mann and Company, Limited, necessary adjustment of costs to be made by payment one to the other of any balance.

Under indenture dated February 3, 1909, Ranier Townsite Company and Minnesota Land and Construction Company conveyed to Rainy River Bridge Company a certain strip of land in the County of Koochiching in the State of Minnesota, one hundred feet in width, being fifty feet on each side of the centre line of the railroad track on the railroad bridge across Rainy River near the Townsite of Ranier, which bridge was then used by the Duluth, Rainy Lake and Winnipeg Railway Company, together with all interest in said bridge in consideration of the sum of \$1.00. This document was registered in the office of Register of Deeds, County of Koochiching, Minnesota, on February 19, 1909, in Book L, Deeds, Page 92.

Available records do not disclose whether or not either Rainy River Bridge Company or Canadian - Minnesota Bridge Company were ever actually organized, whether capital stock was ever issued and if so, who owns the stock, or whether either of these companies was amalgamated with some other corporation.

In 1919, when compiling valuation data required by the Interstate Commerce Commission a search to ascertain the original cost of the bridge to June 30, 1919, and to establish the corporate ownership, was not entirely successful as the records available were incomplete. The records, however, contain a letter dated April 1, 1914 from M. H. McLeod, General Manager of the Canadian Northern Railway to D. B. Hanna, Third Vice-President of the Canadian Northern Railway in which he stated that half the cost of the bridge was paid by The Canadian Northern Railway Company. Also a letter dated June 5, 1919 from A. J. Mitchell, Vice-President of the Canadian Northern Railway to M. H. McLeod, General Manager, stated in part, that one half of the bridge was owned by Duluth, Rainy Lake and Winnipeg Railway Company. Duluth, Winnipeg and Pacific Railway Company operates the line from Duluth, Minnesota to Fort Frances, Ontario, and half the estimated value of the bridge is included in the valuation of the portion of the line leased from Duluth, Rainy Lake and Winnipeg Railway Company, and half the estimated value of the bridge is included in the valuation of the portion of the line leased from The Canadian Northern Railway Company (now Canadian National Railway Company). The estimated value of the whole structure is \$99,108. The Rolling Lift Span is on the U.S. side and for this reason much more than half the cost of the entire bridge is located on the U.S. side.

Interstate Commerce Commission Valuation Docket No. 856, Order dated April 30, 1928 respecting valuation of Duluth, Winnipeg and Pacific Railway Company which also embraces the valuation of the Duluth, Rainy Lake and Winnipeg Railway Company and the Duluth, Winnipeg, and Pacific Railroad Company, mentions that the portion of the bridge within the United States consists of two 44-foot deck-plate girders and one 159-foot Scheryer rolling-lift span on one concrete abutment and four concrete piers. The Order also lists the cost of half International Bridge at Ranier in the estimated value of facilities owned by The Canadian Northern Railway Company at Fort Frances and used on a rental basis by Duluth, Winnipeg and Pacific Railway Company.



REALTY ASSETS COMPANY, LIMITED

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

**INCORPORATED:** The Realty Assets Company was incorporated on March 26, 1918.

**HISTORY:** Capital Stock authorized \$5,000.00  
Capital Stock 10% paid up by R. S. Ewing as Trustee for  
The Grand Trunk Railway Company of Canada \$ 500.00  
The Assets of the Transcontinental Townsite Company consisted of two classes;  
Townsite and Town Lots held jointly by the Townsite Company and the Grand Trunk  
Pacific Development Company.

Those lots held for the account of the Transcontinental Townsite Company only being farm lands with the exception of the Townsite of Stuart River. It was decided in order to facilitate the handling and disposal of the assets, of the Transcontinental Townsite Company, consisting of town lots in which the Townsite Company and the Development Company were jointly interested to form the Realty Assets Company and vest in it this jointly held property. To accomplish this the Grand Trunk Pacific Development Company sold to Mr. R. S. Ewing acting as Trustee, all the interests which it held jointly with the Transcontinental Townsite Company Limited in the Town Lots. These were disposed of by the Trustee to the Realty Assets Company Limited at the same time the Trustee purchased from the Townsites Company their one-half interest in the same properties. Thus the Trustee purchased these joint holdings for the Realty Assets Company for \$120,000, \$60,000 being paid to the Townsite Company and \$60,000 to R..S. Ewing for the Development Company.

Mr. R. S. Ewing also purchased the entire capital stock of the Transcontinental Townsite Company for \$102,325.00 in the name of the Grand Trunk Railway Company of Canada. Thus the Grand Trunk Railway Company of Canada secured 100% ownership in the following realty companies in Western Canada.

1. The Transcontinental Townsites Company dealing principally in farm lands.
2. The Realty Assets Company dealing in Townsite lands.

The Realty Assets Company was incorporated to exist as long as any lands and lots remained unsold, after which the Company would go out of existence. Properties of Realty Assets Company, Limited and Transcontinental Townsite Company Limited having a ledger value of \$83,815.81 transferred to Canadian National Realities, Limited in 1925.

**CAPITAL STOCK:** As at December 31, 1924:  
Issued: \$504  
Owned by Canadian National Railway Company.  
Apparently written off in 1925.

RUTLAND RAILROAD COMPANY

(leased to Vermont Central Railroad (C.V. Railroad Company) from  
December 31, 1870 to May 7, 1896)

**HISTORY:** On November 6, 1843 the legislature of the State of Vermont granted a charter to  
"Champlain and Connecticut River Railroad".  
On November 6, 1847 the charter was modified and the name changed to

"Rutland and Burlington Railroad". Construction of the line from Bellows Falls to Burlington, Vermont, 119.7 miles, was commenced on January 28, 1847, and the entire line was opened for traffic on December 18, 1849.

In 1867, the trustees of the second mortgage undertook foreclosure proceedings and on March 28, 1867 the property was turned over to "Rutland Railroad Company" which had been chartered for that purpose.

In 1870, Addison Railroad was chartered. A line was built from Leicester Junction, Vermont to Ticonderoga, New York, 15.60 miles, and opened for operation December 1, 1871. In 1870 stock control of Addison Railroad was acquired by Rutland Railroad Company and the line was leased to Rutland Railroad Company from completion.

On December 31, 1870, the Rutland Railroad was leased to Vermont Central Railroad, and the lease of Addison Railroad was assigned to Vermont Central Railroad, for twenty years from that date. On December 31, 1890 the lease was extended to Central Vermont Railroad Company (successor of Vermont Central Railroad) for 999 years.

On March 20, 1896, Central Vermont Railroad Company was placed in the hands of Receivers, who surrendered the leases of both lines on May 7, 1896 and the Officers of the Rutland Railroad Company took possession of their own railroad and assumed operation.

#### SAGUENAY AND LAKE ST. JOHN RAILWAY COMPANY

**INCORPORATED:** March 30, 1883, Quebec Act 46 Victoria, Chapter 94.

**HISTORY:** The Saguenay and Lake St. John Railway Company was incorporated on March 30, 1883 under Quebec Act, 46 Victoria, Chapter 94, to build a railway from Chicoutimi or St. Alphonse to Lake St. John.

The Company entered into an agreement on September 6, 1887 to transfer its charter rights and privileges to the Quebec and Lake St. John Railway Company, as well as the Subsidy of \$96,000 granted by Dominion Act 50 - 51 Victoria, Chapter 24, assented to June 23, 1887. This agreement was confirmed by Quebec Act 51 - 52 Victoria, Chapter 24 assented to July 12, 1888.

**CAPITAL STOCK:** Authorized: \$ 2,000,000

#### ST. BONIFACE WESTERN LAND COMPANY

(formerly wholly owned subsidiary of "The Canadian Northern Railway Company")  
dissolved December 15, 1955

**INCORPORATED:** June 26, 1907 - Manitoba Letters Patent.

**HISTORY:** Under Manitoba Letters Patent, June 26, 1907, St. Boniface Western Land Company was incorporated for the purpose of acquiring some valuable properties adjacent to the Canadian Northern Railway lines in the City of St. Boniface. Construction of the bridge across the Red River made a large tract suitable for terminal and industrial development and the most desirable section of this area was acquired by St. Boniface Western Land Company.

Under agreement dated July 2, 1907 between Mackenzie, Mann and Company Limited, and the St. Boniface Western Land Company, the St. Boniface Western Land

Company issued the capital stock to the nominees of Mackenzie, Mann and Company Limited fully paid up, who sold it to the Canadian Northern Railway Company for \$250,000 who pledged it under the Canadian Northern Railway Company 4% Perpetual Consolidated Debenture Stock secured by the first supplementary instrument of July 12, 1907. It was also pledged under the Canadian Northern Railway Company 4% Guaranteed Debenture Stock and Bonds, secured by Mortgage dated July 15, 1914.

In August 1944 the unsold land having a ledger value of \$378,734 was transferred to Canadian National Realities, Limited at an estimated sales value of \$106,470.

**DISSOLVED:**

On December 15, 1955, after liquidation of all its obligations and disposal of all its assets, and as authorized by Directors Resolution No. 413 of October 28, 1955, St. Boniface Western Land Company was dissolved and its corporate existence was terminated. The Registrar of Companies for the Province of Manitoba advised that Order in Council 1624/55 dated December 7, 1955 revoked the charter and registration of "St. Boniface Western Land Company" and the Corporation deemed to be dissolved as of December 15, 1955.

