

THE NORTHERN AND PACIFIC JUNCTION RAILWAY COMPANY
(included in "Canadian National Railway Company" from January 31, 1923)

- INCORPORATED:** March 21, 1881 - Dominion Act 44 Victoria, Chapter 45.
May 25, 1883 - Dominion Act 46 Victoria, Chapter 67, name changed (see History).
- HISTORY:** Under Dominion Act 44 Victoria Chapter 45, March 21, 1881, "The Northern, North-Western and Sault Ste. Marie Railway Company" was incorporated to construct and operate a railway from the Northern Railway of Canada at Gravenhurst via Bracebridge to Callander Station on the Canadian Pacific Railway, etc.
Under Dominion Act 46 Victoria Chapter 67, May 25, 1883, the name was changed to "The Northern and Pacific Junction Railway Company".
A line was constructed from Gravenhurst to Nipissing Junction (110.72 miles) and opened for traffic on June 30, 1885.
Under authority of Act 47 Victoria, Chapter 63 Dominion of Canada, April 19, 1884 the line was leased on June 24, 1884 to the Joint Executive Committee which was operating The Northern Railway and the Hamilton and North-Western Railway (under the title of the "North-Western Railway Company"). The lease was taken over by The Grand Trunk Railway Company of Canada on February 24, 1888, when The Hamilton and North-Western Railway Company, The Northern Railway Company of Canada and The Grand Trunk Railway Company of Canada were amalgamated into one company under the latter name.
- AMALGAMATION:** Under Dominion Act 55 - 56 Victoria, Chapter 39, May 10, 1892 The Northern and Pacific Junction Railway Company and The Grand Trunk Railway Company of Canada were amalgamated into one company under the latter name.
- DONATIONS AND GRANTS:** Subsidies were as follows: (Statistics of Steam Railways of Canada - 1938, Pages 64):
Dominion \$ 1,320,000
- LOCATION:** Allandale Division:
Gravenhurst - Nipissing Junction 111.20 miles
- CAPITAL STOCK AND BONDED DEBT:** Dominion Railway Statistics for year ending June 30, 1892 show:
Capital Stock Authorized \$200,000
Capital Stock Issued 23,000
No bonded debt.
In the preamble to Dominion Act 55 - 56 Victoria, Chapter 39, May 10, 1892, which authorized amalgamation, it is stated that The Grand Trunk Railway Company of Canada were owners of the bonds issued by The Northern and Pacific Junction Railway Company, and also the share capital of the said Company. No details of the amounts held are quoted.
The Act authorized the Amalgamated Company to issue additional Grand Trunk Consolidated Debenture Stock bearing interest not exceeding 4% per annum, not exceeding \$600,000, for repairs and improvements and for the deviation and reconstruction of a part of the line of the Northern and Pacific Junction Railway.

THE NORTHERN CONSOLIDATED HOLDING COMPANY, LIMITED

(majority stock controlled subsidiary of The Canadian National Railway Company)

INCORPORATED: December 8, 1903 - Ontario Letters Patent.

HEAD OFFICE: Toronto, Ontario.

HISTORY: Under Ontario Letters Patent dated December 8, 1903, "The Northern Consolidated Holding Company, Limited" was incorporated. In 1903, the Great Northern Railway of Canada (predecessor of The Canadian Northern Quebec Railway Company) was in bad financial condition and H. H. Melville and R. H. McNaught, who held a controlling interest therein, appealed to Mackenzie, Mann and Company for assistance in reorganizing the Company. One of the conditions imposed by Mackenzie, Mann and Company was that not less than two-thirds of Great Northern Railway Company common and debenture stock be transferred to a holding company and that not less than two-thirds of the holding company's common stock be transferred to The Canadian Northern Railway Company.

Under agreement dated December 17, 1903 between Messrs. H. H. Melville, R. G. McNaught and the Northern Consolidated Holding Company, Limited, the latter Company acquired:

Great Northern Railway of Canada Debenture Stock	\$2,250,000
Great Northern Railway of Canada Common Stock	2,750,000
Chateauguay and Northern Railway Company Common Stock	<u>595,000</u>
Total -	5,595,000

The shares of the Northern Consolidated Holding Company, Limited, were issued as follows:

Mackenzie Mann and Company, Limited	\$3,075,000
Z. A. Lash and I. E. Melville, Trustees	1,250,000
H. H. Melville and James McNaught	1,825,000
Purchase of Great Northern Railway of Canada, Stock	<u>31,500</u>
Total Issued -	\$6,181,500

Transferred by Mackenzie Mann and Company Limited to the Canadian Northern Railway Company, and pledged under the Canadian Northern Railway Company Mortgage of July 15, 1914 4,446,700

Owned by Quebec and Lake St. John Railway Company (unlocated)	1,000
Held by Public	<u>1,733,800</u>
Total Issued -	\$6,181,500

Under agreement dated July 14, 1914, and by authority of Dominion Act 4 - 5 George V, Chapter 20, 1914, The Canadian Northern Railway Company acquired from Mackenzie, Mann and Company, capital stock of The Northern Consolidated Holding Company, Limited in the amount of \$4,446,700.

INVESTMENT IN AFFILIATED COMPANIES:

As at December 31, 1955:

Stocks:

Great Northern Railway Company of Canada - Common (now by amalgamation The Canadian Northern)	\$3,148,000
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Quebec Railway Company - Debenture

1,996,600
\$5,144,600

CAPITAL STOCK:

As at December 31, 1955:

Authorized:	80,000 shares	- \$100 each	\$8,000,000
Issued:	61,815 shares	- \$100 each	6,181,500

44,467 shares - \$4,446,700 owned by The Canadian Northern Railway Company (now Canadian National Railway Company).

10 shares - 1,000 owned by The Quebec and Lake St. John Railway Company.

17,338 shares - 1,733,800 owned by Public - for the most part in small holdings in the United States.

These shares were issued in exchange for \$5,144,600 of common and debenture stocks of Great Northern Railway Company of Canada, at 40¢ on the dollar for common stock and at par for debenture stock.

Under agreement dated July 14, 1914, and by authority of Dominion Act 4 - 5 George V, Chapter 20, June 12, 1914, Mackenzie, Mann and Company transferred 44,467 shares - \$4,446,700 or 71.93% of capital stock to the Trustee, free of prior charges, to become and remain the property of The Canadian Northern Railway Company to form part of the mortgaged premises under Trust Deed dated July 15, 1914. Payment was included in the \$23,000,000 of capital stock of The Canadian Northern Railway Company issued to Mackenzie, Mann and Company in consideration of their turning over control of the companies as set out in The Canadian Northern Railway Guarantee Act, 1914, Dominion Act 4 - 5 George V, Chapter 20, June 12, 1914.

Upon amalgamation of The Canadian Northern Railway Company and 16 other companies into one company under the name "Canadian National Railway Company" on June 11, 1956, the capital stock of The Canadian Northern Quebec Railway Company and of The Northern Consolidated Holding Company, Limited which was owned by The Canadian Northern Railway Company became the property of the newly Amalgamated Company. The stock was carried in Canadian Northern Railway assets at \$1.00 until written off in 1939.

LONG-TERM DEBT: As at December 31, 1960 - nil.

SHAREHOLDERS

Canadian National Realities, Limited, in Trust for The Canadian Northern Railway Company	44,467 shares
The Quebec and Lake St. John Railway Company	10 shares
Held by Public	<u>17,338 shares</u>
	<u>61,815 shares</u>
	at \$100. each

DIRECTORS

Donald Gordon
W. G. Stewart
J. R. Griffith
H. W. Marsh

OFFICERS

Donald Gordon	President
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E. W. Bickle	Vice-President
R. H. Tarr	Secretary
J. M. Young	Assistant Secretary
D. W. Gilmour	Assistant Secretary
L. J. Mills	Comptroller
E. J. Denyar	Treasurer

NORTHERN TOWNSITES LIMITED

(wholly owned subsidiary of "Northern Alberta Railways Company")

INCORPORATED: December 16, 1932 - Province of Alberta Letters Patent.

HEAD OFFICE: Edmonton, Alberta.

HISTORY: Under Province of Alberta Letters Patent dated December 16, 1932 "Northern Townsites Limited" was incorporated for the purpose of accepting title to numerous vacant lots on Northern Alberta Railways thus relieving Northern Alberta Railways Company of direct liability for taxes on such properties not required for railway purposes.

In December 1932, title to 794½ lots in seventeen townsites was transferred to this Company at the book value of \$8,477.60.

PROPERTY INVESTMENT:

As at December 31, 1960:

Townsite lands	\$ 709
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CAPITAL STOCK:

As at December 31, 1960:

Authorized:	20,000 shares - par value \$1 each	\$20,000
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Issued:	100 shares - par value \$1 each	100
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All owned by Northern Alberta Railways Company.

THE NORTHERN RAILWAY COMPANY OF CANADA

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

INCLUDES:

The North Grey Railway Company

The Northern Extension Railways Company

The Toronto, Simcoe and Muskoka Junction Railway Company.

INCORPORATED: August 29, 1849 - Province of Canada Act 12 Victoria Chapter 196, by Proclamation.
 August 10, 1850 - Province of Canada Act 13 - 14 Victoria Cap 131, name changed (see History).
 August 16, 1858 - Province of Canada Act 22 Victoria, Chapter 117, name changed (see History).
 July 3, 1875 - Ontario Act, 38 Victoria, Chapter 65, 1875 - Amalgamation and re-arranging capital

DECLARATORY: Declared to be a work for the general advantage of Canada - Dominion Act 46 Victoria Chapter 24, May 25, 1883.

HISTORY:

"THE NORTH GREY RAILWAY COMPANY"

Under Ontario Act 34 Victoria, Chapter 36, February 15, 1871 "The North Grey Railway Company" was incorporated to construct a railway from Collingwood to Meaford and Owen Sound, Ontario.

The Line was completed and opened for traffic as follows:

Collingwood	to Thornbury	12.50 miles	September 2, 1872
Thornbury	to Meaford	<u>7.68</u> miles	December 31, 1872
Total	-	20.18 miles	

Under Agreement dated December 27, 1871, duly authorized by shareholders of the respective Companies, and as authorized by Ontario Act 35 Victoria Chapter 43, March 2, 1872, "The North Grey Railway Company" and "The Toronto, Simcoe and Muskoka Junction Railway Company" were amalgamated into one company under the name "The Northern Extension Railways Company".

"THE TORONTO, SIMCOE AND MUSKOKA JUNCTION RAILWAY COMPANY"

Under Ontario Act 33 Victoria, Chapter 30, December 24, 1869 "The Toronto, Simcoe and Muskoka Junction Railway Company" was incorporated to construct a railway from some point on The Northern Railway of Canada within the County of Simcoe connecting the waters of Lake Simcoe with that of Lakes Muskoka and Rosseau, with branches to Georgian Bay.

The line was completed and opened for traffic as follows:

Barrie	to Orillia	22.00 miles	November 30, 1871
Orillia	to Atherley	2.84 miles	September 15, 1872
Atherley	to Washago	10.66 miles	August 18, 1873
Washago	to Muskoka Wharf	<u>13.53</u> miles	November 15, 1875
Total	-	49.03 miles	

Under Agreement dated April 1, 1871, these lines were leased to The Northern Railway Company of Canada.

Under Agreement dated December 27, 1871, duly authorized by shareholders of the respective Companies, and as authorized by Ontario Chapter 43, March 2, 1872, "The North Grey Railway Company" and "The Toronto, Simcoe and Muskoka Junction Railway Company" were amalgamated into one company under the name "The Northern Extension Railways Company".

"THE NORTHERN EXTENSION RAILWAY COMPANY"

Under Ontario Act, 35 Victoria, Chapter 43, March 2, 1872, "The Northern Extension Railways Company" was formed by amalgamation into one company of "The Toronto, Simcoe and Muskoka Junction Railway Company" and "The North Grey Railway Company" pursuant to agreement dated December 27, 1871, duly ratified by shareholders of the respective Companies.

Under Agreements dated April 1, 1871 the North Grey Railway and the Toronto, Simcoe and Muskoka Junction Railway, respectively, were leased to The Northern Railway Company of Canada.

Under Agreement dated June 3, 1875, duly ratified by shareholders of the respective companies, and as authorized by Dominion Act, 38 Victoria, Chapter 65, April 8, 1875, "The Northern Extension Railways Company" and "The Northern Railway Company of Canada" were amalgamated into one company under the latter name. The

amalgamation was confirmed by Dominion Act 40 Victoria, Chapter 57, April 28, 1877.

"THE NORTHERN RAILWAY COMPANY OF CANADA"

Under Province of Canada Act 12 Victoria, Chapter 196, presented for Royal Assent May 30, 1849, Assented July 30, 1849, Royal Assent signified by Proclamation of Governor-General August 29, 1849, the Company was originally incorporated as "The Toronto Simcoe and Lake Huron Union Railroad Company" for the purpose of constructing a railroad from the City of Toronto to the southerly shore of Lake Huron, touching at the Town of Barrie, etc.

Under Province of Canada Act 13 - 14 Victoria, Chapter 131, August 10, 1850, the name was changed to "Ontario Simcoe and Huron Railroad Union Company".

