

CANADIAN NORTHERN RAILWAY SYSTEM

The Sixth Annual Report of the directors of the Canadian Northern Railway System, covering the operations of the road for the year ended December 31, 1920, is submitted by President D. B. Hanna, as follows:—

Gross earnings—		
From passenger traffic..	\$12,694,846 83	
From freight traffic..	49,049,946 83	
From express, mail and telegraphs.. . . .	2,193,065 67	
Miscellaneous earnings..	2,757,539 47	
	<hr/>	
Interest and profits from elevator and other subsidiary companies, investments, etc..	1,845,994 62	\$68,541,393 42
Working expenses..	\$82,953,978 60	
Hire of equipment, taxes, rentals and miscellaneous charges..	1,311,289 65	
	<hr/>	\$84,265,268 25
Deficit..		\$15,723,874 83
Interest charges..		24,319,956 05
		<hr/>
Total deficit..		\$40,043,830 88
		<hr/>

MILEAGE

The total mileage operated at the end of the year was 9,868.9, being an increase of 183.2 over the previous year. The average mileage operated throughout the year was 9,788.0 miles.

OPERATING REVENUES

The total increase in operating revenues was \$13,133,221.23, made up as follows:—

Freight traffic increased by..	\$9,874,394.74	or by 25.20%
Passenger " " "	1,919,138.37	or by 17.81%
Other " " "	1,339,688.12	or by 37.10%

The above increases are due partly to additional traffic and partly to the freight and passenger rate increases which were made effective September 13, 1920.

TRAFFIC MOVEMENT

Freight tonnage increased by 2,065,097 tons, which is an increase of 16.6 per cent. The comparative statement of freight carried shows substantial increases in grains, coal and forest products, also in building material and manufactured goods.

It is worthy of note that the grain handled during the calendar year 1920 exceeded by 2,581,392 bushels the movement for the twelve months ended June 30, 1916, which included the record crop of 1915. The yield per acre was not so high as in that year, and the crop figures therefore show that the grain was produced from greater acreage. The yield was heavier and the acreage greater in the grain sections

SESSIONAL PAPER No. 20

further west to an extent that the average haul on grain shipments over your lines from the Prairies to the lake terminals increased by 212 miles, viz., from 660 to 872 miles, an increase of 32 per cent. This increased haulage, together with the greater tonnage to be moved, taxed the joint facilities of the co-ordinated railways to the limit during the rush period. The lines of the Grand Trunk Pacific Railway, which were taken over for operation on September 1, were worked in complete co-operation for the grain movement. With practically the same rolling stock available in the autumn months as the two lines had separately last year, yet due to the co-ordination of all facilities, a substantial increase was obtained in ton mile movement.

The intensity of the transportation service required from your Western System during the autumn was heightened by the large eastbound movement of coal, which took place during the grain handling months. Coal traffic in actual tonnage handled, increased by 21 per cent, but, due to the wider distribution of coal from the Alberta fields replacing Pennsylvania coal, the ton mile movement was considerably higher than the straight tonnage increase would indicate, and the movement was in the same direction, as the grain instead of in the opposite direction. Receipts of western coal at Winnipeg showed an increase of over 50 per cent. The increase in shipments from the Alberta coal fields was over 21,000 carloads.

As further evidence of the wider distribution of coal from the Alberta fields, it may be stated that over 5,000 tons moved to Vancouver (and over 25,000 tons to Prince Rupert, via G.T.P.), both new movements, as these points had previously obtained Pacific coast coal.

Such a large tonnage has developed in pulpwood and paper, wood-pulp, etc., that these items are now being separately classified. Merchandise and miscellaneous traffic, which in 1919 included paper and wood-pulp, show a substantial increase. The pulpwood and paper industries are largely located on your lines and those of associated railways, and the increasing demand for these commodities assures a large traffic, although at present the business is affected by the general depression.

The improvement in traffic which is shown in the great natural products of a new country such as grain, coal and forest products, is a good indication that the development is under way that was counted on when your lines were projected. While there is a decrease in live stock tonnage, there was a satisfactory increase in the long haul movement from Western to Eastern Canada, and the relative position of your system as a factor in this business was materially advanced during the year.

The year under review was one which ended disappointingly. As briefly referred to in last year's report, the first months of the year showed good increases in revenue and these continued until the end of the summer. While the crop in Western Canada maintained a heavy grain traffic movement on your Prairie lines to the head of the Great Lakes, yet general business suffered a very severe setback in the latter months of the year. As over 60 per cent of your mileage participates in the grain movement which, as stated, was good, the results of the business depression are not fully reflected in the company's statements.

The movement of grain to the Pacific coast for export, which has begun, is an indication of traffic development that will be of great moment to your lines on account of the exceptionally low grades which your system's main line has across the Continental Divide.

The improvement in passenger traffic is not indicated by the comparative figures, as 1919 returns include revenue from troop movements. Deducting this revenue the increase over 1919 from what might be termed normal traffic would be \$2,600,000.

OPERATING EXPENSES

Of the increase of \$22,919,956 in operating expenses, \$10,380,860.54 represents payroll increases, and of this latter amount \$6,033,000 was due to the increases under Decision No. 2 of the U.S.R.R. Labour Board, which Canadian railways had to adopt in September, 1920, and which carried four months' back pay from May 1, against which the increased rates as mentioned below were not in effect till the middle of September.

The average wages of Canadian Northern employees since system returns have been available, are as follows:—

1915..	\$ 713 00
1916..	734 00
1917..	920 00
1918..	1,197 00
1919..	1,330 00
1920..	1,633 00

The average indicated by the present rates for 1921 is \$1,850.

The maintenance of way and maintenance of equipment expenses were augmented by having to undertake during the year a large proportion of the maintenance work (referred to in previous reports) which, due to war and other conditions, had of necessity been deferred, and on which a start was made in 1919. \$6,348,243 was expended on work of this character during the year 1920.

Locomotive fuel cost increased by \$4,548,000 over 1919, of which \$2,560,000 was due to the increased cost of \$1.86 per ton.

The cost of various materials and supplies increased from 20 per cent to 40 per cent over 1919 prices.

The cost of operation measured on a train mile basis has advanced as follows:—

1915..	\$1 34
1916..	1 41
1917..	1 98
1918..	2 65
1919..	3 36
1920..	3 99

Such advances in expenses as are indicated above have not been anything like offset by additional revenue from freight and passenger tariff increases. The operating ratio of all railways operating under similar conditions has therefore increased until the situation is giving cause for serious concern all over the continent.

Canadian railways, as the Chief Commissioner of the Board of Railway Commissioners has said, are interlocked with and interdependent on United States railways to an extent that affects "every branch of the service, both mechanical and physical," as well as the employees. The passenger and freight rates in the two countries, measured by the amount received per passenger and per ton mile, have been at much the same level for years, and the wages are practically standard. Canadian railways have to pay more for their coal, for iron and steel products and for other important items of supply and for rolling stock and motive power, from 30 to 35 per cent higher, so that the general cost of operation, particularly when weather is considered, is greater in Canada. It is certain that excepting Canada, no other country's railway rates are lower than those in United States. Under almost identical rates that obtained in Canada during 1920, a number of United States railways with density of traffic unknown here, failed to pay operating expenses, while many roads narrowly averted that situation and had no earnings with which to pay the bulk of their interest charges.

SESSIONAL PAPER No. 20

FREIGHT RATE INCREASES

Effective September 13, 1920, freight tariffs were authorized to be increased by 40 per cent in the East and 35 per cent in the West, but these increases were in effect only to December 31, when the freight increases became 35 per cent in eastern, and 30 per cent in western territory. From these rate increases there were various exceptions. On stone, sand and gravel there were no increases, and small increases only were allowed on coal and other fuel rates.

PASSENGER FARES

Passenger fares were increased by 20 per cent, but a maximum of 4 cents per mile was provided, and the increase was reduced to 10 per cent effective January 1, 1921. A further reduction, cutting off the remaining 10 per cent, becomes effective on July 1, 1921, which will then restore the rates in effect prior to September 13, 1920.

LAND DEPARTMENT

Land sales for the year were 84,002 acres for \$1,738,801.46, an average of \$20.70 per acre, compared with an average of \$19.42 for the preceding period.

During the same period, sales previously entered into aggregating 31,188.76 acres, were by mutual agreement cancelled, so that the acreage of land available for sale has been decreased by 52,813 acres, leaving a total of 719,495 acres unsold.

