

CANADIAN NORTHERN RAILWAY ELEVATOR COMPANY LIMITED

The Provisional Board of Directors, William Mackenzie, D. D. Mann, Z. A. Lash and R. P. Ormsby met at 3:30 P.M. on September 29, in Toronto. By-Laws 1 and 2 were adopted as was the company seal. A meeting of Shareholders was called, and the same persons met at 3:45 P.M. on the same date, and approved the by-laws, and elected directors, adding Roderick J. Mackenzie to the original group. The elected directors next met in a called meeting at 4:00 P.M. on the same date, elected officers and approved the form of stock certificates, and stock transfer book. And that ends the minutes of this corporation.

What it was all about appears in the minutes of the provisional director's meeting. "A discussion took place as to the terms upon which the Elevator at Port Arthur built by Jamieson and the Elevator now being built by the Barnett Record Company could be purchased by the Company. The outline of an agreement of purchase was agreed on and the details were left for further consideration. Meantime, Mackenzie Mann and Company consented to the management of the Elevator now in operation being transferred to this Company, and to an application for the necessary license therefore being made by this Company and that the necessary bond with the London Guarantee and Accident Company as Surety be entered into."

Based on Minute Book now on deposit in Public Archives of Canada.

January 23, 1964
JCLA

CANADIAN NORTHERN TOWN PROPERTIES COMPANY, LIMITED

During the Fall of 1913, Sir William Mackenzie, president of Mackenzie Mann and Company, Limited and the Canadian Northern Railway Company was in London, endeavouring to sell an issue of £3,500,000 of 5% Canadian Northern Railway Land Mortgage Debenture for Canadian Northern purposes to be secured by the outstanding 1009 Land Grant Bonds of the Canadian Northern Railway in the unsold Land Grant Land and the Deferred Payments owing on lands previously sold.

The Underwriters considered the security offered insufficient. As a result, Mackenzie Mann and Company, Limited, for all practical purposes, entirely controlled the Canadian Northern Railway Company, and who were then the owners of multiple townsites in Ontario, Manitoba, Saskatchewan, Alberta, and British Columbia, and a few in Minnesota, agreed to loan these townsite properties to the Canadian Northern Railway Company in order to provide the additional security needed to sell the above-mentioned securities.

The method followed to carry out this arrangement was as follows:

- 1) The Canadian Northern Town Properties Company, Limited was incorporated under Dominion Letters Patent dated October 22, 1913 with a capitalization of \$10,000,000 Common Stock and \$10,000,000 of 4½% Debentures. Mackenzie Mann and Company, Limited transferred the title to its townsite properties to the Canadian Northern Town Properties Company, Limited and accepted as payment therefore the \$10,000,000 Common Stock and \$10,000,000 Debentures.
- 2) Mackenzie Mann and Company, Limited then loaned this Common Stock and the Debentures to the Canadian Northern Railway Company which then pledged these securities along with the equity in the unsold land grant lands and deferred payments on land contracts as security for the issue of £3, 500,000 of 5% Land Mortgage Debentures.
- 3) The \$10,000,000 of Canadian Northern Town Properties Company, Limited Debentures were secured by a mortgage dated October 31, 1913 executed by Canadian Northern Town Properties Company, Limited and Mackenzie Mann and Company, Limited, in favour of the National Trust Company Limited and The British Empire Trust Company, Limited as Trustees.

4) The £3,500,000 of 5% Canadian Northern Railway Land Mortgage Debentures were secured by a mortgage dated November 19, 1913, executed by the Canadian Northern Railway Company and Mackenzie Mann and Company, Limited in favour of the British Empire Trust Company, Limited and the National Trust Company, Limited.

Mackenzie Mann and Company, Limited joined in the execution of the two Trust Deeds mentioned above in order to make the pledge of the townsite lands and the Canadian Northern Town Properties Company securities, effective.

In the prospectus issued by the underwriters at the time the £3,500,000 5% Canadian Northern Land Mortgage Debentures were sold, it was stated that the Canadian Northern Town Properties Company, Limited would acquire approximately 68,700 acres in about 300 Towns and Villages and would also acquire valuable properties in about 172 other Towns and Villages. The prospectus stated that these lands were valued at \$10,500,000. It also stated that there was money payable in respect of lands sold on which instalments were still to be collected amounting to \$2,960,834, making the total value placed on the townsite properties in the prospectus of \$13,450,834.

In an Agreement dated April 18, 1914, between the Canadian Northern Railway Company and Mackenzie Mann and Company, Limited, there is evidence that the latter company loaned the \$10,000,000 in Capital Stock and the \$10,000,000 in Debentures, to the former company, and did not make a gift of these securities.

Prior to the transfer of these townsite properties from Mackenzie Mann and Company, Limited to the Canadian Northern Town Properties Company, Limited the Saskatchewan Valley and Manitoba Land Company had been acting as agents for Mackenzie Mann and Company, Limited in the sale thereof, on a profit sharing basis and had a claim against the Mackenzie Mann and Company, Limited and the townsite lands, in the amount of \$825,000. This sum had to be met and was, under an agreement dated November, 24, 1914, the details of which are not here pertinent.

The 5 directors of the Canadian Northern Town Properties Company, Limited were elected from time to time on the nomination of the Canadian Northern Railway and included a Mackenzie Mann and Company, Limited, representative. In 1936, the Secretary of the Company L. C. Groom wrote: "The Canadian Northern Town Properties Company, Limited has been and is being administered under the control of the Railway with the acquiescence of Mackenzie Mann and Company, Limited." (Groom was also on this date Administrator, Land & Property Department, Canadian National Railway.

When the titles to the townsite properties were transferred by Mackenzie Mann and Company, Limited, they were registered in the names of Canadian Northern Town Properties Company, Limited and National Trust Company Limited, jointly.

During the period from its incorporation until September 1939, some 11 volumes of minute books, totalling 18 inches in thickness were filled with the details of land sale authorizations. Net proceeds were applied to payment of operating expenses, taxes, etc., and then in payment of principal and interest on the \$10,000,000 4½% debentures of the company. (Fuller details are available in Groom's account as of December 31, 1936.)

From 1913 and on, Groom stated in 1936, "Mackenzie Mann and Company, Limited have approached the Railway with a view to having the Railway Company purchase their equity in Canadian Northern Town Properties, Limited," or of making some settlement of their claim.

In addition to valuations in the Prospectus, others were made from time to time. In 1919, Mr. W. J.

Christie, a Real Estate Valuator of Winnipeg informed Mr. D. B. Hanna that the value of the townsite properties then unsold was \$3, 342, 152. The Government of the day, in 1920 declined to go along with a settlement based on the Christie evaluation. (Order in Council P.C. 1569, dated July 12, 1920.)

In 1923, an offer, by the Railway to Mackenzie and Mann in the amount of \$400,000 was not accepted. An agreement was finally entered into on October 25, 1937, (See Minute Book 11, November 19, 1937 for record copy) under which the Canadian Northern Railway Company settled the Mackenzie Mann and Company, Limited, claims for \$275,000.

In a Board Meeting of the Company on September 1, 1939, action of the Canadian Northern Railway Company Board on August 4, 1938 transferring assets of the Canadian Northern Town Properties Company, Limited to the Canadian National Realities Company, Limited, was confirmed as was a resolution to surrender the charter of the Company.

A further resolution relating to surrender of the charter was voted on March 19, 1945.

CANADIAN NORTHERN TOWNSITE COMPANY (LIMITED)

In L. C. Groom's historical memorandum on the Canadian Northern Town Properties Company, Limited, written in 1936, he mentions from time to time, in initial caps, "Townsite Lands" indicating that this company may well have been a predecessor of the Town Properties Company formed in 1913. I have as yet, no other evidence for this assumption. (JCLA March 10, 1964)

The provisional directors met at No. 9 Toronto Street, Toronto on April 27, 1909 to adopt the Letters Patent of the Company issued under "The Companies Act" on August 9, 1907, as the charter of the company. Present were Gerard Ruel, George F. Macdonnell, Alfred J. Mitchell, Francis C. Annesley and Robert P. Ormsby as Provisional Directors. Two by laws relating to management of the company and the borrowing of money etc., were also adopted. Provisional directors were called on to pay cash for two shares, each.

The Charter provided that the company be authorized to acquire, construct, buy and sell lands, structures, etc., lay out townsites manage them, etc. Capital stock was \$250,00 in \$100 shares.

On April 27, 1909 Gerard Ruel was elected President. George F. Macdonnell, Vice-President and Robert P. Ormsby, Secretary-Treasurer. No minutes are in the volumes for 1910, 1911, but officers and directors were elected in 1912 and 1913. And that's it. No other action was taken insofar as the minute book is concerned.

THE CHICAGO, BOSTON AND LIVERPOOL COMPANY

(Consolidated with The New York Dispatch Refrigerator Company
into the Chicago, New York and Boston Refrigerator Company, 1893)

INCORPORATED: January 14, 1880 as a joint stock corporation under the general laws of Connecticut.

HISTORY: Initial authorized capital stock was \$200,000, a figure, progressively raised, until \$500,000 was reached. Original incorporators and officers included Lansing Millis of Boston, \$10,000. President; Greenlief W. Simpson of Boston \$5,000. Vice-President; F. Stewart Stranahan of St. Albans, VT. \$10,000 shares. The charter outlined the corporation's purpose as "to own, manufacture, build, repair, buy, lease, sell and rent for hire cars, engines and all other rolling stock used and employed in the operation of

railroads," etc.

On April 14, 1880 the Board authorized acceptance of the proposition of the Chicago, Boston and Liverpool Association that its 100 refrigerator cars be purchased for 1000 shares of capital stock. And the operations of the corporation dated from May 1, 1880. It was reported to the Board on May 7, 1880 that paid in stock totalled \$170,000 of which \$100,000 was represented by the 100 refrigerator cars, and \$70,000 was in cash. By September 23, 1880, the cash paid in for stock had been increased by another \$20,000.

Over the years, the number of cars owned increased to 500. Substantial dividend payment were made on the operation of company, ranging from 2% to 12½%.