The Certificates representing 2,500 shares of \$100 each of capital stock, which had been pledged under the 1903 mortgage of The Canadian Northern Railway Company were released and cancelled. The Charter, Seal, original Minute Books and other corporate documents pertaining to the corporate existence of St. Boniface Western Land Company are in the custody of the Secretary, Canadian National Railway Company, Montreal.

**PROPERTY INVESTMENT:**

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

**CAPITAL STOCK:**

Authorized:	2,500 shares	- \$100 each	\$250,000
Issued:	2,500 shares	- \$100 each	250,000

All owned by The Canadian Northern Railway Company.

Share Certificates which had been pledged under the 1903 mortgage of The Canadian Northern Railway Company were released and cancelled when the corporate existence of the Company was terminated on December 15, 1955.

**FUNDED DEBT:**

After April 27, 1955 - nil.

The St. Boniface Western Land Company issued \$750,000 First Mortgage 5% Gold Bonds on July 1, 1907 secured under Trust Deed dated July 2, 1907. These Bonds were pledged under the Canadian Northern Railway Company 4% Perpetual Consolidated Debenture Stock secured by the First Supplementary Instrument dated July 12, 1907 and also pledged under the Mortgage of July 15, 1914 securing the 4% guaranteed Debenture Stock and Bonds. The 4% Guaranteed issue was discharged April 1, 1939 and the 4% Perpetual on July 30, 1956. The St. Boniface Mortgage was discharged on April 27, 1955.

THE ST. CHARLES AND HURON RIVER RAILWAY COMPANY  
(Included in "Canadian National Railway Company" from June 11, 1956)

**INCORPORATED:**

March 14, 1912 - Quebec Act 2 George V, Chapter 93.

**HISTORY:** Under Quebec Act 2 George V, Chapter 93, March 14, 1912, "The St. Charles and Huron River Railway Company" was incorporated to construct and operate a railway from the main line of The Quebec and Lake St. John Railway at or near St. Ambrose de la Jeune Lorette to a point on or near the Huron River at St. Edmond de Stoneham etc., etc.

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

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

**SUBSIDIES:** Land Grant by Province of Quebec - 16,000 acres.  
(Statistics of Steam Railways - 1938, Page 65).

**LOCATION:** Laurentian Division:  
Loretteville - Stoneham 9.95 miles - operations discontinued 1935

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

Authorized:	1,000 shares	- par \$100	\$100,000
Issued:	100 shares	- par \$100	10,000

 10% paid up and owned by The Canadian Northern Railway Company - \$1,000.  
 All the Capital Stock of the Company was issued to Mackenzie, Mann and Company Limited nominees and was acquired by the Canadian Northern Railway Company under the terms of an agreement dated October 1, 1917 between the Dominion Government and Mackenzie, Mann and Company, Limited, re payment of \$10,000,000 for the Canadian Northern Railway Company Capital Stock.  
 Upon amalgamation on June 8, 1954, the outstanding share certificates were cancelled and in substitution therefor common stock of Canadian Northern Consolidated Railways of equal value was included in the share certificate issued by Canadian Northern Consolidated Railways to The Canadian Northern Railway Company.

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

#### THE ST. CLAIR TUNNEL COMPANY.

**INCORPORATED:** April 19, 1884, Dominion of Canada, Act 47 Victoria, Chapter 82.  
October 8, 1886, Laws of the State of Michigan.

**HISTORY:** Prior to the construction of the tunnel under the St. Clair River, traffic between the Grand Trunk Railway and the Western roads was maintained by a ferry, the cars being carried across on the deck of the steamer named The "*Huron*". During the severe winter weather she was assisted through the heavy ice by the ice-breaking tug "*M. F. Merrick*".  
 Adopted for want of a better, this service was never very satisfactory. The St. Clair River at the point did not freeze over, but was occasionally blocked by ice, and during low temperature the ice became fused together, so that people were able to walk across for periods of three or four days at a time. A single day's interruption of traffic involved serious inconvenience and loss. A bridge had often been suggested but it was

always successfully opposed by the shipping interests. Owing to the large tonnage passing up and down during the navigation season, a drawbridge would be attended with a great interruption to traffic and a danger to vessels on account of the current and a high level bridge would not be possible.

The only alternative was a tunnel, and the story of its construction under the direction of Sir Joseph Hobson is an interesting one.

The St. Clair Frontier Tunnel Company was incorporated on April 10, 1884 under Dominion of Canada Act 47 Victoria, Chapter 82, to construct, maintain and operate a tunnel under the St. Clair River between Sarnia, Ontario and Port Huron, Michigan, with power to amalgamate with a similar company chartered in the United States.

The Port Huron Railroad Tunnel Company was incorporated under the laws of the State of Michigan on October 8, 1886 to build a tunnel under the River St. Clair between Port Huron, Michigan and Sarnia, Ontario.

The St. Clair Tunnel Company was formed by the amalgamation of the St. Clair Frontier Tunnel Company and the Port Huron Railroad Tunnel Company. Articles of Amalgamation dated November 9, 1886 were filed in the office and certified by the Secretary of State of Canada on November 15, 1886 and also filed and certified by the Secretary of State of Michigan on November 23, 1886.

The Tunnel is in reality an iron tube twenty feet in diameter and 6,026 long constructed under the river, but considerable ingenuity was required to place it there. In 1884 Mr. Joseph Hobson, the Chief Engineer and Mr. Hillman his assistant made a survey of the river about one mile below the town of Sarnia and Port Huron where the nature of the river bed seemed more favourable. Borings were made to the rock eighty-six feet below the river bed where the water was 40.47 feet deep.

Excavation work was started on November 1888. Two cuttings were made one on the Canadian side fifty-eight feet deep and one of the American side fifty-three feet deep into which the shields were lowered. The shield on the American side started on the 11<sup>th</sup> of July, 1889 and on the Canadian side on September 21, 1889, and the two shields met on August 30, 1890 and when they met they were found to be exactly in line. The length of the tunnel is as follows:

Approach on the Canadian side.	3,175 feet or 0.60 miles
Tunnel on the Canadian side.	3,358 feet or 0.60 miles
Tunnel on the American side.	2,668 feet or 0.51 miles
Approach on the American side.	2,467 feet or 0.46 miles
Total	11,668 feet or 2.21 miles

The operation of trains through the tunnel was inaugurated on September 19, 1891 by Sir Henry W. Tyler who was then President of the Grand Trunk Railway Company of Canada, and for a number of years steam was the motive power in use.

On the morning of October 9, 1904 a train of seventeen coal cars entered the St. Clair Tunnel from the American side and broke in the tunnel. Despite heroic efforts of the trainmen Mr. Begg, Superintendent of Terminals and five trainmen lost their lives. The accident was in a large measure responsible for the decision to electrify the tunnel.

On January 4, 1906 the Westinghouse Electric and Manufacturing Company entered into a contract to replace the steam operating by electricity as the motive power to handle the traffic through the tunnels and on May 17, 1908 operation of trains by electric power was incorporated through the tunnel. The contract price for electrification was \$450,000 but the actual cost was \$543,205.

Under authority of Order In Council P.C. 1958-302 dated February 18, 1958 the St. Clair Tunnel Company entered into an agreement on March 31, 1958 to amalgamate with the Canadian National Railway Company.

The certificate of dissolution of the Company was issued by the Secretary of State of Michigan on March 31, 1958 and a copy of the certificate of dissolution was deposited with the Secretary of State for Canada on the same date.

**PROPERTY INVESTMENT:**

As of December 31, 1957 investment in Road and Equipment Property \$3,743,164.

**DONATIONS & GRANTS:**

Dominion of Canada \$375,000

**CAPITAL STOCK:**

Authorized	\$2,000,000
Issued	700,000

The St. Clair Tunnel Company issued its entire Capital Stock for 50 cents an the dollar and the Grand Trunk Railway Company acquired it by an issue of 4% Consolidated Debenture Stock at \$378,556 and it was pledged and held for the length of the Debenture Stockholders. The ledger value was \$350,000 which was cancelled in amalgamation.

**FUNDED DEBT:**

First Mortgage 5% Coupon Bonds issued July 1, 1890 under Trust Deed dated July 1, 1890 and maturing July 1, 1940. Acquired by issue of Grand Trunk Railway Company 4% Consolidated Perpetual Debenture Stock and held for benefit of Debenture Holders. Amount issued \$2,500,000.

These bonds were cremated December 15, 1958.

**SAINT JOHN AND QUEBEC RAILWAY COMPANY**

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

**INCORPORATED:**

March 26, 1910 - New Brunswick Chapter 52.

**HISTORY:**

Under New Brunswick Act 1 Edward VII, Chapter 85, April 3, 1901, the first Company under the name "The Saint John Valley Railway Company" was incorporated to construct a railway from Saint John or Westfield to Fredericton, etc., to be completed within six years.

Under New Brunswick Act, 9 Edward VII, Chapter 101, April 29, 1909, a second Company under the name "The Saint John Valley Railway Company" was incorporated to construct and operate a railway from Saint John or Westfield to Fredericton, Woodstock, Andover, thence to Grand Falls or St. Leonards, following as nearly as practicable the opposite side of the Saint John River to that traversed by the Canadian Pacific Railway.

