

ONTARIO  
NORTHLAND  
RAILWAY DIARY  
NORTH BAY  
NUGGET 1940-1950

C. H. RIFF

**"DIESEL SWITCHER" NO. 1200 MAKES TEST RUN**



One of three 1,000-horsepower Alco-G.E. Diesel Electric Switching Locomotives delivered in North Bay last week for use by the Ontario Northland Railway is seen above as it was taken on its trial run by veteran

JUNE 24 1946

engineers of the railway. The engines will be used for switching operations in the O.N.R. yards at North Bay and Englehart. This engine is No. 1200, and is known familiarly to railroaders as the "Diesel Switcher."

(Nugget Photo)

JUNE 24  
1946

# Timmins to Get New ONR Diesels



The Ontario Northland Railway's program of dieselizing its Northern Ontario railway yards took another step forward this week with the arrival of this new 1,000-horsepower diesel switcher. The

Photo by W. diesel, seen standing in the North yards, will be serviced and tested before going to Timmins for yard-switching duty. Diesel switchers already operate at North Bay and Englehart.

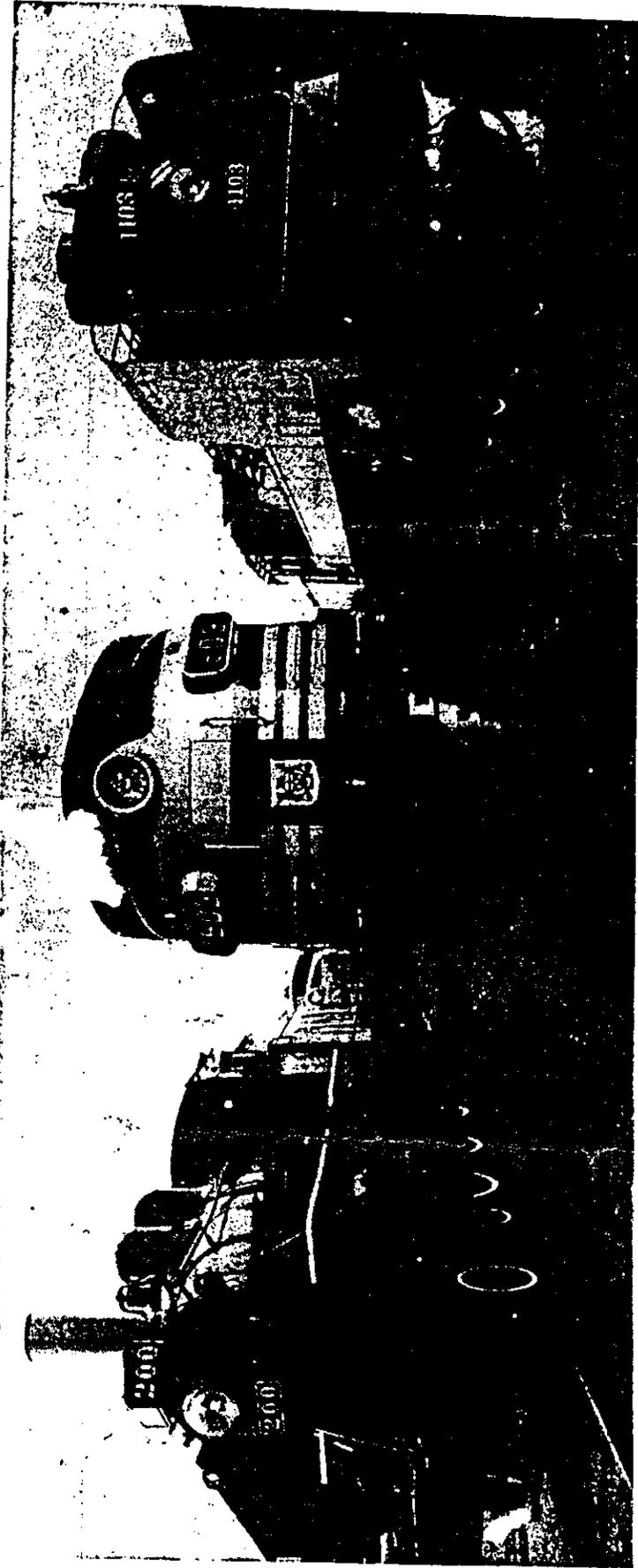
November 4

1950

Nov 4 1950

# THE OLD AND NEW O. N. R. LOCOMOTIVES.

MAY 12 1952



Three generations of locomotives are portrayed here on display at the Canadian Pacific Railway station. They were featured in the O.N.R.'s 50th anniversary program. The railway celebrated its Golden Jubilee today with a monster luncheon and a special excursion to the scene of