Early in 1887, the New York Dispatch Refrigerator Company was incorporated in Maine. A contract was made with this Maine company to lease its first 200 cars, and up to a maximum of 500 of its cars before either company would go beyond the total of 1000 cars without mutual consent. The contract of 1887 provided that priority would be given to use of the cars of both companies to NYC terminal traffic.

Another important development in the history of the company was the acquisition of some 20 acres of land on which a car repair shop was constructed in the latter half of 1887. Shop location, Elsdon, Illinois, a suburb of Chicago.

In only one instance is there mention of other than refrigerator cars. On January 8, 1889, the President was authorized to construct with Messrs. Squires and Millis to build "50 hog cars".

The Elsdon Shop created a problem for the corporation which warrants notice. The second Superintendent of the Repair Shops in early 1893 requested an increase over his \$3000 per annum and consideration of the fact that he had invented and patented a number of items of value. On January 6, 1893, the executive Board voted to pay Mr. R. G. Chase, Superintendent, \$4,000 per annum from January 1, 1893 "this amount of four thousand dollars to include all patents that have been invented and patented by Mr. Chase while in the employ of the C.B. & L. Company and that the C.B. & L. Company have the full use, free of cost, of all these patents on its own cars and on all work done on foreign cars that are repaired or built in the C.B. & L. Shops." Thirty days cancellation notice was provided for. Mr. Chase promptly wrote out his resignation which became effective in April 1893. There is a representation of the Elsdon Shops on the letterheads, loose, and pasted into the minute books.

Apparently, the 1887 agreement with the New York Dispatch Refrigerator Company was becoming a bit too clumsy to manage effectively. On May 17, 1893, the directors proposed to the shareholders, a consolidation with the Dispatch company under a new Maine charter and name Chicago, New York and Boston Refrigerator Company.

This proposal involved:

1. Cancelling the 1887 lease agreement;
2. Creation of the new Maine corporation with \$1,500,000 of capital stock authorized;
3. Sale of its assets to the new corporation for \$600,000 of the stock of the new corporation;

4. Sale of the assets of The New York Dispatch Refrigerator Company to the new Maine corporation for \$400,000 in stock;
5. Issuance of 3000 shares of new stock in the new company for sale to stockholders of record of the two companies on a pro-rata basis;
6. And, distribution of the available cash surplus as a 4% dividend.

The complicated deal largely was accomplished and on May 27, 1893 the shareholders of the company voted to wind up its affairs.

Based on the two minute books of the company found in the GTW Detroit's office, now on deposit in Public Archives of Canada. Ottawa; JCLA January 22, 1964.

THE DETROIT AND MONROE RAILWAY

INCORPORATION: Under general statutes of State of Michigan, April 30, 1901.

HISTORY: Chartered to construct a standard gauge railway of 'T' rails in Wayne and Monroe counties, State of Michigan with main line and branches as follows: "a main line to extend from a point at the intersection of Elm Avenue and Anderson Street in the City of Monroe, Monroe County, Michigan, thence in a generally northerly direction through the County of Monroe and the County of Wayne aforesaid to the City of Detroit in said County of Wayne, and to be thirty four miles in total length as near as may be", and, a branch from 10 miles north of the City of Monroe to the Village of Carleton, 3½ miles as near as may be; and, a branch from 10 miles north of the City of Monroe easterly 3½ miles to the Village of South Rockwood; and, a branch from a point on the main line due west from the Village of Trenton thence easterly 4½ miles to said village of Trenton; and, a branch due east from the main line to the City of Wyandotte, 3½ miles. Total about 49 miles.

Original share holders were:

C. A. Black	Detroit	60 shares
E. M. Fowley	Pasadena, CA	60 shares
J. M. Mulkey	Detroit	60 shares
A. E. F. White	Detroit	60 shares
Arthur H. Fleming	Pasadena	8 shares
M. E. Tarr	Detroit	1 share
Allen F. Edwards	New York	1 share

\$1,000,000 capitalization, 999 years. Shares 10,000 common at \$100 each.

The stockholders meeting of July 10, 1901 voted to enter into a contract with the Toledo and Monroe Railway for the purchase of certain railway lines and property interests to wit:

" ... to purchase all the railway line and property of the Toledo and Monroe Railway and of its allied and connected lines, being the lines and property of the Toledo and Michigan Railway Company and the Monroe Traction Company" and by January 1, 1902 "to pay in cash the entire construction cost, including general expenses and interest of the several properties hereinafter agreed to be transferred plus the sum of Sixty Thousand Dollars."

The record does not disclose what further transpired.

Sole source Minute Book of the Company "11" found in the GTW Detroit's office, now deposited in Public Archives of Canada, J.C.L. Andreassen, January 22, 1964.

DETROIT RIVER TUNNEL COMPANY
and
THE DETROIT RIVER RAILROAD TUNNEL COMPANY
and
THE DETROIT TUNNEL COMPANY

INCORPORATION: Detroit River Tunnel Company was incorporated under The Great Western Railway Company auspices. 33 Victoria Chapter 51 Dominion, 1870. Other amendatory acts cited in Dorman, Page 183.

HISTORY; The Company was capitalized at \$1,000,000. to build a tunnel under the Detroit River from Windsor to Detroit. The Minutes begin with the meeting of August 29, 1871 and end with that of October 25, 1872 when in keeping with other cooperative enterprises at the time, the Detroit River Tunnel Company was amalgamated with the Michigan incorporated, and Michigan Central-sponsored The Detroit River Railroad Tunnel Company, to be known thereafter as The Detroit Tunnel Company. The consolidated company to have a capitalization of \$2,000,000.

A printed copy of the amalgamation agreement is contained in the Minute book of the Detroit River Tunnel Company. The Cash Book of the Company shows that starting with \$100,000 paid in as of June 2, 1871, there was a balance in the account on February 16, 1875 of \$68,438.65

One further note seems warranted: At the meeting of the directors in Hamilton, On August 29, 1871 "... 8. Mr. Almilins Irving then read a correspondence between himself and Mr. C. G. Connor, M.P. whereby the rival scheme of Mr. W. B. Wesson of Detroit and Mr. W. Scott of Windsor, and others was withdrawn from parliament in May 1870 by which the sum of \$40 to each of the 12 original proprietors was agreed to be paid as and for their actual expenses. The sum of \$1,000 to be paid to Mr. Scott and the further sum of \$50 to be paid to Mr. Caron for 10 days services rendered at Ottawa in 1869 - which sums were ordered to be paid".

Based on Minute Book and Cash Book of Detroit River Tunnel Company, now on deposit in Public Archives of Canada JCLA - January 24, 1964.

DETROIT AND SOUTH LYON RAILWAY COMPANY
(Property acquired by Detroit, Grand Haven and
Milwaukee Railway Company, 1891).

INCORPORATION: August 25, 1883, Detroit, Michigan.

HISTORY: The articles of Association, under the general laws of Michigan provided for a 999 year duration, and capital stock of \$280,000 divided into 2,800 shares at \$100 each. The corporation was "to construct and operate a railway of "T" rail, from a point in the City of Detroit at or near the Detroit Grand Haven and Milwaukee Railway Company's depot,

through the County of Wayne, and into the County of Oakland, to a point of Junction, at South Lyon, in said last named County, with the Michigan Air Line Railway", about 35 miles. Original shareholders were:

J. Hickson,	Montreal,	75 shares
E. W. Meddaugh,	Detroit,	75 shares
S. R. Callaway,	Chicago,	5 shares
John Burton,	Montreal,	5 shares
A. B. Maynard,	Romeo, MI,	5 shares
F. E. Dringgs,	Detroit,	5 shares
Henry A. Harmon,	Detroit,	5 shares

J. Hickson continued as president from 1883 - until his resignation was accepted on January 3, 1891. Except for the first meeting, James H. Muir served as Secretary and Treasurer from March 6, 1884 - until the last recorded on March 21, 1891.

President Hickson reported to on September 30, 1885 that the Company had purchased land in the City of Detroit, bounded by Franklin Street on the north, Saint Antoine Street on the west, the property of the Detroit, Grand Haven and Milwaukee Railway Company on the south and by Rivard Street on the south and contiguous to the yard of the Detroit, Grand Haven and Milwaukee Railway Company at a cost of:

	\$65,601.75
Expenses in connection with said purchase	69.75
Interest on cost to June 30, 1885	<u>7,966.29</u>
	\$74,456.09 (sic.)

(Deed in Liber 257, Page 576, Register of Deeds, County of Wayne)

Deduct, rents collected on tenements on the land, less repairs to tenements to June 30, 1885:	<u>\$ 1,427.60</u>
Net cost to June 30, 1885	\$73,028.49

While the incorporators had to put up 5% of subscribed stock initially the funds for this land transaction came through an "advance" of \$55,601.75 from the Detroit, Grand Haven and Milwaukee Railway Company and that company's promissory notes for an additional \$10,000. To receive such sums, the D& SL Railway Company Treasurer, was directed to execute and deliver the bond of the Company in the amount of \$100,000 to the DGH& M Railway Company.

For some years the main annual business consisted of a report on rising value of the property and of course increasing interest totals.

On December 30, 1890 the bond became a Joint one, the Detroit Grand Haven and Milwaukee joining with the Detroit and South Lyon, in providing bond in the "penal sum" of \$150,000 conditioned to pay \$80,000 on demand with interest at 6% and the mortgage of the Detroit & South Lyon in the same amount of all its property to secure payment of such bond to the Grand Trunk Railway Company.

On February 21, 1891 the Board resolved to convey its property in Detroit to the Detroit, Grand Haven and Milwaukee in liquidation of the debt of \$99,100. A bank balance of \$875 to the credit of the Detroit and South Lyon Railway Company was also turned over to the Detroit Grand Haven and Milwaukee Railway Company.

Sole source used, Record Books of Detroit and South Lyon Railway Company. Now on deposit in the Public Archives of Canada.

