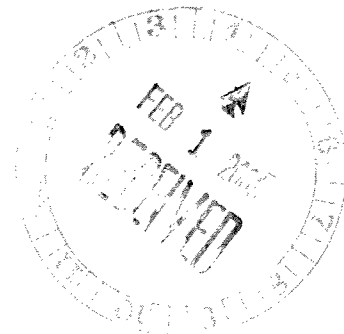


HARKINS CUNNINGHAM LLP

Attorneys at Law

Paul A. Cunningham
202.973.7601
pac@harkinscunningham.com

1700 K Street, N.W.
Suite 400
Washington, D.C. 20006-3804
Telephone 202.973.7600
Facsimile 202.973.7610



CN-19

February 1, 2008

BY HAND DELIVERY

The Honorable Anne K. Quinlan, Esq.
Acting Secretary
Surface Transportation Board
Office of the Secretary
395 E Street, S.W.
Washington, DC 20423-0001

ENTERED
Office of Proceedings

FEB 1 - 2008

Part of
Public Record

**Re: Canadian National Railway Company and Grand Trunk Corporation –
Control – EJ&E West Company (STB Finance Docket No. 35087)**

Dear Ms. Quinlan:

Enclosed for filing in the above-referenced docket please find the signed originals, and 10 copies, of four statements in support of the transaction proposed in the Railroad Control Application (CN-2, filed October 30, 2007). These are statements by: Adrian & Blissfield Railroad, Aracruz Celulose USA, Inc., PCS Sales (USA), Inc., and Prairie Material Sales, Inc.

Very truly yours,

Paul A. Cunningham

Counsel for Canadian National Railway Company
and Grand Trunk Corporation

Surface Transportation Board
CN-EJ&E EIS - FD-35087

Log and Distribution:

Date Recd: _____

HDK File No. _____

Scanned (Initial): _____

STAECT#: _____

Cc: Original - Job File

Enclosures

cc: All parties of record

**VERIFIED STATEMENT
of
I. Howard Smith
on behalf of
Adrian & Blissfield Railroad**

My name is I. Howard Smith. I am currently the Treasurer and a principal stock holder of the Adrian & Blissfield Railroad, which is a family of short lines in Michigan and includes the Charlotte Southern, Lapeer Industrial, and Detroit Connecting Railroad Companies. I hold a Bachelor of Science in Business Administration from Youngstown State University.

I have over 40 years of experience in the railroad industry, the last 25 of them in Michigan. I started working with Conrail as a locomotive engineer in 1965. From 1985 until my retirement from Conrail in 1999, I was an automotive marketing and sales manager, where I interacted on a daily basis with all management levels of each participating railroad and shipper. From 1999 to 2006, I was manager of the General Motors Rail Operations Center for Vector Supply Chain Management, a third party logistics firm owned by GM. My group managed the daily operation and flow of approximately 10,000 rail cars moving throughout Canada, Mexico, and the United States, and I had daily operations and performance contact with every Class I railroad that moved freight for General Motors.

The Adrian & Blissfield Railroad has been a Michigan short line railroad company since 1991. The railroad consists of approximately 20 miles of track between the cities of Adrian and Blissfield, Michigan. We operate three other lines of approximately three miles each in Detroit, Charlotte, and Lapeer, Michigan. These lines were sold to us when it became uneconomic for CN to continue providing service to the customers along these lines. Our railroad designed service packages and purchased equipment which enabled us to continue to grow the business. For example, our GE centercab small tonnage engines can operate at lower cost than the Class I's high tonnage yard/road engines.

The four lines that comprise the Adrian & Blissfield Railroad interchange traffic with CN, Norfolk Southern, and Indiana and Ohio Railroad. Last year, Adrian & Blissfield handled approximately 3,000 carloads. Traffic for this year is projected to exceed 5,000 carloads. The Adrian & Blissfield railroads originate or terminate the following in support of a wide range of customers: 1) ethanol, 2) fertilizers, 3) grain, 4) scrap, 5) lumber, 6) bio-diesel, 7) dried distillers' grains, 8) feed stock materials for bio-diesel, and 9) chemicals for plastic fuel tanks. Adrian & Blissfield is also working with Mid-Michigan Global Logistics in designing, planning, and operating an intermodal terminal and industrial park in Flint, Michigan.

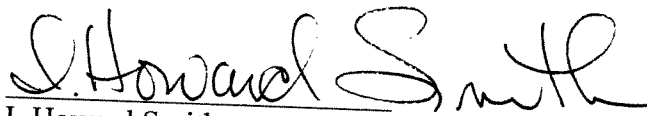
Competition leads to service improvements and lower freight rates. Passing around the historically congested Chicago Terminal will reduce the volume of freight



stranded within the terminal. Reducing a small percentage of the congestion could make it possible for the remaining freight to increase velocity, and reduce interchange traffic.

The Adrian & Blissfield Railroad strongly supports the proposed acquisition of certain EJ&E assets by Canadian National. It would help relieve congestion in downtown Chicago and improve transportation services both for Canadian National's and EJ&E's customers. I believe the acquisition will provide significant benefits to my short lines in Michigan. Adrian & Blissfield therefore supports the application.

I, I. Howard Smith, declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this verified statement. Executed on January 28, 2008.

A handwritten signature in cursive script that reads "I. Howard Smith". The signature is written in dark ink and is positioned above the printed name.

I. Howard Smith
Treasurer, Adrian & Blissfield Railroad