

# Trout Mills Women's Institute Book I

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Institute for  
Community Studies and  
Oral History

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## Explanatory Note

These books contain a variety of material gathered together to document the history of Trout Mills, now part of North Bay, Ontario, by the women of the Women's Institute.

Some of this material clearly comes from the local paper, *The Nugget*, but often without acknowledgement of this source. This relates not only to the clippings, but sometimes to material which is typewritten and which has been copied.

Other material comes from the "Back to the Bay" souvenir booklet produced for the Old Home Week celebration of 1925. There may be other material here which is also copied but where the source is not identified.

Students interested in using this material for essays and other academic research projects should do so with care and should if possible try to document the information found here using other known sources.

If the source of a page is known, this has been noted in a comment. To read the comments, click on the yellow note.

This book was produced on oversize pages with a lot of blank pages. To reduce the size of the file, pages have been cropped to eliminate much of this blank space.

Françoise Noël  
Director, Institute for Community Studies and Oral History  
Nipissing University  
October 2006



LORD AND LADY TWEEDSMUIR

#### "FOREWORD"

I am so glad to hear that the Women's Institutes of Ontario are going to compile village history books. Events move very fast nowadays; houses are pulled down, new roads are made, and the aspect of the countryside changes completely sometimes in a short time.

It is a most useful and satisfying task for Women's Institute members to see that nothing valuable is lost or forgotten, and women should be on the alert always to guard the traditions of their homes, and to see that water colour sketches and prints, poems and prose legends should find their way into these books. The oldest people in the village will tell us fascinating stories of what they remember, which the younger members can write down, thus making a bridge between them and events which happened before they were born. After all, it is the history of humanity which is continually interesting to us, and your village histories will be the basis of accurate facts much valued by historians of the future. I am proud to think that you have called them "The Tweedsmuir Village Histories."

—Written by Lady Tweedsmuir.



MRS. ADELINE HOODLESS  
THE FOUNDER OF THE  
FIRST WOMEN'S INSTITUTE



OPENING ODE

(Tune---Auld Lang Syne.)

A goodly thing it is to meet  
In friendship's circle bright,  
Where nothing stains the pleasure sweet  
Nor dims the radiant light.  
No unkind words our lips shall pass,  
No envy sour the mind,  
But each shall seek the common weal,  
The good of all mankind.

MARY STEWART COLLECT

Keep us O Lord from pettiness; let us be  
large in thought, in word and deed;  
Let us be done with fault finding and leave off  
self seeking;  
May we put away all pretence and meet each  
other face to face, without self pity and  
without prejudice;  
May we never be hasty in judgment and always  
generous;  
Teach us to put into action our better impulses  
straightforward and unafraid;  
Let us take time for all things; make us grow  
calm, serene, gentle;  
Grant that we may realize that it is the little things  
that create differences; that in the  
big things of life we are one  
And may we strive to touch and know the  
great human heart commo to us all, and  
O Lord God let us not forget to be kind.

## 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 Bomides Le Caron, 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 daughters future, warned Jean through a messenger, not to approach his camp or it would result to pain from torture and probably 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 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 Fenetanguishene now stands.



THE LOVE MATCH



THE PURSUIT



REVENGE OF WA SUN



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 center 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 Le Caron, the discoverer of Lake Nipissing, had reached there just two days in advance of them.

They rested for two days then they crossed Lake Nipissing and went down the French River to Georgian Bay and on into the Huron country.

Champlain and his party visited five villages before setting out on their return journey, of which Cahigue was the most important. It had two hundred well-built huts and was the chief Bourgade of the tribe of Des Roches.



When we arrived at the Country of the Nipissing. There are little rivers, pretty much and fine meadows, with very beautiful woods surrounding them.  
Samuel de Champlain



Etienne Brule, Champlain's Young Envoy, Pioneered Route To Lake Nipissing in  
1610

The first European to ascend the Ottawa River and pass over the site of North Bay by Lake Nipissing was Etienne Brule, the young Frenchman who was sent by Champlain to live with the Algonquins and Hurons.

He was a hardy youth 16 or 17 years of age at the time, one of the eight survivors of the 23 of Champlain's colony who had tried to live through that terrible winter of scurvy in Quebec 1609-10.

The next year when the Algonquins from the Upper Ottawa were returning from their trading visit at the lower St. Lawrence, Champlain allowed the lad Brule to go back with the band in charge of Chief Iroquet. "I wished him to learn their language," this Father of New France tells in his *Voyages and Travels*, "get acquainted with the country and the people who inhabit it, see the Great Lake (Lake Huron), observe the rivers and ways of travel, also to explore the mines and rare things of the region, so that on his return he could give us information of these things".

Although it was intended that Brule should stay for a time with the Algonquins at Allumette Island region, he continued almost immediately on to Lake Huron, going with the Algonquin hunting party who went every autumn to the game lands of the Hurons.

So it was about the 1st of November, 1610, when the Algonquin hunters, led by Chief Iroquet, with the young Frenchman now dressed in skins like his red companions, came through to Lake Nipissing. After ascending the Ottawa River and the Mattawa tributary the party crossed the little lakes Talon and Trout to the height of land. Then they made the regular indisportage with their canoes to La Vase Creek, then down to the shore of Lake Nipissing. There the Nebecerini or Nipissings lived (later known as the Scorerers from their mystic rites) being a branch of the Algonquin tribe.

At the halting place on the shore now known as Champlain Park (where five years later Champlain himself should come) the hunters made camp. They cooked their freshly-killed venison, fished muskallonge from the lake, prepared their bows and arrows and stone axes for their coming hunt. We can picture the young active Brule, keen in learning the ways of the redmen, aiding in cooking and fishing, fashioning his weapons for the chase, and in general learning how to live in the wilds. Some of his early lessons of the Indian life which he was from now on to follow, were doubtless learned on the camping site of North Bay.

The assembly soon launched their canoes in the lake, crossed by the south shore to reach the outlet of the lake at the French River. They then descended the tortuous waterway 80 miles in length to Lake Huron.

The Huron Indians of the Lake Simcoe region probably treated young Brule still better than did the Algonquins, for when the hunting was over the youth stayed to live with the Hurons. He was made a member of the Bear Clan, dressed and painted as they were, learned the Huron language and took part in the general life of the tribe.

When Brule visited North Bay the next time, it was with the Huron traders on their way to Montreal about the beginning of June, 1611. This was followed by successive visits to the same destination each summer.

One noteworthy visit of Brule to Lake Nipissing was in the summer of 1615 when he came up from the colony in company with his white chief Champlain as his guide and interpreter. Champlain had agreed to come with some of his armed Frenchmen to aid the Hurons in their war against the Iroquois. The Governor and Brule with another Frenchman and one Indian guide were travelling up the Ottawa River in a birch canoe, about a week later than Father Joseph Le Caron the Recollet missionary to the Hurons who with Champlain's twelve armed men were also on their way to the Huron country.

Thus in July, 1615, there passed over the site of North Bay, the first Christian missionary to the Indians of the Great Lakes country, the first Governor of New France, and the first Frenchman armed for war, en route to the west. Within a year all the Frenchmen of the company returned to the colony by the Lake Nipissing route, except the unfortunate Etienne Brule, the ablest voyager of them all.

It was two years later, the summer of 1617, when poor Brule torture-marked, passed by Lake Nipissing with his Huron friends on their way to the French colony. The Nipissings who knew the young pale face by his many visits through their village, scarcely recognized the crippled and disfigured man. His body bore many marks of torture by enemy Indians, his body was burned in several places, his beard pulled out, and his finger nails torn off, marks which he bore all the rest of his life.

Then the marked one told the story of his misfortune. He had accompanied a contingent of Hurons to the friendly Andastes to lead their war-party to help Champlain and the great army of Huron warriors attacking the Iroquois near Lake Oneida. They were too late for the attack

and so Brule went with the Andastes for a time, travelled about, as far as the lower Susquahanna River.

Then on trying to return to the Huron country the next year through the Iroquois lands, the man was captured by the Senecas and recognized as an enemy Frenchman. The ordeals of torture by fire and weapon were proceeding when a violent thunder and lightning storm came upon them. Brule was able to talk the Iroquois-Huron language and declared that God was about to strike his tormentors. In great fear the savages liberated their prisoner, bound up his wounds and guided him on his way to the Hurons.

One historian states that it was only at this time that the man received the name Brule the French word for burned. (Champlain had called him his servant, lad, and trenchman).

After reporting to Champlain at Montreal, the recovered man returned to the lake country, with a companion Grenolle. He was the first white man to visit the site of Sault Ste. Marie (1622) also to travel on Lake Superior and bring back samples of copper ore. In 1623 Brule also visited the Neutrals in the Niagara peninsula.

Frequently Brule descended the Lake Nipissing route to visit the French colony where he more than once informed Champlain of the geography of the Great Lakes region. With crude drawings he aided the Governor in making his charts of the lakes area of Nouvelle France.

The last occasion on which Stephen Brule passed over the Lake Nipissing route was westward in the spring of 1630. This was after the English fleet of the Kirkes had captured Quebec and taken Champlain a prisoner to Europe. In the engagement the ungrateful Brule had turned traitor to his chief. With three other Frenchmen he had gone over to the enemy and had guided their vessels up the river to take Quebec with its little starving garrison.

When Champlain upbraided his protegee for his shameful conduct Brule answered, - "since I could get no subsistence with the French I joined the English, and there I will stay."

But Brule did not stay with his English friends, only till the winter was past; then he went west again to seek his old home with the Hurons. As Father Du Breux said of him at the time - "It cost him nothing to give up his country. Long a transgressor of the laws of both God and man, he went to live with the Hurons to continue his life in vice intemperance and vice".

Two years later word came to the Nipissings of the ignominious death of Brule at the hands of the Hurons. What crime he committed is not known; but after Council of the Bear Clan, his body was boiled and eaten in feast. Then his bones and weapons were buried in a grave on the Uronelle farm on the shore of Matchedash Bay, a spot still marked by traditions.

Thus ended the life of this irresponsible, vacillating wanderer of New France, the first pale face to pass over the site of North Bay to the Indian country - the white discoverer of Lake Huron, Lake Ontario, Lake Superior, and probably Lake Erie; the first Canadian courier-de-bois as Parkman says "He was pioneer of pioneers".

The French whom he forsook, gave Stienne Brule little credit for his achievements in New France, yet with all his faults he is generally acknowledged as one of the great immortals of exploration and travel in North America.

The Canadian Department of Railways and Canals erected a memorial to Brule and Grenolle at St. Mary's River; the Womens Historical Society of Toronto placed a cairn to honour Brule at the mouth of the Humber River overlooking Lake Ontario. This latter was unveiled in 1932 by Senator Louis Cote a direct descendant of one of the 1615 French associates of Brule (John Cote). Some day the City of North Bay may erect some permanent memorial to this chief discoverer of the Great Lakes and the first voyager over their historic Ottawa River and Lake Nipissing route to the Great Lakes.



# INDIAN ARROWHEAD PRIZED POSSESSION OF N. BAY LAD

The gray rough-cut, flint arrowhead, about two inches long and a half inch wide, is probably the most prized possession of young Richard Laframboise, 1199 Fraser Street. Richard found the bit of stone earlier this summer (1933) on the shores of Lake Talon, about two miles south-east of Sutherland.

This section of the Champlain Trail—as the route has come to be known through the years—is a favourite summertime haunt of American and Canadian amateur and professional archeologists, who yearly scour the surrounding country for traces of Indian arrowheads, spear tips and other relics of this country's first inhabitants.

According to the boy's father, A. H. Laframboise, North Bay postmaster, this arrowhead is the first complete weapon of its type to be found on the Lake Talon site, although hundreds of sectional souvenirs had been piced up previously.

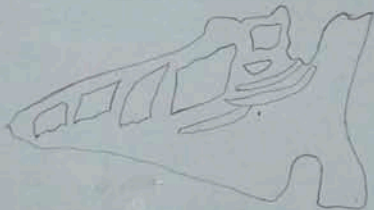
Along this route, Champlain, Etienne Brule and their comrades—white and red—made numerous exploration trips between 1610 and 1630. Following the trail overland from the Ottawa river, they were able to reach the Mattawa River, Trout Lake, Lake Nipissing and adjacent waters.

Although it cannot be definitely established, Mr. Laframboise said he was told by a competent authority that the arrowhead may have been left behind by a tribe of Algonquins who were engaged in a battle with the French explorers.

He added that the flint was probably a "trade arrowhead", which the Algonquins acquired from a tribe living in what is now the state of Wisconsin, on Lake Michigan. In exchange the Algonquins may have offered arrows made of copper.

In fashioning the flint arrowheads, an exceptionally hard part of a deer's antler was used as a chisel, the point being driven into the stone with a crude mallet. Short, expert blows must have been necessary to fashion the diamond pattern on the weapon. A small notch was cut in either side of the finished product to which a wooden shaft was attached with rawhide.

In many parts of the United States and Canada, people make a hobby of collecting Indian weapons. A move to restore the Champlain Trail is gaining attention in North Bay district and throughout the province. If this comes about, it may be taken for granted that a multitude of these arrowheads and spear tips will one day grace the homes of our Northern Ontario tourist population.







Sun-sparkled water on a canoe trip



Young deer on the alert



Looking straight at you from a bushland haunt



INDIAN MAID—A far cry from the days of her grandfather, C'mon a n' he chief, Quannah. Parker, pretty Jennie Carmen does things for feathers no chief could ever do. Jennie's now in New York as a professional model, where, instead of war whoops, she hears muf whistles.



There are guides aplenty—here's a true Indian one.



# THE CHRISTENING OF NORTH BAY

This baby colony was born. Who was to name the place?

What should it be called? One day some provisions were mistakenly brought here by boat for the South Bay of the Lake, It was then that they decided to name it NORTH BAY. It had four God-Mothers, Mrs. Paul Bernard, Mrs. William Ledgerwood, Mrs. Joseph Smith, and Mrs. Amelia Park. As for God-fathers it had a score, there were;

John Nelson	cleaner	Joseph Smith	fireman
Alex Gillie	engineer	Frank Reeves	yardman
Bill Wilkinson	fireman	Paddy Fitzpatrick	brakeman
John Ferguson	joeman	Tom Gullofyle	baggage man
Bill Glover	blacksmith	Lot Britton	driver
Adam Torrance	blacksmith helper	"Smash" Quinn	general helper
Ben Parks	farmer	Martin Conroy	staff cook
Alex Drenay	farmer	John Vansey	special constabl
Wesley Coleman	policeman	Dr. McMurchy	physician
John Lavery	engineer	James Dunnigan	farmer
Tom Drenay	ferryman	Jack Stinson	roadmaster
Tom Savock	ferryman	Tom Reynolds	conductor
Alex Doyle	Wly. men's rest room	Harry Jackson	conductor
Wm. McFarlane	Bon-Ton: Booming Hse.	Fred Mitchell	brakeman
John G. Campbell	Store mgr.	Sam Jackson	brakeman
Lucian Lewis	assistant mgr.	Irke Irving	fireman
"Red Bill" Moffat	carpenter	G.T. Boyer	baggage man
Bill Comrie	section foreman	Frank Mackey	roadman
Sam Huntington	guide & raconeur	Adam Craig	quarryman
Ed Welsh	shoe maker	Jack Percival	conductor.
Alex Lafferty	contractor	Tom Jackson	conductor

## SOME OF THE FIRSTS OF NORTH BAY

The first school was a log building on the rear of the Baptist Church.  
The first teacher was James Agnew.

The first inspector was R. G. Scott who was from Pembroke.

The first church was a U.P.R. boarding car. Rev. Silas Huntington preached there.

The first Methodist Church was where the old times building is.

The first H.C. preachers preached on the shores of the Lake in the open air. They were Fathers Sedlitz Cote.

The first R.C. preacher that was settled was Father Bloem.

The first separate school was built on "Priests Hill" where the Nurses residence now stands. Their teacher was Miss Bloem.

The first newspaper was called the Nipissing Times, Stewart Huntington being the editor.

The first hotel was called the "North Bay House". Martin Brennan was the proprietor.

The first physician was Dr. A. McMurphy, who was known very well here for a good many years.

The first magistrate was James Worthington. He was also a R.R. Contractor.

The first stipendary Magistrate was John Moran who was followed by his brother William.

The first policeman was Wesley Coleman.

The first jail was on Main Street east.

The first lawyer was A.G. Browning.

The first Reeve of Midfield was George Price. That was in the year of 1895.

The first Mayor was John Bourke in the year of 1891.

The first Reeve being George Fee of 1891.

The first bank was called "Traders" erected in March of the year 1895.

The first marriage was that of John Cochrane which took place at McFarlanes House.

The first white children were a son of John G. Campbell and a daughter of William Ledgerwood, born in the summer of 1883.

The first deaths was that of Mr. Bray. He was buried in the bush near the English Church. The body was discovered when they began building the parish Hall.

The first druggist was John G. Cormack.

The first Dentist was Dr. J.R. McNight.

The first blacksmith was William Glover. Adam Torrance was his helper.

The first skating rink was at the rear of the Presbyterian Church.

The first storekeepers were Jim Mulligan on the South side of the tracks

and William McDonald on the north side of the tracks.

The first postmaster was John Ferguson who only passed away in 1948

The first butcher was John Lindsay who had his shop where the Presbyterian Church now is.

The first wharf was owned by the C.P.R. and built by Jerry Labreche.

The first boat was named Inter Ocean, It was built in 1882; A. P. Cockburn who was a Mpp. and proprietor, It made its first trip in 1883 to Muskoka and back. It carried freight and was captained by Captain Burritt.

The same time of year the C.P.R. started from Mattawa.

The first CPR. towboat was built at Duchesnay Creek.

The first log cabin was built by John Ferguson.

The first private residence was that of William Ferguson.

The first business lot was purchased by Ed Welsh a shoemaker on site of where Fee and Mackey's Hotel was.

The first private lot was purchased by Lot Britton on the east end of main street.

The first High school was built in 1902 where it is today. The principal being J.B. MacDougall.

The first Opera House was on McIntyre street which is now an apartment house.

The first CPR. superintendent was H.W. Woodcock.

The first agent of the C.P.R. was J.D. McKeown.

The first yard boss was George Charette.

The first car inspector was Frank Mouillon.

The first track foreman was Bill Comrie.

The first drayman was John Boland who went by dogteam across the lake to King and Lafferty's camp.