Under New Brunswick Act 10 Edward VII, Chapter 52, March 26, 1910, "Saint John and Quebec Railway Company" was incorporated to construct and operate a railway from Saint John to Gagetown and Fredericton, thence following the western side of the Saint John River to Woodstock, thence to Andover and Grand Falls.

Under New Brunswick Act 2 George V, Chapter 110, April 30, 1912, "Saint John and Quebec Railway Bridge Company" was incorporated to implement an undertaking by Saint John and Quebec Railway Company under agreement between that Company and the Dominion of Canada and the Province of New Brunswick, and was empowered to construct and operate bridges across the Saint John River at or near Andover, and at or near The Mistake, and a bridge across the Kennebecasis River at or near Perry's Point, etc., etc.

Under Dominion Act 6 - 7 George V, Chapter 23, May 18, 1916, subsidies were

authorized for a railway from Andover to Centreville, not exceeding 26 miles, from Centreville to Gagetown, not exceeding 120 miles, and from Gagetown to a point on the Canadian Pacific Railway at or near Westfield, not exceeding 45 miles.

Capital Stock authorized and issued \$2,000,000

Surveys having been carried out, a contract was entered into with the Quebec and Saint John Construction Company on May 5, 1912 to build the railway. During the course of construction financial difficulties were encountered which resulted in the Province of New Brunswick taking over the railway in 1915. It was originally proposed to enter Saint John over extensive bridges across the Saint John and Kennebecasis Rivers, but as part of a policy of retrenchment this was abandoned and the line terminated at Westfield Beach and running rights were secured over the C.P.R. into Saint John. The line was never completed from Centreville to Grand Falls, New Brunswick.

During the scarcity of rails in 1918, the rails were lifted from the Northern New Brunswick and Seaboard Railway, which extended from Gloucester Junction to Twin Tree Mines, and used in construction of the Saint John and Quebec Railway.

The railway was completed and opened for traffic as follows:

Fredericton	to Centreville	88.40 miles	January 1, 1915
Gagetown	to Fredericton	31.70 miles	March 2, 1915
Westfield Beach	to Gagetown	<u>37.76 miles</u>	March 31, 1920
<b>Total</b>		<b>157.86 miles</b>	

New Brunswick Act 19 George V, Chapter 11, March 25, 1929 empowered the Lieutenant-Governor in Council to authorize execution of an agreement of sale of the railway and undertaking of Saint John and Quebec Railway Company to Canadian National Railway Company.

Under Dominion Act 19 - 20 George V, Chapter 17, June 14, 1929, the Canadian National Railway Company was authorized to purchase the Saint John and Quebec Railway Company, extending from a junction with the Canadian Pacific Railway at Westfield Beach up the valley of the Saint John River, passing through Gagetown, Oromocto, Fredericton and Woodstock to Centreville, a distance of 157.8 miles, and rolling stock and equipment, and all rights, franchises, powers, property, concessions acquired by the Saint John and Quebec Railway Company or by the Province from any other Company, and other assets for the total price of \$6,000,000, payment to be made as follows:

Assumption by Canadian National Railway Company of outstanding 4% First Mortgage Debenture Stock maturing June 1, 1962	\$2,727,977.40 (1)
Assumption by Canadian National Railway Company of payment at maturity of the principal of debentures issued by the Province falling due in 1930, 1931, 1932, 1934, 1941 and 1945	2,892,000.00 (2)
Balance due to Province of New Brunswick November 15, 1958	<u>380,022.60 (3)</u> \$6,000,000.00

(1) Of this amount \$2,105,320.00 was repatriated under the United Kingdom Vesting Order of January 26, 1942, and under the provisions of the sinking fund the balance of \$622,657.40 was retired in 1946.

(2) Payments were made on maturity dates.

(3) This balance is to be applied to the extent of any balance then remaining upon the \$1,700,000, 4½% debentures issued under New Brunswick Chapters 9, 1915, and 31,

1928, due November 15, 1958. 5% interest on this balance is payable to Province in the meantime.

As part of the purchase consideration the Canadian National Railway Company agreed to absorb the following outstanding:

Additions & Betterments	\$109,866.29	charged to Road & Equipment Investment Account.
-------------------------	--------------	---

Rebuilding Bridges	\$ 65,602.10	charged to Operating Expenses
--------------------	--------------	-------------------------------

Under Agreement of sale dated September 3, 1929, authorized by Dominion Order in Council P.C. 1446, August 7, 1929 Canadian National Railway Company acquired the property of Saint John and Quebec Railway Company effective September 1, 1929.

#### **DONATIONS AND GRANTS:**

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

Dominion	\$1,005,902
----------	-------------

#### **LOCATION:**

Edmundston Division:

Westfield Beach, N.B.	- Centreville	157.86 miles
-----------------------	---------------	--------------

#### Running Rights over C.P.R.

Saint John	- Westfield Beach (Running rights over C.P.R.)	13.8 miles
------------	--	------------

#### ST. JOHN'S DRY DOCK

The original dry dock at St. John's was built for the Newfoundland Government by J. E. Simpson and Company of New York in the period May 1883 to December 1884, at a cost of \$550,000 and was opened for service on December 9, 1884. After a long period of operation under leases the dock was purchased for \$325,000 by Robert G. Reid, in accordance with the terms of Agreement of March 15, 1898 between Robert G. Reid and the Newfoundland Government.

In May 1925, about two years after the Newfoundland Railway including steamships and dry dock was taken over by the Newfoundland Government, work was begun on construction of a new dry dock which is 570 feet long on the blocks, with 70 feet width at the bottom and 27 feet depth of water on sill. The contractor was W. I. Bishop Company, Limited and the work was completed in May 1926, at a cost of \$2,000,000.

#### **ENTRUSTMENT TO CANADIAN NATIONAL RAILWAY COMPANY APRIL 1, 1949:**

Under Agreement dated December 11, 1948 between Canada and Newfoundland, which Agreement was incorporated in the Terms of Union of Newfoundland with Canada which was confirmed by Dominion Chapter 1 dated February 18, 1949 the Newfoundland Railway, 705.13 miles, including steamship and other marine services became the property of the Dominion Government effective April 1, 1949. Effective the same date these properties were by Dominion Order in Council P.C. 1454 entrusted to Canadian National Railway Company for management and operation.

#### THE ST. LAWRENCE AND ATLANTIC RAILROAD COMPANY

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

**INCORPORATED:** March 17, 1845 - Province of Canada Act, 8 Victoria, Chapter 25.



## HISTORY:

Under Province of Canada Act, 8 Victoria, Chapter 25, March 17, 1845 "The St. Lawrence and Atlantic Railroad Company" was incorporated to construct a railway from the St. Lawrence River opposite Montreal to the United States Boundary to connect with the Atlantic and St. Lawrence Railroad line from Portland, Maine, and to build a branch from opposite Quebec City to connect with the first described line, etc., etc.

Note: The Atlantic and St. Lawrence Railroad Company was incorporated in the State of Maine, U.S.A. on February 10, 1845, in New Hampshire, July 30, 1847, and in Vermont, October 27, 1848, to build from the City of Portland to the St. Lawrence River.

The line was constructed from Longueuil, Quebec to Island Pond, Vermont (142 miles) and sections were opened for traffic as follows:

		<u>Miles</u>	<u>Opened for Traffic</u>
Longueuil	- St. Hyacinthe	29.75	December 27, 1848
St. Hyacinthe	- Richmond	40.75	October 20, 1851
Richmond	- Sherbrooke	24.75	September 11, 1852
Sherbrooke	- Island Pond, VT	<u>46.96</u>	July 18, 1853
<b>Total</b>		<b>142.23</b>	

Under Province of Canada Chapter 47, November 10, 1852 the Company was authorized to construct its line beyond the United States Boundary to the best point of connection with The Atlantic and St. Lawrence Railroad.

By Indenture dated August 5, 1853, assigned to The Grand Trunk Railway Company of Canada by authority of Province of Canada Act, 18 Victoria, Chapter 33, Section 21, December 18, 1854 The Atlantic and St. Lawrence Railroad line from Portland, Maine to Island Pond, Vermont, was leased to The Grand Trunk Railway Company of Canada for a term of 999 years.

Upon completion of Victoria Bridge by The Grand Trunk Railway Company of Canada, which Bridge was opened for traffic on December 12, 1859, the line between St. Hubert and Longueuil (4 miles) was disused, and a new line constructed by The Grand Railway Company of Canada from St. Hubert to St. Lambert (3.75 miles) was used instead.

## AMALGAMATION:

Effective July 1, 1853, under agreement dated April 12, 1853, duly authorized by shareholders of respective Companies, and confirmed by Province of Canada Act 18 Victoria, Chapter 33, December 18, 1854, The St. Lawrence and Atlantic Railroad Company and five other Companies were amalgamated into one company under the name "The Grand Trunk Railway Company of Canada". The latter Company was amalgamated with "Canadian National Railway Company" January 31, 1923.

## DONATIONS AND GRANTS:

By authority of Province of Canada Act 14 - 15 Victoria, Chapter 73, 1851 The St. Lawrence and Atlantic Railway Company secured a loan from the Government in the form of a guarantee of payment of interest at 6%. This loan amounted to £400,000 (\$1,946,666).