The line was constructed from Toronto to Collingwood (95.21 miles) and sections were opened for traffic as follows:

		<u>Miles</u>	<u>Opened for Traffic</u>
Toronto	- Aurora	38.81	May 16, 1853
Aurora	- Bradford	11.50	June 13, 1853
Bradford	- Allandale	21.55	October 11, 1853
Lefroy	- Bell Ewart	1.38	May 2, 1854
Allandale	- Collingwood	31.97	January 2, 1855

Under Province of Canada Act 22 Victoria, Chapter 117, August 16, 1858, the name was again changed to "The Northern Railway Company of Canada" (see preamble of Act 38 Victoria, Section 24, Chapter 65, 1875).

Under Province of Canada Act 22 Victoria Chapter 89, May 4, 1859, all property, corporate rights, etc., were vested in the Crown, but Order-in-Council dated May 12, 1859, re-vested the same in the Company upon certain conditions and financial adjustments.

Under Agreement dated April 1, 1871 The North Grey Railway and The Toronto, Simcoe and Muskoka Junction Railway, respectively were leased to The Northern Railway Company of Canada.

Under Agreement dated June 3, 1875, duly ratified by shareholders of the respective Companies, and as authorized by Dominion Act, 38 Victoria, Chapter 65, April 8, 1875 "The Northern Extension Railways Company" and "The Northern Railway Company of Canada" were amalgamated into one company under the latter name. The amalgamation was confirmed by Dominion Act 40 Victoria, Chapter 57, April 28, 1875.

Dominion Act 38 Victoria Chapter 65, April 8, 1875 also provided for re-arrangement of the Capital of The Northern Railway Company of Canada, changing the gauge of the railway from 5' - 6" to 4' - 8½", consolidated the enactments relating to The Northern Railway Company of Canada, and, upon amalgamation referred to in the next preceding paragraph Section 22 repealed the Acts listed below with respect to anything thereafter to be done, except only Section 3 and Sections 13 to 17 inclusive of Ontario Chapter 43, 1872, which sections were declared to have the same force and effect as if they had been re-enacted therein, with the substitution of the Amalgamated Company for the New Company referred to in Ontario Chapter 43, 1872, with a proviso saving then existing rights and liabilities.

Ontario Act 33 Victoria, Chapter 30 December 29, 1869.

Ontario Act 34 Victoria, Chapter 36 February 15, 1871.

Dominion Act 34 Victoria, Chapter 45 April 14, 1871.

Ontario Act 35 Victoria, Chapter 43 March 2, 1872.

Dominion Act 35 Victoria, Chapter 66 June 14, 1872

Section 24 of Dominion Act 38 Victoria, Chapter 65, April 8, 1875 also repealed the Acts

listed below with respect to anything thereafter to be done, except the declaration that the Northern Railway of Canada is a work for the general advantage of Canada, and except such portions of the said Acts as authorize the construction and completion of the works specified, which works have not been completed, with a proviso saving then existence rights and liabilities.

Province of Canada Act 12 Victoria, Chapter 196, 1849
 Province of Canada Act 14 Victoria, Chapter 81, 1850
 Province of Canada Act 13 - 14 Victoria, Chapter 131, 1850
 Province of Canada Act 16 Victoria, Chapter 51, 1852
 Province of Canada Act 16 Victoria, Chapter 244, 1853
 Province of Canada Act 19 Victoria, Chapter 73, 1856
 Province of Canada Act 22 Victoria, Chapter 1179, 1858
 Province of Canada Act 22 Victoria, Chapter 89, 1859
 Province of Canada Act 23 Victoria, Chapter 105, 1860
 Province of Canada O-in-C. May 12, 1859
 Province of Canada Act 27 Victoria, Chapter 55, 1863
 Province of Canada Act 31 Victoria, Chapter 86, 1868

Under agreement dated June 6, 1879 the Northern Railway Company of Canada and the Hamilton and North Western Railway Company were consolidated as the Northern and North-Western Railway to be operated by a Joint Executive Committee. This was not an amalgamation as each Company retained its corporate existence.

ABANDONMENTS:

4	Lefroy	to Belle Ewart	1.38 miles	1929
3	At Nipissing		1.04 miles	1923
5	Port Dover	to Jarvis	9.09 miles	1931
6	Alliston	to Creemore	18.46 miles	1955
1	Allandale	to Barrie	3.50 miles	1882
2	Elmvale to Hillsdale		8.25 miles	1917
7	Allimil	to Alliston	5.82 miles	1960
8	Creemore	to Lake Junction	<u>16.18 miles</u>	1961
			63.72 miles	

On May 8, 1879 an Agreement was executed between The Grand Trunk Railway of Canada and The Northern Railway Company of Canada as a final settlement of all disputes between the two companies respecting lands between Bathurst Street and Queen Street in Toronto, sidings, Parkdale Station, etc.

Under Agreement of July 4, 1882, and Deed of Conveyance dated January 2, 1883, as authorized under Dominion Chapter 26, 1878, the Flos Tramway Company line from Elmvale to Orr Lake (two to four miles) was acquired. This line was later extended by the vendors to Hillsdale making altogether a length of about eight miles. The greater part of this line was dismantled in 1917 and the balance was dismantled in 1927.

From July 1, 1879, to February 24, 1888, The Northern Railway of Canada and The Hamilton and North-Western Railway were worked by a Joint Executive Committee (under the title of the "Northern and North-Western Railway Company") which was organized on June 6, 1879, pursuant to agreement of that date between the two Companies.

On June 24, 1884 the Northern and Pacific Junction Railway, then under construction, was leased to the Joint Executive Committee.

AMALGAMATION:

Effective February 24, 1888, under Deed of Union dated January 24, 1888, The Hamilton and North-Western Railway Company, The Northern Railway Company of Canada and

The Grand Trunk Railway Company of Canada were amalgamated into one Company under the latter name. Dominion Act 58 Victoria, Chapter 58, May 4, 1888, enacted that it no longer be necessary to keep separate accounts for these two companies.

DONATIONS AND GRANTS:

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

Province of Ontario	\$196,188	
Municipal	<u>241,980</u>	\$438,168

CAPITAL STOCK:

Prior to amalgamation on February 24, 1888:

Ordinary Stock	\$815,200 (£170,000)
Preference Stock	730,000 (£150,000)

Under the terms of Deed of Union all Ordinary Stock was exchangeable for Ordinary Stock of The Grand Trunk Railway Company of Canada.

The Preference Stock was exchanged for First and Second Preference Stock of The Grand Trunk Railway Company of Canada as provided under The Grand Trunk Railway Act, Dominion Act 51 Victoria, Chapter 58, May 4, 1888. Authorizing the Grand Trunk Railway Company of Canada to issue 4% Consolidated Debenture Stock for the retirement of securities of the Northern and other Railway Companies, and for the general purpose of the Company the total interest not to exceed £136,921 or \$666,350 per annum; also to authorize the issue of £404,056 or \$1,966,407 preference stock in exchange for Northern and Hamilton and North-Western preference stock.

<u>SCHEDULE NO. 1</u>	<u>Amount</u>	<u>Total</u>	<u>Interest</u>	<u>Maturity</u>
Northern Railway Company of Canada				
5% First Mortgage Bonds	£679,000		£ 33,950	July 1, 1902
Northern Extension Railway 6%	150,700		9,042	July 1, 1893
Perpetual Debenture Stock 4%	363,350		14,534	
6% Second Mortgage Bonds	50,000		3,000	1888
6% Third Mortgage Bonds	£100,000		6,000	
		£1,343,050	66,526	
Hamilton & North Western Railway Company				
6% First Mortgage Bonds	450,000		27,000	
Joint Companies Equipment Bonds	200,000		12,000	
		£650,000	37,000	
Northern & Pacific Junction Railway Company (leased)				
5% Mortgage Bonds	£457,800		£22,890	
Share Capital	41,095		189	
		£498,895	£23,079	
North Simcoe Railway (leased)				
6% Bonds	61,643		£3,700	
Stock	10,273		616	
		£71,916		
Lake Simcoe Junction Railway Company (leased)				
Stock	\$34,100			
Peterborough & Chemong Lake Railway (rented)				
Stock	\$150,000			
Northern & North Western				
Required for Expenditures	£100,000	£1,600,000	£4,000	
or		\$2,663,861	\$666,350	

SCHEDULE NO. 2 OF 6% PREFERENCE STOCK.

Preference Stock of the Company originally issued by The Northern Railway Company of Canada	£150,000
Preference Stock of the Company originally issued by The Hamilton and North Western Railway Company	<u>170,000</u>
	£320,000

or \$1,557,333

Under this consolidation the following Railways were merged with the Grand Trunk Railway Company.

NORTHERN RAILWAY COMPANY OF CANADA.

The Toronto, Simcoe and Lake Huron Union Railway Company				
Toronto	to Collingwood			93.83
Lefroy	to Belle Ewart	1.38		95.11
The Northern Railway Company of Canada				
Allandale	to Barrie	1.20	1.20	96.41
The Toronto, Simcoe and Muskoka Junction Railway Company				
Barrie	to Muskoka Wharf			49.03
The Northern and Pacific Junction Railway Company				
Gravenhurst	to Nipissing Junction			111.20
The North Grey Railway Company				
Collingwood	to Meaford			20.18
The North Simcoe Railway Company				
Coldwell	to Penetang			33.65
The Floss Tramway Company				
Elmvale	to Hillsdale			<u>8.25</u>
Northern Railway Company of Canada				318.72

HAMILTON AND NORTH WESTERN RAILWAY COMPANY

The Hamilton and Lake Erie Railway Company				
Hamilton	to Port Dover			40.38
The Hamilton and North Western Railway Company				
Hamilton	to Barrie	99.04		
Beeton	to Collingwood		39.03	<u>138.07</u>
Hamilton and North Western Railway Company				178.45
Northern Railway Company of Canada				318.72
Hamilton and North Western Railway Company				178.45
TOTAL -			497.17	

LONG-TERM DEBT:

Prior to amalgamation on February 24, 1888:	
4% Perpetual Debenture Stock	£363,350
5% First Mortgage Bonds	679,000
6% Second Mortgage Bonds	50,000
6% Third Preference Bonds	100,000
6% Northern Extensions	150,000
Joint Equipment Bonds	<u>134,000</u>
	£1,477,050

NORTH RAILWAY COMPANY

(surveys, supplies etc., acquired by Dominion Government December 23, 1914)

INCORPORATED: March 9, 1906 - Quebec Act 6 Edward VII, Chapter 64
April 3, 1912 - Quebec Act 2 George V, Chapter 87 - Name change etc. (see History).

HISTORY: Under Quebec Act 6 Edward VII, Chapter 64, March 9, 1906, "North Eastern Railway Company" was incorporated to construct and operate a railway from Lake Temiskaming to a point near Quebec City, etc., etc.

Under Quebec Act 2 Edward VII, Chapter 87, April 3, 1912, the name was changed to "North Railway Company", and power granted to build a railway from Montreal to James Bay crossing National Transcontinental Railway.

By 1914 the Dominion Government contemplated building the Montreal - National Transcontinental Railway connection itself. The North Railway Company had made extensive surveys, accumulated much supplies at various depots along its projected route and had many plans of the territory to be traversed. It was therefore decided to reimburse the North Railway Company for its work and to secure its material etc. Under Dominion Order in Council P.C. 2948, November 24, 1914 a payment of \$250,000 was made and the surveys, rights, material, etc., was acquired by Deed of release dated December 23, 1914.

Shortly thereafter the financial difficulties of The Canadian Northern Railway System and the Grand Trunk Railway and its subsidiary, the Grand Trunk Pacific Railway Company, became such that the Dominion Government took over these lines, and the projected line from Montreal to National Transcontinental Railway was not built. Meanwhile the connection with National Transcontinental Railway is made by way of the Canadian Northern (Canadian National Railways) line to Hervey Junction.

THE NORTH SHORE RAILWAY COMPANY QUEBEC

On April 22, 1853, under Act 16 Victoria, Chapter 100, Province of Canada the formation of a company under the name of the North Shore Railway Company was authorized to build a railroad from the City of Quebec to the City of Montreal or to some convenient point on any railway leading from Montreal to the Western Cities of the Province and on the North Shore of the St. Lawrence River.

On June 10, 1857, under Act 20 Victoria, Chapter 149, Province of Canada, the St. Maurice Railway and Steam Navigation was incorporated and authorized to amalgamate with the North Shore Railway Company under the name the North Shore and St. Maurice Railway and Navigation Company.

On July 24, 1858, under Act 22 Victoria, Chapter 56, Province of Canada, the name of the "North Shore Railway and St. Maurice Navigation Company" was changed to the "North Shore Railway and St. Maurice Navigation and Land Company".

On December 24, 1870, under Act 34 Victoria, Chapter 21, Province of Quebec the name of the Company was changed to the North Shore Railway Company.

On August 11, 1875 the Directors of the North Shore Railway Company passed a resolution, purporting to convey and vest all the property in the Province of Quebec, this resolution was ratified and confirmed by the shareholders on November 22, 1875.

On December 24, 1875 under Act 39 Victoria, Chapter 2 of the Province of Quebec the rights, powers, immunities, franchises, privileges and assets of the North Shore Railway Company were vested in the Quebec, Montreal Ottawa and Occidental,

Railway Company.

On February 8, 1879 the road was constructed, completed and opened for traffic by the Quebec Government, operation being assumed by the Quebec, Montreal, Ottawa and Occidental Railway from Quebec to St. Martin Junction a distance of 159.76 miles. The following lines appear to have been opened on the same date. See Railway Statistics of Canada - 1908, Page 215.

