

**ABITIBI  
TRANSPORTATION  
AND  
NAVIGATION  
COMPANY**

August, 1922.

## Railway Development, Pro

**Abitibi Transportation & Navigation Co., Ltd.**—Canadian Railway and Marine World for June stated that it had been officially advised that the Abitibi Power & Paper Co., had let a contract to build, this year, a standard gauge logging railway from Iroquois Falls, Ont., to a junction with the National Transcontinental Ry. at Hughes, Ont., 16 miles; that Iroquois Falls is the terminus of the Timiskaming & Northern Ontario Ry's 7-mile branch from Porquis Jet, Ont., 225.7 miles north of North Bay, and that Hughes is 29 miles east of Cochrane. This meagre information was only obtained after we had written two letters to the company. We then wrote again, asking the usual information we obtain in regard to such matters, including the name and address of the contractor; what the contract included; section and weight of rails to be used; name of engineer who made the survey; a blue print showing the routes; who would be in charge of construction for the company, and what rolling stock it was intended to acquire. The company's Secretary replied, repeating that a contract for all the work had been let, and the equipment purchased, or under agreement to purchase, but declined to give any further information. We wrote him again, pointing out that such information is invariably furnished us in regard to railway contracts awarded and urged that it be supplied, but our request was ignored and our letter was not even acknowledged. In Canadian Railway and Marine World's 24 years history, its Editor cannot remember having been similarly treated before; railway officials and projectors being almost invariably willing to furnish full information. However, in spite of the company's refusal, we are able to give considerable information about the matter, and shall give more from time to time in our readers' interests.

The Abitibi Power & Paper Co. has a large pulp and paper plant at Iroquois Falls and extensive timber limits in the surrounding districts. Press reports state that the company wanted to build a railway from Iroquois Falls, via Hughes, to ultimately reach James Bay, or navigable waters flowing into it, and to do business thereon as common carriers. The question of the construction of such a line was considered by the Ontario Government in June, when a deputation from the company waited on Hon. M. Doherty, then acting Premier, and other members of the cabinet, the Chairman and other members of the Timiskaming & Northern Ontario Ry. Commission being present. The commissioners objected to the company's application, on the ground that the projected line would interfere with the T. & N. O. Ry's business, and that it would parallel the extension of that line now under construction from Cochrane northerly. As a result, it was decided that the company may build a railway from Iroquois Falls to Hughes, but that it shall be used for logging purposes only. The Ontario Government, on June 28, issued letters patent of incorporation under the Ontario Companies Act, for the Abitibi Transportation & Navigation Co., Ltd., for the following purposes: To carry on a lumber, timber and pulpwood business; to construct, purchase or otherwise acquire, steamers, scows, tugs and boats or any other kind of crafts or appliances for inland navigation; and to employ and operate the same; to improve and develop rivers, streams and lakes and to construct and

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Abitibi Transportation & Navigation Co.—We are advised that the railway built by this company from the terminus of a Timiskaming & Northern Ontario Ry. branch at Iroquois Falls to Hughes, Ont., on the National Transcontinental Ry., is 15.76 miles long, and was opened for traffic Dec. 23, 1922. A spur line from mile 8, which extends for some 5 miles into the bush, is probably of a temporary character, and will be extended or moved from time to time as logging operations demand. (Jan., pg. 8.)

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**Abitibi Railway & Navigation Co.**  
—We were advised recently that the grading, trestle-building, track laying and ballasting on the 16 miles standard gauge logging railway from Iroquois Falls, the terminus of a branch of the Timiskaming & Northern Ontario Ry., to Hughes, Ont., where a junction is effected with the National Transcontinental Ry., had been practically completed, and that a 5-mile spur line had been built from mile 8, into the bush. (Nov., pg. 568.)

JANUARY 1923



**Abitibi Transportation and Navigation Co.**—A press report states that the operation of this railway, which extends from the terminus of the Timiskaming and Northern Ontario Ry. branch at Iroquois Falls, to Hughes, Ont., on the National Transcontinental Ry., 15.76 miles, together with an 8-mile logging branch, is enabling the Abitibi Pulp and Paper Co. to operate its plant more efficiently and economically. It is expected that the newsprint output, which now runs from 18 to 20 cars a day, will be maintained all winter. (March, pg. 118.)

*September 1923*