The first members of Parliament were John Loughrin, M.P.P. of 1889 and J.P. Kipek M.P. of 1896.

The first board of trade was started in Sept. 7th of 1894. Dr. Purvis was the President D.J. McKeown was the secretary.



## REPORT OF MAYORS OF NORTH BAY UP TO DATE

## #Deceased

## Business

#1891 John Bourke,	Real Estate
#1892 William McKenzie	Furniture and undertaking
#1893 William McKenzie	Furniture and undertaking
#1894 Richard Bunyan	Merchant, flour and feed
#1895 Dr. J.B.Carruthers	Teacher
#1896 M. Brennan	Merchants, dry goods
#1897 T.N.Colgan	C.P.R. building foreman
#1898 T.N.Colgan	C.P.R. building foreman
#1899 J.M.McNamara	Lawyer
#1900 J.M.McNamara	Lawyer
#1901 J.G.Cormack	Druggist
#1902 J.W. Richardson	Hardware merchant
#1903 William McKenzie	Furniture and undertaking
#1904 William McKenzie	Furniture and undertaking
#1905 David Purvis	Hardware merchant
#1906 David Purvis	Hardware merchant
1907 William Milne	Lumberman
1908 William Milne	Lumberman
1909 Robert Rankin	Merchant groceries
1910 Robert Rankin	Merchant groceries
#1911 Geo. McGaughey	Lawyer
#1912 Geo. McGaughey	Lawyer
1913 Geo. Lee	Commissioner, T.&N.O. RLY
1914 Gep. Lee	Commissioner, T.&N.O. RLY
#1915 James McIlvenna	Locomotive engineer
#1916 James McIlvenna	Locomotive engineer
1917 Thomas Patton	Real estate
1918 Thomas Patton	Real estate
#1919 John Ferguson	Gentleman
#1920 John Ferguson	Gentleman
#1921 John Ferguson	Gentleman
#1922 John Ferguson	Gentleman
1923 John H.McDonald	Lawyer
1924 John H.McDonald	Lawyer
1925 John H.McDonald	Lawyer
1926 Dan Barker	Construction
1927 Dan Barker	Construction
1928 E.L.Banner	Real estate
1929 E.L.Banner	Real estate
#1930 Robert Rowe	Car foreman C.P.R.
#1931 Robert Rowe	Car foreman C.P.R.

#1932 Robert Rowe	C.F.R. Car foreman
1933 Robert Rowe	C.F.R. Car foreman
1934 W.G.Bullbrook	C.F.R.Operator
1935 W.G.Bullbrook	C.F.R.Operator
1936 W.G.Bullbrook	C.F.R.Operator
#1937 Robert Rowe	CP.R. Car foreman
#1938 Robert Rowe	C.F.R.Car foreman
1939 Arthur Beattie	C.F.R.
1940 Arthur Beattie	C.F.R.
1941 Charlie Harrison	Retired C.F.R. engineer
1942 Charlie Harrison	Retired C.F.R. engineer
1943 D.G. Stevens	Architect and Construction
1944 W.F. Stones	Real estate
1945 W.F. Stones	Real estate
1946 W.F. Stones	Real estate
1947 Jack Shaw	Mangr. McDonald & Sons
1948 Ced Price	Mangr. Price Signs
1949 Ced Price	Mangr. Price Signs
1950 T.M.Palmer	Jewelry store.

PIONEERS THAT HELPED LAY THE FOUNDATIONS





## NORTH BAY LOSSES CITIZEN NO.1

### JOHN FERGUSON

Almost every community owes its existence to the foresight of some single individual, some pioneer who combined vision with energy to give birth to a community and start it on its way to growth and prosperity.

The City of North Bay is in this category. And the name of the pioneer is John Ferguson.

This No. 1 citizen of North Bay died Monday, May 20th, 1946 at the age of 86. His passing removed North Bay's one remaining living connection with the very birth of the community, and hundreds of citizens who have a sentimental attachment to the past will mourn the loss of this man who played such a vital role in the origin and development of North Bay.

The story of Mr. Ferguson's life is the story of North Bay. An adventurer with the spirit of a dauntless and far-seeing explorer, Mr. Ferguson, in 1881, plunged through the wilderness to the spot which is now North Bay and proceeded to lay the necessary foundations for a thriving municipality.

It probably is true that Mr. Ferguson accumulated considerable wealth and self-satisfaction in the process, but it is equally true that only a man of his courage, foresight and faith could gain such results. The whole history of this Canada of ours is based on the intrepisness of such men as John Ferguson, and North Bay is singularly fortunate in having had as its founder a man who knew only one direction in which to strive-- FORWARD.

As a pioneer, builder, booster, host, legislator and gentleman, Mr. Ferguson exemplified everything great that the North stands for, and this community will be forever in his debt because he was such a person.

John Ferguson gave birth to North Bay. And so long as there is a North Bay, the name John Ferguson will be remembered.

## JOHN FERGUSON

Mr. Ferguson, who was mayor of North Bay for four consecutive years, from 1919 to 1922 inclusive, the only man ever to hold that record. He was a member of council for 18 years.

The first person to recognize North Bay as the site for a future city, John Ferguson came here in May, 1881, to bring the mail to workmen building the Canadian Pacific Railway. With the amazing foresight which was to mark his brilliant career from beginning to end, he realized that this area on Lake Nipissing might become a railway division point, and remained to build the first home here and to lay the foundations for a future city.

The whole memorable history of North Bay's early days is also the history of Mr. Ferguson, because they are inextricably entwined. Ferguson street in this city is named for him, and many of the other streets were called after members of his family and his friends. Calander, Ont., was named for his birthplace in Scotland.

Mr. Ferguson's wife, the former Jennie Fraser McFarlane, who survives him, was also a member of one of the earliest pioneer families. They had two sons, William and Duncan, both of whom are dead.

It was a history-making day in May 1881, when John Ferguson then 21 years of age, pushed his way through the bush into the jagged clearing along the railway try line at the edge of Lake Nipissing. He had just made the two-day overland trip from Mattawa, after volunteering to carry the mail into the remote bushland where workmen were building the C.P.R. He turned his vision on the broad expanse of blue waters that lay before him and pinned his faith to the rugged land that skirted the legend-filled Lake. On that day, John Ferguson took the first steps which were to make him the founder of North Bay and an almost legendary figure in the lusty, turbulent early life of Northern Ontario.

Confident that the mileage from Pembroke indicated a division point and seeing the possibilities offered by the lake, John returned to Mattawa only long enough to hire a man to drive his team of horses on construction work, then, armed with a axe and grub stake, he once more turned towards the region which was to know his name so well. From that day on, this was "home" to him. Outside of the native Indians and a few lumbermen, only activity in this region up until that time was the railway construction. No women or children had ever visited the territory. The first cabin was built in the fall of 1881 by John, John



Nelson and Sam Huntington... known to their companions as "Two Jacks and a Joker".

Mr. Ferguson came out to Canada when he was four years of age with his parents, Mr. and Mrs. William Ferguson. They settled at Bromley Ont., but by the time he was 19 the youthful John set out for the beckoning promise of an unknown destiny. He went to Cobden, then by rail to Mackays Station, where the ever-lengthening rails were then halted. With a team he set out looking for work. He spent several months working along the steel right-of-way, at Bissets Creek, Deux Rivieres, Mattawa, Callander and finally North Bay.

The infant community of North Bay advanced rapidly from the winter of 1891 on. Cabins began to spring up in the vicinity of the railway tracks. John Ferguson acted as postmaster during 1891 and 1892. With the arrival of the first passenger train on December 27, 1892, came Mrs. William Ferguson, John's mother, with his brother and sisters. His father later joined the courageous family and assisted John in erecting the first private residence in North Bay.

Mr. Ferguson was fond of recalling an incident in January, 1892 when he learned that a train which had stopped at Chippewa Creek for water, carried Archer Baker, general superintendent of the line at that time. He boarded the train and met Mr. Baker's wife. When she inquired about a street in construction, he offered to name it after her. Mrs. Baker demurred, saying that her maiden name had been "Miss Wyld", but Mr. Ferguson insisted that the street be called wyld street after her and "wyld street" it became. The superintendent's wife was delighted, and Mr. Ferguson always contended that this was one of the important factors in securing for North Bay the prestige of division point for the C.P.R. At the time, Mattawa, North Bay and Sturgeon Falls were all being considered for the honor.

Once the community was designated as the railway division, development moved along rapidly, streets were laid out and the settlement emerged into a definite pattern.

Among the streets named for Mr. Ferguson's relatives are: Ferguson McIntyre, John, William, Fischer, Fraser and Cassells.

He was married to the former Jennie Fraser McFarlane, and the couple lived in the first frame house in North Bay, built on the site where the old homestead now stands. The timbers in the home were hewn on the grounds and the plaster came from the lime kiln on one of the Malton Islands. Their home boasted the first fireplace of the settlement.

It was built from the very stones that were in the chimney left by Samuel de Champlain's party on the shores of Lake Nipissing just west of the present Government wharf.

As well as having been mayor and a member of the council for so many years, Mr. Ferguson devoted much of his time to the Board of Trade. He served as president of the board and headed the committee of the history-making first Old Home Week in 1925.

# PICTURES SHOW JOHN FERGUSON'S EARLY LIFE



**John Ferguson**

(Taken by The Nugget in 1911, this is the last formal photograph of the founder of North Bay.)



Shown in these two photographs are history-making scenes in the life of John Ferguson, founder of North Bay, who died at his home in North Bay on Monday afternoon, of 1925, an event for which Mr. Ferguson was general chairman. It depicts Hon. Charles McCrex, then Ontario Minister of Mines, presenting the city charter to J. H. McDonald, at that time mayor of North Bay, while on the right Mr. Ferguson looks on with appreciation of the significance of the presentation. In the lower photograph is North Bay's first home, where Mr. Ferguson once made his home with his parents, Mr. and Mrs. William Ferguson, and their family. Inset above the house is his mother.



DR. A. McMURCHY

The whistling doctor, petious, 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 and it belongs to him.

In the early days he might be found night or day at some lonely point along the line of the C.P.R. The engineers 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 including myself; his steady gaze followed the lights and shadows come and go as life and death; fought for possession when the stands ran low, and he stood bowed at the postern gate of life when the inevitable messenger arrived.

He has passed on now never to return for his days of work have all been completed. They have erected a monument in honour of him at the west end of Main Street.

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 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.

DR. MacDOUGALL PIONEER EDUCATIONIST

One of the foremost educational authorities in Ontario and a beloved pioneer citizen of North Bay, Dr. James B. MacDougall, B.A. B.Ed., died at his home in Toronto at the age of 79.

The former assistant chief inspector of public and separate schools in Ontario retired in 1948 after 35 years' service with the Ontario Department of Education.

Tribute was paid to Dr. MacDougall at North Bay schools when pupils assembled outside while flags were lowered to half-mast. Dr. MacDougall school in North Bay is named in honour of the pioneer educationist, who probably did more than any other man to provide Northern Ontario with a modern, effective school system. The flag at the city hall was also at half-mast in tribute to him.

Dr. MacDougall originated the "school on wheels", travelling classes which serve the small stations and ridings of Northern Ontario and Western Ontario to look after the education of children in isolated districts. He also introduced correspondence courses for isolated or crippled children.

A native of Scotland, Dr. MacDougall received his early education in Almonte High School, Perth Model School and Ottawa Normal, and graduated from Queen's University, Kingston, in 1896.

In 1897 he accepted the position of principal of the North Bay "Model" School one of a group of six "Model" schools in the North, which gave teaching certificates on one year's academic work beyond High school entrance. As principal of the North Bay "Model" school he successfully appealed against the saddling of the North with low-grade education for a generation or two. He advocated laying a sound foundation for a Normal school by building up High schools. Four years later, in 1902, North Bay had a full-fledged high school, and others followed.

In January, 1904, he was appointed first resident inspector of schools in Northern Ontario, and in the years that followed he worked tirelessly to bring education to children throughout the wild, sparsely-settled Northland. He travelled by canoe, dog-sled, and snowshoe to reach mining camps and remote settlers' cabins, and turned tents, railway box cars and rude log cabins into school rooms wherever he went.

In 1909 the North Bay Normal School was established and in 1911 Dr. MacDougall was drafted to this school as teacher of English and Science of Education. In 1918 he received his doctorate degree in Pedagogy.

In 1919 Dr. MacDougall was appointed assistant chief inspector of the Ontario Department of Education, in charge of educational development in Northern Ontario. In the years that followed he established correspondence courses for children in isolated areas and the railway school car system.

Dr. MacDougall spent many years in North Bay, where he was still widely known at the time of his death. The years he devoted to the advancement authorities as well as that of all those he came in contact with during his extensive activities.

He was the author of several books, including "Two Thousand Miles of Gold", the story of Canadian Mining and others.

Surviving are his widow and a daughter, Miss Jean MacDougall of Toronto.

May 23, 1950.



Dr. MacDougall

WILLIAM DORAN

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

D. J. MORROW

Irish, C.F.R. agent and promoter, later Real Estate and insurance genial, Falstaffian in form, rotund in contour, pusher of C.F.R. Board of Trade, beautifying the city, and supported his argument by a typical flexing and extending of his arm, the series ending with a thumb in his armpit of the vest by a way of emphasis and assumed finished to the question, believe in North Bay as summer resort especially with the Manitou Islands as a base, a real home-lover but interested in all civic progress.



MONSIGNOR LOUIS JOSEPH MARTEL

The longest-ordained Roman Catholic priest in the Diocese of Pembroke on bright-eyed, witty Monsignor Louis Joseph Martel, D.F., V.C., pioneer missionary priest who came to the North Bay district in May, 1895, and who now is chaplain to the family of Mr. and Mrs. Olive Dione.

This elderly priest keeps his alert mind attuned to the spiritual requirements of his modern young charges the Dione quintuplets and their brothers and sisters, but he can still talk in colourful, pungent phrases of the early days in the development of this section of the North land. He remembers vividly the doings of five decades ago in a country struggling through its first few years of infancy.

When Monsignor Martel came North after his ordination he found North Bay a typical busy pioneer community crowding the dense bushland, and featuring prominently among its buildings two banks and a pair of railway lines and offices.

Father Martel's early parish was at St. Philomena's Church in Bonfield, then called Callender. As parish priest he served Bonfield, but his work did not end there. He was also a missionary, and he remembers tramping miles over snow-bound roads to celebrate Mass in a schoolhouse at Corbeil and a log house at Astorville, in those days called Levequeville, until the name of the community was changed in honour of a father Astor who later came to the area.

Those were spirited days in the north's history. Father Martel remembers when, during the time of the building of railways through this area 600,000 logs would go crashing into the river to be made into railway ties.

The now-famous election to decide whether Mattawa or North Bay should be the site of the county seat found Father Martel uncomfortably "on the fence", half way between the two centres and right in the line of fire. "There was only one thing I could do", recalls Father Martel. "That was sit and wait."

The rivalry between Mattawa and North Bay in the quest for distinction as the district seat reached a point bordering on open warfare before North Bay finally won the honour. History, recording that election, hints strongly of irregular methods. Ask Father Martel if he thinks it a fact that supporters of the respective towns were not strictly ethical in their campaigns and his eyes twinkle. "Perhaps," he will say noncommittently.

Father Martel was acquainted with all the Quinte's grandparents. When he travelled to Corbeil to celebrate Mass in the schoolhouse, he always found them among his congregation-- Mr. and Mrs. Dione, parents of Olive, and Mr. and Mrs. Moise Legros, parents of Mrs. Olive Dione.

In recalling North Bay's early days Father Martel remembers one as a highlight moment in the history of the north--it was a day in 1902 when he saw Temiskaming and Northern Ontario Railway officials and representatives of the Ontario government turn the first sod for its new line, which later came to serve the wealthy northland, and now is known as the Ontario Northland Railway.

Father Martel, who even today used glasses only to read, finds his post as chaplain of the Dionne family pleasurable and interesting. He was also a member of a large family--he had 10 brothers and sisters of whom one survives: Mrs. Gideon Paradis of Joliette. Another source of comfort for him is the Dionne family's love of music--for he was reared by a father who set words to music composed by his mother. He was born at Joliette and was ordained at Montreal in December, 1902. That year he was posted to Eganville, in the Pembroke area, before moving to Bonfield in 1905. In 1908 he moved to La Poudre, near Ottawa, remaining there until 1918.

From 1918 to May, 1946, Father Martel was at Callumette Island near Ottawa, returning to Northern Ontario last year to become chaplain of the Dionne family.

Father Martel's Canadian ancestry dates far back, and from the time he was a child he heard stories of how his grandfather was in Ottawa when the Dominion capital was a community of 20 houses.

1945



JOHN BOUTCHER REMALLS HORSE-DRAWN WHEELS

John Boutcher who retired from the North Bay Fire Department at the end of 1947 after 31 years of service, learned his fire-fighting in the days of the horse-drawn vehicles.

Five horses were maintained in the fire hall when he joined the department on August 26, 1916. About ten years later the department was mechanized and much of the thrill of following the fore falls was lost. Much was lost also to the men engaged in fire-fighting and fire prevention work.

One horse stood at all times on for instant movement. Two more stood near the pumper. A fifth, a spare, was ready at all times in case one of the four actually on service became ill or incapacitated.

Mr. Boutcher thought the Queen's Hotel fire in 1936 gave the brigades outstanding battle during his 31 years as a fireman. But there were others that stood out in his memory also when he was talking to The Nugget. A time when Front street did not have the substantial dwellings that line the thoroughfare today. When he joined each side of the ladder truck ready the brigade the horses almost started to Front street of their own accord when the ladder truck went out. There were many shacks on Front street in the period of three and four decades ago and the majority of them became prey to flames at one time or another.

When Mr. Boutcher joined the brigade, Fire Chief Pedler was in charge. Then there were a number of men at the of the department in the capacity of acting chiefs or captains. This was untill the brigade received a real leader in G. H. Brady. He retired in December, 1940, to be succeeded in February, 1941 by G. H. Thomas fire chief since that time.

"I have been well satisfied", said Mr. Boutcher. "I have always been used well by the chiefs. I am glad to say that in all the years I have been with the brigade I never had any trouble with any of the chiefs or any of them.

"When I came to the brigade we had six regular men and six volunteers. Now we have 12 regulars and, of course, the chief?"