The line from Berthier Junction to Berthierville (2.00 miles) was opened about December 31, 1881 and the line from Lanoraie to St. Félix de Valois (17.0 miles) about February 27, 1883.

The line from Quebec to Three Rivières (77.39 miles) was opened on December 18, 1877.

The cost of constructing the line was assumed by the Quebec Provincial Government, and it was operated by the Quebec, Montreal, Ottawa and Occidental Railway Company till about December 31, 1882.

On March 4, 1882, the Quebec Provincial Government entered into a contract to sell that portion of the line from St. Martin's Junction to Québec City including the "Piles", "Joliette" and Berthier branches to a syndicate to be constituted an incorporated company at the next session of the Québec Legislature.

On May 27, 1882, Act 45 Victoria, Chapter 27, Province of Quebec was passed approving the contract and incorporating the syndicate under the name of the North Shore Railway Company.

On May 25, 1883 under Act 46 Victoria, Chapter 24, Section 6, of Canada the North Shore Railway Company received a Dominion Charter when it was declared a work for the general advantage of Canada.

In December 1882, the Grand Trunk Railway Company of Canada purchased control of the North Shore Railway and from about January 1, 1883 to September 20, 1885, the road was operated on behalf of the Grand Trunk Railway Company of Canada, under the direction of Mr. William Wainwright as General Manager, after which control of the road was handed over to the Dominion Government who deputed Mr. Van Horne, Vice-President of the Canadian Pacific Railway Company to take over and operate the property.

On February 27, 1883, the Grand Trunk Railway Company of Canada, entered into a traffic arrangement with the North Shore Railway Company.

On April 19, 1884, under Act 47 Victoria, Chapter 54, Section 3 of the Canadian Pacific Railway Company were authorized to purchase the North Shore Railway from St. Martin's Junction to Québec City.

On July 20, 1885 under Act 48 - 49 Victoria, Chapter 58, Sections 2-3 of Canada the Dominion Government were authorized to acquire the North Shore Railway and transfer or lease it to the Canadian Pacific Railway Company.

On September 19, 1885, an Order in Council was issued authorizing an agreement between the Canadian Government and the Grand Trunk Railway Company of Canada, for the Canadian Government to acquire the North Shore Railway Company and on the same day the Grand Trunk Railway Company of Canada entered into an agreement to transfer the entire Capital Stock, and operating equipment of the North Shore Railway to the Dominion Government; also on the same date the Dominion Government entered into an agreement to transfer capital stock and operating equipment of the North Shore Railway Company to the Canadian Pacific Railway Company.

THE NORTH SIMCOE RAILWAY COMPANY

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

INCORPORATED: March 24, 1874 - Ontario Chapter 54.

HISTORY: Under Ontario Act 37 Victoria, Chapter 54, March 24, 1874, "The North Simcoe Railway Company" was incorporated to construct a railway from at or near Barrie to Penetanguishine.

A line was constructed from Colwell, Ontario, to Penetanguishine (33.65 miles) and opened for traffic about December 31, 1878.

The line was leased to The Northern Railway Company of Canada under Agreements dated January 14, 1878 and January 19, 1881. The Northern Railway Company of Canada and The Hamilton and North-Western Railway Company were worked by a Joint Executive Committee (under the title of "Northern and North-Western Railway Company") from July 1, 1879 to February 24, 1888 when these two companies were amalgamated with The Grand Trunk Railway Company of Canada under the latter name and operation of The North Simcoe Railway was taken over by The Grand Trunk Railway Company of Canada.

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

DONATIONS AND GRANTS:

Subsidies were as follows (Statistics of Steam Railways of Canada - 1938, Page 64)
Province of Ontario \$83,300

LOCATION: Allandale Division:
Colwell - Penetanguishine 33.65 miles.

CAPITAL STOCK: Prior to amalgamation on April 1, 1893:
\$50,000 (£10,274)
All owned by The Grand Trunk Railway Company of Canada.
Upon amalgamation on April 1, 1893, the share capital, other than Grand Trunk Railway, was converted into an equal amount of Ordinary Stock of The Grand Trunk Railway Company of Canada in accordance with the terms of Amalgamation Agreement.

LONG-TERM DEBT:

Prior to amalgamation on April 1, 1893:
6% First Mortgage Bonds, dated February 1, 1881 and maturing 99 years from date of issue, in the amount of \$300,000 were held in The Grand Trunk Railway Company of Canada Treasury, and upon amalgamation the liability with respect thereto was assumed by the latter Company.

NORWAY BRANCH RAILROAD COMPANY

(leased to Grand Trunk Railway (Canadian National Railway Company) for 99 years from January 1, 1880)

INCORPORATED: 1872 - State of Maine Chapter 141
April 23, 1879 - State of Maine.

HEAD OFFICE: Norway, Maine.

HISTORY: Under State of Maine Laws Norway Branch Railroad was incorporated April 23, 1879, to construct a railway from South Paris to Norway.

Under indenture dated May 1, 1880, the property is leased to Grand Trunk Railway (now Canadian National Railway Company) for 99 years from January 1, 1880, at a nominal rental of \$1.00 per annum.

LOCATION: Berlin Subdivision - St. Lawrence Division:
South Paris to Norway 1.45 miles. Opened for traffic December 30, 1879. (operated as part of Canadian National Lines in New England.)

CAPITAL STOCK: As of December 31, 1960:
Authorized: \$9,000
Issued: 3,350 \$2,000 is held by Town of Norway and the balance by individuals.

FUNDED DEBT: Nil.

ACCOUNTING: Canadian National Investment in Leased Property to December 31, 1955, is a credit balance of \$663.19.
Prior to 1918 the primary operating, income, and other accounts were included in The Grand Trunk Railway Company of Canada accounts. From 1918 to 1922 inclusive the net income or loss was included in The Grand Trunk Railway Company of Canada accounts as "Separately operated properties". Commencing January 1, 1923 the railway was, for accounting purposes, included in "Canadian National Railways", and the primary operating, income, and other accounts were so included.

OFFICERS:
Melville Chapman President.
Robert Orre Vice-President.
Hayward Carsley Treasurer.

NOVA SCOTIA STEEL AND COAL COMPANY, LIMITED
(former owner of Ferrona Junction to Sunny Brae line purchased by
Dominion Government in 1911 and included in "The Intercolonial Railway" since that time)

INCORPORATED: March 11, 1898 - Nova Scotia Chapter 137.

HISTORY: Under Nova Scotia Act 51 Victoria, Chapter 126, April 16, 1888, "New Glasgow Iron Coal and Railway Company Limited" was incorporated to, amongst other things, construct railways to its mines etc.

The Nova Scotia Steel Company Limited, was incorporated under Dominion Letters Patent granted July 10, 1882 under the Joint Stock Company's Act of 1877, Library 84, Folio 259. Authorized Capital Stock \$160,000 Supplementary Letters Patent granted September 17, 1886 increased Capital Stock to \$310,000, and Supplementary Letters dated September 5, 1888 increased the Capital Stock to \$1,000,000 and changed the name to Nova Scotia Steel and Forge Company.

Under Dominion Act 57 - 58 Victoria, Chapter 117, July 23, 1894, "The Nova Scotia Steel Company Limited" was incorporated to own and operate mines, and railways, and was authorized to acquire the business, franchises, property, rights, powers,

privileges, and other assets of New Glasgow Iron, Coal and Railway Company, Limited.

The Nova Scotia Coal and Railway Company was incorporated on April 17, 1889 under Nova Scotia Act 52 Victoria, Chapter 115 to mine coal and iron and construct and operate such railway lines as may be necessary to carry on their business Authorized Capital Stock \$500,000 with power to increase to \$1,000,000.

Nova Scotia Act 58 Victoria, Chapter 123, March 20, 1895 ratified the agreement of sale dated December 31, 1894 subsequently made, and transferred the charge of New Glasgow Iron Coal and Railway Company, Limited to The Nova Scotia Steel Company, Limited.

Dominion Act 58 - 59 Victoria, Chapter 91, June 28, 1895 confirmed sale of property, rights and franchises of Nova Scotia Steel and Forge Company, Limited to The Nova Scotia Steel Company, Limited effective December 31, 1894 as per indenture of that date between the two companies.

Under Nova Scotia Act 61 Victoria, Chapter 137, March 11, 1898, "Nova Scotia Iron and Steel Company, Limited" was incorporated to own and operate mines, and to construct railways for transportation from and to mines, etc.

Nova Scotia Act 63 Victoria, Chapter 172 March 30, 1900 authorized Nova Scotia Iron and Steel Company, Limited to purchase the properties of The Nova Scotia Steel Company, Limited.

Under Nova Scotia Act 1 Edward VII, Chapter 158, April 4, 1901, above mentioned Chapter 137 was amended changing the name Nova Scotia Iron and Steel Company, Limited to "Nova Scotia Steel and Coal Company, Limited".

Dominion Order in Council P.C. 1783, August 11, 1911 approved purchase by the Dominion Government of the line from Ferrona Junction to Sunny Brae.

LOCATION:

The railway was completed and opened for traffic from Ferrona Junction to Sunnybrae a distance of 12.48 miles on July 1, 1892.

OGDENSBURG AND LAKE CHAMPLAIN RAILROAD COMPANY

(leased to Central Vermont Railroad Company June 1, 1886 to 1896)

HISTORY:

On May 18, 1845 the Legislature of the State of New York granted a charter to "Northern Railroad Company". A line was built from Ogdensburg to Rouses Point, New York, 118 miles. The first through train from Rouses Point to Ogdensburg arrived September 1, 1850.

On December 31, 1857, the Company was reorganized by the second mortgage holders, and the name was changed to "Ogdensburg Railroad Company".

On August 11, 1865, the Company was again reorganized, and the name was changed to "Ogdensburg and Lake Champlain Railroad Company".

Central Vermont Railroad Company acquired controlling interest in 1884 and on June 1, 1886 leased the line in perpetuity.

On August 17, 1885, "Saratoga and St. Lawrence Railroad" was incorporated, and in 1889 the Company built a line from Moira, New York, to Bombay Junction, New York, 8.5 miles, which it leased on June 1, 1889 to Ogdensburg and Lake Champlain Railroad Company, forming part of the line leased to Central Vermont Railroad Company.

On March 20, 1896 Central Vermont Railroad Company was placed in the hands of Receivers who surrendered the lease of Ogdensburg and Lake Champlain Railroad.

On March 21, 1897, Receiver of Ogdensburg and Lake Champlain Railroad Company was appointed, and in 1902 the capital stock of the road was acquired by

Rutland Railroad Company.

THE ONTARIO AND OTTAWA RAILWAY COMPANY
(incorporated by "The Canadian Northern Railway Company" interests)

INCORPORATED: May 4, 1910 - Dominion Act 9 - 10 Edward VII, Chapter 139.

HISTORY: Under Dominion Act 9 - 10 Edward VII, Chapter 139, May 4, 1910, "The Ontario and Ottawa Railway Company" was incorporated to construct and operate a railway from Lake Couchiching to a point in the county of Haliburton, and from a point in the county of Hastings to Renfrew, Hull or Ottawa.

Provisional Directors were senior officers of The Canadian Northern Railway Company.

In 1912, when application for subsidy was made to the Dominion Government, it was stated under the heading "Financial Means" that the Ontario and Ottawa Railway was part of The Canadian Northern Railway System.

This line was not constructed and there is no record of any shares of capital stock of The Ontario and Ottawa Railway Company having been issued.

THE ONTARIO CAR FERRY COMPANY (LIMITED)
(formerly 50% of capital stock owned by Canadian National Railway Company)
dissolved November 9, 1954.

INCORPORATED: November 30, 1905 - Dominion Letters Patent.

HISTORY: On November 30, 1905 "The Ontario Car Ferry Company Limited)" was incorporated by Dominion Letters Patent for the purpose of implementing arrangements made between The Grand Trunk Railway Company of Canada and the Buffalo, Rochester and Pittsburg Railway Company (controlled by Baltimore and Ohio Railroad Company) to provide a steam ferry on Lake Ontario to ply between Charlotte (Port of Rochester) New York, and Cobourg, Ontario, particularly for the movement of coal, which the Buffalo, Rochester and Pittsburg Railway handled in large quantities from the extensive mining districts located on their line in Western Pennsylvania, to Canada.

The Company acquired 2 car ferries having a carrying capacity of 28 freight cars each, and operated a freight, passenger and express business in this service. "*Ontario No. 1*" was built in Toronto in 1907 at a cost of \$358,015.06 which was provided by the sale of 2,500 shares of capital stock valued at \$179,007.53 to each of the parent companies. "*Ontario No. 2*" was built in Toronto in 1915 at a cost of \$465,024 which was provided from appropriation of surplus.

Terminal privileges at Cobourg were provided by The Grand Trunk Railway, and at Rochester by the Buffalo, Rochester and Pittsburg Railway.

For a period of about 30 years the results of operations were very satisfactory, and at the same time the Company afforded useful protection in that it offered an alternate route in times of congestion or emergency.

In 1946 and subsequently, however, the Company's operations resulted in deficits.

