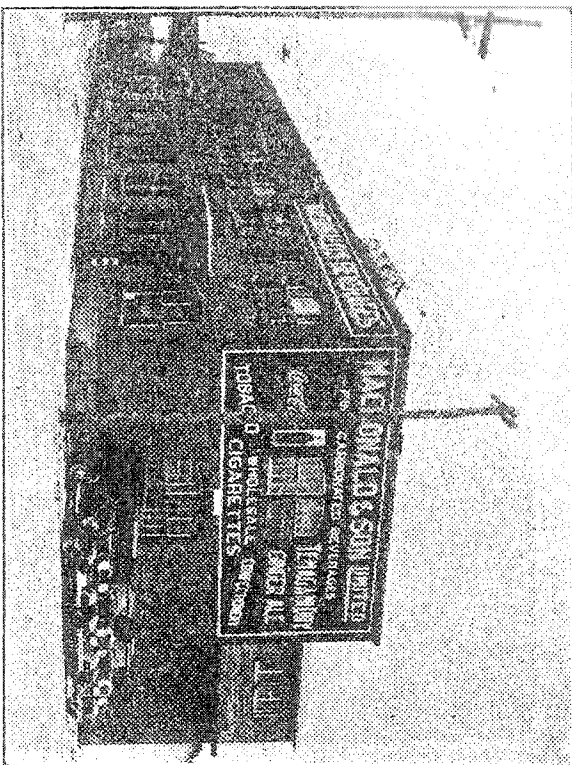


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Plant of Macdonald & Son, Limited, North Bay, Ont.

Founded in Cobalt in 1907 by the late D. A. Macdonald, the firm of Macdonald & Son have been specializing in the manufacture of Carbonated Beverages for the past 28 years.

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In 1934 it was found necessary to move to more commodious quarters, consequently an agreement was entered into with the City of North Bay whereby they leased the property originally built by the North Bay Toy Co., Limited, in 1917, at the corner of Oak and Murray streets, picture of which appears above.

In 1933, another company known as Macdonald & Son (Timmins), Limited, was incorporated to manufacture and bottle beverages in the Timmins mining area. This company's plant is located in South Porcupine where, owing to the exceptionally fine water supply especially adapted for carbonating, the high standards of Macdonald products are maintained.

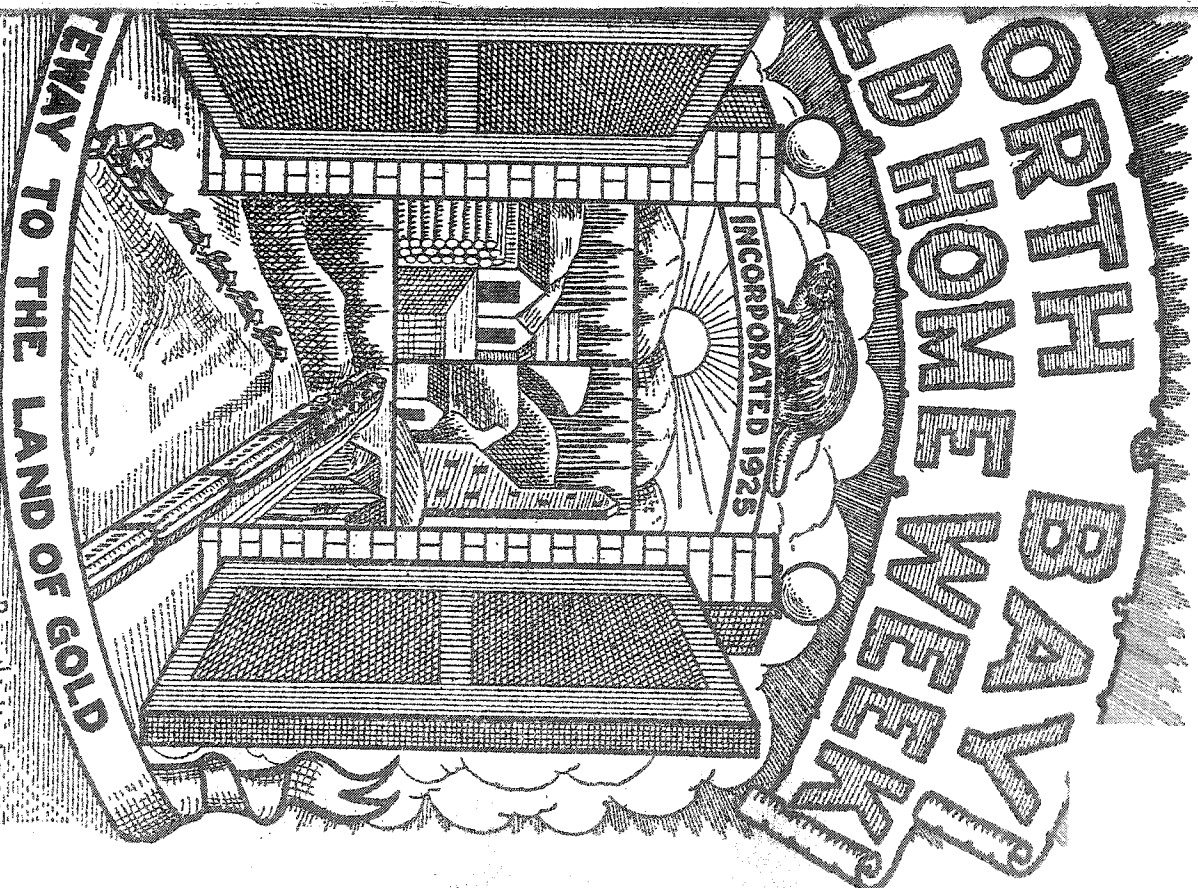
## Macdonald's "Fruity-Orange"

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NUCKET PRESS, NORTH BAY



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And never brought to mind?  
Should auld acquaintance be forgot,  
And days of auld lang syne?

Ross, Huntington

6.4th 20th. 1935

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Extra copies will be sent to any address on receipt of 30c,  
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## Old Home Week Central Committee

### *Dedication*

To the citizens of North Bay, sponsors of Old Home Week, whose unselfish support has made the project possible;

To the organizations who have undertaken the sponsorship of days during the week, making the week possible;

To the visitors to the city, whose presence will make the success of the week possible;

To the advertisers who have made publication of this souvenir booklet possible;

To the Dionne quintuplets, whose proximity to North Bay will attract countless visitors during Old Home Week;

To everyone who has, in the smallest sense, contributed to the eventual success of Old Home Week;

This book is respectfully dedicated by

THE OLD HOME WEEK  
CENTRAL COMMITTEE

#### 159TH BATTALION RE-UNION

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ALD. G. E. PALMER,  
Secretary  
G. J. FITZGERALD,  
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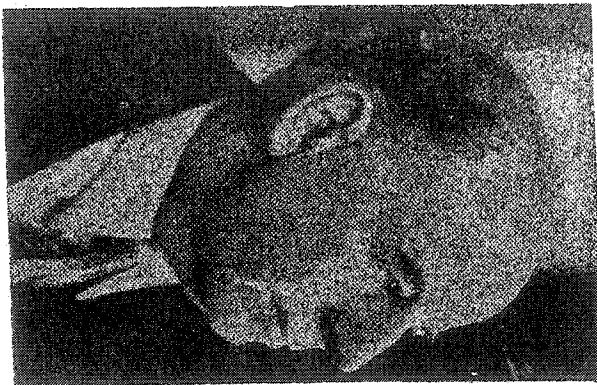
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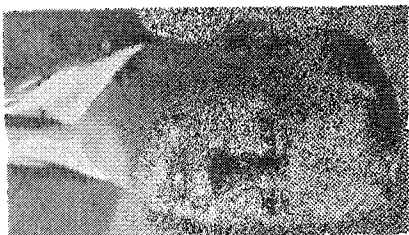
## CENTRAL COMMITTEE



DAN BARKER  
Chairman



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## CENTRAL COMMITTEE



P. QUINN,  
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M. J. DUNN,  
Knights of Columbus



E. CAVANAUGH,  
Knights of Columbus



H. B. NICHOLS,  
North Bay Motor Club



## MAYOR'S GREETING

Mayor's Office, August 3, 1935.

To our guests, every one, the City of North Bay extends greetings, and with them the hope that your stay with us during Old Home Week may be a pleasant one.

In common with other cities, with our province, and with our nation, North Bay has, during the past few years, passed through a period of great economic stress, but like its companions, it has now started its return to better times, and we who make this city our home are proud and firm in the belief that the brightest era in the history of our city lies before us. Perhaps not in our generation, but inevitably in some future generation, North Bay will gain the place it rightfully deserves in the sun of Canada's growth.

With the opening of new roads in this and other parts of the North, our city annually becomes more a tourist and convention centre, not only for Northern Ontario, but for as far afield as it is possible to drive to North Bay and beyond by automobile. The vari-colored license plates of our United States friends and of our sister-cities and provinces are a welcome sight to us in the Bay, and we have made every effort to attract visitors to our city, and then to so favorably impress them as to make them eager to return.

In the Old Home Week which you have come to participate in, you will be witnessing the culmination of months of preparation by public-spirited North Bay organizations, who, in the face of obstacles have united to make this week possible. These organizations are deserving of your support, not only for their efforts in this event, but for the works they perform aside from it.

To our visitors, then, may I say—"The city is yours." Every citizen of North Bay wants you to enjoy your stay with us, and we ask—"Will ye no come back again?"



(Sgd.) W. G. BULLBROOK.

## MEMBER'S MESSAGE

My Friends:

It is a deep pleasure for me to be afforded an opportunity of welcoming, through the pages of this booklet, our friends from other cities who have come to visit us during Old Home Week, and to welcome back former residents of our city now living in other centres.

We of Northern Ontario are proud of the city and the country you have come to visit. We look back on the past with a feeling of pride in the foresight of those who have built so well the city and country we have today. To their pioneering spirit must be given credit for the great developments which have taken place in Northern Ontario during past years. The prospector, the lumberjack, the railway builder, the man who settled the farms of Northern Ontario—they have all played their own part and have played it well.



Still a young country, Northern Ontario can have nothing but a feeling of the greatest optimism when it looks to the future. Great as have been the developments of the past, who can say that they will not be surpassed by the developments that lie ahead. The future of Northern Ontario has never been brighter than today. High price levels for the products of her mines, and increasing demand for the products of her forests, together with other factors point to a future second to no other part of Canada.

One of the assets which we in the North possess, but which we are just beginning to discover, are the many tourist attractions. Our wild life, the beauty of our forests, the wonder of our summers, they will all attract tourists to the North, tourists who will return again and again once they come to know the pleasure the North holds in store for the visitor.

To the old timers who have come back for Old Home Week, and to our friends from other centres, may I again extend a welcome, and the wish that your stay with us may be a most pleasant one.

(Sgd.) J. HARRY MARCEAU, M.L.A.



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## INDIAN HISTORY

In the year 1618 Jean Menet, an interpreter, lived with the Nipissing Indians on Lake Nipissing. There is a romantic story told of him which is borne out in some of the reports of Father Hornidas LeCaron, one of the earliest Roman Catholic missionary priests to visit the district.

Jean, so the story goes, loved the only daughter of Wa Bun (East Wind), a chieftain of a branch of the Huron nation, known in the early days as the Bad Iroquois. This chief, who had other plans for his daughter's future, warned Jean through a messenger, not to approach his camp under pain of torture and death at the stake.

True love, however, scoffs at obstacles like these, and Jean loved Owaissa (Blue Bird), who was beautiful, and she loved him in return.

He persuaded a band of young Nipissing braves, who called him brother, to help him storm the camp of Wa Bun, and carry off his daughter. The venture proved successful, but only after a desperate battle in which the tomahawks dripped red, and many scalps were taken.

The young couple, happily united, succeeded in escaping the vengeance of Wa Bun. They lived their wild, free life together for many years, and their graves, according to one who claims to be a direct descendant, are on the shore of the Garden River, about twenty miles from Sault Ste. Marie.

Etienne Brule, the famous courier du bois, who accompanied Champlain on his many voyages, was treacherously murdered by a band of Bad Iroquois in 1632. The deed was thought to be the work of Wa Bun, in revenge on the pale-faces for the loss of his only daughter. Brule was killed near where the town of Penetanguishene now stands.

On July 9, 1615, Champlain, Etienne Brule, their interpreter and ten Indians set out on their historic voyage to Georgian Bay. They followed the Ottawa River to a landing since known as Gould's Wharf, portaged across past where the village of Cobden now stands, into Muskrat Lake, down through Mud Lake and into the Muskrat River to where it empties into Alouette Lake, almost exactly in the centre of the town of Pembroke. This detour was made to avoid the rapids.