By the Act of Amalgamation, Province of Canada Act 18 Victoria, Chapter 33, December 18, 1854 the Government engaged itself to lend The Grand Trunk Railway Company of Canada Debentures amounting to £1,811,500 (\$8,815,967), payable in 25 years, bearing 6% interest, being £3,000 (\$14,600) per mile for the line under construction from Toronto to Trois Pistoles, (498 miles), £1,494,000 (\$7,270,800), and finishing the line from Longueuil to the U.S. Boundary near Island Pond, Vermont, £67,500 (\$325,500), and Richmond, Quebec, to Levis £250,000 (\$1,216,667).

By Province of Canada Act 18 Victoria, Chapter 174, 1855 additional aid, in the

same form was granted to The Grand Trunk Railway Company of Canada to the extent of £900,000 (\$4,380,000).

Loan to:

St. Lawrence and Atlantic Railway Company	£ 400,000	(\$ 1,946,666)
The Grand Trunk Railway Company of Canada	1,811,500	(\$ 8,815,967)
The Grand Trunk Railway Company of Canada	<u>900,000</u>	<u>(\$ 4,380,000)</u>
	<b>£3,111,500</b>	<b>(\$15,142,633)</b>

Province of Canada Act 14 - 15 Victoria, Chapter 73, 1851 made the interest on the loan then authorized a first charge upon the tolls and profits, no dividend to be declared so long as any part of the interest remains unpaid, the same principle or condition applying to the principal.

Province of Canada Act 25 Victoria, Chapter 56, 1862 arranged the finances of The Grand Trunk Railway of Canada and placed the payment of the above sum (\$15,142,633) after payment of interest on lands, leased lines, all working expenses, interest on bonds, and dividends on preference stocks and ordinary stocks.

The amount of \$15,142,633 is shown as Cash Subsidies (loan) granted to The Grand Trunk Railway Company of Canada in Statistics of Steam Railways - 1938, Page 62.

**LOCATION:**

St. Lawrence Division:

St. Hubert	- U.S. Boundary	122.23 miles
	(near Norton Mills)	

Note: Under Agreement dated August 3, 1943 between Canadian National Railway Company and The Atlantic and St. Lawrence Railroad Company, approved by Interstate Commerce Commission (Docket 14336, decided November 16, 1943) Canadian National Railway Company sold to The Atlantic and St. Lawrence Railroad Company the portion of the line between the Boundary and Island Pond (15.58 miles) for \$438,000 payable in bonds of The Atlantic and St. Lawrence Railroad Company.

**CAPITAL STOCK:**

Prior to amalgamation on July 1, 1853:

Authorized: £1,100,000 (\$5,353,333)

In shares of £50 afterwards reduced to £25.

**LONG-TERM DEBT:**

Prior to amalgamation on July 1, 1853:

Authorized: £633,000 (\$3,080,600).

SAINT LOUIS, RICHIBUCTO AND BUCTOUCHE RAILWAY COMPANY

(assets turned over to Moncton and Northumberland Strait Railway Company)

Line abandoned in early eighteen-nineties.

**INCORPORATED:**

April 6, 1882 - New Brunswick Act 45 Victoria, Chapter 47.

**HISTORY:**

Under New Brunswick Act 45 Victoria, Chapter 47, April 6, 1882 "The Saint Louis Richibucto and Buctouche Railway Company" was incorporated to construct and maintain a railroad from the Kent Northern Railway Station in Kingston, N.B. to a point at or near Buctouche Bridge in the Parish of Wellington, also from the Kent Northern Railway in Richibucto to St. Louis.

A line was built from St. Louis to Richibucto and operated until the early eighteen-nineties, when, on account of the collapse of one of its bridges, train service was

suspended, and, owing to financial difficulties, not resumed. Various attempts were made to procure further subsidies and to rehabilitate the line until, in 1917, its assets were disposed of to the Moncton and Northumberland Strait Railway Company. The rails and bridges were removed in 1918 and the line abandoned.

In 1930 suggestions were made that the Kent Northern Railway, which had been acquired by Canadian National Railway Company, should be extended over the line of the former St. Louis, Richibucto and Buctouche Railway, but investigation of all attendant conditions resulted in the rejection of the extension.

#### **DONATIONS AND GRANTS:**

Dominion	\$22,400
Provision of New Brunswick	<u>\$21,000</u>
	<b>\$43,400</b>

#### THE SAINT MARTIN'S RAILWAY COMPANY

(property included in "Canadian Government Railways" from June 1, 1918)

Line abandoned in 1940.

**INCORPORATION:** December 6, 1906 - New Brunswick Letters Patent.

**DECLARATORY:** St. Martin's and Upham Railway declared to be for the general advantage of Canada - Revised Statutes of Canada, 1886.

**HISTORY:** Under New Brunswick Act 34 Victoria, Chapter 49, May 17, "The Saint Martin's and Upham Railway Company" was incorporated to construct, operate and maintain a railway from Saint Martin's to the European and North American Railway at or near Hampton. Construction was commenced in 1878 and completed from Saint Martin's to Hampton, N.B., in 1880, approximately 29 miles.

The railway was completed and opened for traffic as follows:

Saint Martins	to Upham	15.00 miles	July 1, 1877
Upham	to Hampton	<u>13.75 miles</u>	July 1, 1878
Total		<b>28.75 miles</b>	

Under Deed of transfer dated October 31, 1887, ratified by Dominion Act, 51 Victoria, Chapter 83, May 22, 1888, The Central Railway Company of New Brunswick acquired the railway, property and franchises of The Saint Martin's and Upham Company. The line was afterwards operated as the "Southern Division" of The Central Railway of New Brunswick until October 1, 1897.

Under New Brunswick Act 60 Victoria, Chapter 89, March 13, 1897, "The Hampton and Saint Martin's Railway Company" was incorporated to acquire and operate the Southern Division of The Central Railway extending from Hampton to Saint Martin's, including the rights, franchises and privileges possessed by the selling Company with respect thereto. The property was taken over and operated from October 1, 1897.

Under New Brunswick Letters Patent, December 6, 1906, "The Saint Martin's Railway Company" was incorporated to take over The Hampton and Saint Martin's Railway.

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

system.

Under agreement dated July 18, 1918, and Dominion Order in Council P.C. 1260, dated May 22, 1918, and Order in Council dated August 30, 1918, the St. Martin's Railway was purchased by the Dominion of Canada effective June 1, 1918 for the sum of \$65,000 plus a release to the Company of all claims, existing on June 1, 1918, in favour of the Government Railways system arising from operation of the Company's line during the winter of 1917-1918.

Vote 444, Dominion Act 9 - 10 George V, Chapter 76, July 7, 1919, and Vote 469, Act 10 - 11 George V, Chapter 73, 1920, provided \$65,000 for the purchase of the assets and undertakings of St. Martin's Railway. \$16,250 was paid on November 20, 1920, and the balance of \$48,750 was paid on February 27, 1922. Interest at 5% per annum from June 1, 1918, the date the road was taken over and became part of the Government Railways system, was also paid.

An application for abandonment of operation was refused by the Board of Railway Commissioners in 1935, but a subsequent application was approved by the Board of Transport Commissioners. Order No. 58946, dated April 19, 1940. Operation was discontinued August 1, 1940.

**PROPERTY INVESTMENT:**

Written off upon abandonment of line in 1940 - \$355,421.

**DONATIONS AND GRANTS:**

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

Dominion	\$ 83,612
Province of New Brunswick	<u>\$145,600</u>
<b>Total</b>	<b>\$229,212</b>

**LOCATION:**

Moncton Division:

Saint Martin's, NB - Hampton, N.B. 28.75 miles

discontinued in 1940.

**THE SALISBURY AND ALBERT RAILWAY COMPANY**

(property included in "Canadian Government Railways" from 1920)

**INCORPORATED:**

April 7, 1909 - Dominion Act 8 - 9 Edward VII, Chapter 131.

**DECLARATORY:**

Undertaking declared to be a work for the general advantage of Canada - Dominion Chapter 131, 1909.

**HISTORY:**

**ALBERT RAILWAY COMPANY**

New Brunswick Act 27 Victoria, Chapter 58, April 13, 1864, incorporated "Albert Railway Company" to construct a railroad from the present line of the European and North American Railway to the Parish of Hillsborough.

The line was completed and operation was commenced about June 30, 1877, a distance of 44.76 miles between Salisbury and Albert.

On November 15, 1888, the property was sold at public auction held under decree of foreclosure, and purchased by Robert Jones Griffiths, L.L.D. of London, England, in the interest of the bondholders.

#### THE SALISBURY AND HARVEY RAILWAY COMPANY

Under New Brunswick Letters Patent October 10, 1889, (confirmed by Dominion Act 54 - 55 Victoria, Chapter 1891) upon petition by Robert Jones Griffiths, "The Salisbury and Harvey Railway Company" was incorporated for the purposes of owning and operating a line of railway from Salisbury to Shepody bay or river, having all the rights and privileges previously conferred upon Albert Railway Company.

In September, 1898, upon application of the Mortgage Trustee, a Receiver was appointed.

Under the provisions of a sale made under a decretal order of the Supreme Court in Equity of the province of New Brunswick, dated August 15, 1899, and also a certain decretal order of the same court, dated June 11, 1907, respecting foreclosure of mortgage, the rights, franchises, railway and property of The Salisbury and Harvey Railway Company were purchased by, and vested in, John D. Newton, of the City of New York.