Acting on instructions from the respective Presidents of the Parent Companies, a joint committee comprising the Vice-President, Research and Development of the C.N.R. and the Freight Traffic Manager of the Baltimore and Ohio was formed to review the

operations, traffic prospects and general outlook of the Car Ferry Company. In its report of January 27, 1949 the joint committee recommended discontinuance of operations due to poor future traffic prospects and the fact that an expenditure of nearly a million dollars would shortly be necessary to rehabilitate the two vessels which were then quite old.

By Resolution of December 9, 1949, the Board of Directors of The Ontario Car Ferry Company (Limited) recognized that the Company had outlived its usefulness and that the service should be discontinued and the Company wound up. Traffic, principally coal, still routed via the ferry route could be moved more economically all-rail, without detriment to any interests concerned.

Application for permission to discontinue operations was filed with the Interstate Commerce Commission on December 28, 1949 and their Finance Docket No. 16834, decided March 31, 1950, that effective from April 30, 1950 the U.S. portion of the Company be abandoned. Application for abandonment to the Board of Transport Commissioners for Canada was not required.

On May 30, 1950 the two vessels were sold for \$130 600 to A. Newman & Company of St. Catharines, Ontario (highest of eleven bids).

The accumulated deficit from 1909 to 1950 was \$332,820 (the loss from 1946 to 1950 was \$513,782; and with respect to the prior period the Company paid dividends totalling \$1,095,000).

DISSOLUTION:

On November 9, 1954, after liquidation of all its obligations, and distribution of all its assets, including payment of a liquidating dividend of about \$80,000 (50% to each of the Parent Companies), Certificate of acceptance of surrender of charter of The Ontario Car Ferry Company (Limited) was issued by the Acting Undersecretary of State of Canada, and its corporate existence ceased to exist as of that date.

Upon dissolution share certificates representing 5,000 shares of capital stock issued and outstanding were cancelled. The Seal, original Minute Books and other corporate documents pertaining to the corporate existence of The Ontario Car Ferry Company (Limited) are in the custody of the Secretary, Canadian National Railway Company, Montreal.

CAPITAL STOCK:

Prior to dissolution on November 9, 1954:

Issued: 5,000 shares of \$100 each \$500,000

Owned equally by Canadian National Railway Company and Buffalo, Rochester and Pittsburg Railway Company (subsidiary of Baltimore and Ohio Railroad Company).

THE ONTARIO SAULT STE. MARIE RAILWAY COMPANY

(formerly subsidiary of The Grand Trunk Railway Company of Canada)

powers granted under the Charter expired April 14, 1914.

INCORPORATED:

March 4, 1881 - Province of Ontario Act 44 Victoria, Chapter 23.
 June 12, 1903 - Province of Ontario Act 3 Edward VII, Chapter 109. - Revived incorporation.
 April 14, 1908 - Province of Ontario Act 8 Edward VII, Chapter 134. - Renewed incorporation.
 March 24, 1911 - Province of Ontario Act, 1 George V, Chapter 17. - time for completion extended for 6 years from April 14, 1908.

HISTORY:

Under Province of Ontario Act 44 Victoria, Chapter 23, assented March 4, 1881 "The Ontario Sault Ste. Marie Railway Company" was incorporated to construct a line from a

point at or near Gravenhurst northerly to French River and to Sault Ste. Marie; with power to build branches to Lakes Nipissing and Temiscamingue.

Ontario Act, 50 Victoria, Chapter 78, April 23, 1887 cites reasons for delay in construction, appoints Walter Shanley as arbitrator between this Company and Canadian Pacific Railway Company as to location of lines, and extends time.

On December 13, 1889, a Petition was addressed to the Governor General in Council requesting aid in constructing a line of railway from some point on the Northern and Pacific Junction Railway to Sault Ste. Marie. The Petition pointed out why it had not been of much advantage up until then to build to the Sault, but that recent construction of United States lines to that place made it necessary to have rail connections in Canada with these lines. It was also urged that the projection of the Northern and Pacific Junction Railway from the Muskoka District to at or near Callander rendered possible a much shorter line to the Sault, than at first contemplated by The Ontario Sault Ste. Marie Railway Company. The request of the Petition was not granted.

Meanwhile the necessity for the road proposed in the incorporation of the Ontario Sault Ste. Marie Railway Company has been met by construction of the Northern and Pacific Junction Railway, the Canadian Northern Ontario Railway (James Bay Railway) and the Canadian Pacific Railway Company's Sault Branch.

The Annual Meetings of the Shareholders were discontinued in the year 1893.

POWERS LAPSED: The powers granted under the Charter expired April 14, 1914 and have not been revived.

CAPITAL STOCK: Authorized: 250,000 (£51,370) - \$47,000 paid up.
Owned by The Grand Trunk Railway Company of Canada
230,000 (£47,260) - \$45,000 paid up.
The stock was cancelled in 1925.

THE OSHAWA RAILWAY COMPANY

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

INCORPORATED: June 23, 1887 - Dominion Act 51 Victoria, Chapter 92.
August 28, 1891 - Dominion Act 51 Victoria, Chapter 91, name changed (see History)

HISTORY: Under Dominion Act 51 Victoria, Chapter 92, June 23, 1887, "The Oshawa Railway and Navigation Company" was incorporated to construct and operate by steam, electricity or other motive power, a railway from the port of Oshawa to Oshawa station on the Grand Trunk Railway thence to Mattawa via Lindsay or Bobcaygeon, etc.

Under Dominion Act 54 - 55 Victoria, Chapter 91, August 28, 1891, the Act of Incorporation was revived and the name changed to "The Oshawa Railway Company".

The Oshawa Railway Company entered into an agreement on May 5, 1892 with the town of Oshawa to lay down, build and construct a railway along certain streets enumerated and the town exempted the railway company from paying taxes on their tracks and property while used for railway purposes. The town of Oshawa passed By-Law No. 363 on August 22, 1892 authorizing the issue of debenture for a total sum of \$15,000, to be paid to the Railway Company. The sum of \$5,000 to be paid as each of three sections completed. The By-Law and Agreement were approved by Act 56 Victoria Chapter 73, Ontario on May 27, 1893 when both became effective.

Another Agreement was entered into with the town of Oshawa on May 17, 1894 and a supplementary on November 13, 1894 fixing the lease of payment on each section of the bonus reduced to \$5,000 in consideration of the town of Oshawa providing the

right of way, payments to be made \$1,500 on completion of the first section, \$1,500 on the second section and \$2,000 on completing the third section, total not to exceed \$5,000. These two agreements were approved by Act 58 Victoria Chapter 110, Ontario, assented to April 16, 1895.

Under original agreements with the then town of Oshawa made in 1893 and 1894, confirmed by Ontario Act 56 Victoria, Chapter 73 1893 and Chapter 110, 1894 the railway was permitted to construct its lines along certain streets and to carry passengers and freight between certain points within the boundaries of the municipality. These were followed by agreement dated September 17, 1912, under which the Railway was permitted to extend its lines on certain streets, and by Agreement dated October 27, 1939, which permitted the Railway to discontinue the use of street cars for the transportation of passengers and to substitute busses therefor. The latter agreement referred to the previous agreements and ratified them except to the extent that they were modified or amended.

A line of electric railway was constructed through the Town of Oshawa to Oshawa Junction and to Port Oshawa a distance of 11.86 miles, and has been operated in the interest of The Grand Trunk Railway Company of Canada (now Canadian National Railway Company) since March 1, 1910.

On March 6, 1911 The Grand Trunk Railway Company of Canada purchased the capital stock (400 shares of \$100 each - \$40,000 issued and outstanding) for \$136,686.10, giving in exchange 4% Guaranteed Stock of The Grand Trunk Railway Company of Canada in the amount of £29,564 (\$143,878.12).

PROPERTY INVESTMENT:

As at December 31, 1957:

Road and equipment	\$991,186
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DONATIONS AND GRANTS:

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

Dominion	\$22,400	
Municipal, Oshawa	<u>5,000</u>	\$27,400

LOCATION:

Belleville Division:

Electric Freight line from Oshawa Junction (on C.N.R. main line) to various industrial sidings within the City of Oshawa, and connection for interchange of freight traffic with Canadian Pacific Railway.

Bus Service from Oshawa Junction along certain routes within the City of Oshawa was commenced January 28, 1940.

CAPITAL STOCK:

As at December 31, 1957:

Authorized:	2,000 shares -	\$100 each	\$200,000
Issued:	400 shares -	\$100 each	40,000

All owned by Canadian National Railway Company, having been acquired by The Grand Trunk Railway Company of Canada on March 6, 1911 - Unpledged.

AMALGAMATION:

Under agreement dated November 27, 1958 the Oshawa Railway Company amalgamated with and under the name of the Canadian National Railway Company. This agreement was approved by Order in Council P.C. 1958-1620 dated November 27, 1958 and became effective December 12, 1958.

FUNDED DEBT:

As at December 31, 1957:

Advances due to Canadian National Railway Company	\$911,186.
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ACCOUNTING: Prior to 1923 annual dividends of 7% were paid on the issued capital stock. From 1923 to 1955 inclusive the annual surplus from operation was transferred to Canadian National Railway Company, and included in the latter's accounts as Separately Operated Properties. Effective January 1, 1956 operations form part of Central Region, Canadian National Railways.

THE OTTAWA, RIDEAU VALLEY AND BROCKVILLE RAILWAY COMPANY
(inactive subsidiary of "The Grand Trunk Railway Company of Canada")

INCORPORATED: May 4, 1910 - Dominion Act 9 - 10 Edward VII, Chapter 144.

HISTORY: Under Dominion Act 9 - 10 Edward VII, Chapter 144, May 4, 1910 "The Ottawa, Rideau Valley and Brockville Railway Company" was incorporated to construct and operate a railway from Hull to Ottawa, thence via Townships of Nepean, North Gower, Marlborough, Oxford, Wolford and Augusta and Elizabethtown to Brockville, with power to acquire and operate a ferry across the St. Lawrence River to Morristown, New York.

The Company was organized on October 4, 1910 and \$12,500 was deposited to the credit of the Company, in the Bank of Toronto, representing 10% of shares subscribed by 5 directors (20 shares each) and 1,150 shares subscribed by Harry W. Cooper (in trust).

POWERS LAPSED: Apart from holding annual meetings the undertaking was not progressed. The powers granted under the Charter lapsed for non-compliance with the provisions of Section 150 of The Railway Act. Refund was made of the amount deposited respecting stock subscriptions, leaving charges amounting to \$2,830 on the books of The Grand Trunk Railway Company of Canada against The Ottawa, Rideau Valley and Brockville Railway Company.

CAPITAL STOCK: Authorized: \$500,000 (£102,739)
No one call thereon to exceed 10% of the shares subscribed.

Issued:
1,250 shares of \$100 each \$125,000 \$12,500 10% paid up.

Transfers of the shares, which were held by The Grand Trunk Railway Company of Canada, were signed in blank.

THE OTTAWA TERMINALS RAILWAY COMPANY
(included in "Canadian National Railway Company" from June 8, 1954)

INCORPORATED: April 27, 1907 - Dominion Act 6 - 7 Edward VII, Chapter 117.

HISTORY: Under Dominion Act 6 - 7 Edward VII, Chapter 117, April 27, 1907, "The Ottawa Terminals Railway Company" was incorporated, and empowered to acquire lands and construct and operate a central union passenger station at the City of Ottawa, with such buildings, structures, tracks, equipment, appliances for the supply of heat, light, water, power, and terminal and other facilities as are suitable for handling all passenger, express and mail traffic of such railway companies as may desire to use such facilities; also to erect and operate hotels, restaurants, offices, shops, etc., etc.

The primary object of the Company was construction of the Central Union

Station and the Chateau Laurier Hotel at Ottawa. Construction of both facilities was completed and both were opened for operation at 7:00 a.m. on June 1, 1912. The cost of construction was \$1,926,206.56 and \$2,491,420.34, respectively, which was financed by funds advanced by The Grand Trunk Railway Company of Canada.

The Canadian Northern Ontario, Canadian Pacific and Ottawa and New York Railways became joint users of the Central Station facilities under joint operating agreements.

In 1927 construction of a new wing to meet the increasing demands for additional accommodation at the Chateau Laurier was undertaken. The new construction was completed increasing the accommodation from 313 to 534 guest rooms. The new wing was opened in March 1929.

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

PROPERTY INVESTMENT:

Transferred to investment account of Canadian National Railway Company June 8, 1954:

Road and Terminals	\$3,134,084.73
Chateau Laurier Hotel	9,111,798.60

SUBSIDIES: Nil.

CAPITAL STOCK:

Prior to amalgamation on June 8, 1954:

Authorized:	10,000 shares -	\$100	\$1,000,000
Issued:	2,500 shares -	\$100	250,000 unpledged

All owned by Canadian National Railway Company.

In March 1908, The Grand Trunk Railway Company of Canada subscribed 10% on capital stock by paying \$25,000 to the Bank of Toronto. The stock was duly issued as fully paid and the \$25,000 was released by the Bank to the railway on March 27, 1912.

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

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

THE PACIFIC NORTHERN AND OMINECA RAILWAY COMPANY
(wholly owned subsidiary of The Grand Trunk Pacific Railway Company)

INCORPORATED: May 15, 1902 - Dominion Act 2 Edward VII, Chapter 90.

HISTORY:

Under British Columbia Act 64 Victoria, Chapter 50 August 31, 1900, "Pacific Northern and Omineca Railway Company" was incorporated to construct a railway from Kitimat Inlet to Hazelton; with branches, etc., etc.