J. C. L. Andreassen,
January 22, 1964.

ERIE CONSTRUCTION COMPANY
(Add to Detroit and Toledo Shore Line Railroad Company)

INCORPORATED: Under an Act Concerning Corporations, Revision of 1896, City of Jersey City, New Jersey, March 22, 1899.

HISTORY: General Contractors, authorized to operate in any of the United States, Capital Stock \$100,000 authorized, but Company started with \$50,000. 1,000 shares at 100 par value each. Original incorporators were:

1 share	W. B. Strang Jr.	243 Washington Street, Jersey City, NJ
498 shares	Charles E.N. Coles	243 Washington Street, Jersey City, NJ
1 share	Charles N. King	243 Washington Street, Jersey City, NJ

Perpetual Corporation	
Charles N. King	President
Charles R. N. Coles	Secretary & Treasurer

First organizational meeting was held in Jersey City on March 23, 1899 and adjourned to meet at 918 Spitzer Building in Toledo, Ohio, April 6, 1899 at 3:00 p.m.

King's resignation as president was accepted at the Toledo meeting and W. B. Strang Jr. was elected President and Charles N. Kings, New Jersey agent.

At this meeting a proposed contract with the Detroit and Toledo Shore Line Railroad was considered.

It would appear that this corporation was founded for the purpose of completing construction of the Detroit and Toledo Shore Line Railroad Company. C. N. Haskell had been the General Contractor for the Toledo and Ottawa Beach Railway Company and the Pleasant Bay Railroad Company which were combined on April 14, 1889 as the Detroit and Toledo Shore Line Company. The construction subcontract under C. N. Haskell was held by J. T. Adams.

In its April 6 meeting in Toledo, the Erie Construction Company Board agreed to a new contract to complete construction of the line and appurtenances, and to pay C. N. Haskell \$1 and J. T. Adams \$53,000 and to ask J. T. Adams to continue under his sub-contract with Erie Construction the intervening General Contractor between J. T. Adams and the Detroit and Toledo Shore Line Railroad Company.

Also agreed to at this meeting was the general contract between the Erie Construction Company and the Detroit and Toledo Shore Line Railroad Company.

This agreement was subsequently implemented in fiscal terms in a three way agreement dated September 5, 1899 between the Erie Construction Company, the Railroad Company and the Produce Exchange Trust Company. The latter agreed to head a syndicate for purchase of First Mortgage Five Per Cent Fifty-Year Gold Bonds of the railroad company (\$1,600,000) as well as the stock and other payments to be made to the General Contractor.

Sole source of information, copy of Minutes and original stock book of the Erie Construction Company apparently provided to the Railroad Company. Found in G.T.W. Headquarters, Detroit, 1963 and now on deposit in Public Archives of Canada.

J. C. L. Andreassen,
January 22, 1964.

GREAT WESTERN AND LAKE ONTARIO SHORE JUNCTION RAILWAY COMPANY

INCORPORATED: May 23, 1873 36 Victoria Chapter 88, Dominion charter

HISTORY: The printed copy of the Charter pasted into the back cover of the Minute Book indicates that the charter was issued to John Carling of the city of London and Senator William McMaster, Donald McInnes, Joseph Price, William McGiverin, William Ker Muir, Adam Brown and Samuel Barker of the city of Hamilton. The line to be built was to run from a point on the Great Western Railway, at or near the town of St. Catharines to the village of Queenston on the Niagara River, with authority to continue to or near Lewiston in the USA in order to connect with US lines.

Apparently, the charter was kept alive for some time. In an Act of 1885, 48 & 49 Victoria Chapter 19, the extension provided that the road had to be commenced within three years from May 1, 1885 and be completed within seven years from that date.

Early in 1887, GTR officials became concerned about this charter, and the Superintendent at Hamilton informed the GTR Treasurer, R. Wright that nothing much had ever been done except to appoint provisional directors. No stock book had ever been opened.

Robert Wright had called a meeting of the shareholders on June 2, 1886, and the minute book dates from that meeting. The company was kept alive with pro forma annual meetings until the charter lapses in May 1891.

Based on Minute Book only, now on deposit with Public Archives of Canada.

J. C. L. Andreassen,
January 23, 1964.

THE LANSING CONNECTING RAILROAD COMPANY (Purchased by Grand Trunk Western Railway Company June 15, 1922; purchase completed 15 June 1927.)

INCORPORATED: January 24, 1914, Lansing, Michigan under provisions of Act 198 of Public Act of 1873 and act amendatory and supplementary thereto, being Article One of Chapter 164 of Miller's Compiled Laws for 1897 and the Acts amendatory and supplementary thereto.

HISTORY: This company acquired certain property from J. H. Moores and S. Frances Moores, his wife, as recorded in the office of the Register of Deeds for Ingham County, Michigan on September 10, 1914, in folio 239 of Deeds, Page 583, together with other property and assets real or personal belonging to it, in order to construct a railway, of standard gauge. The line to be built connected the "Grand Trunk Railroad" with the Pere Marquette

Railroad, a distance of about $\frac{3}{4}$ of a mile in length as nearly as may be determined", in the "N.W. quarter of Section. 22 Township 4 North Range 2 West, County of Ingham, State of Michigan", within the city of Lansing".

The Michigan Railroad Commission authorized insurance of \$35,000 of the \$50,000 Capital Stock of which \$10,000 was sold for cash, and \$25,000 par value stock was issued to J. H. Moores in consideration of his conveying to the corporation some 60 acres of land located as described above.

There was a reorganization of the company on December 2, 1920, apparently, growing out of the death of J. Henry Moores, former President of the company. From that date until dissolution, Herbert W. Weed served as President.

On March 9, 1921, the shareholders voted to accept the offer of the Grand Trunk Western Railroad Company to "buy under contract this Company's railroad property in the City of Lansing for forty thousand dollars, the same to be paid in annual instalments of five thousand dollars, each with interest; payable annually at six per cent per annum." Routine annual meetings were held until that of June 15, 1927 when the stockholders voted authority to the President and the Secretary to execute a Warranty Deed to the G.T.W. Railway Company for "all of the railroad property of the said Lansing Connecting Railroad Company, including the right-of-way, tracks, switches, sidings, rights, privileges, and franchises, (except its franchise to be a corporation), and also, a parcel of land specifically described as "commencing on the quarter line running north and south through Section twenty-two (22), Town four (4) North, Range two (2) West, at a point two (2) rods north of the north line of the Grand Trunk Railway right-of-way, thence east parallel to said right-of-way, thence west along said right-of-way eight hundred (800) feet to said quarter line, thence north two (2) rods to the place of beginning, City of Lansing, Ingham County State of Michigan". The same officers were authorized to take those steps prescribed by law for dissolution of the corporation.

This sketch is based solely on the typed and signed Minutes Book of the corporation, now on deposit in the Public Archives of Canada. Ottawa.

J. C. L. Andreassen.
January 22, 1964.

THE MACKENZIE POWER AND DEVELOPMENT COMPANY

INCORPORATION: Letters Patent issued April 30, 1902, Ontario.

HISTORY: The record book on which the following account is based was located in the CN Records-Servicentre, 884 St. James Street West, Montreal in 1963. It would seem reasonable to assume that it was acquired with other Mackenzie Mann and Company, Limited records or with those of The James Bay Railway Company, predecessor of The Canadian Northern Ontario Railway Company.

It would appear that one "James H. Benedict - Detroit Promoter" prevailed on a group to organize a company "to develop power at Canal Rapids - Township Burton" with a view to conducting "Manufacturing - Custom sawing - colonization - pulp - tanning &c." The group considered that the lands necessary to be applied for were:

1,2,3,4 & 5 Concession XII Township Burton

N ¹/₂ 1 Concession XI Township Burton
30 to 35 inclusive Concession XI McKenzie
29 to 35 inclusive Concession XII McKenzie
Water privileges river Magnetawan where Government Dam built being on lot 3
or 4 12th Concession Burton"

At the organizational meeting held in Toronto on January 1902 Capitalization was set at \$100,000. Estimated cost of the dam, \$3,000. The President, Treasurer and 4 directors were to be assigned to the Mill interest, and the Vice President and three directors and Secretary to the natural power aspects of the corporate activity.

President, Edwin Lewis Thompson of Township of Sandwich East; Vice-President, John A. Johnson; Secretary-Treasurer W. L. Haight and Directors Joseph Walsh, James Beveridge, Walter Read Foot. One share was held for Benedict.

In the February 1902 meeting the name of the company was determined on.

Besides Thompson, the other organizers were identified as John A. Johnson, Parry Sound, Contractor; James Beveridge, Parry Sound, Contractor; Joseph Walsh Township of Flint, Genesee County, USA, Lumberman; Walter Lockwood Haight, Parry Sound; Walter Read Foot, Parry Sound, Druggist. Head office was to be Parry Sound. Each agreed to put up \$1400. Letters patent were estimated to cost \$160. Engineering survey, \$200; and cost of land from the Crown, \$500.

Mr. H. J. Beatty was engaged to make a report on the power possibilities, and his report was received in February 1902.

In a board meeting in Toronto in March 1902 a Mr. discuss next steps. They all called on the offices of Messrs. Mackenzie and Mann "held a protracted interview with Mr. Mann receiving his assurance that the James Bay road would be built to the Canal rapids before the snow flew this Fall. Mention of rates was brought up & promise of favourable consideration given."

The Secretary Mr. Haight recorded Many informal meetings held in office of Haight from 1902 to 1904 to ascertain if possible the route chosen by the James Bay Railway & time in which line likely to be built." "Crown Lease - for Water privileges Issued after several trips of Self and Mr. Johnson to Toronto in February 1905." "Mr. Beattys account for survey of water power & report \$105.00"
The Minute book contains a copy of the proposals made by Benedict in 1902 and another by Mr. Stevenson.

The minute book gives no indication of what happened after February 1905. See Kearney Page 184 for construction schedule of the James Bay Railway.

