

"BACK TO THE BAY"

SOUVENIR

OF

Old Home Week

NORTH BAY

August 2nd to August 8th, 1925

"And here's a hand my trusty frien',
 And gie's a hand o' thine,
 And we'll tak' a richt guid willie-waught
 For the days o' Auld Lang Syne."
 —Burns.

Price 25 cents

Prepared by
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To the Men of Faith who followed the ancient trail of the Great Pathfinder in the American Wilderness and who planted the first colony on the spot where his camp-fires burned;

To the Men of Action who played their part in launching the greatest Railway Enterprise the world has known, and who forged the first link in the chain that bound the provinces of this wide Dominion from sea to sea;

To the Men of Courage who first dared to breach the untracked forests of the North and to found a home in their silent depths;

To the Men of Vision who first set foot on New Ontario soil and formed the Vanguard of settlement that foretold the coming tide which, twenty years later, flowed northward to win for Canada this great new Empire of The North;

This Souvenir Booklet is respectfully dedicated.

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North Bay
Old Home Week
August 2nd to August 8th
1925

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A Page for Men who Shave

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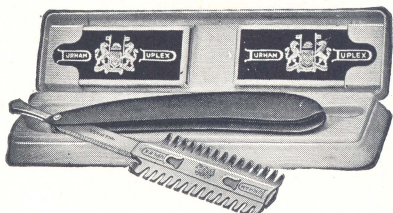
This set is a masterpiece of beauty, sturdily built to last a lifetime. The case is flat and compact with pebbled blue waterproof covering and contains a Durham-Duplex "Hoe type" Razor with two packages of Durham-Duplex Blades, 5 blades in a package, 20 shaving edges. Price \$1.50.



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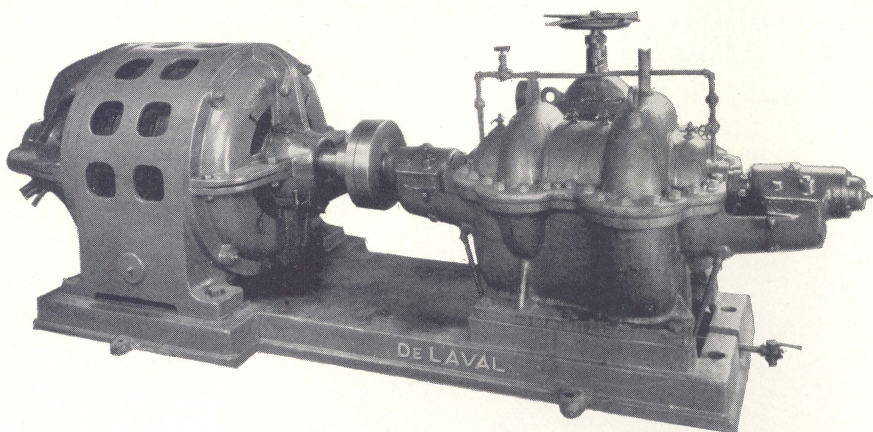
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De Laval pumps driven by Canadian Crocker-Wheeler motors insure highest efficiency combined with dependability.

Illustration shows the 200 Horse Power Canadian Crocker-Wheeler wound rotor motor connected to a 10" 2 stage De Laval pump which supplies 2 3-4 Million Gallons a day against 120 pounds pressure with an overall efficiency of 74½%. This installation which was completed by the Turbine Equipment Company, Limited, in August, 1924, enables the Town of North Bay to cut the cost of pumping its water supply by 25%.

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North Bay—The Gateway City

J.B. MacGregor

NORTH BAY has a background of history that many a people might well be proud to possess.

Three hundred years and more ago, the stage was set for the birth of a city on the shores of Nipissing. Then, as now, the lake lay shimmering in the sun. Day would draw to dusk, and by night the moon would cast its shaft of silvery light across the waters. The girdling forest gloomed dark and ominous about its shores. It was a haunted land in the heart of an unknown continent, where the sylphs of the woods and the nymphs of the waters might disport themselves undisturbed, save for the gleaming white canoes that glided spectre-like across its silent lakes and the swarthy forms that stalked ghost-like through its forest depths.

Days of Romance

It was the 25th day of July, 1615. Night had fallen. An Ojibway camp-fire sent its fitful gleam through the shadows of the forest that fringed the shore. Tawny figures squatted by the fire, drowsing or emitting strange guttural notes, that constitute their language, as they talked of the happenings of the day just gone. Beyond the fire stood, scarce visible in the darkling woods, a long low cabin of native bark and branches of the birch and cedar, from which crooning notes escaped, of women singing their restless offspring to sleep in the warm summer night. Ever and anon a dusky form would rise and make its shadowy way through the fire-light towards the cabin, till at length none were left but the solitary sentinel by the dwindling fire. This day was just another of the many days that had gone. All were oblivious of the great event the morrow would bring.

Through the sinuous channels of Trout and Turtle Lakes another scene had been enacted. Swiftly but steadily, four canoes in succession swung round a bend in the shoreline of the lake, and out into the open, under the quick measured strokes of their swarthy paddlers. In the prow of the first half stood, half knelt a figure strangely out

of harmony with his surroundings, a courtly form, garbed in a manner that betokened wealth and distinction,—a prince it might be of royal blood, from some distant land beyond the seas. Close by to the rear, sat another of like race, more youthful, of lighter build and darker hue. Both were equally charmed with the passing panorama of forest and sky and island dotted waters through which they threaded their way. Now and again the younger would point to some striking landmark which he recognized (for he had been here before), to which he would direct the gaze of his leader. He gave it but passing notice; his wistful eye would ever turn to scan the forward reaches of the lake as though his thoughts were bent on some distant, unrecorded goal. Then Brule spoke, reminding him that this was the land of the Nipissings of which the Alouettes told them. "They are sorcerers. They will kill you with charms and poisonous herbs. Go not near them. Avoid their land and pass them by for they will compass your doom." But Samuel de Champlain would not be diverted from his purpose, by craven fears or untried dangers. Besides, the Nipissings might give him the very information that he sought, the western passage to the great southern seas.

They spent the night on the shelving shore at the western limit of the lake. By dawn Champlain climbed the nearest hill to spy out the land. To his astonished gaze there lay almost at his feet a lake that stretched far as the eye could reach, to the western horizon and beyond. Brule said this was the lake of the Nipissings. As they gazed in wonder, they spied the place of their camp, marked by a blue film of smoke that hung lazily above the distant pines. They dropped down the hillside and pushed through the dense forest to the new found lake where their Indian helpers had by this time portaged their canoes. Embarking they dipped their paddles for the first time in its unruffled waters,



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SIMPLICITY in construction and
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Can be connected to any type of
closet bowl.

Cannot be held open to waste
water.

Can be regulated to any length of
flush, without shutting off water.

Will not waste water in event of
dirt lodging in relief valve.

Not necessary to take down the
whole valve in case dirt lodges in
by-pass, only remove two screws.

A valve that can be regulated
after installation.

Galt Brass Co., Limited
Galt, Ont.

North Bay—The Gateway City

(Continued from Page Nine)

making for the camp at the command of the leader.

To their delight, the tribe, after their first shock of surprise to see so strange a being, differing from them in language, color and dress, were most hospitable, and feasted them in Indian fashion upon the choicest of the land, making expeditions to hunt and fish in honor of the being whom they looked upon with an awe approaching reverence. Here Champlain smoked with them the pipe of peace, told them of the great king from whom he had come, praised their land as one which might be great like his in the days to be, and, near by, planted the cross and the fleur-de-lis in honor of God and king in this remote region in the heart of the great continent. Almost upon this historic ground the city of North Bay stands today.

For two and a half centuries following, Lake Nipissing became the rendezvous of the Indian tribes from North, South, East and West. Its sandy shores were ablaze with campfires by night, and by day the tribes bartered their goods with each other and with the representatives of the fur companies—the Hudsons' Bay, the Northwest and others of lesser fame. Mingling with the red-skins, were the hardy voyageur, and the sombre-robed Jesuit priest, indefatigable Missioner of the Cross, while here and there the gaily garbed Cour-
cur de Bois added color and vivacity to the scene.

The Coming of the C.P.R.

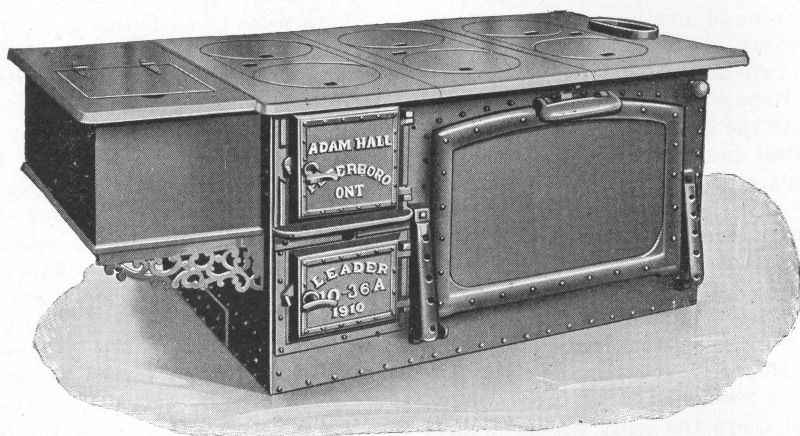
The day came when Canada was more fully peopled east and west and threatened to break in two by virtue of her own bulk if some bond were not devised to weld the scattered units. Paper bonds in the form of Acts of Union proved of little avail, and finally the sentiment took concrete shape in the proposal to link the extremities by a band of double steel across the continent. After months of wrangling in legislative halls the movement was given legal sanction and the contract allotted to a new corporation, whose title has now a worldwide vogue in the familiar form of C.P.R. Obstacles

were met on every hand, physical, financial, administrative. The western sections were the first to be built. The Laurentian highland across Northern Ontario set the sternest of problems and was the last barrier to be reached. The great, far-sighted engineer in charge, Sir Sanford Fleming, when choice of routes was in dispute closed the question with this significant remark—"Choose what route you please, but you **must** reach the north shores of Nipissing." These prophetic words are inseparably linked with the origin and destiny of North Bay.

Its Birth

The eastern unit of construction started at Pembroke, continuing the old Canada Atlantic westward. It was to terminate at a point called Callander. There were three Callanders contesting the honor, one at the head of Nosbonsing Lake, one at the Post Office at South East Bay, and one at Kai-bus-kong crossing on the site of the present village of Bonfield. Sturgeon Falls is said to have laid covetous eyes on the terminal and even Nipissing Village, south of the lake of the same name. But like Pip in *Great Expectations*, North Bay insisted on being born. And so on a memorable day in November in the year 1882, the C.P.R. poked its nose through the spruce forest to the east of the present site of the town. Metaphorically Donald McIntyre, contractor and builder and erstwhile C.P.R. director, was on the pilot, and his irrepressible nephew, John Ferguson, was stowed away somewhere about the train. Literally, however, Alex. Gillie was at the throttle of the first train that carried human freight, Ike Irving stoked the furnace, and Harry Jackson collected the fares. Among the passengers were Mrs. William Ferguson and family, and Adam Torrance, who nursed little Jessie all the way. It took two days to come from Pembroke to the end of steel. The passengers spent the night at Bellefeuilles at Mat-tawa, and resumed their journey in early morning over the ill-ballasted bed. The freight, with a creaking coach to the rear, rocked into the little open

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North Bay—The Gateway City

(Continued from Page Eleven)

space in the forest, slowly drew up at a long low log building, which did duty as a station, dumped its passengers and freight promiscuously in the muskeg and left them standing ankle deep amid the stumps and slash, the first forlorn contingent of the city that was to be.

Its Christening

Thus the baby colony was born. But who was to name the place? What should it be called? It had three God-mothers, Mrs. Paul Bernard, Mrs. William Ledgerwood and Mrs. Amelia Parks. As for God-fathers it had a score or more proud to act at the christening. There were:

John Nelson, cleaner.
 Alex. Gillie, engineer.
 Bill Wilkinson, fireman.
 John Ferguson, yeoman.
 Bill Glover, blacksmith.
 Adam Torrance, blacksmith's helper.
 Ben Parks, laborer.
 William Parks, farmer.
 Alex. Dreany, farmer.
 Frank Reeves, yardman.
 Paddy Fitzpatrick, brakeman.
 Tom Guilfoyle, baggageman.
 Lot Britton, driver.
 "Smash" Quinn, general help.
 Martin Conroy, staff cook.
 John Tansey, special constable.
 Wesley Coleman, policeman.
 John Lavery, engineer.
 Tom Dreany, ferryman.
 Tom Babcock, ferryman.
 Alex. Doyle, railway men's rest.
 Wm. McFarlane, Bon-ton Rooming House.
 John G. Campbell, store manager.
 Lucien Levis, assistant manager.
 "Red Bill" Moffat, carpenter.
 Bill Comrie, section foreman.
 Sam Huntington, guide and raconteur.
 Ed. Welsh, shoemaker.
 Alex. Lafferty, contractor.
 Dr. MacMurchy, physician.
 James Dunnigan, farmer.
 Jack Stinson, roadmaster.
 Tom Reynolds, conductor.
 Tom Jackson, conductor.
 Harry Jackson, conductor.

Fred Mitchell, brakeman.
 Sam Jackson, brakeman.
 Ike Irving, fireman.
 C. T. Boyer, baggageman.
 Frank Mackey, rodman.
 Adam Craig, quarryman.
 Jack Percival, conductor.

Like many another child, who is an unknown heir to greatness, the choice of name was left much to chance. And so it was that so important an event hung on a vagrant nail-keg that wandered into South East Bay and found no owner. Some wag suggested in the dilemma, "O, send it to North Bay." And having found an owner there, "North Bay," the place was named, and North Bay it remained. But the name is not inept—for does it not imply that the place was the daughter of the God of the North and a sea-nymph of Nipissing. Thus was the helpless waif launched as a hostage to fortune in the northern wilds.

Early Days

It would take the imagination of a Jules Verne, the wit of a Sheridan, the humor of Punch and the pen power of Dickens to portray these early scenes on the forested shore of the fickle lake. The moods of the pioneers followed pretty closely the moods of the lake for it was the only thing near them that seemed to have living qualities. It scintillated in the sun in its happier moments, it lashed itself into fury when its temper was roused and often by night when its wrath was spent it subsided and sang them to sleep in a lapping lullaby on its shingly shores. What did the place look like? Well, a jumble of slash and stumps and ties and poles scattered over the muskeg through which trails meandered, going anywhere and getting nowhere in particular. The first building to rise into being was a log-cabin built by John Ferguson near the end of the old wharf and occupied by two Jacks and a joker—John Nelson, John Ferguson and Sam Huntington, of fish-story fame. The second was the McFarlane cabin, a long, low, squatty log structure east of the foregoing. It was planted on

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The General Supply Co. of Canada

OTTAWA, CANADA

North Bay—The Gateway City

(Continued from Page Thirteen)

the shore of the lake over which it looked through a fringe of trees. It was a sort of living headquarters for officials, no palace but a real purveyor of hospitality to the homeless, packed to the roof but with always room for one more, as Adam Torrance found, when it was either the under side of a log or a roost in the forest if they refused to take him in. Alex. Doyle was next on the scene with his "Maison de pension," just north of the railway, where there was always a "snack" for the hungry, a roof for the shelterless, and a hearty welcome for all in the real old Irish way. For these were the pioneer days when the pot was kept simmering on the stove, the kettle on the hob, and the latch-string always out. The Company's building came next with station, office quarters and telegraph in one end and George Snider's house in the other. The store building followed just west of this where the yard office now stands with John P. Campbell for manager and Lucien Levis assistant. All of these were of logs, chinked with sod and with scoop-roofs, for logs were the current coin of the day, and shingles were a luxury that nature did not supply. Finally the Ferguson home pushed its more pretentious form up through the trees at a point just south of the National Grocers of today, Red Bill Moffat, of Pembroke vintage, being the master carpenter in charge. There were numbers of floaters and birds of passage but it was thus that the settled community shaped itself into the nucleus of the coming town.

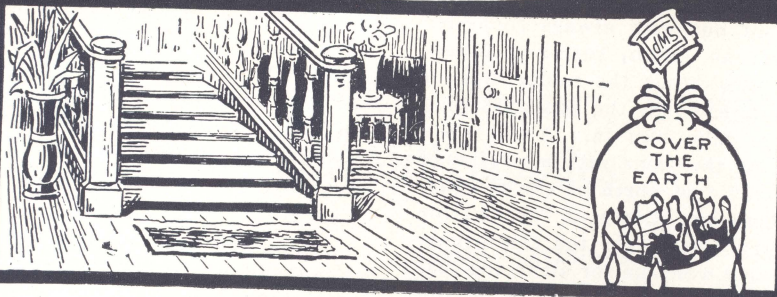
The forest colony had nearly lost contact with the outside world. At times food supplies ran low and neighbors had to beg and borrow and swap till the next "bread-wagon" arrived. Lavery's ballast train kept up a talking connection with the camps along the line and John Ferguson played mail carrier to His Majesty the King from headquarters at Mattawa to the end of steel by two horse vehicle on the first relay, on horseback till the single track failed and on foot the rest of the way.

Once a week or so the freight wandered in with a passenger car in tow. On a Saturday it dropped a new arrival in the form of a tall clerical looking figure. It was the Rev. Silas Huntington. The Church had at length discovered the colony. Next day a boarding car was converted into a church and, with a motley audience of all classes and creeds, the Reverend Silas held forth from an improvised pulpit, Adam Torrance "raising the tune."

Its Growth

Like all babes North Bay was a bundle of struggling life that kept up a vigorous protest for food and drink and more room to grow in its narrow cradle in the forest. The cooks provided the first, the second was variously supplied, though the C.P.R. put on a dry limit of ten miles north and south, and John Ferguson took pity on them for the third. He acquired Lot 20, Con. D. Marleau cleared it. Marleau had been hauling logs for Gorman with a team of oxen. Nothing could stand in his way and soon a more or less shapely street took form out of the chaos of rocks and stumps and slash. Next a school was built, which did duty as a church, school, hall, Council and Judges' Chambers, and general purpose institution, stores began to follow in settled order along the new street; the little colony had found its stride, and in eight short years it had reached the size and dignity of a town. It was officially so declared on April 7th, 1890. John Bourke was its first mayor, a genial, wholesome Irishman; and John G. Cormack, a shrewd, canny Scotchman, of highland proportions and calibre, was its Clerk and Treasurer. With such leadership, backed by a following of sturdy and loyal citizens, progress was well assured, and so it proved. Steadily the town has forged ahead. To the C.P.R. was added the Temiskaming and Northern Ontario Railway in 1904, which opened up endless wealth in the north and gave added impulse to the growth and prosperity of the town. The C.N.R. transcontinental followed in 1917, giv-

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North Bay—The Gateway City

(Continued from Page Fifteen)

ing further impetus and making it one of the leading railway and distributing centres in the province.

Its Future

North Bay holds strategic ground in the unfolding of Canada's future. She holds a vantage point between the port cities of the Atlantic Seaboard and the great granary of Empire in the west. The rail-routes must pass her way, and thus she finds herself one of the five key-points of two transcontinental systems, viz.: Vancouver, Winnipeg, the twin cities of the Lakes, North Bay and Montreal. Standing upon that neck of land that links Old Ontario with New, she holds the gateway to the golden north, whose potentialities none can estimate. Nature too laid out her waterways to give this place a commanding position. Superior, Huron, Nipissing, Trout, Turtle, and Talon Lakes, Mattawa, Ottawa and St. Lawrence Rivers, make the most direct all-Canadian water-route from the heart of the Continent to the Sea. North Bay at the divide holds the key. Our Indian tribes discovered this chain of inland communication, our great Trading Companies followed it for two centuries and a half, and our statesmen and economists will one day re-discover it and make it a commercial reality. The great cities of the Central Western States will receive through her, by way of the French River, the contribution of the north in pulp, paper and wood products, and the Northern Central will through her exchange their coal for the iron of the Temagami ranges when their home supplies are exhausted. The north has all the essentials of a great and prosperous section of Canada. Her latent possibilities are limitless. It was an unknown land twenty years ago. In that time she has disclosed her hidden stores of gold and silver and other precious and economic metals, and her wealth of timber and forest products are making their power felt in the markets of the world. This is but a tithe of what is yet to be. Her agricultural potentialities are equally great. Twenty million acres of practically un-

broken soil, that will match that of any part of the Dominion, await the coming of the homemaker. And, flowing through this land, are a profusion of rivers with scores of miniature Niagaras to furnish convenient power for domestic and commercial use. Here then lies a land with a happy combination of material resources that will lay the foundation of a thriving people of which Canada will one day be proud. To this great land North Bay is the gateway. She is now showing the impulse of its development in steady and substantial growth. The Temiskaming and Northern Ontario Railway is heading for the great northern sea. The Northern highway is also heading thither and soon we will have not only Old linked with New Ontario, but even Dixie Land with Hudson Bay by rail and highway routes by way of the city familiarly known as "The Bay." James J. Hill, that far-sighted genius in transportation, is said to have remarked with prophetic vision as he stood upon this commanding location. "Here rises a second Buffalo." Such no doubt will be her destiny when Canada comes to her own.

Its Welcome

But today North Bay stands unique among her sister centres as a city of homes. The new-comer, the guest, the casual caller at our gates remark the fact that she has few rivals in the matter of tasty and attractive homes. Substantial, well-built dwellings fronted by artistic, well-kept lawns flank mile upon mile of streets set in a double line of luxurious maples which give an air of comfort and cosiness as well as thrift and care. Good taste and a sense of civic pride rule outside the domain of home, while hospitality reigns within. All honor to those hardy pioneers who braved the hardships of early settlement and laid the foundations of such homes as these. All honor to their sons and daughters who so nobly carried out their traditions. We can therefore feel confident in extending to our friends and relatives from far and near a hearty welcome to return

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extends hearty welcome to
everybody, especially the
old timers for Old Home
Week.

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Jewelery and Optical Store
Same Old Stand for 28 Years

GARTSHORE AND BILLINGTON

Contractors

**North Bay, Ontario
'Phones 1283, 1027**

North Bay—The Gateway City

(Continued from Page Seventeen)

and test anew the quality of the home ties, the friendships and the civic spirit

with which time has blessed this budding city of the North.

North Bay—The Health-Seeker's Hope; the Tourists' Paradise

BY degrees it is dawning on the public that here is the choicest of summer play grounds. Health is wrapped up in its clear airs, its long hours of sunshine, its even climate, its pure Laurentian waters and its chance for diverting and invigorating outings by wood and lake and stream. If you want historic ground you have nothing to match it on the continent. Every point is redolent of history and romance in all its pristine worth. Go east by Trout, Turtle and Talon lakes and your canoe retraces the trail that Champlain made, and ten thousand voyageurs in his train have followed. You can set your feet in his very footmarks and, in fancy, recreate the scene. You can camp just where his camp fires were lit, you can thread the noisy creek he ran and in its gurgle learn why he applied the name "Mauvais Musique." You can go west on Nipissing and follow him through the island-dotted French and see where he met the naked Uttawas drying wild fruit on the flat rocks for winter use. You are all the time in the land of Indain lore where Algonquin and Huron braves held the tide of the Iroquois at bay, where the shores were their camp sites, the islands their battle grounds and the soil their graves.

Nipissing has a shoreline ranging for miles that cannot be excelled. Its pure unmixed sands shelve shoreward to its crested banks where cottages nestle in a bower of trees of unnumbered variety in hue and type, elms, maples, oaks, birches and balm of Gileads mingling among the evergreen, balsam, fir and pine, and all fronting the western vista of the sky where nature rivals herself day by day in the glory of her sunset scenes. The

waters play upon the sandy shallows far out to sea where a child can gambol in safety, for no danger lurks in any hidden deeps.