From there they once more followed the Ottawa to the mouth of the Mattawa, followed the Mattawa west to its source in Trout Lake, where they camped for one night, July 25, 1615. On the 26th they portaged to Lake Nipissing, and camped there for two days. Father LeCaron, the discoverer of Lake Nipissing, had reached there just two days in advance of them.

A canoe containing two men, who had crossed Lake Nipissing and

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# Silverwood's

went down the French River to Georgian Bay and on into the Huron country. They again met Father LeCarron at Otomache, the chief village of the Attigneaunians, one of the four chief branches of the great Huron family.

Champlain and his party visited five villages before setting out on their return journey, of which Cahague was the most important. It boasted two hundred well-built huts and was the chief bourgade of the tribe of De la Roche.

Four tribes of common origin and language were living on the Huron peninsula at that time. They were the Attigneaunians, the Attignenonghacs, the Arendarrhonons, and the Tohontaterats. The French called them all Oneontats.

Of all the Huron tribes, the Attigneaunians were the strongest. Father de Brébeuf, who knew them well, says they were mild, charitable and polite.

In Champlain's time the Iroquois were a collection of disbanded tribes, Hurons, Tronnotates, Eries and De Feins. They became a barbarous race, fighting against all nations, and were called the Bad Iroquois, to distinguish them from the others.

## NORTH BAY

### "THE TRAILBLAZERS' CROSSROADS"

Up the St. Lawrence to the mouth of the Ottawa, up the Ottawa to the Mattawa, up the Mattawa to Trout Lake, a portage into Lake Nipissing, where the city of North Bay now stands, down the French into Georgian Bay, around the Sault Rapids into the mighty Superior, on to Grand Portage and the Pigeon River, on and still on to the western and northern seas.

For nearly two hundred and fifty years, daring adventurers seeking the treasures of a new world, devout missionaries seeking martyrdom or victory for the cross, hardy peasants from the back countries, seeking freedom from unjust laws and restrictions, seions of the first houses in Europe and the British Isles, servants of the great rival fur companies, savage and Christian, friendship and hate, death, swift and awful, life full to overflowing, met and jostled on the greatest and most intensely romantic trail in any land, in any age.

Where the Gateway City stands today, on the shore of historic Nipissing, was a favorite resting place on the long journey. There, voyagers from the East, the South, the North and the West met around their camp-fires and related the adventures of their voyages.

## When in North Bay

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settlements in the uplands, the one, eager for information on the far North and the West, the other, eager for news of their loved ones in the new settlements or from beyond the Atlantic.

Their voices have been silent for many years, a city has sprung up where the ashes of their camp-fires grew cold and were covered by the fallen leaves of a conquered forest, but their names will live, and be spoken of with reverence and pride by Canadians, in all ages, and the result of their deeds will be felt while the sun shines on Lake Nipissing and its waters flow to the French.

Back in the seventies and eighties, lumbermen and their hardy employes canoed and packed their winter provisions over the rivers, lakes and portages to the scene of their operations, preparing to face a siege of from six to nine months with the elements and the great white pine.

Baked beans, fat pork, strong tea and bread, cooked on a campfire, was their fare . . . three times a day. Most days they carried their noon lunch in a small cotton sack strapped to their backs, and ate it sitting on one of the frozen logs their axes had cut, their feet buried in the snow to keep them from freezing while they ate. The lunch consisted of a lump of fat pork, weighing about a half pound, frozen into a solid mass, and a piece of bread in the same condition. They thawed the bread at a small fire kindled for the purpose, but ate the pork frozen as it was.

They lived in tents for weeks at a time, when the thermometer registered thirty to forty below zero, warmed their bread and beans at a fire in the open, under the glittering stars, for their breakfast was usually eaten two hours before sunrise, and their supper long after its pale light had faded from the winter skies.

In spring, when the great drive began, they waded waist deep in ice water, rolling the logs over the shallows, or leading them, as they would say themselves, "out of the swales and eddies," into the main current, while chunks of broken ice bumped against their legs, and yet, through the worst of it, the ring of their voices, raised in song, awoke the echoes for miles, up and down the stream.

Some of them were drowned in the swollen rivers and creeks, some killed by falling limbs from trees, or the unexpected breaking of a skidway, or high-piled log jam; those of them who escaped the dangers of their calling lived to a good old age, many of them passing the century mark.

These were the type of men who made the early days of North Bay ring to the echo of their spring "bender." They are gone today—and with all their hell-raising—North Bay misses them and wishes they were back.

All Old Home Week visitors are asked to register at the Board of Trade Information Bureau.

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## THE FOUNDING OF A CITY

Built on the north-east shore of Nipissing (Big Water), a beautiful lake, eighty-five miles in length, and from twenty to thirty miles wide, North Bay's location was chosen by the men who blazed the great steel trail from sea to sea, across a continent, and on across a world—the Dominion of Canada's most persevering pathfinders—the surveyors of the Canadian Pacific Railway.

They had run their try-lines as far north of the Bay as Fort Matatchewan, a Hudson's Bay post on the upper waters of the Montreal River. They had blazed southwest of Lake Nipissing across the French, but Destiny whispered "You must pass here," and so the foundations of a new city were begun on the spot where Champlain stood among his savage allies centuries ago and foretold its coming.

What he prophesied, and what these wise pioneers of the Canadian Pacific Railway foresaw when they marked it on their maps a little more than a decade past a half century ago—and called it "North Bay"—has come to pass in the modern city of 1935.

Mighty engines, hauling passengers and freight, now stream through its gates from four points. Broad highways are in the building—already well advanced. Where the savages of many tribes met the pale-faced priest centuries ago and heard from his lips the story of the White Man's God, men of many nations meet today, on the paved streets of a healthy, growing young city, confident in the strength of its position.

Little remains to remind the present citizen or visitor of the displaced savage—except the wide Nipissing, their beloved big water, kissed by the rising sun, warmed by its generous rays as it traverses the southern sky, and hallowed by the glory of its setting.

So the children of the forest saw it centuries ago, so the children of the Gateway City of the future will see it centuries hence, mirroring a great city in its depths, as it mirrored the great forest swept from its shores by the axe of the pioneer—symbol of the onward march of civilization.

North Bay stands at the crossing of two great highways over which tens of thousands have motored in the last few years, and over which hundreds of thousands more will motor in the next few.

A new highway is now in progress of construction which inevitably must pass through North Bay—the much-discussed Trans-Canada Highway. Whether it follows the Lake Superior route, the northern route, or the central, compromise route—the turning point to one of the three will be North Bay.

The eventual completion of that highway will place North Bay on "Main Street" for Canadian motorists—as it is now on Main Street for both transcontinental rail systems.

Truly, North Bay has every reason to be called "THE GATEWAY CITY."



## NORTH BAY SCHOOLS

It is an old truism that the progress of a city can be measured by the progress of its educational institutions, and in this respect North Bay takes a back seat for no other center of similar size.

In every branch of education, North Bay has institutions second to none for modern, up-to-date buildings, and for the excellence of their teaching staffs. Within recent years Scollard Hall, better known now as "The College," has joined with the branch of the Provincial Normal Schools, the Collegiate Institute and Vocational School and St. Joseph's Academy in the field of higher education.

Today's buildings are a far cry from the little log school set in the bush with a single plank approach over a muskeg swamp that was North Bay's first institute of learning. The first log school served for only a year or two before it was replaced by the building known as The Blue School, located on the site of the present McIntyre Street School.

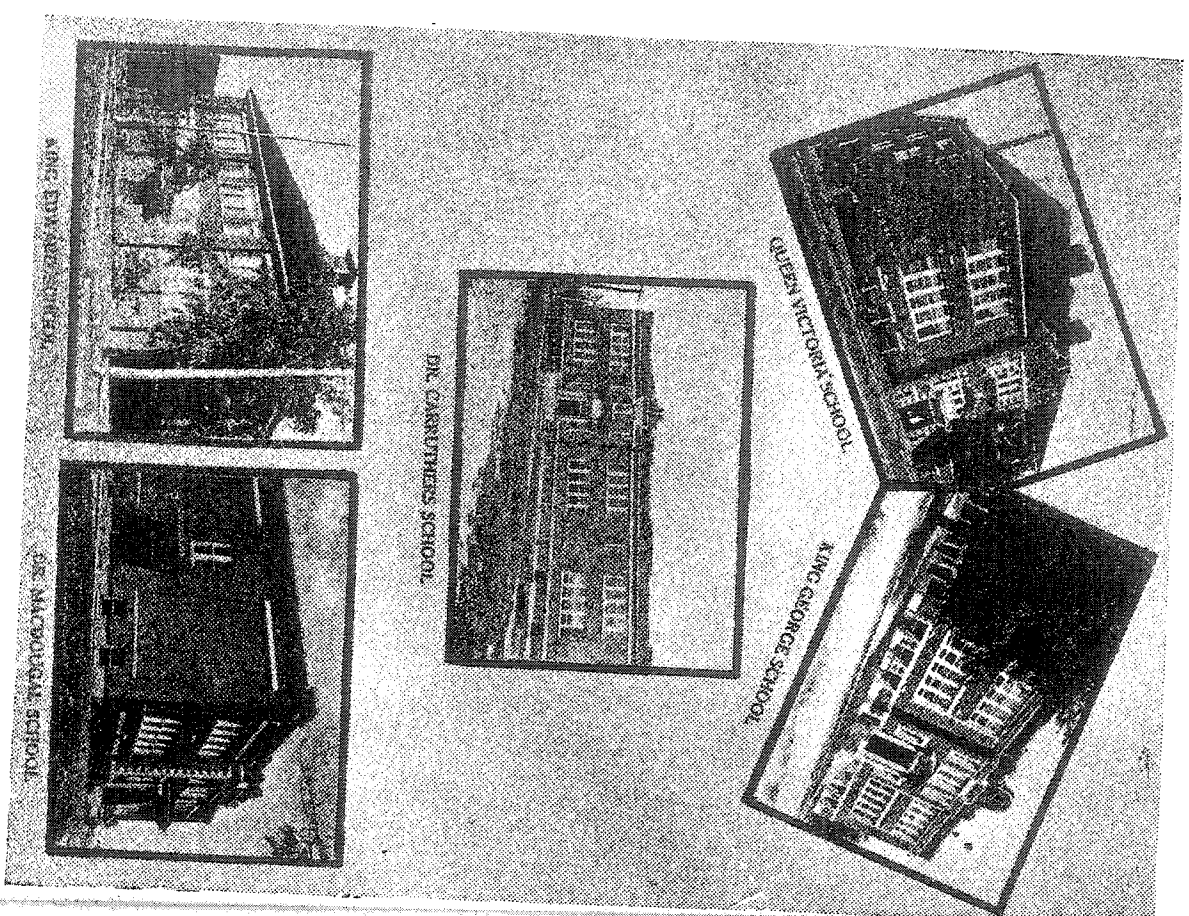
North Bay's first Separate School was organized on January 6, 1887, and for a time occupied an old log building, until a new structure could be completed on Priest's Hill. In 1888 the new building was occupied.

Through the year the various boards elected by the citizens to administer educational affairs have added to the physical equipment and to the rating of the city's schools. Today the city has five public and four separate primary schools, together with those dealing with higher education.

In 1910 the local branch of the Provincial Normal Schools was opened, and today serves a wide portion of Northern Ontario. It is, in fact, the only training centre of its kind in that vast territory. Several of the classrooms in the city's Public Schools are affiliated with the Normal School for practice teaching purposes, the teachers acting as critics and directors in the teacher-training process. North Bay Normal's graduates are to be found in every centre of the North, and the training they have received here is today an uplifting influence on a generation which will write a new history for the North.

St. Joseph's Academy, a boarding and day school for girls, was opened in 1921. This institution, in charge of the Sisters of St. Joseph, fills uniquely a need which existed in Northern Ontario for a number of years. Under the care of the sisters, it has earned a truly meritorious record. The Music Department registers large classes, and is in affiliation with the Toronto Conservatory of Music. Oil and china painting and needlework are also taught.

Most recent addition to the city's educational circles is Scollard Hall, "The College," a Catholic boarding and day school for boys, founded and brought to its present position by the late Bishop D. J. Scollard, prelate of the Roman Catholic Diocese of Sault Ste.

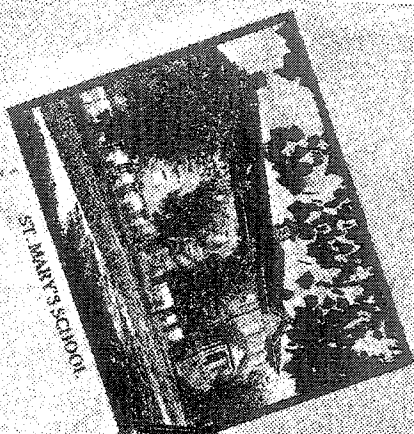


North Bay has many fine school buildings, of which this group of Public Schools is typical. First named from the streets on which they are located, two of the schools have since assumed names of pioneer doctors of the city. The scholastic records which have been achieved in these buildings are high, and many an old boy and old girl will remember reading, writing, and arithmetic in one of these buildings.