John Boutcher



ALPHONSE SEGUIN

This story---it concerns most of the life span of Alphonse Seguin pioneer North Bay district farmer---could almost start with that over-worked phrase, "Once upon a time...." But, perhaps to be different, it will start not so many days ago, on Jan. 6, 1946 "Little Christmas" in a well-kept farm house a few miles southwest of Collander.

There was a birthday party that day for the head of the Seguin household - 94 year old Alphonse ; and perhaps amidst the handshaking and appreciative wishes of "Bonne Fete", one of the oldest men in Northern Ontario mused a bit on the past. Perhaps he pondered---and his memory is remarkable---on a few of the highlights that had marked the life, devoted in its majority to the carving out and maintenance of some of this district's oldest farms.

It really began in 1889, when 34 year old Mr. Seguin, his wife and seven children arrived in the infant settlement which was then North Bay. Their first home was a forest-bound farm house in Widdifield, on top of the hill that is now known as Eloy's Hill. Here, from the virgin wilderness, the Seguins carved one of this district's first farms, literally cutting grain fields and boundaries from the stubborn vegetation that had changed little in past centuries.

It was a lonely life, Mr. Seguin recalled, mostly filled with work, that back-breaking monotonous type of toil that asks no quarter of its forgers, nor gives any.

North Bay at that time was, of course, a mere spark of civilization. Main streets feature attraction, apart from the usual evidences of frontier existence, was a huge stone quarry, used by the C.P.R. as it forged its way westward. Life as it is known today, was a dream that even the most optimistic, would not dare to voice. The master of life was work, morning and noon, spring and summer, fall and winter, year after year.

In the spring of 1904, work on the present site on North Bay's Pro-Cathedral of the Assumption was started. Mr. Seguin obtained a contract to cut and deliver logs to be used for "Piling" operations. This project he still holds as one of his most cherished memories.

Some of the economics standards prevalent at that time seem ridiculous today. A "good" wage was \$18 a month for hard labour on farms or in the bush. A farmer was lucky to get 75¢ for a hundred pound bag of potatoes. First grade hay sold for the now-unbelievable price of \$10 per ton.

Shortly after the turn of the century, Mr. Seguin bought a lot near the site of his Callander farm in order to cut cedar poles. Later he acquired 800 acres of land from the government. The land was "on the house" in fact it was given as a free grant, with the understanding that the farmer cultivate it.

The 800 acres were mated out to Mr. Seguin's sons and they began to clear the underbrush---a task that was somewhat lightened by merely setting fire to the vegetation and watching it go up in smoke. This action may seem foolhardy, but then farms had to be created from the wilderness, and nature, in some ways, should help.

The pages of this chapter in Mr. Seguin's life are still as clear to him today as they were in the early 1900s. He recounted, with apparent appreciation, the long summer days spent hauling stumps of trees from their forest foundations, by literal brute strength; the many hours spent sowing seed by hand, building cedar pole fences, hewing wood for the big kitchen stoves that were the farmer's rebuke to northern winter, and last, not not least, the insignificant number of dollars that found their way to the Seguin farms.

"I started practically all the farms in this part of the country," he told The Nugget reporter, his bright old eyes shining with pride. And throughout the years he kept his Widdifield farm, shuttling back and forth from one to another, but never any fall prey to the unceasing assaults of the elements.

Like most farmers, Mr. Seguin spent a considerable portion of the year working the bush, either as a contractor or a private worker. Some North Bayites may still remember Mr. Seguin's little steam boat, "The Mudpout" which used to ply up and down Lake Nipissing under "Captain Seguin". He had this boat for many years, making good use of it while contracting for lumber companies like J. B. Smith and sons firm in Callander.

Retirement usually comes to most men when they reach the age of 65. Mr. Seguin actually retired from active participation in farm work only five years ago. He now lives on the farm with his son Joseph, one of those which he started so many years ago.

What has made him live so long? His answer is simple and sensible. "Courage and good care? Apparently this motto has paid dividends. On summer days, he still likes to walk about his beloved farm lands, although he seldom comes to North Bay, or leaves his immediate vicinity.

He has never worn a pair of glasses, and according to his daughter-in-law, Mrs. Joseph Seguin, sees nearly as well as persons with normal vision. During the past few years, he has been in and out of hospital on different occasions, but apart from these interludes, he was never sick in his life.

"Despite present day "modern trends of living", which to some people are the source of much of the world's sorrow, Mr. Seguin doesn't think people were any happier when he was a young man.

"There was too much hard work to do then, and when it was finished a young person didn't have the same freedom as today," he said.

His chief concern now is his supply of tobacco; he smokes a pipe endlessly, stuffing it full of "Quesnel," which after all is "real" tobacco!

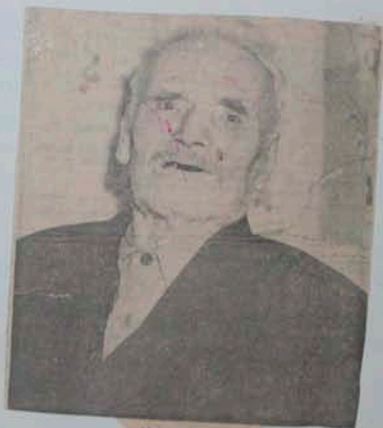
Another war is all he really fears. He has seen three now and is firmly convinced that the world could get along nicely without them.

A good deal of checking and re-checking was necessary before a fairly accurate list of his family and descendants could be ascertained. The full report is rather impressive. He has five sons and one daughter living. They are; Albert, North Bay; Paul, Britt; Raoul, Field; Odilon, Welland; Joseph, Callander, and Mrs. M. Chateleine, Hamilton. Joseph is the only son who is still a farmer.

At least 48 grandchildren, one great-grandchild and two great-great-grandchildren are among his descendants.

After so many years of living, one would think good humor would give 'way to that particular brand of pessimism so often associated with old people. In Mr. Seguin's case, the opposite is more in order. As The Nugget reporter and photographer made ready to leave his home, he rose from his chair with a grin and wished them both a "Happy New Year". For him, it probably will be; the spirit that had made 94 past years happy ones was written all over his face.

1947



Alphonse Seguin

The man who came to North Bay to build a Baptist church liked the place, so he stayed.

And 55 years later, in the same house he tenanted when he first came to North Bay, and to which he recently returned to take up residence, John Small quietly celebrated his 88th birthday (1947).

Not only one of North Bay's distinguished citizens, John Small, retired contractor, retired water and tax commissioner, is also one of North Bay's best-loved citizens. No less so is his wife, who at 79, maintains a vital and affectionate interest in religious, civic and social affairs of the city where she has made her home for five decades and more.

It was more than 55 years ago that pioneer settlers of a tiny community on the north shore of Lake Nipissing decided they wanted a Baptist church and John Small, a quiet, friendly Toronto contractor, was engaged for the task.

So, Mr. Small took up residence in the lousy little village which was then still struggling to push back the pine woods from its limits, and thus he became one of North Bay's earliest pioneer citizens.

The church was erected, then he assisted with the construction of a Methodist church. Those two buildings still stand today along with many other landmarks of Mr. Small's citizenship. There are the city hall and the high school (the first one to be built in North Bay) and a host of North Bay homes---many of them numbered among the finest old residences in the city and all of which John Small either built, or helped build. For a long time he was in partnership with the late Robert Wallace, another of North Bay's earliest pioneers.

Mr. Small's energetic career was not confined to the building trade. For 23 years he was water and tax commissioner at the city hall, and during that time he earned the respect and liking of his associates, and of the public generally. He was always active in any civic endeavor, and ranking among his municipal career is service as alderman and as acting mayor. He was also a vigorous member of the North Bay Board of Trade, and is a former justice of the peace. He retired from the employ of the city about 18 years ago and has been living quietly in North Bay since that time.

He and his wife are staunch Presbyterians. Both attend Sunday services regularly, and Mr. Small is an elder in the church. They are familiar and respected figures in the Presbyterian church congregation.

# *Deep* INTO THE **EAST**

## ELEVEN YEARS AGO

Harry (Hans) Turner was named manager of the North Bay Athletic Parks Commission.

G. M. Parks, fish and wild-life specialists with the department of lands and forests, was honored by fellow employees prior to his retirement.

A marriage on the parish hall of the Church of St. John the Apostle was solemnized. Present at the ceremony was Right Rev. W. L. Wright, D.D., Bishop of the Anglican Diocese of Algoma.



John Small Marks His 85th Birthday



Mr. Small was born in Halton County 35 years ago, and he spent his boyhood in Guelph. Prior to coming to North Bay he worked as a contractor in Toronto, where his marriage to the former Miss Charlotte Gayley took place on Christmas Day, 53 years ago. For a short time after coming to the North Country Mrs. Small maintained the family home at Gellender while Mr. Small worked in North Bay.

The first residence he occupied when he came to North Bay over 55 years ago was at 416 Ferguson Street -- across from the city hall. And after Mr. and Mrs. Small sold their family home at the corner of Worthington and Fisher streets two years ago, they returned to 416 Ferguson street to make their home there.

Mrs. Small, 690, played an important role in the development of North Bay. Her interests were in social and charitable work, and she was an organizer, executive or member of many social and service clubs which played a vital part in North Bay's progress. She is a charter member of the Red Cross, North Bay branch, on behalf of which she worked vigorously during the First World War. Her capable attention also was given to matters concerning children's aid, district nurses and hospital work. Mrs. Small adept at any job she tackled, she headed a committee during the Old Home Week celebrations of 1923, and alone sold over 500 tickets for the raffling of a car.

Both Mr. and Mrs. Small have always been enthusiastic Liberals, and Mrs. Small was at one time the president of the Women's Liberal Association.

The Smalls had three children, two of whom are living. One son Harry Small, resident in Springfield, Illinois, and a daughter, Mrs. F. G. Legallais, lives in Cobalt. Another daughter, Victoria, died at the age of 13. They have a grandson, John, living in Cobalt, and a granddaughter of Mrs. Clare Rhib, in Englehart. Their only great-grandchild is the daughter of Mrs. Rhib.

People frequently express surprise when they learn the ages of Mr. and Mrs. Small, finding that they can appear considerably younger than their years. To this Mrs. Small can only reply that she and her husband have never worried about their troubles, "Of course we have our troubles like everyone else, but Jack has always felt that worry doesn't help matter, and I have learned to be the same way." Mr. Small neither drinks nor smokes and this, his wife feels, along with his capacity for seeing the humorous side of life, are reasons why he is hale at 85

# PATRICK MC COOL GRAND OLD MAN OF HOCKEY

The "grand old man of Northern Ontario Hockey," Patrick McCool is dead. One of North Bay's most outstanding citizens for 60 years, Mr. McCool died in St. Joseph's Hospital. He was 89 years of age and his health had failed rapidly in the past few weeks (1948) after a bout of influenza. The only honorary life member of the Northern Ontario Hockey Association "Pat McCool was famous for his great contribution to the development of hockey in the North country. An outstanding pioneer citizen and one of the most colourful figures in North Bay's early history, he was a former alderman, lumberman, and for many years one of the largest land-owners in the city.

Probably best known for his devotion to hockey, Mr. McCool held a unique place in the hearts of Northern Ontario sportsmen. He pulled North Bay hockey up "by the boot-straps" and was prominently identified with the North Bay Trappers in the years when they were a threat to the Memorial cup.

Mr. McCool was predeceased by his wife, the former Melvina Wenden, whom he married in 1899, several years ago. He is survived by four sons, Percy, Gerald, Bryan and Dr. Leonard McCool, and six daughters, Mrs. Ramsay Crawford, New York; Mrs. Charles Towner, Colorado; Mrs. E. W. Schmitz, New York; Mrs. Charles Brown, Vancouver; Mrs. Frank Kochenmester, New York, and Mrs. Arthur Warren, New York. Three of his sons-in-law are members of the Medical profession.

He was born in Donagel County, Ireland, in 1859, son of the late Mr. and Mrs. Edward McCool, and grew up as a farm boy. A scholarship winner in the National school, he completed his education at the Albert Agriculture Training Institute at Glasnevin, Dublin.

It was after his graduation that an incident occurred which later became one of his favorite anecdotes, and which brought about his decision to come to "anad." A strapping, husky youth, he decided to enter the Royal Irish Constabulary, but while writing his examinations, spelled the word "water" with two "t's". In later years, he enjoyed relating how that one little mistake prevented him from becoming a constable and formed his decision to come to Canada.

The new country provided a perfect setting for his unique, vigorous nature. He moved to Mattawa in 1896 and the following year came to North Bay where he worked at the T. W. Murray general store for a time.

In 1898 he went to Chapleau where he was in charge of a Murray store, and a year later bought out the business. He also held a contract for taking out ties for the Canadian Pacific Railway, and remained in Chapleau until 1901, when he sold out and returned to North Bay.

Here he went back into the lumber business and continued until his retirement in 1926. For several years afterward, he was issuer of motor vehicle licenses.

A man of many talents, Mr. McCool was eminently successful in the handling of real estate and built many buildings in North Bay. One of his main ventures came when he organized a company and built the Royal Theatre.

He was active in municipal affairs, and headed the polls when he ran for council in 1902. His main interest lay in provincial and federal politics, however, and he was one of the district's most prominent Liberals for many years. One of his fondest memories concerned a visit to North Bay by Sir Wilfred Laurier in 1911, when Mr. McCool was president of the North Bay Liberal Association, and acted as chairman of a meeting at which Sir Wilfred spoke. Among Mr. McCool's most prized possessions was a picture taken of Sir Wilfred and himself chatting amiably as they went down Main street.

An active member of the congregation of the pro-Catholic of the Assumption, Mr. McCool was a member of the Knights of Columbus for 47 years. Having joined council No. 485 at Ottawa in 1901. He was a charter and life member of the North Bay council and was Grand Knight for a number of years.

The life of Pat McCool was synonymous with Northern Ontario Hockey and his distinguished figure was one of the most familiar sights at hockey games in North Bay and other Northern Cities for many years. He first became interested in the game during his early years in the "Gateway City", when he accompanied a North Bay team to Iroquois Falls for a game. The North Bay players, Mr. McCool said, were slaughtered and he made up his mind to stay in the game until North Bay had a good team.

Under his vigorous leadership, new life came into the game and led to the development of the North Bay Trappers, strong contenders for the Memorial Cup and one of the best hockey teams in Ontario. His great enthusiasm for the game won him an honorary life membership in the Northern Ontario Hockey Association, and he was the only man ever to receive this honor. His pioneer work in the game was recognized throughout the entire North country, and he was toasted and honored at scores of hockey gatherings for many years.



Patrick McCool



# EX-MAYOR ROWE 23 YEARS IN COUNCIL

Dean of North Bay civic legislators, and one of the city's most outstanding residents for 48 years, Robert Rowe, 63 died at his home, 708 Main street west. He had been in failing health for three years.

Mr. Rowe held the greatest record for municipal service in North Bays history, having been mayor for four years, and an alderman for 12 years. He was an active Conservative for many years and was a former chairman of the North Bay Progressive Conservative Association.

Mr. Rowe was born in the Township of Alice, Renfrew County, and he was the son of the late Mr. and Mrs. John Rowe. He came to North Bay in 1900; and made his home here almost continuously ever since.

Well-known throughout the North country as a former railroader, Mr. Rowe entered the service of the Canadian Pacific Railway in 1909 as a car repairer. He was promoted to the position of assistant car foreman in 1912, and to car foreman in 1937. He continued in the latter capacity until the time of his retirement in 1946.

Mr. Rowe was best known for his long service to the community as an alderman and former mayor. When he first became a candidate for the mayoralty in 1930, he received the largest margin of votes in the city's history. He was again elected mayor in 1931, 1934 and 1938.

A forceful debater, and known for his sound politics in civic administration, Mr. Rowe had an unsurpassed record as a member of the city council. He was first elected an alderman in 1921, and served 12 years on council and four terms as mayor. Adept at all phases of municipal legislation, he was an expert on matters pertaining to public works and his experience in this line made him an invaluable member of the council.

Mr. Rowe was married at North Bay in 1912 to the former Elizabeth Durell, and he is survived by his wife; two sons, Bob North Bay, and Herb London, England; and six daughters, Miss Florence Rowe, Sudbury; Mrs. O. Boucher, Sudbury; Mrs. W. A. McDonald, North Bay, Mrs. F. Everingham, Toronto; Mrs. Bob Draper, Englehart, and Miss Joy Rowe, North Bay. Five sisters and five brothers also survive.

Apart from his career as a municipal legislator, Mr. Rowe maintained a deep interest in federal and provincial politics, and once sought election as a Conservative candidate for the Ontario Legislature. Although defeated he made an excellent showing at the polls. His last appearance at a major public affair came during the visit of Premier George Drew of Ontario to North Bay in January.

Member of the Board of Directors for the Home of the Aged, Mr. Rowe was also a former member of the Library Board and Civic Hospital Board. He was active in the North Shrine Club and was a former member of the Red Cross Society and Lions Club.

PREMIER'S TRIBUTE TO EX MAYOR ROWE

Re Budget; TORONTO, March 4.

"It was with great regret that I learned of the death of Robert Rowe of North Bay," Premier George Drew said.

"Bob Rowe, as he was affectionally known to all who had the privilege of knowing him, was a close personal friend of mine for many years and I hope the knowledge of the respect and admiration in which he was held may be of some comfort to his family in these sad days," the premier added. "Bob Rowe gave generously and unselfishly of his time as a prominent labor man in his work with the railroad for many years, as Mayor of North Bay for several terms and as alderman for many years.

"He at all times proved by his unselfish and active interest in the affairs of the community that he represented the very highest type of citizen and not only North Bay but the entire province can ill afford to lose men of his outstanding character.

"I would like to extend my most sincere sympathy to Mrs. Rowe and the family in their great loss."



Robert Rowe

JIM DEVINE EARLY PIONEER

James Felix Devine (Jim) 90, one of North Bay's outstanding pioneer citizens, died at the home of his son, Frank Devine, 982 Jane Street.

Mr. Devine had been active despite his age and enjoyed good health until 10 days before he suffered a heart attack, from which he failed to recover.

One of the North Bay's "grand old men", Mr. Devine was one of the small group of men with vision and faith in the future of the Northland who first settled the City of North Bay more than 60 years ago. He came here at a time when the Canadian Pacific Railway was first thrusting its rails through the wilderness of the North, and he remained to see a thriving city grow up around him.

