

Extension of Temiskaming and Northern Ontario Railway from Cochrane to Tide Water, Moose Factory, James Bay

The Ontario Government Railway

The phenomenal development of Northern Ontario during the past fifteen years was set in motion on the tenth day of May, 1902, when the Honorable F. R. Latchford turned the first sod of the right of way of the Temiskaming and Northern Ontario Railway at North Bay.

This event marked the consummation of the long struggle of the Honorable F. R. Latchford and other influential men who for years previously had been urging the opening up and development of the north country. Some phrases used by the opponents to the scheme and which have often been quoted since, were: "Why build a road up there in that land of muskeg and stunted poplar?" "It will never pay." "It is now so," and a lot of other similar arguments. The phenomenal development that has since taken place throughout the north country in the opening up of the richest gold and silver mines in the world, as well as other natural resources, no prophet of old could possibly have foretold.

The proposed extension of approximately one hundred and eighty-five miles from Cochrane to James Bay to connect in the system with salt water port, would pass through country the potentialities of which may, to a large extent, be measured by and determined upon the successful exploitation of the resources already tapped in the various districts lying between Cobalt and Cochrane.

The Honorable T. W. McGarry, speaking in the Legislature in 1918 on Public Ownership of Railways in Ontario, declared such to be a decided success, since the Temiskaming and Northern Ontario Railway is practically paying its way. "We have," said Mr. McGarry, "\$21,000,000 invested in the Temiskaming and Northern Ontario Railway on capital account. Interest charges since 1906 have amounted to \$1,911,520. From the Temiskaming and Northern Ontario Railway Commission we have received the sum of \$6,961,000 including operating revenue of \$4,838,215 and Dominion subsidy of \$2,126,000, leaving a net charge to the Province in thirteen years of operation of \$976,000.