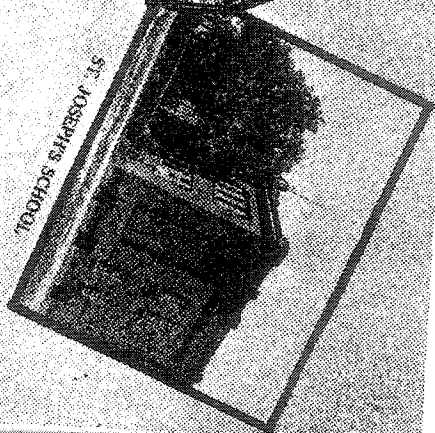
Marie. Complete lower and high school training is given at the college.

About the same time as Seaward Hall was opened, the Vocational Department of the Collegiate Institute was also opened. In contrast to the purely academic studies of the regulation High School, this branch deals with more practical subjects, in a practical manner. By actually doing the things being taught, whether it be tool-making, wood-working, or any of the trades taught, the teaching is practical. Many of this type of schools have been opened in the province, and the record of the North Bay staff and pupils is an excellent one.

Taken all in all, North Bay has something to be exceedingly proud of in her schools, and she is proud of them. The city believes in training its coming generation in the best manner possible, and this task is creditably performed in the various schools of the city. The advantages of such a plan may be witnessed in the records of graduates of North Bay schools.



ST. MARY'S SCHOOL



ST. JOSEPH'S SCHOOL

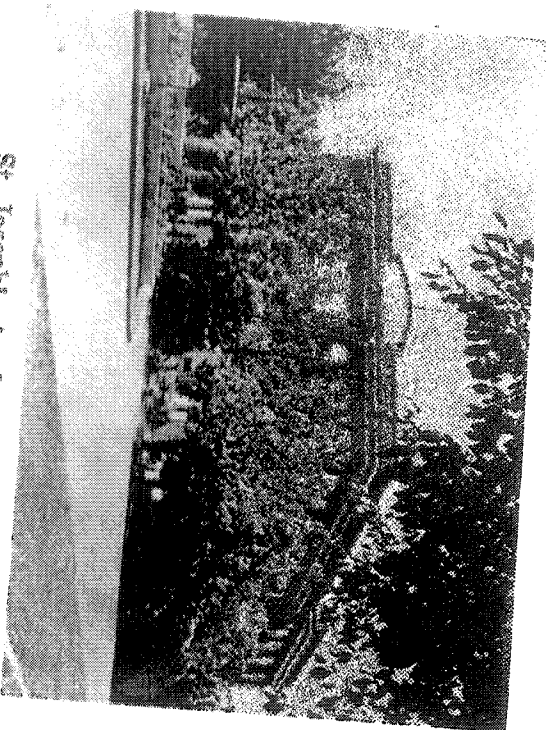


ST. RITA'S SCHOOL

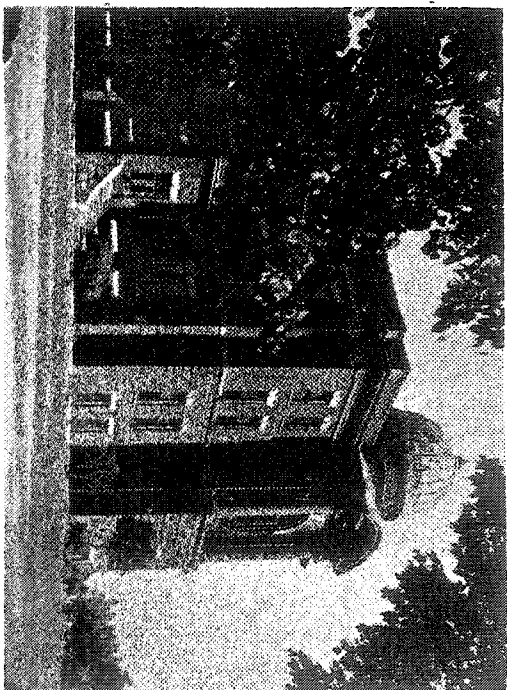


ST. VINCENT SCHOOL

### North Bay Separate Schools



St. Joseph's Academy for Girls



North Bay Normal School

## CANADIAN NATIONAL RAILWAYS

In this age of rapid transportation it is difficult to reconstruct the difficulties under which pioneers labored in their great task of opening up the North Country.

It is a peculiar coincidence that the North has the distinction of being linked not only to the first days of recorded Canadian history, but to the first days of railroading in what was then Upper Canada. The Grand Trunk train which steamed into North Bay in 1889 travelled a part of its journey 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 longest railway in British North America. This railroad was placed in service May 16, 1853, with its terminus at Aurora, 29.7 miles north of Toronto.

It was 36 years later, almost to the day, that the line reached North Bay. The road was first the Northern Railway, but before completion to North Bay, was the Grand Trunk, which in the meantime also absorbed a number of smaller lines in the intervening territory.

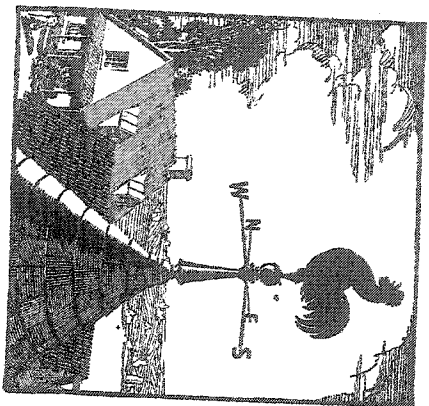
When definite announcement was made that the railroad would be built to Nipissing, pessimists lost no time in attacking the project. But despite loud talk and gloomy forebodings, no organized opposition was offered the venture, and just how much truth there was in the gloomy predictions of the day, can best be judged in retrospect.

With completion of the line to North Bay, through trains sped across a country which previously had known only the plodding teams and wagons of the freighters, and gave such picturesque names to railway history as "The Cannonball Express" and many others.

For a time, the Grand Trunk line terminated at Nipissing Junction, and officials of that road entered into a working agreement with the Canadian Pacific Railway for running rights over the line from the junction to North Bay. Later a joint-terminal working agreement was reached with the Temiskaming and Northern Ontario Railway, and a new spur line was built into the North Bay terminal of the government-owned road.

Until the year 1906 all Canadian Pacific Railway traffic to the west, originating in the Toronto territory, travelled over the Grand Trunk to North Bay. In that year, the C.P.R. built a shorter line via Sudbury to Winnipeg, and this traffic ceased to operate over the G.T. line. As the west was being settled at a rapid rate during the late nineties and the early years of the present century the interchange of traffic, particularly settlers' trains, was heavy.

North Bay, as a railway centre, has not diminished in importance by the birth of the Canadian National Railways, Dominion of



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Canada owned and operated national system. In 1925 the offices of the General Superintendent for Northern Ontario were established in the city.

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 pioneers 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 Northward—Orillia, Gravenhurst, and the Nipissing Junction—all these are milestones in pioneering and opening up new lands for settlement. Then the bounds jumped northward again. To New Liskeard, to Cochrane and then to Moosonee.

A great future lies ahead of North Bay and Northern Ontario. Men may think they build, but in reality they only lay the foundations for another generation. So the endless chain of progress goes on. The foundation of Northern Ontario has been "well and truly laid"; it but remains for the years to come to make it one of the finest and wealthiest sections of Canada.

To date it has justified in every way the confidence and hopes of the builders of the past—it will continue to justify the hopes of the builders of the future.

## NORTH BAY AND THE C.P.R.

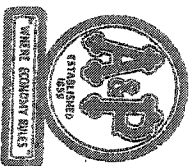
### THEY GREW TOGETHER

To find two institutions whose histories have been more closely woven together as one than North Bay and the Canadian Pacific Railway would be a difficult task, for the growth of one has paralleled the other, from foundation to present-day position.

In the year 1878 decision was reached by the country to construct a coast to coast railway, and in the following year the Canadian Pacific Railway Company was formed. It took over the properties of the old Canada Central Railway, which at that time ended at Pembroke, and in the year following again, 1880, construction westward was begun.

When location engineers reached the shores of Lake Nipissing a vital question arose—to locate south of the lake, or along the north, as was eventually done. There were no settlers in the country at that time, no lumbering, no farming and no industries. Apart from its location as a mileage on the railway suitable for the establishment of a division point, there was but one reason for the selection of the north route—its situation with respect to the lake.

The C.P.R. brought with it its own crews, and a few years



## COMPLIMENTS OF THE GREAT ATLANTIC & PACIFIC TEA CO. LIMITED

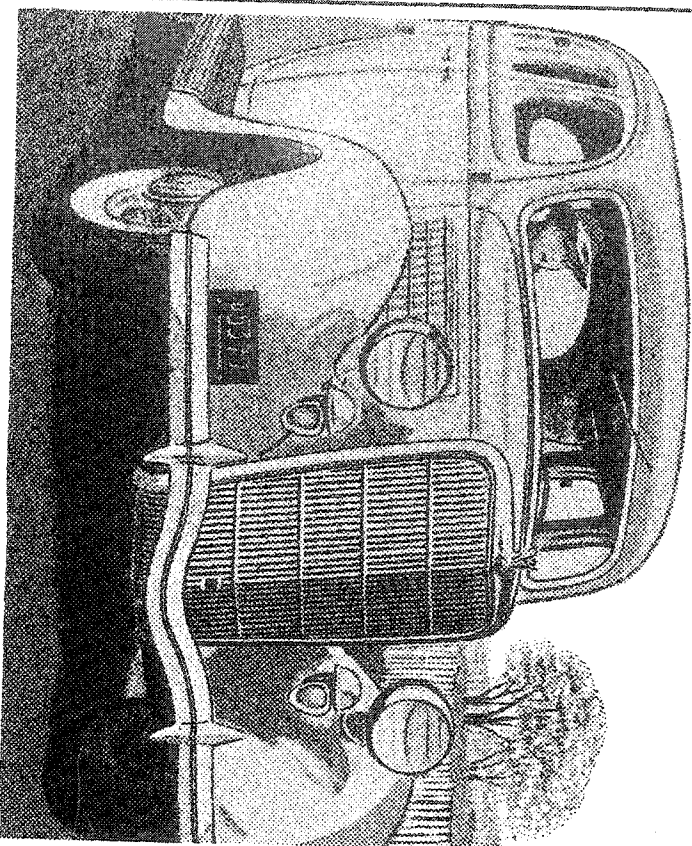
## COMPLIMENTS OF THE BROOKS OIL CO. OF CANADA

HAMILTON . . . ONT.

Manufacturers of Highest Quality Lubricants  
LEADOLINE GEAR LUBRICANT PENNBROOK MOTOR OIL  
PARABESTOS ROOF COATING LINSEED OIL SOAP  
C. W. Gingrich, Dist. Mgr. Phone 467, North Bay

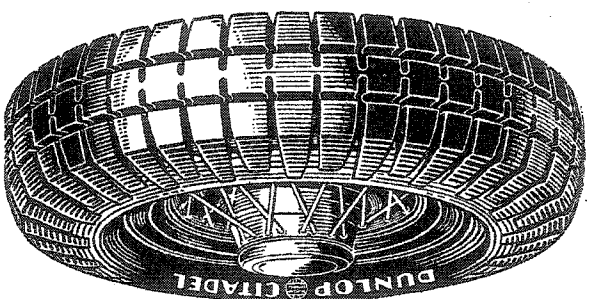


**Room for a big family  
to ride in comfort!**



**IT'S BIGGER** capacity helps make the Ford V-8 a better car. It is the longest, widest Ford ever designed. And V-8 performance, reliability, comfort and economy are four more practical reasons why so many families are buying this car. Your Ford dealer will gladly take you out in his demonstrator. Drive it yourself—note how soft the clutch is—how quickly the bigger brakes act. Above all, feel the swelling V-8 power that is yours to command in the low-priced Ford V-8—and in no other car selling under \$3,000. See your dealer soon.

# 1935 FORD V-8



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- \* Longer Life
- \* Utmost Economy

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Canada's Outstanding Tire Value

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NORTH BAY



PHONE 2300



later a prosperous young community had sprung up. Construction and operation of the railway soon developed lumbering, farming, mining, mercantile and other industries, not only in this district, but in every direction from it.

## T. & N. O. RAILWAY

With the object of making the great clay belt of Northern Ontario available for colonization and development, the Ontario Government in 1898, under the administration of Hon. G. W. Ross, decided upon and commenced construction of the Temiskaming and Northern Ontario Railway.