SECURITIES ISSUED

Additional car trust obligations were created during last year to the extent of \$15,000,000 for the purchase of equipment of different kinds, and \$5,919,000 was repaid in respect of previous obligations, thus making the net increase \$9,081,000 and leaving the total amount of car trust obligations outstanding at December 31, 1920, \$42,017,000.

New equipment costing \$22,058,272 was ordered in 1920, including 75 locomotives, 4,756 freight cars of various kinds, and 70 cars for passenger, baggage and express business.

In December, an issue of \$25,000,000 seven per cent 20-year bonds, guaranteed by the Dominion Government, was authorized to provide for maturing loans.

CONSTRUCTION AND BETTERMENTS

Adhering to the announced policy of your directors, construction work was largely confined to those extensions of your western lines that had been commenced prior to the war.

Work was done on the following lines:—

Acadia Valley extension, Hanna-Medicine Hat line, Oliver Northeasterly, Onoway, Red Deer spur, Munson double tracking, Alsask Southeasterly, Eston South-easterly, Humboldt-Melfort line, Luck lake, Melfort Northeasterly, Pebbles-Lampman line, Swift Current Branch, Thunderhill Extension, Jackfish Lake, Prince Albert Northeasterly, Turtleford Easterly, Okanagan Branch and the Vancouver Island line.

In all, 141.5 miles were graded and track was laid on 147.6 miles, while 182.5 miles were surfaced.

Good progress was made on the improvement and betterment programme during 1920.

12 GEORGE V, A. 1922

On 233 miles, new rails of heavier section were laid, 536 miles were re-ballasted, 665,600 tie plates were applied and 20,800 rail anchors, 144 miles of fencing was completed. Among the buildings erected were 30 new stations, 7 freight sheds and 25 such buildings were enlarged, 106 section and bunk houses, 133 miscellaneous buildings, 8 new coaling plants were erected, 17 water stations were improved, 143 sidings were constructed or extended, 47 bridges and 42 culverts were built, 67 bridges and trestles were filled.

Equipment betterment work included the improvement of a number of locomotives by the application of super heaters and other improved devices that tend towards efficiency of operation. Freight and passenger cars were not only maintained, but many units were improved by the application of stronger draft gear, new roofs, steel under frames, etc.

While much work is required to carry out the improvements necessary to fully equip your lines, yet in view of existing financial conditions and the prospect of prices for both labour and material being reduced in the near future, it has been considered wise to make a considerable reduction in the amount of improvement and betterment work to be done this year as compared with what, under normal conditions, would be recommended.

CANADIAN GOVERNMENT MERCHANT MARINE, LIMITED

By the end of the year under review, 47 vessels of the Canadian Government Merchant Marine were in operation, giving ocean cargo services in conjunction with your railways to the world's principal markets. These services have been valuable from a traffic standpoint and have also encouraged Canadian trade. During 1920, both import and export traffic via the Pacific was materially increased through the operations of the Canadian Government Merchant Marine Limited to and from British Columbia ports. Reports from the West show that export traffic to the Atlantic seaboard has also been increased. When the 63 ships, which the building programme provides for are all in service, the co-operation from an ocean cargo fleet of such magnitude will be an asset of great value.

GENERAL REMARKS AND PROSPECTS

Your directors during the year were asked by the Minister of Railways as receiver for the Grand Trunk Pacific Railway, to assume the management of the Grand Trunk Pacific lines, and these lines were taken over for operation on September 1, 1920, but the results of operation of these lines are being separately recorded and are not included in this report. These lines, with those of the Canadian Northern Railway System, together with the lines formerly known as the Canadian Government Railways, make up a total of 17,337 miles under your directors' management.

In view of the fact that the Canadian Government Railways and Grand Trunk Pacific lines are operated in complete co-operation with the lines of the Canadian Northern System, it may not be out of place to refer to one or two features of the railway situation in Canada as affecting the existing National Railways System as a whole.

As previously stated, the general question of reducing operating costs so that a proper relationship may be re-established between expenses and earnings, is a problem not only for Canadian National Railways, but, generally speaking, for all railways on this continent.

The Canadian National Railways' difficulty is that having a very extensive transportation system, it has not sufficient density of traffic to enable the business

SESSIONAL PAPER No. 20

to be handled in large units while having to fully maintain the roadway structures and equipment. It therefore is unable to benefit fully from its excellently located lines, its low grades and other physical advantages that give the property a capacity much beyond the traffic offering. When traffic develops as everything in the pre-war period indicated, the National lines will come into greater use, and economies of operation not now practicable will be made possible. It must be remembered that a large proportion of the mileage included in the National System is of a colonization nature, and can only produce traffic after settlement takes place. Since the war commenced, immigration has been practically cut off compared with the pre-war influx, but there are encouraging reports which indicate that the movement is about to resume. The future of the National System depends in a large measure on the new-comers, and on the numbers in which they take up the lands that have been opened up in advance for them by the construction of colonization railways. Also, there must be a greater

The location of the National lines, the country served and other features that enter into the problem led your directors to confidently predict that the necessary traffic will materialize to enable the National lines to meet the operating performances of other railways.

Reverting to the Canadian Northern Railway System's returns, it may be noted from the following table that very substantial progress has been made in traffic development since the lines were consolidated even though this took place during the war period.

CANADIAN NORTHERN RAILWAY SYSTEM

TABLE SHOWING DEVELOPMENT OF TRAFFIC

	Average Miles Operated	Revenue Tons Carried	Revenue Ton miles per mile of Road	Average Dist. Freight Haul	Pas- sengers Carried	Pass. miles per mile of Road	Average Pas- senger Journey
Fiscal Year							
1915.. .. .	7,269	10,536,769	296,998	212,203	3,961,787	28,486	51.812
1916.. .. .	8,048	12,930,460	481,135	297,191	3,859,844	28,413	58.794
Calendar							
1917.. .. .	9,433	13,834,676	463,707	312.86	4,503,958	31,425	65.130
1918.. .. .	9,452	13,289,641	425,442	302.59	4,144,965	30,477	70.01
1919.. .. .	9,636	12,439,314	425,472	325.26	4,925,547	36,256	70.00
1920.. .. .	9,788	14,504,411	485,169	323.18	5,468,352	40,139	70.92

Average miles operated includes electric line, but statistics are based on steam line mileage only.

It is worthy of note that since June 30, 1915, the end of the first year for which a system report was prepared, which was prior to the opening of your transcontinental main line, over 2,500 miles of line have been absorbed into the system (including the Pacific Coast Extension, and the connection between the Eastern and Western sections of your system forming part of the transcontinental line referred to), an increase of 33½ per cent, and yet the density of freight traffic measured by the revenue tons carried one mile per mile of road has increased from 296,998 tons to 485,169 tons, an increase of 63.36 per cent and the density of passenger traffic measured by the number of passengers carried one mile per mile of line has increased from 28,486 to 40,139, an increase of 40.91 per cent. This volume of traffic if handled at pre-war train mile costs and at pre-war freight and passenger rates would have given your system substantial net earnings from these sources alone, and with express, mail and miscellaneous earnings, the amount would have provided for a large proportion of the system's fixed charges.

Your board takes the opportunity of expressing its thanks to officers and employees for loyal and efficient services rendered during the year.