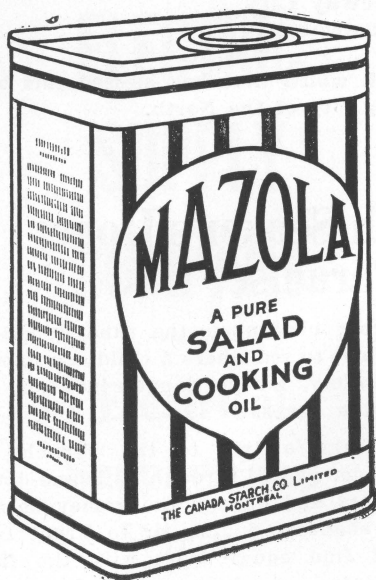
Take a trip to the French and wander at will through its island-dotted waters and engage the gamey bass in its shadowy depths, or to Trout Lake and find equal sport with the finny denizens of that typical Laurentian lake, or paddle up a score of entering streams and trail their banks in search of the rainbow trout that lurk in their shady pools. Or if larger game be your diversion, you may, in season, hunt the whirring grouse or stalk the moose or try to outwit the fleet-footed deer. Or with canoe and tent and genial company you can range our streams and lakes in never ending series and fill your days to surfeit with nature's bounty in all of these combined. And all the time you are winning health of body and freshness of spirit to carry back to your daily task to net you dividends that no material balances can measure.

"Come and welcome to our Northland
Armed with kodak, rod or gun.
Woo the bull-moose, ply the brook-trout,
Play the bass in rock-round run;
Take your toll of health and gladness
Antidote for care and sadness,
This, the best of spoils, you've won."

—X—

That reminds me of—

Jim McCluskey's joy-ride on the Algoma branch. There was no ballast. The train had a cargo of ties and rails and hay and Dr. McMurchy. The engine was in the centre of the train to pull or push and split the train if they got stuck. They struck Thessalon down grade and Jim lost control. The Doctor contends they'll have to rewrite the story of the rocky road to Dublin. They are friends again.



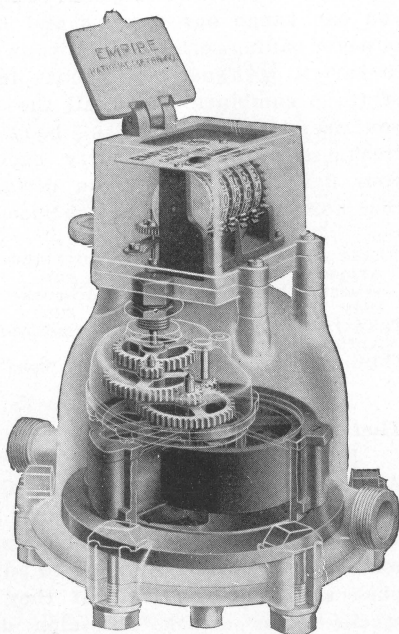
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Our Indian Neighbors

In History

The Ojibways occupy the Nipissing Reserve. Their settlements centre in two villages, Beaucage and Garden Village. How changed the life from early days! Gone are the tepees and the wigwams; gone the old time feasts and medicine dances; gone the strange initiations and religious rites; gone the feathers and the wampum; gone the hunt and the camping ground; gone the war cry and the tom-tom; gone the tomahawk and the bowie knife; gone all the ancient splendour and pageant of peace and war. The Saganosh (white man) has changed it all. And Frank Commanda and his followers, Semo, Pete, Sol, Jocko, Louis and Ben, drowse and garden in the day and smoke and gossip into the night by the flare of the pitchpot that keeps the mosquitoes away. But all the time their lake, the Lake of the Nipissings sparkles in the sunshine and gleams under the silent moon as it did in those distant days when in all the panoply of war they rallied to the fight with their inveterate foes the Iroquois, or smoked the pipe of peace with Champlain and his illustrious successors of the great fur companies of the east. The scene of their ancient camp has lost much of its glamour but Beaucage Point remains today a dream for an artist with its emerald circlet set in a sea of blue.

The change to modern days began with the surrender of their lands under the Robinson treaty of 1850 for reservations and an annuity with the right still to hunt and trap on ceded lands. These they hold in their own right subject to the joint decision of the band. By common consent they lately conveyed part of the reserve to the Crown and a roadway through it skirts the lake to Sturgeon Falls. It was a sight to see, in early days, the whole tribe, parents and children, even to paposes, pick-a-pack, make their way to the town for their treaty money, all set out in straggling colors that brought back a little of the romance of centuries ago.

Only five bands remain, The Nipissings on the "Beaucage" Reserve, The Dokis on the French River Reserve, the Temagamis in the Temagami Reserve, the Temiskamings and the Abitibis about the lakes of the same name. The Dokis are said to be the wealthiest in Canada and had distinguished connections with the early makers of the land. Mrs. Dokis was a niece of Lord Strathcona, a lady of culture and refinement, whose home of log, inside and out, was as spotless and clean from floor to rooftop as a health home in the Adirondacks. These are the last of the noble Algonquin race who with their Huron allies fought a long and desperate struggle to stem the tide of the Iroquois advance. But the Iroquois were as tireless as their vengeance was relentless and they finally drove them west to the Nipigon area and north to the Abitibi. Years after when their old enemies had retired to their southern homes they gradually drifted back to their old haunts along the Nipissing shores where we find their descendants today.

—X—

That reminds me of—

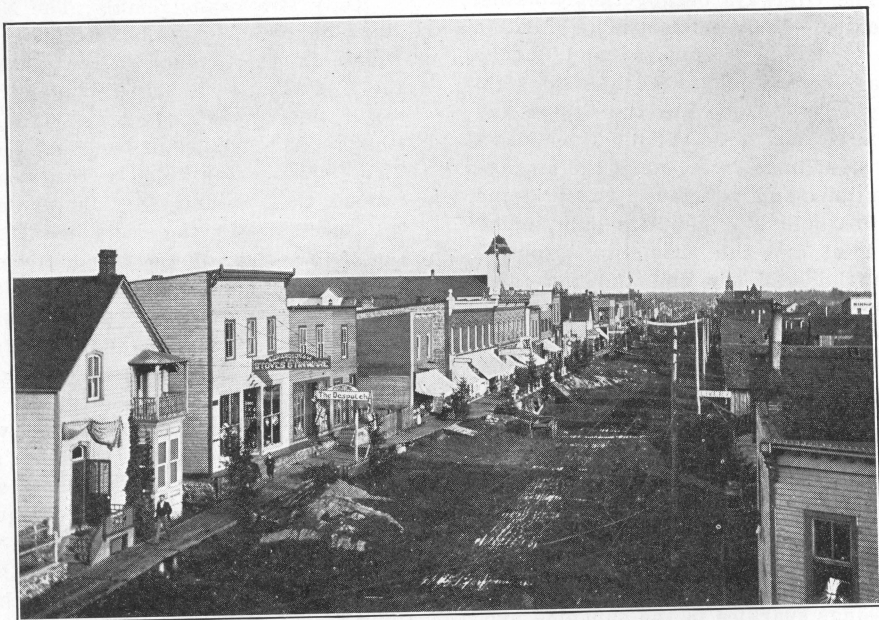
When Sam Porter caught Doyle's broncho, rode him bare-back into and around the bar of the Pacific Hotel, then out and down through the town and on to the turn-table and ordered the handy man to switch him around to the west track, which he did, when Porter galloped up the track and away.

That reminds me of—

Brill's cow, which was seen tied to a post, completely harnessed, when the natives arose one morning.

That reminds me of—

A fellow badly corned, who crossed the street one day and addressed D. J. McK. in these words: "Say, boss (hic), where's . . . the other . . . s-s-s-side of the s-s-st-street (hic)?" "Over there," said D. J. "Y-er (hic) a l-l-l-iar," said his interrogator. "I . . . w--as (hic) just on the o-th-er s-side and they (hic) t-t-told me it (hic) was o-o-ver h-h-he-re."



Main Street, North Bay, 1903



Main Street, North Bay, 1925

First Things in North Bay

First School—Log building on rear of Baptist Church lot.

First Teacher—James Agnew.

First Inspector—R. G. Scott, Pembroke.

First Church—Methodist — Old Times Building.

First Preacher—Rev. Silas Huntington in C. P. R. Boarding Car.

First R. C. Preacher—Fathers Nedlec and Cote—on bank of lake in open air.

First Settled R. C. Preacher—Father Bloem.

First Separate School—On Priest's Hill.

First Separate School Teacher—Miss Bloem.

First Newspaper—Nipissing Times, Stewart Huntington, Editor.

First Hotel—North Bay House, Martin Brennan, Prop.

First Physician—Dr. A. McMurchy.

First Magistrate—James Worthington, R. R. Contractor.

First Stipendiary Magistrate—John Doran followed by brother William Doran.

First Policeman—Wesley Coleman.

First Jail—Near Lott Britton's House, Main St., East.

First Lawyer—A. G. Browning.

First Reeve of Widdifield—George Price—1885.

First Mayor—John Bourke, 1891.

First Reeve—George Fee, 1891.

First Bank—Traders, March, 1895.

First Marriage—John Cochrane at McFarlane's House.

First White Child—Son of John G. Campbell or daughter of William Ledgerwood—Summer 1882.

First Death—Mr. Bray, buried near English Church in bush; body discovered when building Parish Hall.

First Druggist—John G. Cormack.

First Dentist—Dr. J. H. McNight.

First Blacksmith—William Glover, Adam Torrance, helper.

First Skating Rink—Rear of Presbyterian Church.

First Storekeeper—Jim Mulligan, south of track; William McDonald, north of track.

First Postmaster—John Ferguson.

First Butcher—John Lindsay. *near Pesty*
byterian Church. ➤

First Wharf—C. P. R. built by Jerry Labreche.

First Boat—Inter Ocean—1882; A. P. Cockburn, M.P.P., Prop.

First Boat Built—C. P. R. Towboat at Dushesnay Creek.

First Log Cabin—John Ferguson.

First Private Residence—William Ferguson.

First Business Lot Purchased—Ed. Welsh, Shoemaker on site of Fee and Mackey's Hotel.

First Private Lot Purchased—Lot Britton, East Main Street.

First High School—On present site, 1902.

First High School Principal—J. B. MacDougall.

First Opera House—McIntyre St., Lot 216, now Apartment House.

First C. P. R. Superintendent—E. W. Woodcock.

First C. P. R. Agent—D. J. McKeown.

First Yard Boss—George Charette.

First Car Inspector—Frank Bouillon (Bully).

First Track Foreman—Bill Comrie.

First Drayman—John Boland, by dog-team across the lake to King & Lafferty's Camp.

First Member of Parliament—John Loughrin, M.P.P., 1889; J. P. Klock, M.P., 1896.

First Board of Trade—Sept. 7th, 1894; D. Purvis, President; D. J. McKeown, Secretary.

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Notes on Early North Bay

To look back to March 16, 1884, little could we think that time could work such wonders. The C. P. R. was a shed. Where the station now is was the Doyle Boarding House. On the site of the C. P. R. park stood the old Round-house. Oak Street was the main street. This "Main" street had a plank sidewalk through the stumps. On each side was a deep ditch and mud and water in abundance. Woe betide the man or woman who could not walk the straight and narrow way. He or she surely fell into the mire to be rescued by some Good Samaritan.

The site of the Pacific Hotel was a huge puddle of water over which we crossed by a pine log. Good balance was a necessary quality in those days.

Main Street of today was occupied by a quarry siding where men took out stone for C. P. R. buildings, culverts, etc. Yokes of oxen drew out the stone, stumps, etc., to make our present Main Street.

All about was dense forest where you could frequently see wild game. Deer were shot on the land occupied by the Normal School and Memorial Park. Trout Lake was a day's journey by an old Hudson's Bay trail.

The population was about five hundred. The village boasted three stores, a post office, two hotels, boarding houses, two barber shops and an old log school located where Gordon's stables and warehouse now are. The R. C. Church was a chapel built by Jesuit Missionaries on the present site of the Cochrane Hardware. My first shop was a shed back of the site of Woolworth's store, then a little shop where Jackman now is and finally my place on Main Street.

From such crude beginnings has come The Gateway to Greater Ontario.

—D. St. Pierre.

North Bay in the summer of 1883 was a dock and a quarry and a log station, a log store, a log station with Snider's home at the rear end where

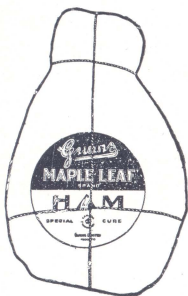
they served meals to the 400 class, two boarding houses, Ferguson's log home the best then to be seen, and across from it the railway bunk-house. Parks had a house a mile east. It took a day to come from Mattawa keeping clear of work trains. The supply train brought in passengers. What was not rocks was muskeg. It was the most uninviting spot you could find, all but the Sunsets. They are always wonderful.

—J. W. Scott.

The first impression a person might have about this time in the early eighties, was that a wagon loaded with log houses had been driven through the stumps, and wherever a house fell off, there it was left. There were no streets and there was no shape to the buildings. On Sunday evenings the Rev. Silas Huntington, a pioneer missionary of the North Country, was to be found preaching in a passenger coach. If any one so forgot himself as to disturb the service he would not stop to reprove him but would say, "Throw him out Bill." And Bill would just say, "You keep quiet boy; another peep out of you and out you go." And Bill was able to do the trick and would do it; all the boys knew.

The men of these days went into work or play with their whole strength. The population was mostly men, men with weather-beaten faces, men strong in living, men heroic in dying, invincible against the forces of nature with which they contended for their daily bread. They were the pioneers of the city yet to be, just the first faint wash of waves where soon would roll a human sea. Some of them are here yet, some are gone to other parts of Canada, some have crossed to that bourne from which no traveller returns, but they have all left their marks on the foundations of North Bay. These men made real history and they made it quick, as time has shown.

—Jas. Fowler.



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North Bay

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North Bay

Nipissing District and the First White Men

The City of North Bay is located on one of the great trade routes of Canada today—and this has always been the case, even before the white man knew of the existence of the Lake of the Nipissings and French River.

The Indians who journeyed from the interior of Canada to the St. Lawrence to trade travelled by way of Georgian Bay, French River, Lake Nipissing, and the Ottawa River.

In the year 1610, a large party of Huron Indians met the French for purposes of trade and also to make war against the Iroquois. Having accomplished their purposes, the Hurons were about to return to their own country, when an arrangement was made whereby a young Indian remained with Champlain and went to France with him, and a young Frenchman remained with the Indians and went to the Huron country to learn the language. This young man's name was Etienne Brule, and he was the first white man to stand on the shores of Lake Nipissing. He returned to the St. Lawrence the following year, that is in 1611.

The next party of white men to reach this district was organized by Champlain himself, but the great explorer was not actually with the first section of his party. In the year 1615, a number of missionaries had come out from France, and of these priests, Father LeCaron was assigned to the Hurons. Some slight delay having taken place in gathering the needed supplies for the journey into the unknown wilderness, the Hurons became impatient, and they started off with Father LeCaron and a few other white men, leaving Champlain to follow. This party headed by Father LeCaron reached Lake Nipissing about July 15th, 1615, followed by Champlain himself (Brule being in his section of the party). The date of Champlain's arrival on Lake Nipissing is definitely known to have been July 26th, 1615. He spent two days with the Nipissing Indians, explored the Great Manitou Island, caught fish, paddled around the

shore probably as far as the Sturgeon River, and left a very interesting description of his visit in this immediate neighborhood.

A question which has often been discussed among local antiquarians is—What route did Champlain follow from Trout Lake to Lake Nipissing? Unquestionably, the later canoe route was to leave Trout Lake at Dugas Bay, and enter Lake Nipissing by La Vase Creek. The Archaeological Report for the Province of Ontario for 1916, states definitely that this was the route followed by Champlain, but the evidence seems inconclusive. Some authorities contend that the most probable route was to leave Trout Lake near the present village of Trout Mills, and thence to Lake Nipissing via a trail which at one time ran along the top of Priests' Hill.

The original "old boy"—the first white man to definitely establish a home on the shores of Lake Nipissing was also a protege of Champlain, his name being Jean Nicollet. He was adopted by the Nipissing Indians in the year 1620, and remained with them for nearly nine years.

Following the trader and the explorer, the missionary was never far behind, and in the year 1640, Father Claude Pijart, S.J., and Father Charles Raymbault, were sent to open a mission to the Nipissings. Owing to failing health, Father Raymbault remained only a short time, his place being taken by Father Rene Menard, S.J. Father Pijart remained with the Nipissings for nine years, only leaving the country after the tribe had been almost wiped out of existence by the victorious Iroquois, after their successful attack on the Huron tribes to the south.

After the fall of Quebec in 1759, British traders and soldiers ascended the Ottawa, and entered Lake Nipissing, using the then definitely established La Vase Route.

Thus briefly we have passed in review the coming of the first white men to the vicinity of the new City of North Bay on the shores of Lake Nipissing.



More Old Timers

Top Left—The North Bay Quarry.

Top Right—A group taken on the site of the present Cochrane Hardware Store. Standing—R. Ions, photographer; W. E. Bengall, chief despatcher, C.P.R.; John Bourke, despatcher. Sitting—W. P. Martin, C.P.R. agent, Mattawa; Dr. A. McMurchy, C.P.R. surgeon.

Bottom Left—The First Baseball Team. Back Row—Ike Bond, umpire; W. A. Martyn. Centre Row—Alex. St. Eloi, Dave St. Eloi, Adam Torrance. Front Row—Eddie Major, Jack Nidd, Hank Wilkinson, Jim All.

Bottom Right—The First C.P.R. Station and Telegraph Office.

North Bay—a Lake Port

In the Heart of the North

By all logical arguments, physical or economic, North Bay should be a lake port. In the first place, nature so intended it. She left the simplest possible obstacle for man to overcome. She gave a great broad deep waterway by way of Lake Nipissing and French River to the Great Lakes, leaving only three rapids to surmount in the fifty-three miles. The rest of the river is a series of lakes linked by deep water channels through which the British fleet might sail with safety. In the second place North Bay is the gateway to the fastest expanding and most productive section of Canada. It has given almost \$400,000,000 in gold and silver to the Dominion in the past 20 years and last year shipped to our southern neighbor over \$60,000,000 in minerals, pulp and paper to sustain the balance of trade for Canada. Its purchasing power is represented at \$80,000,000 per annum. It is surely entitled to some return. Further, water carriage to North Bay via the French River and Nipissing would save the difference between 60 cents and \$2.60 per ton, or a total of over \$3,000,000 per year. Customs receipts alone from this area give the Dominion Government almost a million annually. Let them turn this and part of

the immense royalties collected by the local government back to help those who are supplying so generously the wealth upon which Canada depends. Again, it should be the eastern terminal to the lakes and rail route, as the twin cities are the western. It would make the shortest route to the sea by hundreds of miles. Grain could be landed at seaboard before it would reach the Welland by the circuitous route. It would effectively checkmate American control of Canadian trade on the Great Lakes. It would divert Canadian trade into Canadian channels. It would develop Canadian coastwise shipping and even capture its share of the American trade of Chicago, Duluth and the Mid-west states. North Bay occupies the summit to the watershed. Cargoes can be raised by lockage through the French River at a mere fraction of rail cost, and the C. N. R. and the C. P. R. could handle down grade traffic to seaboard at a minimum charge. The improvement of French River for lake traffic and power development is a scheme of national importance both east and west, and north and south. It would enhance development, attract settlement and help more speedily to give Northern Ontario the national place she is destined to fill.





NORTH BAY, ONT.

Corner of Main Street and Klock Avenue

North Bay, when they contracted for their paving program in 1924 did not experiment, but adopted a time proven pavement suitable in all respects for their climatic and traffic conditions. Of course it was

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Historical Log of the Lake

Names	Date	Service	Captain or Owner	Remarks
1. Inter Ocean.....	1883	Freighter	Muskoka-Nip. Nav. Co. Captain Burritt	Built at Nipissing Landing, 1882, same time as C.P.R. started from Mattawa.
2. Sparrow.....	1883	Pass. and Frt.	Cap. McKinney	
3.			Cap. Clark	
4. Empress.....		Pass. and Frt.	Cap. Clard	
5. J. R. Booth.....	1883	Frt. and Tow	Cap. Sacred Cap. White	Built on Gormanville flat. Side-wheeler.
6. Wabano.....		Passenger	Cap. Windsor	
7. Camilla.....		Passenger	Cap. Burritt	John Ferguson bought her at Barrie.
8. Van Woodland.....	1901	Pass. and Frt.	Cap. Windsor	Rebuilt and enlarged. Changed to Highland Belle.—Cap. Hicks.
9. Osprey.....		Fishing Tug	Cap. Lang	
10. Katharine C.....		Pass. and Frt.		
11. Maggie K.....		Govt. Tug		
12. Dalton K.....		Pass. and Frt.	Cap. Williams	
13. Elgin Lewis.....	1906	Pass. and Frt.	Cap. McKinney	
14. Queen of Temagami..		Pass. and Frt.	Cap. Muir	
15. Boat.....				Built by Newman, Prop. Manitou Summer Hotel.
16. Elgin Lewis II.....		Pass. and Frt.	Cap. Clark	
17. The Mattawa.....		Dredging	Cap. Williams	
18. Queen		Pass. and Frt.		Trout Lake service.
19. Hazel B.....		Pass. and Frt.	Cap. McCaw	
20. Olive.....		Pass. and Frt.		
21. Northern Belle.....	1905		Cap. McKinney	Built at St. Falls; still in commission.

That reminds me of—

It was the dining room of Dan Dunn's boarding house at Pogomasing in construction days. Rev. Silas Huntington held the service. In an adjoining room a bunch of the boys were playing pool. When Dan was taking the collection he slipped into the pool table and scooped the whole pool into the hat and walked back into the service as though it were a part of the game.

That reminds me of—

When "Sam," the old bay horse that J. F. drove had finished the long siege at construction from Bissett's to "The Bay," they turned him loose on the streets. Some wag attached a placard to him with which he roamed about, bearing this epitaph:

"Poor old Sam, you drew out ties,
When you we most did need,
And now they've turned you out to starve
Without one bite of feed."



It Stands the Test of Time

Canadian housewives know Purity Flour as a good flour of uniform quality. Like an old and true friend it stands the test of time.

PURITY FLOUR

Use it in all your baking—for better bread and better pastry.

Western Canada Flour Mills Co., LIMITED

Millers of Purity Flour, Purity Oats, Ideal Free Running Salt, Ideal Iodized Salt and Pioneer Poultry Foods.

A Stucco Home is Fireproof and Attractive

An increasing number of good looking homes are being built of stucco on metal lath, because of the permanency of this material, low first and maintenance cost and fire resistant qualities.



The use of Pedlar's Metal Lath around the stairway and on the ceiling under stairs prevents the spread of fire. It will resist the hottest fire for more than one hour.

Exterior walls plastered over PEDLAR'S EXPANDED METAL LATH

insures a home literally sheathed in steel and cement. This type of building is warm in winter and cool in summer—the ideal all-the-year round home. Before you build let us tell you of the possibilities of Metal Lath and its moderate cost.

Write For Lath Booklet "N.B."

THE PEDLAR PEOPLE LIMITED

Established 1861

Executive Offices: Oshawa, Ont. Factories: Oshawa and Montreal
Branches: Montreal, Quebec, Halifax, St. John, Ottawa, Toronto, Hamilton,
London, Winnipeg, Calgary, Vancouver.

The Canadian Pacific Railway and North Bay

Let newcomers to North Bay know and let those who know this Northern Country well recollect that North Bay and the Canadian Pacific Railway are one. It is a well-known fact that the Canadian Pacific was the only company able to successfully carry out, at that time, the gigantic undertaking, in which others had failed, the building of a transcontinental railway. In 1878, the decision was reached by the country to build an ocean to ocean railway; in 1879 the Canadian Pacific Company was formed. It took over the Canada Central Railway which then ended at Pembroke and the following year construction westward was begun.