Under Dominion Act 2 Edward VII, Chapter 90, May 15, 1902, "The Pacific Northern and Omineca Railway Company" was incorporated to build a railway from Kitimat Inlet to Hazelton, thence to Teslin or Atlin Lake; with branch from Hazelton via Peace River Pass, to Edmonton, etc., etc.

The Company incorporated under British Columbia legislature was organized on July 22, 1901.

The Company was organized under Dominion Charter on November 30, 1909.

Four of the five Directors elected to the Board in 1915 were Officers of The Grand Trunk Pacific Railway Company, including E. J. Chamberlin and M. Donaldson its President and one of its Vice-Presidents respectively.

Note on page 51 of minute book of Pacific Northern and Omineca Railway Company listed as No. 37 in the vault records of the Secretary's Department. On account of the failure of the Company to construct fifteen miles of line between Kitimat and Copper River before June 1st, 1910 the Provincial Charter has lapsed.

No construction work was carried out, but \$243,604.73 was spent on Surveys preliminary work and surveys. This amount was advanced by the Grand Trunk Pacific Railway Company and charged against the Pacific Northern and Omineca Railway Company.

DISSOLUTION:

British Columbia Act 17 George V, Chapter 55, passed March 27, 1927 declared the British Columbia Company dissolved.

Certificates representing 2,500 shares of \$100 each of capital stock of the Company were issued and are outstanding, but no action has been taken to obtain passage of an Act by the Dominion Parliament, necessary to terminate then the corporate existence of the Company incorporated under Dominion Statutes.

According to the Pacific Northern and Omineca Railway Company ledger (listed as No. 78 in the vault records of the Secretary's Department the share certificates are still outstanding. They have no value.

CAPITAL STOCK:

Authorized:	10,000 shares of \$100 each	\$1,000,000
Issued:	2,500 shares of \$100 each	250,000

All owned by The Grand Trunk Pacific Railway Company.

THE PEMBROKE SOUTHERN RAILWAY COMPANY

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

INCORPORATED:

May 27, 1893 Ontario Act 56 Victoria, Chapter 96.

HISTORY:

Under Ontario Act 56 Victoria, Chapter 96, May 27, 1893, "The Pembroke Southern Railway Company" was incorporated to construct and operate a railway from Pembroke to Douglas.

The line was completed and opened for traffic from Golden Lake to Pembroke 21.09 miles on September 1, 1899.

Under lease dated August 31, 1899, the Canada Atlantic Railway Company leased the constructed line - Pembroke to Golden Lake - for 5 years to August 31, 1904.

On February 16, 1906, shareholders of majority capital stock agreed to transfer their 1,580 shares to Canada Atlantic Railway Company in consideration of the latter Company guaranteeing payment of the principal and interest of \$150,000, 4% First Mortgage Bonds dated September 1, 1906.

The Grand Trunk Railway Company of Canada became the controlling Company by virtue of having assumed control of Canada Atlantic Railway Company on October 1, 1905.

Operations were continued as part of the Canada Atlantic Railway until amalgamation of Canada Atlantic Railway Company with The Grand Trunk Railway Company of Canada effective July 29, 1914, after which date the line formed part of the Grand Trunk Railway System until absorbed in Canadian National Railways. Separate accounts were not maintained.

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

PROPERTY INVESTMENT:

Transferred to investment account of Canadian National Railway Company June 11, 1956:

Road	\$257,800
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SUBSIDIES: Subsidies were as follows: (Statistics of Steam Railways - 1938, Page 65).

Dominion	\$64,000	
Ontario	55,500	
Municipal Town of Pembroke	<u>20,000</u>	\$139,500

LOCATION: Ottawa Division - Locksley Subdivision:

Pembroke	- Golden Lake	21.09 miles.
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CAPITAL STOCK: Prior to amalgamation on June 11, 1956:

Authorized:	2,500 shares -	\$100 par	\$250,000
Issued:	1,000 shares -	\$100 par - fully paid up	100,000
	780 shares -	\$100 par - 10% paid up	7,800

All owned by Canadian National Railway Company - unpledged.

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

FUNDED DEBT: As of June 11, 1956:

4% First Mortgage Bonds maturing September 1, 1956	\$150,000
Secured by Trust Deed, dated September 29, 1906. Assumed by Canadian National Railway Company upon amalgamation.	

THE PONTIAC, OXFORD AND NORTHERN RAILROAD COMPANY
(included in Grand Trunk Western Railroad Company from November 1, 1928)

ORGANIZED: September 24, 1889 - State of Michigan.

HISTORY: The "Oxford and Port Austin Railroad Company" was incorporated under the provision of Act No. 198 of the Session Laws of the State of Michigan 1873. Articles of Association dated July 23, 1879 were filed with the Secretary of State of Michigan on July 28, 1879.

Under amended Articles of Association dated December 30, 1879, filed with the Secretary of State of Michigan on January 15, 1880 changing the name of the Company to the "Pontiac Oxford and Port Austin Railroad Company".

The Line was completed and opened for traffic from:

Pontiac	to Caseville	99.89 miles on October 8, 1883.
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On June 5, 1889 the property and franchise of the Company were sold under foreclosure to Hugh Porter and others.

On September 24, 1889, Hugh Porter and others filed with the Secretary of State of Michigan, Articles of Association dated September 19, 1889 incorporating the "Pontiac Oxford and Northern Railroad Company" to own and operate the railroad formerly owned by the "Pontiac Oxford and Port Austin Railroad Company".

On March 25, 1905 the road was placed in hands of Receiver, and was operated

under Receivership until February 29, 1908.

Under agreement dated November 2, 1909, with T. L. Handy, Grand Trunk Western Railway Company purchased the Capital Stock (10,000 shares of \$100 each - \$1,000,000) and formally took over the road for operation on December 1, 1909.

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

LOCATION:

Detroit Division - Cass City Subdivision:

Pontiac to Caseville 99.89 miles

When the Pontiac Belt line was opened for traffic on May 18, 1931, 2.75 miles of main line in Pontiac were reclassified as siding.

CAPITAL STOCK:

10,000 shares of capital stock of \$100 each - \$1,000,000 outstanding at date of consolidation and owned by Canadian National Railway Company were exchanged for 40,000 shares of Grand Trunk Western Railroad Company common stock of non-par value, to which a value of \$25 per share was assigned.

FUNDED DEBT:

Outstanding as at November 1, 1928:

6% First Mortgage Bonds held by Canadian National Railway Company Insurance Fund \$400,000. These Bonds were surrendered (and cancelled) in exchange for Grand Trunk Western Railroad Company 4½% First and General Mortgage Gold Bonds Series "A" dated January 1, 1930 and maturing January 1, 1980, of the par value of \$400,000.

ACCOUNTING:

Prior to 1923 the net income or loss was included in Grand Trunk Western Railway Company accounts as "Separately operated properties", (the deficit of £67,085 for the years 1910 to 1916 was included in accounts for the year 1916), and the net income or loss of Grand Trunk Western Railway Company was in turn included in The Grand Trunk Railway Company of Canada accounts as "Separately operated properties". Commencing January 1, 1923, both railways were for accounting purposes included in "Canadian National Railways", and the primary operating, income, and other accounts were so included.

THE PORT DALHOUSIE, ST. CATHARINES AND THOROLD ELECTRIC STREET RAILWAY COMPANY

(property acquired by The Niagara, St. Catharines and Toronto Railway Company)

INCORPORATED:

July 28, 1893 - Ontario Letters Patent.

HISTORY:

Under Ontario Act 38 Victoria, Chapter 63, December 21, 1874 (2) "The St. Catharines Street Railway Company" was incorporated to construct, maintain and operate a street railway along the streets of St. Catharines and adjacent municipalities. The railway was operated as a horse car line from November 1, 1879 to September 1887 when it was changed to electric operation.

Various lines in St. Catharines and vicinity totalling 5.88 miles were opened for traffic about November 1, 1879.

Under Ontario Act 45 Victoria, Chapter 63, March 10, 1882 the name was changed to "The St. Catharines, Merritton and Thorold Street Railway Company".

Under Ontario Letters Patent, February 4, 1888, "Niagara and St. Catharines Street Railway Company" was incorporated to build street railways in City of St. Catharines, Townships of Niagara and Grantham, Town of Niagara and Village of Port Dalhousie, etc., etc.

Under Ontario Letters Patent, June 28, 1893, "The Port Dalhousie, St. Catharines and Thorold Electric Street Railway Company, Limited" was incorporated to take over and operate The St. Catharines, Merritton and Thorold Street Railway and Niagara and St. Catharines Street Railway.

Effective August 1, 1902, under Agreement of Sale dated May 8, 1902, as amended by Agreement dated November 26, 1902, authorized by Dominion Act 2 Edward VII, Chapter 76, May 23, 1901, and Ontario Act Edward VII, Chapter 93, March 17, 1902, approved by Dominion Order in Council PC 1273 dated August 1, 1902, the rights, franchises, powers, assets and properties of The Port Dalhousie, St. Catharines and Thorold Electric Street Railway Company were sold to The Niagara, St. Catharines and Toronto Railway Company.

PORTLAND ELEVATOR COMPANY

(formerly wholly owned subsidiary of "Canadian National Railway Company" dissolved March 16, 1944)

INCORPORATED: July 22, 1896 - State of Maine, Volume 25, Page 227.

HISTORY: A 1,000,000 bushel wooden grain elevator was constructed by Portland Elevator Company in Portland, Maine, on a site at tide-water which was purchased in 1847 by Atlantic and St. Lawrence Railroad Company and included in the property leased to The Grand Trunk Railway Company of Canada for 999 years from July 1, 1853.

Under Tripartite Indenture of Conveyance dated November 16, 1896, between Atlantic and St. Lawrence Railroad Company, Portland Elevator Company and The Grand Trunk Railway Company of Canada the site for the proposed Elevator and approaches thereto was conveyed to the Elevator Company, and in consideration of consent by The Grand Trunk Railway Company of Canada to such conveyance the capital stock of \$50,000 issued by the Portland Elevator Company became the property of The Grand Trunk Railway Company of Canada. The Grand Trunk Railway Company of Canada, therefore, acquired the capital stock at no cost.

The amount required to build the elevator was raised by the issue of \$200,000 First Mortgage 4% bonds dated January 1, 1897, subscribed for by Portland capitalists, guaranteed by The Grand Trunk Railway Company of Canada, the principal to be repaid in annual instalments of \$5,000 each. The terms of repayments were carried out by The Grand Trunk Railway (now Canadian National Railway Company), and the bonds so purchased were cremated on April 16, 1936.

Under Agreement dated March 9, 1897 the grain elevator was leased to The Grand Trunk Railway Company of Canada for a term of 956 years from January 1, 1897 at an annual rental sufficient to pay interest on its outstanding bonds, taxes, maintenance and repairs of property, and operating expenses, the property to become vested in the lessee upon redemption of the bonds, issued in the amount of \$200,000 by The Grand Trunk Railway Company of Canada, and discharge of the Trust Deed pertaining thereto dated January 1, 1897.

Under Agreement dated October 15, 1928, this grain elevator known as #1, together with the grain elevator known as #2 owned by New England Elevator Company,

was leased from that date to Stratton Grain Company at an annual rental of \$12,500. The lease was terminated March 31, 1933, after which the property remained unused.

In 1943 the elevator site which had been acquired originally by Atlantic and St. Lawrence Railroad Company and conveyed to Portland Elevator Company was transferred back to Atlantic and St. Lawrence Railroad Company, and the elevator property was transferred to Canadian National Railway Company.

By Agreement dated January 8, 1943 between Canadian National Railway Company and The Merberg Wrecking Company the latter Company agreed to purchase and dismantle the grain elevator and to pay \$17,500 to the Canadian National Railway Company, as the purchase price. This undertaking was duly carried out. The sale did not include machinery and equipment.

At meeting of the stockholders of Portland Elevator Company held at Portland, Maine on December 29, 1943, at which 494 shares of the 500 shares issued were represented, it was unanimously resolved that the affairs of the Company be liquidated and that the corporation be dissolved.

DISSOLUTION:

On March 16, 1944 Portland Elevator Company having no assets or liabilities was dissolved and its corporate existence was terminated. Decree of Dissolution was issued by the Justice Supreme Judicial Court, State of Maine, on March 16, 1944.

The certificates representing 500 shares of capital stock which were issued and outstanding were cancelled and The Charter, Seal, Original Minute Books and other corporate documents are in the custody of the Solicitor, Canadian National Railways, Portland, Maine.

PROPERTY INVESTMENT:

Prior to final liquidation and dissolution:

Road Property	
Site	\$ 50,000.00
Foundation	63,203.31
Building and machinery	123,184.04
Organization and management	8,988.31
Miscellaneous expenses	<u>5,124.34</u>
	\$250,000.00

The elevator was transferred to Canadian National Railway Company, and the site was transferred to Atlantic and St. Lawrence Company in December, 1943.

CAPITAL STOCK:

Prior to final liquidation and dissolution:

Authorized:	500 shares -	\$100 each	\$50,000
Issued:	500 shares -	\$100 each	\$50,000

All owned by Canadian National Railway Company.