When construction gangs reached Cobalt, silver deposits of almost fabulous richness were uncovered, and the financial success of at least that portion of the road was immediately assured. This was in the early years after the turn of the century, and from that time until the collapse of the silver market in the late 1920's Cobalt was the world's foremost silver camp. Today, with stabilization of silver prices an accomplished fact, and with their level rising sharply, who can tell what the future holds for this once great mining camp?

Soon after the dawn of the year 1905 operation of the line between North Bay and New Liskeard was undertaken—when contractors had not yet finished laying ballast. By the end of 1907, 139 miles of railway was under operation, between North Bay and Englehart, and about that time decision was made to continue construction of the line northward to link with the projected Quebec-Winnipeg line of the National Transcontinental line.

About five miles from Cobalt—at Kerr Lake—additional rich silver deposits had been uncovered, and in 1908 the Commission built a branch line into this field, the results of operation quickly justifying the effort. 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 in the first decade of the present century, surveys were made in 1910 preliminary to a branch line into the new field. Early in 1911 tracklaying was started, and on July 1 of the same year the 26.7 miles of track between the main line and South Porcupine was placed in service. In March of the following year service was inaugurated for the full 33.1 miles to Timmins, capital city of the Porcupine gold belt.

Mining interest in the Elk Lake and Gowganda districts in 1912 prompted construction of a branch line into that sector. On February 5, 1913, the line was opened to traffic. Still later, in 1914, a branch line was to be built into the South Lorrain mining field, near Cobalt, where further silver deposits had been found. The 20-mile branch was completed in late 1924, and service inaugurated.

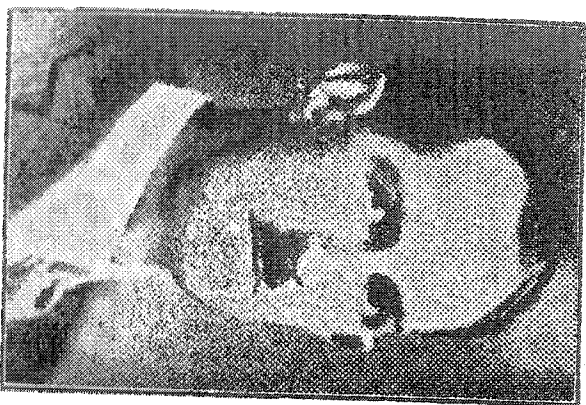
The Abitibi Power and Paper Company, having acquired the Abitibi pulp limits from the Ontario Government, in 1913, embarked



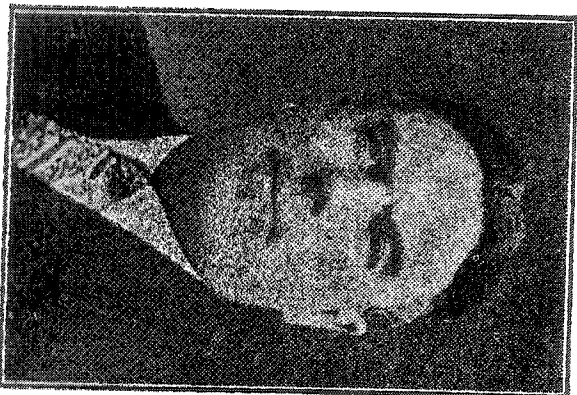
A. H. CAVANAGH  
General Manager  
T. & N. O. Railway



COL. MAC LANG  
Chairman  
T. & N. O. Railway



W. T. MOODIE  
General Superintendent  
Northern Ontario  
Canadian National Railways



T. HANBLEY  
General Superintendent  
Algoma District  
Canadian Pacific Railway

For . . . . .

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and Creamery Industry*

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and Creamery

VICTOR ROY, Proprietor

MAIN ST. WEST

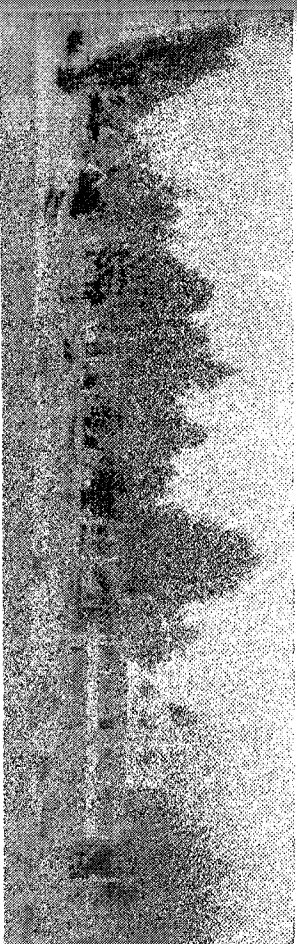
ed on a water power development program at Iroquois Falls, and laid plans for construction of a 150-ton paper mill. A branch line was constructed to serve the needs of this new Northern enterprise, and was so far completed in the fall of that year it was able to handle construction materials for the project. The mill has since been enlarged to a daily capacity of 500 tons.

The collection of information with respect to navigation and harbors on James' Bay and the natural resources of the country lying between Cochrane and that body of water had been in progress for a number of years prior to the letting of the first contract for construction of the Cochrane-Moosee extension of the T. & N. O. In January, 1922, contracts were let for the first 70 miles, and in November of the following year the first 43 miles to Island Falls was placed in operation with a tri-weekly service.

Gradually the line to Ontario's salt water port was pushed Northward, and in 1932 steel was laid to the water's edge. Many constructional difficulties had to be overcome in the construction of this branch, two of which were the erection of an 1,536-foot bridge over the Moose River, and the dropping of the line from the level of the pre-Cambrian shield to the level of James' Bay, more than 400 feet, in less than 20 miles.

The extension passes the vast Abitibi Canyon power project on the Abitibi River, development of which was made possible by this line. Further North are extensive deposits of lignite, gypsum, china clay, and other commercially adaptable products which have yet to be opened up.

It is not exaggeration to say that the Temiskaming and Northern Ontario Railway has been the greatest single factor in the opening up of the vast mineral wealth of the pre-Cambrian mineral shield which crosses the Northern part of the province. With gold prices at a new high level, and with silver prices steadily rising, the future of Northern Ontario is ahead of it, and the T. & N. O. Railway is destined to continue to play a leading role in the development of that territory.



A Typical Summer Resort

## AT ONE DAY



Yvonne      Emilie      Marie      Annette      Cecile

## AT ONE YEAR



Cecile      Annette      Marie      Emilie      Yvonne

A study in contrasts. The babies in these two photos are the same, the photos taken a year apart, and they are, of course, the world famous Dionne quintuplets. The upper photo, the first made of the babies, was taken on May 28, 1934, by a North Bay Nugget photographer, when they were less than six hours old, and little hope was held that they would survive. The lower photo was taken when the babies were a year old, five beautiful, healthy babes. Thousands of persons have visited Callander, twelve miles from North Bay, to secure a brief glimpse of the quintuplets.

## THE DIONNES

"THE WORLD'S SWEETHEARTS"

Marie, Emilie, Cecile, Annette and Yvonne!

Who is there that needs to be told the family name of these famous five babies whose hospital home on the road between Callander and Corbell has been the mecca for so many thousands of visitors in the little more than a year of their existence.

While the five Dionne babes were in the first precarious stages of their existence, visitors to the hospital were discouraged, indeed they were not allowed to secure even a glimpse of the babies. To-day, arrangements have been made which permit visitors to the hospital to secure an excellent view of the babies, at specified hours in each day.

When the babes were born on May 28, 1934, the chances of their surviving even a few days were so remote that Dr. Allan Roy Dafeo, the country physician who was called in to assist Mrs. Alex Legros and Mrs. Ben Labelle, neighborhood mid-wives, when the case became complicated, almost despaired of saving the lives which hung by so slender a thread. With the true resourcefulness of the country doctor, though, he stuck to his task, using every means he could command.

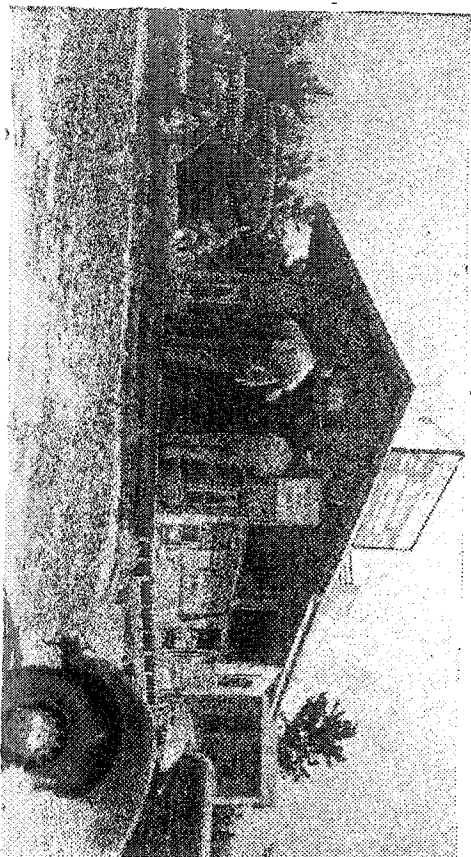
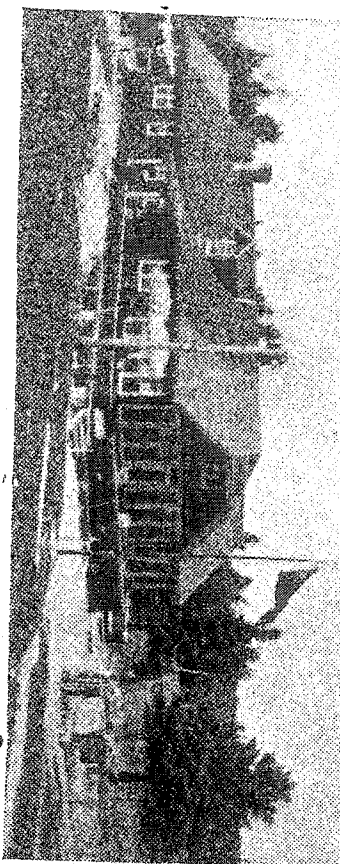
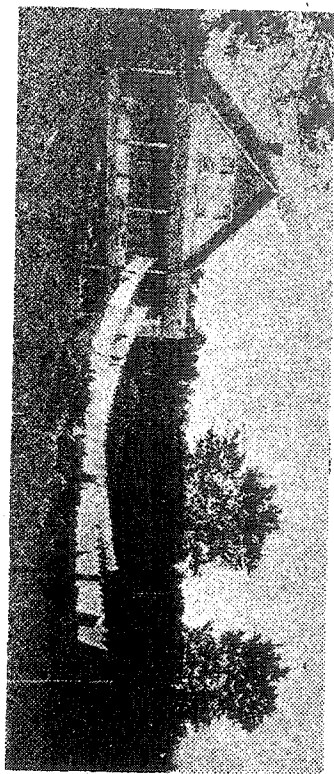
In the interim, two trained nurses—Madame Louise de Kiriline, a veteran of many years' service with the Red Cross in Northern Ontario, and Miss Yvonne Leroux, a recent graduate of St. Joseph's Hospital, North Bay—had been called in by the doctor, and were devoting their entire attention to the babies. Emergent calls had been sent out for an incubator, and a supply of mothers' milk, Mrs. Dionne being unable to supply the wants of her five daughters.

An American newspaper responded to the appeal for an incubator, and it was rushed to Callander by airplane and fast train—a crude affair heated by hot water bottles, but the only type which could be used in the primitive but comfortable farmhouse where the babes were born and housed at that time. It was a vast improvement, though, over the clothes basket which had been their home until the incubator arrived to relieve in some measure the anxiety of the nurses and attendants.

Members of the Toronto Junior League had meanwhile undertaken to procure an adequate supply of mothers' milk for the mites, and daily shipments were made from that city, together with a few shipments from Montreal, before final arrangements could be made in Toronto.

Within a few days of the birth, a board of guardians had been established by court order, and they made immediate preparations to erect a suitable building in which the babies could be housed. A start was made on the present building, across the road from the Dionne homestead.





Three scenes in the Dionne neighborhood. Top: the birthplace of the quintuplets; photo taken before they were moved to their new home, with the daily wash on the line. Center: the present home of the quintuplets, the Dafoe Hospital. Below: the booth operated by Mrs. Alex Legros, aunt of Mrs. Dionne, and one of the mid-wives who attended her at the birth of the quintuplets.