A vital question was whether it would locate as at present or run via South East Bay. The North Bay route was chosen and in the fall of 1882 steel was laid to the site where the city now stands. There were no settlers in the country, no lumbering, no farming and no industries. The C. P. R. brought its own crews, and a few houses and stores soon sprang up and seven or eight settlers took up farms in Widdifield. Apart from its location as a mileage on the railway suitable for a divisional point there was but one reason for its selection, that is, its situation with respect to Lake Nipissing. The construction and operation of the railway soon developed lumbering, farming, mining, mercantile and other industries till we find in the course of years just such a thriving centre as it is today. Further it may be rightly said that, if the company had not created North Bay by establishing headquarters here there would have been no need of other railways to have built or extended their lines to this point. There can be no doubt that the discovery and exploiting of this phenomenal mineral and lumbering country to the north is as directly a result of the building of the C. P. R. as was the discovery of the copper and nickel deposits and the later development of the Sudbury area.

It is not to be denied that had the C. P. R. not been built the whole northern country would today be what it was in 1880, a wilderness touched only here and there by the lumberman's axe, inhabited by the Indian and the wild denizens of the forest which he hunted and killed for food and clothing.

To the presence of the C. P. R. and its fostering influence is due the fact that from a point in the wilderness in 1882, it has arisen to a city of over thirteen thousand with an assessment of eight million, four hundred and thirty five thousand, three hundred dollars. The source of its prosperity is the number of employees which are eight hundred and twenty-six, and its pay-roll, to residents only, of one million, one hundred and forty six thousand dollars per annum.

The modern farmer who does all his farm work by machinery, has his rural telephone, rural mail delivery, and flies to market in his auto is apt to forget and belittle the enterprise, courage and labor of his grandsire who with axe in hand cut out and laid low the forest primeval on the very farm on which his descendant now lives in ease. So the citizens of North Bay and the north should not forget the pioneer in railway construction and should feel they have much to cherish in their very wise and far-seeing pioneer father—the Canadian Pacific Railway.


C. P. R. Staff, 1925

General Superintendent.....	H. J. Humphrey
Superintendent	T. A. Wilson
Assistant Superintendent.....	W. E. McGill
Assistant Superintendent.....	R. J. Anderson
Master Mechanic.....	T. Hambly
Divisional Mechanic.....	J. H. Wilson
District Engineer.....	S. B. McConnell
Assistant	
District Engineer.....	J. M. Silliman
Chief Clerk to	
General Superintendent.....	Arthur Beatty

—X—

That reminds me of—

When Spinks put up a tie shelter along the right of way and some wag erected a dignified sign which read: "Hotel de Spinks."



Premier GASOLINE

Responds quickly to the starter and gets you away quickly.
It is big with power and long on mileage.

Make sure of getting full value for your gasoline
"dollar" by filling at the Red Ball Pump.

Imperial Oil Limited

SUCCESS
TO
North Bay Old Home Week
— AND —
BEST WISHES
FOR
GREATER PROSPERITY

Canadian Packing Co., Limited

Manufacturers

Rose Brand Pork Products

PETERBOROUGH - - - ONTARIO

The Canadian National Railway and North Bay

It is usual to consider Northern Ontario as a country comparatively new, even for a nation whose people did not bud into nationhood until the yesterdays of history; but here again is to be found yet another misreading of New World annals. The pioneer railroad builders but skirted a route which was rich in historic associations and which link to the steam road such names of fame as Champlain, LaSalle and some of New France's foremost and venerated missionaries and martyrs. Like shadows across the screen of time, they came and went, the known with the unknown, savants, explorers, and settlers in their canoes, ox-carts, full rigged sloops, stage-coaches and freighters, passing down the corridor of time until at length came the "iron horse," of the railway.

It is a peculiar coincidence that the North Country has the distinction of being linked not only to the first days of Canadian annals but also to the first days of railroading in Upper Canada. For the Grand Trunk train, which so proudly steamed into North Bay in 1889, travelled part of the way over what was the old Ontario, Simcoe and Huron Railway, the first road to be built and operated in Upper Canada and at the time of its opening, the second longest railway in British North America. When this railway was opened, on May 16th, 1853, the railroad was at Machell's Corners, now Aurora, just 29.7 miles in length; but small though this was, it marked the beginning of the slow penetration into the Northland, which was to be consummated exactly 36 years later, when the first road was absorbed by the Northern, and the Northern, in turn, was absorbed by the Grand Trunk System.

Slowly the Northern Railway crept Northward, until, under name of the Muskoka Junction Railway, its terminus first was at Orillia, then Washago and finally Gravenhurst. The next epoch in its history was the extension of the line to Nipissing.

In this age of rapid transportation it is difficult indeed to reconstruct the

difficulties under which the pioneers labored in their great task of opening up the North. Huntsville, then an outpost of civilization, was settled when the rail head stopped at Barrie; and when the terminus had moved to Gravenhurst, all freight was moved into the North by team, or, during navigation, by team to Port Sydney and thence by small steamers over Lake Mary and Mary's River to Huntsville, whence again it was transferred once more to the cumbersome freighter.

In those days it was a matter for conjecture as to the condition in which freight consignments would arrive at their destination, with the odds usually in favor of its complete demolition. Ancient records are filled with the plaintive wails of northern merchants and settlers. One merchant bewailed the fact that he ordered a shipment of glass panes and when he opened the case not a single pane remained unbroken; a settler writes, his words interspersed with picturesque language, that the stove he received from a Toronto merchant arrived as so much junk. He earnestly sought information as who was to stand the loss and when he might expect a new stove in such condition as it might be used to keep his cabin warm during the coming winter. As a penman of a strongly-worded appeal this settler was in a distinct class by himself.

In many instances the goods did not arrive at their destination, at all. Pilferage frequently was reported and it was impossible to trace the missing articles. Kegs and even barrels of whiskey had a most disturbing way of disappearing. They seemed cursed with a predilection to fall off freighters' wagons or sleighs, breaking open and thereby providing free liquid refreshments to the teamsters along the way. Nothing apparently could be done to right this situation, for the roads were rough and wagons and sleighs had a habit of overturning with disastrous results to the loads. But goods had to be got into the North, no matter what the hazard, and it is recorded that as many as from 15 to 60 teams would

THE IDEA

of an

Old Home Week

is proving very popular, each year a larger number of towns are giving former residents an opportunity of meeting each other again, and renewing old friendships.

But for Comfort Soap there is no need of an Old Home Week, in every town and village and at every four corners its old friends are found and new ones made all the year round.

This ability to keep old friends and make new ones is entirely due to the unfailing record of satisfaction given to all who have tried Comfort and learned what it can do for them.

Don't forget either that when the bar of Comfort has been used and only the wrapper remains, that the wrapper has a value, which can be considered as a legacy from the bar it formerly enclosed.

The wrapper along with other wrappers will enable you to obtain useful and ornamental presents free of charge, a list of which can be obtained free by writing for an illustrated catalogue to

The Comfort Soap Co.

Eastern Avenue, Toronto

The Canadian National Railway and North Bay

(Continued from Page Thirty-Five)

come and go from and into the country north of Huntsville each day.

Difficult and unsatisfactory as were the conditions which governed the shipping of supplies into the North, they paled into insignificance when it came to bringing in dynamite and black powder. Dynamite, particularly, was considered a **highly dangerous** article and was handled with the greatest of respect; in fact, so much respect did it inspire—and black powder with it—that a law was passed prohibiting trains from carrying it. Therefore, it and its awe-inspiring sister explosive, black powder, had to be hauled by night teams.

In some instances it lived fully up to its dangers when the teams took fright and bolted, or the wagon or sleigh overturned on the rough road. One big shipment is recorded as having exploded during an accident and the result was fully in keeping with the best of dynamite traditions—very little was later discovered of teamster, team or wagon. Yet, despite such stories and fatalities, the daily trek went forward northward without interruption.

When definite announcement was made that the railroad would be built to Nipissing, pessimists were soon abroad. Their words were enveloped with a deep, azure gloom. The extension would not pay for the cost of the rails, there was not enough freight and passenger business to meet operating expenses, they averred. The country was but sparsely settled, no tourists would venture into such an uncharted wilderness and it was simply running bands of steel into an unproductive waste to let them rust there—so ran their plaint. But despite loud talk and gloomy forebodings no organized opposition was made to the venture and just how much truth there was in such predictions best can be judged in retrospect.

Despite the grand assault made by the pessimists, construction work commenced and rapidly progressed. The railroad was now reaching out to tap a new country and a rich one, although

at that time its riches were something for the future to prove. In 1886, after overcoming almost titanic obstacles in a construction way, the rail head reached Nipissing Junction and with its completion arrangements for the operation of Grand Trunk trains into North Bay over Canadian Pacific tracks were made.

Here then was written the first paragraph in a new chapter of Northern Ontario development. A straight through line had been opened between the budding frontier town of the North to the well-settled districts on the shore of Lake Ontario. Through trains sped across a country which previously had known only the plodding teams and wagons of the freighters and gave such picturesque train names to railway history as "The Cannon Ball Express" and many others. The daily wails of chronic pessimists had not deterred the railway builders. They had faith in the future of the North and how well this faith has been justified is a matter of history.

If faith dealt handsomely by the railroad builders on the North Bay line, it did not smile quite so brightly upon the railroad men. Alonzo Brott, a track walker in those first days of the Nipissing line, wrote of his experiences in this way: "The conditions under which we worked were trying in every way. There were no Government roads and all supplies had to be brought in by train or jigger. Black flies, mosquitoes and sand flies were there in millions and we had to work, each man with a pail of fire chips or anything that would make a smoke screen to keep them away."

Mr. Hummell, who now lives at Trout Creek, 23 miles south of Nipissing Junction, writes: "When I entered the country first the rail-end was at Gravenhurst, so we hired teams to bring our scant household goods to our destination. There were seven of us in the group and we started from the rail-end at Gravenhurst for the northern wilds by way of Lake Muskoka and Lake Rousseau and thence up the old

Pacific Hotel

NORTH BAY

The Leading Commercial and Tourist House

HOT AND COLD RUNNING WATER IN EVERY ROOM

Sample Rooms

Garage in Connection

HEADQUARTERS:

Rotary Club, Lions Club, Board of Trade, Etc.

DAVE HOGBEN, Manager.

Northern Builders' Supply Company

OFFICE ROYAL THEATRE BUILDING

'PHONE 148

NORTH BAY

Cement

Plaster

Lime

Roofing

Hardwood Flooring

Plaster Board

Sewer Pipe

Tile

ETC.

ETC.

The Canadian National Railway and North Bay

(Continued from Page Thirty-Seven)

Nipissing Road to Magnetawan From there we went on to Commanda, from which we had to find our way through the bush as best we could for a distance of 14 miles. After five days' travel by sleigh we finally arrived at Barrett's settlement; this was six miles west of what is now Trout Creek, and we camped at the settlement until our log shanties were put up; then we began to carve a homestead out of the solid bush.

"Commanda, 14 miles west, was our nearest supply station and post office, and it was a common thing to walk those 14 miles, strap a bag of flour on our shoulders and make the return journey the same day or night. Subsequently, I took to the lumber woods and I was working at this occupation one winter, about three miles south of Trout Creek, when I came out of the bush and was surprised to see a gang of men, with a yoke of oxen, clearing a place for a camp. I was told that it was for a railroad construction camp and this was the best news I had heard since my coming North, in 1878, just eight years before.

"A few days later actual construction work was started on a long trestle, for which the company I was working had the contract to furnish timber; and from then on gangs of men kept arriving and the work was *pushed rapidly* forward. This trestle was to be built straight across the swamp; but when the gang started to drive the piles by the side of the creek it was found that no bottom could be found. I saw one gang drive three thirty-foot piles, one on top of the other, and the ground kept getting softer and softer the deeper they went. Therefore, the course of the trestle had to be changed and eventually it was built in the shape of the letter "S."

Mr. J. Drew, the first section foreman at Powassan, recalls that when the line first opened, the North Country was practically a virgin forest. His wife and family had to live as best they could in the tool house for three weeks.

"At that time box cars, known as wagons, were only about 20 feet long and were equipped with link-and-pin couplings; there were no air brakes attached and it was necessary for the engineer to prepare to make a stop nearly half a mile before he reached a station.

"The arrival of the first passenger train was a day of great celebration at each station along the route. Platforms were lined with people waving flags and bands blared forth the latest airs; and last, but not least, barrels of beer were placed in prominent places for all those who wished to partake of the flowing bowl. Though the line was open the work was made harder than ever, for the engines were prone to leave trails of sparks in their wake which set fire to the right of way and often the sectionmen would have to work all night to put out the fires started."

It was on January 17th, 1889, that an agreement was entered into between the Canadian Pacific and the Grand Trunk, whereby the Grand Trunk was given running rights over the line from Nipissing to North Bay station and the necessary facilities for the handling of Grand Trunk business. Then the first Grand Trunk train ran into North Bay station. Old No. 9, it was, and in charge of Conductor John Wallace, with Brakeman J. Lee and Engineer H. Dallery. W. L. Young was baggageman and it was necessary to handbrake the train all the way into the station.

This agreement with the Canadian Pacific remained in effect until December, 1911, when the Grand Trunk entered into a joint-terminal working agreement with the Temiskaming and Northern Ontario Railway and a new spur line was constructed from Nipissing Junction into the North Bay terminal of the Ontario Government road. Freight traffic was handled into this new terminal but passenger trains still continued to operate from Temiskaming and Northern Ontario Railway terminal to the Canadian Pacific station.

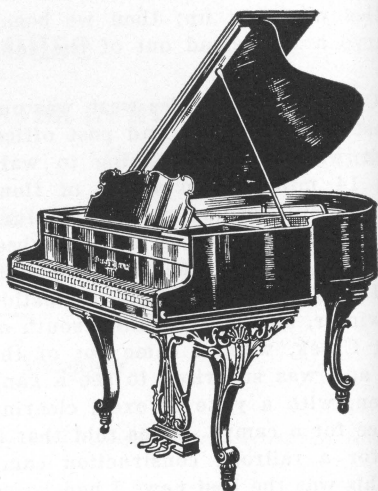
Until the year 1906 all Canadian Pacific traffic to the west, originating

MASON & RISCH PIANOS

Grands

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Players



combining beauty of case with exquisite tonal qualities.

Upwards of FIFTY YEARS' experience has gone into the building of these high-grade instruments—the material used being THE BEST, and the standard of craftsmanship THE HIGHEST.

A cordial invitation is extended to all music-lovers to call on our Agent in North Bay—Mr. T. H. Winters—and inspect our product.

Mason & Risch,

LIMITED

230 Yonge Street - - - Toronto

The Canadian National Railway and North Bay

(Continued from Page Thirty-Nine)

in territory of which Toronto was the hub, travelled over the Grand Trunk tracks to North Bay. In that year, however, the Canadian Pacific built a shorter line via Sudbury to Winnipeg and this traffic ceased to operate over the Grand Trunk line. As the west was being settled at a rapid rate during the nineties and the early years of nineteen hundred, the interchange of traffic, particularly settlers' trains was considerable.

In the meantime yet another railway was reaching out to seek the riches of the Northland and another trans-continental line was in the making. The Canadian Northern had invaded the East by the construction of a line from Port Arthur to Toronto and another main line from Capreol easterly to Ottawa, passing through North Bay. Both lines were completed in August of 1915 but they were not officially opened until the month following. The advent of this new road meant that North Bay had become the important railway centre of the North, being served by four roads—the Canadian Pacific, the Grand Trunk, the Temiskaming and Northern Ontario and, lastly, the Canadian Northern.

Subsequently, war conditions became acute, certain of the railways encountered financial difficulties and out of the maelstrom of indebtedness emerged the Canadian National Railways—the Canadian Northern as a railway entity having disappeared. Fate willed, however, that the Grand Trunk was not yet to come into the Government system; but it was gradually forced into amalgamation, until at length it became an integral part of the vast Canadian National Railways system, which today operates 22,600 miles of line throughout Canada and touches every provincial capital in the Dominion and all the large cities and important towns.

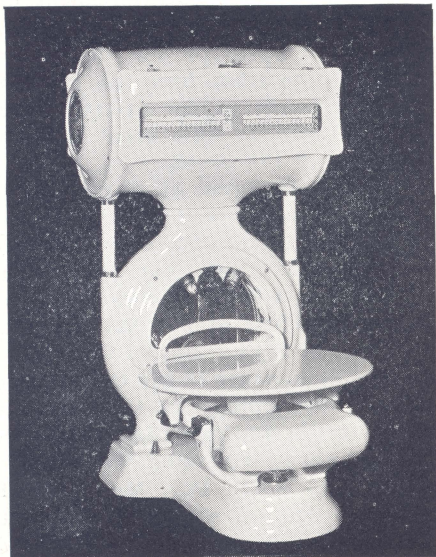
But North Bay, as a railway centre, has not diminished in importance by the birth of the Canadian National Railways and the amalgamation of the Grand Trunk System. This year will

mark the establishment of the offices of the General Superintendent of the Northern Ontario District in North Bay and the pulse of the district which moves the grain from the head of the Great Lakes to the Atlantic seaboard will throb in this great distribution centre of the North.

The interests of North Bay in a transportation way are watched over by an efficient Canadian National organization. Sir Henry Thornton, as chairman of the Board of Directors, and president of the National system, is at the head. Mr. C. G. Bowker, as general manager of the Central Region, has direct control of the operation of the trains, and two general superintendents have jurisdiction over lines which run into North Bay, Mr. R. H. Fish, of the South Western Ontario District, and Mr. W. R. Devenish, of the Northern Ontario District. Again there are two superintendents who are in charge of the various lines and responsible for them, Superintendent W. E. Weegar, of the Allandale Division, and Superintendent G. N. Goad, of the Capreol Division. Apart from these there are the passenger and freight department offices, of which Mr. W. E. G. Bishop is in charge as district freight and passenger agent and there are also branch offices of the Canadian National express and telegraphs. In fact, all the facilities of the second largest railway unit in the world are right in North Bay for the use of its people.

The spirit which animated the pioneer railroad builders of the Ontario, Simcoe and Huron Union Railway, the Grand Trunk Railway and the Northern Railway, which made them believe in the future of the North is the same spirit which animates the railroaders of today. There is but one difference—the bounds of the North have crept Northward. In 1853, when the "Toronto" so proudly steamed out on its initial trip northward, Barrie was the great objective. As the years passed the line moved further backward, —Orillia, Gravenhurst, and the Nipissing Junction—all these are mile-

The Most Observed Fixture



Of all the equipment in the store, the most observed by all customers is the scale. It determines how much they get for their money, and is watched with every purchase. It was for this reason that the Toledo Scale was made the most beautiful, as well as the most accurate in the world.

**Canadian Toledo
Scale Co., Limited**

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North Bay Office:

M. WERNICK,

69 Klock Avenue,

Special Representative

A Tasty Treat for Old Home Week

Davies' Perfection Hams and Bacon

Among the Happy Memories of Old Home Week, include that of having dined on these Specially Selected, Exclusively Cured Products.

Davies' Perfection Smoked Meats have a rich, natural color that matches their mild, delicious flavor.

Try them, and you'll always MAKE "PERFECTION" YOUR SELECTION.

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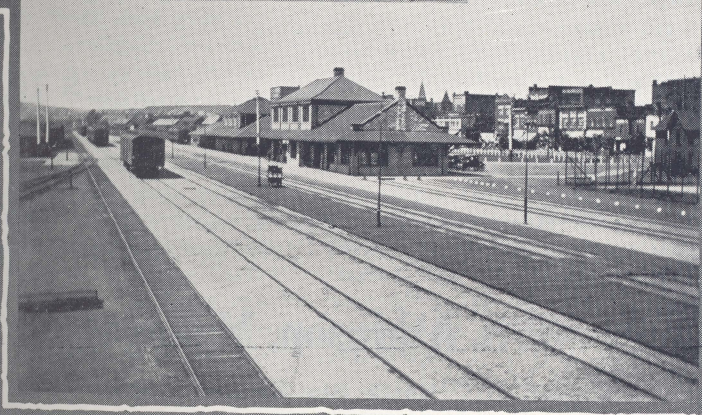
SYDNEY

The Canadian National Railway and North Bay

(Continued from Page Fourty-One)

posts in the Grand Trunk pioneering and opening up of new lands for settlement. Then the bounds jumped northward again. It reached Cochrane. What will be the next move? A great future awaits North Bay and the Northland. But only the future knows how very great it will be. Men may think they build but in reality they only lay the foundations for another generation

to think they in turn build upon. So the endless chain of progress goes on. The foundation of Northern Ontario have been "well and truly" laid; it but remains for the years to come to make it one of the finest and wealthiest sections of the entire Dominion. It has justified in every way the confidence and hopes of the railway builders of the past.



Top—Canadian National Railways Depot

Bottom—Canadian Pacific Railway Depot



They Had

No Banks

In the early days of Canada there were no banks. The pioneers sometimes entrusted their money to the general merchant for safe keeping—often they were compelled to hide it. Buying and selling were largely by barter only. The coming of the branch bank filled an important need in every community, and today the wise farmer, business man or private individual keeps his money in the bank and makes full use of the many services it has to offer.

The Royal Bank of Canada

North Bay Branch—D. H. Morison, Manager.

The Bank of Nova Scotia

Established 1832

Capital	\$ 10,000,000
Reserve Fund	19,500,000
Total Assets	235,000,000

T. S. Atkinson, Manager

North Bay Branch

Other Branches in Northern Ontario at:

Cobalt

Haileybury

New Liskeard

Timmins

Cochrane

North Bay—An Industrial Centre

While North Bay has accomplished much in its brief history from a corner in the forest to a city of promise, it is slowly laying the foundations of a still greater future. It is the geographical centre of the province; with the growth of the north it is gradually becoming the centre also of Industrial Ontario. It holds the key to transportation in every direction. Railway service and connections cannot be excelled. It is backed by raw material in unfailing supply in all hard and soft wood products and in iron ores from the Temagami range. With navigation development its industrial future would be assured. But to achieve its best an adequate supply of power is indispensable. The International Agreement for St. Lawrence development implies that water will continue to flow. Upon what source can it depend? Solely upon the supply

streams of Northern Ontario, of which The French River is the chief. It gathers up the rainfall of 11,000 square miles through a score of streams including the Sturgeon, South, Restoul, Wolseley, Pickerel and Wahnapeit Rivers. To rob the producer in order to bless the consumer is the most primitive statesmanship. Develop navigation and power concurrently on the St. Lawrence and the French at a minimum of extra cost, is a principle of sound logic, as well as economics. It will be an act of simple justice to Northern Ontario, and Canada as a whole will net large returns. Nature has been generous to North Bay in the line of facilities. As a distribution centre it cannot be rivalled. Raw materials in endless variety lie at its doors. Shipping connection would complete the chain and Power would touch the button and set its prospective industries going.

North Bay Musically

In keeping with her other activities North Bay is rapidly forging ahead as a musical centre.

In all the churches good choirs may be found, in every case presided over by thoroughly qualified Musical Directors. In addition to its Choirs many other musical organizations are to be found.

Prominent among these are the Premier Band which last year at the Toronto Exhibition won first place in the 'Class C' Band competition and it is interesting to note that they will again compete this year but will try their fortunes in a more advanced class. In Mr. Vergili they have a conductor of more than usual ability, his early training having been received in the bands of the Italian Army. We also have the newly organized Veterans Band and the Boy Scouts' Bugle Band.

In addition to a number of excellent dance orchestras, we have the Collegiate Orchestra, an organization whose membership is confined to the pupils in attendance and considering the fact that the members are coming and going every season they are capable of making a splendid showing and their playing at school events is always well received.

Last but by no means least we have the North Bay Community Orchestra, with a membership of over 50 musicians, and directed by the Veteran conductor, Mr. F. A. York, who for the past 20 years has been actively identified with all big musical events in the town.

If North Bay as a City continues to advance musically as she has done as a town during the past three years she will soon hold a position second to none as a patron of good music.

*See Victor
also Reflection
Donna Band*

Anderson & Company,

LIMITED

**Bids All Old Timers a
MOST CORDIAL WELCOME**

Wholesale Distributors of

Tobaccos

Confectionery

Fountain Fruits and Syrups

Matches

Stationery and Drug Sundries

'PHONE 702 - - - NORTH BAY, ONT.