LONG-TERM DEBT:

Prior to final liquidations and dissolution: On March 16, 1944

First Mortgage 4% Bonds were issued January 1, 1897 in the amount of \$200,000. These matured serially at the rate of \$5,000 per annum, and were secured by Trust Deed dated January 1, 1897. The Grand Trunk Railway Company of Canada (Canadian National Railway Company) purchased these bonds as they matured and the Trust Deed was discharged on December 16, 1943. The bonds were cremated on April 16, 1936.

PRESTON AND BERLIN RAILWAY COMPANY

(property purchased by The Grand Trunk Railway Company of Canada November 14, 1865)

INCORPORATED: June 10, 1857 - Province of Canada Act 20 Victoria, Chapter 147.

HISTORY: Under Province of Canada Act 20 Victoria, Chapter 147, June 10, 1857 "Preston and Berlin Railway Company" was incorporated upon the petition of the Galt and Guelph Railway Company which had obtained subscriptions for Stock for extension of its line from Preston to Berlin and had commenced construction of the extension but wished it to form a separate corporation and distinct line.

A line was built from Berlin (now Kitchener) to (near) Doon (9.70 miles) and opened for traffic on November 29, 1857. A section of line from near Doon to Preston (2.75 miles) has not been used since September 1857.

Under Province of Canada Act, 27 Victoria, Chapter 56, October 15, 1863, Edward Irving Fergusson, who had acquired the property and privileges of the "Preston and Berlin Railway Company" by virtue of a mortgage granted to him, was authorized to sell the Railway. Under the same Act "Preston and Berlin Junction Railway Company" was authorized to be incorporated and to purchase the Railway. Apparently this authorization was not acted upon.

Under Deed dated November 14, 1865 the former properties of the Preston and Berlin Railway Company were acquired by The Grand Trunk Railway Company of Canada from Edward Irving Fergusson.

LOCATION: Stratford Division:

Berlin (Kitchener) - Doon 6.90 miles

Under Agreement dated November 30, 1871 between The Grand Trunk Railway Company of Canada and the Town of Galt, legalized by Dominion Act 35 Victoria, Chapter 62, June 14, 1872, The Grand Trunk Railway Company of Canada constructed a connecting railway line from Doon to Galt (6 miles) which was opened for traffic in October 1873.

PRINCE EDWARD ISLAND RAILWAY (not incorporated)

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

HISTORY: Act 34 Victoria, Chapter 4, of the Statutes of the Colony of Prince Edward Island, passed April 17, 1871, authorized the construction as public Colonial works of a line of 3'- 6" gauge railway connecting Alberton with Georgetown, touching at Summerside and Charlottetown, with extension to Souris and Tignish. The construction and management of railways in the Colony was placed under the jurisdiction of three commissioners appointed by the Lieutenant Governor.

The railways, under contract and in course of construction in Prince Edward Island, became the property of the Dominion Government July 1, 1873, in accordance with the terms of Addresses from the Houses of the Parliament of Canada, and the Legislative Council and House of Assembly of Prince Edward Island, respectively, for admittance of Prince Edward Island into the Dominion of Canada, and were taken over on December 29, 1873 under the express provisions of the Imperial Order in Council of June 26, 1873, admitting Prince Edward Island into the Dominion.

The partly completed lines acquired by the Dominion Government on July 1, 1873 (Confederation) were:

		<u>Miles</u>
Charlottetown	- Tignish	115.17
Alberton Wye Switch	- Alberton	1.69
Royalty Junction	- Souris	55.03
Mount Stewart	- Georgetown	<u>24.07</u>
		195.96

These lines were opened for regular traffic on January 4, 1875.

Dominion Act 45 Victoria, Chapter 15, May 17, 1882, authorized construction of a branch line to a point between Emerald Junction and Carleton Cove, about 12.00 miles. This line was opened for operation on January 22, 1885.

Dominion Act 62 - 63 Victoria, Chapter 4, August 11, 1899, authorized construction of a railway from a point on the Prince Edward Island Railway at or near Charlottetown to Murray Harbour as a public work, including a bridge to serve both railway and public highway purposes over Hillsborough River, towards which the Province was to share in the cost. This line of about 47.66 miles was opened for traffic on November 1, 1905.

Dominion Act 7 - 8 Edward VII, Chapter 54, July 20, 1908, authorized construction of a branch from Harmony to Elmira, about 9.85 miles.

Note:

Under Dominion Act 49 Victoria, Chapter 92, June 2, 1886 "Northumberland Straits Tunnel Railway Company" was incorporated to build a tunnel and railway under Northumberland Straits from Cape Tormentine in New Brunswick to convenient point in P.E.I.

The incorporators of this scheme approached the Dominion Government with a proposition to build the tunnel as outlined in above Act and to "take the Prince Edward Island Railway off the hands of the Federal Authorities."

The Government appointed a noted British Engineer, Sir Douglas Fox, to investigate the merits and possibilities of the plan, and he made a comprehensive report in the matter in 1891. Nothing definite was done towards construction.

In the years following much petitioning and correspondence on behalf of Prince Edward Island was kept up, looking to better communication with the mainland of Canada, and many plans were submitted along different lines, including suggestions for a "causeway" across the Straits.

Finally, after further expert surveys and inquiries, an ice-breaking car ferry the "*S.S. Prince Edward Island*" was constructed for the Dominion Government in 1913-14. This vessel was capable of a year-round service.

In 1930, on account of increased traffic, a second car ferry became a necessity, and the "*S.S. Charlottetown*" was built and added to the service across Northumberland Straits.

The Prince Edward Island Railway was originally built to a 3'- 6" gauge. On December 12, 1917 new terminal facilities were opened at Borden replacing those at Cap Traverse. A third rail was laid to allow cars of each gauge to be handled on the same track. During the process of transition from narrow gauge to standard gauge between 1919 and 1926 traffic moved on both gauges by means of a third rail in the track. The date of conversion from narrow to standard gauge was as follows:

Charlottetown	- Summerside and Ayre	47.48 miles - September 18, 1919
Emerald Junction	- Borden & Wye	12.80 miles - September 18, 1919
Summerside	- Tignish and Alberton Junction	68.09 miles - August 1, 1923
Royalty Junction	- Souris & Harmony Junction Wye	55.13 miles - September 30, 1926
Mount Stewart Junction	- Georgetown	24.07 miles - September 30, 1926

Montague Junction	- Montague and Wye	6.56 miles - September 30, 1926
Harmony Junction	- Elmira	9.85 miles - September 30, 1926
Charlottetown	- Murray Harbour	47.66 miles - September 29, 1930
Lake Verde	- Vernon and Wye	<u>4.59</u> miles - September 29, 1930
Total		276.23 miles

The Prince Edward Island Car Ferry Terminals, situated at Cape Tormentine, N.B. and Port Borden, P.E.I., were constructed by the Dominion Government, and prior to 1933 these facilities together with the steamers in the car ferry service between the Terminals were operated as part of and in connection with The Intercolonial Railway and the Prince Edward Island Railway of the Government Railways. As such they were included in the entrustment for management and operation of Canadian Government Railways to Canadian National Railway Company under Dominion Order in Council P.C. 115 dated January 20, 1923.

In the report of the Royal Commission on Maritime Claims submitted under date of September 23, 1926 it was recommended that so far as the ferry boat service was concerned, it should not be run as part of the railway operations, but should be run by the railway administration under separate account for the department. It was felt that, by reason of its association with railway accounts the service was not getting the attention it should receive.

Dominion Order in Council P.C. 904, May 16, 1933, directed that as a condition of entrustment of management and operation to Canadian National Railway Company, the Company shall keep the accounts respecting revenues and expenses of the Prince Edward Island Car Ferry Terminals and the steamers in the car ferry service between the Terminals separately from all other accounts respecting the construction, operation or management of the railways. This separation has been maintained since January 1, 1933.

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

S.S. PRINCE EDWARD ISLAND:

Dominion Act 3 - 4 George V, April 2, 1913 provided funds for a Car Ferry (named the "*S.S. Prince Edward Island*") which was completed in 1915, and provided facilities for the movement across the Strait of Northumberland of both freight and passenger rolling stock, thus permitting faster movement and avoiding costs entailed in transshipping at Strait ports.

This vessel has a gross tonnage of 2795 tons, and is placed in service as a second Car Ferry across the Strait of Northumberland during the busy summer seasons, and also in replacement of the *M.V. Abegweit* while the latter vessel is in drydock each year.

S.S. CHARLOTTETOWN:

In 1929 arrangements were made for the construction of a new Car Ferry (named the "*S.S. Charlottetown*") which was completed and put into service July 26, 1931. The vessel was owned by the Dominion Government.

This vessel had a carrying capacity of 16 railway cars, 41 automobiles, and 800 passengers.

On June 18, 1941, the *S.S. Charlottetown* was lost offshore from Port Mouton, N.S., while proceeding to Saint John for annual drydocking. The vessel was abandoned

to the underwriters and proceeds from insurance were collected and remitted to the Receiver General. The *S.S. Prince Edward Island* was then placed in full time service again.

M.V. ABEGWEIT:

Dominion Order in Council P.C. 2640, April 1, 1943, authorized the construction of a new ice-breaker - Railway Car - Highway Vehicle - Passenger Ferry Vessel for the Prince Edward Island Car Ferry Service, and the Department of Transport supplementary estimates 1943-44 provided an appropriation of \$3,000,000 for this purpose. This vessel was named "*M.V. Abegweit*", and was taken over for operation on August 11, 1947.

The Abegweit, when constructed, was believed to be the world's largest and most powerful ice-breaking car ferry. She is a quadruple screw motorship, powered by sixteen diesel engines operating two propellers at the stern and two at the bow, and has a service speed of approximately 16 knots. With a gross tonnage of 6,694 tons "*M.V. Abegweit*" has a carrying capacity of 19 railway cars, 60 automobiles and 950 passengers.

DOMINION GOVERNMENT INVESTMENT P.E.I. CAR FERRY & TERMINALS:

As at March 31, 1948:

Borden Terminal Facilities	\$ 3,817,284.
Tormentine Terminal Facilities	4,175,821.
<i>S.S. Prince Edward Island</i>	705,522.
<i>M.V. Abegweit</i>	6,564,822.
Residue of cost <i>S.S. Charlottetown</i> (after applying insurance recovered)	1,194,145.
	\$16,457,594.

P.E.I. RAILWAY PROPERTY INVESTMENT:

As at December 31, 1960: (excludes Car Ferry and Terminals)

Road	\$10,765,984.
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In addition to the lines originally acquired the following branches were constructed and opened for traffic.

Original lines acquired		195.96 miles
Emerald Junction to Cape Traverse	January 22, 1885	12.00 miles
Charlottetown to Murray Harbour	November 1, 1905	47.66 miles
Lake Verde to Vernon	November 1, 1905	4.43 miles
Montague Junction to Montague	July 1, 1906	6.33 miles
Harmony to Elmira	November 25, 1912	9.85 miles
Mile 9.38 to Borden	December 12, 1917	3.27 miles
Various Wyes		<u>.76 miles</u>
Total		280.26 Miles

ABANDONMENTS:

Mile 9.38 to Cape Traverse	1917	2.12 miles
Alberton Branch	1927	1.41 miles
Hillsborough Bridge	1951	<u>1.49 miles</u>
Total		5.52 Miles

Mileage in operation	December 31, 1960	274.74 Miles
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THE PUBLIC MARKETS, LIMITED

(jointly owned 50% each by Canadian National & Canadian Pacific Railway Companies)

INCORPORATED: March 24, 1911 - Manitoba Act 1 George V, Chapter 45.

HEAD OFFICE: Winnipeg, Manitoba.

HISTORY: Under Manitoba Act 1 George V, Chapter 45, March 24, 1911, "The Public Markets, Limited" was incorporated to establish and operate Stock Yards at Winnipeg, with power to construct, purchase or acquire, and operate suitable and convenient places, yards, buildings, offices, plants and facilities for public live stock markets and abattoir and the shipping and receiving of live stock. The Lieutenant-Governor-in-Council was empowered to enter into arrangements with any or all railway companies doing business in Western Canada for the taking of shares in the capital stock of the Company.

Under agreement dated October 30, 1911, as set out in Schedule A. to Manitoba Act 2 George V, Chapter 62 March 15, 1912, the authorized shares totalling \$1,000,000 were allotted one-third each to Canadian Pacific Railway Company, The Canadian Northern Railway Company and The Grand Trunk Railway Company, and agreement was entered into to purchase certain described lands in the City of St. Boniface from the Canadian Pacific Railway Company for the purposes of the undertaking. The amount of capital stock authorized was increased later to \$1,250,000, and the amount issued was increased to \$1,150,000 by sale of additional stock in the latter part of 1919 and in the early part of 1920.

Agreement dated December 28, 1911, between the City of St. Boniface and the Company respecting establishment of stock yards on the above mentioned lands in the City of St. Boniface is set out in Schedule A. to Manitoba Act 2 George V, Chapter 63, 1912.

Manitoba Act 4 George V, Chapter 84, February 20, 1914 authorized the Company to establish and operate a public abattoir and cold storage plant on the premises acquired by the Company in the City of St. Boniface.

Following consolidation of The Canadian Northern and Grand Trunk systems two-thirds of the shares of common stock were held by Canadian National Railways as against one-third held by the Canadian Pacific Railway. To carry out the original intention of equal partnership, it was agreed between the parties concerned that The Canadian Northern Railway Company and The Grand Trunk Pacific Railway Company would sell 958 shares each to the Canadian Pacific Railway Company. Transfer of the shares was effective as of January 1, 1925, after which The Canadian Northern Railway Company and The Grand Trunk Pacific Railway Company each owned 2,875 shares constituting 50% control by Canadian National Railways, and the other 5,750 shares, 50% were owned by the Canadian Pacific Railway Company.