Meanwhile all motor traffic on the road to the Dionne home was halted by a special constable, stationed at the request of the guardians and Dr. Dafoe. Had it not been for this action, it is feared that the babes would not have survived the first trying period of their existence. As it was, it was a nip and tuck battle for Dr. Dafoe and his assistants, until the babes were moved across the road to their new home on September 21. On that date the babes were suffering from an attack of intestinal toxemia which was prevalent in the district. Dr. Dafoe has since stated that had the hospital not been ready for a few more days, the chances are the babes would not have arrived.

Once in the hospital, however, the babes thrived remarkably and have yet to suffer their first serious setback. True, they have had slight colds, and the other troubles common to babies, but what child of that age has not? They have grown in size and strength, they have developed in every way, until today there are not five babies in the whole world more healthy and charming than these.

Truly, it may be said that these five youngsters are model babies. Dr. Dafoe has had absolute control over the rearing of the babes—a control reserved to him by an Act of the Ontario Legislature, creating him medical guardian of the babies until their eighteenth birthday. With the co-operation of his assistants, the babes have been nurtured on a strict routine, set by the doctor after study of the most noted child authorities.

To adequately describe in cold words and type the charm of the Dionne quintuplets is beyond the power of this or any other writer; to appreciate them to the full it is necessary to see them. This is now possible at certain hours of the day—the hours at which visitors will least upset the careful routine which Dr. Dafoe has set for his charges.

Each morning at eight o'clock the babes are placed on the covered and enclosed verandah of their hospital home for a three-hour airing. At eleven they are taken in for their noon feeding, and are placed on the verandah again at one. At three they are taken in for the last time. At these four hours, a brief glimpse of the babies is afforded visitors, as the nurses hold them up in their arms that they may be seen.

When the quintuplets are taken in for the last time at three in the afternoon, they are allowed a three-hour period for feeding, bathing, and whatever else occupies the time of a year-old baby. At six they are tucked away for the night, and like the truly model babies they are, they sleep away the night without interruption. Bright and early they are awake again, sometimes to a new tooth, or to another landmark in their young lives.

Each landmark is watched the world over. Newspapers have devoted more space to, and have printed more pictures of, the Dionne babies than of any scion of wealth or royalty. Truly, through the newspapers of the world, the Dionne quintuplets have become what they are today, "The Sweethearts of the World."

## QUINTUPLET HISTORY

Statistics covering a period of 500 years show that there were only 33 cases of quintuplet births recorded during that time, and that the longest life of any of these babies was a span of 55 days for one member of a set. One set, records reveal, lived for less than one hour. It has been estimated that a quintuplet birth may be expected to occur once in about 57 million confinements.

In the light of these facts the events which have transpired at Callander during the past fourteen months have been momentous, to say the least. Quintuplet girls were born, and are alive to-day, fourteen months later, the first recorded case in medical annals of quintuplet children living for any considerable length of time.

One of the reasons underlying the survival of the Dionne quintuplets to this stage of their existence, is the fact that they come of a strong French-Canadian stock. This stock is one of the strongest known, coming originally from the Nordic Race, from Sweden, Denmark and Northeastern Europe.

A second factor in this modern miracle is remarkable in that the babies have not been cared for by highly trained specialists. Even in the most critical early stages of their existence, they were under the care of a quiet, unassuming country doctor, whose counterpart is to be found in a thousand and one Canadian communities.

In the work of the country practitioner, the unusual case is common, and he must be prepared to diagnose and treat anything and everything from a simple toothache to a major ailment. Years of contact with the residents of his locality make him their friend and confidant, in sickness and in health.

Prior to May 28, 1934, Mrs. Oliva Dionne had anticipated the birth of a single child, and had made arrangements for her aunt, Mrs. Alex Legros, and a second woman, Mrs. Ben Labelle, to attend her. Mrs. Legros and Mrs. Labelle were much in demand in the Callander-Corbell district, where they often acted as mid-wives to the women of the district. Until the arrival of a trained nurse, these two attendants did everything possible to assist in the momentous event which, all unrealized, was unfolding itself.

The first nurse to be called on the case was Miss Yvonne Leroux, a native of Callander, and a graduate of St. Joseph's Hospital, North Bay. Within a few hours after the birth of the babies, she was called in, and remained a constant attendant for more than a year. On July 1, 1935, she left on a well-earned holiday. During the intervening year, Miss Leroux was largely on night duty, and her efforts on behalf of her tiny charges were given wholeheartedly and willingly.

Five or six days after the birth of the quintuplets, Madame Louise de Kiriline, of the Pontfield Red Cross Outpost Hospital, was called on the case, and, like Miss Leroux, remained for more than a year before leaving for a well-earned rest. Of Swedish birth,



*Olivia Dionne before m.d. 0.13.35.*



# A CHEVROLET

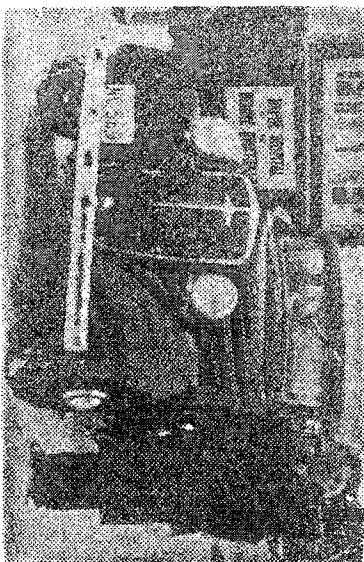
## TAKES DR. DAFOE

Each Day — Winter and Summer

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## THE PRECIOUS QUINTUPLETS

*It Is Dependable*



AND IT IS EQUIPPED WITH

## Seiberling Air Cooled Tires

The Best Tire Made

*For His Service He Goes to*

## THE NORTH BAY GARAGE

General Motors Dealers

ESTABLISHED 1914

Madame de Kiriline served in the World War on the Hospital Staff of the Imperial Russian Army, and had a number of years' experience in Northern Ontario. On her shoulders fell the administrative duties of the little hospital into which the babies were moved on September 21, a building especially constructed for them.

During the first year of the quintuplets' life, Miss Pat Mullins, North Bay, acted as relieving nurse to Madame de Kiriline and Miss Leroux. When Madame de Kiriline left for a rest, Miss Cecile Lamoureux, Montreal, was appointed to replace her. Miss Gagne, Sturgeon Falls, is at present substituting for Miss Leroux. In addition to the present nursing staff, there are a housekeeper and maid in the building, Miss Grace Demers, and Miss Laura Bissette holding these positions.

Constant attendants at the building are two police constables, stationed there to handle the hordes of cars which daily visit the hospital.

Under the terms of an Act of the Ontario Legislature, the quintuplets are wards of His Majesty the King until they become eighteen years of age. Under the term of this Act, all funds for the upkeep of the hospital, and for the maintenance of the staff are derived from the trust fund which is being accumulated for the babies. The Ontario Government is at absolutely no expense for the upkeep of the babies, or for maintenance of the hospital.

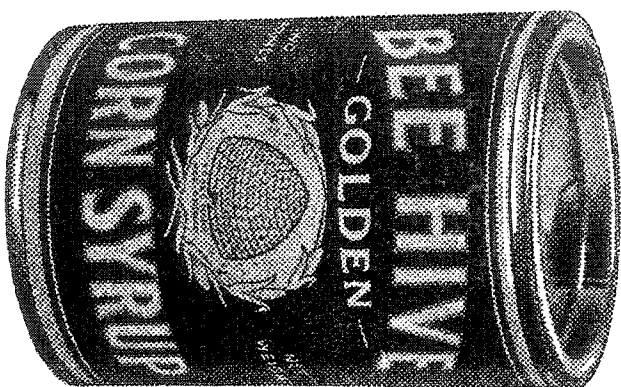
Visual evidence of the widespread interest in the quintuplets may be gained at the hospital any day of the week. On a recent Sunday there were more than 4,000 visitors to the hospital, by actual count. While this number is something in the nature of a record to date, there is every indication that this number will be equalled and surpassed before the current tourist season is ended.

Examination of the autos parked in the vicinity of the hospital gives a cross-section of life from almost every state in the Union, and from every province of Canada. Rich and poor, old and young, everyone is interested in the quints. For every car which drives to the hospital this year, it is a safe bet there will be two in years to come.

Visitors driving over the fine modern road to the hospital have the Ontario Government to thank for its present good condition. When the quintuplets were born the road was little more than a trail. Today it is a fine wide road. Upwards of \$75,000 has been spent on this road, and it is the ultimate intention to continue the artery through to Corbeil, three miles beyond the hospital, and from there to join up with the Ottawa-Toronto link of the Trans-Canada highway, making of the "Quintuplet Trail" virtually a one-way street, with traffic eastbound only.

Assisting in the care of the babies since their birth, have been a number of the foremost figures in the Canadian medical world, together with a number of outstanding physicians in the United States. Dr. Fred Routley, superintendent of the Ontario Red Cross,

# Used in the First Feedings of the Dionne Quintuplets



was one of the first to throw the resources of his organization behind the fight to keep the babies alive. For the first year of their existence the quints were virtual wards of the Ontario Red Cross.

That organization supplied nursing service and almost all of the thousand and one wants of the case. Madame de Kiriline and Miss Leroux were in the service of the Red Cross during their stay at the hospital.

Dr. W. A. Dafeo, a brother of Dr. Allan Roy Dafeo, and professor of medicine in the University of Toronto, quickly came to the assistance of his brother, and together the two carried on a winning battle. On points in which the doctor in charge of the case entertained any doubt, Dr. W. A. Dafeo or Dr. Allan Brown, of the Hospital for Sick Children, Toronto, were the court of final appeal. Together and individually they rendered invaluable assistance to the doctor in charge and to the quintuplets.

A father-and-son team of American medics, Drs. Howard and Edmund Kelly, of Johns Hopkins Hospital, Baltimore, visited the quintuplets within a few months of their birth, and when a small tumor developed on Baby Marie's thigh, they made a number of trips to Callander at their own expense to treat her.

Shortly after the birth of the babies, a North Bay court named a board of guardians to supervise their affairs, and this board functioned for several months, until the passing of a special Act by the Ontario Legislature, making the babes wards of the government. Chairman of the original board was W. H. Alderson, Muskoka Beach, Red Cross executive. Under Mr. Alderson's supervision the hospital building was erected, and he was instrumental in securing a large portion of the building materials required.

In the meantime, advertising and picture contracts had been signed and a future income was assured for the babes. At the present time their estate, in actual cash and in signed contracts, is estimated at close to \$200,000. Many of these contracts were signed under the original board of guardians, composed of W. H. Alderson, chairman, G. K. Morrison, Callander merchant, and Oliver Dionne, paternal grandfather of the quints.

The present board of guardians is composed of Judge J. A. Valin, retired, North Bay, Dr. A. R. Dafeo, and Oliver Dionne, father of the babies. Under the supervision of this board, alterations to the hospital were recently completed by Dan Baker, North Bay contractor, who is, incidentally, chairman of the Old Home Week Central Committee. These alterations were made to provide required space, and to allow for the babes being seen without disturbance of their well-ordered life.

All in all, the Dionne quintuplets have had opportunities not granted every child. They are truly the world's babies, for far and wide interest in the babes is great, and it is to tell some of the details of their first year of life that this information is presented in the North Bay Old Home Week Souvenir Booklet.

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## THE ARCADIAN TEA ROOM

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SECOND OLD HOME WEEK

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Fully Modern Standard Hotel  
Two Miles South of North Bay  
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SPLENDID TOURIST  
ACCOMMODATION

Wonderful Sandy Beach  
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Good Fishing — Cabins  
Dining Rooms

J. BILLINGTON, Prop.  
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## TOURISTS' PARADISE.

By ever-increasing degrees it is becoming apparent to the citizens of other parts of Canada and of the United States, that in the North Bay-Nipissing-Temagami district is the choicest of summer playgrounds.

Sparkling health is wrapped up in its clear airs, in its long hours of sunshine, its even climate, its pure Laurentian waters, and its unlimited opportunities for diverting and interesting outings and sport by lake and river.

In point of historical interest, nothing on the continent can match it. Every point is redolent of history and romance. Every tiny body of water is hallowed by witnessing the passing of Champlain, LaSalle or other of the pioneer French explorers who first visited the country.

Lake Nipissing has a shoreline ranging for miles that cannot be excelled. Its pure unmined sands shelve shoreward to its crested banks where cottages nestle amid beautiful trees of unnumbered variety in hue and type—elms, maples, oaks, birches, and others... mingling among the evergreens, firs, balsams, cedars and pines. They all front the western vista of the sky where nature rivals herself day by day in the glory of her sunset and sunrise scenes.

The waters play upon the sandy shallows far out over the water where a child can gambol in safety, for no danger lurks in any hidden depths.

Visitors to the district are invited to visit any of the justly popular resort areas of the district. Take a trip to the French River 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. Any one of scores of entering streams are navigable by canoe, and the rainbow trout and other game fish that lurk in the quiet pools are abundant.