J. C. L. Andreassen.
January 23, 1964.

THE MIDLAND ELEVATOR AND FORWARDING COMPANY LIMITED

INCORPORATION: Dominion Letters Patent dated June 25, 1881 and recorded by Registrar General of

Canada July 14, 1881 Library 44, Folio 805. Reference No. 21965. Supplementary Letters Patent dated January 19, 1883, recorded January 31, 1883 Library 84 Folio 379. Reference No. 27894. Registrar General of Canada.

HISTORY:

This company was set up by George Albertus Cox of Peterborough, and the Midland Railway of Canada. and some others for the purpose of carrying on in the Dominion of Canada the business of elevating and storing wheat and other grains. Domicile was fixed at Port Hope, ON. Other organizers were: E. S. Vinden, E. Peplow, L. Ross and H. Read.

At the initial meeting of the group, on September 5, 1881, approval was given to a contract with the Midland Railway of Canada. Elevators were built and operated at Port Hope, Midland, and Belleville according to the Minute Book. The Supplementary Letters patent were adopted to increase the capitalization to \$500,000. Besides the guaranteed income to shareholders of 10%, additional dividends were voted in some years, as in 1882 when \$3.00 per share extra was voted.

Some kind of difficulty developed after the Midland Railway of Canada was taken over by the Grand Trunk Railway of Canada in 1883. It reached the point in April 1886 that the Board authorized counsel to take such action as necessary to collect. On June 11, 1886, the claim was settled for \$5,030.31, and the directors declared a 5% dividend for the year 1885.

At the Shareholder's meeting in Port Hope on February 1, 1887, the Secretary reported that the Midland Railway of Canada had exercised its option under the terms of the original agreements to take over the various warehouses and elevators on payment of the costs of construction. On receipt of these sums, it was reported, they had been distributed pro-rata to the shareholders. After this date, it was voted that official meetings of the company be held in Grand Trunk Railway of Canada Headquarters in Montreal. A last pro forma meeting was held on February 7, 1888.

From Minute Book now in Public Archives of Canada. See also Stevens I 436 ff.

J. C. L. Andreassen.
January 24, 1964.

MONTREAL ISLAND RAILWAY COMPANY
LA COMPAGNIE DU CHEMIN DE FER DE L' ILE DE MONTREAL

INCORPORATION: DOMINION, 51 Victoria, Chapter 63 to build from Montreal to Maisonneuve, Longue Pointe, Point aux Trembles, Riviere des Prairies, Lachine, etc. 1888. There were two earlier Quebec corporations with the same name. Quebec, 41 Victoria, Chapter 49 to build a railway from Mount Royal Avenue, Montreal, to River des Prairies and to other points on the Island of Montreal, ~1878; and Quebec, 44-45 Victoria, Chapter 36, a line to St. Eustache, 1881. This account relates, however to the first mentioned company for which records are extant.

HISTORY:

This account is based upon the one used page in the Stock Subscription Book, the twelve used pages of the Minute Book, and a few loose papers, therein contained.

The two subscribers recorded were: J. Hickson, 1300 shares \$130,000 subscribed; and V. Hudon, 1200 shares or \$120,000, subscribed for a total of $\frac{1}{4}$ million

dollars subscribe out of the total authorized capital stock of \$1,000,000.

Associated with Victor Hudon on the Provisional Board of Directors, elected June 23, 1890, were Henry Starnes, F. W. Henshaw, William Wainwright and Robert Wright, the latter I believe, was Treasurer of the GTR. Hudon was elected President, William Wainwright, Vice-President, and Henry Williams, Secretary. The Board, on October 29, 1891 voted to incur no expenditure until "circumstances are more favourable". Loose in the volume, is a letter dated November 2, 1891 on GTR letterhead of the Office of Treasurer, signed by R. Wright, asking whether this resolution shouldn't be published in the Ottawa and Montreal papers. Pasted into the Minutes are clippings from the November 7, 1891 issues of the *Canada Gazette*, *Montreal Herald* and *La Minerve* declining responsibility for debts incurred except on authorization of the Board.

On December 14, the Board voted to attempt to induce one Mr. Angus to "take an interest", but on January 25, it was reported that Mr. Angus was not very much interested.

On February 9, 1892 Victor Hudon was authorized to apply for a four year extension of the charter providing it be done at his expense alone, and without claim on the other directors.

Among the loose papers in the minute book is a three page, legal size agreement under which on payment of \$1 by Victor Hudon to Sir Joseph Hickson, he will receive 1220 shares of the Company stock from Hickson, and turn over these shares with the 1200 he already owns, to anyone, designated by the Board, by resolution. Further, Hudon agreed to retire from the Board, and not seek reelection to it. Further, on acceptance of the Hickson stock, he agreed to hold Hickson, his heirs and assigns free from any claim growing out of the company's transactions.

J. C. L. Andreassen.
January 22, 1964.

THE MONTREAL AND SOUTH SHORE AUTO CAR COMPANY (LIMITED)

INCORPORATION: Dominion Letters Patent issued December 3, 1903

HISTORY: The original incorporators were William Mitchell of Drummondville, Louis Edward Morin, Merchant of Longueuil Samuel Thomas, Willett Manufacturer of Chambly, William B. Powell Manager, and Robert Cooper Smith, King's Counsel both of Montreal. The objective was to operate cars not using tracks to carry passengers and freight on the public roads of Quebec and elsewhere throughout the Dominion. Montreal to be the domicile, and capital stock to total \$30,000.

Mr. H. G. Elliot was elected a director at the instance of the Grand Trunk Railway Company of Canada. Stock was subscribed, and some \$13,968.25 was expended in acquiring 5 Auto Cars from the Chicago Motor Vehicle Company of Harvey, Illinois. A car barn and waiting room was acquired in St. Lambert for \$2371.39; \$12,000 was paid for the franchise.

The service started over the Victoria Jubilee Bridge in the second week in May, 1904 and by 24 May earnings had totalled \$658.72. and operating expenses. \$492.30

with two Auto Cars operating.

Heaviest stockholders in the enterprise were J. W. Harris with 116 shares; and W. B. Powell with 65 shares; and T. Lessard with 20 shares. The remaining 15 shareholders had from 1-10 shares each.

During the Fall of 1904, street conditions and auto car breakdowns gave trouble and an appeal was made to the GTR of Canada for aid in snow removal from the Victoria Jubilee Bridge, of \$300 per year.

In other words, the Auto Cars proved unsatisfactory, and a search started for another means of operating the service. On June 13, the President and Directors submitted a statement outlining the unsatisfactory 1904 season's business, and stated that the Directors of the Montreal and Southern Counties Railway, (then undertaking construction of electric lines through the Southern Counties) had offered to purchase "Plant, Cars, Buildings and Franchise for sixty thousand dollars." Further liabilities of \$2891.02 were assumed. The Auto cars were then evaluated at 25% of their cost. The stock payment of the offering company was accepted that same day, June 13, 1905.

Source: Minute Book that is now in Public Archives of Canada, Ottawa.

J. C. L. Andreassen.
January 24, 1964.

THE NEW YORK DISPATCH REFRIGERATOR COMPANY

(Leased its cars to The Chicago Boston and Liverpool Company 1887; and was consolidated with that company into the Chicago, New York and Boston Refrigerator Company, 1893)

INCORPORATION: Under an agreement signed by J. H. Kimball, J. H. Humphreys, J. A. McMillan and E. H. Kimball to form the corporation, a meeting was called on December 13, 1886, in Bath, Maine at which ten subscribers agreed to incorporate The New York Dispatch Refrigerator Company. Included in this group were most of the key men in The Chicago, Boston and Liverpool Company. The certificate of incorporation was signed on December 27, 1886 in Bath, Maine. First President was Greenleaf W. Simpson with Henry L. Millis as Treasurer. It was deposited with the Secretary of State on January 4, 1887.

Original stock authorized was \$1,000,000. The objectives of the corporation were stated in almost identical terms as those of The Chicago, Boston and Liverpool Company. At the first meeting of the Board of Directors, January 7, 1887, detailed consideration was given to the proposed contract with the Chicago, Boston and Liverpool Company, and finally it was referred back to the President of that Company for changes.

The Board met again on February 4, 1887 to vote authority to the Treasurer to issue notes up to \$50.00 to the Chicago, Boston and Liverpool Company in order to meet payments on the 200 new cars purchased from The Michigan Car Company.

On February 23, the Stockholders authorized the Directors to enter into the lease agreement with the Chicago, Boston and Liverpool Company on its cars. This is given more

detailed treatment in the account of the latter Company. The lease agreement was actually closed by the Directors at their meeting of March 1, 1887.

On March 5, the stockholders individually offered to the Company the 200 cars built by The Michigan Car Company and \$150,000 cash, for 2000 shares of stock. This they in turn voted as Directors to accept.

It would appear that on May 11, 1887, when the Board authorized issuance of 2000 more shares to the stockholders at par, on a pro rata basis, the Executive Committee had already bought 200 more cars from the Chicago Refrigerator Company.

The Auditor's report as of November 1, 1888, indicates that 200 cars were acquired through Messrs. Masten and Pierce from the New York Equipment Company and the Central Trust Company of Philadelphia.

On February 15 1893, the directors authorized a Committee of three to adopt and submit a plan for the consolidation into a new company with the Chicago, Boston and Liverpool Company.

On May 17th. the special meeting concerning the proposed consolidation was called in two printed broadsheets, and on June 1st. 1893, a series of meetings was held to effect the consolidation. The last, ordered dissolution of the company after payment of \$6.00 per share dividend out of cash surplus.

(Based on the minute book, found in the GTW Detroit office and now on deposit with the Public Archives of Canada.

J. C. L. Andreassen,
January 22, 1964.

ONTARIO AND PACIFIC JUNCTION RAILWAY COMPANY

INCORPORATION: Dominion 37 Victoria, Chapter 74, 1874 to build from Georgian Bay at or near the French River to the southeast shore of Lake Nipissing; with power to extend southerly to connect with other railways, etc. Time extended by 42 Victoria, Chapter 58, 1879; Proclamation, December 16, 1879, Page CXLIV, Statutes of 1880, right of company to acquire lands, 1879; 43 Victoria, Chapter 51, Sinking Fund, preferential stock etc. 1880; 43 Victoria, Chapter 52, Section 13, Running rights over Canada Central Railway 1880; 44 Victoria, Chapter 41 Extension of line to a point on Ottawa River running rights, time extension, etc. 1881.