PROPERTY INVESTMENT:

As at December 31, 1960:	
Land, Plant and Buildings	\$1,721,301

ACCRUED DEPRECIATION:

As at December 31, 1960:	1,230,290
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OTHER INVESTMENTS:

As at December 31, 1960	
Securities	844,635

LOCATION: The yard and plant are located at St. Boniface, Manitoba.

CAPITAL STOCK: Authorized: 12,500 shares of \$100 each \$1,250,000
 Issued: 11,500 1,150,000
 50% owned by Canadian National Railway Company (unpledged)
 50% owned by Canadian Pacific Railway Company
 at a cost of \$575,000 to each Company.
 Certificate in the name of Canadian National Railway Company representing 5,750 shares
 - \$575,000 - is held in Royal Trust Company vaults.

FUNDED DEBT: As at December 31, 1960: - Nil.

DIRECTORS:

J. R. McMillan, (Chairman - 1960) Vice-President, C.N.R.
 G. E. Mayne Vice-President, C.P.R.
 T. P. Devlin Assistant Director, Colonization and
 Agriculture, C.N.R.
 J. R. Alney General Agriculture Agent, C.P.R.

OFFICERS:

W. E. Watson Manager and Treasurer
 K. Knowles Assistant Manager
 H. R. Hultman Secretary
 A. Ramsey Superintendent

THE QU'APPELLE, LONG LAKE AND SASKATCHEWAN RAILROAD AND STEAMBOAT COMPANY
 (Included in "Canadian National Railway Company" from June 11, 1956)

INCORPORATED: May 25, 1883 - Dominion Act 46 Victoria, Chapter 72.

HISTORY: Under Dominion Act 46 Victoria, Chapter 72, May 25, 1883 "The Qu'Appelle Long Lake and Saskatchewan Railroad and Steamboat Company" was incorporated to construct and operate a railway from Regina to a point on the North Saskatchewan River at or near 107° longitude, etc.

The line was completed and opened for traffic as follows:

Regina	to Craven	22.39 miles	January 1, 1887
Craven Junction	to Prince Albert	<u>230.05</u> miles	October 1, 1890

Total - 252.44 miles

Under agreement dated June 20, 1906, Mackenzie, Mann and Company, Limited agreed to purchase 2,010 shares, being the entire capital stock issued and fully priced up \$201,000 from William Pugsley, Attorney General, New Brunswick, Edward B. Esler and Herbert C. Hammond comprising the firm of Osler and Hammond, Stockbrokers, Toronto, Charles S. MacInnes, Toronto, Trustee, Z. A. Lash and Charles S. MacInnes acknowledged receipt of these shares on June 20, 1906. The Canadian Northern Railway Company took over operation December 14, 1906.

AMALGAMATION: On June 8, 1954, The Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company and 11 other companies were amalgamated into one company under the name "Canadian Northern Consolidated Railways". The latter Company was amalgamated with "Canadian National Railway Company" June 11, 1956.

PROPERTY INVESTMENT:

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

SUBSIDIES:

Dominion Land Grants totalled 1,627,244.03 acres.
(Statistics of Steam Railways - 1938, Page 65).

LOCATION:

Regina, Saskatoon and Prince Albert Divisions:

		<u>Miles</u>
Regina	- Saskatoon	162.70
Saskatoon	- Prince Albert	88.10
Craven Junction	- Craven	4.25 discontinued 1928.
Regina Town	- Ardmore	4.23 discontinued 1923.
Grasswood	- Nutana	4.34 discontinued 1929.

CAPITAL STOCK:

Prior to amalgamation on June 8, 1954:

Authorized:	20,000 shares	- par \$100	\$2,000,000
Issued:	2,010 shares	- par \$100	201,000

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

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

FUNDED DEBT:

As at June 8, 1954 - nil.

When Mackenzie, Mann and Company Limited purchased the entire capital stock on June 20, 1906 there was outstanding an issue of First Mortgage 6% Bonds secured as a first charge on the lines of the Company and amounting to \$3,689,140.00 unpaid interest \$1,422,714, other obligations \$355,880. Total \$4,867,734. On October 17, 1906 the Company issued 4%, 30 year Mortgage Debenture Stock, guaranteed as to principal and interest by the Canadian Northern Railway Company for the purpose of redeeming the First Mortgage, Bonds at \$107 % of their face value, and other obligations. This issue matured on July 1, 1936 and was discharged on October 4, 1937.

THE QUEBEC AND LAKE ST. JOHN RAILWAY COMPANY

(majority stock owned by Canadian National Railway Company)

INCLUDES:

Lake St. Joseph Hotel Company
The Saguenay and Lake St. John Railway Company

INCORPORATED:

April 5, 1869 - Quebec Act 32 Victoria, Chapter 53.
December 24, 1870 - Quebec Act 34 Victoria, Chapter 24, name changed (see

History).
March 30, 1883 - Quebec Act 46 Victoria, Chapter 88, previous Acts repealed, but Corporation continued.

DIRECTORS: Under Section 2 of the C.N. - C.P. Act of 1933 the Trustees (Directors) of Canadian National Railway Company replaced the previous Board of Directors.

DECLARATORY: Works and undertaking declared to be works for the general advantage of Canada - Dominion Act 4 - 5 George V, Chapter 20, June 12, 1914.

HISTORY: LAKE ST. JOSEPH HOTEL COMPANY
Under Quebec Letters Patent dated about 1906 "Lake St. Joseph Hotel Company" was incorporated.
The Company was a wholly owned subsidiary of The Quebec and Lake St. John Railway Company and appears to have been incorporated about 1906.
Under deed of trust of the Royal Trust Company, dated May 1, 1906, recorded under the number 10298 of the records of Cy Tessier, notary at Quebec, the Company's properties were mortgaged. Not exceeding \$50,000 to be guaranteed by the Quebec and Lake St. John Railway Company.
Under Quebec Act 2 George V, Chapter 83, April 3, 1912, permission was given to wind up the Company. The act also confirmed that all the properties and undertakings of the Company be transferred to The Quebec and Lake St. John Railway Company; that the Royal Trust Company, as trustee for the bondholders of the Hotel Company, discharge the Trust deed; and that the bondholders surrender the outstanding issue of £10,000 First Mortgage Bonds in exchange for an equal amount of New Debenture Stock authorized under the Act to be issued by The Quebec and Lake St. John Railway Company.

THE SAGUENAY AND LAKE ST. JOHN RAILWAY COMPANY

Under Quebec Act 46 Victoria, Chapter 94, March 30, 1883, "The Saguenay and Lake St. John Railway Company" was incorporated to construct and operate a railway from St. Alphonse or Chicoutimi to Lake St. John.

Under Quebec Act 51 - 52 Victoria, Chapter 94, July 12, 1888, an agreement of September 6, 1887 between this Company and The Quebec and Lake St. John Railway Company transferring to The Quebec and Lake St. John Railway Company this Company's charter, rights, and privileges, and the subsidy voted to it by the Dominion Government in 1887 for the construction of the line from Chicoutimi to Lake St. John, together with plans and profiles, was ratified.

THE QUEBEC AND LAKE ST. JOHN RAILWAY COMPANY

Under Quebec Act 32 Victoria, Chapter 53, April 5, 1869, "The Quebec and Gosford Railway Company" was incorporated to construct a railway from Quebec City up the St. Charles River and northwesterly to the Township of Gosford.

Under Quebec Act 34 Victoria, Chapter. 24, December 24, 1870, the name was changed to "The Quebec and Lake Saint John Railway Company".

The authorized capital stock of The Quebec and Gosford Railway Company was originally \$120,000 i.e. 12,000 shares of \$10 each. Under Act 38 Victoria, Chapter 46, 1875 the authorized capital stock was increased to \$5,000,000 - shares of \$100 each. The original shares were to be held and deemed to be one-tenth of a share of \$100 with the

right to have ten such shares exchanged for a fully paid share of \$100.

Under Quebec Act 46 Victoria, Chapter 88, March 30, 1883, the above mentioned Acts were repealed, but the corporation created under the previous Acts was continued under the name "The Quebec and Lake St. John Railway Company", and Chapter 88 is held to be the incorporating Act, and power was granted to extend to Lake St. John.

Under Quebec Act 51 - 52 Victoria, Chapter 94, July 12, 1888, an agreement of September 6, 1887, with The Saguenay and Lake St. John Railway Company transferring to this Company its charter, rights and privileges, and the subsidy voted to it by the Dominion Government in 1887 for the construction of the line from Chicoutimi to Lake St. John, together with plans and profiles was ratified. The conditions of transfer included provision for payment of \$6,000 for plans, profiles, and other expenses already incurred, and that a resident of Chicoutimi, to be named by the Bishop of Chicoutimi, be hereafter kept in office as a director of The Quebec and Lake St. John Railway Company and that another resident of the county, also to be named by the Bishop of Chicoutimi, be admitted as a member of the Board of Directors of The Quebec and James Bay Railway Company.

The railway was completed and opened for traffic as follows:

Loretteville Junction	to Lake St. Joseph	18.17 miles	July 9, 1881
Lake St. Joseph	to St. Raymond	13.19 miles	November 3, 1881
St. Raymond	to Lake Simon	9.02 miles	November 11, 1884
Lake Simon	to Riviere a Pierre	12.44 miles	November 2, 1883
Riviere a Pierre	to Lake Edward	55.38 miles	January 9, 1888
Lake Edward	to De Queen	57.45 miles	January 9, 1888
De Queen	to Chambord Junction	6.90 miles	June 18, 1888
Chambord Junction	to Roberval	13.32 miles	December 5, 1888
Quebec	to Whitehouse	10.90 miles	July 1, 1890
Chambord Junction	to Chicoutimi	51.19 miles	July 17, 1893
Valcartier M.P. 14.95	to Mile 18.65	3.70 miles	August 1, 1907
Valcartier	to Clarks	4.60 miles	August 1, 1907
Linton Junction	to La Tuque	39.60 miles	November 23, 1907
Hotel Junction	to Lake St. Joseph	<u>0.76 miles</u>	July 1, 1913
Total		296.62 miles	

On November 15, 1906 Mackenzie, Mann and Company Limited, purchased from Hanson Brothers \$2,307,300 of the capital stock of the Quebec and Lake St. John Railway Company. On May 10, 1907 a further \$1,594,020 was purchased. Subsequent purchases brought the total capital stock purchased to \$4,019,140. Afterwards this stock was turned over to the Canadian Northern Railway Company and \$4,002,840 was pledged under the Canadian Northern Railway Company 4% Guaranteed Debenture Stock and Bonds, secured under Trust Deed dated July 15, 1914. The balance \$16,300, was held in the Royal Trust Company vaults in the name of the Canadian National Realities, Limited on trust for the Canadian Northern Railway Company. This mortgage was discharged on April 1, 1939.

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

last link in the Canadian Northern System in Quebec District.

Schedule A to Quebec Act 2 George V, Chapter 83, April 3, 1912, mentions that the Trustees for bondholders appointed A. J. Gorrie to be Receiver of the property and undertaking of The Quebec and Lake St. John Railway Company.

Under agreement dated February 16, 1911, ratified and confirmed by Quebec Act 2 George V, Chapter 83, April 3, 1912, between The Quebec and Lake St. John Railway Company, The Railway Share Trust and Agency Company, Limited, (trustees), and The Canadian Northern Railway Company, as set out in Schedule A to Quebec Chapter 83, April 3, 1912, it was arranged that

1. The Quebec and Lake St. John Railway create a new issue of 4% First Mortgage Debenture Stock, guaranteed by The Canadian Northern Railway Company as to principal and interest, and secured by Trust Deed in favour of the National Trust Company and the British Empire Trust Company Limited as joint Trustees, to be exchanged for outstanding £500,000 Prior Lien Bonds secured by trust deeds, £442,400 First Mortgage Bonds secured by trust deeds, £640,400 Income Bonds secured by Trust deeds, and £10,000 First Mortgage Bonds of the Lake St. Joseph Hotel Company (a wholly owned subsidiary) secured by mortgage on its properties and unconditionally guaranteed by The Quebec and Lake St. John Railway Company.
2. The Lake St. Joseph Hotel Company properties be transferred to The Quebec and Lake St. John Railway Company and that the Hotel Company be wound up.
3. Prior Trust Deeds and Mortgage be discharged and new Trust Deed securing the new 4% First Mortgage Debenture Stock be executed.
4. Receivership be terminated and discharge of A. J. Gorrie as Receiver be obtained upon request by The Canadian Northern Railway Company to do so.

The new issue of Debenture Stock and Trust Deed relative thereto was dated June 1, 1912.

Under agreement dated July 14, 1914, and by authority of Dominion Act 4 - 5 George V, Chapter 20, June 12, 1914, The Canadian Northern Railway Company acquired capital stock of The Quebec and Lake St. John Railway Company in the amount of \$4,002,800.

FUNDED DEBT:

The Quebec and Lake St. John Railway Company's First Mortgage Debenture Stock secured by Trust Deed dated June 1, 1912 and maturing in perpetuity.