D. B. HANNA,
President.

12 GEORGE V, A. 1922

CONSOLIDATED BALANCE SHEET AT DECEMBER 31, 1920

ASSETS

Investments—Property investment. Investment in road and equipment, including portion of discount on funded debt..	\$579,508,488 87	
Acquired securities (Exhibit A)..	45,864,181 81	
Terminal and other properties..	7,019,940 93	
	<hr/>	\$632,392,611 61
Cash and Victory Bonds (at cost) in trust accounts held in respect of construction work, sinking funds and other special accounts—		
Dominion Government..	1,395,137 01	
Province of Manitoba..	53,336 61	
Province of Saskatchewan..	1,202,825 24	
Province of Alberta..	1,305,775 29	
Province of Ontario..	99,818 12	
Province of British Columbia..	740,471 18	
National Trust Company..	2,261,268 80	
British Empire Trust Company..	38,057 11	
Pennsylvania Company re Equipment Series A (1918), and B (1919)..	240,328 29	
Girard Trust Company re Equipment Series E (1920)..	4,412,580 00	
Sinking funds..	866,064 42	
	<hr/>	12,615,692 07
Lands unsold..		18,110,573 82
Other investments (at cost)		4,486,240 84
		<hr/>
		\$667,605,118 34
Current assets—		
Cash in bank..	\$ 14,767,583 77	
Balance due from agents' station balances, etc. (net)..	2,319,811 40	
Miscellaneous accounts receivable..	16,684,995 17	
Deferred payments on account of land sales and accrued interest..	8,109,075 87	
Materials and supplies on hand (as per books)	19,109,828 12	
	<hr/>	60,991,294 33
Deferred charges—		
Portion of discount on funded debt..	\$ 1,027,017 92	
Insurance premiums unexpired..	967,411 93	
Unadjusted debits (net balance)..	1,483,196 15	
	<hr/>	6,477,626 00
Advances by the Canadian Northern Railway company to affiliated companies (per contra)..		11,854,265 00
Profit and loss account—Balance..		50,140,977 66
		<hr/>
		\$794,069,281 33

NOTE.—The Ontario Government questions the title of the Canadian Northern Ontario Railway to the lands granted in respect of construction of lines in Ontario which are valued by the company at \$6,000,000.

SESSIONAL PAPER No. 20

CONSOLIDATED BALANCE SHEET AT DECMEBER 31, 1920

LIABILITIES

Stock—			
Capital stock—			
Common..		\$100,000,600	00
Affiliated companies..	\$ 77,208,100	00	
Less—Held in Treasury..	71,370,900	00	
		5,837,200	00
		<u>\$105,837,800</u>	00
Long term funded debt—			
Canadian Northern Railway (Exh'bit B)	\$150,813,548	91	
Affiliated companies (Exhibit C)..	125,659,291	79	
		<u>\$276,472,840</u>	70
Five per cent income charge convertible debenture stock..	24,999,400	00	
Equipment trust obligations..	42,017,000	00	
		<u>343,489,240</u>	70
Demand and short term loans secured by collateral or mortgage..			48,834,754 74
Dominion of Canada..			233,800,738 23
Current liabilities—			
Audited vouchers and other floating liabilities	\$ 29,961,492	64	
Pay rolls..	3,702,304	12	
Interest and equipment obligations matured..	3,557,023	10	
Accrued interest on bonds, loans and equipment securities..	5,002,076	81	
Taxes accrued..	926,487	24	
		<u>43,149,382</u>	91
Reserves—			
Steamship replacement fund..	\$ 3,310,019	45	
Equipment replacement fund..	111,619	67	
Insurance account..	554,140	28	
Portion of profit on exchange reserved.. . .	3,127,289	35	
		<u>7,103,068</u>	75
Advances to affiliated companies by Canadian Northern Railway Company (per contra) ..			11,854,265 00
		<u>\$794,069,281</u>	33

C. E. FRIEND,
Comptroller.

AUDITOR'S CERTIFICATE

We have examined the books and records of the Canadian Northern Railway System for the twelve months ended 31st December, 1920, and we certify that in our opinion the above balance sheet is properly drawn up so as to exhibit a true and correct view of the affairs of the system at 31st December, 1920, and is in accordance with the books and the explanations and information given.

GEORGE A. TOUCHE & Co.,
Chartered Accountants,

Toronto, Ont., April 7, 1921.

Auditors.

12 GEORGE V, A. 1922

INCOME STATEMENT FOR FISCAL YEAR ENDED DECEMBER 31, 1920.

Revenue..	\$66,695,398 80	
Subsidiary miscellaneous earnings	1,845,994 62	\$68,541,393 42
Working expenses..	\$82,953,978 60	
Taxes, rentals, joint facilities, etc..	1,311,289 65	84,265,268 25
		<u>15,723,874 83</u>
Loss on operation..		\$15,723,874 83
Fixed charges—		
Canadian Northern Railway..	\$ 9,455,084 25	
Affiliated companies..	4,890,259 41	
Interest on demand and short term notes and loans—		
Government..	10,326,260 69	
Other (net balances)..	797,376 60	
	<u>\$25,468,980 95</u>	
Less—		
Profit on exchange..	1,149,024 90	24,319,956 05
		<u>\$40,043,830 88</u>
Deficit carried to profit and loss statement..		\$40,043,830 88

PROFIT AND LOSS STATEMENT AT DECEMBER 31, 1920.

Deficit on income account for the year..	\$40,043,830 88	
Discount, etc., on funded debt..	344,749 78	
Delayed income debits and credits—Debit balance ..	216,869 48	\$40,605,450 14
		<u>9,535,527 52</u>
Deficit brought forward at December 31, 1919..		\$50,140,977 66
Total deficit at December 31, 1920, carried to balance sheet..		<u>\$50,140,977 66</u>

ACQUIRED SECURITIES

EXHIBIT A

The Minnesota & Ontario Bridge Company—		
4½ per cent first mortgage debenture bonds..	\$ 180,000 00	
Capital stock..	100,000 00	
The Minnesota & Manitoba Railroad Company—		
5 per cent general mortgage bonds..	250,000 00	
Capital stock..	400,000 00	
The Lake Superior Terminals Company, Limited—		
5 per cent first mortgage gold bonds..	2,000,000 00	
Capital stock..	500,000 00	
The Canadian National Telegraph Company—		
5 per cent general mortgage bonds..	800,000 00	
Capital stock..	500,000 00	
The Winnipeg Land Company, Limited—		
5 per cent first mortgage gold bonds..	300,000 00	
Capital stock..	100,000 00	
St. Boniface Western Land Company—		
5 per cent first mortgage bonds..	750,000 00	
Capital stock..	250,000 00	
The Edmonton & Slave Lake Railway Company—		
5 per cent first mortgage bonds..	420,000 00	
The Canadian Northern Railway Express Company, Limited—		
4 per cent first mortgage gold bonds..	3,000,000 00	
Capital stock..	1,000,000 00	
Canadian Northern Steamships, Limited—		
Capital stock..	2,000,000 00	

SESSIONAL PAPER No. 20

ACQUIRED SECURITIES—*Continued.*

Canadian Northern System Terminals, Limited—	
5 per cent first mortgage debenture stock.	7,000,000 00
Capital stock.	2,000,000 00
The Bay of Quinte Railway Company—	
Preferred stock.	465,000 00
Common stock.	930,000 00
Central Ontario Railway—	
Preferred stock.	291,000 00
Common stock.	3,038,000 00
The Irondale, Bancroft & Ottawa Railway Company—	
5 per cent first mortgage bonds.	450,000 00
Capital stock.	53,000 00
The Marmora Railway & Mining Company—	
Bonds of Ontario, Belmont & Northern Railway . .	100,000 00
Capital stock.	128,600 00
The Qu'Appelle, Long Lake & Saskatchewan Railroad & Steamboat Company—	
Capital stock.	201,000 00
The Niagara, St. Catharines & Toronto Railway Company—	
Capital stock.	924,900 00
The Niagara, St. Catharines & Toronto Navigation Company, Limited—	
5 per cent gold bonds.	200,000 00
Capital stock.	100,000 00
The Quebec & Lake St. John Railway Company—	
Capital stock.	4,034,800 00
Canadian Northern Pacific Railway Company—	
Capital stock.	25,000,000 00
Canadian Northern Alberta Railway Company—	
Capital stock.	3,000,000 00
Canadian Northern Western Railway Company—	
Capital stock.	2,000,000 00
The Canadian Northern Saskatchewan Railway Company—	
Capital stock.	1,000,000 00
Canadian Northern Manitoba Railway Company—	
Capital stock.	250,000 00
The Canadian Northern Ontario Railway Company—	
Capital stock.	10,000,000 00
Duluth, Winnipeg & Pacific Railway Company—	
Capital stock.	3,060,000 00
The Duluth, Rainy Lake & Winnipeg Railway Company—	
Capital stock.	2,000,000 00
The Duluth, Winnipeg & Pacific Railroad Company—	
Capital stock.	100,000 00
Mount Royal Tunnel & Terminal Company, Limited—	
Capital stock.	5,000,000 00
The Northern Consolidated Holding Company, Limited—	
Capital stock.	4,446,700 00
This company, whose issued capital is \$6,181,500, owns \$5,144,600 capital stock in the Canadian Northern Quebec Railway Company.	
The Canadian Northern Quebec Railway Company—	
Capital stock.	2,000,000 00
The Halifax & South Western Railway Company—	
Capital stock.	1,000,000 00
The Bessemer & Barry's Bay Railway Company—	
Capital stock.	125,000 00
The Toronto Eastern Railway Company—	
5 per cent first mortgage debenture bonds.	900,000 00
Capital stock.	250,000 00