Mr. Devine was born at Osceola, Ont. the son of the late Mr. and Mrs. James Devine. He came to North Bay as a young man and was married here 60 years ago to the former Laura Landon. She predeceased him 17 years.

A pioneer railroader, Mr. Devine was an engineer on the Canadian Pacific Railway for approximately 35 years, and later was a coal merchant. He had been retired for a number of years prior to his death.

A devout Roman Catholic, Mr. Devine took a leading role in the founding of the Pro-Cathedral of the Assumption which is now the headquarters for the Diocese of Sault Ste. Marie, and was an active member of the congregation. He was a charter member of the Knights of Columbus and also belonged to the Holy Name Society.

Mr. Devine was a former alderman and was active in the formation of the Pioneers' Association. He was also a member of the Liberal Association and maintained a keen interest on politics.

Mr. Devine is survived by six sons, James Jr., Pittsburg, Penn; Lorne, Toronto, Reginald, Timmins; Raymond, Sudbury, Edward and Frank, North Bay; and two daughters, Mrs. George Elliott, Toronto, and Mrs. E. Cavanaugh, Terrace Bay, Ont.

MRS. McILVENNA? PIONEER RESIDENT

One of North Bay's pioneer ladies, Mrs. James McIlvenna, 73 died at her home, 347 Main street east, following a lengthy illness. She was the widow of the late James McIlvenna, a former mayor of North Bay who was prominent in municipal and railroad affairs during the city's early days.

Pioneer Mrs. McIlvenna, was former Gertrude Rebecca Landers, she was born at Prescott Ont. daughter of the late Mr. and Mrs. Charles Landers, and she married at North Bay in June 1895 to the late James McIlvenna. Closely interested in her husband's work and civic activities, Mrs. McIlvenna also took a leading part in a number of women's organizations. She was a member of the Grand International Auxiliary to the Brotherhood of Locomotive Engineers, and she was active in affairs of the Presbyterian Church.

Mrs. McIlvenna was predeceased by her husband about 10 years. She is survived by two sons, Charles, North Bay; Andrew, Toronto; and three daughters, Mrs. C.A. Munro, Trail, B.C. Mrs. D. B. Twaddle, Estabrook; and Miss Ruth McIlvenna, Collingwood. One brother, F. W. Landers Dearborn, Mich. and two sisters, Mrs. H. Irwin, Toronto; Mrs. B.M. Dorsett Ottawa; eight grandsons and one granddaughter, also survives.

# RICHARD DOUGLAS, PIONEER CITIZEN

One of North Bay's oldest residents, Richard Douglas, 92 died at St. Joseph's Hospital after a months illness.

Mr. Douglas was one of the pioneer railroaders who first came to North Bay more than 60 years ago when the Canadian Pacific Railroad first pushed into the Northland. He brought his mother, the late Mrs. John Douglas to North Bay, and they purchased a farm on the outskirts of the city. As North Bay grew and spread, the land was purchased for building sites, and Douglas street now runs through property which was originally part of the Douglas farm.

Mr. Douglas was born at Charlton place, son of the late Mr. and Mrs. John Douglas and he entered the employ of the C.P.R. as a young man. He came to North Bay about 1835 and worked as a railway section foreman for many years. In 1914 he was transferred at Matheson, and in 1917 was transferred again to Letchford. He lived there until his retirement 20 years ago, and since then spent most of his time with his daughter Mrs. Williams, in North Bay. His wife, the former Minnie Galtz, whom he married in 1897, predeceased him 22 years.

Despite his age, Mr. Douglas was alert and enjoyed good health until a month before he became ill.

He is survived by two sons, Albert, Rouyn, Que. John, Edmonton, four daughters, Mrs. H. S. Cameron, Gillies Depot; Mrs. M. K. Drew, Chaput Hughes, Ont. Mrs. George Stewart, Gananoque; Mrs. F. Williams, North Bay, as well as 33 grandchildren and eight great-grandchildren.



at North Bay  
July 15<sup>th</sup>/42

Dear Mr. Ferguson

The enclosed historical  
summary re North Bay was written  
by me and I thought you might  
find it interesting. I showed it  
to Mr. Greninger of the Nipigon  
Museum a copy.

As directing head of the Pioneer  
society I trust you will find it  
correct as to facts and dates.

With kind regards

Yours truly  
W.B. Way.

Mr. John Ferguson  
North Bay

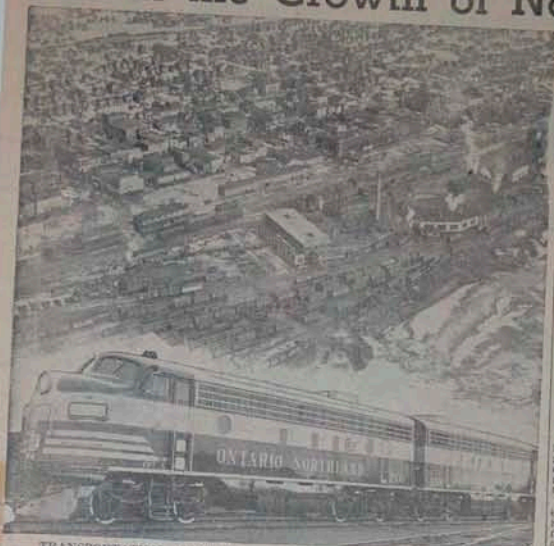
76 Hazelton Ave.  
Toronto.

Copied from the  
original letter to  
Mr. Ferguson by  
R.



**AN OLD-TIMER LOOKS ON**—At 83 the spectacle of a man diving 92 feet into a small tank of water is still interesting, even if some of the other aspects of Old Home Week festivities are too noisy and energetic. R. Montemurro of 369 John street, has seen a lot of things happen in North Bay since he came here in 1902. He helped to build the DNR, for instance; but he still has eyes for something new.

# Canadian Press Article Tells About the Growth of North Bay



## TRANSPORTATION CENTRE

North Bay, Ont., plays a key role in Canadian transportation. On the main route from Eastern to Western Canada, it is the hub of five main highways, six railway lines and two air routes. Along the shore of Lake Nipissing, the city is bordered by

shops and yards of the Canadian Pacific Railway. Diesel locomotives like the one shown have sparked construction of a \$1,000,000 diesel shop by the Province-owned Ontario Northland Railway, which makes its headquarters in North Bay.

(Editor's note: This is the second in a special Canadian Press series of articles about Ontario cities. The first story told about Kingston and was part of today's edition in North Bay. Through the information in the story below, it will know to North Bay and the first residents. The Nugget, but that possibly its readers would like to see what other Ontario cities are leading about North Bay today. The Canadian Press has distributed the article to all Ontario daily newspapers. The article was written for The Canadian Press by The Nugget.)

By BEN WARD  
North Bay Nugget Reporter

If anything ever comes of Northern Ontario's sporadic threats of secession from the rest of the province, North Bay will be in a peculiar fix.

Straddling the three-mile strip of land between Lake Nipissing and Trout Lake, which link the province's booming northward and the once booming southward, North Bay is a little bit of both. It's a Southern Ontario city with a Northern Ontario atmosphere and the combination is quite agreeable.

City officials are trying to turn the combination of varied transportation facilities, plentiful water and an abundance of hydro-electric power into a profitable industrial factory.

On one side of this "Gateway of the North" construction equipment from the North of a \$3,000,000 RCAF plant has been. On the other a \$1,000,000 railway diesel shop for the Ontario Northland Railway is starting to take shape.

Three major highway lines run through the heart of the city. Long distance trucks and buses are a dime-a-dozen on Main street. Great big Company's plant works across the clock turning out drilling bits for every part of the world and across the Canadian Longshore plant in every part of Canada are contract drilling services.

By the end of the year 1,500 men will move into the RCAF plant to provide jet fighters over the vast vital points on the Great Lakes, Atlantic and the East Coast.

## Prosperous Center

In the midst of the busy and hectic, the average Bayview 44 an average, sustained pace—quite unimpressed by it all. Two factors contribute to the feeling that life is well with the world—thanks to high wages, and the amount of positive personal income is \$4,875 a year, second highest in the province, and 34 per cent of the city's homes are owner-occupied.

On the surface, North Bay citizens look like giants. In the Chamber of Commerce, boasts the highest per capita member-ship in Canada (none in 300 shops) and there are 180 active clubs and organizations. But Don, the businessman, says the

average mid-sized family, quite likely looks to a year that in any other Ontario city. Probably three out of five Bayview have never seen the world-famous Queen's Hotel. Yet visitors, come from all over the world to see the hotel, then some where they were born, and perhaps to catch a glimpse of the girls themselves.

North Bay's prosperity may be said to date from the birth of the Ontario. Before they were born May 21, 1904, this was a small, unincorporated city, depending entirely on railroads—then struggling through the depression of the 1930s. There were no secondary industries and an insignificant tourist business.

And the birth of the famous Trillium, Mary, Thomas, and the world was a boom.

which had hundreds of thousands of visitors to North Bay with its largest hotel, the city had

## Tourist Hub

Coburn, the hotelman, looked for the hotel for the city of the future and the shore of the North Bay. The visitors couldn't look at the hotel all the time. So they took to swimming, fishing and boating along Lake Nipissing and the nearby hotel industry was born.

In the summer the city's population of 22,000, including the suburbs, is doubled by tourists—most of them from the United States. This creates one of the city's worst traffic congestion problems. But the city finds its compensation in the \$2,000,000 the visitors leave annually with business men and a multi-million dollar by-pass highway through the provincial government has started to build.

But the steady year-round boom

may still depend on the three main lines. Locomotive shops on the Canadian Pacific Railway and the provincially-owned, CNR, employ the biggest labor force. Besides main street of the Canadian National Railway, the CNR and CNR, like a vision around.

Transportation, it seems in North Bay's heart. The federal passed by the city six of the main routes between Georgian Bay and the Ottawa River. After that, the Champlain, traveled the route in

1955 it took an added importance in the movement of Canadian goods across Canada will make the 15-mile trip by train over the "Champlain Trail."

After the main line, the train, a CNR construction crew set up the city's first main line in 1947 and a young worker, instinctively gave the community a name. He added a hop of gold for the new community, and taking his run from the bay, he said, and it is North Bay. The name stuck. Despite the attack to make a change.

# STORY

(From Page 1)

timbers and pipe fitters' shops, and the boiler room.

Presiding over this mechanical menagerie is C. E. Hume, general foreman, associated with the CPR since he was "knee high to a grasshopper."

It is rather difficult to explain in any detail the set-ups of the various shops, because where one begins and another ends is a matter of some debate. If one were to picture a bustling conglomeration of locomotives in various stages of "undress," driving wheels, resting in sheer splendor, machine tools of all sizes and shapes, huge journal boxes and a thousand-and-one mechanical contrivances that are the trademarks of a railroad shop, the foregoing statement might appear more understandable.

Entering through the small door facing the station, one finds the erecting shop to the right; over on the left is the machine shop, and through another door, the other sections of the building. Down the centre, branching out into seven pits and other parts of the shops is a conventional sized track, used to transport laden flat cars, of rail wheels to their various destinations. At the extreme end is the wheel plant.

Overhead is a 30-ton crane, which can run the full length of the erecting shop to transport heavy equipment such as driving wheels, axles and journal boxes.

When a locomotive wheels into the shop for repairs, it is first run onto the "jackpit" at the front end of the erecting section. Here, it is lifted from the trucks by a powerful double beam jacking, electrically operated.

All wheels are removed and the "bottom" is also stripped. The locomotive is then lowered onto two small-wheeled trucks, winched out of the shop onto the transfer table, and moved down to the particular pit it will occupy during its refitting.

The driving wheels, left behind on the jack pit, are jacked up by the crane and transported to an independent section of the wheel plant where the outer tires are removed and new ones put on.

These operations are done with a "rim" of a metal rim, placed over the wheel. A combination of coal oil and air is driven through the rim, heated and the resultant heat expands the tire sufficiently for it to be removed or replaced, whatever the case may be. Handling this section of the shop is "Bucky" Loughton, foreman, and a specialized group of employees.

Elsewhere in the plant, wheels are fitted onto axles or removed for repairs. The axles are machined over and wheels have to be pressed on, using a machine exerting a hydraulic pressure of 300 tons. Removing the wheels, a similar apparatus is used, which can hold up a 300-ton pressure.

Meanwhile the stripped locomotive is undergoing a complete overhaul, being literally taken apart, piece by piece. The boiler is given a highly specialized water test to determine its efficiency and strength; stay bolts and super heater tubes are examined and replaced where necessary; all loose frame bolts are driven out and new ones take their place; shoes and wedges are removed, marked off and replaced.

Pistons and valves are removed for repair or replacement; the entire air brake system is "taken down," tested and re-applied; spring gear is taken down and tested for cracks and flaws; worn parts are built up; sliding gear is checked and repaired; new bushings and pins are applied where necessary; journals and journal boxes are the

assembled and repaired. These are but a few of the operations that may be necessary before the locomotive is finally ready to roll again on the high seas.

While "The Nugget" was being overhauled, Engine No. 1254, a light, fast model, used now as passenger service between North Bay and Port William was being repaired, again using the jackpit, onto its powerful driving wheels and movement assembly.

In its gleaming coat of paint, and shining fittings, it was a tribute to the state of work done here in this shop. Steamrolled on both sides of the cab in gold leaf and covered with varnish and enamel, were the figures "1254." The boiler lagging bristled in a fresh coat of heat resisting enamel, a new type of paint being used by the CPR. It is a far cry from the worn mass of machinery that had been wheeled into the shop some weeks before.

Harold Fallow, the erecting shop foreman, seemed rather proud to be told that this was the first time the engine had been "shopped" since it was built in 1944. Before it entered the shop again it would spend a probable year handling passenger trains to Port William and back to North Bay, a trip of some 1200 miles. In the interval, like other locomotives, it would make personal trips to remote locations for inspections and minor repairs.

To turn this locomotive out of the North Bay shops, a replica of itself the day the "pink tag" was turned off, had taken the skill and work of every man in the "black shop."

And the men who make up this "railway garage" represent a cross section of some of the world's most skilled tradesmen. An official breakdown of their status is as follows: machinists, 21 per cent; tool-worms, 8 per cent; apprentices, 1 per cent; sheet metal workers, 1 per cent, and other trades average 1 per cent each.

The CPR believes in training its apprentices fully, and five years must be served by each, before he becomes a full-fledged tradesman.

The men work 44 hours a week, being in their individual unions and have the benefit of the federal railway pension plan.

The road to success has often had its apparently insignificant origin in the din and dust of a railroad shop. In Toronto today there is an office in the CPR's headquarters bearing on its door the words: "N.H. Crump, vice-president, operating department, eastern region."

Forty-three-year-old Mr. Crump started his railroad career on the clip track at Riverview, O.C., and worked up through a series of shops across the country, to his present position.

Typical of the veteran employees in the North Bay shops is Arthur (Coogy) Cook, 1298 Fraser street. He has worked in the erecting shop since July, 1917 and at present is classed as a fitter. "Coogy" takes his work and has most other railroaders does not think that 20 years is much a long time to work for one company.

"It gets to your system," he laughed.

# Flowers Grown at N. Bay Beautify CPR Gardens



plants, which he has grown in the little root-irrigated greenhouse across the CPR yards near the lake. Mr. Gehring's parents are Swiss, and Joe was raised in Switzerland. He served in the Swiss army before he left Europe for Canada. Then, definitely, it was at his home in Switzerland that he first became interested in gardening as a hobby and a profession.

Today the mark of his skill is found in North Bay at the CPR park on Oak street and in thousands made riotous with colorful blossoms splashing vividly elsewhere in the station. His plants, dispatched all over the CPR's Algoma district, have been set in the grounds by maintenance, station agents and other workers.



Joe Gehring is at work near one of the fragrant flower beds at the CPR park on Oak street. Bottom, the glass walls and roof of the greenhouse, incongruous because of its location in the heart of the CPR yards, glitter in hot summer sunlight.

**NO DUTY NEGOTIATIONS**  
You walk across the platform of the CPR and step westward over yards where the sun glitters hotly on metal rails. A yard engine chugs

by, and a great cloud of hot, choking dust surges earthward and stirs the hair and faces and peppers the perspiring workmen. There's a heavy sky overhead, gagging dust underfoot, and soot-coated buildings and hot workmen all around you.

And in the heart of this welter of smoking, hot industry there stands a tiny greenhouse where each year 40,000 tiny, delicately tinted plants are born, cultivated and sent out to beautify the properties of the Canadian Pacific Railway throughout the whole far-flung Algoma district.

Here in this little glass-enclosed garden which many people do not know exists you find, too, a quiet-faced Swiss who loves flowers and loves to make them grow. He is

Joseph Gehring, who has been the CPR's gardener since January 13, 1944.

Joe Gehring is the man whose deft, certain fingers hover over the blossoms growing with riotous colors all around the CPR's North Bay properties. And from his greenhouse thousands upon thousands of plants—in scores of types of blossoms—were sent this spring to CPR stops throughout Algoma district. They're blossoming now, mile after mile of them, to provide a breath of cool color that pleases the eye of weary, hot travelers.

In former years the CPR's Algoma district had its flowers imported from Montreal and London, Ont. For the past two years, however, Joe Gehring—who has lived in North Bay since 1920—has given his skill and attention to nearly 100,000





Top—Canadian National Railway Depot  
Bottom—Canadian Pacific Railway Depot

#### THE FIRST RAILWAY AND THE CAN. NATIONAL RLY.

In this age of rapid transportation, it is difficult to reconstruct the difficulties under which pioneers laboured 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 1899 travelled a part of its journey over what was the Old Ontario, Huron 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 announcements were 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 Cannon Ball Express" and many others.

For a time, the Grand Trunk line terminated at Nipissing Junction, and officials of that road entered into an 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 of 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 Grand Trunk 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 center, has not diminished in importance to the birth of the Canadian National Railways, Dominion of Canada owned and operated national system. In 1935 the offices of the General Superintendent for Northern Ontario were established in the city.

The spirit which animated the pioneers 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 1835 when the "Toronto" so proudly stemmed 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, Cochrane and then onto 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 foundations of Northern Ontario has been "well and truly laid," it but remains for the years to come and make it one of the finest and wealthiest sections of Canada.

To date it has justified in every way to 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 CANADIAN PACIFIC RAILWAY

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 positions.