Courtesy, Dependability, Service

AND

Campbell's Drug Store

ARE ALWAYS LINKED TOGETHER!

Welcome Old Timers!

OLD HOME WEEK is indeed a welcome event in North Bay because everyone welcomes the Old Timers who return to the Old Town. We throw our doors wide open to the Old Timers coming into North Bay for the re-union and we will be only too glad to do anything that we can to make your stay pleasant while in your Old Home Town.

Of course you will want souvenirs of the Old Town to take back home with you, and whether it be a pennant, birch canoe, souvenir booklet, ivory souvenir, cap or anything in the souvenir line—**TRY CAMPBELL'S FIRST—WE HAVE IT!**

CAMPBELL'S DRUG STORE

"The Main Corner

500 'Phones 1690

North Bay, Ont.

Flecks of Foam

Talk of bathing beaches. Nipissing beats the best in America. Cottages line it for four miles.

If you want a real fish story during Old Home Week, page Sam Huntington.

The Indian still holds the Manitou (Great Spirit) in awe. It is said he rarely passes without tossing him a gift of tobacco.

Champlain said there was an island in Nipissing with a beautiful lake in the heart of it. Have you found it?

If you want to know anything about Lake Nipissing ask Captain McKenney. He has ranged it for forty-three years and knows every nook and corner.

Talk about strange sights—Joe Restoul was seen coming up The French to Franks Bay in a birch bark canoe with an Indian pony standing erect,

untied, surrounded by Joe's family of thirteen, all paddling.

In the spring of 1883, J. R. Booth built a raft at Bonfield, loaded his locomotive and towed it up Lake Nipissing to the end of steel.

Did you ever watch a sunset on Lake Nipissing? It would challenge the genius of a Turner to reproduce it.

For primitive beauty, don't miss the following:

Trout, Turtle, Talon and Pine Lakes, Duchesnay Falls, 1st, 2nd and 3rd Rockys, Sunset Park, Miami Beach, the Vase, Champlain Park, Lighthouse Point, Callander Harbor, South Bay. The Manitous, the Big Chaudiere, the Little Chaudiere, the West Arm, the Sturgeon, Garden Village, Beaucage Point, Dokis Indian Village, the Thousand Islands and Channels of the French.

North Bay Golf and Country Club

To a great many in North Bay, the acquisition of a Golf Club, has been one of the most important local developments of late years.

Construction of the course was started in August 1921 and it was completed for play in 1922. At the same time a Club House of generous proportions was built.

All of this was a large undertaking, requiring also a great investment, and was made possible, only by the manner in which the citizens of North Bay and a few non-residents subscribed to the stock issue.

Commencing with a membership of slightly over one hundred, it now boasts a membership of over one hundred and fifty.

Situated about two miles from North Bay, some 300 feet above the level of Lake Nipissing, a remarkable view of the City and the Manitou Islands, is obtained

An artificial lake is one outstanding feature of the course. This pond lies on the right hand side of No. 2 fairway. Though small, like many other lakes, it holds beneath its ripple a series of tragedies. Many golfers, even some good ones, "slice" when driving. It became necessary to drain this pond about a year ago and on its muddy bottom lay layers of balls, silent tribute to over-heated tempers. A great percentage of these bore the cipher letters DAC. An unsolved mystery.

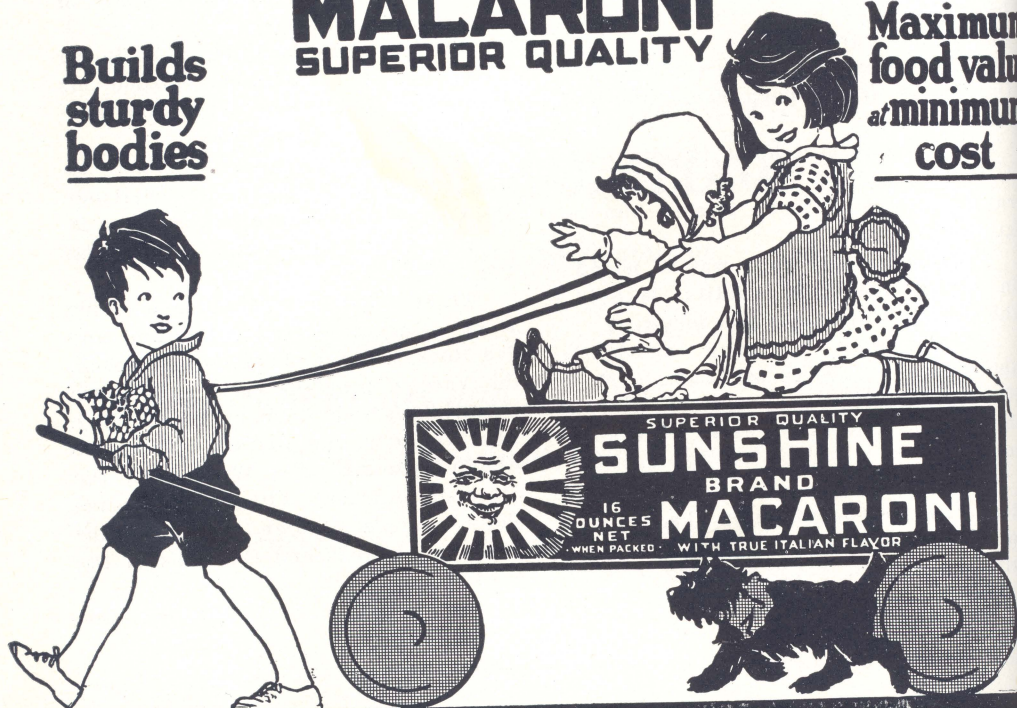
Undoubtedly the course has proved a boon to those business and professional men, who suffered from over-work and in many cases over-weight. Its social side, within the scope of its members and their friends, has filled a want that was plainly felt, and has engendered that feeling of good-fellowship, so essential to general well-being.

**Builds
sturdy
bodies**

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Maximum
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HEAD OFFICE FOR NORTHERN ONTARIO

Homestead Block, North Bay, Ontario

N. J. WOOTTEN, Manager

Northern Ontario Division

North Bay's Service Clubs

Service is the motto of North Bay. Transportation service, war service, peace service, home service, civic service. How is it accounted for? Possibly the secret lies in the first-named. North Bay started its life under the aegis of the C. P. R. The insistent call for service, the fine organization, the esprit de corps of this line followed by similar qualities in the T. & N. O. Ry. and the C. N. R. has filtered over into other channels of life and made the sentiment general in all activities, both civic and domestic.

Two citizen clubs formally express the sentiment in their organization and aims—The Lions Club and Rotary.

Lionism

It unites its members in the bond of friendship, good fellowship and mutual understanding. It stands for better citizens and a better city. It promotes the welfare and progress of the community. The local club was organized on March 1st, 1925. It has a membership of thirty-five. It is our youngest club but it has amply justified its existence by its many works of benevolence and public service. The securing and equipping of a beautiful park for a public rest and playground space on the lakeshore west of the city is an accomplishment of which they may well be proud.

Rotary International

A Rotary Club was formed in North Bay in May, 1923, composed of 25 leading business and professional men of the City, the membership having since increased to 44 and three honorary members.

The work of the North Bay Rotary Club has been devoted principally to taking special interest in boys and also lending aid to underprivileged children. In connection with Boys Work, the Rotary Club believes that the fact of leading men of the community taking a personal interest in boys gives them greater confidence in

themselves and an incentive to a higher plane of accomplishment. In furtherance of these ideals the Rotary Club was officially granted the privilege of acting as guardian for boys brought before the Juvenile Court. In each case an individual member of the club was named, who was to be responsible for the boy, and to whom the boy was required by the Court to report periodically over a stated time. Reports were made to the Club from time to time and in every case it was found that, with the additional counsel and aid given them by the Rotarian in whose care they were placed, the boy had either returned to school and was reported by the school authorities to be progressing very satisfactorily, or had been found employment and was both faithful and efficient, and in all cases the boys are well on the way towards becoming useful citizens, instead of a menace to future society as might probably be the result had they been allowed to drift along, without any definite aim or incentive.

In addition to this work, the North Bay Rotary Club provided in the winter of 1923-24 and 1924-25 an open air skating rink which was free to all children under 16 years of age and all school students.

During the serious outbreaks of contagious diseases in the winter of 1924-25 the Rotary Club provided free tonsil operations, etc., and free eye examinations for children whose parents were not in a position to meet the expense.

The Rotary Club has also provided for free treatment at the Sanitarium for several tubercular sufferers from North Bay. One patient is at present in the Gravenhurst Sanitarium as a ward of the Rotary Club.

With its motto "Service Above Self," the North Bay Rotary Club seeks to render aid, or to assist in the furtherance of any project which is for the benefit of the community but not to overlap or intrude upon the work being done by other service clubs.



Three Beauty Spots

Top—Memorial Park and Soldiers' Monument

Centre—North Bay Golf and Country Club

Bottom—Lions' Park

A Tragedy of the Lake

On the morning of November 7th, 1892, the John B. Fraser under Captain Carr left Callander for Davidson & Hay's camp on the French with a scow in tow laden with provisions. There were thirty-four aboard, including passengers and crew, mainly men for the lumber camps. When twenty miles out and only two hundred yards off shore fire burst from the funnel shaft. The flame spread with such speed the crew lost control. Twelve men manned the life boat and lowered her from the davits but, in the confusion, did not clear the paddle wheel and the boat was drawn in and sunk with all aboard. The vessel veered with the wind till the flames swept the bow where the victims were huddled. Some were burned alive, others in desperation leapt into the waves. A boy of fifteen proved to be the hero of the hour. He sprang for the tow line and hand over hand made

his precarious way to the scow. He threw out a line and saved six who were battling with the waves. No others but himself and these lived to tell the tale. A sail-boat from Franks Bay took them off the scow. Captain McKenny, aboard the Sparrow, transferred the survivors to the steamer Empress and they were landed at Cache Bay. He reached the site of the disaster before the vessel disappeared but all was silent, for death had passed that way. The scow was salvaged where it was tossed ashore at Beaucage Bay, the Camilla towing her back to camp, but the vessel still lies as she sank in the deep water channel between Goose Islands and the Manitou.

This was the one tragic happening on Lake Nipissing. It stirred the lives of the little community that had lately built their homes on its shores and were just learning to love it and to trust themselves to its fitful care.

North Bay and the Great War

Two battalions were recruited shortly after the opening of the war, one the 159th, largely from the North Bay area, and the other the 228th, entirely so. The commander of the former was Col. Armstrong of Haileybury, and of the latter Col. Earchman. Col. Milne and Major Shepherd, both citizens of North Bay, were most active in the work of recruiting. Some 1,500 men were raised directly from North Bay and surrounding country. The 159th battalion was broken up and attached part to the Forestry Corps and part to the Engineers Corps and part entered directly the fighting line. The 228th remained intact and constituted the railway troops. The men of these battalions were among the finest in physique and service qualities in the army. Many of them fresh from the lumber and construction camps gave

an example of speed and efficiency in railway and forestry operations that was a marvel to the home troops and at a critical juncture did much to turn the fortunes of war. They received high commendation for their services.

A beautiful memorial park and monument pay tribute to the service and sacrifice of those who fought and gave their lives for the cause of humanity.

North Bay's contributions were generous through the Red Cross and kindred organizations. An outstanding feature was the treatment accorded the soldiers en route by the citizens. All from western points halted at North Bay for rest and exercise. They found their trains loaded with fruits, appetizing foods and refreshments and the home-comers spoke in the most glowing terms of the splendid hospitality and patriotism of North Bay's citizens.

The Founder of North Bay and
The Pioneer Real Estate Dealer
Welcomes You



Sunset Park

Your Summer Home

Within two miles from North Bay and located on the shore of Lake Nipissing.

Good level lots with an abundance of maple, oak and elm shade trees. Graded streets, wide stretches of sandy beach. The best of boating, bathing and fishing.

Prices: \$100.00 to \$300.00

Easy terms: \$10.00 down and \$5.00 per month

John Ferguson

H. B. NICHOLS, Sales Manager

North Bay Branch of the Red Cross

In History

On March 2nd, 1916, a meeting was held in the Town Hall, at North Bay, for the purpose of organizing the North Bay Branch of the Red Cross Society. The meeting was opened by His Worship, Mayor McIlvenna, and addresses were given by Mrs. Detlor, Dr. Brandon, D. J. McKeown, S. B. Clement and Rev. T. J. S. Ferguson.

It was decided at this meeting to organize, and immediately after the addresses, the following officers were elected: Honorary president, John Ferguson; honorary vice-president, Dr. G. W. Smith; president, J. B. McDougall; treasurer, J. M. Deacon; secretary, W. K. P. Kennedy. The following committees were organized: Membership, Home Relief and Visiting, Finance and Red Cross Supplies.

The following representatives of the different local organizations were then appointed as an Executive Committee: Mrs. Cockburn, representing Women's Patriotic Society; Mrs. J. T. McDougall, Queen Mary Circle; Miss Florence Deacon, Girls' Red Cross Supplies; Mrs. J. M. McNamara, Patricia Circle; Mrs. H. Shepherd, Canadian Club; Mrs. Thomas, Khaki Tea Room Association; Mr. B. S. Leak, Men's Canadian Club.

The fees were fixed at \$2.00 for annual membership and \$25.00 for life membership. The Membership Committee consisted of B. S. Leak, Mrs. Cockburn, Mrs. Thomas, Mrs. J. T. McDougall, Mrs. McNamara, William Bourke and W. K. P. Kennedy.

The Finance Committee of: J. M. Deacon, John Ferguson, J. M. McNamara, J. C. Norris, J. B. McDougall, W. Aubry and D. J. McKeown.

The Home Relief of: Dr. Smith, S. B. Clement, G. A. Shepherd, Miss Deacon, G. A. McGaughey, Mrs. Sale and J. J. Doucette.

The Supply Committee of: Mr. McKinnon, Mrs. Detlor, Mrs. J. B. McDougall, Mrs. W. Anderson, Mrs. P. Bourke, Mrs. J. E. Young, Mrs. S. G. E. McKee, Mrs. Fraser, Mrs. R. Blythe and Mrs. Chadbourn.

Towards the end of the second

year, Mr. J. B. McDougall resigned the presidency and was succeeded by Mr. S. B. Clement, who held this office until about the close of the war, when he was succeeded as president by Mr. J. M. Deacon, and the office of treasurer was handed over to J. H. McDonald.

Various means were used for raising funds, among others, membership fees, donations by different societies, a fair in the Arena rink, which netted something over \$3,000.00, and a campaign in conjunction with the Patriotic Society. In all a sum exceeding some \$14,000.00 was raised by the Red Cross of North Bay, during the three years immediately succeeding their organization.

Practically all of this money was spent in the purchase of material which was made up in the different homes in the town. With few exceptions, every citizen of North Bay assisted. Committees were formed to cut out and prepare the goods. The late Mr. B. M. Mulligan and Mr. T. E. McKee, and others, raised a considerable sum by the collection and sale of waste paper. Mr. George W. Lee, Mr. McKinnon and others took charge of the packing and shipping of general supplies.

As an evidence of the quantity of work turned out, the following list of articles were sent out by Mrs. W. A. Fraser in one shipment: 136 pillows, 264 pillow covers, 532 nightshirts, 339 surgical shirts, 53 helpless shirts, 277 suits of pyjamas, 248 mouth washes, 101 towels, 460 roll bandages, 480 dozen handkerchiefs, 118 pads, 39 pairs bedsocks, 1,370 pairs socks, etc.

It is impossible at this date to name all of the workers, as a matter of fact, with very few exceptions, every citizen of the town, man or woman, did his or her utmost to furnish such articles as were suited to our soldiers in the trenches, or in the hospitals. Comfort bags and boxes were forwarded at the Christmas season to every volunteer in the Town of North Bay, or Townships immediately surrounding North

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Founded 1904

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Our Market Despatch, mailed weekly without charge, is a valuable digest of Ontario and Quebec Mining News.

Special Analytical Reports on all the Leading Mining Issues Sent on Request.

North Bay Branch of the Red Cross

(Continued from Page Fifty-Three)

Bay, over one thousand in number, be it said to the credit of a town, having then only a population of less than 9,000.

At the close of the war, active operations were discontinued and no further collections were made.

On October 10th, 1918, the last general meeting was held and officers elected: Honorary president, Rev. P. J. Monahan; honorary vice-president, S. B. Clement; honorary solicitor, J. H. McDonald; corresponding secretary, Mrs. Chambers; president, J. M. Deacon; first vice-presidents, G. W. Lee and A. T. Smith; second vice-presidents, Mrs. W. Anderson and Mrs. S. Ryan; treasurer, J. H. McDonald; recording secretary, Mrs. W. A. Fraser. The chairman of the various committees were: E. L. Banner, G. W. Lee, T. J. Patton, Dr. G. W. Smith, Mrs. Comerford and B. S. Leak. At a comparatively recent date, Mayor J. H. McDonald resigned the secretary-treas-

urship and was succeeded by Mr. R. T. Murphy, a very active member of the society.

No further activities were carried on until March 10th, 1921, when a meeting of the Executive of the Red Cross was held and Peace work taken up by the society, which is still being carried on in the form of aid in cases of emergency, such as fire, epidemic, etc.

At the time of the great fire in Haileybury, the Red Cross, together with other organizations in the town, was active in sending relief and when the Town of Cochrane suffered from an epidemic of typhoid, the Local Branch of the Red Cross contributed some \$1,300.00, and at a later date about \$500.00 to assist in organizing a Red Cross Hospital at Haileybury.

A trained nurse is now employed to visit the homes of the sick and needy and to give assistance wherever required.



The Normal School, North Bay

Northern Ontario's Only Wholesale
Automotive Equipment House Extends
A Cordial Welcome to the
"Old Boys"

Keyes Supply Co., Ltd.

38 Oak Street, North Bay

VEEDOL OIL LYON BUMPERS U.S.L. BATTERIES
CHAMPION SPARK PLUGS RADIO SUPPLIES
— WHOLESALE ONLY —



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Ganong's
CHOCOLATES

F. C. HUNTER, suite "D" Rideau Apts., North Bay—Northern Ontario Agent.

John Ferguson

Put in the history of

North Bay's origin and history are inseparably bound up with the budding career of a young chap known in the early days by the familiar name of Johnnie. He was a home-lover but he would not stay in the home-coop. When the building of the C. P. R. was mooted, the big idea fascinated him and he decided he'd be part of it, some way. He had a hard-headed and somewhat austere uncle Duncan, who had observed this wayward tendency and threatened seven different kinds of doom to any of his friends whom he found tagging on to his wagon when he launched his contract to build the C. P. R. Johnnie, however, slipped his leash and found his way to the forbidden ground. He kept diligently under cover and put up a fine disguise as a tote-driver, handling his own team all the way from Moore Lake to Bissett's, all unaware to his uncle. Again and again he ran the gauntlet of discovery but always came off clear until they reached Nosbonsing. One day he found himself summoned to headquarters. He tremblingly obeyed. He stepped inside the door and confronted the big grim-faced boss, Mr. McIntyre, as all knew him. He eyed poor Johnnie all over for what seemed to him an hour while Johnnie's knees beat a tattoo on each other and his heart was somewhere down there too knocking away like a trip-hammer. The big uncle said, "Well, Johnnie, you did it. What are you doing?" "Driving a team, sir." "Does your mother know?" "Yes, sir." Johnnie's candor unmanned him apparently for he only added, to Johnnie's delight, "Well, go and make good." And he did.

When the C. P. R. procession reached "The Bay", as it is now known, he acquired lot 20, concession D, on a homestead basis. The C. P. R. was considering forming a divisional point. Johnnie was called to Montreal to discuss the transfer of property. He was desperate. How could he, a callow lad from the farm, meet the great C. P. R. magnates? But he did, and a kindly, soft-eyed director seeing his discom-

fiture, took him under his wing and he navigated through. The sale was negotiated and the C. P. R. was, by this act, committed to the choice of North Bay as a divisional point.

At this point Johnnie became John, as we know him today, but not so fully feathered. It's a long call from a red bandanna to a Gladstone bag, from a seat on a root to a Lincoln limousine, from a stone boat pilot to the chief magistrate's chair, but he has done it. He founded North Bay and what it is today is, in no small measure, due to him. He was a four-term mayor. He makes a splendid first citizen. As a host and entertainer to celebrities, he's unexcelled. He may get the Portland bee or the California bee or the Florida bee but he always comes back to North B. He's a hustler, an animated steam engine in trousers. When you want action page John Ferguson.

The Old Timer We All Know

add on Pioneer magazine

DR. A. McMURCHY

The whistling doctor, patient, slow-spoken, silent, songful; official home representative of the Old Timers; the old boy that was a homer and never a roamer; he belongs to North Bay, North Bay belongs to him; he is it.

In early days he might be found night or day at some lonely point along the line of the C.P.R. The engineer spotted him by day, the headlight by night. The crew picked him up, he was one of them, and it mattered not which direction; he had work either way. He was always on the trail.

He presided at the birth of North Bay. He stood guard at the portal of life of many of its sons and daughters; his steady gaze followed the lights and shadows come and go as life and death fought for possession when the sands ran low, and he stood bowed at the postern gate of life when the inevitable messenger arrived. He is the "Dr. McClure" of North Bay; North Bay is his "Drumtochty."

We join heartily with the citizens of North Bay in the welcome to former residents and friends of the City

"Where the North Begins"

THE SALE OF OUR

**Rubber Goods for use in Mines,
Mills and Lumbering Operations**

— ALSO —

**"Gutta Percha" Rubber
Footwear**

— AND —

**"Gutta Percha" Tires, Tubes and
Accessories**

has grown with the steady advancement of your
City and the development of the North.

Gutta Percha & Rubber, Limited

W. H. Alderson, Manager, Ontario Division

45 Yonge Street - - - - Toronto, Ontario

Characters

Every centre has its "Characters." They have no essential connection, they are not its products, they do not typify anything in it. They are exotics. Yet the town would not be what it is without them. Everybody knows them. They make a contribution to the spirit of the town—mainly on the side of humor. They give spice to life. They add picturesque-ness to the landscape. Of such a type was

"R. I. P."

He came from no one knows where, he went no one knows whither. He floated in, he lived mysteriously, he floated out. Some say he's dead. He can't be. He's one of the immortals. His name will always be attached to North Bay. Yes, he had a name like other men. "George," it was:—George Forden," but few knew it and none named him by it. To all and sundry he was just plain "Rip." And the name was typical,—his dress, his temper, his habits, his movements, his roost in the country. Yes, he's gone, but he can't be dead. You couldn't kill him. He is the only human who ever died and returned to tell it. He rode back to town on his own coffin when they went out to plant him. His waving arms, his hairy front, his shaggy head, his vociferous yells, "Rip not dead yet," as he rode through town like a cave-man, will live forever in the memory of the citizens.

"GREENY"

Who did not know Joe? He should have taken to the stage. The movie men would pay a price to have him—elastic, elusive, volatile, effervescent, dramatic Joe! His storytelling was a scream, when he launched into the broken English—"Greeny's de man! Greeny cut de schlopes off," he says with an imitative hop as he shows Mac how he'd trim the ice if he'd give him the job of putting it in. During the Boer War a bulletin, posted at the old P. O. corner announced—"Indians on the war path at Beaucage: threaten "The

Bay.' Grenier leaves with H. M. Battleship Hazel B. and naval brigade." Later "Indians routed and in full retreat. Hurrah for Grenier." In token of his prowess in knaval exploits he was for a time transferred to the Portsmouth base where he served with distinction.

—X—

That reminds me of—

Who used to make the chicken stew for the boys who came in late, and next morning join the owner of the chickens in bemoaning their loss and heaping vengeance on the culprit who stole them? B. C.

That reminds me of—

"Rocky's brown mare that you'd meet anywhere along the C.P.R. by night or day and became as familiar with trains as the crew.

"She sighted Fowler's log train
A-puffing down the Reserve,
She hiked it down in front of him,
She surely had some nerve.