the first sod-turning May 10, 1902. On the left, above, is a 200-class locomotive made in 1908. At the right, one of the big "1100" class engines purchased in 1936. And in the centre, the latest type of diesel locomotive, which the O.N.R. is in the process of adopting exclusively.

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★ ★ ★

## All North Congratulates O.N.R. on 50th Birthday

By LEN FARKES

Northern Ontario is celebrating today, marking the 50th anniversary of the birth of the Ontario Northland Railway.

and industrial commissioner for the Ontario Northland.

Pioneer railroaders and district "old timers" gathered in groups around lobby of Empire

party," a spokesman for the government-owned railroad said.

"There will be a hearty welcome for everyone to celebrate together 50 years of progress."

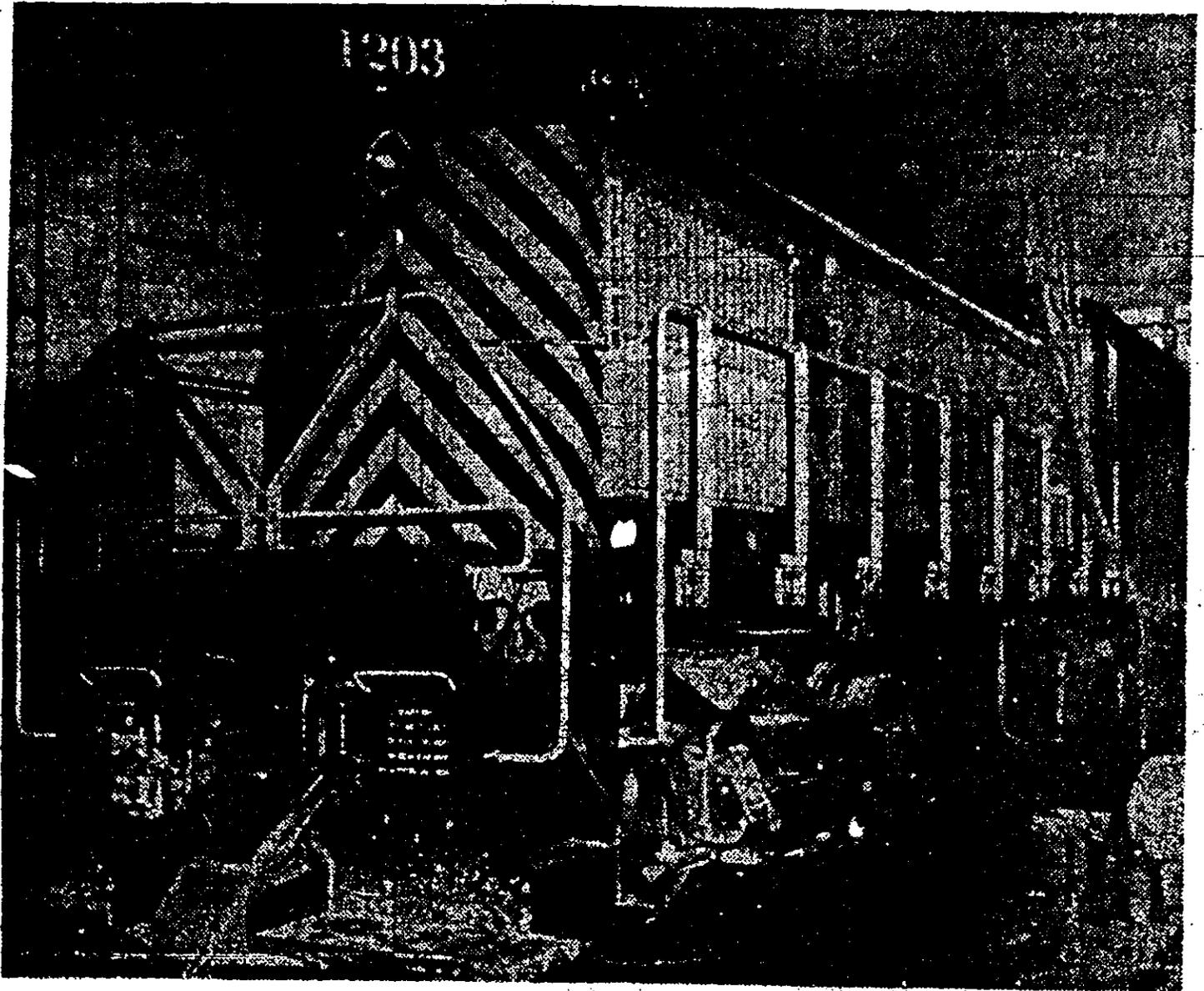