ACQUIRED SECURITIES—*Concluded.*

The Toronto Suburban Railway Company—		
Capital stock..	1,500,000	00
The Canadian National Realties, Limited—		
Capital stock..	40,000	00
The Toronto Dwellings Limited—		
Capital stock..	100,000	00
The Federal Properties Limited—		
Capital stock..	1,000	00
The Toronto, Niagara & Western Railway Com- pany—		
Capital stock..	125,000	00
The St. Charles & Huron River Railway Company—		
Capital stock..	10,000	00
The Canadian National Transfer Company, Lim- ited—		
Capital stock..	500,000	00
The Imperial Rolling Stock Company, Limited—		
Capital stock..	211,000	00
The Canadian Northern Rolling Stock Company, Limited—		
Capital stock..	50,000	00
The Canadian National Rolling Stock Company, Limited—		
Capital stock..	50,000	00
The James Bay & Eastern Railway Company, Lim- ited—		
Capital stock..	1,250,000	00
Total acquired securities..		\$96,435,000 00
Cost to the railway company..		\$45,864,181 81

EXHIBIT B.

FUNDED DEBT OF THE CANADIAN NORTHERN RAILWAY COMPANY.

GUARANTEED AS TO PRINCIPAL AND INTEREST BY THE DOMINION OF CANADA

	Sterling	Currency
3 per cent first mortgage debenture stock.. . . .	£1,923,287	\$9,359,996 72
3½ per cent first mortgage debenture stock.. . . .	1,622,586	7,896,588 26
4 per cent Dominion guaranteed debenture stock.. . . .	.....	17,060,333 33
7 per cent 20-year sinking fund debenture bonds.. . . .	.....	25,000,000 00

GUARANTEED BY GOVERNMENT OF MANITOBA

4 per cent first mortgage consolidated debenture bonds	£2,215,900	\$10,784,046 65
Underlying bonds—		
4 per cent Sifton Branch bonds	233,700	1,137,340 00
4 per cent Gilbert Plains Branch bonds..	500	2,433 33
4 per cent Manitoba & S.E. bonds..	105,300	512,460 00
4 per cent Ontario Division first mortgage debenture bonds..	1,180,600	5,745,586 66
4 per cent Winnipeg Terminal bonds	616,433	3,000,000 00
4 per cent first mortgage debenture stock..	587,671	2,859,998 87

GUARANTEED BY GOVERNMENT OF SASKATCHEWAN

4 per cent first mortgage debenture stock..	1,650,000	8,029,999 99
---	-----------	--------------

GUARANTEED BY GOVERNMENT OF ALBERTA

4 per cent first mortgage debenture stock..	£1,147,945	\$5,586,665 64
4 per cent perpetual consolidated debenture stock	9,234,867	44,943,019 40
4 per cent land grant bonds (1909)..	217,300	1,057,526 72
5 per cent land mortgage debentures..	1,477,100	7,188,553 34
4½ per cent Prince Albert Branch first mortgage bonds.. . . . .	.....	300,000 00
Long term loans at 4 per cent against deposit of \$352,600 bonds of Minnesota & Manitoba Rail- road Company payable 1930.. . . . .	.....	349,000 00
		\$150,813,548 91

SESSIONAL PAPER No. 20

EXHIBIT C.

FUNDED DEBT OF AFFILIATED COMPANIES

	Sterling	Currency
<i>The Canadian Northern Alberta Railway Company</i>		
Guaranteed by Dominion Government—		
3½ per cent first mortgage debenture stock... ..	£647,260 0 0	\$3,149,998 66
<i>Canadian Northern Western Railway Company</i>		
Guaranteed by Government of Alberta—		
4½ per cent first mortgage debenture bonds (1943)	575,342 0 0	2,799,997 73
4½ per cent first mortgage debenture stock (1942)	1,320,000 0 0	6,424,000 00
<i>Canadian Northern Pacific Railway Company</i>		
Guaranteed by Government of British Columbia—		
4 per cent first mortgage debenture stock... ..	3,372,329 0 0	16,412,001 13
4½ per cent terminal debenture stock... ..	1,770,000 0 0	8,614,000 00
<i>The Canadian Northern Ontario Railway Company</i>		
Guaranteed by Dominion Government—		
3½ per cent first mortgage debenture stock... ..	7,033,561 0 0	34,229,996 87
Guaranteed by Government of Ontario—		
3½ per cent first mortgage debenture stock... ..	1,615,068 0 0	7,859,997 59
4 per cent perpetual consolidated debenture stock	1,866,499 0 0	9,083,628 46
<i>Central Ontario Railway</i>		
5 per cent first mortgage bonds... ..	171,300 0 0	833,660 04
<i>The Bay of Quinte Railway Company</i>		
5 per cent first mortgage bonds... ..	.....	780,000 00
<i>The Canadian Northern Quebec Railway Company</i>		
4 per cent perpetual guaranteed debenture stock..	1,078,843 0 0	5,250,369 26
Great Northern Railway of Canada, 4 per cent first mortgage bonds... ..	.....	3,505,750 00
<i>The Quebec and Lake St. John Railway Company</i>		
4 per cent first mortgage perpetual guaranteed debenture stock... ..	895,688 0 0	4,359,014 93
<i>Duluth, Winnipeg and Pacific Railway Company</i>		
4 per cent first mortgage debenture stock... ..	1,440,683 0 0	7,011,323 93
<i>The Halifax and South Western Railway Company</i>		
3½ per cent first mortgage bonds... ..	.....	4,447,000 00
<i>The Niagara, St. Catharines and Toronto Railway Company</i>		
5 per cent first mortgage bonds... ..	.....	1,098,000 00
<i>The Qu'Appelle, Long Lake and Sas- katchewan Railroad and Steamboat Company</i>		
4 per cent first mortgage guaranteed debenture stock... ..	1,031,412 6 0	5,019,539 86
<i>Mount Royal Tunnel and Terminal Company, Limited</i>		
5 per cent first mortgage rent charge bonds... ..	442,400 0 0	2,153,013 33
<i>The Toronto Suburban Railway Company</i>		
4½ per cent first mortgage debenture stock... ..	540,000 0 0	2,628,000 00
		\$125,659,291 79

12 GEORGE V, A. 1922

OPERATING REVENUE, OPERATING EXPENSES AND NET EARNINGS, YEAR ENDED
DECEMBER 31, 1920

COMPARED WITH PREVIOUS FISCAL YEAR

OPERATING REVENUES

Per Cent.	1920	Class	1919	Per Cent.
19.03	\$ 12,694,846 83	..... Passenger.....	\$ 10,775,708 46	20.12
73.54	49,049,946 83	..... Freight.....	39,175,552 09	73.14
0.67	446,974 15	..... Mails.....	374,926 26	0.70
2.62	1,742,447 20	..... Express.....	1,209,645 65	2.26
4.14	2,761,183 79	..... Miscellaneous.....	2,026,345 11	3.78
100.00	\$ 66,695,398 80	..... Total.....	\$ 53,562,177 57	100.00

OPERATING EXPENSES

Per Cent.	1920	Class	1919	Per Cent.
	\$		\$	
26.07	21,630,033 77	..... Maintenance of way and structures.....	15,905,058 62	26.49
20.42	16,937,767 67	..... Maintenance of equipment.....	11,569,896 52	19.27
1.66	1,373,168 70	..... Traffic expenses.....	1,031,282 13	1.72
48.63	40,350,629 59	..... Transportation expenses.....	29,002,877 63	48.31
1.78	1,473,721 64	..... Miscellaneous operations.....	958,449 37	1.60
2.28	1,891,700 17	..... General expenses.....	1,566,459 65	2.61
- 0.84	-703,042 94	..... Transportation for investment.....		
100.00	\$82,953,978 60	..... Total.....	\$60,034,023 92	100.00

SUMMARY OF REVENUES AND EXPENSES.