In the year 1873 decision was reached by the country to construct a coast to coast railway, and in the following year the Canadian Pacific Ry. Co. was formed. It took over the properties of the Old Can. Central Ry., 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 side 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 divisional 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 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.

## TEMISKAMING AND NORTHERN ONTARIO RAILWAY

The Temiskaming and Northern Ontario Railway was recently re-named the Ontario Northland Railway. I shall refer to it as the T.N.O. as we all knew it.

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 T.N.O. Ry.

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 1903 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 132 miles of railway was under operation, between North Bay and Langlehart, and about that time decision was made to continue construction of the line Northward to link with the project 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 Ry., 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 track laying was started and on July 1 of the same year the 30.7 miles of tracks between the main line and the South Porcupine was placed in service. In March of the following year service was inaugurated for the full 53.1 miles to Timmins, capital city of the Porcupine gold belt.

Mining interest in the Elk Lake and Gowganda districts in 1912 promoted construction of a branch line into that sector. On February 28th 1913, the line was opened to traffic. Still later in 1934 a branch line

was to be built into the South Main Mining field, near Cobalt, where further silver deposits had been found. The 30-mile branch was completed in late 1924, and service inaugurated.

The Abitibi Power and Paper Co. having acquired the Abitibi pulp limits from the Ontario Government, 1913, embarked on a water power development program at Iroquois Falls, and laid plans for construction of a 150 ton paper mill. A branch was constructed to serve the needs of this new Northern enterprise, and was so far completed in the fall of that year it was unable to handle construction materials for the project. The mill has since been enlarged to a daily capacity of five hundred tons.

The collections of information with respect to navigation and harbours on James Bay and the material 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-Moosemen 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 1,834 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 T.N.&O. Rly 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. Rly., is destined to continue to play a leading role in the development of that territory.

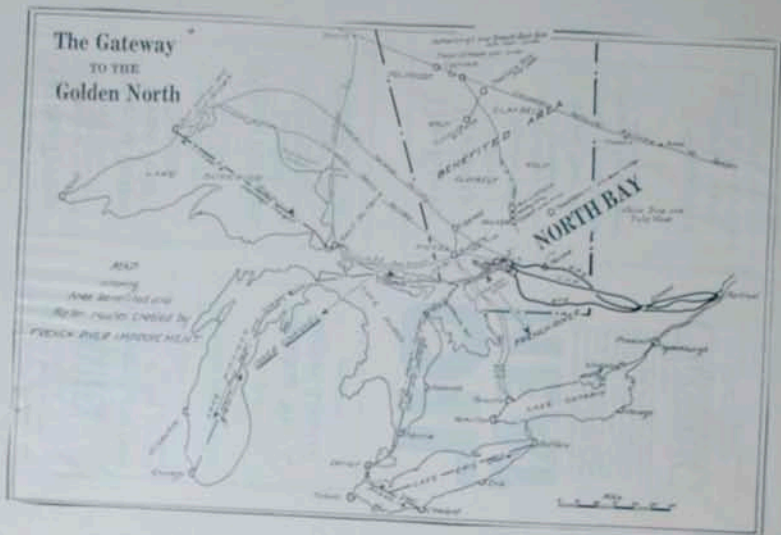












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*...to Serve the North*



Sid Tomkins' business is growing fast with North Bay and district. Pictured here in the office, left to right, is Sid Tomkins, Junior, Mrs. Tomkins and Sid Tomkins, proprietor. The lumber factory and supply business is located at 407-411 Oak street east. Mrs. Tomkins "keeps" the books and Sid Junior is learning to follow in Dad's footsteps.

*An Introduction to . . .*

## **SID TOMKINS**

who is well known to many as the operator of one of North Bay's first open air skating rinks "with music." It was located on the east end of Hammond street at which time he was in the wood business. He then moved to 407-411 Oak street where in 1936 he started in the automotive parts business which was discontinued in 1947. But now, to realize a life-long ambition, he is in the lumber business and selling other building materials as well as coal and wood. Drop in and say "Hello!"



# FIRE!

**Our Satisfied  
Customers  
Helped  
Re-Build**

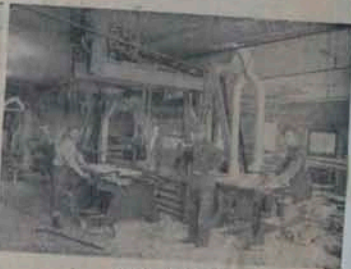
**SEPTEMBER 4, 1948**

Our former mill burnt to the ground,  
but due to the friendly patronage of our  
many customers, we have rebuilt on the  
same site.



**APRIL 29, 1950**

We're not much on boasting, but we do  
believe we have one of the most up-to-date **RASH**  
and **DOOR FACTORIES** in the North, equipped  
with the latest power machinery.



**APRIL 29, 1950**

We supply all the requisites for the modern  
home, from a trellis to a ready-cut house.

# SCHEWE'S

**PLANING  
MILL**

**NORTH BAY, ONT.**

# SID TOMKINS

*Lumber - Coal - Wood*



Pictured here is the Sid Tomkins Log Yard in the East End of the city. The logs are brought in from the district in this depot during the cutting season. The logs are trucked daily to the factory on Oak street to keep the mill running at capacity to meet the ever increasing demand.



Huge timbers are squared off and cut into lumber. The sawmill is all electric and has a capacity of 10,000 board feet per day. Employees are all skilled and reside in North Bay and district.



Pictured here is the planing department. The planer operates 12 months of the year turning out dressed lumber in every size to meet the demand. This is a precision operation.



Sid Tomkins employs 17 experienced North Bay and District men in his lumber industry. Most of these men have been with the firm since it was established. Lumber is sawn roughly and then dressed to suit every requirement.



Shown here is the Sid Tomkins truck fleet used for log-hauling, delivery of lumber, building supplies, coal and wood. Much of the shipping is also done by railway to outside points.



# HISTORY

## 1914—1950 Silver Jubilee North Bay Garage

YOUR GENERAL MOTORS DEALER

Since General Motors Cars Were Sold in North Bay

It's a long history, and the history of the NORTH BAY GARAGE is pretty well the history of the automobile business in North Bay. It is rather a sad story, because of the mortality of the car dealers during that period, and the NORTH BAY GARAGE is the only one that has survived the rigors of time and used cars.

1914—Mr. George Leach, a C.P.R. engineer, and Dr. E. J. Dunlop, a dentist, built the original building and put the agency of the McLaughlin automobile. In those days there were few garages and an automobile was a novelty.

1915—The CHEVROLET cars first appeared—their name they sold for \$100 in the states.

1916—The first 4-cylinder McLaughlin—Buick—the DEX — were made. There were also a few 8-cylinder cars. Cars were becoming more numerous, and DON RUTHERLAND came up from Oshawa in service the BAY GARAGE.

1917—Mr. W. J. FOSTER, a lumberman, took over the agency of General Motors and expanded the garage.

Those were the days of the Buick, the Buick Grand, the Light Six, Sport Oldsmobile—all leading cars.

About this time, DON RUTHERLAND and W. J. FOSTER formed a partnership and HARTLEY TRUSSLER was hired as bookkeeper, stockkeeper and general handyman.

The automobile business was developing rapidly and service facilities and sales were beginning to become a big item in the industry.

A trip to Toronto was a big event, and unless you knew the road it was a full Motor League was starting to put up their little yellow road signs, but it was largely a matter of knowing which side road and corner, which intersection and trail to take.

The fellow who knew the road without asking directions was a real "hulldid" of the road.

In those days, we sold at about \$125 Buick Grand at around \$1000. Gasoline was very low service station and very, very few were interested in buying or servicing automobiles.

Two of our men started with us about this time—JIMMIE SUTHERLAND and ROY DALY.

1922—The rest of the first Old Home Week—the year North Bay was made a city—found the NORTH BAY GARAGE well established, making a leading part in the automobile business of the city. CHEVROLET were becoming almost as numerous as Fords, and the General Motors had become one of the biggest makers of automobiles.

The NORTH BAY GARAGE service, under DON SUTHERLAND'S supervision, had gained a reputation for good workmanship and honest value even in those days, and for 12 years it has been the foundation of our business.

1923—DON SUTHERLAND and HARTLEY TRUSSLER formed a partnership and took over the NORTH BAY GARAGE—now it is our Silver Jubilee, too (12 years of happy partnership).

About the same year we leased the Imperial Oil Service Station on the corner of Sherbrooke and Main, and have operated it ever since.

1924—We got the whole line of General Motors cars—Chevy, Pontiac, Olds, Buick and Cadillac, and Chevy and GMC trucks.

1925—General Motors decided to split the agency into Chevrolet and Pontiac-Buick, so we started a new company (Inland Motors) up on Main Street where Harmon Bros. store is now. We carried on there with Pontiac and Buick for a few years, but it was in the dark days of the depression and it wasn't very profitable.

We moved back under one roof, and up until 1940 and all the General Motors line.

1941—General Motors again split up the agency and gave us the choice of Chevrolet, Pontiac-Buick. We chose Chevy-Olds.

It would take pages to give you even a short history of all the various phases of the NORTH BAY GARAGE history, and this is only a column.

For over 35 years the NORTH BAY GARAGE has been selling General Motors cars.

For over 35 years we have been giving the best service we know how to give.

The good people of North Bay have supported us and we have grown with them and North Bay—keeping pace with the times . . . keeping faith with our patrons.

We thank our good, loyal customers from the bottom of our hearts, and we trust our service merits a continuance of their patronage.

MAY GOD BLESS US ALL WITH ANOTHER 25 YEARS OF PROGRESS AND HAPPY ASSOCIATION

## North Bay Garage

# Rahn Metals, Ltd. Pioneer N. Bay Industry



Pictured above are employees of Rahn Metals Limited—one of North Bay's pioneer industries—as they prepare and pour molten bronze into molds. No. 1, Art Johnston fills the lid of one of the oil-driven furnaces to check

the results of his "baking." No. 2, Jack Filtrout "skins" the waste material from a pot of molten metal, just after it has been lifted from the furnace. No. 3, the molten metal is guided into molds. No. 4, some of the plaques

and grave markers turned out at the plant. In the top foreground is the Laurierian Ski Club Memorial Plaque, with names of members who died in World War II. This plaque will be presented to the club by the North Bay firm.

★ ★ ★ Nugget Photo

Editor's Note: This is the first in a series of articles on North Bay's industrial resources. While not listed as major industries, these firms employ scores of North Bay men and women, and contribute a great deal to the general prosperity of the community.

By N. B. YERGEN

Located at the foot of Regina Street, near the Ferris lakehouse, is an industrial concern which is a good money North Bay's is somewhat of a mystery. Yet this comparatively small factory—Rahn Metals Limited—employs about 40 North Bay men and women and turns out an average of 30 tons of industrial bearings each month, plus a considerable quantity of rods and other bronze gear makers and shapers.

Rahn Metals Limited was the first concern of its kind to establish in North Bay. The firm originated in 1916 at the present site and through the years has built up a notable place for itself in North Bay's industrial life. The firm is owned and managed by A. A. McKee, Rahn manager in law, and J. H. McKee, and secretary-treasurer is J. H. McKee, all of North Bay.

"To summarize, it could be said that our business is producing made to order bearings and castings from bronze and cast iron," Mr. McKee

McKee told The Nugget on a recent trip through the plant.

According to "Pittsburgh" standards, Rahn Metals is not a huge establishment, yet within the four walls are produced the largest bronze bearings in the world—those used in a giant rock crusher at the International Nickel Company. One bearing alone weighs 2,400 pounds when completed.

In addition, Rahn produces all the bronze bearings and castings used by the International Nickel Company. The security of this output can be judged by the fact that Rahn's die last minus produce by far the majority of the world's output.

Industrial concerns throughout Northern Ontario and Western Quebec are supplied by Rahn Metals. The company has also filled orders for castings used on defense projects in Labrador and Newfoundland.

During the war, "almost the entire production was lagged for defense. Nearly all the bronze valves and pumps used in Canadian Gunboats were turned out at the North Bay plant, including those installed in HMCS North Bay.

The decoration plaques of the Gateway microscope—made in the city hall here—were made by the firm.

Raw material used for bearings and castings is received in liquid and scrap form. Cut into workable ingots, it is placed in two-pound suspended molds with the furnace, operated by air and oil. These furnaces are capable of raising temperature to 1,000 degrees.

Under this constant heat, the metal is specifically reduced to a molten form, the temperature of the mass being periodically checked with a pyrometer. This instrument is composed of

a meter graduated in Fahrenheit degrees fastened at one end of a long metal shaft. The head of the molten metal sets up an electrical resistance between opposing metals at the pyrometer, registering the result on the meter.

"Most metals are poured at a heat between 1,800 and 2,000 degrees," Mr. McKee continued. "In pouring a shaft in the while hot, the molten metal is lifted from the furnace. On completion of this operation, the molten bronze was 'skinned'—waste matter on the surface skimmed off with a ladle.

To pour the metal, the ladle was transported on a small "flat" to the molds. Here it was tilted by an overhead crane and the metal poured into the molds.

No "push over" this maneuver requires skill and an expert knowledge of the danger present.

When the metal in the molds is cool enough, the finished product is released and "finished up" before being shipped to the destination.

The raw material used by Rahn Metals comes from widely separated points on the globe—nickel and copper from the International Nickel Company in Sudbury district, and tin from the Mount Wellington district, East India.

Another important product of the firm is grave markers and plaques of all kinds from the Laurierian Ski Club Memorial plaque to those along identifications are seen on business desks. The entire industrial procedure necessary in the production of these plaques is carried on in the Rahn plant.

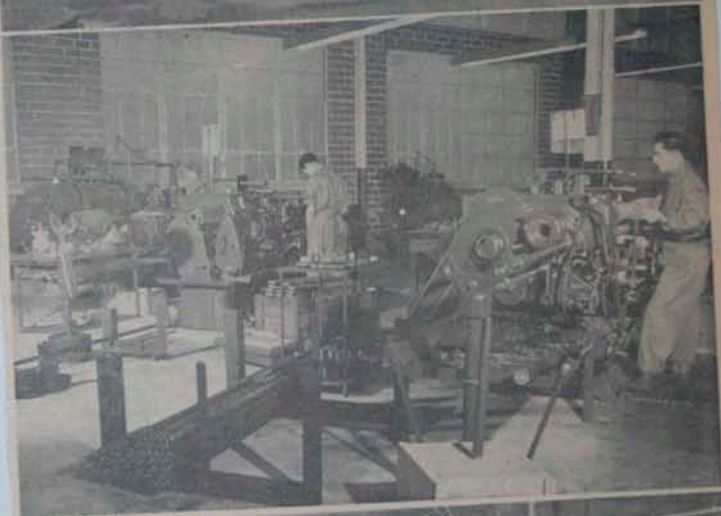
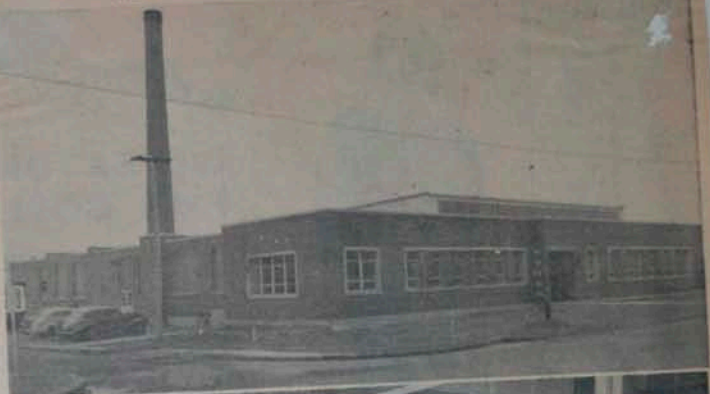
Molding sand is imported in large quantities and the primary impurity of a desired plate or plaque is formed from a pre-fabricated pattern. The sand being packed around the impurity, and the pattern removed. Following the finished operation, molten bronze is poured into the mold, producing the finished product. When cool, the plates are ground to a high finish and stored for delivery.

Typical of the employees at Rahn Metals is Harold Little, veteran machinist of the personnel Mr. Little has been "doing everything" at the plant since it opened in 1916. At present he is assigned in the machine department.

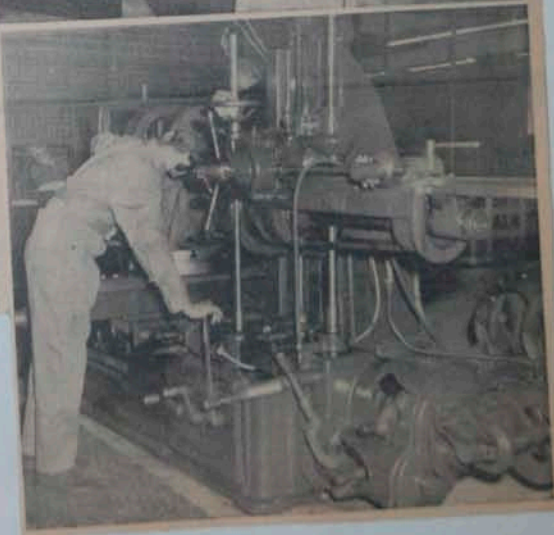
Not a huge concern in terms of industrial output and output, Rahn Metals is nevertheless a pioneer in North Bay industry. Its early years were marked by a wide expansion, yet the Rahn "Rahn" continued to expand as business prospered, through numerous others. At the present time, the plant is "at full blast" and the firm

here holds only continued progress and welfare for its staff and management.

# NEW LONGYEAR PLANT OFFICIALLY OPENED



The above photographs show views of Canadian Longyear Limited's new North Bay plant, which was officially opened on Wednesday. In the upper photo is a general exterior view of the modern building, which is of brick, tile and steel construction. The middle picture shows a section of the brightly lighted plant, with Nicky Balda, left, Raymond Verina, center, and J. Bourie, right, operating turret lathe. In the bottom photograph, Robert Blund operates a boring mill. On Wednesday afternoon the company held "open house" and an estimated 1,000 persons visited the building. (Images Press)





# BUILDERS

*The Answer to Your Cement  
Problem Is...*

## READY MIXED CONCRETE

Maximum  
Delivery  
Capacity  
Per Day  
100  
Cubic Yards

Maximum  
Delivery  
1 Cubic Yard



Trucks  
Equipped  
With  
Rex  
Moto Mixers  
by  
Geo. W.  
Crothers  
Limited  
Leaside  
Toronto, Ont.