Or if larger game be sought, the visitor may, in season, hunt the whirling grouse, or stalk the wary moose, or try to outwit the fleet-footed deer. Or with canoe and tent and genial company you can range streams and lakes in a never-ending series, hunting and fishing as you go.

"Come and welcome to our Northland,

Armed with camera, rod or gun.

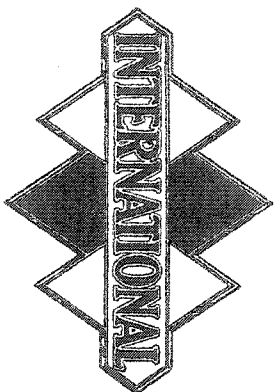
Woo the bull-moose, play the brook trout,

Play the bass in rock-round run;

Take your toll of health and gladness,

Antidote for care and sadness.

McCormick-  
Deering  
Farm  
Tractors  
Farm  
Machines



Motor  
Trucks  
Industrial  
Tractors  
Power  
Units

It is our pleasure to extend a hearty greeting to those who are now renewing old friendships in our city. "International" opens its doors to any who wish to visit us, and sincerely hopes that old friends and new will thoroughly enjoy themselves during our "OLD HOME WEEK" celebrations.

## International Harvester Company

of Canada, Limited

HAMILTON

NORTH BAY

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One of the world's  
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Daily Except Sunday  
at 9 a.m.

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SUNDAYS  
Leave Sudbury 10 a.m.  
Leave North Bay 8:30 p.m.

Schedule Operated on  
Standard Time

Sudbury: Phone 1500

North Bay: Phone 101

Special Trips May Be Arranged  
By Calling Phone 1500, Sudbury

## 159th Battalion Re-Union

### SUNDAY, AUGUST 4

- 7:00 A.M.—Registration of all veterans commences at the Masonic Temple, First Ave., west. Veterans of all nationalities, and of every branch of the service are requested to register as early as possible.
- 10:00 A.M.—Memorial Parade to North Bay Memorial Park. All veterans, regardless of nationality or branch of service, and all nursing sisters, are asked to fall in at the Masonic Temple at 9:00 A.M.
- 3:00 P.M.—Drum Head Service at Lee Park in east end of the city. All veterans and nursing sisters are requested to fall in at the Masonic Temple at 1:30 P.M.
- 6:00 P.M.—Oddfellows' Memorial Service—Union Cemetery. Parade will form up at Oddfellows' Temple, Main street, near Ferguson. Lodges participating: North Bay Lodge 271; Nipissing, Rebecca Lodge, 152; Silver Gate Encampment, 102; Canton Kitcheners, No. 18. All visiting Oddfellows are invited to participate.

### MONDAY, AUGUST 5

- 8:45 A.M.—Bicycle Races—Amelia Park: 5 mile open; 3 mile, boys under 16; sprints.
- 9:00 A.M.—Ringing of bells, sounding of whistles, sirens, automobile horns, etc., for a grand ringing in of Old Home Week.
- 10:00 A.M.—Grand Opening Day Parade. Will form up at the old Arena Rink site, Main street west, and will leave sharp on the hour for Amelia Park, where there will be a march-past of all veterans' organizations. Lt.-Col. E. F. Armstrong, Halleybury, representing the O. C. Military District No. 2. The parade will be headed by the 159th Battalion Band, 159th veterans, followed by veterans from other units, civic officials, floats, decorated automobiles, etc. Prizes of \$25, \$15, and \$10 are offered for the best floats, in addition to prizes of \$5, \$3 and \$2, for the best decorated privately owned automobile.
- Immediately following the march-past, the official opening ceremonies of Old Home Week will take place. Mayor W. G. Bulbrook will officiate at the opening ceremonies, and will be assisted by the mayors of northern municipalities, northern members of parliament, visiting notables, and others.
- 1:00 P.M.—Soccer Game—Amelia Park: Kirkland Lake vs. North Bay.
- 2:30 P.M.—Baseball Tournament at Amelia Park, featuring teams from Falconbridge, Petawawa, and North Bay. During and before these games the fans will be entertained by "Plebskin Peters" of "Birds Eye Center" fame otherwise "Hay" Watson, Toronto.
- 3:15 P.M.—Sea Flea Races—Lake Nipissing, off Amelia Park.
- 8:30 P.M.—Banquet—Masonic Temple: For all veterans of the 159th Battalion.
- 9:00 P.M.—Street dancing for remainder of evening—Wylde street between Main and McIntyre streets. Carrioles, games, stunts, etc.

EVERYBODY COME OUT!  
ENJOY THE SPIRIT OF OLD HOME WEEK!

# Mackey House Hotel

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SUDBURY, ONT.

## Motor Club Day

TUESDAY, AUGUST 6

10:00 A.M.—Foot Races—Amelia Park:

Boys, 15 and under—100 yards.

Girls, 15 and under—100 yards.

Boys, 16 and over—300 yards.

Girls, 16 and over—100 yards.

Prizes donated by E. J. Roche.

11:00 A.M.—Open Swim—off Amelia Park:

Open swim, 16 and over—half mile.

Girls' swim, 15 and under—200 yards.

Boys' swim, 15 and under—200 yards.

Exhibition swim by Marvin Nelson and Miss Commanda.

Sponsored by Ovaltine Company, Peterborough.

12:30 P.M.—Releasing of balloons from roof of Empire Hotel.

Sponsored by North Bay Garage.

1:00 P.M.—Parade—Forming at Main and Murray streets, and following Main street to Amelia Park.

2:00 P.M.—Girls' Softball Game—Amelia Park: Burks Falls vs. C.P.R., North Bay.

3:00 P.M.—Sturgeon Falls vs. McDonald's Beverages.  
Sponsored by Silverwood's Dairy.

3:00 P.M.—Fancy Drill—Copper Cliff, Temagami and North Bay Highlanders.  
Sponsored by McIntosh Grain and Feed, S. Butti, F. Scappatura, and Continental Hotel.

3:00 P.M.—Bicycle Races—Amelia Park: Open, three miles, boys.  
Under sixteen, one mile, boys.  
Sponsored by Cochrane-Dunlop Hardware, Limited.

3:30 P.M.—Baseball Game—Pembroke vs. T. and N. O.  
Sponsored by North Bay Motor Club and Star Grocery.

5:00 P.M.—Exhibition Swim—off Amelia Park. Three miles. Miss Commanda vs. all lady swimmers.  
Auspices Canadian Pacific Railway.

5:00 P.M.—Log Rolling Contest—off Amelia Park.  
Sponsored by North Bay Motor Club.

5:30 P.M.—Feature Swim—off Amelia Park—Marvin Nelson who will swim three miles, vs. three swimmers from North Bay, Cochrane and Haliburton who will swim one mile each.  
Sponsored by Empire Hotel, Crawley & McCracken  
Canadian Department Stores.

9:00 P.M.—Street dancing—Wyld street between Main and McIntyre streets.

EVERYBODY COME OUT!  
ENJOY THE SPIRIT OF OLD HOME WEEK!



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## French Canadian Day

WEDNESDAY, AUGUST 7

9:15 A.M.—Parade from Nugget Building to St. Vincent de Paul Church, headed by band.

10:00 A.M.—High Mass in St. Vincent de Paul Church.

12:00 Noon—Luncheon in basement of St. Vincent de Paul Church.

1:00 P.M.—Parade—From at St. Vincent de Paul Church, follow Wyld street and along Main street west to McMurphy Park.

1:30 P.M.—Program for children at Wallace Park, lasting all afternoon—  
Girls' and boys' races;  
Tug of war;  
Catching greasy pig;  
Softball: girls and boys.

1:30 P.M.—Girls' softball game—Amelia Park.

2:00 P.M.—Unveiling of a monument to Jacques Cartier at McMurphy Park.  
Welcome by Mayor W. G. Bullbrook.  
Blessing of the monument.  
Speeches by visiting notables.

2:15 P.M.—Baseball (Burlesque).

2:30 P.M.—Baseball—North Bay vs. Pembroke—Amelia Park.

3:30 P.M.—Parade of floats from McMurphy Park along Main street to Amelia Park, where judging for the three best floats will take place.

4:00 P.M.—Lacrosse—North Bay vs. Mattawa—Amelia Park.

4:30 P.M.—Parade returns to St. Vincent de Paul Church where prizes will be awarded.

6:30 P.M.—Banquet in basement of St. Vincent de Paul Church.

9:00 P.M.—Street dancing on Wyld street between Main and McIntyre streets.

EVERYBODY COME OUT!

ENJOY THE SPIRIT OF OLD HOME WEEK!

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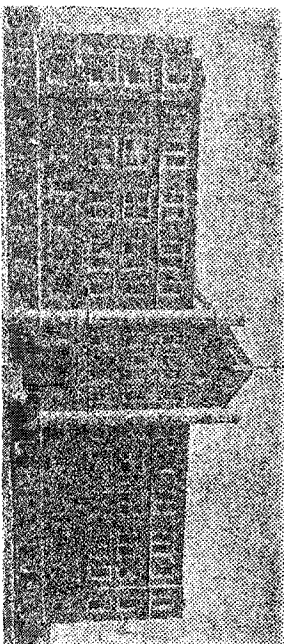
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## Knights of Columbus Day

THURSDAY, AUGUST 8

9:30 A.M.—Children's Parade to form up at old Arena Rink site.

Shredded Wheat Band, Niagara Falls, New York, will lead the parade, followed by children of the various schools, divided into school groups. A prize will be awarded the school with the largest turnout.

Prizes: Most original boys' costume.  
Most original girls' costume.

Special: For the best quintuplets.

For the best doll carriage.

For the largest Scout troop.  
Each child in the parade will be given a free ticket on three cash prizes of \$3.00, \$2.00 and \$1.00, to be drawn for during the sports program following the parade.

10:30 A.M.—Sports for children at Amelia Park, following arrival of parade.

Events: Boys' race, under 15 years.

Boys' race, under 12 years.

Boys' race, under 10 years.

Boys' race, under 8 years.

Girls' race under 15 years.

Girls' race, under 12 years.

Girls' race, under 10 years.

Girls' race, under 8 years.

Obstacle Race, open.

Soap-box Automobiles open.

Softball game—Public vs. Separate Schools.

5:15 P.M.—Baseball—Amelia Park—Kirkland Lake vs. Frood Mine, Sudbury.

7:45 P.M.—Monster Carnival Parade—for everyone. Headed by the

Shredded Wheat Band. Good prizes for participants.

Form up at old Arena Rink site and parade down Main street to Sherbrooke street, to Carnival of Dancing, where prizes will be awarded:

Best gent's costume

Best lady's costume

Best boy's costume

Best girl's costume

Best couple's costume

Best kiddie with pet

Best decorated baby carriage

Best couple costume (lady or gent)

Best plunger costume.

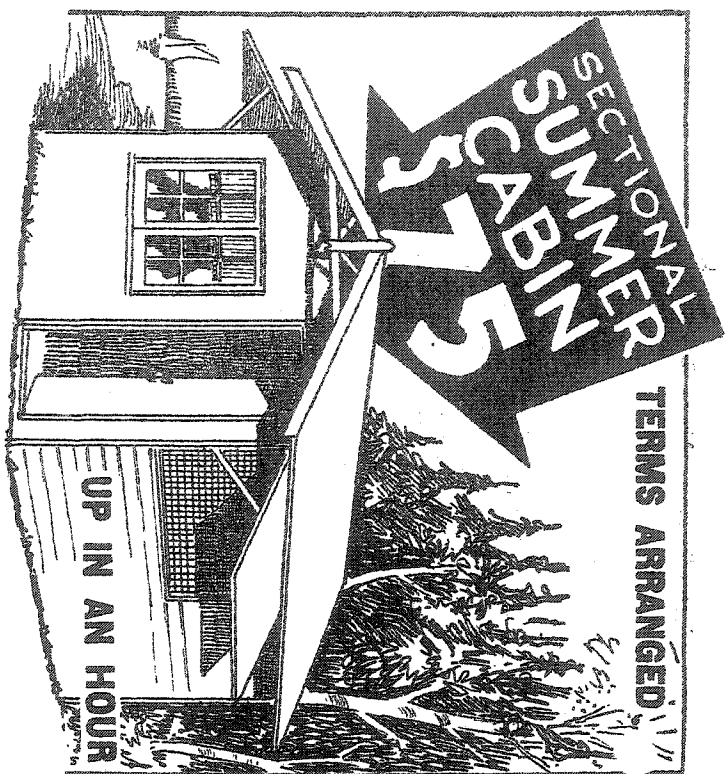
8:45 P.M.—Street dancing—old time and modern—Vivid street between

Main and Melville streets.