He said "My girl" I'll get you,
The bridge you cannot pass;
Then Jim whipped up his iron horse,
And stepped upon the gas.

To Jim's surprise she loped across
The bridge that spans "Sheenay",
And, hoisting jib and stern-sail,
She beat him to "The Bay".

That reminds me of—

The C.P.R. had created a 10 mile dry zone on each side of the railway in construction days. It was "wet" in spots as the following ode to the flowing bowl indicates:

"O, do you remember that day,
When the boys got so jolly well dry
That Barney and Bill and Jim with a will
Went out on a hunt for some rye.

They scouted and scouted in vain
And were just reconciled to their fate
When Barney said, "Sure! we'll get Simon
pure

If we make for the shack of Dutch Kate."

Jim put on detective disguise
The boys hid to take in the fun
You bet it was risky to corral that whiskey
For Kate always carried a gun.

"You're charged, Kate, with breach of the law,"
Said Jim, as he collared the swag;
Kate took a pot at his head, hit the door
jamb instead,
And the boys got their gin and their jag."

Add - Reflections N Bay Characters

Welcome Back to the Old Town

HERE ARE A FEW CONVENIENCES AT YOUR SERVICE
WHILE REVISITING THE HOME TOWN

Dry Cleaning
Laundry



Pressing
Pleating

SUITS and DRESSES cleaned and pressed
HATS cleaned and blocked

WITHIN 24
HOURS

SUITS pressed, only
HATS blocked, only

WHILE YOU
WAIT

Leave your LAUNDRY at "MY VALET," 44 Klock Ave., or 'Phone
376 or 175. Our delivery service covers the town, you are assured

PROMPT—CHEERFUL—RELIABLE SERVICE

Nipissing Laundry Company, Limited
(OWNERS OF "MY VALET")

THE OLDEST FUEL DEALER IN THE CITY

Bids You Welcome to Familiar Haunts

Twenty-one years serving the public with

**Coal, Wood, Lime, Cement, Roofing,
Flour and Feed**

LINDSAY & McCLUSKEY, Limited

Established 1904

Main and Cassells Streets - - 'Phone 118 - - North Bay

Pioneer Personalities

ALEX DOYLE (ROCKY)

Here was a real pioneer who came just when North Bay needed him, a paragon of Irish hospitality. But the name was typical,—he was like the granite on which the town is built, strong, hard, vitreous, impregnable; like the clouds that floated above it, at times bright, radiant, spelling welcome and good cheer, at times dark, ominous from which thunders and forked lightning may issue to shatter anything it struck. Woe to the boys on whom the shafts of his displeasure might fall! And well they knew it. But a real maker of North Bay, a loyal citizen who has left a train of fine citizens in his succession.

JOHN G. CORMACK

Dispensary and Bible Repository; Scotch, straight every way, tall immobile as the hills, an inveterate foe of cant, toadyism, hypocrisy—"Ah, U-r-i-a-h-H-e-e-p!" he would say. A Presbyterian of Presbyterians. See his tall form arise while others bowed in indulgent ease when prayers were called—no sycophancy, no paltering, no Pharasaism with him, yet generous in impulse, a strong and sane adviser, slow of movement and speech, honest as the sun regardless of monetary gain. "You may buy it if you like but it will do you no good." Possessed of a faith in the town that would not down, when all was doubt and gloom. He should be with us still—perhaps he is.

WILLIAM MCKENZIE

School-teacher, house-furnisher to the living and decent and dignified undertaker to the dead. A vein of rich, pawky Scotch humour ran through all his being rarely sparkling but always deep, strong, unquenchable. In prices he could "beat Eaton" and "would prove it." Staunch and true to a friend, generous to a foe, a "fine fichter" when the need arose. Had no use for "barrel organs" in churches; many an ironic shaft he hurled at pretense in religion, and at the snob, and the cad and the popinjay in social life and the self-seeker in public life. A four-term Mayor, a pillar of strength to town

and church, he'll always have a green memory in North Bay.

WILLIAM DORAN

One of the triumvirate with Cormack and McKenzie. Irish, tall, square built, massive in mind and body, Stipendiary Magistrate, dispensing justice with impartiality, and at times with severity where warranted, but with a saving sense of human frailty, strong in friendship, implacable to an unfair foe, generous to a fault, strong on home ties, not covetous of office; withal a broad and wholesome citizen.

D. J. McKEOWN

Irish, C. P. R. Agent and promoter, later Real Estate and Insurance; genial, Falstaffian in form, rotund in contour, pusher of C. P. R., Board of Trade, beautifying the city, and supported his arguments by a typical flexing and extending of his arm, the series ending with a thumb in the armhole of the vest by way of emphasis and assumed finish to the question, believer in North Bay as a summer resort especially with the Manitou Islands as a base, a real home-lover but interested in all civic progress.

DR. J. B. CARRUTHERS

School master, physician, apothecary. Caring for health his profession, music his diversion. Saw many new-comers into life, and did not spare himself to keep them there, rotund of form, jovial in spirit, his smile was a token of good fellowship in the open and a tonic in the sick room. A whole-souled citizen who diffused radiance about him and kept the wheels of business and the social order moving smoothly. He died at his post of duty, just as he lived, with a song on his lips on a tote-road in the forest, filling readily a call as unexpected as the one that took him hence.

x x x x

Time and space fail us to fill out the roll even in partial measure, of the good and true citizens who have lived and passed, leaving as they went their indelible mark upon the stability, progress and life of the town.

*after - Here put on a few of Reflections
about X Bay personalities.*



4.4

SILVER FOAM

Beer

for nearly twenty years recognized as one of the foremost light beverages of Ontario.

On Sale at
Standard Hotels

Also sold by permit holders in compact cartons of half dozen pints, 1 dozen pints and 2 dozen pints.

Sudbury Brewing & Malting Co., Limited

SUDBURY, ONT.

MacDonald & Son

North Bay Distributors

"The Taste Tells The Tale"



- 1.—The Home of the Aged
- 2.—Queen Victoria Memorial Hospital
- 3.—The Children's Shelter

Ontario's



Minerals

PROVINCE OF ONTARIO

DEPARTMENT OF MINES

The Province of Ontario with its 407,262 square miles contains many millions of acres in which the geological formations favor the occurrence of minerals, 70 per cent. of the same being of pre-Cambrian age.

These rocks contain the rich silver deposits of Cobalt, South Lorrain and Gowganda, the nickel-copper ores of Sudbury which provide 90 per cent. of the world's nickel, and the well-established gold camps of Porcupine and Kirkland Lake, also numerous other gold areas in various stages of development.

Non-Metallic Minerals

The list of non-metallic minerals produced in Ontario is long and varied. It includes arsenic, cobalt, feldspar, graphite, mica, salt, talc, garnet, and many other useful substances. The supplies of granite, trap, limestone and materials generally for construction and road-making, are inexhaustible. There are marbles in Hastings county of great variety and beauty, suitable for interior decoration and for monumental purposes.

Production and Dividends

The total output of minerals in 1923 was valued at **\$72,158,389**; in 1924, **\$75,556,333**. Dividends and bonuses to 31st December, 1924, amounted to **\$40,104,535** for gold-mining companies, and **\$91,288,081** for silver-mining companies.

The expansion of gold-mining in Ontario is one of the outstanding features of the mining industry to-day. In 1910, the year in which Porcupine first produced gold, the total output of the Province was worth **\$68,498**; in 1915 it was **\$8,501,391**, and in 1920 had grown to **\$11,686,045**, while in 1924 the output was worth **\$25,669,262**, or practically half that of the entire United States.

Leading metals and the total mineral output of Ontario up to the end of 1924, had a valuation as follows:

Silver	\$243,418,000	All Metals	\$771,500,000
Nickel	\$197,600,000	All Minerals	\$1,132,100,000
Gold	\$154,419,000		

Although investors realize the import of these figures, the average citizen in the older parts of the Province is not yet fully alive to what the mining industry means to the development of Northern Ontario, to the general prosperity of the Province and to Canada at large.

Fair Treatment to Both Prospector and Investor

The mining laws are fair and liberal. A miner's license costs \$5.00 per annum and entitles the holder, whether citizen or alien, to stake out on Crown lands three claims of 40 acres each in every mining division.

To the investor either at home or abroad we offer a welcome and invite investigation. A successful issue cannot be guaranteed in every instance, for it is realized that mining presents hazard, but the chance of liberal reward is always present to him who will venture intelligently. The object of the Government is to stabilize the mining industry so that capital will be willing to invest, recognizing the fact that it is being fairly treated so far as the Government and the laws of the Province are concerned.

For copies of the mining laws, lists of publications, geological maps and reports, apply to

Hon. Charles McCrea,
Minister of Mines.

or

Thos. W. Gibson,
Deputy Minister of Mines.

TORONTO, CANADA

FOR HISTORY
JK

North Bay's History Since Its Incorporation

North Bay was incorporated as a town on April 7th, 1890. The first council met Jan. 19th, 1891.

The following figures indicate the progress in ten year stages from 1895 to 1925:

Year	Population	Area	Prop. Value	Bus. Assess- ment	Income Assessment	Taxes
1895	2,024	500 acres	\$ 431,790			\$ 9,122
1905	5,204	500 acres	1,636,250	\$134,980	\$149,770	40,687
1915	10,041	2,100 acres	6,821,613	409,960	146,168	167,109
1925	13,011	2,100 acres	8,445,300	430,515	438,225	365,773

These figures are significant of the rapid advance of North Bay in population, area and assessment values. The last named has risen from a total of \$431,790 to \$8,445,330, or to seventeen times the assessment in thirty years. At the same time the taxes have increased to over forty times the amount. But a corresponding improvement has been made in home comforts and public utilities.

Even in March, 1907, it was practically impossible to haul merchandise in any quantity over our streets, very few of which had been improved to any extent. The municipal water works served only a very limited portion of the town. A start had just been made in 1906 in constructing a sanitary sewer system; storm water still wended its merry way above ground to Chippewa Creek and the Lake. One short stretch of concrete sidewalk between the Anglican Church and the Pacific Hotel on the south side of Main Street comprised the extent of our permanent walks. Sidewalks built of planks and at many different elevations, were serving the business section of the north side of Main Street. A few board walks gave some service in the residential parts of the community. The many bridges were of pioneer and rather flimsy construction and the lighting system on the streets was lacking in proper service to the citizens.

During this period (1907-1925) our municipal debt has risen from \$246,151.67 to \$1,626,843.03 which appears rather startling until we con-

sider the vast improvements made during the same period. A partial list follows:

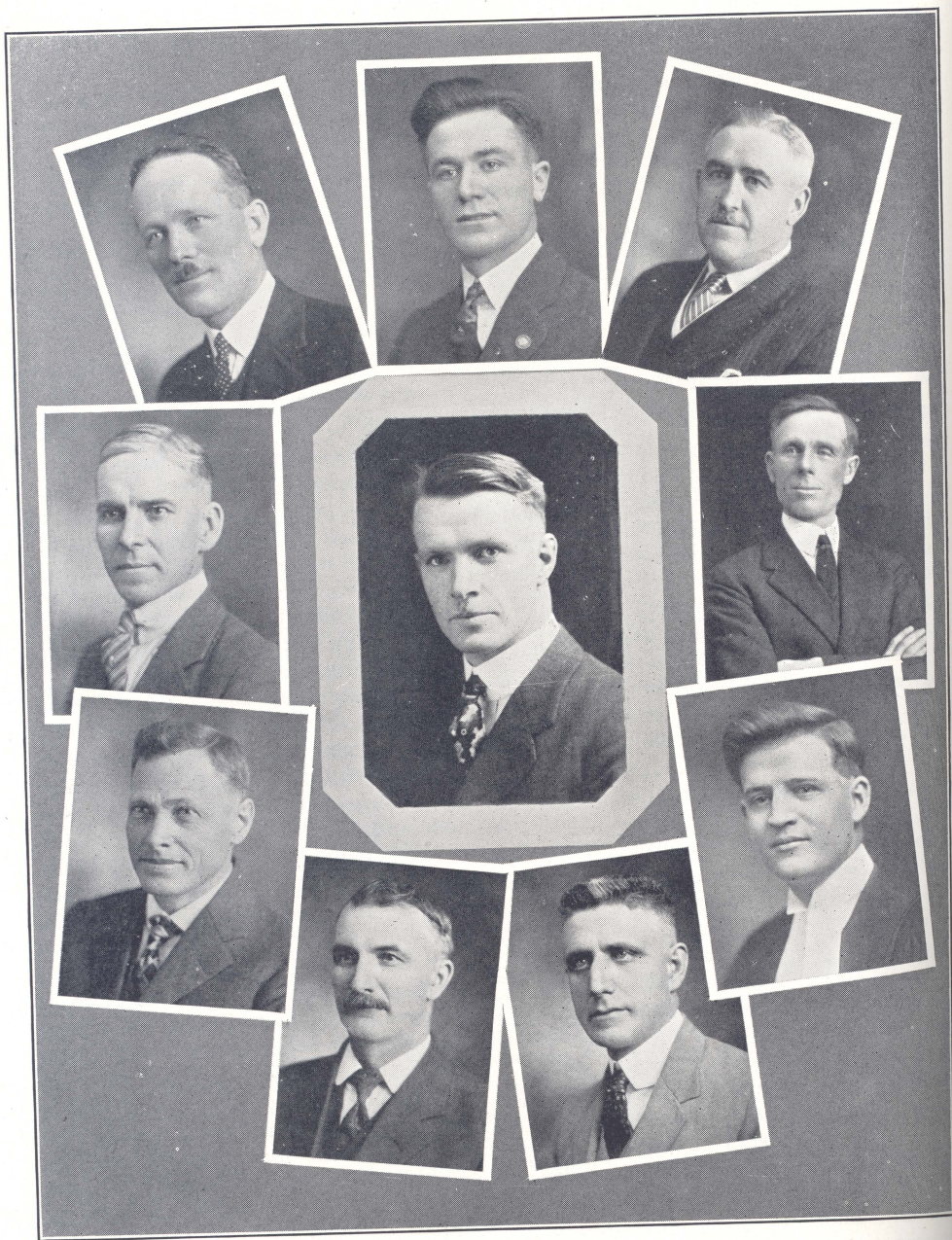
Today we have 27 miles of permanent sidewalks, 16½ miles of sanitary sewers, 9¼ miles of storm sewers, 38

miles of water mains, 6¼ miles of permanent pavements, 30 miles of improved streets, well-constructed frame bridges, one Collegiate Institute with capacity increased five-fold, four public schools with another in course of construction, two large separate schools, a street lighting system that compares very favorably with the older municipalities of similar population, and a water works system of six times the capacity eighteen years ago.

Contemplating the vast improvements created and enjoyed by our citizens the size of our municipal debt and tax rate is not to be wondered at but the wonder should be that the debt and taxes are not vastly greater.

Last, but not least, it would be well to note briefly the improved position of our town in relation to health, much of which improvement must be credited to the efforts made along sanitary lines. With the best water supply and careful attention to sanitation we must feel proud of our position as one of the healthiest places in the world, and as a "young people's city" we boast of a very low death rate and one of the highest birth rates in the province. Since January 1st, 1920, there have been recorded 2,500 births and during the same period only 938 deaths. Very little comment is needed.

North Bay is the capital and judicial seat of the District of Nipissing. It is the provincial centre at which many government offices are located which serve Northern Ontario, viz., Crown Lands, Fish and Game, Crown Timber, Fire Ranging, Colonization



North Bay City Council, 1925

Top—Robt. Rowe, L. H. Saunders, M. J. Wallace
Centre—R. Y. Angus, J. H. McDonald (Mayor), Wm. Dreany
Bottom—D. G. Stevens, Wm. Rayner, D. J. Morland, John McColeman

North Bay's History Since Its Incorporation

(Continued from Page Sixty-Five)

Roads, Provincial Police, Hydro Electric, and Temiskaming and Northern Ontario Railway. It is the Dominion centre for Railway Mail Service, Post Office Inspection, Customs and Excise, and Employment Service. It is the leading school and educational centre with a complete system of elementary and secondary schools from the kindergarten to the Normal School for teacher training. It is the See of the Bishop of Sault Ste. Marie for the Roman Catholic Church. It is the headquarters of the Commission and staff of the Temiskaming and Northern Ontario Railway, the staff headquarters of the Algoma District of the C. P. R. extending from Chalk River to Fort William, Sudbury to MacTier and Mattawa to Angliers, and it is soon to be the headquarters of the Canadian National Railways for a territory reaching from Ottawa on the east to

Toronto and via Capreol to Port Arthur and Armstrong. Its strategic position is gradually bringing it into the first rank as a distributing centre by rail and highway, and an educational, a church, and a government central centre for Northern Ontario.

The following are the Council and staff:

Mayor, J. H. McDonald; Councillors, R. Y. Angus, W. J. Dreany, D. J. Morland, J. McColeman, W. Rayner, R. Rowe, L. H. Saunders, D. G. Stevens, M. J. Wallace.

Clerk, Wm. N. Snyder; Treasurer, M. W. Flannery; Collector, John Small; Assessment Commissioner, A. C. Amos; Sanitary Inspector, Alfred Tandy; City Engineer, F. G. Mackey; Assistant City Engineer, E. R. Valiant; Chief of Police, William Clark; Fire Chief, G. M. Brady; Solicitor, G. A. McGaughey; Medical Health Officer, Dr. Edgar Brandon.



North Bay Collegiate Institute

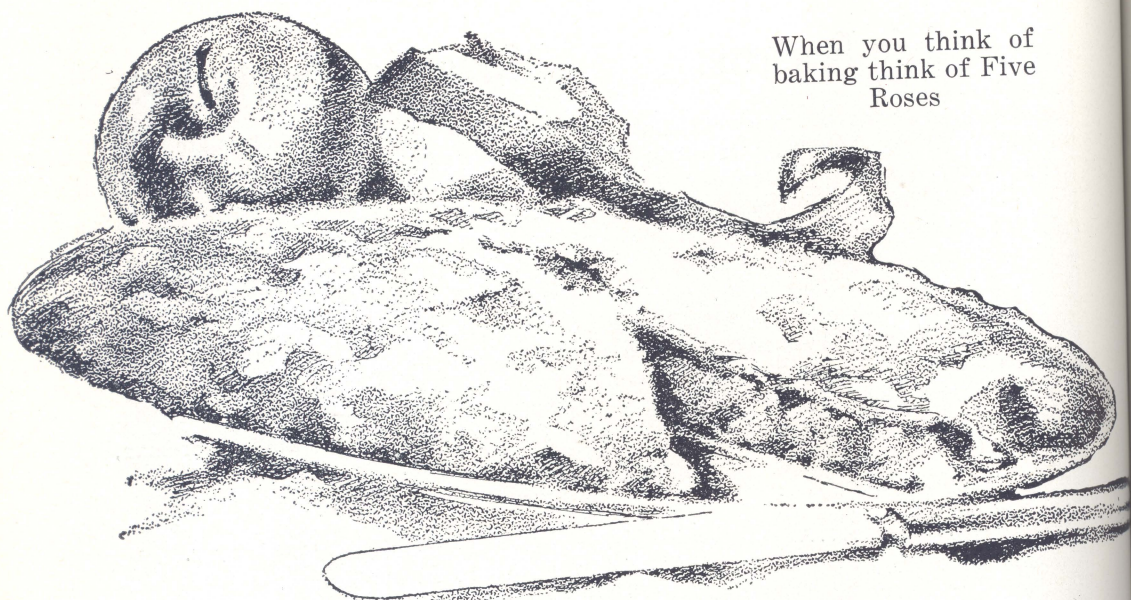


North Bay City Officials

Top—F. G. Mackey, City Engineer; Wm. N. Snyder, City Clerk; John Small, Water Commission and Collector.

Centre—William Clark, Chief of Police; Geo. M. Brady, Chief of Fire Department.

Bottom—Chas. E. Hammond, City Auditor; A. Tandy, Sanitary Inspector; M. W. Flannery, City Treasurer.



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FIVE ROSES CRUST

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Educational Institutions

Schools are an unfailing index of the character and progress of a people. If this be true North Bay can claim an enviable position. For substantial buildings designed on modern architectural lines equipped in the most approved manner from a sanitary and hygienic point of view and set in spacious well kept lawns with large grounds for athletic uses the city has nothing to apologize for. They stand well in first rank of public buildings.

It is a far call from a little log school set in the bush with single plank approaches over the treacherous muskeg to a tile floored, fire proof Collegiate of sixteen odd rooms with principal's office, teachers' rest rooms, gymnasium, assembly room, library and board rooms, worth \$150,000. It is an equally far call from a one-roomed, one teacher school of 20 odd pupils to 5 Public Schools with 44 teachers and 4 Separate Schools with 30 teachers, representing a total of almost 3,000 pupils. Yet this has all occurred in a space of 40 years. North Bay has not spared her resources on schools, nor sacrificed education to the god of material gain. Her schools are her best asset and are a standing tribute to the good judgment and fine foresight of her citizens. She has laid well the foundations for future growth in strong self-dependent citizenship.

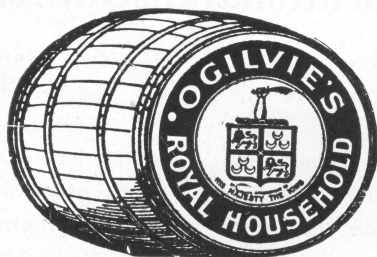
The first log school served for only a year or two when it was replaced by a two-roomed building known as The Blue School located on the site of the present McIntyre Street School. Most of the children of the early settlers were educated at one of these schools. Needless to say there were stirring times for railroaders have versatile brains and their children are not far behind them in searching out schemes to express their surplus spirits and superabundant energy.

The usually peaceful course of school life is not always without its

tragedies. On a Saturday Mr. Hamilton, the principal at that time, struck out across the lake on snowshoes, accompanied by Mr. Kellogg. A blinding storm arose and they turned to face the home journey. But the teacher had overstepped his strength and in a short time sank exhausted in the snow. Willing helpers joined his friend in the search over the trackless lake, but when at length they reached him they found his lifeless form, huddled up as though he had been trying to conserve his warmth.

The Separate School, organized on January 6th, 1887, for a time occupied half of the original log building till they completed the new two-roomed school on The Priest's Hill in 1888. In 1890 another forward step was taken and a four-roomed Public School was built which became the nucleus of the large 12 roomed building now known as Worthington Street or Queen Victoria School. The distinctive feature of the old building was its tall square frontal bell-tower, which did duty as a hat and cloak room, and, from the strange noises that at times issued therefrom, it had connection with other mysterious rites associated with the up-bringing of children, in the straight and narrow way. In 1895 the staff comprised Wm. J. Mills, principal, Mr. R. Foster and Mr. Edgar and Misses L. Foster, and L. Walbourn, assistants.

About this time the school was renamed a District Training School and in association with Mattawa, Parry Sound and Thessalon was designed to supply an elementary grade of teachers for the District Schools. In September, of 1897, J. B. MacDougall, B.A., was appointed headmaster. Children at this time had no home opportunity for higher education. The town was importing all its leading professional and business men. After consultation, it was decided to inaugurate advanced classes. The town was canvassed and entrance graduates, Nellie Quinn, Jessie Morris, Jessie Pay, Mae Shotton,



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THE LARGEST MILLS IN THE BRITISH EMPIRE

Educational Institutions

(Continued from Page Seventy-One)

Susie McKee and Willie Morris were discovered and the class was opened in the bell-room above noted. Two others came from outside, viz.: Ethel Bingham from Warren and Frank Allen from Alpena, Mich. In two years the numbers warranted a Continuation School, which was opened with about 60 pupils and the classes moved to the upper rooms of a new four-roomed school on McIntyre Street. A Mr. Robeson was added as assistant, a tall, solitary man, whose silence and long swinging military stride were his noticeable characteristics. It was soon advanced to the status of a High School. A second school tragedy occurred at this time in the loss by drowning, of one of its brightest pupils, Ross Purvis. He had gone wheeling. In some unknown way he had evidently been thrown over the dock, probably by collision with the curb, as he turned, with nothing to mark his sad fate, which only days of search revealed.