Per Cent.	1920	Class	1919	Per Cent.
	\$		\$	
124.37	66,695,398 80	..... Operating revenues.....	53,562,177 57	
-24.37	82,953,978 60	..... Operating expenses.....	60,034,023 92	112.08
	-16,258,579 80	..... Net.....	-6,471,846 35	-12.08
100.00				100.00

SESSIONAL PAPER No. 20

DESCRIPTION OF FREIGHT CARRIED YEARS ENDED DECEMBER 31

	1920			1919		
	Quantity	Tons	%	Quantity	Tons	%
Flour and other mill prod'ts	7,172,120 Sk.	358,606	2.47	8,978,640 Sk.	448,932	3.61
Wheat.....	66,182,167 Bus.	1,985,465	13.68	53,765,600 Bus.	1,612,968	12.97
Oats.....	43,083,177 "	732,414	5.05	28,423,706 "	483,203	3.88
Barley and other grains.....	25,294,857 "	282,344	1.95	9,184,268 "	227,873	1.83
Hay and straw.....	.....	224,088	1.55	.....	188,551	1.52
Fruit (fresh).....	.....	78,383	0.54	.....	128,997	1.04
Vegetables and other agricultural products.....	.....	85,424	0.59	.....	.....	.....
Horses.....	42,839 Hd.	36,413	0.25	46,974 Hd.	39,928	0.32
Cattle.....	343,720 "	206,232	1.42	418,157 "	250,894	2.02
Sheep and hogs.....	259,530 "	25,953	0.18	369,860 "	36,986	0.29
Other animal products.....	.....	60,153	0.41	.....	72,955	0.59
Coal and coke.....	.....	2,631,343	18.14	.....	2,174,207	17.48
Building material, stone, etc.....	.....	770,273	5.31	.....	355,911	2.85
Ores.....	.....	177,725	1.23	.....	181,794	1.46
Other mine products.....	.....	97,328	0.67	.....	130,395	1.05
Logs, lumber, etc.....	1,749,569 M.F.	2,624,353	18.09	1,928,698 M.F.	3,007,106	24.18
Cordwood.....	254,365 Cds.	356,111	2.46	329,138 Cds.	460,793	3.70
Pulpwood.....	.....	551,259	3.80	.....	(Inc. with Logs)	.....
Other forest products.....	.....	41,406	0.29	.....	(Inc. with Misc.)	.....
Immigrants' effects and household goods.....	.....	97,526	0.67	.....	91,367	0.73
Petroleum products.....	.....	210,466	1.45	.....	154,956	1.25
Paper, wood-pulp, etc.....	.....	582,659	4.02	.....	(Inc. with Misc.)	.....
Other manufactures.....	.....	1,074,829	7.41	.....	815,845	6.56
Merchandise and miscellaneous.....	.....	1,213,658	8.37	.....	1,575,653	12.67
Total tons.....	.....	14,504,411	100.00	.....	12,439,314	100.00

EARNINGS, EXPENSES AND NET EARNINGS

PER MILE OPERATED FOR YEARS ENDED DECEMBER 31

Year	Average Miles Operated	Earnings	Expenses	Net Earnings
1918.....	9,542	\$ 5,005 29	\$ 4,661 76	+ 343 53
1919.....	9,636	5,558 55	6,230 18	- 671 63
1920.....	9,788	6,813 99	8,475 06	- 1,661 07

FIXED CHARGES PER MILE OF ROAD

	1920	1919	1918
Amount required per mile of road to pay fixed charges (including leased lines).....	\$2,484 67	\$2,072 41	\$1,893 60

12 GEORGE V, A. 1922

PASSENGER, FREIGHT AND MISCELLANEOUS STATISTICS

COMPARED WITH PREVIOUS FISCAL YEAR

	1920	1919	+ Increase or - Decrease
<i>Passenger traffic—</i>			
Passengers carried (earning revenue).....	5,468,352	4,925,547	+ 542,805
Passengers carried one mile.....	387,818,185	344,773,029	+ 43,045,156
Passengers carried one mile per mile of road.....	40,139	36,256	+ 3,883
Average distance carried.....	70.92	70.00	+ 0.92
Total passenger revenue.....\$	11,392,338.06	9,629,460.01	+ 1,762,878.05
Average amount received per passenger.....\$	2.08.33	1.95.500	+ 0.12.83
Average amount received per passenger per mile.Cts	2.938	2.793	+ 0.145
Total Passenger train earnings.....\$	14,532,036.96	11,811,612.85	+ 2,720,424.11
Passenger train earnings per train mile.....\$	1.63.314	1.53.575	+ 0.09.739
<i>Freight traffic—</i>			
Revenue tons carried.....	14,504,411	12,439,314	+ 2,065,097
Revenue tons carried one mile.....	4,687,603,090	4,046,023,363	+ 611,579,727
Revenue tons carried one mile per mile of road.....	485,169	425,472	+ 59,697
Average distance haul of one ton.....	323.18	325.26	+ 2.08
Total freight revenue.....\$	48,074,193.87	38,276,419.06	+ 9,797,774.81
Average amount received for each ton of freight.....\$	3.31.45	3.07.705	+ 0.23.75
Average revenue per ton per mile.....Cts.	1.026	0.946	+ 0.080
Total freight train earnings.....\$	48,999,170.41	39,010,667.80	+ 9,988,502.61
Freight train earnings per train mile.....\$	3.63.871	3.34.877	+ 0.28.994
<i>Train mileage—</i>			
Mileage of passenger trains.....	6,992,016	5,847,229	+ 1,144,787
Mileage of freight trains.....	11,559,893	9,788,196	+ 1,771,697
Mileage of mixed trains.....	1,824,059	1,826,898	- 2,839
Mileage of special service trains.....	82,132	51,127	+ 31,005
<i>Expenses per traffic train mile—</i>			
Maintenance of way and structures.....\$	1.04.40	0.89.45	+ 0.14.95
Maintenance of equipment.....Cts.	81.57	65.05	+ 16.52
Traffic expenses.....Cts.	6.65	5.82	+ 0.83
Transportation expenses, rail.....\$	1.93.45	1.61.96	+ 0.31.49
Transportation expenses, water.....Cts.	.....	0.11	- 0.11
Miscellaneous operations.....Cts.	7.10	5.34	+ 1.76
General expenses.....Cts.	8.85	8.51	+ 0.34
Transportation for investment.....Cts.	3.43	.....	- 3.43
Total.....\$	3.98.59	3.36.24	+ 0.62.35

OPERATIONS OF ELECTRIC LINES NOT INCLUDED IN ABOVE STATEMENT

<i>Electric line statistics—</i>			
Passengers carried (earning revenue).....	12,804,186	11,281,694	+ 1,522,492
Total passenger revenue.....\$	992,305.77	909,985.72	+ 82,320.05
Revenue tons carried.....	403,398	383,130	+ 20,268
Total freight revenue.....\$	295,344.65	280,489.07	+ 14,855.58

SUMMARY OF EQUIPMENT

	At December 31			
	1920	1919	1918	1917
Locomotives.....	906	850	788	735
Sleeping and dining cars.....	155	114	116	116
Passenger coaches.....	763	741	956	624
Baggage, mail and express cars.....	250	227	191	187
Business cars.....	25	26	25	22
Instruction cars.....	9	7	6	3
Freight, refrigerator and stock.....	40,660	37,457	31,828	29,489
Conductors' vans.....	552	438	426	443
Boarding, tool, auxiliary cars, steam shovels and snow equipment.....	1,950	1,768	1,670	1,517

SESSIONAL PAPER No. 20

MILES OF RAILWAY

The total mileage operated at the close of the fiscal year ended December 31, 1920, including lines owned and leased, was 9,868.9 miles, made up as follows:—

CENTRAL DISTRICT—WEST OF PORT ARTHUR

Rainy River Division—

Port Arthur to Paddington Junction..	435.1	
Twin City Junction to North Lake..	58.1	
Emerson to South Junction..	71.6	
Duluth Junction to River..	1.5	
		566.3

Manitoba Division—

Beach Junction to Victoria Beach and Grand Beach..	72.6	
Grosse Isle to Hodgson..	80.7	
St. James to Gypsumville..	156.7	
Steep Rock Junction to Steep Rock..	12.0	
Portage Junction to Emerson..	63.4	
Morris to Somerset..	62.2	
Carman Junction to Belmont..	118.8	
Greenway to Deloraine..	79.7	
Woodward Avenue to Dauphin..	175.6	
Delta Junction to Delta..	14.8	
Oakland to Amaranth..	44.0	
Arizona Junction to Brandon..	78.8	
Muir to McCreary Junction..	70.4	
Rosson Junction to Carberry Junction..	22.9	
Rosburn Junction to Ross Junction..	190.6	
Hallboro to Beulah..	75.0	
Ochre River to end of track..	15.0	
Wroxton to Willowbrook..	41.0	
De Lourdes..	2.6	
Dundee..	4.0	
Winnipeg transfer tracks..	1.2	
Paddington Junction to Woodward avenue..	4.2	
Totogan Junction to Totogan..	1.8	
		1,388.0