#### THE SALISBURY AND ALBERT RAILWAY COMPANY

Under Dominion Act 8 - 9 Edward VII, Chapter 131, April 7, 1909, upon petition by John D. Newton and others, "The Salisbury and Albert Railway Company" was incorporated and among other things, empowered to acquire the rights, franchises, railway and property theretofore possessed by the Salisbury and Harvey Railway Company.

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

By authority of Order in Council P.C. 1260 dated May 22, 1918, and Order in Council dated August 30, 1918, an agreement was entered into on April 10, 1919, between the Dominion Government and The Salisbury and Albert Railway Company whereby the Dominion Government agreed to purchase the Railway for \$75,000 plus the outstanding accounts amounting to \$74,785.82 due the Dominion Government. The railway was taken over for operation June 1, 1918.

Vote 469, Dominion Act 10 - 11 George V, Chapter 73, July 1, 1920, provided \$75,000 for the purchase of the assets and undertakings of The Salisbury and Albert Railway.

#### **PROPERTY INVESTMENT:**

As at December 31, 1960:

Road	\$511,382
------	-----------

#### **DONATIONS AND GRANTS:**

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

Dominion	\$ 29,391
Province of New Brunswick	455,000
Municipal	<u>70,000</u>
<b>Total</b>	<b>\$554,391</b>

#### **LOCATION:**

Moncton Division:

Salisbury, NB	- Hillsborough, N.B.	24.37 miles
---------------	----------------------	-------------

#### **DISCONTINUED:**

Hillsborough, NB - Albert, NB	20.39 miles
-------------------------------	-------------

THE SASKATCHEWAN BRIDGE COMPANY

(formerly wholly owned subsidiary of "The Grand Trunk Pacific Railway Company")

**INCORPORATED:** May 16, 1905 - Dominion Chapter 157.

**ORGANIZED:** June 30, 1905.

**HISTORY:** Under Dominion Chapter 157, May 16, 1905 "The Saskatchewan Bridge Company" was incorporated to construct a bridge across the North Branch of the Saskatchewan River between Strathcona and Edmonton.

The Grand Trunk Pacific Railway Company finally built a bridge at Clover Bar and the charter of this Company was not required.

Extract from Minutes of Directors Meeting dated December 16, 1907:-

"It was reported that under the Act incorporating the Company the time for the commencement of the bridge will expire May 16, 1908, but inasmuch as the objects for which the Company was incorporated have since been served by the permanent location of the crossing of the Saskatchewan River by The Grand Trunk Pacific Railway at Clover Bar and the construction of a bridge by the Railway Company at that point, the Company's rights will not be exercised."

**CAPITAL STOCK:** Authorized: 2,500 shares of \$100 each - \$250,000  
Issued: 625 shares of \$100 each - 6,250

525 shares were held by Charles M. Hayes, Frank W. Morse and Henry Philips (In trust for account The Grand Trunk Pacific Railway Company) and 100 shares were held, 20 shares each, by five Directors.

THE SHAWINIGAN FALLS TERMINAL RAILWAY COMPANY

(Capital stock wholly owned by Canadian National Railway Company and Canadian Pacific Railway Company in equal shares from September 1, 1950.)

**INCORPORATED:** March 25, 1902 - Quebec Chapter 63.  
1903 - Quebec Chapter 86.

**HEAD OFFICE:** Montreal, Quebec.

**HISTORY:** Under Quebec Act 2 Edward VII, Chapter 63, March 26, 1902, "The Shawinigan Falls Terminal Railway Company" was incorporated to construct and operate a railway within the village of Shawinigan Falls, and within the parish of St. Boniface, and in the counties of St. Maurice and Champlain; may operate by electricity, etc., etc.

The authorized and issued capital stock (3,000 shares - par \$100 each) - \$300,000 was all owned by The Shawinigan Water and Power Company.

The Company acquired or constructed 0.3608 miles of main line, plus 1.5802 miles of sidings, 4 electric locomotives, shops, and power plant equipment, and performed a terminal freight switching service at Shawinigan Falls.

A large proportion of the industries are adjacent to Canadian National Railways

and Canadian Pacific Railway Company's tracks, over which The Shawinigan Falls Terminal Railway Company operated by agreement, and the question arose as to the desirability of acquiring the capital stock of The Shawinigan Falls Terminal Railway Company and operating it as a joint subsidiary of Canadian National Railway Company and Canadian Pacific Railway Company.

Effective September 1, 1950, by Agreement dated August 24, 1950 between Canadian National Railway Company and Canadian Pacific Railway Company, authorized by Dominion Order in Council 3951 of August 15, 1950 with respect to Canadian National, and Dominion Chapter 56, June 1, 1950 with respect to Canadian Pacific, the two companies purchased the entire shares of capital stock of The Shawinigan Falls Terminal Railway Company issued and outstanding, i.e. 3,000 shares - par value \$100 each, in equal proportion (1,500 shares each) for the sum of \$125,000 with interest from January 1, 1950 to August 31, 1950.

The understanding reached with The Shawinigan Water and Power Company respecting the sale of capital stock of The Shawinigan Falls Terminal Railway Company included the undertaking by The Shawinigan Water and Power Company to grant to the Terminal Company in perpetuity the right to use as a right-of-way, two strips of land which it owns, one measuring 2,511.52 feet in length and the other measuring 177 feet in length. This undertaking was confirmed by Agreement between The Shawinigan Water and Power Company and The Shawinigan Falls Terminal Railway Company dated September 7, 1950.

#### **PROPERTY INVESTMENT:**

As at December 31, 1960:

Road	( \$ 79,569.96
Equipment	( \$

#### **ACCRUED DEPRECIATION:**

As at December 31, 1960:

Road	( \$ 48,543.07
Equipment	( \$

**Balance \$ 31,024.89**

#### **CAPITAL STOCK:**

As at December 31, 1956:

Authorized:	1,250 shares	- par value \$100	\$125,000
Issued:	1,250 shares	- par value \$100	\$125,000

625 shares owned by Canadian Pacific Railway Company.

625 shares owned by Canadian National Railway Company (3 in names of Directors, endorsed in blank.)

When the capital stock was jointly acquired by Canadian Pacific Railway Company and Canadian National Railway Company effective September 1, 1950 the authorized and issued capital stock consisted of 3,000 shares of \$100 each, and each Company acquired 1,500 shares. At the time of this transaction there had been excluded from the valuation of the properties upon which the purchase price of the shares was based a "write up" of \$300,000 in the property investment account which had occurred upon issue of the capital stock to the original owners.

Subsequently it was suggested by the Canadian Pacific Railway Company and concurred in by Canadian National Railway Company that the balance sheet of the Terminal Company be adjusted to eliminate from its property account the excess valuation which was not represented by tangible assets. This was effected through reduction of capital stock from \$300,000 to \$125,000 authorized by the Terminal

Company By-Law No. 25 enacted November 7, 1955, and confirmed by Order in Council No. 871 of August 30, 1956 of the Lieutenant-Governor in Council of Quebec, and cancellation of 1,750 shares of capital stock surrendered by Canadian National and Canadian Pacific (875 shares each), and a charge to Surplus of the remaining \$125,000.

#### SOCIETE IMMOBILIERE DE LA RUE SCRIBE

The "Societe Immobiliere de la Rue Scribe" was formed by Arnold Aronovici on December 29, 1923 to own and operate the Hotel Scribe property situated at No. H Boulevard des Capucines and No. 1 Rue Scribe, Paris, France. The property comprises 2726.9 square yards of which 2356.1 square yards are occupied by buildings.

Arnold Aronovici purchased the property on May 23, 1928 for \$2,608,330 which was advanced to him by the Bank of Toronto on his Note. The Canadian National Railway Company deposited this amount as security for the payment of the Note.

Capital Stock authorized and issued: 30,000,000 Francs all owned by the Canadian National Railway Company.

Arnold Aronovici transferred the property to the Canadian National Railway Company in return for 28,000,000 Francs of the Capital Stock which he transferred to the Canadian Northern Realities, Limited, and the remaining 2,000,000 Francs of Capital Stock was subscribed and paid for by Canadian Northern Realities Limited, in order to provide for the cost of transfer.

On December 30, 1924 the name of the Company was changed to Canadian National Railway (France).

For further details in "Canadian National Railways (France)".

#### SOUTHERN NEW ENGLAND RAILROAD CORPORATION

(Charter Expired May 20, 1932)

(formerly wholly owned subsidiary of The Centmont Corporation)

**INCORPORATED:** August 3, 1911 - Under the laws of the Commonwealth of Massachusetts.

**HISTORY:** Under the laws of the Commonwealth of Massachusetts, "Southern New England Railroad Corporation" was incorporated (certificate issued August 3, 1911) for the purpose of constructing a railroad from Palmer, Massachusetts to Massachusetts - Rhode Island State Line, a distance of 58.13 miles. Construction work was started in May, 1912 and suspended on December 31, 1915. The expenditure to that date amounted to \$3,997,343.87.

The Grand Trunk Railway Company of Canada advanced \$4,720,281.91 to that date to the Central Vermont Railway Company, these advances being covered by notes issued by Central Vermont Railway Company to The Grand Trunk Railway Company of Canada.