VIEW OF PLANT ON AIRPORT ROAD

## SIDEWALKS-FOUNDATIONS-FLOORS

*Check These Money-Saving Advantages*

- \* No delay by men and machine.
- \* No left-over gravel to be removed, or cleaning up of spilled concrete, bags, etc.
- \* Samples of our concrete TESTED constantly as to strength by Canada Inspection and Testing Co. Limited, Toronto.

- \* Pours directly into forms, saving labor costs.
- \* Superior mix; each batch is mixed at least 15 minutes from the plant to your job.
- \* Concrete mixed to Canada Cement specifications is your complete assurance of proper cement content per yard of concrete.

NORTH  
BAY

**CONCRETE SUPPLY COMPANY  
LIMITED**

Airport Road

Telephone 956-R-13 — 2046-M



*This newly-installed, modern, streamlined bottling machine symbolizes the progress we have merited in the past 20 years from steadily increasing demand for our beverages*





—Rizzoli Photo by Oleson

**20TH ANNIVERSARY**—Jack L. Shaw, president and manager of Macdonald & Son Beverages, here celebrating its 20th anniversary under his control, sits in his office surrounded by his products. Gazing at the

ancient pop bottle which forerunner John Blanchet produced, is Carmel Lucenti, plant manager. Overseeing the smooth vats, below, is Mrs. Paul Latosa, syrup room attendant at the soft drink plant.

# North Bay Beverage Firm Marks 20th Year

At a 20th anniversary party tonight in the Empire Hotel, Macdonald & Son Beverages "staffers" will play host to representatives of their supply houses, customers and others who have been associated with the company during the past two decades.

While the soft drinks plant is actually much older than that—it came into being as Cobell in 1917—the anniversary marks the occasion of its purchase by John L. Shaw and his associates on December 1, 1936, and its conversion to a limited company.

To celebrate the event a banquet will be held in the Royal Room of the Empire Hotel tonight, for the factory's staff and representatives of supply houses as well as others who have been associated with the plant. After the dinner a customary dance will be tendered in the Grand Room and the main dining room.

## Enjoy Holiday

As an entire token of celebration, the entire staff of 22 employees will be able to have a long sleep on the day of their anniversary—for the plant will remain closed throughout Wednesday.

Twenty years of swift and steady progress has behind the anniversary party. The plant's standing shows amazing development. When Mr. Shaw became the president and manager of the firm of Macdonald & Son was housed in the old forestry department building at the corner of Main and Bree streets. There, five workers—a bookkeeper, salesman, truck driver, warehouse man and bottle washer turned out a scanty production of 12 cases of pop a day.

Today there are three plants at North Bay, New Luskwood and South Porcupine. In North Bay 22 employees (in the summer months the staff is increased to about 40) turn out a daily capacity production

of 2,000 cases of pop, which are sent out all over Northern Ontario, including to South St. Marie, Sudbury and Chapleau. The North Porcupine plant, established in 1925, has a staff of 12 workers. Five employees operate the New Luskwood factory, which has been in existence since 1928. Representatives of both the "outside" plants will attend the celebrations in North Bay tonight.

Statistics tell stories, but Mr. Shaw is more interested in certain other improvements, which have come with modern-day industrial policies.

## Methods Change

"Production methods have changed greatly," he told The Nugget. "For example, fountains, the sanitary conditions here and now. Today our bottles are touched by human hands throughout their attaining procedure—it is all done by machine. This is certainly a big difference to the methods of the old days."

An ex-bottle washer himself (as new president and manager of the firm Mr. Shaw's enthusiasm led him to take part in all phases of production) he relates amusingly how the bottles were scrubbed in a solution of washing soda and with a little brush. The washing machine? "We used to cast iron pots and as you see in a cartoon portraying a medieval boiling a white man, we used to boil first under them so the water would stay hot."

Born at Cobell in 1907, the firm came to North Bay when its then-owner, M. S. Macdonald, bought out the firm of his late John Bratcher of North Bay.

The building where it is now located on Oak street west, was constructed by a North Bay toy company shortly after the first world war. The City of North Bay underwrote its bonds and eventually came into possession of the building. It later was the home of The

North Bay Nugget, still later housed an industrial bureau, and finally served as quarters for an auto body repair firm.

One day the building caught fire and its contents temporarily obliterated. Eventually, however, the city converted it into a recreational centre for the unemployed—and even this subsequently became unfeasible—became a portion of the steel mill it.

In 1938 Macdonald & Son repaired the structure, modernized it, and moved in.

## Large Variety

The firm of Macdonald & Son bottles a large variety of soft drinks, but is probably best known throughout the north as the home of Coca-Cola. "Coke" is bottled at the North Bay plant under a tight policy set down by the parent company. The syrup for the drink comes from headquarters at the Coca-Cola company and the parent firm keeps a constant check on conditions under which the "colas" are bottled. Every bottling plant handling Coca-Cola has its own card, and the parent organization's inspectors may readily identify the bottles of any flask of "cola."

Sugar rationing posed its problems to everybody during the war years, and especially to a firm like Macdonald's where sugar was a necessary ingredient to the manufacture of soft drinks. But John Shaw's men will show a broad grin if you ask him if sugar rationing was his biggest problem during the 20 years he has been in the bottling business. "No," he will state plainly. "My biggest problem was how to finance a growing business during the depression."

Just how well he succeeded is obvious in a solitary fact revealed in the summer. In one week during the summer of 1941 Macdonald & Son sold as much pop as during the whole year of 1929—and the unit price to the retailer was a third less than it was during 1929.

## PLANT EMPLOYED 5 WORKERS WHEN J. L. SHAW TOOK OVER

Twenty years ago John L. Shaw, young Hamilton-born wholesaler and former commercial traveller, came to North Bay from Trout Creek and purchased a factory where five workers bottled pop.

Today nearly 30 employees of Macdonald & Son Beverages at three Northern Ontario plants bottle a capacity production total of several thousand cases of assorted soft drinks every day for the consumption of thirty communities.

Former mayor and councillor, Mr. Shaw is president and manager of the company.

The lure of Canada as portrayed in advertisements about the "land of opportunity," where every man may "own his own home," lured Jack Shaw to Canada in 1925. He went first to Toronto, remaining there for three years before he became interested in commercial travelling, operating from Huron Falls. In 1929 he started a wholesale business in various small communities at Trout Creek, coming to North Bay in December, 1929, when he purchased, with a group of associates, the Macdonald & Son soft drinks factory.

Mr. Shaw has led a comparatively

brief but successful political career in North Bay's municipal council. His first bid for a public office was a successful one—he was elected to the West Porcupine Township Council in the years 1941 and 1942 before he came into the North Bay field. In 1945, 1944 and 1943 he easily took a seat on North Bay's city council, each time ranking well up in the list of successful candidates, and during 1945 serving as chairman of the finance committee.

The biggest political triumph was in 1947, when he defeated two other candidates for the mayoralty of North Bay. His biggest political setback was in 1946 when he was defeated by George W. Deegan in his attempt to gain a seat on the Metro commission.

This year he is re-entering the political field as an independent candidate, following one year of absence from the municipal government scene.

Mr. Shaw is married to a former Huron Falls resident, the former Miss Edith Webster. They have three children—two girls and a boy.

Mr. Shaw is a active member of the North Bay Rotary Club and the Raccoon Shrine Club.

# MACDONALD'S BEVERAGES

*Celebrate*

## TWENTY YEARS OF PROGRESS

1928—1948

Today, it is our birthday! We are 20 years old! We extend our thanks, most heartily and sincerely, to our customers, who are our friends. We will endeavor to win even more favor from you in the coming years as Macdonald's Beverages continue to rate your preference. In the past twenty years we have grown from a small beginning to one of Canada's leading manufacturers of carbonated beverages. Our production line is one of the fastest in Canada and this, coupled with a complete line of flavors from original formulae, puts us out in front in sales and quality. In spite of high taxes we have not made any changes in the quality of our product. It has only been with a loyal staff and consistent public demand that we have not raised prices. The only increases we would pass on are the increases of basic products should they continue to rise. We do appreciate your kind patronage and take your messages of congratulation and goodwill as encouraging for our future.

J. L. SHAW, President.

# MACDONALD AND SON, LIMITED

495 OAK ST. W.

NORTH BAY, ONT.

PHONE 422

## SCHOOLS OF NORTH BAY



QUEEN VICTORIA SCHOOL



KING GEORGE SCHOOL



DR. CARLETON'S SCHOOL



KING EDWARD SCHOOL



DR. MACDOUGALL SCHOOL

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 readin', writin', and 'rithmetic in one of these buildings.



ST. MARY'S SCHOOL



ST. JOSEPH'S SCHOOL



ST. RITA'S SCHOOL



ST. VINCENT SCHOOL

## North Bay Separate Schools



## NORTH BAY SCHOOLS

Schools are an unfailing index of the character and progress of the people. If this is so, Nor 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 the public buildings.

It is a far dash from a little log school set in the bush with single plank approaching over the treacherous muskeg to a tile floored, fire proof Collegiate, a boys College and a girls College plus an Academy and a Normal school. It is an equally far call from a one roomed, one teacher school to five public and four separate primary schools, yet this has all occurred in the space of forty-five 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 judgement and fine foresight of her citizens. She has laid well the foundations for future growth in strong self-dependant 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 first separate school, organized on January 6, 1887, for a time occupied half of the original log building till they completed the new two-roomed school on "The Preist 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 twelve roomed building now known as Worthington street or Queen Victoria school. The distinctive features of the old building was its tall square fronted bell-tower, which did duty as a hat and cloak room, and, from the strange noises that at times issued there-from, it had connections with other mysterious rites associated with the upbringing of children in the straight and narrow way.

In 1895 the school was renamed a district training school and in association with Mattawa, Perry Sound and Thessalon was designed to supply an elementary grade of teachers for the District schools. In September of 1897, J. B. MacDonald, 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 six entrance graduates were discovered and the classes was opened in the ball-room above noted. Two others came from outside the city, one from Warren and another from Alpena Mich. In two years the numbers warranted a Continuation school, which was opened with about sixty pupils and the classes moved to the upper rooms of a new four-roomed school on McIntyre street.

A Mr. Hobeson was added as an assistant, a tall, solitary man, whose silence and long swinging military stride were his noticeable characteristic. It was soon advanced to the status of a high school.

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. Bruels B.A. and Miss J. Barr B.A. as assistants.

Public and Separate Schools had been growing apace. Queen Victoria was increased to twelve rooms. King George (Harvey street) was eight roomed, was opened in 1912. King Edward (McIntyre street) was later enlarged to an eight-roomed school. Dr. McCruthers (McPhail street) school, of eight rooms, was opened in 1921, and a new school similar size was opened in 1925 on Brook street. Spacious and artistically kept lawns and ample athletic grounds are provided with each school, so that culture on both the athletic 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 of First avenue in 1905. St. Vincent School was opened in 1924, which also has eight rooms, built on Wylde street. St. Rita's school was built on Front street in 1925 and has twelve rooms.

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.

Night schools of a vocational type identified with the Collegiate have made a practicable addition to the complete equipment of the city and the Normal school built by the Provincial Government in 1910 is the keystone of the entire system on the side of teacher-training.

Few centres can boast of superior organization or greater efficiency. One of the attraction features looking to choice of a centre in which to live is the class of and a close second is the class of schools North Bay has many points of strength, but in this respect it may be said to excel.



Collegiate Institute and North Bay School, North Bay, Ontario, Nov. 24

The Collegiate Institute gives the complete entrance to Normal school courses both second and first class certificates, Pass and Honour Matriculation courses and a three year's Commercial course.

Few Collegiate Institutes in the province can boast of a more modern building or a better equipped school. Before they added the vocational part, it contained fifteen class rooms, principals' office, teachers' rest rooms, assembly hall with seating capacity of four hundred and fifty, 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, Boy's Athletic Society, Girls Athletic Society, Tennis Club, School Orchestra of 15 pieces, Glee Club and Cadet Corps.

In addition to these various societies the school publishes each year a magazine --- The Northland Echo. The magazine has been published for the past twenty-four years and is very successful.

Each year a Literary Society uses the profit of the plays that are put on by the pupils to purchase pictures for class room 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 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.

About the same time as Scollard Hall was opened, the Vocational Department of the Collegiate Institute was also opened. In contrast to the purely academic strides 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 or wood-working or any of the trades taught, the teaching is practical.



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 a few other daring spirits who did not mind the challenge of the new and the untired. A delegation was sent from North Bay in 1904 to the government of the day to press their claims for a Normal school for the training of Northern teachers. The proposition was favourably received and in 1908 the present building was started. It was completed and opened in 1910. Its early success 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 part of the province. 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.

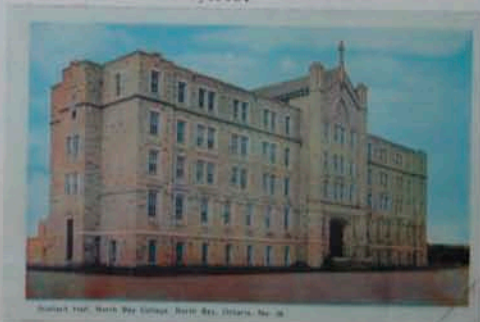
Taken in all North Bay has something to be exceedingly proud of in her schools, and she is proud of them. The city believes in training its coming generation in the best manner possible, and this task is creditably performed in the various schools of the city. The advantages of such a plan may be witnessed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

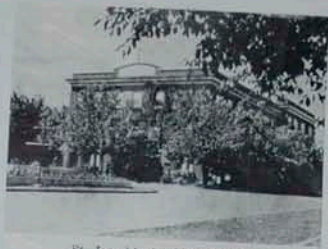


St. Joseph's Girls' College is a boarding and day school for complete lower and high school training is given. Its teaching staff are sisters of St. Joseph. Commercial and matriculation are taught besides religion, athletics in all outdoor and indoor sports including dancing.

The Scollard Hall is a catholic boarding school for boys, founded and brought to its present position by the late Bishop D.J. S. Scollard, prelate of the Roman Catholic Diocese of Sault Ste. Marie. Complete lower and high school training is given. Commercial and Junior and senior matriculation are taught. The boys that that finish their schooling there are ready for University.

The pupils partake in all types of athletic sports such as football rugby, hockey and both soft ball and baseball, and basket ball. They have a team of all these sports.





St. Joseph's Academy for Girls

Fronting McIntyre street at the corner of Fern , colourful contrast to the massive grey granite of the Cathedral opposite, stands St. Joseph's Academy, which is a boarding and day school for girls and young ladies, and fill uniquely a need, long experienced in our northern districts. Under the inspection of the Ontario department of education, for equipment and efficiency, it has been 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, refined and religious are appreciated, is attested by the large attendance of not only North Bay students but as far west as Kenora and lately Mexico. It is taught and governed by the sisters of St. Joseph's.





## THE FIRST BAPTIST CHURCH

In February, 1902, a few Baptists women in North Bay, organized themselves under the name of "The Baptist Milling 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 was better encouragement for there Church to be. This 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, 1903 the building was dedicated to the services and worship of God.

In November of that year Rev. W.L. Liffman accepted a call to become the first regular pastor of North Bay Baptist Church.

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 has grown to quite a large number since.

In 1950 there was considerable repairs made on the Baptist Church.

#### THE SALVATION ARMY CHURCH

Among the non-denominational institutions that do religious and benevolent work, there are none to rival the Salvation Army.

They rate 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 when it was but a village. Its officers have earned the good-will and gratitude of the citizens. The services has been too wide and too varied to admit of special mention in the brief space allowed. Their "Citedel" has been a source of help to the needy, of support to the weak and of strenght to the cause of humanity and of practical religion.

#### WESLEYIAN METHODIST

The Wesleyian Methodist has been erected in 1946. Already it has a hundred members or so. It is situated on the corner of Worthington and Fraser Street.

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

This church is always well attended, at times there is no seating room for I have seen it packed to the rafters as the saying is.

# 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 persevered, were called together by Mr. Angus Ross, in the Town Hall, on the evening of April 27 th, 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 10 th, the first service was held in the Crystal Theatre and then in the Colgan Liddle Hall. a board of managers with Mr. John Small as a 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 27 th, at a congregational meeting a unanimous call was extended to Rev. J.R. Sanderson, of Lenigan, Saskatchewan. This happily was accepted, and on July 19 th two months after the preliminary organization was made, he assumed his pastoral duties over an enthusiastic and rapidly growing congregation.

Shortly after 1935 they built their own church off Klock Ave. on the corner of Commercial and First Avenue. Rev. Steven Cole is now in charge.



#### ST. JOHN'S ANGLICAN CHURCH

The first missionary to establish a mission in the town was Rev. Forster Bliss, 1833-5, who built the frame church which was in later years added a primary Sunday school.

Arch deacon Gilmore, affectionately known as "the tramp," took charge from 1835-1891, and he was followed by Canon A.J. Young in 1893. During his five years ministry the brick church and from rectory were erected, the rectory being in the site now occupied by the Parish Hall. From 1898-1899 Canon W.J. Birt was priest in charge to be succeeded by Rev. A.J. Cobb, who worked here from 1899-1905. In 1906 R.C.A. 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 rectory was Rev. C.W. Salfour who was appointed in 1911, and during whose ministry the present rectory on Main Street east was built. In 1911 the street was called Worthington only to change a few years later. In 1931 the rector was Rev. Gilbert Oliver, and in 1933, the basement of the Parish Hall was built finding accommodation for over four hundred people.

Services are excellently attended, the church often being filled to overflowing. The rector now in charge is Rev. Jarvis.

#### ST. BRIGES ANGLICAN CHURCH

This was built to accommodate the Anglicans that were overflowing St. John's church and who lived in the vicinity of Cassells street. For a number of years St. Briges Church was called the Cassells street Mission. It has grown since then and was renamed around 1925. Rev. E.J. Tucker was incumbent, then Rev. Hatt who recently died in 1949.



## 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. It has had its Reverends come and go just as any other church. Rev. Dr. M.H. Omond was there the longest is the rector now.

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 1934, there were 775 communicants on the roll, the Sunday school enrolment was over the hundred mark, and the missionary givings were over \$2,000. A few years later they erected a Sunday school beside the church. In 1950 they have extended the church and made several improvements within.