HISTORY: On January 5, 1880 what appears to have been the first formal meeting of the stockholders was held. Present were: J. D. Edgar, President of the Provisional Board; Honourable Frank Smith, Honourable Alex Morris, M.P.P., Mr. George A. Cox, Mr. John Stuart, Mr. James Holden, Mr. Robert Jaffray, and Mr. A. J. Fulton. Numerous meetings were held, right through February 23, 1881. What was being attempted, apparently, was to build a single line connecting, the various Ontario lines with the Eastern end of the Canadian Pacific Railway. Gravenhurst to the southeast shore of Lake Nipissing, about 107 miles. The connecting lines were to be "The Northern, The Hamilton and North Western, The Midland and the Whitby, Port Perry and Lindsay Railways".

The minutes illustrate lobbying methods, recount an interview with F. Cumberland, and

several with Sir Charles Tupper.

In March 1885 the company offered to construct a railway from Gravenhurst to Callendar for a Dominion subsidy of \$6,000 per mile.

In 1885 Joseph Hickson was elected President, and it was reported that, there has been spent on explorations, surveys, plans and on account of construction \$19,764.05 and that the course of these funds had been capital stock, \$10,000 and City of Toronto Bonus. \$10,000.

In the final recorded meeting of the shareholders in Union Station, Toronto on February 3, 1886, President Hickson reported: "there has been no opportunity for forwarding the purposes of the Company. There is at present however considerable agitation in the Northwestern States for railway connections with the Ontario and Quebec system of Railways, via Sault St. Marie, and your Directors will carefully watch the developments in this direction, and if necessity arises summon you in special meeting for conference." The balance of \$235.95 reported in 1885, he reported, "has been paid to the Sault St. Marie Company in part payment of that Company's account for advances."

Based on Minute Book and Stock Ledger, now in Public Archives of Canada

J. C. L. Andreassen.
January 24, 1964.

PRINCIPELLO STEAMSHIPS, LIMITED

INCORPORATED: By Letters Patent issued April 22, 1914 under the provisions of Chapter 79, Revised Statutes of Canada, 1906 known as the "Companies Act". Approved and adopted as the company charter at a meeting of the Provisional Directors in the office of Gerard Ruel, 9 Toronto Street, Toronto on April 27, 1914. The Provisional Directors were: Gerard Ruel, Schuyler Cross Snively, Archild James Reid, William Barrie Fleming and George Norman Limpricht. Seal, form of stock certificate and standard printed By-Laws were adopted at the same meeting. Each Provisional Director, to hold two paid up shares. Capital stock, \$150,000. in 1500 shares.

The Shareholders met on the same date and in the same place and confirmed the actions of the Provisional Directors, and elected themselves the regular directors. The same persons met in the same place and on the same date as Directors an hour later and elected Mr. Snively President, Mr. Ruel, Vice-President and Mr. Fleming, Secretary Treasurer. Then in a shuffle, David Blythe Hanna replaced Snively as Director; and Mr. Hanna was elected President. Mr. Lorne Mitchell replaced Mr. Limpricht as Director; Mr. Robert Phipps Ormsby replaced Mr. Fleming as a Director and also as Secretary Treasurer.

On August 31, 1914 the Directors met and authorized the issuance of its 5% First Mortgage Debenture Stock to be secured by a mortgage or deed of trust to National Trust Company, Limited and the British Empire Trust Company Limited, as Trustees, the steamship called Principello and its equipment, being No. 136.640 and the date and port of entry being London, England, and other ships and properties, to the amount of £130,000. Payment of Principal in 1934.

The Board on the same date authorized the purchase of the 10,000 ton twin screw, double bottom four boiler, 1907 vessel from Mckenzie and Mann and Company, Limited for £130,000.

On September 3, 1914, H. W. Harding, Local Secretary of The Canadian Northern Railway Company in London, England was given power of attorney to act for the company in certain legal situations.

The vessel was slightly damaged at sea in February and March 1914, and certain insurance monies paid in connection therewith were noted by the Board on March 26, 1915, and May 29, 1915.

Powers of attorney to sell the vessel were given to Messrs. R. M. Hornpayne, and Harold G. Brown of Linklater & Company or either of them on April 4, 1916. The same were given to H. W. Harding, William Phillips and Harold G. Brown on April 13, 1916.

On April 19, 1916, the Board as informed that the Principello had been sold, that the sale would permit cancellation of the £130,000 5% debenture stock. The officers were authorized to close the deal.

THE RAINY RIVER INVESTMENT COMPANY

INCORPORATED: Minneapolis, Minnesota, USA March 8, 1902 under Title 2, Chapter 34 of the General Statutes of the State of Minnesota of 1878, and all acts amendatory thereto.

Purpose, to buy, sell, own, hold, exchange or otherwise acquire the stock of any other corporation in the buying, selling, holding, transferring or exchanging the stock of any corporation or to act as agent or trustee for any person. Capital stock set at \$50,000. Duration, thirty years from March 15, 1902. Indebtedness limited to \$500,000. Three directors, Hector Baxter, Edward W. Hawley and Clarence H. Childs, all of Minneapolis. Stock was divided into 500 shares of \$100 each.

The incorporators met at noon on March 15, 1902, elected Baxter, President, and Edward Hawley Secretary. They met again at 5 that same day, adopted the charter and organized the company. The Directors met again immediately and voted to issue ten shares of stock each to William Mackenzie, Donald D. Mann and Z. A. Lash. The Directors then tendered their resignations as directors to the stockholders, to take effect at the first meeting of the stockholders of the corporation, and adjourned. Minutes attested to June 18, 1902 by Baxter and Hawley.

There are no further minutes in this book. However, there is a letter, dated Minneapolis, June 21, 1902 from Baxter to Z. A. Lash, Toronto, ON. which is explanatory of something, and is quoted below, in full.

Hector Baxter
Minneapolis, Minnesota

In re: Rainy River Investment Company
Z. A. Lash, Esq., K.C.,
Toronto, Canada

Dear Sir:-

Replying to your letter of the 4th inst., I enclose the original Articles of Incorporation of The Rainy River Investment Company together with three printed copies, also copy of the Minutes of Proceedings of the Board of

Directors. The organization of the Company comes under Title 2, of the Law governing Incorporations, page 766 of the Statutes of 1894, commencing with Section 2794 to Section 2912 inclusive. Title 6, Page 377, Section 3391 to 3436 inclusive also applies Section 3407 grant power to hold meeting and do business outside of Minnesota. The President, Secretary and Treasurer are the officers of the Company and act for it in the absence of any other office created and invested with power to act in behalf of the Company. The Secretary and Treasurer must reside in Minnesota, see Section 2811, page 722 of the Statutes 1894, also a decision of our Supreme Court, which is found in 58 Minnesota, page 322; State versus Park & Nelson Lumber Company. This case is reported also in 59 Northwestern Reporter. The theory of our Law regarding corporations is, that they shall at all times be subject to the jurisdiction of our State Courts, and while permitted to do business outside the State, the home office must be in this State and be the custodian of all books and records. On July 1, pro ann Act passed by Congress now in session goes into effect repealing the Spanish War Internal Revenue Tax, so that all Stock issued after July 1, will be subjected to any Internal Revenue Tax.

Yours very truly;
Hector Baxter.

SUBURBAN CONSTRUCTION COMPANY LIMITED

(This account is based on the Minute Book, 229)

This Company was organized in Toronto on June 1, 1911 at 1507 Traders Bank Building. Provisional organizers were: Ella Marjorie Wilson, Laura Annie Bayes, James Charles Royce, Arthur Macallum Boyd and Mary McPhee, each of whom held one share. Articles of Incorporation are not in the Minute Book. Royce was elected chairman, and then president of the Company, and Boyd, the Secretary.

On the following day in a series of shareholders and directors meetings, 26 by-laws were approved, one more than had been initially drafted and all the directors were replaced by Mackenzie and Mann people. R. B. Ormsby became the Secretary, G. G. Ruel, the President, P. Temple. A. J. Mitchell and F. C. Annesley, the new directors. On this same date, the board entered into a contract with the Toronto Suburban Railway Company for the construction and equipment of 80 miles of railway, more or less in return for paid up, non-assessable stock in the amount of \$1,420,000. The construction company was to provide 1 passenger car per five miles of line built, and electric equipment, except generating and transformer houses and plant. Completion of construction was fixed for December 31, 1912.

On April 19, 1913, the Board appointed R.G.O. Thompson, Assistant Treasurer; and on November 20, 1913. G. L. Mowat was appointed Accountant of the Company.

The next meeting of record took place on February 28, 1920 when A. J. Mitchell was designated Acting Secretary in order to sign with President Ruel, a certain indenture with Alfred Ralph.

The last recorded meeting was on January 6, 1921 when the Directors authorized the sale of certain severances on a lot in the village of Acton to a Mrs. Havillin.

A note in the Minute Book following the last meeting states:

"Charter Surrendered February 1919, File 1202-52-20."

THE WINNIPEG NORTH EASTERN RAILWAY COMPANY

(Not same Company as in Dorman, Page 641)

(Account based on Minute Book 203, and the Manitoba statute, cited.)

The Act incorporating this company is to be found in the Private Act, Chapter 116 of the Statutes of Manitoba, 1

George V 1911, assented to and effective March 24, 1911.

A Provisional Director's Meeting was first held in the offices of Bernier, Blackwood and Bernier, Somerset Building, Winnipeg on November 1, 1912. Present were the following:

Edward Borden Reese, Electrical Engineer,	497 shares, Chairman
David Low Mather, Gentleman,	1 share
Arthur Edward Muir, Merchant,	1 share, Secretary
Joseph Alexander Beaupre, Barrister,	1 share.

During the day they met as shareholders and again as regularly elected directors. Reese became the first President, and Muir, the first Secretary-Treasurer. Alexander A. Young was appointed Chief Engineer. \$5,000 of the authorized \$500,000 had been subscribed.