This Company went into the hands of Receivers on March 30, 1926. John Marsh, a contractor, had an unsatisfied judgment amounting to \$622,785.21 against the Company, which claim was settled in 1934 for \$325,000. Of this amount Southern New England Railroad Corporation paid \$200,000 and Central Vermont Railway Incorporated paid the balance of \$125,000, plus expenses of Receivers amounting \$5,447.06, after which the Receivers were discharged.

**DISSOLUTION:** By virtue of I.C.C. Finance Docket 7821 dated January 28, 1930 the Southern New



England Railroad Corporation became a subsidiary of the Central Vermont Railway Incorporated, and when the charter expired the assets became those of the Central Vermont Railway Incorporated. The property was sold off and the money so received found its way into the Treasury of the Central Vermont Railway Incorporated.

**CAPITAL STOCK:**

Authorized: 18,560 shares par value \$100 each -\$1,856,000

Issued: 18,560 shares par value \$100 each -\$1,856,000

The capital stock was originally owned by Central Vermont Railway Company at a cost of \$1,856,000. This amount was written down to \$1.00 at the close of 1929 accounts. The stock was then sold to The Centmont Corporation for \$1.00, as authorized by I.C.C. Central Vermont Reorganization Supplemental Order dated January 28, 1930 (Finance Docket 7821). The book value of \$1.00 was written off by The Centmont Corporation to profit and loss in October 1935.

**NON-NEGOTIABLE DEBT:**

At December 31, 1928, \$2,523,597 had been advanced by Central Vermont Railway Company. At January 31, 1929, the amount was \$2,523,609.50. In February 1929 this amount was written down by Central Vermont Railway to \$246,500 and claim for this amount was set up against the Receivers. On January 30, 1930, the claim was sold to Central Vermont Railway Incorporated for the same figure. On January 31, 1930, the claim was sold to The Centmont Corporation for the same figure, in payment for which Central Vermont Railway Incorporated received capital stock of The Centmont Corporation for the same amount as authorized by I.C.C. Central Vermont Railroad Reorganization Supplemental Order dated January 28, 1930.

SOUTHERN NEW ENGLAND RAILROAD CORPORATION IN NEW HAMPSHIRE

**HISTORY:**

From Grand Trunk Railway Systems Statistics January 1, 1916

The Southern New England Railroad Corporation was incorporated under the Laws of the State of New Hampshire by Articles of Association certified to by the Secretary of State on February 13, 1912.

The First meeting of the incorporators was held at Concord, New Hampshire on March 11, 1912.

Capital Stock authorized: \$1,000,000 or £205,479

No Stock was issued

Not a live corporation.

SOUTHERN NEW ENGLAND RAILWAY COMPANY

(Charter expired July 1, 1926)

(formerly wholly owned subsidiary of The Centmont Corporation)

**INCORPORATED:**

April 12, 1910 - Under the laws of the State of Rhode Island.

May 5, 1911 - Amended.

**HISTORY:**

"Southern New England Railway Company" was incorporated under the laws of the State of Rhode Island, January session 1910, by Act approved by His Excellency the Governor April 12, 1910, and amended January session 1911 by Act approved by His Excellency the Governor May 5, 1911. The purpose of the Corporation was to construct a line of railway from Rhode Island State Line to Providence, Rhode Island, a distance of 27.01

miles. Construction work started in May 1912 but was suspended November 12, 1912.

On February 13, 1912, under the Laws of the State of New Hampshire, Southern New England Railroad Corporation was incorporated, Articles of Association being filed with Secretary of State for New Hampshire on February 13, 1912. The authorized capitalization was \$1,000,000. The first meeting of the incorporators was held at Concord, New Hampshire on March 11, 1912.

No stock was ever issued and this is not a live corporation.

The Grand Trunk Railway of Canada advanced \$1,459,226.38 up to December 31, 1915, to the Central Vermont Railway Company towards the cost of construction which amounted to \$2,649,932.73 up to that date. These advances were covered by notes issued by Central Vermont Railway Company to The Grand Trunk Railway Company of Canada.

Southern New England Railway Company went into the hands of Receivers on March 29, 1926.

On August 18, 1930, all the right-of-way property in the State of Rhode Island, including the Belt Line at Providence, was sold to Brooksay Realty Company for the price of \$150,000.

On November 10, 1930, the terminal properties in Woonsocket and Providence, Rhode Island; were sold to Brooksay Realty Company for the price of \$353,500.

The Receivers were discharged and the affairs of the Company were wound up January 30, 1931.

**DISSOLUTION:**

By virtue of I.C.C. Finance Docket 7821 dated January 28, 1930 the Southern New England Railway Company became a subsidiary of the Central Vermont Railway Incorporated, and when the charter expired the property became that of the Central Vermont Railway Company Incorporated. The property was sold off and the money so received accrued to the Central Vermont Railway Incorporated.

**CAPITAL STOCK:**

Authorized: 30,000 shares par value \$100 each -\$3,000,000

Issued: 30,000 shares par value \$100 each -\$3,000,000

The capital stock was originally owned by Central Vermont Railway Company at a cost of \$3,000,000. This amount was written down to \$1.00 at the close of 1929 accounts. In January 1930, the stock was transferred to Central Vermont Railway, Incorporated at \$1.00. The Stock was then sold to The Centmont Corporation for \$1.00. Central Vermont Railway, Incorporated received capital stock of The Centmont Corporation in payment, as authorized by I.C.C. Central Vermont Reorganization Supplemental Order dated January 28, 1930 (Finance Docket 7821). The Centmont Corporation wrote off the book value of the stock (\$1.00) to profit and loss in December 1933.

**NON-NEGOTIABLE DEBT:**

At December 31, 1928, \$847,872.47 had been advanced by Central Vermont Railway Company. In February 1929 accounts this advance was written down to \$503,500 and claim for this amount was set up against the Receivers. On January 30, 1930, this claim was purchased by Central Vermont Railway Incorporated. On January 31, 1930, the claim was sold to The Centmont Corporation for the same figure. Central Vermont Railway, Incorporated received capital stock of The Centmont Corporation in payment, as authorized by I.C.C. Central Vermont Reorganization Supplemental Order dated January 28, 1930 (Finance Docket 7821).

**SOUTHERN VERMONT RAILWAY COMPANY**  
(Charter Forfeited April 1, 1932)  
(formerly affiliated with The Centmont Corporation)

**INCORPORATED:** January 28, 1911 - Under the laws of the State of Vermont.

**HISTORY:** Under the laws of the State of Vermont, "Southern Vermont Railway Company" was incorporated on January 28, 1911, for the purpose of constructing a line from Windsor, Vermont to Brattleboro, Vermont, a distance of 48.50 miles to render Central Vermont Railway Company independent of Boston & Maine Railroad between these two points. A survey was made but preliminary work was discontinued in 1912.

**DISSOLUTION:** The Charter was forfeited on April 1, 1932 and the Company wound up.

**CAPITAL STOCK:** Authorized: 20,000 shares par value \$100 each -\$2,000,000  
Issued: Capital stock was issued technically for incorporation purposes, although there is no record of any having being paid up.

**NON-NEGOTIABLE DEBT:**

Central Vermont Railway Company made advances of \$20,890.95 for surveying and other expenses. This amount was written down to \$1 in 1929 accounts. On January 30, 1930, the item was sold at a cost of \$1.00 to Central Vermont Railway Incorporated. On January 31, 1930, it was sold for \$1.00 to The Centmont Corporation as authorized by I.C.C. Central Vermont Reorganization Supplemental Order dated January 28, 1930. In February 1933 the amount of \$1.00 was written off by The Centmont Corporation to profit and loss.

**THE STANSTEAD, SHEFFORD AND CHAMBLY RAILROAD COMPANY**  
(merged in "Canadian National Railway Company" from June 11, 1956)

**INCORPORATED:** April 22, 1853 - Province of Canada Act 16 Victoria, Chapter 107.

**DECLARATORY:** Declared to be a work for the general advantage of Canada. Dominion Act 51 Victoria, Chapter 54, May 22, 1888.

**HISTORY:** Under Province of Canada Act 16 Victoria, Chapter 107, April 22, 1853, "The Stanstead, Shefford and Chambly Railroad Company" was incorporated to build from Province Line in Stanstead to Shefford and to Chambly and the St. Lawrence River. A line was constructed from St. Johns to Waterloo, Quebec, 42.40 miles, and opened for traffic as follows:

St. Johns	to Farnham	13.00 miles	February 15, 1859
Farnham	to Granby	15.00 miles	December 31, 1859
Granby	to Waterloo	<u>14.40 miles</u>	December 31, 1861
<b>Total</b>		<b>42.40 miles</b>	

Prior to November 1, 1923 the lines were leased to Central Vermont Railway Company and its predecessors at a rental equal to 4% interest on its bonds in the hands of the public. These bonds were issued August 27, 1858 in a total amount of \$910,553.33, bearing interest at 7% of which \$155,865.25 were owned by the public and the balance by

Central Vermont Railway, which also owned the capital stock. Default was made on the bonds on December 31, 1860 and on February 22, 1867, an agreement was made between certain of the bondholders and Vermont Central Railroad Company whereby the bonds were deposited in the Bank of Montreal together with bills of exchange issued by The Stanstead, Shefford and Chambly Railroad Company, and the Vermont Central Railroad Company was given the continuing right so long as it paid interest at 5% per annum to purchase the bonds and bills of exchange for \$154,000.