Amount Authorized	£1,500,000 @ 4.86- ² / ₃	\$7,300,000.00
Amount Issued	921,948 @ 4.86- ² / ₃	4,486,813.60

This mortgage was guaranteed by the Canadian Northern Railway Company and formed a First on all lines of the Company subject to the Prior Lien Bond of \$125,000.

This mortgage was discharged on July 30, 1956.

CAPITAL STOCK:

As at December 31, 1960:

Authorized:	60,000 shares - \$100 each	\$ 6,000,000
Issued:	45,083 shares - \$100 each	4,508,300
40,191 ⁴ / ₁₀ shares - \$4,019,140 owned by The Canadian Northern Railway Company	(now Canadian National Railway Company)	
2,205 shares	- 220,500 City of Quebec	
2,686 ⁶ / ₁₀ shares	- 268,660 Public	

Under agreement dated July 14, 1914, and by Authority of Dominion Chapter 20, 1914, the Contractors, (Mackenzie, Mann & Company, Limited, Sir William Mackenzie and Sir Donald D. Mann) transferred \$4,002,800 of capital stock to the Trustee, free of prior

charges, to become and remain the property of The Canadian Northern Railway Company to form part of the mortgaged premises under Trust Deed dated July 15, 1914. Payment was included in the \$23,000,000 of capital stock of The Canadian Northern Railway Company issued to the Contractors in consideration of their turning over control of the companies as set out in The Canadian Northern Guarantee Act, 1914, Dominion Act 4 - 5 George V, Chapter 20, June 12, 1914.

The City of Quebec subscribed for \$450,000 of capital stock, but 51% of it was surrendered in 1901 on condition that the Company would operate throughout the year a daily passenger and freight train service between Quebec, Roberval and Chicoutimi.

Upon amalgamation of The Canadian Northern Railway Company and 16 other companies into one company under the name "Canadian National Railway Company" on June 11, 1956, the capital stock of The St. John and Quebec Railway Company which was held by The Canadian Northern Railway Company became the property of the newly Amalgamated Company.

LONG-TERM DEBT: As at December 31, 1955:

4% First Mortgage Perpetual Debenture Stock	\$4,934.80
Secured by Trust Deed dated June 1, 1912.	

AMOUNTS PAYABLE TO AFFILIATED COMPANIES:

Demand Note dated November 18, 1943, in favour of The Canadian Northern Railway Company (now, by amalgamation on June 11, 1956, Canadian National Railway Company) in respect of indebtedness of the Company as of December 31, 1942. Held in Royal Trust Company vaults, Montreal - Unpledged. \$33,287,243.66

The authorized capital stock of The Quebec and Gosford Railway Company was originally \$120,000 i.e. 12,000 shares of \$10 each. Under Quebec Chapter 46, 1875 the authorized capital stock was increased to \$5,000,000 - shares of \$100 each. The original shares were to be held and deemed to be one-tenth of a share of \$100 with the right to have ten such shares exchanged for a fully paid share of \$100.

PROPERTY INVESTMENT:

As at December 31, 1960:

Road	\$16,887,293.94
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DONATIONS AND GRANTS:

Donations and land grants were as follows: (Statistics of Steam Railways - 1938 Page 65)

Dominion	\$1,261,464	
Province of Quebec	2,671,873	161,160 acres of land.
Municipal	<u>12,000</u>	
	\$3,945,337	

INVESTMENT IN AFFILIATED COMPANIES:

As at December 31, 1960:

Stocks:

The Northern Consolidated Holding Company, Limited		
10 shares	- \$100 each	\$1,000

FUNDED DEBT:

The Quebec and Lake St. John Railway Company's First Mortgage Bond (Prior lien of March 15, 1901) secured by Trust Deed dated March 12, 1901 and issued April 18, 1897 and maturing January 1, 1913.

Amount authorised	£500,000 @ 4.86 ² / ₃	\$ 2,433,333.33
Exchanged at 100% for 4% First Mortgage Debenture Stock issued June 1, 1912		2,308,333.33
Amount outstanding and pledged as a guarantee for the construction of a line from Chicoutimi to St. Alphonse.		\$ 125,000.00
This issue is not guaranteed and is a first charge on all lines owned by the Company. The Province of Quebec has declined to surrender this \$125,000.00. Provision has been made by for the surrender of this \$125,000.00 by pledging.		
Five Percent First Mortgage Bonds		\$ 31,390.00
Six Percent Income Bonds		<u>102,930.00</u>
		\$ 134,320.00

The Quebec and Lake St. John Railway Company's 5% First Mortgage Bonds secured by Trust Deed dated May 23, 1901 and supplementary Trust Deed dated November 12, 1904 and maturing on December 31, 1924. Amount authorized and issued £442,000 @ 4.86 ²/₃\$2,153,013.33

Exchanged at 70% for 4% First Mortgage Debenture Stock issued June 1, 1912	<u>2,121,623.33</u>
Amount outstanding and pledged	\$ 31,390.00

This \$31,390.00 has been pledged with the Province of Quebec to secure the release of the \$125,000 Prior Lien Bond and is held by the Royal Bank in Quebec City, Quebec.

The Quebec and Lake St. John Railway Company's 6% Income Bonds secured by Trust Deed dated May 23, 1901 and Supplementary Trust Deed dated November 12, 1904 maturing December 31, 1924.

Authorized and issued £640,400 @ 4.86 ² / ₃	\$ 3,116,613.33
Exchanged at 13% for 4% First Mortgage Debenture Stock issued June 1, 1912	<u>3,013,653.33</u>
Balance outstanding and pledged	\$ 102,930.00

This \$102,930.00 has been pledged with the Province of Quebec to secure the release of the \$125,000 Prior Lien Bond and is held by the Royal Bank, Quebec City, Quebec.

Mackenzie, Mann & Company, Limited acquired the majority shares of Capital Stock on May 10, 1907.

Quebec	to Chicoutimi	227.20 miles
Chambord	to Roberval	<u>13.32 miles</u>
		240.52 miles

ABANDONED:

Quebec (St. Malo)	to White-house	10.50 miles	1890
Valcartier	to Ste Catherine	3.90 miles	1907
Linton Junction	to La Tuque	39.60 miles	1921
Valcartier	to Clarks	<u>4.30 miles</u>	1932
	Total	58.30 miles	

Incorporated by Quebec Statutes, Chapter 53, April 5th, 1869, as "The Quebec and Gosford Railway Company": Powers extended and name changed to "The Quebec and Lake Saint John Railway Company" by Chapter 24, December 24th 1870 (Quebec). Acts regarding Company consolidated and name changed to "The Quebec and Lake St. John Railway Company" by Chapter 88, 30th March 1883 (Quebec).

Authorized Capital	- \$6,000,000
Amount issued	- 4,508,300
Owned by System	- 4,019,140

<u>SHAREHOLDERS</u>	<u>Shares</u>
Canadian National Realities, Limited, in trust for the Canadian Northern Railway Company	40,028- ⁴ / ₁₀
Canadian National Realities, Limited	<u>163</u>
	40,191- ⁴ / ₁₀

<u>DIRECTORS</u>	
Donald Gordon	G. E. Ayers
J. R. Griffith	A. M. McBain
W. G. Stewart	H. I. Price
W. Colquhoun	J. B. Sangster
J. L. Levesque	R. A. Brown
G. Charbonneau	W. C. Koerner

<u>OFFICERS</u>	
Donald Gordon	Chairman and President
N. J. MacMillan	Executive Vice-President
A. H. Hart	Vice-President
S. F. Dingle	Vice-President
E. A. Bromley	Vice-President
D. O. M. Solandt	Vice-President
J. L. Toole	Vice-President
W. T. Wilson	Vice-President
H. C. Friel	Vice-President - Law
J. A. McDonald	Vice-President
R. H. Tarr	Vice-President and Secretary
G. E. Gauthier	General Manager
J. M. Young	Assistant Secretary
L. J. Mills	Comptroller
E. J. Denyar	Treasurer
H. M. Blaiklock	General Manager of Real Estate
E. W. Wolff	European Secretary and Treasurer
C. N. Oakley	Assistant European Secretary and Treasurer
C. N. Oakley	European Registrar
J. E. West	Assistant European Registrar

Directors - Not less than 7 or more than 11. Quorum - 4.

Meetings: Same as Canadian National Railway Company.

THE QUEBEC AND RICHMOND RAILROAD COMPANY
(included in "Canadian National Railway Company" from January 31, 1923)

INCORPORATED: August 10, 1850 - Province of Canada Act 13 - 14 Victoria, Chapter 116.

HISTORY: Under Province of Canada 10 - 11 Victoria, Chapter 122 presented for Royal Assent July 28, 1847, Assented April 15, 1848, Royal Assent signified by Proclamation June 24, 1848 "The Canada, New Brunswick and Nova Scotia Railway Company" was incorporated to build a railway from Melbourne or Drummondville to Point Levis thence via Riviere du

Loup to Province Line of New Brunswick, plans to be filed within one year. Apparently no progress was made with this proposal.

Under Province of Canada Act 13 - 14 Victoria, Chapter 116, August 10, 1850 "The Quebec and Richmond Railroad Company" was incorporated to build a line from opposite Quebec City to Richmond, Quebec to connect with the St. Lawrence and Atlantic Railway.

The line was constructed from Point Levis to Richmond (95.43 miles) and opened for traffic on November 27, 1854.

5.77 miles (from Chaudiere Curve to Hadlow) were included in the line Hadlow to Riviere du Loup sold on July 17, 1879, by The Grand Trunk Railway Company of Canada to form part of The Intercolonial Railway, the Grand Trunk Railway being granted running rights in perpetuity over the tracks between Chaudiere Curve and Hadlow free of charge.

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

LOCATION:	Levis Division:	<u>Miles</u>
	Point Levis - Chaudiere Curve	8.05
	Chaudiere Curve - Richmond	<u>87.38</u>
		95.43

CAPITAL STOCK:	Prior to amalgamation on July 1, 1853:	
	Authorized: 52,000 shares - £12.10 (\$60) each	£650,000 (\$3,163,333)

LONG-TERM DEBT:

	Prior to amalgamation on July 1, 1853:
	Authorized: Bonds £150,000 (\$730,000)
	Issued: Nil.

THE QUEBEC AND SAGUENAY RAILWAY COMPANY
(property included in "Canadian Government Railways" from March 4, 1919)

INCORPORATED: May 20, 1905 - Quebec Act 5 Edward VII, Chapter 55.

HISTORY: Under Province of Canada Act 18 Victoria, Chapter 35, December 18, 1854, the first Company named "Quebec and Saguenay Railway Company" was incorporated to build a railway from Quebec City to River Ste. Anne. Apparently the charter lapsed due to non-fulfilment of the undertaking within the time limits specified in the Railway Clauses Consolidation Act.

Under Quebec Act 5 Edward VII, Chapter 55, May 20, 1905, "The Quebec and Saguenay Railway Company" was incorporated to construct and operate a railway from St. Joachim, via Baie St. Paul, Malbaie, etc., to the Saguenay river, etc.

Dominion Act 6 - 7 George V, Chapter 22, May 18, 1916, authorized the Minister of Railways and Canals to acquire The Quebec and Saguenay Railway extending

from its junction with the Quebec, Montmorency and Charlevoix Railway at St. Joachim to Nairn Falls, about 62.8 miles, on the basis of actual cost less subsidies and depreciation as determined by the Exchequer Court of Canada.

Dominion Order in Council P.C. 1849, August 4, 1916, approved agreement with Quebec Railway Light, Heat and Power Company for acquirement of The Quebec and Saguenay Railway by the Dominion Government.

Dominion Order in Council P.C. 2034, August 31, 1916, pending receipt of clear title to railway, approved agreement with The Quebec and Saguenay Railway Company for completion of the line under direction of Mr. Gordon Grant, Chief Engineer of National Transcontinental Railway Commission.

Item 383, Dominion Act 8 - 9 George V, Chapter 52, May 24, 1918, provided \$3,489,313.53 to acquire The Quebec and Saguenay Railway extending from its junction with the Quebec, Montmorency and Charlevoix Railway to Nairn Falls, approximately 62 miles, at a price not exceeding \$3,489,313.53 exclusive of any sums paid out of amounts voted by Parliament in 1916 and 1917.

Dominion Order in Council P.C. 478, March 4, 1919, authorized purchase by the Dominion Government of the Quebec and Saguenay Railway at sale to be held on that date.

Dominion Order in Council P.C. 721, April 5, 1919 authorized signature for Notarial Deed in above purchase, and withholding of portion of purchase price until Title cleared.

Dominion Order in Council P.C. 1988, September 24, 1919 placed the Quebec and Saguenay Railway under the Jurisdiction of the Directors of The Canadian Northern Railway Company for management and operation. The railway was operated by the Contractors actually until October 8, 1920, when it was finally inspected and taken over for operation from Cap Tourmente to Nairn Falls, a distance of 61.70 miles.

The Crown obtained a transfer of all the capital stock but title of the property is in the name of The Crown, and the value of the stock is intangible.

PROPERTY INVESTMENT:

As at December 31, 1960	
Road	\$7,998,325

DONATIONS AND GRANTS:

Subsidies were (Statistics of Steam Railways of Canada - 1938, Page 64:)	
Dominion	\$248,801

LOCATION:

Laurentian Division:	
Cap Tourmente - Nairn Falls	61.70 miles.