In 1902 a new six-roomed High School was built on the present Collegiate site, the staff comprising Principal J. B. MacDougall, B.A., with I. D. Breuls, B.A. (now Inspector of Public Schools, N. Renfrew) and Miss J. Barr, B.A. (now Mrs. McNaughton, Modern Teacher, Arnprior High School), as assistants.

In the fall of 1903 J. B. MacDougall was appointed first resident inspector in Northern Ontario with territory stretching from Mattawa to near Fort William and from North Bay to the Pole. J. M. McKinley, B.A., succeeded him as principal in the High School, and in further succession J. R. Girdwood, B.A.; T. Rogers, M.A.; P. W. Brown, B.A.; and Frank Wallace, B.A., who still remains principal of the enlarged Collegiate.

Meantime Public and Separate Schools had been growing apace. Queen Victoria was increased to 12 rooms. King George (Harvey Street) School, eight-roomed, was opened in 1912. King Edward (McIntyre Street) was

later enlarged to an eight-roomed school; McPhail Street School, of eight rooms, was opened in 1921, and a new school of a similar size is nearing completion in the eastern end of the city. Spacious and artistically kept lawns and ample athletic grounds are provided with each school, so that culture on both the aesthetic and practical side is carefully conserved. St. Mary's Separate School was built in 1904, a substantial building of eight rooms and later enlarged to twelve. St. Joseph's, eight-roomed school was built in the east end on First Avenue in 1915, and a new school of eight rooms was opened on Wyld Street in 1924. Inspector P. W. Brown is in charge of the Public Schools and Inspector J. M. Bennett, B.A., of the Separate Schools.

About sixteen of the rooms of the several Public Schools are in affiliation with the Normal School for practice teaching purposes, the teachers acting as critics and directors in the teacher-training process. In all Public Schools, household science, manual training, art and music are under special instructors and a kindergarten completes the system from the ground up.

The great problem in North Bay has been to keep accommodation abreast of population. Such has been the growth in the past few years that it required a new eight room Public School almost every year and, by times, new Separate Schools to absorb the surplus.

Night Schools of a vocational type identified with the Collegiate have made a practical addition to the complete equipment of the City and the Normal School built by the Provincial Government in 1910 is the cope-stone of the entire system, on the side of teacher training.

Few centres can boast of superior organization or greater efficiency. One of the attractive features looking to choice of a centre in which to live is the class of homes and a close second is the class of schools. North Bay has



North Bay Has Splendid School Buildings

	St. Mary's School	
St. Vincent School		McPhail Street School
	Harvey Street School	
St. Joseph's School		Worthington Street School
St. Joseph's Academy		North Bay Public Library
	McIntyre Street School	

Educational Institutions

(Continued from Page Seventy-Three)

many points of strength, but in this respect it may be said to excel.

The present staffs of the various schools are as follows:

J. B. Stewart Supervising Principal
Miss H. Moote Assistant Principal

Queen Victoria School

(Worthington Street)

D. C. Grassick Principal

Miss E. Hamilton

Mr. R. McLean

Miss E. Cumming

Miss C. Emiry

Miss O. Johnson

Miss M. McLachlin

Miss N. Deneau

Miss R. Kay

Miss L. St. Louis

Miss E. Kingdom

KINDERGARTEN

Miss D. Alston Principal

Miss N. Purvis

King Edward

(McIntyre Street)

Mr. J. H. Lowery Principal

Miss M. Montgomery

Miss E. Winters

Miss W. Wilson

Miss N. Deegan

Miss M. Buchanan

Miss B. Durrell

Miss W. Sangster

King George

(Harvey Street)

Mr. M. Ostrander Principal

Mrs. A. Chalmers

Miss S. Wyatt

Mrs. V. Bronner

Miss K. Burns

Miss H. Shirley

Miss M. Durrell

Miss M. Kidd

McPhail School

(McPhail Street)

Miss M. Collins Principal

Miss E. Haugh

Mrs. J. Muller

Miss A. Hansford

Miss B. Monteith

Mrs. E. Elmett

Miss G. Ison

Miss C. Smyth

Teachers engaged in English

Classes of Separate Schools:

St. Mary's School.

Sister M. Demetria, principal; Sister M. F. Borgia, Sister M. Gabriella, Sister M. Kathleen, Sister M. St. Albert, Miss Elizabeth Scollard, Miss Frances Morgan, Miss Muriel Connolly, Miss Mary McColgan.

St. Joseph's School.

Miss Eileen Mulligan, Miss Nora Mulligan, Miss Veronica Hughes.

Teachers engaged in French
Classes of Separate Schools:

Sister Sainte Brigitte, principal; Sister Saint Louis de Grenade, Sister Albert de Sienne, Sister Therese de S. A., Sister Claire de S. S., Sister Elie Anicet, Miss Rose Picard, Miss Ange Aimee Picard, Miss Hughetta Larone.

The Collegiate

The Collegiate Institute now employs a staff of fifteen teachers with an enrolment of 375 pupils. The school gives the complete Entrance to Normal School courses for both second and first class certificates, Pass and Honor Matriculation Courses and a three years' Commercial Course. The Commercial Department numbers 75 pupils, while the remaining 300 are about equally distributed between Matriculation and Teachers' Courses.

Few Collegiate Institutes in the Province can boast of a more modern building or a better equipped school. The building contains fifteen class rooms, principal's office, teachers' rest rooms, Assembly Hall with a seating capacity of 450, a gymnasium, and a Library and Board room combined. In the fall of 1923 the Board built a six-room addition to the school which not only provided extra accommodation but also added considerably to the general appearance of the building.

The general activities of the school include an enthusiastic Literary Society, Boys' Athletic Society, Girls' Athletic Society, Tennis Club, School Orchestra of fifteen pieces, Glee Club and Cadet Corps. In addition to these various societies the school publishes

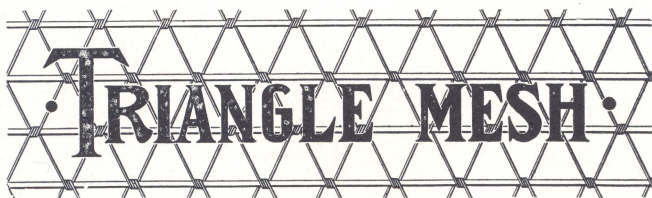
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Prevents cracks and adds at least 20% to the life of roads and buildings. Costs comparatively little and is easily handled and installed. Delivered to you either flat or in rolls, as desired. It is the favorite reinforcing among engineers, because it is the only one that distributes stresses in six directions. Booklet free on request.

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HAMILTON, ONTARIO

Educational Institutions

(Continued from Page Seventy-Five)

each year a magazine—The Northland Echo. The magazine is a comparatively new venture, having been published for only two years but the success of the venture seems assured.

Each year the Literary Society gives an entertainment. Last March, J. Hartley Manner's play, "The House Next Door," was played to capacity houses. The net profits after paying all expenses amounted to about \$350. The Literary Society spends this money in purchasing pictures for classroom decoration, providing the Athletic Societies, the School Orchestra, Glee Club with the funds necessary to carry on these organizations.

The object of the school may be summed up briefly as follows:

To give a sound, liberal practical education, useful in every walk of life.

To impart a useful information and a knowledge of principles, and to train and develop the faculties of mind and heart.

To promote bodily health and vigor by encouraging exercises in field sports and by training boys and girls in physical culture. A keen mind can function best only when supported by a healthy body.

Staff Collegiate Institute

F. D. Wallace, M.A., Principal and Specialist in Mathematics.

R. V. Summerhayes, B.A., Science Specialist.

Miss M. I. Whyte, B.A., Specialist in Moderns and History.

Miss M. M. Campbell, B.A., Commercial Specialist and Specialist in Art.

Miss M. M. Gordon, Specialist in Physical Culture.

H. J. Haviland, B.A., Specialist in Classics.

Miss J. M. Scott, B.A., Science Teacher.

Miss E. McNamara, Assistant in Commercial Department.

J. E. Currie, M.A., Teacher of Mathematics.

Miss D. Helmky, B.A., Specialist in Mathematics.

Miss E. M. Gillham, Art Specialist.

M. L. Troy, B.A., Specialist in Physical Culture.

H. A. Frise, B.A., Teacher of English.

Miss H. M. Coyle, B.A., Teacher of Latin and French.

Miss E. Ferguson, B.A., Assistant in Commercial Department.

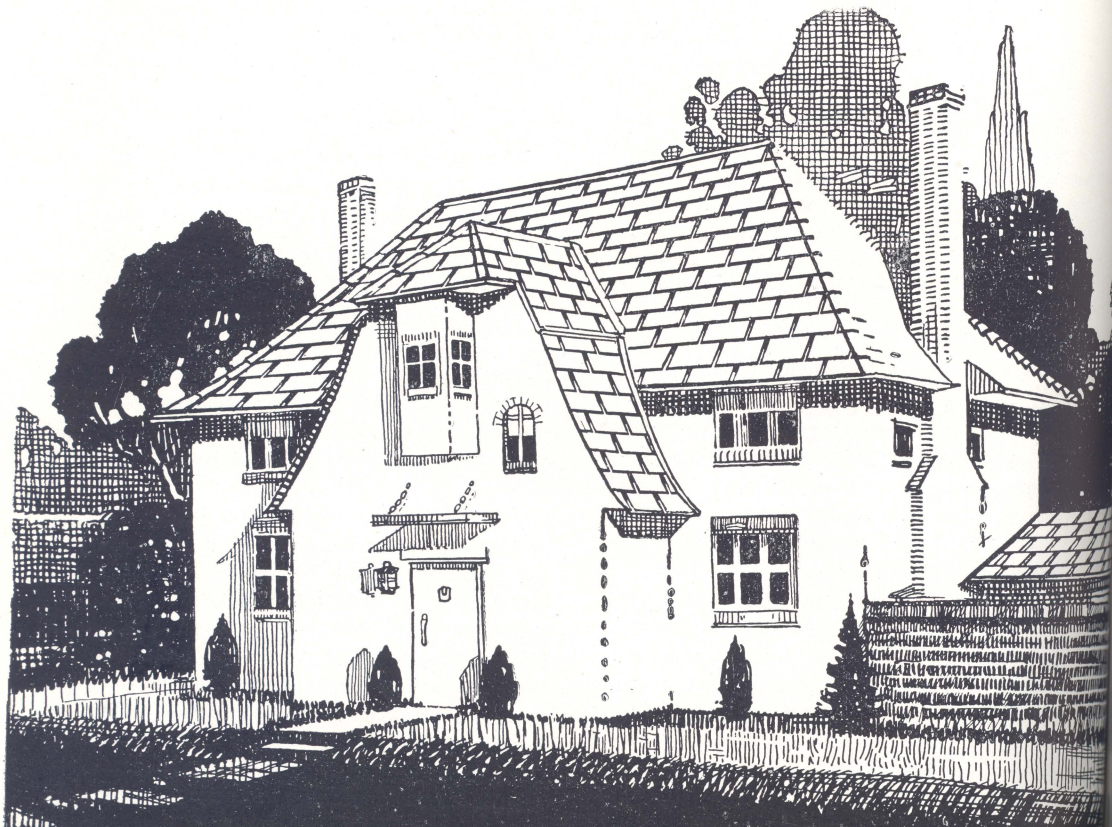
St. Joseph's Academy

Fronting McIntyre Street, at the corner of Foran, in colourful contrast to the massive gray granite of the Cathedral opposite, stands St. Joseph's Academy, the most recent addition to the splendid educational institutions of our progressive young city. Taken over just four years ago, the property has been so altered, so improved and beautified that to the home-comer it will reveal scarcely a semblance of the original.

This excellent institution, in charge of the Sisters of St. Joseph, is a boarding and day school for girls and young ladies, and fills uniquely a need, long-experienced in our northern districts. Under the inspection of the Ontario Department of Education, for equipment and efficiency, it has found most favorable commendation. Here students are prepared for Departmental examinations up to and including Honor Matriculation. The Commercial Course is completed in its different branches. The Music Department registers large classes and is in affiliation with the Toronto Conservatory, while Oil and China-Painting and Needlework are specialties. The fact that the general benefits of regular discipline and training in this atmosphere of culture, refinement and religion are appreciated, is attested by the large attendance of not only North Bay students but of young ladies from homes throughout the entire region as far west as Kenora.

The Normal School

The expansion of settlement in the North, due mainly to the discovery of valuable minerals in 1903 and the final assurance that farming was a dependable industry, demanded a re-adjustment of school machinery for the supply of teachers. Hitherto Northern Ontario had to depend upon the Southern section of the province for its supply for the rural schools. These were largely the left-overs, the misfits and



Four unfading colors — Blue - Black, Red, Tile - Red, or Green.

Asphalt Slates in 4-in-1 Slabs.

Tapered Slates with the heavybutts

Arro-Lock Slates (red or green) for diagonal effects.

When a man returns to his home town after years of absence he often notices a new freshness and beauty he never saw before.

The houses are the same yet they seem strangely attractive. He inquires and finds much of the transformation has been made by new roofs—roofs as permanent as they are beautiful—**BRANTFORD ROOFS**.

BRANTFORD ROOFS are fire-retardant, economical and give fascinating architectural effects—a roof any home owner can be proud of.

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Educational Institutions

(Continued from Page Seventy-Seven)

a few other daring spirits who did not mind the challenge of the new and the untried. A delegation was sent from North Bay in 1906 to the government of the day to press their claims for a Normal School for the training of Northern teachers. The proposition was favorably received and in 1908 the present building was started. It was completed and opened in 1910. Its success early proved the wisdom of the undertaking. Conditions were entirely transformed in a few years. A marked improvement in qualifications of teachers took place, due largely to its influence, and today the average standard in Northern Ontario is as high as in

any other part of the province. The number of students in attendance had increased to over 280 in 1924-25, the largest in the history of the institution. The building and grounds are an acquisition to the city in the way of artistic values and the presence of so large and desirable an element in the population is a distinct advantage financially and culturally as well. The present staff is as follows:

A. C. Casselman, Principal, J. C. Norris, M.A., B. Paed, H. E. Ricker, M.A., J. A. Bannister, B.A., Miss H. Morgan, M.A., Miss D. Stephenson, J. C. Chambers, C. Ramsay, Miss McCubbin, Secretary and Librarian.

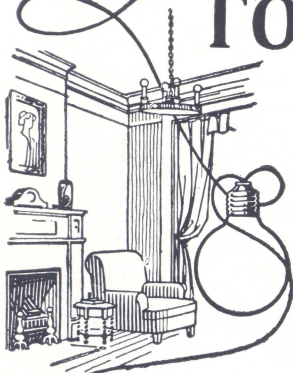


The First Graduating Class From North Bay High School

Standing—Frank Allen, Ethel Bingham, William R. Morris, Jessie E. Pay, Nellie Quinn.

Seated—Jessie Morris, May Shotton, J. B. MacDougall, B.A., Principal; Lizzie Rankin, Susie McKee.

Proper Lighting For Every Room



LIVING ROOM

Colored bulb to harmonize with draperies, furnishings or with silk lamp shade. Comes in old rose, canary yellow, amber and other beautiful colors. Round bulb, 25 or 40 watts.

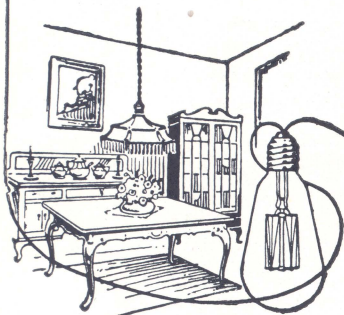
NO one size or type of electric lamp will give correct illumination or the proper decorative effect throughout your entire home.

There are different types of Westinghouse Mazda Lamps for different purposes, and it is most important that you select the proper type and size for each particular room or fixture.

Discuss your lighting problems with your dealer. He will show you how to obtain correct lighting effects with Westinghouse Mazda Lamps.

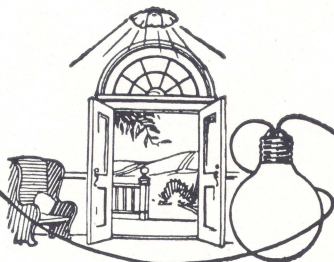
CANADIAN WESTINGHOUSE COMPANY,
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Hamilton, Ontario



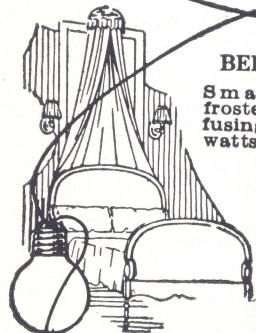
DINING ROOM

Clear lamp, straight side bulb, 25, 40 or 60 watts.



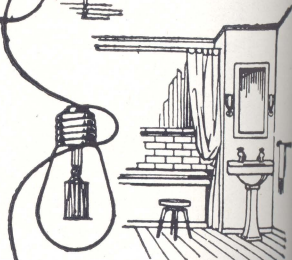
HALL

Round frosted lamp, 15, 25 or 40 watts.



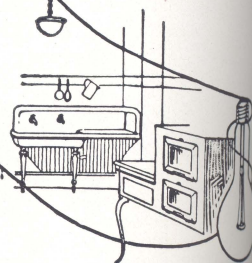
BED ROOM

Small round frosted with diffusing shade, 25 watts.



BATH ROOM

Clear lamp with diffusing shade. Straight side, 40, 60 or 80 watts.



KITCHEN

Blue Daylight lamp. Pear shape bulb, 75 to 100 watts.

Westinghouse Mazda Lamps

Nipissing Electric Supply Company, Distributors for Northern Ontario
North Bay, Ontario

Temiskaming and Northern Ontario Railway

Ontario Government Railway

The Government of the Province of Ontario in 1898 commenced the construction of the Temiskaming and Northern Ontario Railway. The original object was to make the great clay belt of Northern Ontario accessible for colonization.

When construction reached Cobalt the great silver deposits were discovered and this assured its financial success from the start.

Early in January, 1905, operation of the line, North Bay to New Liskeard, commenced, although the contractors had not finished ballasting the track.

When the National Transcontinental Line, Quebec to Winnipeg, was projected, it was decided to continue construction of the Temiskaming and Northern Ontario Railway on north to connect with it. By the end of 1907, 139 miles of railway was under operation, North Bay to Englehart.

Owing to the rapidly increasing extent of mining operations in the Cobalt District and the apparent urgent need of better shipping facilities, the Commission took into consideration the advisability of constructing a branch line from Cobalt to Kerr Lake, a distance of about five miles. The volume of traffic to be expected from this branch was considered sufficient and construction was proceeded with, being completed and in operation in 1908.

In 1908 also a branch line from Englehart to Charlton, a distance of 8 miles, was completed, opening up the splendid farming country around Long Lake and making the forest products accessible.

By this time too the line had been completed to Cochrane, the junction with the Transcontinental Railway, 253 miles from North Bay.

Owing to the rapid development of the Porcupine Gold Camp, preliminary surveys were made in 1910 for a branch line into that district. Tracklaying started early in 1911 and on July 1st, 1911, the branch was opened for service to South Porcupine, a distance of 26.7

miles. Construction was pushed forward and in March, 1912, the branch was completed through to Timmins, a distance of 33.1 miles, and regular service in operation.

Early in 1912, owing to the development which had taken place in the Elk Lake and Gowganda Districts, construction on the Elk Lake branch, from Earleton Junction, was commenced, and on February 5th, 1913, a regular service between Earleton Junction and Elk Lake was inaugurated.

The Abitibi Power and Paper Company having acquired the Abitibi Pulp Limit from the Ontario Government started in to develop the water power at Iroquois Falls and erect a pulp mill of 150 tons capacity. A branch line was at the same time started from Porquis Junction to serve this industry. This branch was so far completed by September, 1913, as to permit of handling the construction material for the Abitibi Power and Paper Company. This mill has since been enlarged until today it has a capacity of over 500 tons of newsprint paper per day.

For some years the construction of a spur line from Timmins to the Matagami River, a distance of about 3 miles, for the handling of the large quantities of forest products, which come down the river, was under consideration. This work was started in May, 1919, and the spur opened for traffic in August, 1919.

The collection of information with respect to navigation and harbors on James Bay and the resources of that territory had been in progress for a number of years and in January, 1922, a contract was let for the first 70 miles north of Cochrane. In November, 1923, the first 43 miles to Island Falls Junction was placed in operation with a tri-weekly service and the balance of the 70 miles is well on toward completion.

The South Lorrain section, to the east of Cobalt, developed its silver resources to such an extent that in the Spring of 1924 construction on a branch

a New **Frigidaire** *Complete with Cabinet*



\$335

f.o.b. Toronto
Sales Tax Included

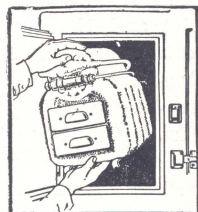
AND UP

Real Refrigeration With Frigidaire

Frigidaire provides vastly better refrigeration than is possible with ice. Melting ice in a refrigerating cabinet delays food spoilage for a short time. Frigidaire, with its DRY, penetrating cold, keeps food in perfect condition for days longer than is possible with ice.

Frigidaire banishes forever the inconveniences of taking ice. It keeps milk, meat, fresh fruits, etc., in perfect condition for days longer than you expect with ice. It gives vegetables a delicious crispness. It provides the means of making frozen desserts and ice cubes for drinking water. It makes its cold electrically, automatically, FOR LESS THAN YOU WOULD PAY FOR ICE.

There are Frigidaire models for homes, apartments, stores, restaurants, clubs, schools, etc. See us, or write for illustrated literature.



Ask us to tell you how easily you can make your present ice-box a Frigidaire.

Delco-Light Co. of Canada, Limited, Toronto, Ont.

S. J. Cherry, North Bay

PRODUCT OF GENERAL MOTORS

Frigidaire

Automatic Electric Refrigeration

Temiskaming and Northern Ontario Railway

(Continued from Page Eighty-One)

line from Cobalt was started, a distance of about 20 miles. Work on this branch was pushed through and a freight and passenger service established November 9th, 1924.

The growth of the Temiskaming and Northern Ontario Railway cannot be better illustrated than by the following comparisons:

	1905	1924
Mileage under operation	113	391
Passengers carried	36,648	725,922
Tons of freight carried..	99,192	1,410,725

Northern Ontario has focussed the attention of the world as a treasure house that is daily disclosing new sources of wealth for Canada. Come and see it for yourself.

The Operating Commission

Hon. G. Howard Ferguson, Premier; George W. Lee, chairman; Commissioners Lt. Col. L. T. Martin, Col. J. I. McLaren; W. H. Maund, secretary-treasurer; A. J. Parr, general freight and passenger agent, North Bay, Ont.

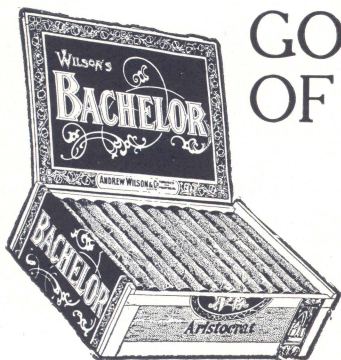


Street Scene, North Bay

To the Railroader—A Tribute

Death takes heavy toll of those who go down to the sea in ships. It takes equal toll of those brave spirits who dedicate their lives to the service of transport by land. Life on the rail is a daily rendezvous with death. Think, fellow-citizen, as you read, how many a strong man has passed by this portal to the life beyond. In prime of health and spirits, never wavering, he stepped over his threshold in answer to the call of duty, be it in the throbbing hours of day, or in the silent

hours of night. Suddenly death stalks in front of him, and, with relentless finger, marks his time by moments. In that self-same hour the pale messenger cast a shadow across the threshold he so lightly left, a shadow that will never be lifted. Fellow-citizen, pay silent tribute to those who have gone; fellow-wayfarers, who skim the burnished steel on pleasure or on duty bent, pay thoughtful tribute to him who with vigilant eye and steady hand makes tryst with death to pilot you to your goal.