### ST. MARY'S PRO CATHEDRAL

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.E. Malin, S.J., Rev. Louis Cote, S.V. Rev. Horridan Caron, S.V. and Rev. Father Medelao, O.M.V. 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 in 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 18th 1904, the cornerstone of St. Mary's on The Lake was laid by Bishop O'Conner. A new 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

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.

### HOLY NAME CHURCH

Holy Name Church built in 1949 was erected to accommodate the Catholic congregation in that section of the town to relieve St. Mary's of some of the strain. They see after it was made just how much they needed it. It is overflowing every Sunday and service at all times are very well attended. Rev. Father Daly is in charge.

The following have been the priests in charge of the parish;  
 Rev. Joseph Bloom, Rev. Eugene Bloom, 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. C. Dufresne, 1908-09, Rev. L.F. Theriault 1909-10  
 Rev. P.J. Monahan, 1910-20, Rev. C.C. Fawcett, 1911-14, Rev. L. Seguin  
 1913-14.

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

Assistants to Rev. Father Monahan from 1914-1920; Rev. Father  
 Bourgeois, Rev. Father McMillan, Rev. Father Batterson, Rev. Father La-  
 talle, Rev. Father Williams. Rev. Father McMillan in charge 1920-21,  
 Assistant Rev. Father Baron, Rev. Father J.J. O'Leary in charge 1921-23,  
 Assistants; Rev. Father Marchand, Rev. Father McGuire, Rev. Father Ken-  
 nedy.



St. Mary's Cathedral

# CHURCHES OF NORTH BAY





ELMO UNITED



LAUREL AVE.  
CHURCH



FIRST BAPTIST  
CHURCH

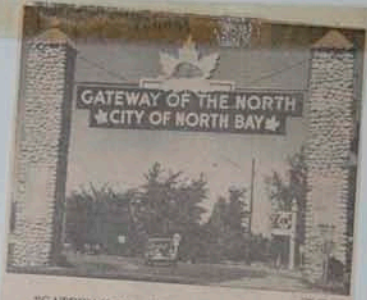


LAUREL AVE. CHURCH



SALVATION ARMY





**"GATEWAY TO THE NORTH"**—This welcome sign at the southern entrance to North Bay, Ont., is a familiar one to thousands of American and Canadian tourists who pass through the city on their way to Northern Ontario. The famous landmark is an unofficial dividing line between Northern and Southern Ontario.

# ASSESSMENTS OF NORTH BAY 1946

North Bay's population jumped by 860 in 1946 to reach an all-time record high of 17,103. This population figure was compiled during the making of the 1946 assessment by Assessment Commissioner E. A. Rutledge and Assessor Fred Cade.

Population figures at five-year intervals to 1940 and annually after that time in North Bay have been;

Year	Population
1891.....	1,726
1896.....	2,168
1900.....	3,337
1905.....	3,813
1910.....	5,110
1915.....	10,041
1920.....	10,924
1925.....	14,007
1930.....	16,353
1935.....	16,594
1940.....	16,070
1941.....	16,015
1942.....	15,995
1943.....	15,906
1944.....	16,030
1945.....	16,242
1946.....	17,103

There were 3,510 buildings of all sizes and types in North Bay in 1946.

This was a number found by Assessment Commissioner E. A. Rutledge and Assessor Fred Cade, when they were taking the 1946 assessment.

One aspect of the growth of North Bay in recent years is shown in the number of buildings erected each year. The totals of buildings assessed in North Bay, year by year over an eight year period;

Year	Buildings
1939.....	3,291
1940.....	3,301
1941.....	3,342
1942.....	3,352
1943.....	3,347
1944.....	3,346
1945.....	3,302
1946.....	3,510

There were no vacant buildings of housing units or business places in 1946. This was the first year in the memory of the assessors that they found such a condition in this city.

Totals of vacancies located in the past four years have been;

Year	Business places	Housing Units
1943.....	26	23
1944.....	14	19
1945.....	1	4
1946.....	0	0

The highest total of city lots sold in one year was 303 lots in 1945.

This again shows the leaps that the city is taking in growing up;

Year	Lots Sold
1939.....	18
1940.....	16
1941.....	39
1942.....	15
1943.....	14
1944.....	96
1945.....	303
1946.....	153

There are 75.3 miles of streets, roads, lanes and alleys in the City of North Bay.

These are divided, according to the annual report of Assessment Commissioner E. A. Rutledge into two classes of 57.8 miles of streets and roads and 20.5 miles of lanes and alleys.

The 57.8 miles of roads and streets are 3.4 miles surfaced with asphalt, 3.7 miles surfaced with gravel or stone, three miles with tar treatment, 25.9 miles of unpaved dirt roads and 9.6 miles unopened.

In the classification of lanes and alleys are 8.6 miles that have dirt surfaces and 11.3 miles unopened to traffic.

Commercial institutions pay 93% of the business taxes in North Bay, in 1947. The balance is borne by industrial organizations. The division of business assessments between the two is; industrial, \$51,895, commercial, \$791,920.

Residential properties account for 59.3% of the rateable assessed values in the 1946.

The city of North Bay takes in an area of 2,100 acres or that total, there were 794 acres when North Bay was incorporated as a town in 1930. Ten years later an area comprising of 1,306 acres was annexed from the township of Windfield.

Some of the area is exempt from taxation by reasons of the buildings erected thereon or for other causes. This takes care of 1,132.12 acres of the total North Bay area. The land which sustains the tax rate includes an area of 946.94 acres.

In the assessed lands are 96.1 acres containing industrial properties, 368.1 acres where residences are built, 40.4 acres of vacant lands.

Under the heading of areas exempt from taxation are; 80 acres of Fort Chippewa; 24 acres containing Dominion Government buildings;

553.1 acres of municipal lands held for sale; 3.7 acres occupied by municipal buildings; 488.6 acres in roads, streets and lanes; 39.5 acres in municipal parks; 93.8 acres occupied by provincial government buildings including the C.N.R. system; 59.8 acres occupied by schools and colleges; 30.1 acres where there are churches and religious and charitable institutions .8 acres of other exempt properties.

North Bay is developing more and more into a city of owner-occupied homes. 73.7% are all private residences in North Bay.

North Bays buildings are used for diversified purposes, according to the listings made.

The list of buildings as classified by the assessing department in 1946 with comparative figures for the two previous years have been;

Buildings	1944	1945	1946
Single homes.....	3,580	2,607	3,683
Double houses.....	67	64	56
Duplexes.....	199	203	228
Triplexes.....	42	45	50
Farmsteads.....	7	6	8
Apt. houses.....	35	22	24
Manufacturing.....	10	10	10
Business.....	71	72	73
Blocks with Apt. ....	122	113	120
Garages.....	13	13	14
Service stations.....	14	14	13
Oil storage.....	7	7	9
Warehouses.....	29	32	29
Wood and coal.....	10	10	12
Private garages.....	27	32	27
Dairy plants.....	4	4	4
Hotels.....	6	5	5
Wholesales.....	6	6	9
Bakeries.....	6	6	6
Assembly halls.....	2	2	1
Churches.....	17	17	19
Charitable.....	4	4	3
Government.....	5	6	8
Municipal.....	3	8	9
Railway.....	22	23	23
Miscellaneous.....	56	59	63

It is interesting to look 'way back to 1931 and note that North Bay assessment that year was only \$302,461. The assessment in 1946 was \$13,040,395.

It is true indication of North Bay's steady progress. There have been no "booms" but neither has there been any slipping back. North Bay is still going in the right direction....ahead.

# N. Bay Population Growing Steadily; Now at 18,231

North Bay's population is increasing by leaps and bounds.

The latest official figure is 18,231. Judging from the city's growth over the past 10 years that figure is likely to reach 19,000 within the next three or four years.

Since 1940 the population has been on a steady upswing with incoming residents from other centres contributing greatly to the increase.

Back in that second year of the Second World War the city counted noses and found 16,070. By 1945 it was 16,242 and then in the following years it jumped like this:

1946	17,102
1947	17,684
1948	18,057
1949	18,231

Glancing back over the years the records show that North Bay has had other periods of intense growth in population. The first came in the years from 1900 to 1905 when the city added 1500 to its list of residents. From 1910 to 1915 another big jump came. The figure soared from 6,100 to 10,000. Then between 1920 and 1925, the "good years" of the roaring 20's boom, it leaped from 10,900 to 14,000.

Another 2,300 persons came here between 1925 and 1930. From then until 1945 the population remained at a level averaging at 16,200.





The 159th Goes to War—1915

Two battalions were recruited shortly after the opening of war, one the 159th, largely from the North Bay area, and the other the 328th, entirely so. The commander of the former was Col. Armstrong from Hailybury, 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 1500 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 to the fighting line. The 328th remained intact and constituted the railway troops.

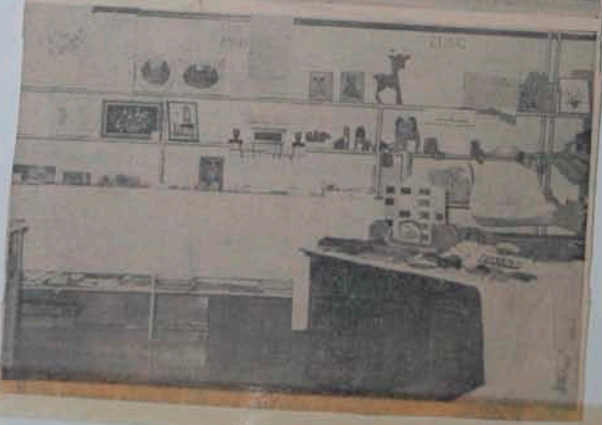
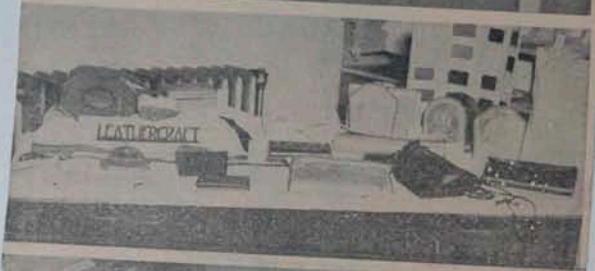
The men of these battalions were among the finest in physique and service qualities in the army. Many of them fresh from the lumber and construction camps gave an example of speed and efficiency in railway and forestry operations that was a marvel to the home troops and at a critical juncture did much to turn the fortunes of war.

They received high commendations for their services.

A beautiful memorial park and monument pay tribute to the services 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 other 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-comingers spoke in the most glowing terms of the splendid hospitality and patriotism of North Bay citizens.

RAFTS AND HOBBIES DISPLA







The man was "Mr. E. E. Hall," who said: "As soon as he opened the door the smoke poured in."

"If it hadn't been for my husband I would have never gotten out of the building. He took me by the hand and led the way down the hall. The smoke was so thick that you couldn't see your hand."

"Once we got to the stairs a great feeling of relief came over me for I knew we were safe."

Mr. and Mrs. Burke are staying with their daughter and her husband, Mr. and Mrs. E. E. Hennessey, 221 Lansdowne Ave., until other arrangements can be made.

The Burke's story was one of many which unfolded that cold Saturday morning.

#### Before the Mass Death

The persons who lost their homes were: Mr. and Mrs. D. Boudreau and their child, Mr. and Mrs. W. J. Burke, Mr. and Mrs. J. Campbell, (Mrs. Campbell was out of town at the time but returned Sunday to find her home destroyed), W. Barnes, Albert Virgil, Jack Timmins, Jack Conrad, (at work when the fire started) Jack Frost, F. Blum, J. Boller and Mrs. McNeely.

Several of the tenants have taken up residence in the St. Regis Hotel, owned by John Prisco, who also owned the Transportation Building. Others have moved in with relatives, friends or have found other accommodations.

Hill's Clean Shave and Hill's Barber Shop are preparing to re-open. No definite announcement has been made concerning the Brown Frys store.

Northland Communications Service and the Bell Telephone Company.

Office Manager V. E. Hall told The Nugget today CNT will

reopen, assuming no more damage to the installation. He added that new equipment was not be fully operational until Wednesday.



While Canadian National Telecommunications employees install complex equipment in the back-ground, R. E. Billson, left, inside plant inspector for CNT in Toronto and CNT manager at North Bay, K. E. Hall, check off a list of new apparatus.

—Nugget Staff Photo

## 28 die in crash

MANILA (AP). — Twenty-eight persons died in the crash of a Philippine Airlines DC-3 on Mindanao Friday the airline announced today. One man survived.

56th Year—No. 27—48 Pages

# THE NORTH BAY NUGGET

NORTH BAY, ONT., SAT., FEBRUARY 22, 1964

## Advised to rest

LONDON (Reuters). — Queen Mother Elizabeth, who had an appendicitis operation two weeks ago, has been advised to rest for the next two months, her doctors say.

10c Per Copy—45c Per Week  
Home Delivery

# Fire levels downtown building

*Nugget camera records dramatic picture as wall caves in*

*N. Bay landmark pile of rubble; loss is \$600,000*

By MICHAEL VEZINA, Nugget Staff Reporter

A flash fire early this morning left more than 25 people homeless, completely destroyed North Bay's first major building, and caused damage estimated at some \$600,000.

According to witnesses the 6:30 a.m. blaze was the result of an explosion in the boiler room. Only minutes later the 65-year-old Transportation Building, with several false ceilings on each of its three floors, was a roaring inferno.

At 9:15 a.m. the front section of the Transportation Building crashed to the street sending live hydro wires dancing along the road for several minutes.

Firefighters pouring hundreds of gallons of water on the blaze dropped hoses and ran for their lives. Seconds later tons of brick and steel covered the area where they were standing.

Completely destroyed in the fire were:

The Canadian National Telecommunications offices.

The A and B Record Bar.

Apartments and offices numbering over 25.

Albert Virgili, tenant in the building, told The Nugget he was sitting in his room and heard a minor explosion similar to a car backfiring.

"At first I thought it was a car but then the whole place filled with heavy black smoke," said Mr. Virgili. "I felt my way down the hall and got one of the men at Union Taxi, located across the street, to phone the fire department."

Fire Chief P. C. Strange said the cause has not been determined but also according to witnesses an explosion in the basement was given as the direct cause.

Chief Strange said the old building, which had a false and tin covered ceiling, made direct contact with the fire virtually impossible.

"The blaze gets between the ceiling and walls of these old buildings and you fight a losing battle," said the chief. "You must make your way inch by inch and before you know it the fire breaks out in another section."

Jim Timmings, another tenant of the block, said he awakened and found his room black with smoke.

"I had to crawl down the hall and stairs. I couldn't see," said Mr. Timmings. "I didn't think I would get out alive."

Firefighters entered the building several times looking for a man believed trapped on the third floor. It was later found that the man had escaped.





Nugget camera records dramatic picture as wall caves in



This dramatic picture by Nugget photographer Barrie Davis, who was on the scene minutes after the fire started at 6.30 a.m., was taken just as the Main Street wall of the Transportation Building caved in. Firefighters ran for their lives as the whole section tumbled down. At top left is the aerial ladder manned by Firefighter Bill Towers. Minutes before the wall started to fall, a firefighter jumped into the cab and drove the huge apparatus away into a vacant lot on the corner of Main and Fraser Sts., the site several years ago of another major blaze which wiped out a business block. When the crack in the wall first

## N. Bay landmark pile of rubble; loss is \$600,000

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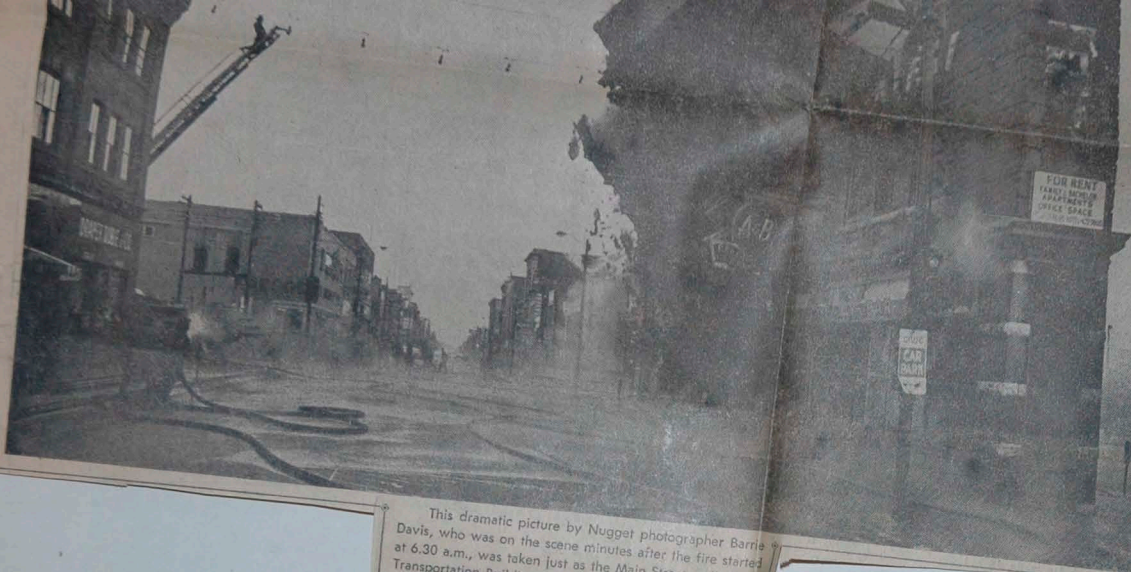
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Firefighters entered the building several times looking for a man believed trapped on the third floor. It was learned following an intensive search that Jack Conrad had left earlier for work.

Firefighters used the aerial ladder truck as an escape route for some 10 persons trapped on the third floor. Bystanders ran over and congratulated the department men for their work.

Six men responded to the alarm, one of whom was an officer. One man was placed on the pumper with four to lay hose. Until help arrived some 15 minutes later these men worked to save tenants trapped on the third floor. According to reports, the fire





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—Nugget Photo by Barrie Davis

*Carnival in full swing*

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Apartments and offices numbering over 25. Albert Virgili, tenant in the building, told The Nugget he was sitting in his room and heard a minor explosion similar to a car backfiring.

"At first I thought it was a car but then the whole place filled with heavy black smoke," said Mr. Virgili. "I felt my way down the hall and got one of the men at Union Taxi, located across the street, to phone the fire department."