The charter authorized the company to "construct, equip, maintain and operate a railway, operated by steam or other power with double or single tracks, running from a point in or near the City of Winnipeg northerly and easterly along the east shore of Lake Winnipeg to the northern boundary of the province of Manitoba, as now defined or as it, may be extended" However, it was not to engage in the street railway business.

The Directors next met on August 1, 1913. at which time it was announced that E. B. Reese has disposed of his shares as follows:

O. H. Clark,	124 shares
M. H. McLeod,	124 shares
Edw. Langham,	125 shares
P. C. Andrews,	124 shares

Langham replaced Reese as President

When two directors, Langham and Clark met next on April 8, 1914, they appointed William Burns, chief engineer. On May 7, 1914, the same two, entered into an indemnity agreement with the Crown on a temporary bridge the company was constructing across the Red River.

The next meeting (Shareholders) took place on May 22, 1918. Langham resigned as President, but nominated his successor and the new Secretary Treasurer, M. H. McLeod became President and O. H. Clark succeeded Muir, deceased, as Secretary Treasurer. On the same date, Directors and shareholders meetings agreed to two by-laws authorizing the sale of a lot of land in St. Boniface County to the District Registrar in Winnipeg for \$547.

There ends the minute book, except for a pasted in communication from CN Assistant Solicitor, G. H. Nerbas, of Winnipeg dated 1961 and addressed to Mr. R. H. Tarr, Vice-President and Secretary which reads in part:

"I have today obtained the necessary Court Vesting Order covering certain lands held by this Company and I am therefore returning the Company's Minute Book to you." (Page 17)

THE YORKVILLE AND LOOP LINE RAILWAY COMPANY

(This account is based on the Minute Book and the Transfer Book. I find no mention of the company in Kearney, Stevens, Currie, Poors, CN Catalog or in the Naseer index) J. C. L. A.

The extant minute book starts with a meeting on June 20, 1878 of the Provisional Directors. H. C. Barwick, James Thorburn, M.D., Edmund Wragge, Frank Turner and Alfred Hoskin. Other provisional directors also invited were W. B. Bartlett, William Patrick, and R. C. Groner "being in England". A letter was read from Bartlett "stating

that he did not wish to take any part in the proceedings of the Company". Frank Turner presented his resignation as a provisional director, and it was accepted. Wragge was selected as chairman of the Board. The stock books were ordered to be opened in the office at the N. E. corner of Front and Bay Streets in Toronto on August 1, 1878 where they were to remain open for two weeks.

These Provisional directors next agreed to enter into "the Contract for constructing this Railway according to the memorandum submitted by Mr. Frank Turner" "and that a copy of the memorandum be entered into the stock book and that the subscriber do subscribe subject to such contract."

The Provisional Board met on August 22, 1878 and it is noted that \$50,000 of capital stock had been subscribed and that \$5,000 had been paid in and deposited in bank.

In a shareholders meeting on September 26, the directors elected were: Adam H. Meyers, G. S. McKay, Chas. Patrick, Alfred Hoskin and Edmund Wragge. Brief by-laws were adopted, and then the contract entered into by the Provisional Directors on June 20th with Frank F. P. Turner was confirmed. Next, "the sum of \$25,000 shall be paid to Frank Turner by the Directors out of available funds of the Company in consideration of his services in obtaining the Company's Charter making the preliminary surveys and in respect of the outlay incurred by him in relation thereto".

At the Director's meeting on the same date, Edmund Wragge was elected President, and Alfred Hoskin, Vice-President. John Owen Rowlandson was employed as Secretary Treasurer at \$30 per month. Agreement was reached on an application for parliamentary amendment of The Charter to increase the capitalization to \$500,000, for authority to issue debenture bonds in an amount equivalent to the unissued capital stock; and to authorize formation of a Board of Directors in Great Britain. The Dominion Bank was made the Company's Bank. Turner was urged to begin work immediately and a check in his favour for \$4,000 was authorized.

At the Board meeting in the Company's Office, N. E. Corner of Bay and Front Streets, Toronto on November 29, Mr. Turner's letter of October 5, 1887 was read and the Board voted to issue to him, \$25,000 in paid up stock of the Company. Next Mr. Turner's letter of November 2, 1878 was read, and in response thereto, W. H. Ellis was appointed engineer for the Company to measure up and report the work done by Mr. Turner up to November 30, 1878 on the Contract.

At the Board meeting on December 24, 1878, a \$500. payment to Mr. Turner on an account of "Certificate No. 1" was authorized.

On May 13th, 1879, the President was "empowered to make terms with J. N. Blake or others to canvass for a Bonus in aid of the Railway in to Township of York and Village of Yorkville".

At the Annual shareholders meeting on September 9, 1879, the directors reported that "the sum of \$1,001.08 cts has been expended on actual construction." President Wragge also reported he had conferred with Sir Henry Tyler while he was in Canada in early June "when he stated that the Yorkville Loop Line Railway would certainly before long become a necessity to the Grand Trunk; and communications with the object of bringing about an arrangement with the Grand Trunk have taken place between the President and Mr. Hickson which set forth Mr. Hickson's assurance that on his return from the West the matter will be discussed by him, and the Directors would have hope that some definite arrangement will then be perfected, and thus enable active prosecution of the work to be continued." Passage of the amending the charter was reported, as well.

On September 9, 1879, the Board received Mr. Turner's Certificate No. 2, and Mr. Ellis was instructed to measure up the work completed and report. Also, to improve grades, a change in route was authorized, which required approval of an additional, \$36,000 to provide a bridge under the Turner contract. At this same meeting, the first of a series of small loans from Mr. McKay was made. In this instance, \$200.

At the Board Meeting of July 4, authority was given to make application to the Legislature of Ontario for a renewal of the company's charter McKay to provide the money for the fees, as before.

At the Shareholders meeting on September 14, 1880 the directors expressed regret at the "non-fulfilment of their anticipations" but were "still hopeful that an early working agreement will be perfected with either the Grand Trunk Railroad or the Ottawa and Toronto Road and therefore recommend that application be made at the next sitting of the Legislature for a renewal of the Company Charter."

The Directors reported to the Shareholder on September 13, 1881 a three year extension of the charter had been obtained and "the apparently speedy prospect of effecting an Eastern connection without which it would be neither advantageous or useful to continue the building of the Road which was commenced two years ago."

To shareholders meeting on September 8, 1885 noted a significant change as Mr. Joseph Hickson was elected to Board, and served on it with Edmund Wragge as special proxy until his resignation on January 29, 1891. L Seargeant succeeded him. The later meetings were usually held in Wragge's office in Union Station, Toronto, where Wragge held the title of Local Manager, GTR.

These latter day meetings were more or less pro forma through to that of August 3, 1895 when authorization was given to sell to Seargeant, of the GTR certain real estate.

THE ACADIA COAL COMPANY, LIMITED

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

INCORPORATED: March 31, 1865 - Nova Scotia Act 28 Victoria Chapter 6
May 11, 1886 - Nova Scotia Act 29 Victoria Chapter 161, amalgamation with two other
companies authorized.
May 3, 1887 - Nova Scotia Act 50 Victoria Chapter 115, name changed (History below).

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

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

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

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

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

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

Order in Council P.C. 27, January 8, 1917.

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

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

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

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

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

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

LOCATION: New Glasgow Division - Thorburn Subdivision:
New Glasgow - Thorburn 5.79 miles
Stellarton, NS - Westville, NS 3.00 miles

ATLANTIC AND ST. LAWRENCE RAILROAD COMPANY

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

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

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

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

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

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

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

The St. Lawrence and Atlantic Railroad Company (which was amalgamated with The Grand Trunk Railway Company of Canada effective July 1, 1853) constructed the line from Island Pond to the Canadian Boundary (15.58 miles) under authority of Province of Canada Chapter 47, November 10, 1852, with funds provided through the sale of \$438,000 6% Island Pond Debentures, maturing December 1, 1882, and acquired by The Grand Trunk Railway Company of Canada through the issue of its 4% and 5% Perpetual Debenture Stock. This section as well as the section from the Boundary to Sherbrooke, Quebec, was opened for traffic on July 18, 1853.

By Indenture dated August 5, 1853, assigned to The Grand Trunk Railway Company of Canada (now Canadian National Railway Company) by authority of Province of Canada Chapter 33, section 21, and Supplement dated February 10, 1855, the Atlantic and St. Lawrence Railroad was leased to The Grand Trunk Railway Company of Canada for a term of 999 years from July 1, 1853, at an annual rental equal to the interest on the funded debt and 6% on the capital stock. These agreements also provided for the issue of stock and bonds to The Grand Trunk Railway Company of Canada for amounts expended by it for construction. This lease was approved by the legislature of Maine by an Act dated March 29, 1853 conditional on the City of Portland being made a party thereto.

Amalgamation of The St. Lawrence and Atlantic Railroad Company and lease of the Atlantic and St. Lawrence Railroad Company provided The Grand Trunk Railway Company of Canada (now Canadian National Railway Company) with its own route from the St. Lawrence River opposite Montreal to Portland, Maine, thus access to the Atlantic Seaboard.

The arrangements made between the Government of Canada and the United Kingdom, under which Canada had given financial assistance to the Government of the United Kingdom to enable it to purchase 1939-1945 war supplies in Canada provided, among other things, for the repatriation of certain Canadian National Railway System securities, and the sterling shares of capital stock of the Atlantic and St. Lawrence Railroad Company were included in these securities.

On January 26, 1942, the Treasury of the United Kingdom issued a vesting order naming as the price to be paid for the securities the market price at the close of business on that date. Under Dominion Order in Council 2484 dated March 28, 1942, and Order in Council 10231 of November 10, 1942, the Canadian National Railway Company was authorized to re-purchase from the Canadian Government, at the vesting price, the railway securities purchased by the Government from the Treasury of the United Kingdom.