PRAIRIE DISTRICT

Brandon Division—

Brandon to C. N. Junction..	220.8	
Maryfield to Radville..	139.8	
Luxton to Estevan..	24.9	
M. & B. Junction to Hartney Junction..	38.0	
Belmont to Virden..	91.9	
Radville to Bengough..	45.2	
		560.1

Dauphin Division—

Dauphin to Humbolt..	247.3	
North Junction to Prince Albert..	360.5	
Sifton Junction to Winnipegosis..	20.7	
Thunderhill Junction to Preeceville..	72.1	
Hudson Bay Junction to The Pas..	87.5	
Melfort to St. Brieux..	21.5	
Canora to Sturgis Junction..	21.7	
		831.3

Regina Division—

Regina to Saskatoon..	160.0	
Junction with Riverhurst Sub. to Moosejaw Junction..	86.3	
Gravelbourg Junction to Gravelbourg..	78.6	
		324.9

Saskatoon Division—

Saskatoon to East Prince Albert..	89.3	
Prince Albert to Denholm..	116.5	
Shellbrook to Big River..	56.5	
Shellbrook to Big River..	56.5	
Humbolt to North Battleford..	147.6	
Delisle to Lucky Lake..	79.2	
Elrose Junction to Alsask..	148.1	
Dalmeny to Carlton..	35.8	
Craven Junction to Craven..	4.4	
		803.5

12 GEORGE V, A. 1922

WESTERN DISTRICT

Edmonton Division—

Edmonton C.N. Terminals..	11.1	
North Battleford to Lobstick Junction..	331.0	
North Battleford to Turtleford..	55.7	
Battleford Junction to Battleford..	8.0	
Edmonton Junction to Stony Plains..	19.4	
St. Albert to Athabaska..	85.8	
Cardiff Junction to Cardiff..	2.5	
Peace River Junction to Sangudo..	33.4	
Vegreville Junction to Big Valley..	125.3	
Warden to Brazeau..	173.6	
Terminal Junction to Camrose Junction..	45.8	
S. E. Junction to Alliance..	60.3	
St. Paul Junction to St. Paul..	125.5	
		1,072.4

Calgary Division—

Kindersley to Calgary..	273.4	
Big Valley to Munson..	36.0	
Medicine Hat to Cessford..	46.4	
		365.8

PACIFIC DISTRICT

Pacific District—

Lobstick Junction to Chiplake..	13.2	
Chiplake to Obed..	77.5	
Obed to Snaring..	59.1	
Snaring to Geikie..	20.6	
Geikie to Red Pass Junction..	34.8	
		205.2

Kamloops Division—

Ked Pass Junction to Blue River..	88.7	
Blue River to Kamloops..	142.2	
Kamloops Junction to Boston Bar..	125.6	
Boston Bar to New Westminster..	118.7	
New Westminster to Vancouver..	13.1	
Victoria to Patricia Bay..	15.1	
		503.8

ONTARIO DISTRICT—EAST OF PORT ARTHUR

Toronto Division—

Toronto to Rosedale..	3.8	
Rosedale to Parry Sound..	145.2	
Todmorden to Trenton..	105.0	
Trenton to Wallace..	117.6	
York River to Howland..	51.0	
Bessemer Junction to Bessemer..	4.8	
Ormsby Junction to Coe Hill..	7.2	
Belmar to Cordova..	9.6	
Udney to Orillia..	10.2	
Oshawa to Oshawa Town..	2.4	
		456.8

Ottawa Division—

Brockville to Westport..	44.4	
Harrowsmith to Kingston..	18.6	
Rideau Junction to Hurdman..	6.0	
Riverside to Ottawa Central Station..	1.7	
Rideau Junction to Brent..	157.8	
Pictou to Trenton..	30.6	
Rideau Junction to Trenton..	139.7	
Yarker to Bannockburn..	54.5	
		453.3

Nipissing Division—

Brent to Capreol..	144.8	
Capreol to Foleyet..	148.3	
Parry Sound to Capreol..	127.0	
Algo to C.N. Junction..	2.4	
Garson Junction to Garson..	3.7	
Key Junction to Key Harbour..	6.2	
Selwood Junction to Sellwood..	4.7	
Sudbury Junction to Sudbury..	5.2	
		442.3

SESSIONAL PAPER No. 20

Superior Division—

Foley to Hornepayne..	148.1	
Hornepayne to Jellicoe..	150.5	
Jellicoe to Port Arthur..	147.9	
		446.5

QUEBEC DISTRICT

Montreal Division—

Montreal to Lazard..	7.3	
Lazard to Hurdman..	104.3	
Montreal to Joliette..	36.3	
Joliette to Hedleyville Junction..	137.8	
Paradis to Rawdon..	15.7	
Aldred Junction to Shawinigan Falls..	3.8	
Rivières-a-Pierre Junction to Garneau Junction..	39.7	
Joliette to Cushing Junction..	61.6	
Rinfret Junction to Huberdeau..	45.3	
Arundel to China Clay Mine..	9.2	
St. Marc Quarries Spur..	1.9	
		462.9

Saguenay Division—

Quebec to Lake Edward..	111.9	
Lake Edward to Chicoutimi..	115.1	
Linton Junction to La Tuque..	39.6	
Chambord Junction to St. Felicien..	29.7	
Loretteville to Stoneham..	10.0	
Valcartier to Clarke..	5.4	
Montmorency Junction to Mont Mills..	7.2	
		318.9

MARITIME DISTRICT

Bridgewater Division—

Halifax to Southwestern Junction..	4.4	
Southwestern Junction to Yarmouth..	246.4	
Lunenburg to Mahone Junction..	7.0	
Bridgewater Junction to Port Wade..	92.5	
Caledonia Junction to Caledonia..	22.1	
Liverpool Town to Rapid Falls..	5.1	
Middleton Junction to Middleton.. . . . .	.6	
		378.1
Forward..		
Forward..		

MINNESOTA DISTRICT

Minnesota Division—

Duluth to D.W. & P. Junction..	3.6	
D.W. & P. Junction to North Junction via Loop..	75.4	
South Junction to Ranier (River)..	93.6	
		172.6
		9,742.7

ELECTRIC LINES IN PROVINCE OF ONTARIO

Port Dalhousie to Niagara Falls..	17.5	
Thorold to Port Colborne..	18.6	
Niagara Falls to Fallsview..	4.6	
St. Catharines to Niagara-on-the-Lake..	12.2	
Local lines to St. Catharines, Thorold and Merritton..	8.7	
		61.6
Toronto to Woodbridge..	12.0	
Toronto to Lambton..	2.1	
Lambton to Guelph..	46.3	
Local lines in Toronto..	4.2	
		64.6
Total mileage operated..		9,868.9

12 GEORGE V, A. 1922

LOCATED AS FOLLOWS:

Province of Nova Scotia..	378.1	
Province of Quebec..	725.0	
Province of Ontario..	2,324.6	
Province of Manitoba..	1,995.7	
Province of Saskatchewan..	2,283.5	
Province of Alberta..	1,415.2	
Province of British Columbia..	530.5	
State of Minnesota..	216.3	
		<hr/>
Total mileage..		9,868.9
		<hr/>
Average miles operated for fiscal year..		9,788

SUMMARY OF MILEAGE

Mileage owned by Canadian Northern Railway System..		9,372.0
Joint running rights—		
Toronto to Rosedale.. . . . .G.T.R.	3.8	
Grand Trunk Crossing to Orillia.. . . . .C.P.R.	2.8	
Harrowsmith to Kingston.. . . . .C.P.R.	18.6	
Kiverside to Ottawa Union Station.. . . . .G.T.R.	1.7	
Current River to Port Arthur.. . . . .C.P.R.	2.1	
C.N. Junction to Regina.. . . . .C.P.R.	0.8	
Chiplake to Obed.. . . . .G.T.P.	77.5	
Snaring to Geikie.. . . . .G.T.P.	20.6	
New Westminster to Vancouver.. . . . .Gt. Nor.	13.1	
D.W. & P. Junction to Duluth.. . . . .Nor. Pac.		
	C. St. P.	
	M. & O.	3.6
Halifax to Southwestern Junction.. . . . .C.G.R.	4.4	
Middleton Junction to Middleton.. . . . .D.A.R.	.6	
		<hr/>
		149.6
Lines leased—		
Northern Pacific in Manitoba..	347.3	
		<hr/>
		347.3
		<hr/>
Total mileage operated..		9,868.9