Fireworks.

EVERYBODY COME OUT!

ENJOY THE SPIRIT OF OLD HOME WEEK!



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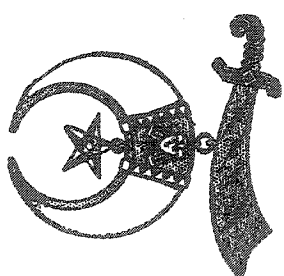
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## Shriners' Day

**FRIDAY, AUGUST 9**

9:00 A.M.—Parade of visiting Shriners, headed by Ramesses Temple Band, from special train to Memorial Park, where a wreath will be laid on the cenotaph by Illustrous Potentate Morley E. McKenzie, Ramesses Temple, Toronto.

10:00 A.M.—Girls' softball game — Amelia Park:  
Creighton Mines vs. Capreol.

2:00 P.M.—Girls' softball game — Amelia Park:  
North Bay vs. Winner of Morning Game.

2:00 P.M.—General parade of visiting Shriners, headed by band of Ramesses Temple, Toronto, forming at the Masonic Temple and proceeding to Amelia Park. Following arrival of the parade, the drill team of Ramesses Temple, will give a drill exhibition.

3:30 P.M.—Soccer game — Amelia Park:  
Garson Mines (Sudbury) vs. Silverwood's Rosevale Thistles

4:00 P.M.—Surfboard riding — Lake Nipissing off Amelia Park  
5:00 P.M.—Initiation ceremony.

9:00 P.M.—Band concert by 70-piece band of Ramesses Temple  
Toronto.

9:00 P.M.—Street dancing—Wald street between Main and McIntyre streets.

**EVERYBODY COME OUT!**  
**ENJOY THE SPIRIT OF OLD HOME WEEK!**

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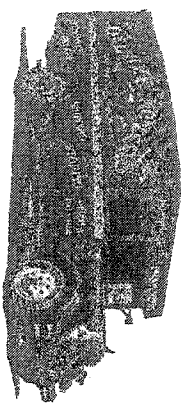
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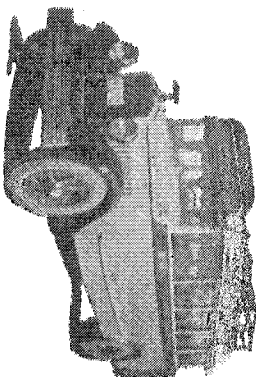
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## Travellers' Day

Associated Canadian Travellers

SATURDAY, AUGUST 10

9:30 A.M.—Children's Sports—Amelia Park. For boys and girls aged 8 to 16. Be sure and bring your children to participate.

1:30 P.M.—Monster Street Parade, with prizes for best floats, costumes, etc. Novelty features, clowns and bands. Form up at old Arena Park site and follow Main street to Amelia Park.

2:45 P.M.—Softball Game—Amelia Park. An all-star team of National Hockey League players vs. North Bay Travellers. See these stars in action: Pep Kelly (Maple Leafs); Bob Gracie (Maroons); Hec Kilrea (Maple Leafs); Wally Kilrea (Detroit); Syd Howe (Detroit); Allan Shields (Maroons); Joe Lamb (St. Louis); Harold Starr (Rangers); Radley (St. Louis); Bill Beveridge (St. Louis); Alex Smith (Americans); Frank Finnegan (Maple Leafs); Eddie Finnegan (St. Louis); Earl Robinson (Maroons). ACE BAILEY, former star of the Toronto Maple Leafs and one of the most popular stars of all time will umpire. Other novelty features will accompany the softball game.

7:00 P.M.—Strong Man Act—Main street between Wyld and Sherbrooke. Don't miss this one.

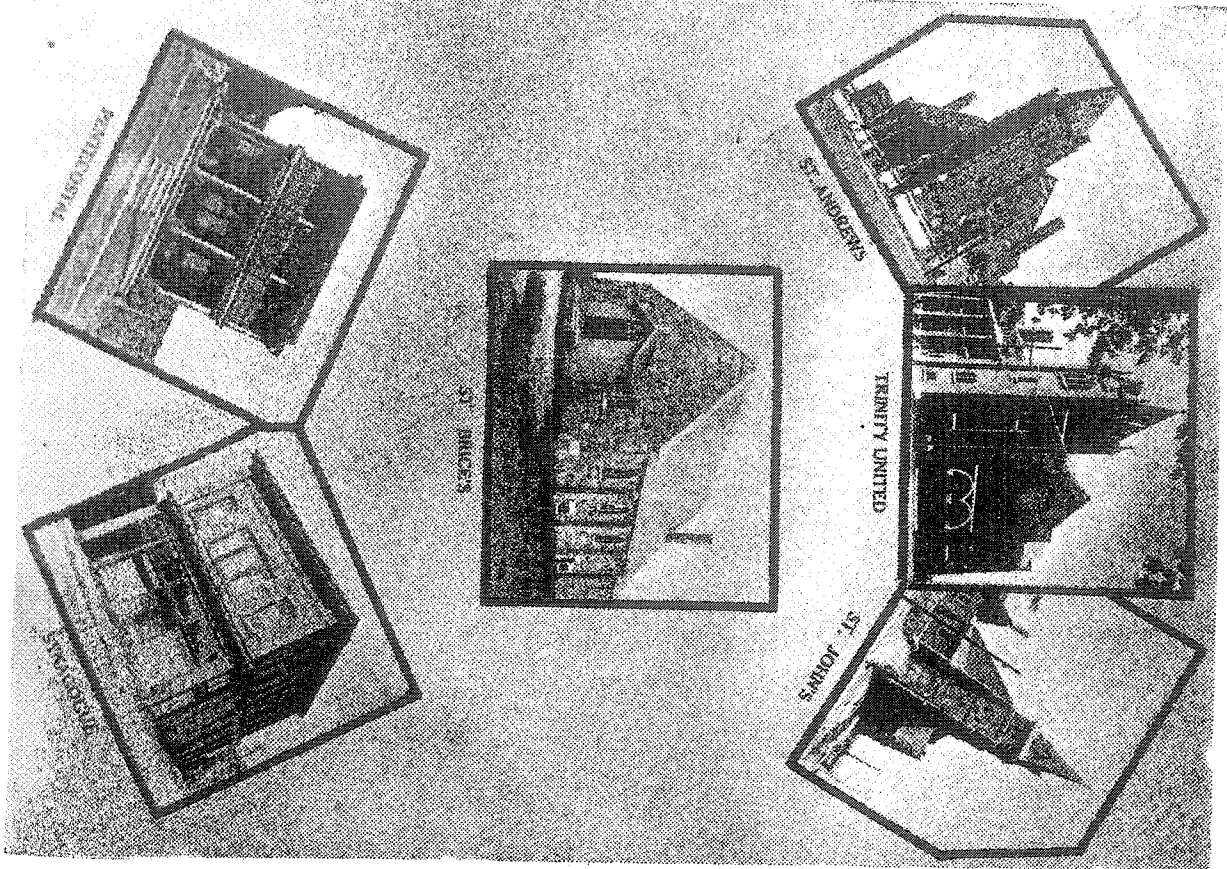
8:30 P.M.—Lamp Post Troubadour Contest—for sour stomach quartets, barber shop fours, etc. Each entry will be allotted a lamp post between Wyld and Sherbrooke streets, and will sing two songs—"Sweet Adeline" and "My Wild Irish Rose". Prizes for the best and worst quartets.

9:00 P.M.—Street Dance—Wyld street between Main and McIntyre streets. Novelty features. Modern and old time music.

11:30 P.M.—Shirt Tail Parade—Main street. Everybody welcome. Come out and close Old Home Week with a bang. It may be another ten years before there is another one.

Everybody Come Out!

Enjoy the Spirit of Old Home Week!



All Old Home Week visitors are asked to register at the Board of Trade Information Bureau.

## NORTH BAY CHURCHES

It is remarkable in the history of Canada, and in the history of Northern Ontario particularly, that a town hardly gets fairly started before the good folk begin planning for church work. Even before means are available for a central place of worship, services are held in some of the primitive shacks.

It has been very difficult in preparing this history of the churches, to gather complete data. In the olden days records were not preserved with the same care as would be the case today.

As far as present records can be traced, the first church service in the new town was conducted by Rev. Silas Huntington, in 1884. Rev. Mr. Huntington was a Wesleyan Methodist clergyman, and in the same year undertook erection of the first church. A second structure was erected in 1887, and stood near the site of the present edifice at the corner of Ferguson and McIntyre streets. The latter building, Trinity United Church now, was dedicated May 19, 1907. Its present pastor is the Rev. G. Stanley Packham.

Roman Catholic missionaries had long been familiar figures in the frontier settlement before the erection of the present fine St. Mary's Cathedral, dedicated December 17, 1905. It is claimed that the first mass was celebrated in one of the houses of the old "Company Row," C.P.R. boarding houses. The first priest in the town was Father Nolin, a missionary, followed by Father Cofé, and then Father Sinnott was here for a time, followed by Father Bloem, the first regular priest. Later, Father D. J. Scollard was appointed parish priest, and when the diocese of Sault Ste. Marie was formed, he was named first bishop. Until the time of his death, in September, 1934, Bishop Scollard was in active charge of the diocese—saw it grow from a group of primitive settlements to a thriving Northland. The many fine churches, hospital, schools, and other institutions which were built during his lifetime will long be a series of monuments to his memory. Rev. M. J. Gorman is present pastor of the cathedral parish. Bishop R. H. Dignan, successor to Bishop Scollard, assumed control of the Roman Catholic Diocese of Sault Ste. Marie, of which St. Mary's is the cathedral parish, early this year.

Roman Catholics whose mother tongue was other than English desired to attend religious service at which their own language was used, and this feeling resulted in the erection of two additional Roman Catholic churches in the city. St. Rita's Church was built by the Italian residents of the city during Great War years. Father A. L. Zinger is presently in charge of the parish. French-Canadian adherents of the Catholic faith caused St. Vincent de Paul Church to be built. It was completed in 1933. Rev. Dean J. A. Chapleau is the pastor.

In 1882 the noted Anglican missionary, Rev. Foster Bliss, came into this district. He first went to Saugeen Falls, and in the following year returned to North Bay to remain permanently, on



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August 15 of that year holding the first service. There were fifteen people present. In 1884 the first Anglican Church in North Bay was dedicated, and was called the Church of St. Michael and All the Angels. In 1896 the name of the church was changed to St. John the Divine, which title it still retains. The present pastor of the church is the Rev. H. A. Sims. What was for a number of years the Cassells Street Mission has of late grown into St. Brice's Anglican parish, with Rev. E. J. G. Tucker as incumbent.

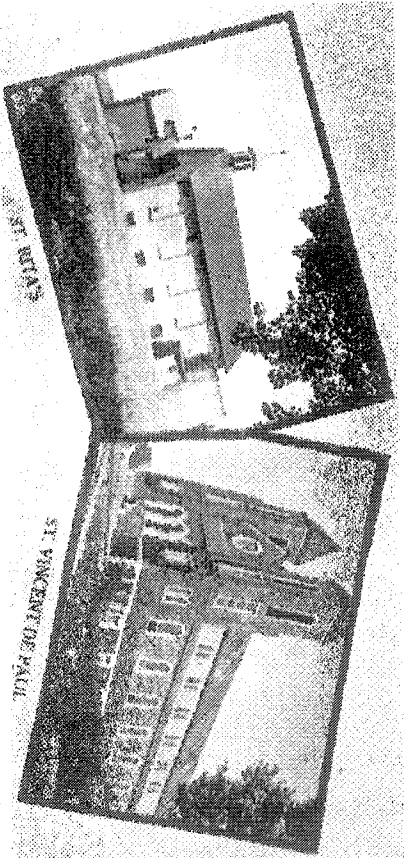
The first Presbyterian Church was built also in 1884, truly, a "year of churches." Its first pastor was the Rev. William Hewitt. In Church Union of 1925 a group of North Bay Presbyterians decided to retain their status as such, and formed a new congregation. Within the last few years they have built their own church, just off Klock avenue on Commercial street. Rev. Herbert J. Scott is the present pastor.