Fire Chief F. C. Strange said the cause has not been determined but also according to witnesses an explosion in the basement was given as the direct cause.

Chief Strange said the old building, which had a false and tin covered ceiling, made direct contact with the fire virtually impossible.

"The blaze gets between the ceiling and walls of these old buildings and you fight a losing battle," said the chief. "You must make your way inch by inch and before you know it the fire breaks out in another section."

Jim Timmings, another tenant of the block, said he awakened and found his room black with smoke. "I had to crawl down the hall and stairs. I couldn't see," said Mr. Timmings, "I didn't think I would get out alive."

Firefighters entered the building several times looking for a man believed trapped on the third floor. It was learned following an intensive search that Jack Conrad had left earlier for work.

Firefighters used the aerial ladder truck as an escape route for some 10 persons trapped on the third floor. Bystanders ran over and congratulated the department men for their work.

Six men responded to the alarm, one of whom was an officer. One man was placed on the pumper with four to lay hose. Until help arrived some 15 minutes later these men worked to save tenants trapped on the third floor. According to firemen, this gave the fire a good hold on the walls and ceilings making it impossible to quell the fire early.

K. E. Hull, manager of the CNR telecommunications office, said all matters handled by the office would be transferred to the Canadian Pacific and the Bell Telephone Co. lines.

Mr. Hull said it might be five to seven days before proper equipment can be installed in another location to handle the great load.

Owner of the building, J. H. Prisco, would not confirm or deny a report that the building did not carry insurance. He estimated his loss at approximately \$175,000.

Deputy Chief Art Haley told The Nugget that a construction company will be called in to knock down the remaining two walls for the safety of the public.

When the front section of the building crashed to the ground, hydro and telephone lines were severed and at press time today workmen were severing to repair the lines.

When the fire ate its way through the roof, flames were estimated as high as 50 feet. Firefighters feared that a sudden wind might throw the blaze onto the roof of the St. Regis Hotel or other large buildings in the immediate area.

Chief Strange said all equipment was being used to full capacity and that the calling in of additional departments would only lower the water pressure.

He said the four hydrants in the area were being

(Continued on Page 3)

## THE BUSY AND EXPANDING CITY OF NORTH BAY



All the city east of Ferguson street has managed to find its way into this aerial view of

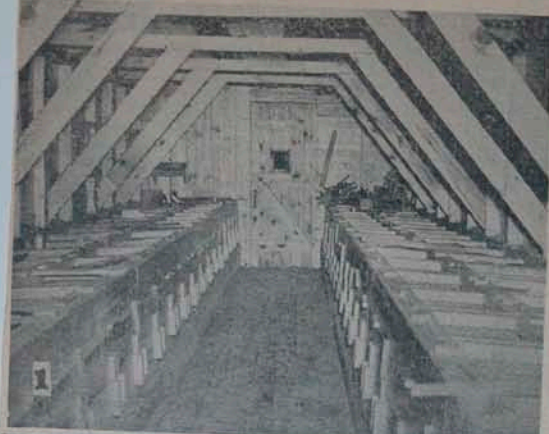
expanding North Bay. The full extent of the CPR yards, seldom noticed from the ground, can be seen here, with Main street stamping

its mark across the centre of the picture and an increasing number of homes stretching out beyond.

—Report Photo by Ottumwa



# RAISING MINK LUCRATIVE HOBBY



No. 1. An inside view of one of the breeding houses on the Spittel Fur Ranch near North Bay. This building is 70 feet long and 12 feet wide. It contains 80 individual pens in which mink are housed throughout the winter and breeding seasons. Note slide door at bottom of each pen, which is used when mink are transferred to furring pens. No. 2. Some of the pens from the rear. At the front is a covering of steel wire mesh, through which the mink may be viewed by visitors.

No. 3. "What's all this about?" these two mink seem to

be saying. These are Eastern Standard mink, and at the time the picture was taken, their fur was about a month away from being in prime condition.

No. 4. Charles E. Spittel, owner and manager of the ranch, transfers a mink from a small, portable wire cage to one of the pelting pens. The mink shown above is worth about \$300. It is a male silver-bla mutation and valued as a breeder at the ranch.

Lower right, what every woman wants: A mink coat. This is how the mink on the Spittel ranch wind up their careers.

Nugget Photos

Gateway, Oct. 11—Only a five-minute drive from the centre of North Bay is located the Charles Spittel Fur Ranch. It stretches for several acres along the north side of the airport road, and through it flow the waters of Chippewa Creek. The tree-studded banks provide the shade and the woodland atmosphere so helpful in the breeding of mink.

Charles E. Spittel, owner and manager of the mink ranch proved a most affable and hospitable host when questioned about the fascinating industry in which he is engaged.

One of the problems which a mink breeder has to consider in locating his ranch is how to keep the mink in and the people out. How to keep the mink in is an ever-present problem. However, insofar as the sight-seers to the ranch are concerned, it is only during the breeding season that they are not welcome, as the animals at this time are in a nervous state and, experience has shown that they should not be disturbed. This period is from the beginning of March to about the middle of June.

Beginning with three mink in the backyard of his North Toronto home in 1930, Mr. Spittel has seen his hobby develop into a full-time business venture. Moving to Temagami in 1934, where he operated a logging camp, he has since then been raising mink.

ture expanding and, in 1943, moved to his present location, being attracted there by the suitability of the site, the convenience of a natural water supply, and the forest covered area encompassing the area.

The fur ranch is operated on the pen system, of which there are about 1,000, approximately 960 of them being presently occupied by the animals. These pens are grouped in different classes. About 200 are used as breeding pens, whereas the other 760 are used as furring or pelting pens. The breeding pens are also used for the latter purpose when the breeding season has terminated.

The individual pen is approximately 2 feet by 1½ feet by 1½ feet, including the nesting box at the rear of each. The breeding pens are used for the purpose which the term signifies, and the furring or pelting pens are the ones to which the animals are transferred to after being taken away from the mother sometime during the month of July. It is in these latter pens that the animals develop and the fur reaches the prime stage.

The mating season begins around March 1, and aside from his regular vocation, the fur rancher must also be a mathematician, as at this time of year he must maintain a chart of his operations, minutely recording the hour, the day, the species and the animals bred. In

this way the fur rancher can fairly well judge the success or failure of his venture.

This may sound easy, but one look at the chart displayed by Mr. Spittel convinces the visitor that there are easier ways of making a living than fur ranching.

Following the breeding of the animals, there is a gestation period of from 42 to 60 days, after which the kittens or baby mink are born, which is usually up to about the 10th of May. The female whelps a litter of from one to six kittens, the average being about 4. Only one kitten is born each year, and the kittens are left with the mother in the breeding pen for a period of from six to eight weeks. This is contrary to the popular belief that the female mink will destroy its young if they are not taken away immediately.

After the young mink have developed sufficiently, they are transferred to the furring or pelting pens and reach full growth about September. A male mink will weigh approximately four pounds, and a female mink about two and one-half pounds. The length of the body varies from 14 to 18 inches, with the tail adding an additional six or eight inches.

After reaching full growth, the mink at the ranch are carefully checked during the month of October, and are graded into classes in accordance with the condition of their fur. Once again, Mr. Fur

rancher is ever on the alert, as a mistake in judgement as to the mink being in prime condition will result in a lower price being realized for it. The animals begin to reveal signs during this month which are readily discernible to the eye of the rancher, but to the amateur it is just another mink being readied for the auction.

Pelting of the animals begins about the first week of November. By this time the majority of the mink have reached the prime stage or are fast approaching it. The mink rancher needs help at this period as the animals have to be guessed, skinned, the pelts scraped and dried. It is a busy time around the ranch. The mink are removed from their pens by forcing them into small portable wire cages. The animals and cages, numbering up to a half a dozen, are placed in a box or chamber into which has been released the fumes of a deadly gas. In this way they are painlessly disposed of and ready for the skinner's knife.

If you feel that you have cause for complaint about the present meat shortage, you have only to take a look at the fur rancher to realize how well off you are. You may have four or five mouths to feed, but with him it is 800 or a 1,000, and when mink are not fed, they are like humans, they become hungry and irritable. The animals are fed twice a day, the morning



meal about 8 a.m., the second meal around 5 p.m. They are watered about four times a day during the hot summer season, but in cooler weather a couple of times suffices. About 100 pounds of food are required by

(Continued on Page 11)



## THE RESIDENTIAL WEST END FROM THE AIR



Lined with houses, Main street, McIntyre, Copeland and Jane run parallel and westwards out of the city. As in almost all the series of aerial views of North Bay, this picture is in-

dered with railway tracks. Running close along the lake shore (right) the CPR forms the southern boundary, while the CNR line appears behind the NBCL & VS buildings in the top left-

hand corner and cuts diagonally across sparsely housed blocks. Like its predecessor this picture was shot from a Lakeland Skyway plane.

## LOOKING DOWN ON THE CITY SPORT CENTRE



The long roof of Memorial Gardens, seen of an exact westward and (right) in the 200 ft. tower, is here viewed from the air, with

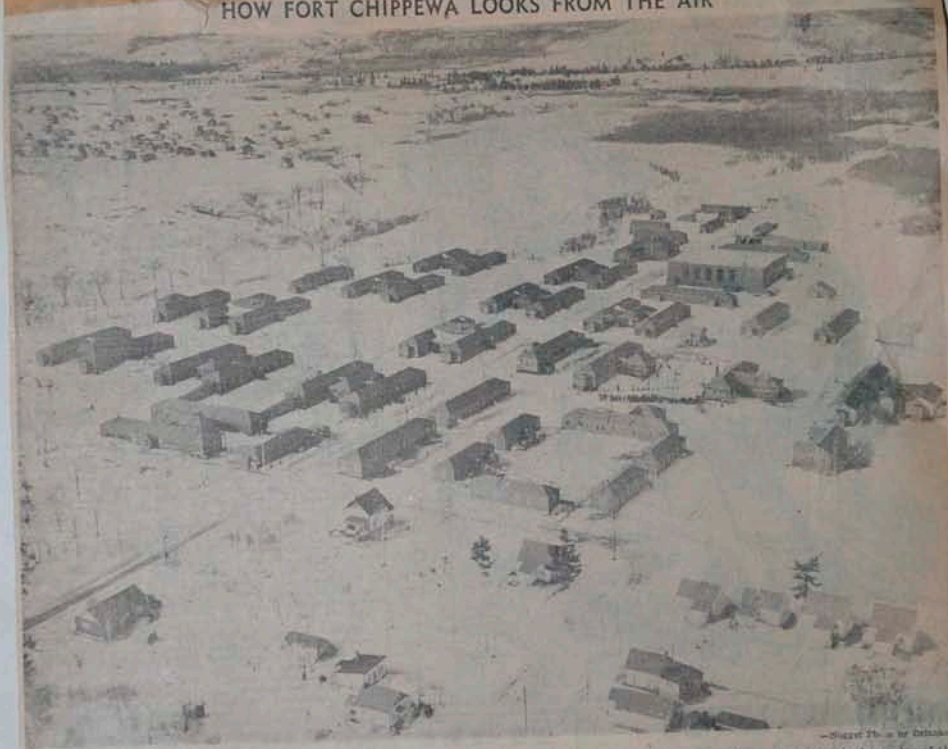
the still snow-covered ball park beside it. King street west stretches diagonally across the foreground of this aerial view which discloses the

focus point of sports interest in North Bay. This picture was taken by the Nugent's aerial camera from a Lakeland Skyway plane.



NORTH BAY DART NUGGET, FRIDAY, MARCH

## HOW FORT CHIPPEWA LOOKS FROM THE AIR



Landmark of World War II's military concentration is this aerial view of North Bay's Fort Chippewa. Built in the early years of the war, the camp provided basic military training and primary education for thousands of Can-

ada's troops. It now houses the North Bay district offices of the Department of Veterans Affairs, Teen Town, No. 2 Road Construction Company (Reserve) of the RCFA, and "B" Company, Algonquin Regiment (Reserve).

Chippewa street runs through the centre of the picture. Bottom, right, are four wartime houses. This picture was taken with The Nugget's aerial camera from a Lakeland Skyways plane.

# CROW'S EYE VIEW OF PART OF NORTH BAY



Do you recognize your house in this picture? This is the third of a series of special photographs taken with The Nugget's new aerial

camera. It shows sections of Regina and Fisher streets, as well as part of Laurier avenue and Princess street. Approximately 80 houses may be seen in this picture. The back of St. Vincent de Paul Church and St. Vincent's school are at the extreme top left corner of the photograph. This photo was taken from a Lakeland Skyways plane.

—Nugget Photo by Collection

# WEST END ROOFTOPS AMID THE SNOW



The camera here looks down on the rooftops of well-spaced residences in the west end of the North Bay. From St. Mary's Academy, just into the top left hand corner, Main street

street west curls gently across the picture past the department of highways office with its white flagpole and larger mill of the old Court House, headquarters of the lands and forests

department, on the opposite corner. The picture was taken from a Lakeland Skyways plane, flying low over the city.

—Nugget Photo by Collection



## THE EAST END OF THE CITY FROM THE AIR



—Mount Photo by Oriskany

This aerial view of North Bay leaves no doubt in the mind about its being a railway city. The picture shows the east end of the city sandwiched firmly between the tracks. The UPR tracks stretch across the foreground in a

thick, dark ribbon cutting the highway from the south at the notorious Golf street crossing, the most infuriating, delaying, beefed-about railway crossing for many miles around. Close beside it run the CNR sidings to their freight sheds, while further off into the background

the CNR tracks make a beeline through the centre of the residential area. Angling across them, and slipping away northwards into the background, runs the ONR main line. Picture was taken with The Nugget's aerial camera from a Lakeland Skyways plane.

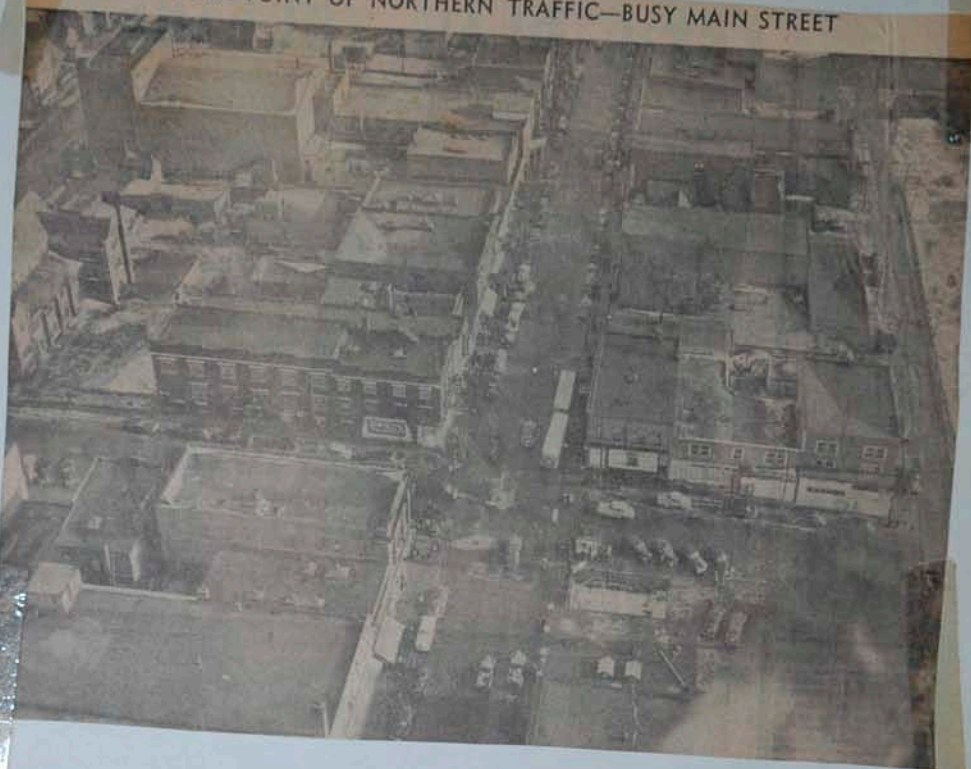
BUSY CITY STREETS—OAK, MAIN, McINTYRE



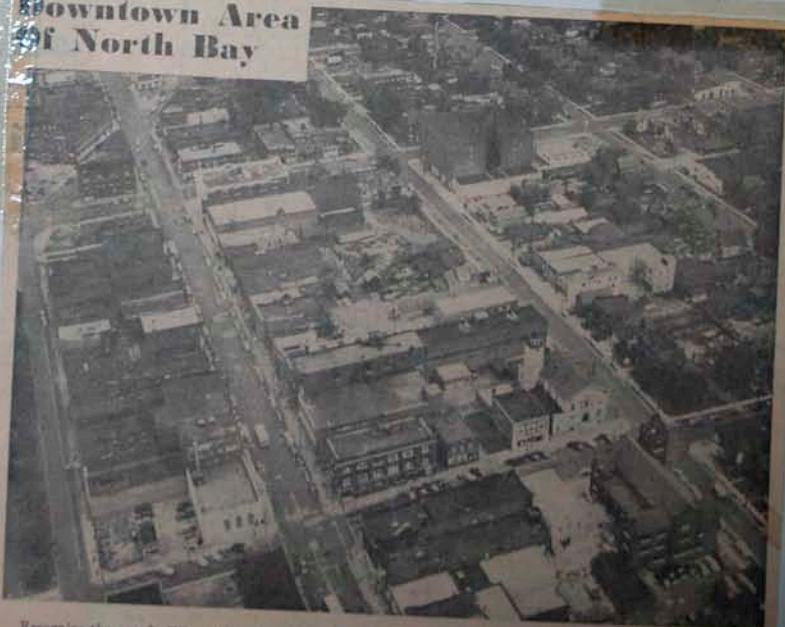
Heat Residential Patterns of Northwest City Area



FOCAL POINT OF NORTHERN TRAFFIC—BUSY MAIN STREET



Downtown Area  
of North Bay



Recognize the area? Why sure, that's North Bay's Main street west almost running up the left hand side of the photo; the street cutting diagonally across it near the top left corner, why that's Algonquin avenue—the triangular Transportation Building is a dead give-away on that

score. The street which starts off in the right hand corner of the photo and runs parallel with Main street—was guessed it—that's McIntyre street. Trinity United Church can be seen on the corner of Ferguson and McIntyre streets in the bottom right hand corner, too. The photo was taken from a Lakeland Airways plane.