SESSIONAL PAPER No. 20

CONSTITUENT AND SUBSIDIARY COMPANIES COMPRISED IN THE
CANADIAN NORTHERN RAILWAY SYSTEM

CONSTITUENT COMPANIES

The Canadian Northern Railway Company.
 The Canadian Northern Ontario Railway Company.
 The Canadian Northern Quebec Railway Company.
 Mount Royal Tunnel and Terminal Company, Limited.
 Canadian Northern Pacific Railway Company.
 Canadian Northern Alberta Railway Company.
 Canadian Northern Western Railway Company.
 The Canadian Northern Saskatchewan Railway Company.
 The Canadian Northern Manitoba Railway Company.
 Duluth, Winnipeg and Pacific Railway Company.
 Duluth, Winnipeg and Pacific Railroad Company.
 Duluth, Rainy Lake and Winnipeg Railway Company.
 Central Ontario Railway.
 The Halifax and South Western Railway Company.
 The Bay of Quinté Railway Company.
 The Irondale, Baneroff and Ottawa Railway Company.
 The Marmora Railway and Mining Company.
 The Northern Consolidated Holding Company, Limited.
 The Quebec and Lake St. John Railway Company.
 The Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company.
 The Minnesota and Manitoba Railroad Company.
 The Bessemer and Barry's Bay Railway Company.
 The Toronto, Niagara and Western Railway Company.
 The James Bay and Eastern Railway Company.
 The St. Charles and Huron River Railway Company.
 The Toronto Eastern Railway Company.
 The Toronto Suburban Railway Company.
 The Niagara, St. Catharines and Toronto Railway Company.
 The Niagara, St. Catharines and Toronto Navigation Co., Ltd.
 Canadian Northern System Terminals (Limited).
 The Minnesota and Ontario Bridge Company.
 The Lake Superior Terminals Company, Limited.

SUBSIDIARY COMPANIES

Canadian National Telegraph Company.
 The Great North Western Telegraph Company of Canada.
 The Winnipeg Land Company, Limited.
 St. Boniface Western Land Company.
 The Canadian Northern Railway Express Company, Limited.
 Canadian Northern System Terminals, (Limited.)
 The Minnesota and Ontario Bridge Company.
 Canadian National Express Company.
 Canadian Northern Steamships, Limited.
 The Niagara, St. Catharines and Toronto Navigation Company, Limited.
 Canadian Northern Rolling Stock, Limited.
 The Imperial Rolling Stock Company, Limited.
 Canadian National Transfer Company, Limited.
 Toronto Dwellings, Limited.
 Canadian Northern Realities, Limited.
 Federal Properties, Limited.

CONTROLLED COMPANIES

Canadian Government Merchant Marine, Limited.

12 GEORGE V, A. 1922

CANADIAN NORTHERN RAILWAY SYSTEM

LOANS from Dominion Government with interest accrued for year ended December 31, 1920.

Loan	Amount outstanding	Interest due per Accounts rendered to November 1, 1920
Advances under 1911 legislation	\$ 2,396,099 68	
Advances under 1914 legislation	5,294,000 02	
Advances under 1915 legislation	10,000,000 00	\$ 1,000,000 00
Advances under 1916 legislation	15,000,000 00	3,913,643 83
Advances War Measures Act, 1916	497,566 80	36,806 29
Advances War Measures Act, 1918	5,700,000 00	780,041 09
Advances under 1917 legislation	25,000,000 00	4,314,273 27
Advances under 1918 legislation	25,000,000 00	3,215,794 71
Advances under 1919 legislation	35,000,000 00	2,414,682 67
Advances under 1920 legislation	42,704,865 62	646,494 32
Equipment loans under Chapter 38, 1918, Vote 96, 1919, and Vote 115, 1920	47,773,590 92	3,112,879 01
	<hr/>	<hr/>
Summary—	\$214,366,123 04	\$19,434,615 19
Amount outstanding December 31, 1920		\$214,366,123 04
Interest due as per accounts rendered to November 30, 1920		19,434,615 19
		<hr/>
		\$233,800,738 23

CANADIAN NATIONAL RAILWAYS—CANADIAN NORTHERN RAILWAY SYSTEM

EQUIPMENT Notes Outstanding December 31, 1920

Series	Principal Outstanding	Annual Payment	
		Principal	Interest
Imperial Rolling Stock Company, Limited—			
Series "A-1"	\$ 188,000 00	\$ 188,000 00	\$ 4,230 00
" " "B-1"	150,000 00	150,000 00	5,073 75
" " "C-1"	330,000 00	220,000 00	12,375 00
" " "D-1"	495,000 00	330,000 00	18,562 50
" " "E-1"	420,000 00	210,000 00	16,537 50
" " "F-1"	1,060,000 00	420,000 00	42,975 00
" " "G-1"	275,000 00	110,000 00	11,137 50
" " "H-1"	230,000 00	80,000 00	10,500 00
" " "K-1"	845,000 00	210,000 00	39,625 00
" " "L-1"	788,000 00	132,000 00	37,750 00
Canadian Northern Rolling Stock, Co., Limited—			
Series "A"	3,500,000 00	450,000 00	210,000 00
" " "B"	6,000,000 00	750,000 00	348,750 00
" " "C"	6,375,000 00	750,000 00	371,250 00
" " "D"	6,750,000 00	750,000 00	393,750 00
Canadian National Rolling Stock Company—			
Series "E"	14,611,000 00	1,000,000 00	997,500 00
	<hr/>	<hr/>	<hr/>
	\$42,017,000 00	\$5,750,000 00	\$2,520,016 25

SESSIONAL PAPER No. 20

CANADIAN NATIONAL RAILWAYS—CANADIAN NORTHERN RAILWAY SYSTEM

STATEMENT of Securities Outstanding, showing Securities guaranteed by Dominion Government Securities Guaranteed by Provincial Governments, Securities unguaranteed, Maturities of all issues, Annual Fixed Charges, etc., at December 31, 1920.

	Date of Maturity	Total Issue		Held by Public		Pledged as Collateral		Annual Interest	
		\$	cts.	\$	cts.	\$	cts.	\$	cts.
<i>Guaranteed by Dominion Government—</i>									
Canadian Northern Railway.....	July 10, 1953	9,359,996	72	9,359,996	72			280,799	86
3% 1st Mortgage Debenture Stock.....									
3 1/2% 1st Mortgage Debenture Stock.....	July 20, 1958	7,896,588	26	7,896,588	26			276,380	46
4% 1st Mortgage Deb. Stock and Bonds.....	Sept. 1, 1934	44,866,667	33	17,000,333	33	27,866,334	00	1,794,666	66
7% 20-year Sinking Fund Gold Debenture Bonds.....	Dec. 1, 1940	25,000,000	00	25,000,000	00			1,750,000	00
<i>Canadian Northern Alberta Railway—</i>									
31% 1st Mortgage Debenture Stock.....	April 1, 1962	3,569,996	86	3,569,996	86			124,949	88
31% 1st Mortgage Debenture Stock.....	May 4, 1960	3,149,998	66	3,149,998	66			110,249	96
Canadian Northern Ontario Railway.....	May 19, 1961	35,770,000	00	34,229,996	87	1,540,003	13	1,251,950	00
31% 1st Mortgage Debenture Stock.....									
		129,613,247	83	96,696,913	84	32,916,333	99	5,588,996	82
<i>Guaranteed by Province of Ontario—</i>									
Canadian Northern Ontario Railway.....	June 30, 1938	6,724,015	04	6,724,015	40			235,340	54
31% 1st Mortgage Debenture Stock (1938).....									
31% 1st Mortgage Debenture Stock (1936).....	July 10, 1936	1,135,982	19	1,135,982	19			39,759	38
		7,859,997	59	7,859,997	59			275,099	92
<i>Guaranteed by Manitoba Government—</i>									
Canadian Northern Railway.....	June 30, 1930	10,784,046	66	10,784,046	66			431,361	87
4% Consolidated Debenture Bonds.....									
4% Ontario Division Bonds.....	June 30, 1930	5,666,746	66	5,666,746	66			226,669	86
41% Ontario Division Bonds.....	June 30, 1930	78,840	00	78,840	00			3,547	80
4% Winnipeg Terminal Bonds.....	July 1, 1939	3,000,000	00	3,000,000	00			120,000	00
4% 1st Mortgage Debenture Stock.....	June 30, 1930	4,319,998	86	2,859,998	87	1,460,000	00	172,799	90
4 1/2% Canadian Northern Manitoba Railway Bonds.....	June 30, 1930	160,680	00	160,680	00			7,230	60
4% Sifton Branch Line Bonds.....	Feb. 1, 1929	1,137,340	00	1,137,340	00			45,493	60
4% Gilbert Plains Branch Bonds.....	Nov. 1, 1930	2,433	33	2,433	33			97	33
4% Manitoba & S. E. Railway Bonds.....	Feb. 1, 1920	512,460	00	512,460	00			20,498	40
		25,662,545	51	24,041,865	52	1,620,680	00	1,027,699	36