On August 2, 1899, a similar agreement was made between the bondholders and Central Vermont Railway Company except that the rate of interest on the bonds was reduced from 5% to 4%. Subsequently the remainder of the bonds held by the public totalling \$1,865.25 were deposited, increasing the named purchase price to \$155,865.25.

By agreement of November 1, 1923 the line from Stanstead, Shefford and Chambly Junction (near Iberville, Quebec) to Waterloo was leased to Canadian National Railway Company, and the line from St. Johns, Quebec to Stanstead, Shefford and Chambly Junction was continued in use by Central Vermont Railway, Incorporated as part of its main line.

In 1936, the line from Stanstead, Shefford and Chambly Junction (near Iberville) to Farnham, 10.87 miles was abandoned and trackage rights over Canadian Pacific Railway parallel tracks between Stanstead, Shefford and Chambly Junction and Meigs (Farnham) were obtained.

On November 1, 1945 the option to purchase the bonds for \$155,865.25 was exercised by Central Vermont Railway, Incorporated with funds provided by Canadian National Railway Company.

Ownership of the line from St. Johns, Quebec to Stanstead, Shefford and Chambly Junction (near Iberville), 2.56 miles was then conveyed to The Montreal and Vermont Junction Railway Company (and then leased by the latter Company to Central Vermont Railway, Incorporated) for the sum of \$1.00.

As of November 1, 1945, ownership of the remaining property of the Company, including the line from Meigs to Waterloo, 28.35 miles, was conveyed to Canadian National Railway Company at a cost of \$253,181.00.

To purchase of bonds	\$155,865.25
To reimburse Central Vermont Railway Incorporated for improvements	28,682.66
Improvements to leased property by Canadian National Railway Company	<u>68,633.09</u>
	<b>\$253,181.00</b>

**AMALGAMATION:** On June 11, 1956, Canadian National Railway Company, The Stanstead, Shefford and Chambly Railroad Company and 16 other companies were amalgamated into one company under the name "Canadian National Railway Company".

**ABANDONMENT:** Stanstead, Shefford and Chambly Junction - Farnham 10.87 miles  
Abandoned 1936

**CAPITAL STOCK:** Authorized: 5,000 shares of £25 each £ 125,000 \$608,333.33  
Issued: 5,000 shares of £25 each £ 125,000 \$608,333.33

These shares were acquired by Central Vermont Railway Company in consideration of guaranteeing the interest on outstanding debenture bonds of a value of \$155,865.25 held by the public, and were set up on Central Vermont Railway Company books at \$1.00.

On January 30, 1930 the stock was acquired by Central Vermont Railway Incorporated for \$1.00, and on January 31, 1930 sold to The Centmont Corporation for

the same amount, as authorized by I.C.C. Central Vermont Reorganization Supplemental Order dated January 28, 1930 (Finance Docket 7821). In December 1945 The Centmont Corporation wrote off this stock, which had become valueless.

Under the terms of amalgamation agreement with Canadian National Railway Company, dated May 17, 1956, the certificates covering The Stanstead, Shefford and Chambly Railroad Company outstanding capital stock were treated as cancelled.

Authorized and Issued	910,553.33
Reduction made under agreement of May 1, 1899 with Grand Trunk Railway Company	210,108.08

**FUNDED DEBT:** 7% Debenture Bonds dated August 27, 1858, in the amount of \$544,580 acquired without cost by Central Vermont Railway Incorporated were sold to The Centmont Corporation January 31, 1930 for \$1.00.

In December 1945 The Centmont Corporation surrendered these bonds to Central Vermont Railway Incorporated upon payment of \$1.00.

In December 1945 Canadian National Railway Company acquired the balance of these bonds held by the Public in the amount of \$155,865.25.

All of these bonds were cremated on December 30, 1948.

#### TEMISCOUATA RAILWAY COMPANY

(property included in "Canadian Government Railways" from January 1, 1950)

**INCORPORATED:** October 6, 1885 - Dnminion Letters Patent, and Dominion Chapter 71, 1887.

**HISTORY:** Under Dominion Letters Patent, recited in Dominion Order in Council dated October 6, 1885, and confirmed by Dominion Act 50 - 51 Victoria, Chapter 71, 1887, "Temiscouata Railway Company" was incorporated to construct and operate a railway from Riviere du Loup to Edmundston, N.B.

Dominion Act 56 Victoria, Chapter 61, April 1, 1893 authorized extension from Riviere du Loup to St. Leonard, N.B.

The line was completed and opened for traffic as follows:

Riviere du Loup	to Edmundston	81.83 miles	January 1, 1889
Edmundston	to Connors	<u>30.85</u> miles	October 1, 1891
<b>Total</b>		<b>112.68 miles</b>	

By agreement dated October 14, 1949, confirmed by Dominion Act 13 George VI, Chapter 39, December 10, 1949 (2<sup>nd</sup> Session), the Temiscouata Railway was acquired by His Majesty in the right of Canada. The property was vested in Canada effective December 10, 1949 as part of Canadian Government Railways. The line was actually taken over for operation effective January 1, 1950.

Under Dominion Order in Council P.C. 635, February 10, 1950, the Temiscouata Railway property was entrusted to Canadian National Railway Company for management and operation effective January 1, 1950.

#### **PROPERTY INVESTMENT:**

As at December 31, 1960:

Road	\$1,594,353	
Equipment	<u>10,708</u>	<b>\$1,968,845</b>

#### **LOCATION:**

Edmundston Division:

Riviere du Loup, Quebec	- Edmundston	81.83 miles
-------------------------	--------------	-------------

**DONATIONS AND GRANTS:**

Subsidies were: (Statistics of Steam Railways of Canada - 1938, Page 70)

Dominion	\$645,950
Province of New Brunswick	<u>66,000</u> <b>\$711,950</b>

<b>ABANDONMENT:</b>	Edmundston	- Baker Brook	11.93 miles	1941
	Baker Brook	- Connors	<u>18.92</u> miles	1960
	<b>Total</b>		<b>30.85 miles</b>	

**THE THOUSAND ISLANDS RAILWAY COMPANY**

(wholly-owned subsidiary of "Canadian National Railway Company" from January 31, 1923)

<b>INCORPORATED:</b>	February 15, 1871	- Ontario Act 34 Victoria, Chapter 46.
	March 25, 1884	- Ontario Act 47 Victoria, Chapter 67, name changed (see History).

**HEADQUARTERS:** Gananoque, Ontario, or Montreal, Quebec.

**DECLARATORY:** Declared to be a work for the general advantage of Canada Dominion Act 51 Victoria, Chapter 75, May 22, 1888.

**History:** Under Ontario Act 34 Victoria, Chapter 46, February 15, 1871 "Gananoque and Rideau Railway Company" was incorporated to build from Gananoque to Junction with Grand Trunk Railway, etc.

Under Ontario Act 47 Victoria, Chapter 67, March 25, 1884, the above mentioned Act was revived and the name changed to "The Thousand Islands Railway Company".

Poors Manual 1885 reports railway from Gananoque Junction to Gananoque 3.11 miles first in operation January 1, 1884.

Under Dominion Act 47 Victoria, Chapter 83, April 19, 1884, "The Gananoque, Perth and James' Bay Railway Company" was incorporated to construct and operate a railway from Gananoque via Perth, to James' Bay.

Under Dominion Act 51 Victoria, Chapter 75, May 22, 1888, The Gananoque, Perth and James' Bay Railway Company was merged with "The Thousand Islands Railway Company" under the latter name, and the railway was declared to be works for the general advantage of Canada.

The line extends 3.11 miles from Gananoque, Ontario to connect with Canadian National Railway Company at Mile 1.40 from Gananoque Junction, and has been operated in the interest of The Grand Trunk Railway Company of Canada (now Canadian National Railway Company) since March 1, 1910.

On March 6, 1911 The Grand Trunk Railway Company of Canada acquired the capital stock (1,200 shares of \$50 each - \$60,000 issued and outstanding) and gave in exchange 4% Guaranteed Stock of The Grand Trunk Railway Company of Canada in the amount of £20,980 (\$97,000).

**TAX EXEMPTION:**

Under By-law No. 170 passed by the Village of Gananoque on or about June 13, 1883, railway property within the Village was exempted from taxation for all purposes and for all time. This exemption was confirmed by Agreement dated June 15, 1883 with The Bay



**HISTORY:**

Under Articles of Association dated January 22, 1886 filed with Secretary of State on January 25, 1886, "Toledo Saginaw and Muskegon Railway Company" was organized. The line from Ashley to Muskegon 96.01 miles was built and opened for traffic on August 1, 1888.)

Under traffic agreement dated May 10, 1888, between Toledo, Saginaw and Muskegon Railway Company, The Grand Trunk Railway Company of Canada and The Chicago and Grand Trunk Railway Company, the latter Company undertook for a period of 30 years from July 1, 1888 to set apart out of earnings on interchange traffic sufficient to meet any deficiency in the earnings of the Toledo, Saginaw and Muskegon to meet its interest payments. (This agreement was annulled by Order of the Court, dated June 28, 1900, taking effect July 1, 1900, as to The Chicago and Grand Trunk Railway Company).

Under agreement of September 1, 1924 Toledo, Saginaw and Muskegon Railway Company was granted running rights over Ann Arbor Railroad between Owosso and Ashley (20.33 miles) for a period of two years, and thereafter until terminated as provided in the contract.