"HOME" *means the*
GOOD THINGS
OF LIFE

Among good things, how

BACHELOR stands
out! Mellow, Rich and Fra-
grant, it is the acme of the
Cigarmaker's art expressed in
terms of Quality and Satisfac-
tion.

No wonder that for **BACHELOR**
every week is Old Home Week everywhere.

ANDREW WILSON & CO. TORONTO
AND
MONTREAL
LIMITED

Still the Most

10c

for the Money

When You Require

BROOMS

of Quality

ORDER OUR LINE

Walter Woods, Limited

HAMILTON, ONT.

OFFICIAL PROGRAMME

North Bay Old Home Week

August 2nd to August 8th, 1925

Sunday, August 2nd

Special Services will be held in all Churches, and former residents will assist in the Services, where possible. Some of the old boys and girls may meet you. **GO TO CHURCH**

Evening—Sacred Band Concert at Memorial Park, after evening Church Services. Renew acquaintances there.

Civic Day, August 3rd

8.00 a.m.—Ringling of Church Bells, Blowing of Whistles, etc.

10.00 a.m.—Grand Street Pageant, including beautiful floats and gorgeous costumes, indicative of the history of North Bay since 1615. The Pioneer Past and the Progressive Present. Premier Band, prize winners Canadian National Exhibition; Veterans' Citizens' Band, Scouts and Cadets.

11.30 a.m.—Presentation of City Charter. Hon. Chas. McCrea, M.P.P., will officially present Charter incorporating North Bay as a City. Guests of Honor: E. W. Beatty, L.L.D., K.C., President C.P.R., Hon. Jas. Lyons, M.P.P., Hon. Geo. S. Henry, M.P.P., E. A. Lapierre, M.P., H. Morel, M.P.P.

Official Opening, Memorial Park. Mayor John Hay McDonald, and Mr. John Ferguson, President of Old Home Week, will open the Old Home Week and give you the freedom of the City.

1.30 p.m.—Wallace Park:

Track Events—

Boys' Race, 75 yards, 15 and under.

Girls' Race, 75 yards, 15 and under.

Sack Race, open, supply own sacks.

100 Yard Dash, open.

Fat Men's Race, 50 yards.

Women's Race, 50 yards.

220 Yards Dash, open.

Baseball—North Bay vs. Copper Cliff.

Aerial Performance—James E. Hardy, Canada's leading performer.

Football—Two All Star Teams from North Bay.

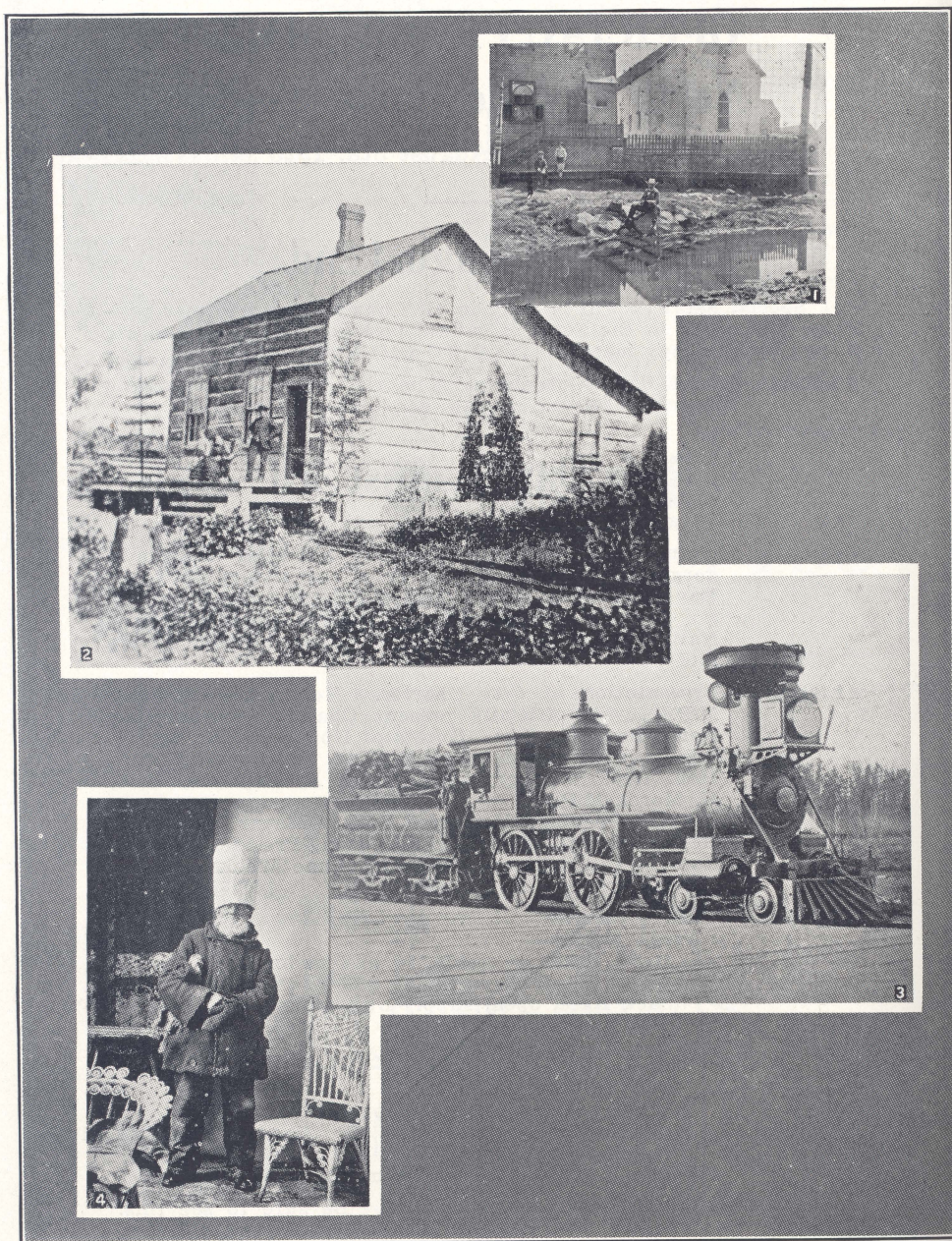
8.00 p.m.—Minstrel Show, Royal Theatre. Be sure to see this. Magistrate Fred Weegar and many of your old time favorites will stage a real treat.

8.00 p.m.—Street Dancing.

11.00 p.m.—Shirt-tail Parade. Fireworks.

Palmer United Attractions, rides, whips, merry-go-round, shows, etc., in full swing, day and night. A Midway of Fun.

THIS PROGRAMME SUBJECT TO CHANGES AND ADDITIONS



A Group of Old Time Pictures

- 1.—Fishing on Main Street.
- 2.—The First Residence of Mr. John Ferguson and the First Post Office.
- 3.—Old "207."—Courtney McIntyre, engineer (in cab window). Ned Jarvis, fireman, between engine and tender.
- 4.—"Old Rip."

OFFICIAL PROGRAMME

North Bay Old Home Week

August 2nd to August 8th, 1925

Soldiers' Day, August 4th

10.30 a.m.—Parade of Returned Soldiers. Veterans' Citizens' Band.

11.00 a.m.—Decoration Services at Memorial Park.
Prominent Canadian Soldiers will assist in this Ceremony.

1.45 p.m.—Wallace Park:

Aerial Performance—James E. Hardy, spectacular and unequalled.
Lacrosse, North Bay vs. Sudbury. The Old Timers will stage a come-back, which will bring back memories of our National game in by-gone days.
Baseball, two teams, North Bay City League.

3.00 p.m.—Amelia Park:

Regatta:
Ladies' and Gents' Tandem Canoe Race.
Ladies' Swimming Race.
Skiff Race, half mile.
Single Blade Half Mile Canoe Race for championship of Northern Ontario.
Ladies' Single Canoe Race, quarter mile.
100 Yard Championship Swim (men).
4 Man Canoe Race.
Quarter Mile Single Blade Canoe Race (specified).
Ladies' Tandem Canoe Race, quarter mile.
220 Yard Championship Swim, open.
Men's Tandem Canoe Race.
Out-Board Motor Race.
Novelty Canoe Race.
Swimming Race, for boys under 14.
Tilting Contest.
Tug-of-War, open.
Log Burling Contest.
Softball—Ezzylyfe Canoe Club vs. North Bay Idlers.

7.30 p.m.—Wallace Park. One Big Night:

Aerial Performance—Jas. E. Hardy. The only living "Hero of Niagara Falls."
Boy Scouts and Girl Guides Competitions.
Solo Dancing Exhibitions.
Community Singing.
Fireworks, stupendous and dazzling display.

8.00 p.m.—Moonlight Excursion, steamer "Northern Belle" leaves Government Dock at 8 p.m. sharp. Enjoy a trip on Lake Nipissing.

10.00 p.m.—Street Dancing.
Enjoy a dip in Lake Nipissing, finest fresh water beach in America.

THIS PROGRAMME SUBJECT TO CHANGES AND ADDITIONS

ASK FOR
Davie's Perfection Ice Cream

FOR SALE AT
All the Leading Parlors in Town

Made from Pure and Wholesome Food

PROPRIETORS OF THE
Maple Leaf Dairy

Pasteurized Milk and Cream

DAVIE BROS. ICE CREAM CO.

Branches Sudbury and Barrie
 Factories, North Bay and Toronto

EXCLUSIVELY FURS

A. F. FURTER

**Manufacturing
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Remodelling Repairing
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 61 Main Street East
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 LAGER, ALE
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For Purity and Quality
**THE CAPITAL BREWING
 CO., LTD.**
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Distributors for Northern
 Ontario
 North Bay, Ont., 'Phone 2346

OFFICIAL PROGRAMME

North Bay Old Home Week

August 2nd to August 8th, 1925

New Ontario Day, August 5th

9.30 a.m.—Grand Street Pageant, similar to Monday.

10.00 a.m.—Wallace Park:

Baseball—North Bay vs. New Liskeard.

Track Events:

Relay Race, Northern Ontario Championship, 3 men to each team.

Running Broad Jump.

Running Hop, Step and Jump.

Aerial Performance—Jas. E. Hardy "Marvel of Genesee Gorge."

1.30 p.m.—Race Track. Horse Racing:

2.15 trot or pace \$400

2.22 trot or pace \$300

2.35 trot or pace \$300

Be sure to attend this feature attraction.

2.15 p.m.—Horse Shoe Pitching Tournament. Competition open to all comers. Grounds are near C.P.R. Station.

4.00 p.m.—Horse Shoe Pitching Tournament. Competition open to all first year players. Grounds are near C.P.R. Station.

6.30 p.m.—Wallace Park:

Football, North Bay vs. St. Thomas, Ont.

Aerial Performance, Jas. E. Hardy.

8.00 p.m.—Minstrel Show, Royal Theatre. Fred Weegar and his Happy Minstrels will please you.

8.00 p.m.—Street Dancing.

10.00 p.m.—Fireworks display at central street corners. Palmer United Attractions will please you.

The Gateway City Welcomes You

WE WANT YOU TO REGISTER. A record is desired of all our guests

This Information and Registration Bureau will be in Mr. John Ferguson's Office, Main Street, West. Get a Souvenir Badge when you register. Office open all week.

THIS PROGRAMME SUBJECT TO CHANGES AND ADDITIONS

—the Joy of

OLD HOME WEEK

will be the greater if the remembrances of by-gone days are refreshed by some real "OLD HOME" Cooking.

ROBIN HOOD FLOUR

contributes to the happiness in thousands of homes throughout Canada every week in the year and

To the People of North Bay

on this occasion, the Millers of ROBIN HOOD QUALITY PRODUCTS extend their best wishes for a delightful re-union during "OLD HOME WEEK."

Robin Hood Mills, Limited

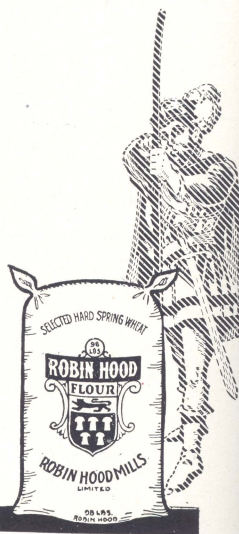
Moosejaw

Montreal

Calgary

LINDSAY & McCLUSKEY

North Bay Distributors



Dominion Wheel & Foundries, Limited

MANUFACTURERS OF

CHILLED CAR WHEELS

for Steam and Electric Railways, Mines, Quarries and Every Service

CASTINGS

Grey Iron, Semi-Steel, Chilled Iron and Special Mixtures

BRAKE SHOES—For all Classes of Service

SASH WEIGHTS—Solids, Sectionals and Interlocking

MUNICIPAL CASTINGS—Manhole Tops, Catch Basin Tops, Gully Grates, Valve Boxes, Service Posts, Traps, Etc.

WATERWORKS SPECIALS—Tees, Bends, Crosses, Offsets, Etc.

FLANGED PIPE AND FLANGED FITTINGS

WE DO GENERAL MACHINE WORK AND PATTERN WORK

GENERAL OFFICES — TORONTO, ONT.

PLANTS:

Toronto, Ont.

Cobourg, Ont.

St. Boniface, Man.

New Glasgow, N.S.

OFFICIAL PROGRAMME

North Bay Old Home Week

August 2nd to August 8th, 1925

Children's Day, August 6th

10.00 a.m.—Wallace Park:

Baseball—Tournament between three teams of Junior City League. See North Bay's Future Greats.
Clowns. Clever Clown Acts will amuse both old and young.

Aerial Performance—Jas. E. Hardy will perform special acts which will amuse and astound the kiddies.

1.30 p.m.—Parade of North Bay School Children.

2.30 p.m.—Amelia Park:

Children's Sports—

Boys' Race, under 7, 50 yards.

Boys' Race, under 12, 50 yards.

Girls' Race, under 7, 50 yards.

Girls' Race, under 12, 50 yards.

Boys' Race, under 16, 100 yards.

Girls' Race, under 16, 75 yards.

Bandsmen's Race, each man playing while running.

Married Ladies' Race, 50 yards.

Boys' Relay Race, under 16. Each boy run 75 yards. Three boys to a team.

Girls' Relay Race, under 16. Each girl run 50 yards. Three girls to a team.

Boys' Three-Legged Race, 75 yards.

Pie Eating Contest, open, boys and girls.

Burlesque Softball. This game guarantees to provide fun for old and young.

3.30 p.m.—Wallace Park:

Softball—Rotary Club vs. Lions Club.

Aerial Performance—Jas. E. Hardy.

Football—Old Boys vs. Stay-at-Homes.

8.00 p.m.—Arena—Children's Massed Choir and Concert. North Bay Community Orchestra in attendance. 700 school children will participate in this entertainment.

8.00 p.m.—Moonlight Excursion, Lake Nipissing. "Northern Belle" leaves dock at 8 p.m. sharp.

8.00 p.m.—Street Dancing.

8.00 p.m.—"Old Home Week," Royal Theatre. Thomas Meighan, at his best. This picture has been specially secured for North Bay Old Home Week.

10.00 p.m.—Fireworks Display near Arena.

THIS PROGRAMME SUBJECT TO CHANGES AND ADDITIONS

For the News of North Bay and the Great North Land
SUBSCRIBE FOR

The Nugget

\$3.00 per year in Canada
\$4.00 per year outside Canada

The Nugget, established in Cobalt in 1905, removed to North Bay in 1922, has been the Leading Publication of the North Country for twenty years and is Bigger and Better Today than at any time in its history. Covers all activities of the North thoroughly. Published every Tuesday and Friday at North Bay.

**Circulation Each Issue Exceeds
6,000 Copies**

NUGGET PUBLISHERS, LIMITED
NORTH BAY, ONT.

This Souvenir Booklet was produced by The Nugget in North Bay. It is an example of the high standard of printing and publishing attained by The Nugget in all classes of commercial printing.



**Marsh's
Grape
Juice**

**THE ALL-CANADIAN
GRAPE JUICE**

"It's Just a Little Sweeter"

**The Marsh Grape
Juice Co.**

Niagara Falls, Ont.

**BUY
PERRIN'S
BISCUITS
AND CANDY**

**To Welcome All
Comers**

OFFICIAL PROGRAMME

North Bay Old Home Week

August 2nd to August 8th, 1925

Old Timer's Day, August 7th

10.00 a.m.—Wallace Park:

Baseball—Old Boys vs. Stay-at-Homes.
Aerial Performance—Jas. E. Hardy "Wonder of Montmorency Falls."
Track Events—
 Putting Shot.
 Throwing Hammer.
 75 Yard Race for Old Timers, open.
 Race, 50 yards, men over 45.
 Tug-of-War, C.P.R. vs. T. & N.O. Railway.
Lacrosse—Old Timers, North Bay, vs. Mattawa.

1.45 p.m.—Race Track. Horse Racing:

2.30 trot or pace	\$300
Consolation	\$200
Free-for-All	\$400

2.15 p.m.—Horse Shoe Pitching Tournaments. Competition open to all comers. Grounds near C.P.R. Station.

4.00 p.m.—Horse Shoe Pitching Tournaments. Competition open to all first year players. Grounds near C.P.R. Station.

4.00 p.m.—Pioneer's Parade and Basket Picnic at Amelia Park. Bring back the old days.

8.00 p.m.—Street Dancing.

8.00 p.m.—Moonlight Excursion—"Northern Belle" leaves Government Dock at 8 p.m. sharp. Be sure to enjoy this most fascinating trip.

8.00 p.m.—"Old Home Week" Picture at Royal Theatre. It's a Paramount. Don't miss it.

10.00 p.m.—Fireworks Display at Central Street Corners.

11.00 p.m.—Shirt-tail Parade.

The Gateway City Welcomes You

WE WANT YOU TO REGISTER. A record is desired of all our guests

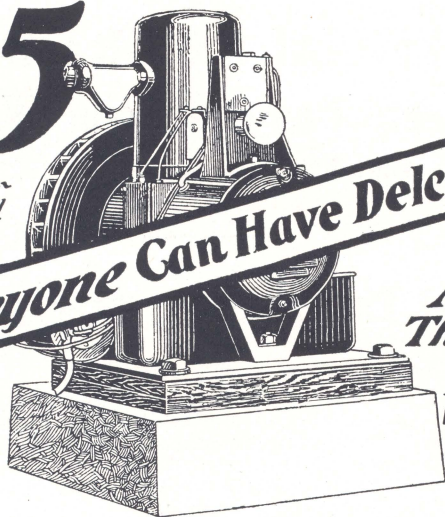
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THIS PROGRAMME SUBJECT TO CHANGES AND ADDITIONS

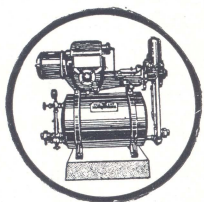
\$255

*F.o.b. Toronto—
Sales Tax Included*
AND UP

Now Everyone Can Have Delco-Light



**A Price
Thousands
Have
Waited
For
!**



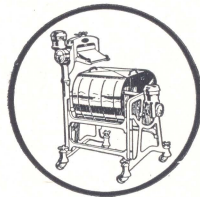
**DELCO-LIGHT
PUMPS**

Whether you want a deep well or a shallow well pump, there is a model and size of Delco-Light Water System which will exactly fit your need—give you running water for every purpose whenever and wherever you need it—at the lowest possible cost. Ask us about one.

Now everyone, anywhere, can have the conveniences and savings of electric light and power. Never before has Delco-Light cost so little and been so easy to buy. It can be bought on terms so easy that no farm family need be without the wonderful benefits of electricity any longer.

And Delco-Light's operating cost is surprisingly low! It will furnish electric light to flood your home, barn and outbuildings, power to operate those labor-saving conveniences you've long wanted, at a daily operating and upkeep cost of less than the price of a cup of cream.

See us or write immediately for prices and illustrated literature on this economical electric plant—with over 250,000 SATISFIED users.



**Delco-Light
Electric
Washing Machine**

You'll understand how the Delco-Light Washer washes so thoroughly when you see how the water is FORCED through the clothes at the rate of seventy times a minute. It's exceedingly simple, too, with no exposed working parts to collect dirt—and the wringer combines features you'll appreciate. Let us show it to you.

Delco-Light Co. of Canada, Ltd., Toronto, Ont.

McCool Electric Company, North Bay

PRODUCT OF GENERAL MOTORS

DELCO-LIGHT

OFFICIAL PROGRAMME

North Bay Old Home Week

August 2nd to August 8th, 1925

Railroad Day, August 8th

The C.P.R., C.N.R. and T. & N.O. Railway employees have jointly co-operated in taking complete control of this day, and have arranged the following program at their own expense, with open house, at all events. No admission will be charged at any of the Parks:

9.00 a.m.—Amelia Park:

Softball—C.N.R., C.P.R. and T. & N.O.

9.00 a.m.—Wallace Park:

Baseball—C.P.R., C.N.R. and T. & N.O.

Aerial Performance—Jas. E. Hardy.

Football—North Bay vs. C.P.R., Sudbury.

2.00 p.m.—Amelia Park:

Basket Picnic—Joint C.P.R., C.N.R. and T. & N.O.

Softball, Ladies—C.P.R. vs. T. & N.O.

Track Events—

Boys, 8 and under, 50 yards.

Girls, 8 and under, 50 yards.

Girls, 12 and under, 75 yards.

Boys, 12 and under, 75 yards.

Boys, 16 and under, 100 yards.

Girls, 16 and under, 100 yards.

Obstacle Sack Race, open, 75 yards.

Old Timers' Race. Employees 20 years or over in the service, 100 yards.

Men, open, 100 yards.

Ladies, open, 75 yards.

Putting Shot.

Prize Waltz.

Prize One-Step and Fox Trot.

2.30 p.m.—Wallace Park:

Baseball—C.P.R., C.N.R. and T. & N.O.

7.30 p.m.—Selection of a President of the North Bay Old Home Week Association, to whom will be presented a Studebaker Standard Coach. This important event will take place in front of the Pacific Hotel. Every member of the Association should be there.

8.00 p.m.—"Old Home Week" Paramount Picture at Royal Theatre.

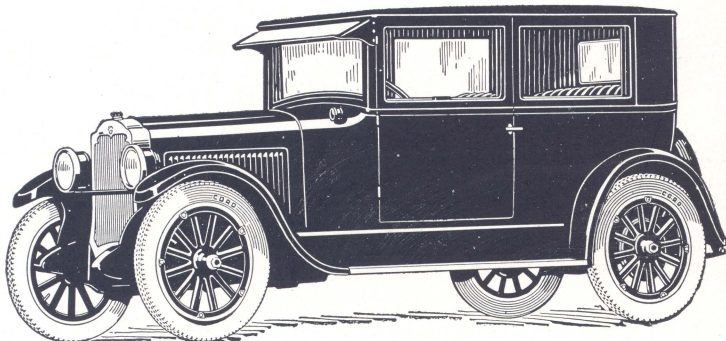
8.00 p.m.—Street Dancing.

Grand Finale—Balloon and Confetti Fights, Fireworks, etc.

WE WANT YOU TO REGISTER. A record is desired of all our guests

This Information and Registration Bureau will be in Mr. John Ferguson's Office, Main Street, West. Get a Souvenir Badge when you register. Office open all week.

THIS PROGRAMME SUBJECT TO CHANGES AND ADDITIONS



Oldsmobile Coach

A smart Fisher Body Closed Car at

\$1700

Delivered in North Bay All Taxes Paid

To know where the Oldsmobile Six Coach stands among other cars in its price class, you must compare it—feature for feature—with other moderate priced cars—yes, even with the higher priced sixes.

More than this, you must get behind the wheel of the Oldsmobile Coach and “feel” the smooth quiet power delivered by its famous L-Head engine. When you have done this—when you have driven the Oldsmobile Six yourself, you will know we are not boasting when we say that it is far in advance of all other cars in its price class.