Loans for the purchase of repatriated securities were made to the Canadian National by the Government, bearing interest at 3½% per annum, repayable on demand and secured by promissory notes. Loans for the acquisition of the capital stock shares of the Atlantic and St. Lawrence Railroad Company secured from other than the Government are covered by Canadian National Financing and Guarantee Acts, bearing various interest rates.

The Atlantic and St. Lawrence Railroad Company capital stock shares repatriated under the Vesting Order at December 31, 1949, amounted to a par value of \$5,208,808 with a redemption cost of \$2,852,195.23. For full particulars of capital stock see appropriate section which follows further on.

In view of the low traffic and high rent, the operation of this line had been uneconomical for many years, and it was therefore determined to take advantage of this opportunity to obtain control of the Company and revise the lease of 1855. Accordingly, permission to purchase the stock under Section 5 (a) of the Interstate Commerce Commission Act was sought and obtained from the Interstate Commerce Commission (Finance Docket No. 14036, dated January 8, 1943).

The Canadian National Railway Company thereafter obtained control of the Company by purchase of the stock under the vesting order, and by private purchase from holders not subject to the order. Sterling shares were purchased at a cost of £61.4.9 per £100 share or \$51.05 (U.S.) per \$100 share, and currency shares at the market price, approximately \$70 a share.

On February 17, 1943 by an Act of the Legislature of the State of Maine the Charter of the Atlantic and St. Lawrence Railroad Company was amended so as to provide that the Capital Stock be not less than 10,000 shares nor greater than 70,000 shares of a par value of \$100.00.

By an Agreement between Canadian National Railway Company and Atlantic and St. Lawrence Railroad Company, dated August 3, 1943, the two companies agreed upon a plan for reorganization of the Atlantic and St. Lawrence Railroad Company. This plan was submitted to the Interstate Commerce Commission and received its approval in Finance Docket 14336, decided November 16, 1943. Under this plan the following was carried out:

1. Rental under the lease of 1855 was altered to (a) a fixed sum equal to the interest on the funded debt of the Atlantic and St. Lawrence Railroad Company and (b) an additional sum, from net income from the operation of the line after payment of the fixed amount, up to 4% of the par value of the Capital Stock.

2. The line of the St. Lawrence and Atlantic Railroad Company, from the boundary to Island Pond, 15.58 miles, was sold to the Atlantic and St. Lawrence Railroad Company free and clear of encumbrances for \$438,000 payable in bonds of the Atlantic and St. Lawrence Railroad Company, the 6% Island Pond Debentures in a like amount held by the Canadian National Railway Company being cancelled.

3. The grain elevator of the New England Elevator Company at Portland, Maine was sold to the Atlantic and St. Lawrence Railroad Company for \$530,000, payable in Capital Stock of the Atlantic and St. Lawrence Railroad Company, the Elevator Company being wound up.

4. Atlantic and St. Lawrence Railroad Company issued to Canadian National Railway Company its bond for \$3,000,000 in exchange for matured bonds of the Atlantic and St. Lawrence Railroad Company in a like amount.

5. Atlantic and St. Lawrence Railroad Company gave Canadian National

Railway Company a general mortgage on its properties to secure the bonds issued.

6. Atlantic and St. Lawrence Railroad Company issued \$1,240,060 par value of its Capital Stock to Canadian National Railway Company in payment for improvements to the line.

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

The Company was reorganized December 31, 1949.

PROPERTY

INVESTMENT: As at December 31, 1959:

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

ACCRUED

DEPRECIATION: As at December 31, 1955:

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

CAPITAL

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

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

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

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

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

The last two items and 4 shares of \$100 par value each, or a total of \$5,840 is held by the Public. The balance is owned by Canadian National Railway Company. Certificates representing 62,956 shares of \$100 par value each in the name of Canadian National Railway Company, and 9 shares of \$100 par value each in the names of Directors (endorsed in blank) are held in Royal Trust Company vaults, Montreal - unpledged.

LONG-TERM

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

1st Mortgage Bonds 6% due October 1, 1864	\$1,500,000
---	-------------

2nd Mortgage Bonds 6% due May 1, 1871	713,000
3rd Mortgage Bonds 6% due July 1, 1889	787,000
	\$3,000,000

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

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

ACCOUNTING:

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

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

BARRE GRANITE RAILWAY COMPANY

(Charter forfeited April 1, 1932)

(formerly affiliated with The Centmont Corporation)

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

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

DISSOLUTION: No construction was done by this Company.

CAPITAL STOCK:

Authorized - \$100,000

Issued - none

NON-NEGOTIABLE

DEBT: Up to December 31, 1928, Central Vermont Railway Company had made cash advances for land purchases amounting to \$102,306.66. In July 1929 this amount was written down to what was considered present day value, i.e., \$45,000. At the end of December 1929, the amount had been further reduced by \$23,244.80 representing sale of property, leaving a balance of \$21,755.20. On January 30, 1930 the advance account was transferred to Central Vermont Railway Incorporated and transferred by the latter to The Centmont Corporation. In payment Central Vermont Railway Incorporated received capital stock of

The Centmont Corporation, as authorized by I.C.C. Central Vermont Reorganization Supplemental Order dated January 28, 1930 (Finance Docket 7821). At April 1, 1932, the balance of the property was transferred to The Centmont Corporation in payment of the advances.

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

BAY CITY TERMINAL RAILWAY COMPANY

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

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

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

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

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

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

CAPITAL STOCK: As at November 1, 1928:

150 shares of Common Stock \$100 par value each - \$15,000.

All owned by Canadian National Railway Company and exchanged for 600 shares of Grand Trunk Western Railroad Company Common Stock of non par value, to which a value of \$25 per share was assigned.

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

NON-NEGOTIABLE

DEBT TO AFFILIATED COMPANIES:

As at December 31, 1927:

Capital advances by Canadian National Railway Company totalling \$468,223.97. These advances were funded by the issue to Canadian National Railway Company of Grand Trunk Western Railroad Company 6% Cumulative Preferred Stock having a par value of an equal amount.

ACCOUNTING:

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

THE BAY OF QUINTE RAILWAY COMPANY

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

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

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

The railway was completed and opened for traffic:				
Napanee	to	Tamworth	27.50 miles	August 4, 1884
Harrowsmith	to	York	6.63 miles	November 30, 1889
Tamworth	to	Mile 24.70	10.20 miles	November 30, 1889
Mile 24.70	to	Tweed	<u>9.19 miles</u>	December 30, 1889
Total			53.52 miles	

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

The railway was completed and opened for traffic:				
Deseronto	to	Deseronto Junction	3.76 miles	March 21, 1881

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

The railway was completed and opened for traffic:

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

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

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

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

AMALGAMATION:

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

PROPERTY INVESTMENT:

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

SUBSIDIES:

(Statistics of Steam Railways - 1938, Page 63 & 65)

The Kingston, Napanee and Western Railway Company \$208,733

The Bay of Quinte Railway Company

paid in 1902-03 \$19,200.00

fiscal year 1903-04 49,920.00

1906-07 72,603.00

141,723

Total Dominion subsidies

\$350,456

Ontario Authorization

84,000*

Municipal

197,990

632,446

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

CAPITAL STOCK:

Prior to amalgamation on June 8, 1954:

	<u>Common</u>	<u>Preferred</u>	<u>Total</u>
Authorized	\$1,000,000	\$500,000	\$1,500,000
Issued	930,000	465,000	1,395,000

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

Under Agreement dated July 14, 1914, the Contractors (Mackenzie, Mann & Company Limited, Sir William Mackenzie and Sir Donald D. Mann) transferred all the shares of capital stock to the Trustees, free of prior charges, to become and remain the property of The Canadian Northern Railway Company to form part of the mortgaged premises under Trust Deed dated July 15, 1914. Payment was included in the \$23,000,000 of capital stock of The Canadian Northern

Railway Company issued to the contractors in consideration of their turning over control of the companies as set out in The Canadian Northern Railway Guarantee Act, 1914, Dominion Act 4-5 George V. Chapter 20, June 12, 1914.

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

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

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

INCORPORATED: April 22, 1887 - Quebec Act 50 Victoria Chapter 70.

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

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

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

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

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

DONATIONS AND

GRANTS: Subsidies were as follows: (Statistics of Steam Railways - 1938 Page 62)

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

LOCATION: St. Lawrence Division Miles

DOT # 50	Ste. Martine - Valleyfield	5.90	
	Valleyfield - Beauharnois	13.32	

Leased to St. Lawrence and Adirondack
Railway Company.

CAPITAL

STOCK: Prior to amalgamation on April 1, 1893:

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

All owned by The Grand Trunk Railway Company of Canada.

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

Prior to Amalgamation on April 1, 1893:

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

THE BELT RAILWAY COMPANY OF CHICAGO

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

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

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

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

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

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

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

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

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

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

Atchison, Topeka & Santa Fe Railway Company

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

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

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

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

DISTRIBUTION OF EXPENSES

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

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

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

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

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

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

- (b) Business moving between owners and non-owners.
- (c) Business moving between non-owners.

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

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

CAPITAL

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

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

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

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

FUNDED

DEBT: As at December 31, 1960:

Equipment Trust dated April 1, 1950	\$2,832,000	
Less Instalments paid to date	<u>2,478,000</u>	354,000

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

THE BELT RAILWAY COMPANY OF CHICAGO
Condensed Balance Sheet - December 31st, 1960.

ASSETS:

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

Liabilities and Shareholders Equities

Current Liabilities		\$2,194,671
Long term debt obligations		236,000
Equipment obligations		118,000
Payments to affiliates		2,101,07
Other liabilities and deferred credits		2,815,051
Capital Stock issue	\$3,120,000	
Less retained income	<u>1,273,474</u>	<u>1,846,526</u>
Total Liabilities		\$9,311,322

DIRECTORS:

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

EXECUTIVE COMMITTEE:

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

OFFICERS: L. A. Evans, President and General Manager

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

GENERAL OFFICES
DEARBORN STATION, CHICAGO, ILLINOIS

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

As at December 31, 1960.