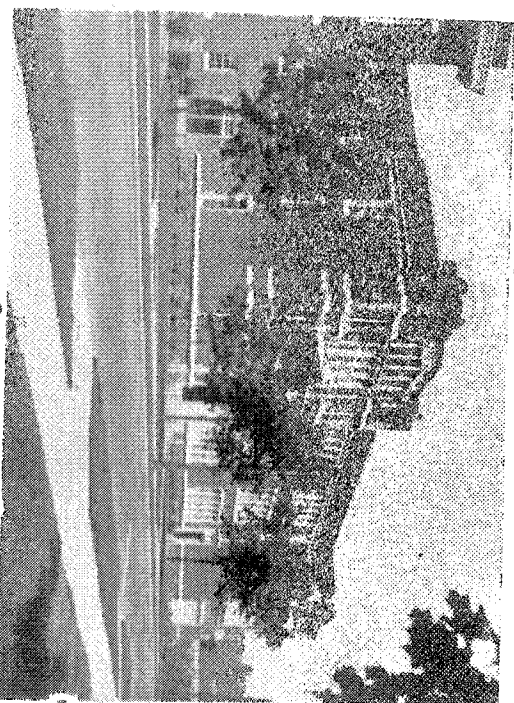
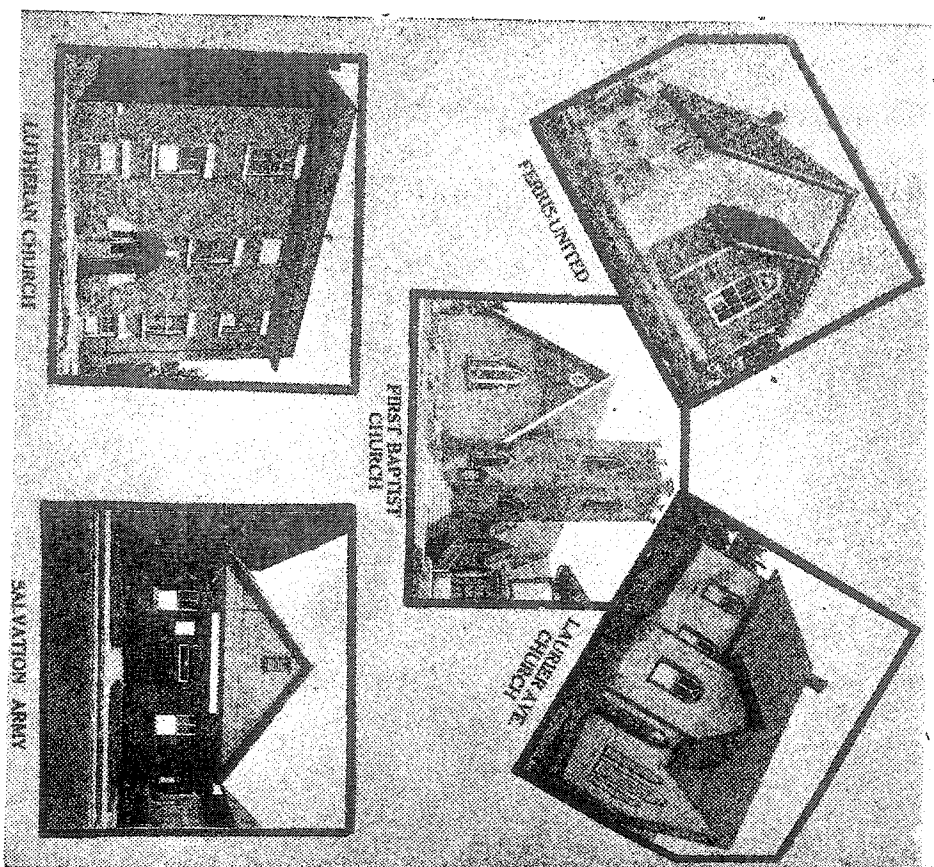
In February, 1892, a few Baptist women in the city organized themselves under the name of "The Baptist Willing Workers," and soon had a fund started for the erection of a church. In October, 1894, the present building on Main street west, "The First Baptist Church," was dedicated, with Rev. W. L. Patraman as first pastor. The present pastor of the church is Rev. P. C. Reed.

As the growing city spread into the surrounding townships following Church Union, two suburban churches of the United Church were established, one in Ferris and one on Laurier Avenue. Rev. Garland Lacey is at present in charge of the two churches.

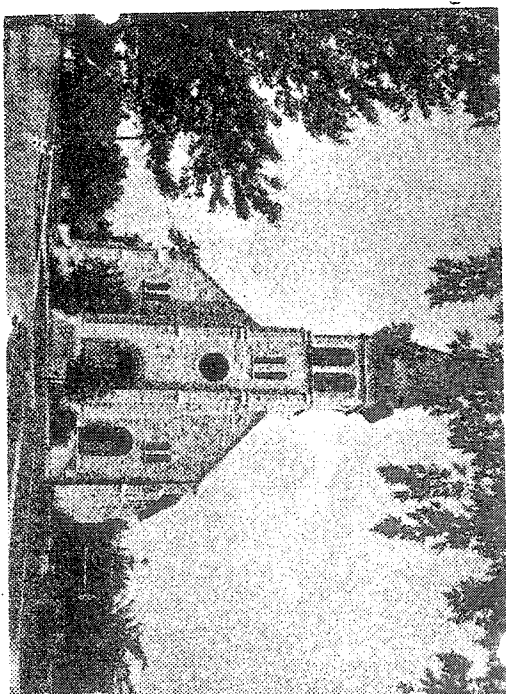
The Salvation Army, that semi-military organization with branches in every country in the civilized world, has established a post in North Bay, and carries on its meritorious work in this city as in others. Its present local leader is Captain Ellwood.

The most recent additions to North Bay's religious circles are the Pentecostal Assembly, Rev. S. R. Winn, pastor; Gospel Hall, J. C. Thompson, in charge, and the Lutheran Church, Rev. Norman Kritsch, pastor. Jewish residents of the city have their own synagogue for religious services. It is administered from Toronto.

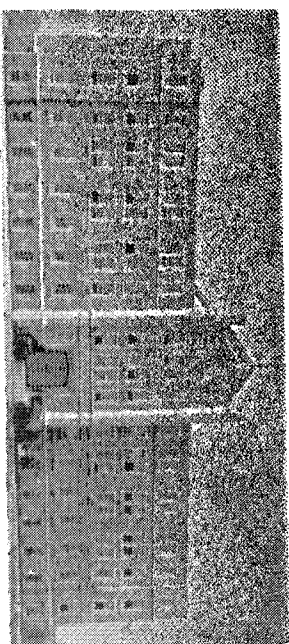




North Bay Collegiate Institute and Vocational School

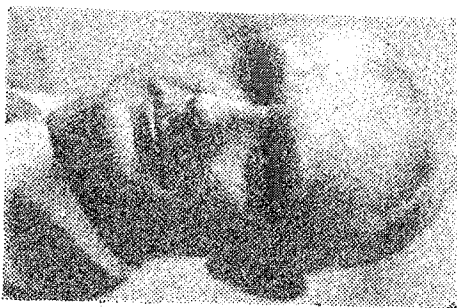


St. Mary's Cathedral



North Bay College

## CENTRAL COMMITTEE



W. H. Milne  
159th Battalion



R. J. McMillin  
159th Battalion



E. L. Rejmbal  
Cercle Canadien Français



Jack White  
159th Battalion

## CENTRAL COMMITTEE



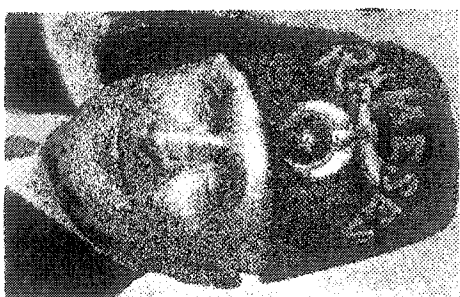
J. Vanier  
Cercle Canadien Français



D. L. Rejmbal  
Cercle Canadien Français



R. Rankin  
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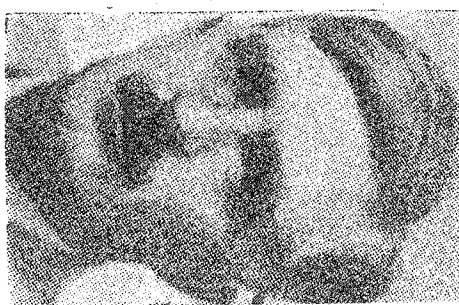
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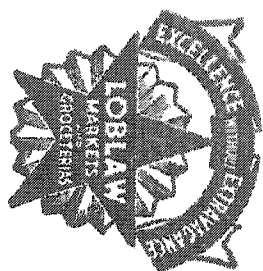
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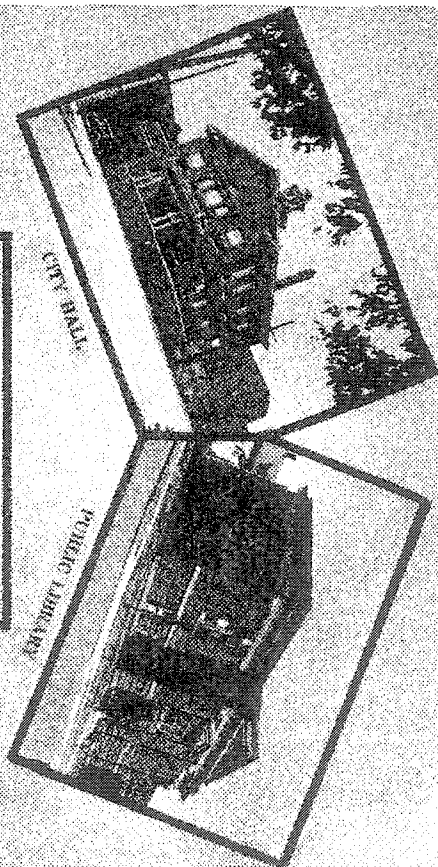
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 CAPITOL THEATRE BLDG. . . . NORTH BAY  
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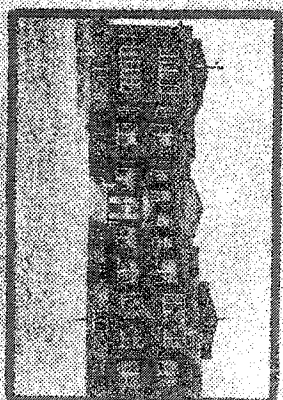
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 BUTTER AND CHOCOLATE DRINKS  
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JEWELLERS  
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NORTH BAY, ONT.

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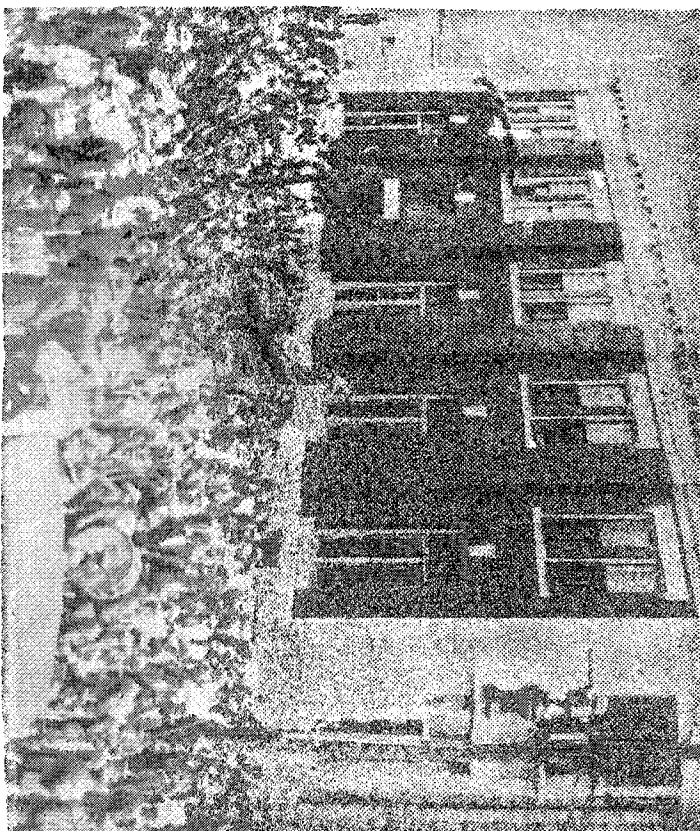
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James J. Dennis



Chief Constable  
W. Clark



Sergeant  
F. Michaud



Constable  
R. Bell



Sergeant  
W. Gartshore



Constable  
T. Green



Constable  
J. Pigrin



Constable  
J. Belanger



Constable  
L. Ryan

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There is no greater attribute to the growth and well-being of any community than an adequate supply of pure water, cold and palatable, and no greater handicap than the lack of it.

In this respect, as in many others, the City of North Bay is indeed fortunate. The Waterworks Plant at Trout Lake is modern and efficient, providing for every need of industry and citizen alike.

The equipment at this plant was selected on the basis of quality, efficiency, and dependability.

The pumps are, of course, DE LAVAL.

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The CITY OF NORTH BAY is noted for its pure and reliable water supply. Their engineers, realizing the great importance of reliable service, recommended for the latest installation the highest grade of pumping equipment driven by a SWEDISH GENERAL ELECTRIC slipring motor.

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