Oldsmobile is sold and serviced in North Bay by

**STERLING SALES AND SERVICE
LIMITED**

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Olds Motor Works of Canada, Limited
OSHAWA - - - - - ONTARIO

North Bay Churches

St. John's Anglican Church

The first missionary to establish a mission in the town was Rev. Forster Bliss, 1883-5, who built the frame church now used as a Primary Sunday school. Archdeacon Gillmor, affectionately known as "The Tramp," took charge from 1885 to 1891, and he was followed by Canon A. J. Young in 1892. During his five years' ministry the brick church and frame rectory were erected, the rectory being on the site now occupied by the Parish Hall. From 1898 to 1899, Canon W. J. Burt was priest in charge, to be succeeded by Rev. A. J. Cobb, who worked here from 1899 to 1905. In 1906, Rev. C. E. Bishop was placed in charge and during his ministry which concluded in 1911, the church was enlarged by the building of the chancel. The next rector was Rev. C. W. Balfour, who was appointed in 1911, and during whose ministry the present rectory, 85 Worthington St., E., was purchased. In 1921, the present rector, Rev. Gilbert Oliver took charge, and in 1923 the basement of the Parish Hall was built, finding accommodation for over 400 people, proving a great asset to the church. Services are excellently attended, the church often being filled to overflowing. Last Easter the communicants numbered 525. In addition to the Parish Church there is a flourishing mission on Cassells Street which caters to the residents in that part of the town. So the work has grown, and each successive rector has built on the foundation so splendidly laid by his predecessors.

The Presbyterian Church

Those Presbyterians in North Bay who believe that the historic Presbyterian Church with its legacy of sacrifice, should be maintained intact, and that its democratic form of government should be preserved, were called together by Mr. Angus Ross, in the Town Hall, on the evening of April 27th, 1925.

At this meeting, marked for its earnestness, they pledged themselves to continue their beloved church and appointed a provisional committee to arrange for the holding of divine services.

On May 10th the first service was held in the Crystal Theatre, and since then services have been held regularly in the Colgan Liddle Hall. A board of managers with Mr. John Small as chairman, was later appointed, and a Sunday School and a Ladies' Aid Society organized.

It was soon found that due to the earnestness of the congregation sufficient funds were being provided, without any canvassing, to warrant the calling of a regular pastor.

On June 27th at a congregational meeting a unanimous call was extended to Rev. J. R. Sanderson, of Lanigan, Saskatchewan. This, happily, was accepted, and on July 19th, two months after the preliminary organization was made, he assumed his pastoral duties over an enthusiastic and rapidly growing congregation.

Trinity United Church

The Methodist Church Missionary was the first to reach North Bay when the Rev. Silas Huntington, Methodist minister, in 1882 followed the building of the C. P. R.—holding services in box cars or old passenger coaches. Under his vigorous and earnest work a group of people under his direction built the first Methodist church in 1883 on the lot for years occupied by The Times office.

Mr. Huntington, with rare foresight, saw the future of North Bay, secured a piece of land containing two full lots extending from the corner of Ferguson and Main to Ferguson and McIntyre. It was on this ground that the first church was built in 1883 and later a parsonage on the corner of what is now Ferguson and Main. This church, soon growing too small, they built a larger one on Ferguson Street with a parsonage on the corner of



North Bay—A City of Churches

Top—St. John's Anglican Church

Centre—Trinity United Church and St. Andrew's United Church

Bottom—Salvation Army Citadel and the Baptist Church

North Bay Churches

(Continued from Page Ninety-Seven)

Ferguson and McIntyre. In the years that followed the congregation grew rapidly and the present edifice was built and opened in the spring of 1907.

Thirteen ministers have been pastors of Trinity Church. These were Rev. J. D. Ellis, Rev. Mr. Pyke, Rev. John Webster, Rev. A. Henderson, Rev. Wm. Blair, Rev. E. I. Hart, Rev. J. W. Stewart, Rev. A. P. Addison, Rev. A. P. Latter, Rev. Mr. Boles, Rev. Elmer Kenny and Rev. E. C. Hunter. The present minister is Rev. J. C. Cochrane, just appointed.

St. Andrew's United Church

St. Andrew's Church dates its history from 1884 when the first services were conducted by Rev. Dr. Ballantyne, of Pembroke. During the past 41 years the following ministers have been in charge: Rev. W. J. Hewitt, Rev. J. M. Goodwillie, Rev. Rondeau, Rev. Jas. MacMillan, Rev. Thomas McAdam, Rev. G. L. Johnston, Rev. T. J. S. Ferguson, Rev. R. S. Johnston and Rev. J. M. Pritchard. Of its former ministers, Rev. T. J. S. Ferguson is now minister of Cooke's Church, Kingston, and Rev. R. S. Johnston, of West Church, Toronto.

The first church building erected in 1884 was replaced by the present structure which was built in 1905. The growth of the congregation in numbers, and in strength, has kept pace with the growth of the town itself. At the end of 1924, there were 775 communicants on the roll, the Sunday school enrolment was over the 600 mark, and the missionary givings were over \$4,000. The church property is free from indebtedness and the congregation hope at an early date to erect a Sunday school hall adequate for the present needs, and suited to modern Sunday school work.

The Salvation Army

Among the non-denominational institutions that do religious and bene-

volent work there are none to rival the Salvation Army. They are a splendid supplement to the churches as they do work of a character and under conditions that no orthodox church could do. Their's is a self-denying organization that expends every dollar to advantage and carries the least overhead in plant and operating costs.

North Bay has been faithfully provided since it was but a village. Its officers have earned the good-will and gratitude of the citizens. The service has been too wide and too varied to admit of special mention in the brief space allowed. Their "citadel" has been a source of help to the needy, of support to the weak and of strength to the cause of humanity and of practical religion.

North Bay Baptist Church, 1892-1925

In February, 1892, a few Baptist women in North Bay, organized themselves under the name of "The Baptist Willing Workers," from which, during the same spring, with the co-operation of two or three men of the Baptist faith developed a Baptist congregation, and under the leadership of Student Pastor H. D. Webster, services were held in what was known as the old "Blue School House"

With the encouragement and assistance of Rev. B. Wick, of Sundridge, and a half dozen members of the Baptist Church there, a regular Baptist Church was organized and a donation of \$500.00 from a Baptist friend in Hamilton, Ont., made possible the purchase of a building site on Main Street West (the present location) on which a church building was erected, and in October, 1893, the building was dedicated to the service and worship of God.

In November of that year Rev. W. L. Palframan accepted a call to become the first regular pastor of the North Bay Baptist Church. Since then the following men have led the church as pastor: Rev. E. J. Bridgemen, Rev.

H. Stockdale

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BEVERAGES

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during

Old Home Week

Insist on the Best

Macdonald & Son
North Bay - - Ont.

North Bay Churches

(Continued from Page Ninety-Nine)

E. J. Stobo, Rev. H. H. Bingham, Rev. A. F. Green, Rev. L. H. Thomas, Rev. R. M. Carkner, Rev. W. F. Price, Rev. Albert Cook, Rev. H. Edgar Allen and Rev. R. E. Nicholls, whose pastorate closed with the first Sunday in May, 1925. Since that time a call has been extended to the Rev. Aubrey W. Small and accepted by him, his pastorate to commence September 1st, this year.

Of the following charter members of the church, Mr. N. Phelps, Mr. and Mrs. W. J. Mills, Mrs. Shotten, Mrs. J. Crivand and Mr. and Mrs. H. Holley, only Mr. Phelps is still in North Bay. Mrs. Secor, Mrs. E. Morgan, Mrs. McGillis and Mr. W. A. Taylor were among those connected with the church very soon after organization, and are still active members of same.

During 1913 the Church building was rebuilt and remodeled and a Sunday School hall added, at considerable expense. The last indebtedness on the Church building was cleared off during the year 1924.

The growth of the Church has been steady, and the membership is now about one hundred and eighty five.

The Roman Catholic Churches

St. Mary's on The Lake	- -	Pro-Cathedral
St. Rita's Church	- - - -	Italian
St. Vincent de Paul	- - - -	French

The beginnings of the cause revert to historic days when the indefatigable Jesuit Fathers endured untold hardships in carrying the story of the Cross to the aborigines along the shores of the lake. But the first to visit North Bay were Rev. J. B. Nolin, S. J., Rev. Louis Cote, S. J., Rev. Hormidas Caron, S. J., and Rev. Father Nedelec, O.M.I., who held mass in any available shelter or sometimes on the open shore of the lake.

On September 27th, 1886, the first small church was built on Lot 101 on the site of the present Cochrane Hardware. The bell was mounted on an elevated platform beside it and was frequently used as well for a fire alarm

because of its central location. The Church was enlarged three times. After the arrival of Rev. D. J. Scollard, a new site was purchased in 1898 and on June 19th, 1904, the cornerstone of St. Mary's on The Lake was laid by Bishop O'Connor. A new Diocese was created and called the Diocese of Sault Ste. Marie, and Rev. D. J. Scollard appointed its first Bishop in 1905. A palace was erected close by the Church, forming a beautiful and imposing pile. St. Mary's Convent was built in 1908 for the Sisters of St. Joseph. St. Rita's Church was built to serve the Italian part of the Parish in 1913. In 1914 the basement of a new church to be known as St. Vincent de Paul Church was completed and used for services to the present pending the completion of the church. The French Presbytery adjoins it.

The following have been the priests in charge of the parish: Rev. Joseph Bloem, Rev. Eugene Bloem, Rev. D. J. Scollard, Rev. Dean Kelly, Rev. Father Phelan, 1896, Rev. T. J. Crowley, 1903-05, Rev. J. J. O'Brien, 1905-11, Rev. O. Dufresne, 1905-09, Rev. L. P. Theriault, 1909-10, Rev. P. J. Monahan, 1910-20, Rev. C. C. Fawcett, 1911-14, Rev. L. Seguin, 1913-14.

In charge of Italian Parish—Rev. Father Renaldo, Rev. Father Menella, Rev. Father Belcastro, Rev. Father Greco, Rev. Father Megna, Rev. Father DiGreggario, Rev. J. A. Lucuyer (made pastor of the new French Church when it was opened in 1913).

Assistants to Rev. Father Monahan from 1914 to 1920: Rev. Father Bourgeois, Rev. Father McMillan, Rev. Father Batterton, Rev. Father Lataille, Rev. Father Williams.

Rev. Father McMillan in charge 1920-21. Assistant, Rev. Father Barron.

Rev. Father J. J. O'Leary in charge 1921-25. Assistants: Rev. Father Marchand, Rev. Father McGuire, Rev. Father Kennedy.



Roman Catholic Churches

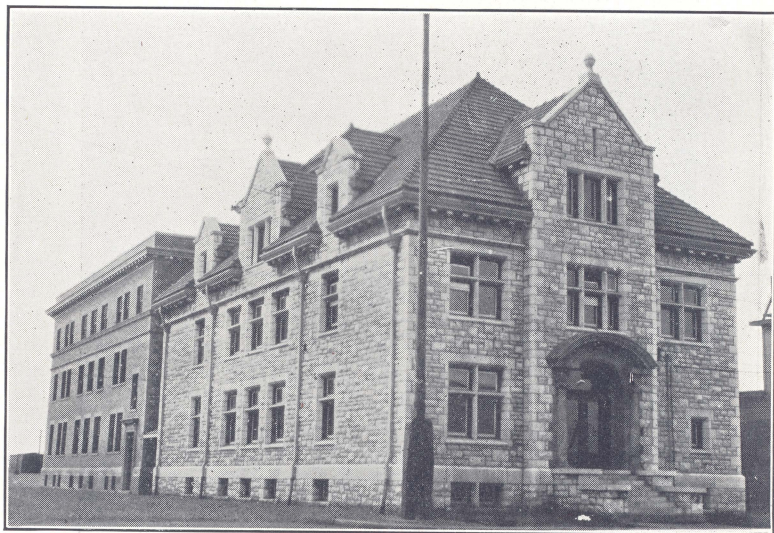
Top—St. Vincent de Paul
Centre—Cathedral of St. Mary of the Lake
Bottom—St. Rita's Church

Temiskaming and Northern Ontario Railway

(Owned by the Province of Ontario)

Geo. W. Lee, Chairman

Lt.-Col. L. T. Martin, Commissioner; Col. J. E. McLaren, Commissioner
W. H. Maund, Secretary-Treasurer



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Northern Ontario is now claiming the attention of the world at large.

It is one of the great treasure houses that is almost daily opening up new sources of wealth in its mines and forests to enrich the Province and Dominion generally.

If you are interested in the great land that promises soon to be the hub of the country's prosperity:

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for yourself. There are no hardships, nor privations entailed. All the comforts of a highly developed railway system are at your command. If you are interested from a business view-point it will prove worth your while to personally investigate its vast opportunities. If you are a prospector, the railway offers an easy and quick avenue to new fields of opportunity. If you are a tourist seeking new scenes and new experiences, there is no more delightful and interesting trip on the continent.

COME — AND — SEE

This is the land of the young man's great chance for future success and present enjoyment. The railway stretches for nearly four hundred miles through Ontario's Eldorado, one of the greatest precious metal regions in the Northern Hemisphere.

To the sportsman, the tourist and the vacationist, the Temiskaming and Northern Ontario Railway provides new scenes and new experience far from the beaten track of ordinary travel.

There are numberless lakes and rivers that teem with fish; there

Temiskaming and Northern Ontario Railway

(Owned by the Province of Ontario)



Hon. G. Howard Ferguson, Premier of Ontario

are forests that abound in game of all kinds from the ruffled grouse to the red deer and giant moose.

COME — AND — SEE

There are ideal vacation spots to accommodate thousands in the forests and among the lakes and waterways of this great country—"far from the maddening crowd"—a summer land beyond compare, all within easy reach of the principal cities of the Dominion and United States.

The railway—first built to open up the great section for colonization purposes—has achieved a success undreamed of at its inception.

It has opened up the vast "clay belt" one of the great agricultural assets of the Province, and has made possible the development of enormous interests in pulp and paper products, with its accompanying Hydro-Electric power for mines and mills. It has proved the main artery of commerce for Northern Ontario, and has also developed the great mining districts of Cobalt, Porcupine, Kirkland and Larder Lake, South Lorrain.

Temiskaming and Northern Ontario Railway

(Owned by the Province of Ontario)



Geo. W. Lee, Chairman

COME — AND — SEE

The railway is serving a wonderful section of the Province—acknowledged to be the richest in the Dominion—and around it and along its main line and branch lines, have grown and developed flourishing cities and towns. It has bridged a forest of almost one hundred miles that once separated its potential wealth from the nearest rail-head, and through its agency it has demonstrated the wealth of an Empire hitherto unknown.

It is more than a railway, inasmuch as it has impressed its individuality and success upon the business of a Nation. It is something to be proud of. It passes through a section as varied, attractive and interesting as any section of the continent.

There are no "Rivers of Doubt" in Northern Ontario. Its rivers are the "Rivers of Opportunity," and their sands are golden.

In minerals its riches are fabulous and unbelievable, and in its people—the men and women who have faced hardships to make homes for themselves—it is richer still.

COME — AND — SEE — FOR — YOURSELF .

AUTOGRAPHS

For Old Times Sake

That reminds me of—

Food was sometimes scarce or rail-roaders are unusual eaters; either will account for these stories:

While J. N-dd kept Mrs. Bellefeuille talking in the bar, brakeman Cruikshanks made off with six partridge and a roast goose from the oven, pan and all. J. C. W. lost his goose but the boys had a royal feed.

King and his mate stole a goose and a whole fruit cake and finished it before they were done. No wonder Dr. M. was kept busy. They were under medical care for a week.

No wonder engineers' wives and sweethearts are jealous of them. To an engineer his engine is always "she." And he humors her and calls her pet names, his queen, and his lady love and his Lucy dear or even names her from some princess of royal blood. The Lady Lisgard, or the Countess of Dufferin, and he never lets her go broke and when she needs anything he just books her up for it and never says a word.

—X—

That reminds me—

The doctor used to ride an old "construction" horse. It got so knowing it would run for shelter whenever the alarm for blasting was given. One day some one for a lark yelled "Fire". The horse turned tail and carried the doctor, in spite of his frantic efforts, to the shelter of the nearest building.

—X—

That reminds me—

It was in the chemistry room in

school. Fred C. was having his usual sleep while the hydrogen jet was being prepared. Too early application of the match caused a terrific explosion; the whole apparatus was blown to smithereens. When we came to, Fred was found under the desk. He came out only when assured it was all over. He still starts in his sleep.

—X—

That reminds me of—

Two families, who had the only girls in town. Needless to say there was a beaten trail to their doors. Jealousy arose and the two families got on bad terms and refused to recognize each other. Their lots abutted at the back. The bad boy of the town got his pals and in the night they exchanged clothes lines filled with clothes and hid in the morning to watch the fun. The families simply had to come across and make friends, and did. These fellows should be made honorary members of the League of Nations.

—X—

That reminds me of—

Two pioneers (let their names be unknown), who used to cross the Chippewa almost nightly to "wet their whistles." The bridge was a pine log felled across the creek. Coming home in the wee sma' hours each would offer to pilot the other across. Both invariably landed at Rocky's drowned.

That reminds me of—

John Nelson singing:

"I love my Sarah Bailey,
She has a wooden leg."



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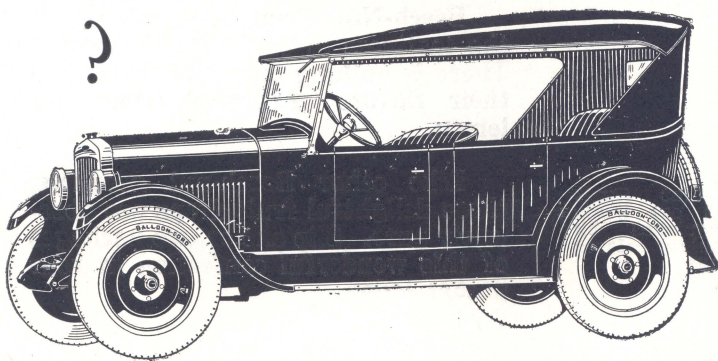
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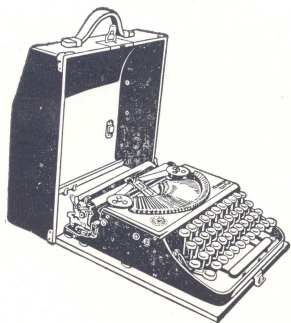
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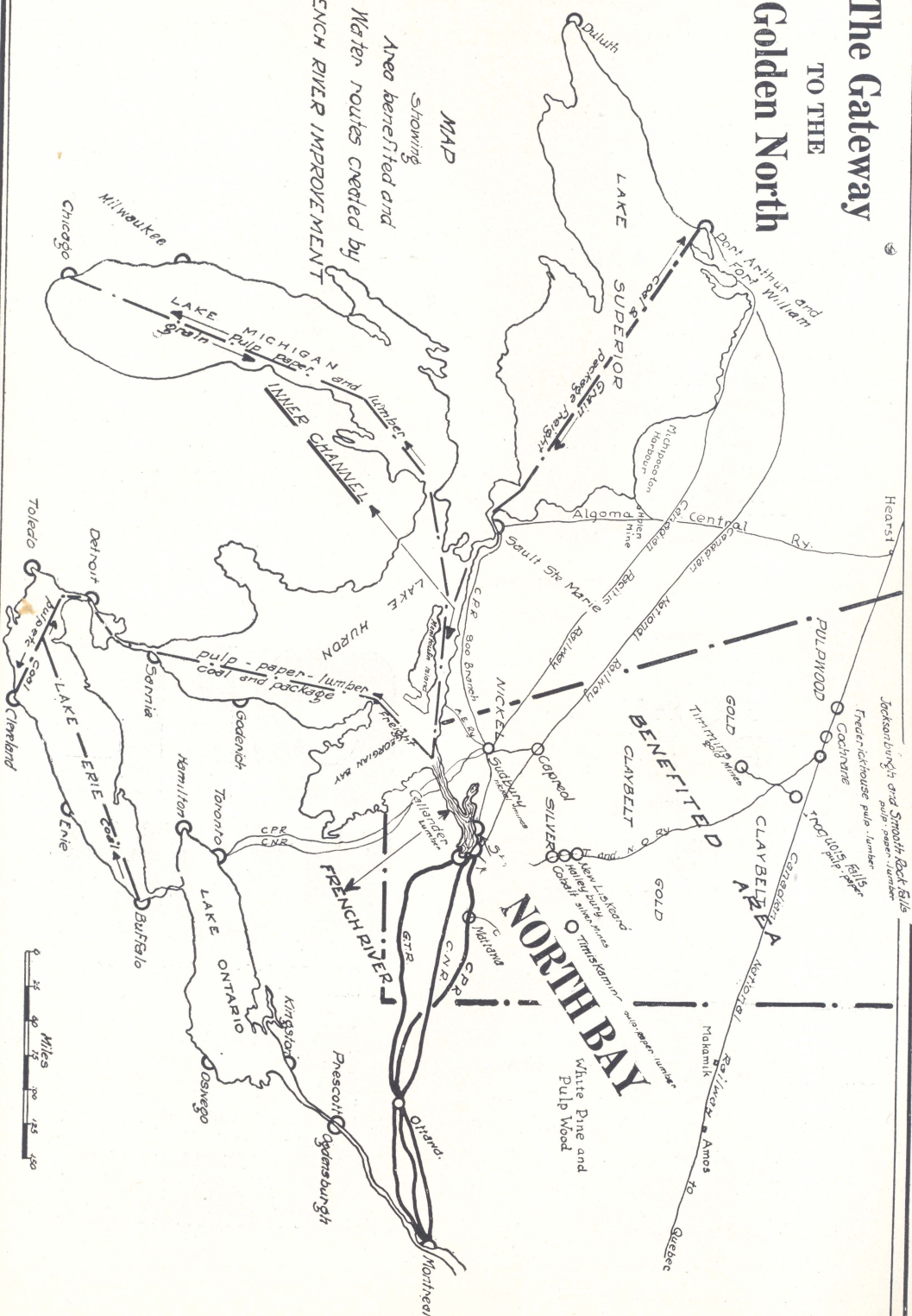
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A Group Taken in 1883

Can you recognize them? No. 1 is "Rocky" Doyle, 2 is James Worthington, contractor (manager of construction); 3 is Mr. Harwood, secretary for Worthington; 4 is D. J. McKeown, C.P.R. agent, North Bay; 5 is Tom Murray, M.P., M.P.P., Pembroke; 6 is W. E. Bagnall, chief despatcher; 7 is T. A. Summerskill, locomotive fireman; 8 is J. B. Elliott, travelling engineer; 9 is Wm. Singleton, trainmaster; 10 is John Ferguson, Mayor; 11 is Joe Roshon, train despatcher; 12 is Dave Hallett, conductor; 13 is Hon. R. W. Scott, secretary of state. Also in the picture are Joe Bourke, assistant chief despatcher; John O'Boyle, bridge and building inspector; Ted Sinclair, freight agent; Joe Motton, John McMullen, Tom Guilfoyle and Wm. Moffatt.



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Street Scene, North Bay



Scene on the French River

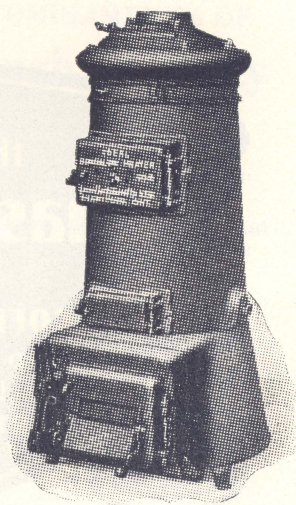
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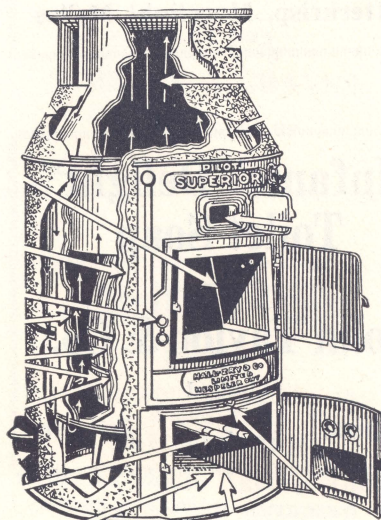
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