CANADIAN NATIONAL RAILWAYS—CANADIAN NORTHERN RAILWAY SYSTEM—*Concluded*
STATEMENT of Securities Outstanding, etc.—*Concluded*

	Date of Maturity	Total Issue		Held by Public		Pledged as Collateral		Annual Interest	
		\$	cts.	\$	cts.	\$	cts.	\$	cts.
<i>Guaranteed by Saskatchewan Government—</i>									
Canadian Northern Railway—									
4% 1st Mortgage Debenture Stock and Bonds.....	Jan. 23, 1939..	13,709,399 99		8,029,999 99		5,679,400 00		548,375 98	
Canadian Northern Saskatchewan Railway—									
4½% 1st Mortgage Debenture Stock and Bonds.....	Dec. 19, 1943..	1,174,813 33				1,174,813 33		52,866 60	
4½% 1st Mortgage Debenture Stock.....	Dec. 19, 1943..	486,666 66				486,666 66		21,900 00	
		15,370,879 98		8,029,999 99		7,340,879 99		623,142 58	
<i>Guaranteed by Alberta Government—</i>									
Canadian Northern Railway—									
4% 1st Mortgage Debenture Stock.....	Feb. 25, 1939..	9,726,364 26		5,586,665 66		4,139,698 60		389,054 56	
Canadian Northern Western Railway—									
4½% 1st Mortgage Debenture Stock and Bonds.....	Feb. 16, 1942..	6,424,000 00		6,424,000 00				289,080 00	
4½% 1st Mortgage Debenture Stock and Bonds.....	Oct. 22, 1943..	2,799,997 73		2,799,997 73				125,999 90	
		18,950,361 99		14,810,663 39		4,139,698 60		804,134 46	
<i>Guaranteed by British Columbia Government—</i>									
Canadian Northern Pacific Railway—									
4% 1st Mortgage Debenture Stock.....	April 2, 1950..	20,999,997 59		16,412,001 13		4,587,996 46		839,990 90	
4% Terminal Debenture Stock.....	April 2, 1950..	8,614,000 00		8,614,000 00				387,630 00	
4½% Branch Lines Stock.....	April 2, 1950..	5,543,527 54				5,543,527 54		219,458 74	
4½% Second Charge Stock.....	April 2, 1950..	4,999,998 73				4,999,998 73		234,999 94	
		40,157,523 86		25,026,001 13		15,131,522 73		1,702,079 58	
		108,001,308 93		79,708,527 61		28,232,781 32		4,432,155 90	
Total Provincial Guarantees.....									
<i>Unsecured Securities—</i>									
Canadian Northern Railway—									
4% Perpetual Consolidated Debenture Stock.....	Perpetual.....	62,154,122 33		44,943,019 40		17,211,102 93		2,486,164 88	
4% 1st Mortgage Pas Mission Bonds.....	April 15, 1939..	880,000 00				880,000 00		35,200 00	
4½% 1st Mortgage Gunflint Bonds.....	June 30, 1930..	641,400 00				641,400 00		28,863 00	
4½% Prince Albert Branch Bonds.....	June 30, 1930..	518,000 00		300,000 00		218,000 00		23,310 00	
Canadian Northern Ontario Railway—									
4% Perpetual Consolidated Debenture Stock.....	Perpetual.....	12,658,910 51		9,083,628 47		3,575,282 05		506,356 42	
Central Ontario Railway—									
5% 1st Mortgage Bonds.....	Jan. 1, 1934..	833,660 00		833,660 00				41,683 00	
Bay of Quinte Railway—									
5% 1st Mortgage Bonds.....	Jan. 2, 1927..	780,000 00		780,000 00				39,000 00	

SESSIONAL PAPER No. 20

Canadian Northern Quebec Railway— 4% Perpetual Debenture Stock.....	Perpetual.....	5,435,127 39	5,250,369 26	184,758 13	217,405 09
Great Northern Railway of Canada— 4% Bonds.....	Oct. 1, 1931.....	3,505,750 00	3,505,750 00	.....	140,230 00
Quebec and Lake St. John Railway— 4% 1st Mortgage Debenture Stock.....	Perpetual.....	4,486,813 60	4,359,014 94	127,798 67	179,472 54
5% 1st Mortgage Bonds.....	Dec. 31, 1924.....	31,390 00	.....	31,390 00	1,589 50
Duluth, Winnipeg & Pacific Railway— 4% 1st Mortgage Stock.....	June 1, 1933.....	8,062,913 27	7,011,323 93	1,051,589 34	322,516 53
Halifax and South Western Railway— 3½% First Mortgage Bonds.....	Sept. 30, 1942.....	5,663,666 66	4,447,000 00	1,216,666 66	198,228 32
Niagara, St. Catharines and Toronto Railway— 5% 1st Mortgage Bonds.....	Nov. 1, 1929.....	1,454,000 00	1,098,000 00	356,000 00	72,700 00
5% 2nd Mortgage Bonds.....	Nov. 1, 1929.....	536,500 00	.....	536,500 00	26,825 00
Qu'Appelle, Long Lake and Saskatchewan Railway and Steamboat Co.— 4% 1st Mortgage Stock.....	July 1, 1936.....	5,019,539 86	5,019,539 86	.....	200,781 59
Mount Royal Tunnel and Terminal Co., Ltd.— 5% 1st Mortgage Bonds.....	April 15, 1970.....	11,346,146 66	2,153,013 33	9,193,133 33	*571,589 99
James Bay and Eastern Railway— 5% 1st Mortgage Bonds.....	Sept. 1, 1945.....	300,000 00	.....	300,000 00	15,000 00
Minnesota and Manitoba Railway— 4% 1st Mortgage Bonds.....	June 30, 1931.....	349,000 00	349,000 00	.....	13,960 00
Toronto Suburban Railway— 4½% 1st Mortgage Debenture Stock.....	July 15, 1961.....	2,628,000 00	2,628,000 00	.....	118,260 00
<i>Land Securities—</i>					
Canadian Northern Railway— 4% Land Grant Bonds (1909).....	July 1, 1938.....	1,057,526 72	1,057,526 72	.....	42,301 06
5% Land Mortgage Debentures.....	June 1, 1923.....	16,921,886 66	7,188,553 34	9,733,333 32	846,094 33
Total unguaranteed.....		145,264,353 66	100,007,399 25	45,256,954 43	6,127,511 25
Grand total.....		382,878,910 42	276,472,840 70	106,406,069 72	16,148,663 97
In addition to the above the following are authorized and issued:—					
(a) Canadian Northern Railway— 5% Income Charge Convertible Debenture Stock.....		24,999,400 00	24,139,007 40	860,392 60	
(b) Imperial Rolling Stock Co. Ltd., Equipment Trusts.....		4,781,000 00			
Canadian Northern Rolling Stock Co. Ltd., Equipment Trusts.....		22,625,000 00			
Canadian National Rolling Stock Co. Equipment Trusts.....		14,611,000 00			
<i>Land Grants—</i>					
C.N.O. Ry. Land grant 391,460 acres.....		\$1,174,380 00			
C.N.O. Ry. Land grant 2,000,000 acres.....		4,536,931 00			
		\$5,711,311 00			

*NOTE.—Interest on bonds redeemed for Sinking Fund has to be paid.