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

**LOCATION:**

			Road Miles
Detroit Division:			
Ashley	to Greenville		40.37
Greenville	to Simpson	- 53.09 miles abandoned 1946	
Simpson	to Muskegon		2.55

**CAPITAL STOCK:**

16,000 shares of \$100 each - \$1,600,000 - outstanding at date of consolidation and owned by Canadian National Railway Company were exchanged for 64,000 shares of Grand Trunk Western Railroad Company common stock of non-par value, to which a value of \$25 per share was assigned.

**FUNDED DEBT AND NON-NEGOTIABLE DEBT TO AFFILIATED COMPANIES:**

Outstanding as at November 1, 1928:

5% First Mortgage Bonds held by	
Canadian National Railway Company	\$1,662,000.00
Capital Advances by Canadian National Railway	
Company to December 31, 1927	193,240.47

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 \$1,662,000.00. Capital Advances were funded by the issue to Canadian National Railway Company of Grand Trunk Western Railroad Company securities comprising 6% cumulative preferred stock; 4½% First and General Mortgage Bonds Series "A" dated January 1, 1930 and maturing January 1, 1980; and 5% Gold Debentures Series "A" dated January 1, 1930 and maturing January 1, 1955; of a total par value of \$193,240.47.

Non-negotiable debt to Canadian National Railway Company incurred in 1928



was liquidated by issuance to Canadian National Railway Company of Grand Trunk Western Railroad Company common and preferred stock.

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

**THE TOLEDO TERMINAL RAILROAD COMPANY**

(9.68% capital stock owned by Grand Trunk Western Railroad Company)

**INCORPORATED:** December 4, 1907 - Under the laws of the State of Ohio.

**HEAD OFFICE:** Toledo, Ohio.

**HISTORY:** On February 12, 1901, under the Laws of the State of Ohio, "The Toledo Railway and Terminal Company" was chartered to build a belt line around Toledo. The line was constructed and operations commenced October 1, 1902, and officially accepted from contractor October 1, 1903, per Board of Directors Meeting December 3, 1903.

The Stock (\$3,000,000 of which was originally issued as a bonus with the bonds) was sold originally at, \$10 per share. On April 15, 1905, H. B. Hollins and Company paid \$41 per share for the Stock and later sold it to The Cincinnati, Hamilton and Dayton Railway Company for \$42 per share. The Cincinnati, Hamilton and Dayton Railway Company sold the Stock to the Pere Marquette Railroad Company on June 21, 1905 for \$47 per share.

On December 20, 1906, Pere Marquette Railroad Company applied for a decree of foreclosure and Receiver was appointed on January 4, 1907. A decree of foreclosure was also applied for by the Commonwealth Trust Company on behalf of the bondholders. The property was sold under foreclosure sale held on May 28, 1907, and confirmed by the Circuit Court, Northern District of Ohio, Western Division, on August 13, 1907. The Deed of property was dated September 14, 1907, and delivered by Special Master on December 4, 1907 when The Toledo Terminal Railroad Company was organized.

On December 4, 1907, "The Toledo Terminal Railroad Company" was incorporated under the laws of the State of Ohio with the object of acquiring and operating the property.

Under agreement dated November 1, 1907, it was provided that the Capital Stock of the new Company would be issued in the proportions indicated to the companies listed below in consideration of their guaranteeing payment of interest on a corresponding proportion of the funded debt outstanding. The agreement also provided that deficits suffered would be borne by the companies in proportion to the amount of stock held by each.

Cincinnati, Hamilton and Dayton Railway Company	20%
Grand Trunk Western Railway Company	12%
The Lake Shore and Michigan Southern Railway Company	12%
Michigan Central Railroad Company	12%
The Pennsylvania Railroad Company	12%
The Pere Marquette Railroad Company	20%
Toledo, St. Louis and Western Railroad Company	<u>12%</u>
	<b>100%</b>

Under agreement dated January 14, 1914, the Hocking Valley Railway Company and

Toledo and Ohio Central Railway Company became part owners on similar conditions. A redivision of the capital stock resulted in the two companies formerly holding 20% each, owning 16.12% each, and the remaining seven companies holding 9.68% each.

The Company has a belt line around the City of Toledo, Ohio, and direct track connections with all railroads in the area. It performs an interchange transfer service for carload freight between all the railroads and furnishes trackage freight and passover facilities for several roads. Its tracks reach a large number of industries, thus affording direct connection with every railroad in the area.

The Grand Trunk Western Railroad secures its interest in Toledo traffic through its 50% ownership of The Detroit and Toledo Shore Line Railroad Company, and secures its terminal switching service in Toledo through its 9.68% ownership of The Toledo Terminal Railroad Company.

#### PROPERTY INVESTMENT:

As at December 31, 1960:

Road and Equipment	\$ 13,168,044
Donations and grants	<u>67,539</u>
	<b>\$ 13,100,505</b>

#### ACCRUED DEPRECIATION:

As at December 31, 1960:

Road	\$ 928,301
Equipment	<u>365,924</u>
	<b>\$1,294,225</b>

#### LOCATION:

Toledo Terminals:	<u>Miles</u>
First main tracks	28.59
Second main tracks	25.85
Sidings, connections and spur tracks	<u>32.81</u>
Total mileage owned at December 31, 1960	<b>87.25</b>

#### CAPITAL STOCK:

Authorized:	60,000 shares of \$100 par value	\$ 6,000,000
Issued:	36,128 shares of \$100 par value	3,612,800
The capital stock is owned as of December 31, 1960 by		
	Pennsylvania Railroad Company	10.72%
	New York, Chicago and St. Louis Railroad Company	10.72%
	Chesapeake and Ohio Railway	28.565
	Baltimore and Ohio Railroad	17.85%
	New York Central Railroad	21.43%
	Michigan Central Railroad	<u>10.72%</u>
		<b>100.00%</b>

Stock Certificates No. 114 and No. 154 covering 3872 shares of Capital Stock were surrendered to the Toledo Terminal Railroad Company by the Grand Trunk Western Railroad Company and cancelled as of September 17, 1956.

#### FUNDED DEBT:

Outstanding as at December 31, 1960:

First Mortgage 4½% Gold Bonds dated October 1, 1957.	
maturing November 1, 1957	Authorized: \$6,000,000
	Issued: \$5,445,000

Annual interest of \$270,000 is guaranteed severally but not jointly by proprietary companies in proportion to stock ownership. Grand Trunk Western Railroad Company

proportion is 9.68%.

**EARNED SURPLUS - UNAPPROPRIATED:**

As at December 31, 1960:

\$2,911,479

**DIRECTORS:**

E. T. Rucker,  
E. C. Johnson, Detroit, Michigan  
Douglas Campbell, Chicago  
H. M. Phillips  
G. R. Bowman  
W. T. Alexander, Cleveland, Ohio  
W. K. Weaver, Jr., Detroit, Michigan  
A. W. Conley, Cincinnati, Ohio

**OFFICERS:**

E. T. Rucker	President
R. D. Timpany	Vice-President
O. K. Lawson	General Manager
W. J. Polhemus	Secretary & Treasurer
J. S. Beattie	General Auditor
R. Dejaiffe	Chief Engineer
J. H. Abel	Superintendent
R. W. Shumaker	General Attorney

**THE TORONTO AND GUELPH RAILWAY COMPANY**

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

**INCORPORATED:** August 30, 1851 - Province of Canada Act 14 - 15 Victoria, Chapter 148.

**HISTORY:** Under Province of Canada Act 10 - 11 Victoria, Chapter 123, presented for Royal Assent July 28, 1847, Assented April 15, 1848, Royal Assent signified by Proclamation June 24, 1848, "The Toronto and Goderich Railway Company" was incorporated to build a railway from Toronto via Guelph to Goderich.

Under Province of Canada Chapter 148, August 30, 1851 "The Toronto and Guelph Railway Company" was incorporated to build a railway from Toronto to Guelph, and subscribers or shareholders in The Toronto and Goderich Railway Company were granted the right to transfer their subscriptions to the Toronto and Guelph Railway Company.

A line was constructed from Toronto to Guelph (48.40 miles) and opened for traffic July 1, 1856. The line originally extended from "Queen's Wharf" at foot of Bathurst Street Toronto, but the section between "Queen's Wharf" and Queen Street was not used as main line subsequent to completion of the Esplanade.

**AMALGAMATION:** Effective July 1, 1853, under agreement dated April 12, 1853, duly authorised by shareholders of respective Companies, and confirmed by Province of Canada Act 18 Victoria, Chapter 33, December 18, 1854, The Toronto and Guelph Railway Company and five other Companies were amalgamated into one company under the name "The Grand Trunk Railway Company Or Canada". The latter Company was amalgamated with "Canadian National Railway Company" January 31, 1923.

**LOCATION:**

Stratford Division:

Toronto - Guelph 48.40 miles

**CAPITAL STOCK:**

Prior to amalgamation on July 1, 1853:

Authorized: 65,000 shares - £5 each £325,000 (\$1,300,000) Halifax  
Currency, \$4.00 to the pound.

**LONG-TERM DEBT:**

Prior to amalgamation on July 1, 1853:

Province of Canada Act 16 Victoria, Chapter 41, Nov. 10, 1852 Bonds:  
£275,000 (\$1,338,333) - declared valid and secured by mortgage dated June 30, 1852;  
principal due July 1, 1873.