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

B. Lines leased from other Companies

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

C. Operated under Trackage Rights C&WI Railroad Company

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

D. Operated under Trackage Rights - Other Companies

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

	<u>Miles</u>
Grand Total	466.69

THE BESSEMER AND BARRY'S BAY RAILWAY COMPANY
(Included in "Canadian National Railway Company" from June 11, 1956)

INCORPORATED: July 18, 1904 - Dominion Chapter 48.

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

from L'Amable to Barry's Bay, etc., etc.

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

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

PROPERTY INVESTMENT:

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

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

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

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

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

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

BETHEL GRANITE RAILWAY COMPANY

(Dissolved May 4, 1938)

(Wholly owned subsidiary of The Centmont Corporation)

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

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

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

CONSTRUCTION:

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

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

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

DISSOLUTION:

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

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

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

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

CAPITAL STOCK:

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

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

NON-NEGOTIABLE DEBT:

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

THE BRANTFORD, NORFOLK AND PORT BURWELL RAILWAY COMPANY
(Included in "Canadian National Railway Company" from January 31, 1923)

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

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

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

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

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

DONATIONS AND GRANTS: Subsidies were as follows: (Statistics of Steam Railways of Canada - 1938, Page 63).

Province of Ontario	\$68,000
---------------------	----------

LOCATION: London Division - Burford Subdivision:
Brantford - Tillsonburg 35.83 miles

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

Authorized:	600 shares - \$50 each	\$30,000
Issued:	600 shares	30,000

All owned by The Grand Trunk Railway Company of Canada.

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

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

BROOKSAY REALTY COMPANY

(dissolved 1947)

(formerly wholly owned subsidiary of The Centmont Corporation)

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

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

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

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

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

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

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

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

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

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

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

BUFFALO AND LAKE HURON RAILWAY COMPANY
(leased in perpetuity to "Canadian National Railway Company"
majority of capital stock owned by Canadian National Railway Company)

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

HEAD OFFICE: Montreal, Quebec.

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

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

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

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

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

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

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

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

LEASE IN PERPETUITY:

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

PURCHASE BY CANADIAN NATIONAL RAILWAY COMPANY:

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

PROPERTY INVESTMENT:

As at December 12, 1958:
Merged into Canadian National Railway Company at \$3,424,847

DONATIONS AND GRANTS:

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

Municipal	\$966,000
-----------	-----------

LOCATION: London and Stratford Divisions

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

CAPITAL STOCK:

As at December 12, 1958:
Authorized and Issued:

52,513 shares @ £10 each £525,130

99.5% owned by Canadian National Railway Company.

Cancelled on amalgamation, December 12, 1958.

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

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

All Held by Public.

THE BULKLEY AND TELKWA VALLEY COAL COMPANY, LIMITED

(former subsidiary of The Grand Trunk Pacific Railway Company)

Charter expired February 25, 1921

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

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

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

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

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

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

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

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

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

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

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

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

BURK'S FALLS AND FRENCH RIVER RAILWAY COMPANY
(Former subsidiary of The Grand Trunk Railway Company of Canada)
powers granted under the Charter lapsed.

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

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

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

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

CAPITAL STOCK: Authorized: \$500,000

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

Issued: \$125,000

All held by The Grand Trunk Railway Company of Canada.

THE BURLINGTON AND LAMOILLE VALLEY RAILROAD COMPANY
(Property acquired by Central Vermont Railway Company
(C.V. Rly. Inc.) April 15, 1899).

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

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

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

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

The line was completed and opened for traffic on July 31, 1877 from Burlington to Cambridge Junction a distance of 35.00 miles, and the road was operated by the

Corporation until May 1, 1889, when the operation was leased to the Central Vermont Railroad Company and the line from Burlington to Essex Junction, a distance of 9.00 miles, was abandoned.

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

LOCATION: Central Vermont Railway - Northern Division.

THE BURRARD INLET TUNNEL AND BRIDGE COMPANY

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

INCORPORATED: May 4, 1910 - Dominion Act 55-56 Victoria Chapter 74.

HEAD OFFICE: Vancouver, B.C.

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

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

Authorized Capital Stock: \$500,000

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

Authorized Capital Stocks \$3,000,000

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

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

Mortgage dated September 1, 1923
Mortgage dated September 1, 1925

\$630,000 Bonds
70,000 Bonds

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

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

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

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

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

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

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

CANADA ATLANTIC RAILWAY COMPANY
(included in "Canadian National Railway Company" from January 31, 1923)

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

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

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

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

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

The Line was completed and opened for traffic:

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

"Coteau and Province Line Railway and Bridge Company"

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

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

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

Lacolle to Clarks Island	43.50 miles	July 1, 1884
International Boundary to Lacolle	7.25 miles	July 1, 1888
Clarks Island to Coteau	2.31 miles	February 1, 1890

"The Ottawa, Arnprior and Parry Sound Railway Company"

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

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

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

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

"The Ottawa, Arnprior, and Renfrew Railway Company"

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

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

The line was completed and opened for traffic as follows:

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

"The Ottawa and Parry Sound Railway Company"

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

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

companies.

The railway was completed and opened for traffic as follows:

Renfrew Junction to Eganville	22.25 miles	September 16, 1894
Eganville to Madawaska	53.25 miles	September 23, 1894
Madawaska to Cache Lake	35.75 miles	May 1, 1895
Cache Lake to Scotia	46.04 miles	December 1, 1896
Rose Point to Depot Harbour	<u>2.68</u> miles	December 1, 1896
Total	159.97 miles	

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

The railway was completed and opened for traffic as follows:

Scotia to Edgington	30.00 miles	July 1, 1893
Edgington to Rankins	10.00 miles	July 1, 1894
Rankins to Pose Point	<u>7.75</u> miles	July 1, 1895
	47.75 miles	

"Canada Atlantic Railway Company"

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

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

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

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

Under Agreement dated August 15, 1904, with Mr. J. R. Booth, The Grand Trunk Railway Company of Canada acquired control of the Canada Atlantic Railway Company (including Canada Atlantic Transit Company, Canada Atlantic Transit

Company of U.S. and Vermont and Province Line Railroad Company, by transfer to it of Capital Stock as follows:

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

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

AMALGAMATION:

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

DONATIONS AND GRANTS:

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

64)

Canada Atlantic Railway			
	Dominion	\$282,355	
	Ontario	270,000	
	Quebec	200,000	
	City of Ottawa	<u>150,000</u>	\$ 902,355
Ottawa, Arnprior and Parry Sound Railway			
	Dominion	779,712	
	Ontario	434,076	
	Township of Huntley	<u>2,900</u>	1,216,688
Parry Sound Colonization Railway			
	Dominion	152,800	
	Ontario	<u>143,250</u>	<u>296,050</u>
			\$ 2,415,093

LOCATION:

Mileage of Constructed and Leased Lines:

			<u>Mileage</u>
Vermont and Province Line Railroad Company			
East Alburgh to International Boundary	3.11		3.11

Coteau and Province Line Railway and Bridge Company International Boundary to Coteau	53.56	53.56
Montreal and City of Ottawa Junction Railway Company Coteau Landing to Ottawa	80.26	80.26
Ottawa, Arnprior and Renfrew Railway Company Ottawa Deep Cut to Renfrew Junction Riverside to Ottawa Main Street	55.25 <u>.82</u>	56.07
Ottawa and Parry Sound Railway Company Renfrew Junction to Scotia Rose Point to Depot Harbour	157.29 <u>2.98</u>	160.27
Parry Sound Colonization Railway Company Scotia Junction to Rose Point	47.75	<u>47.75</u>
Total		401.02

Leased Lines:

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

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

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

CAPITAL STOCK:	Prior to Amalgamation on July 29, 1914:	
Authorized:	62,000 shares Common Stock \$100 each	\$6,200,000
	10,000 shares Preferential Stock \$100 each	1,000,000
Issued:	60,725 shares Common Stock \$6,072,500 held by Grand Trunk Railway.	
	1,275 shares Common Stock 127,500 held by Public	
	10,000 shares Preferential Stock 1,000,000 held by Grand Trunk Railway.	

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

LONG-TERM DEBT: Prior to Amalgamation on July 29, 1914:

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

ACCOUNTING:

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

"CANADA ATLANTIC TRANSIT COMPANY"

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

INCORPORATED: June 13, 1898 - Dominion Act 61 Victoria Chapter 95.

HISTORY:

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

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

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

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

The S.S. "*Ottawa*" foundered November 15, 1909 at 10:00 A.M., 15 miles of Passage Island, Lake Superior. The crew of 17 were saved and landed by life boats at Copper Harbour, Michigan at 6:00 A.M., on November 16, 1909. The insurance \$150,000 was paid by the Insurance Company.

Under Agreement dated August 15, 1904 with J. R. Booth, The Grand Trunk Railway Company of Canada acquired control of the Canada Atlantic Railway Company including the Canada Atlantic Transit Company, and on October 1, 1905 assumed

operation of the Company. The boats owned by the Canada Atlantic Transit Company were operated under lease by the Canada Atlantic Transit Company of U.S. under lease.

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

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

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

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

DISSOLUTION:

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

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

CAPITAL STOCK:

Authorized:	10,000 shares of \$100 par value each	1,000,000
Issued:	2,190 shares of \$100 par value each	219,000 unpledged
All owned by Canadian National Railway Company and carried at \$1.00		

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

"CANADA ATLANTIC TRANSIT COMPANY OF UNITED STATES"
(formerly wholly owned subsidiary of "Canadian National Railway Company")

INCORPORATED:

October 30, 1899 -	For a period of 30 years, under General Laws of the State of Minnesota.
February 14, 1900 -	Amended
1929 -	Charter extended 30 years to October 30, 1959.

HISTORY:

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

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

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

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

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

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

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

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

DISSOLUTION:

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

The Certificate representing 2,500 shares of \$100 par value each of Capital

Stock issued and outstanding were cancelled. The Charter, Seal, original minute Books and other corporate documents pertaining to the corporate existence of Canada Atlantic Transit Company of United States are in the custody of the Secretary, Canadian National Railway Company, Montreal.

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

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

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

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