—The Toronto Star

—Nurest Photo by McKnight

MAY 18  
1952



# ONR ADDS TO GROWING FLEET OF DIESELS



—Nugget Photo by Orlankee

This 1,000-horsepower diesel yard switcher was added to the Ontario Northland Railway's growing fleet of diesel units last week. It is now being tested and ser-

viced in North Bay and will go to Timmins for operations in the ONR yards there. The ONR expects delivery of six streamlined road diesels within the next two months.

NOV 7 1950

November 7  
1950

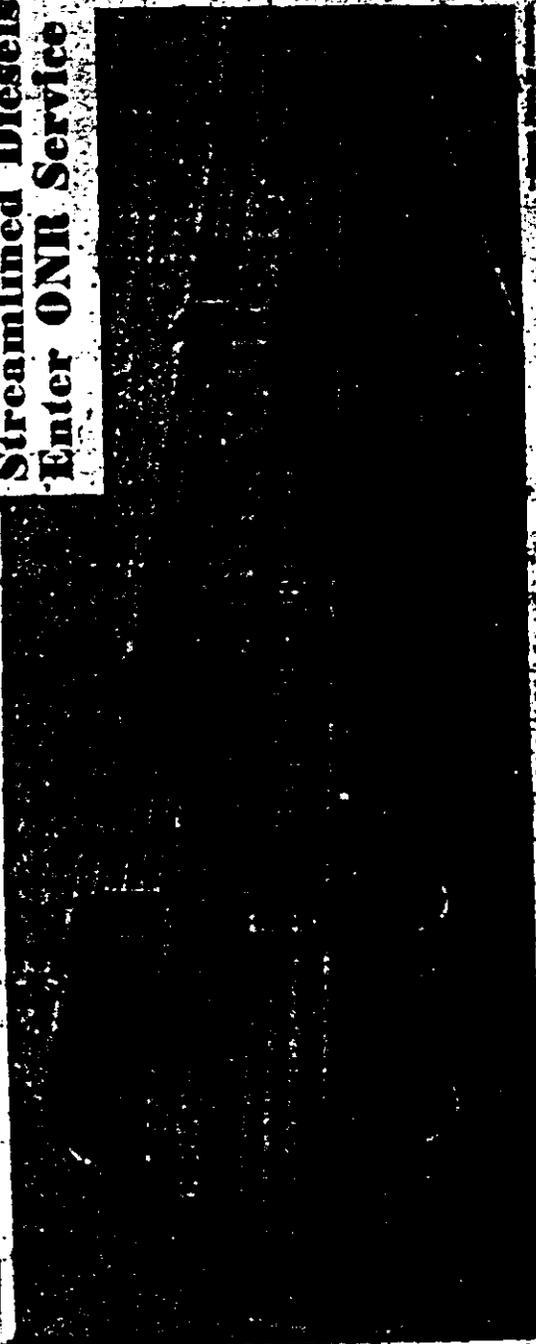
ONR Exhibit Judice Exhibit Friday, May 4, 1953



One of the ONR's Diesel Road Switchers

May 1953

# Streamlined Diesels Enter ONR Service



Streamlined Diesel locomotives have their first appearance on the Ontario Northland Rail- road. The first pair of streamliners was delivered to the GNR Monday and they are

seen here being delivered to a freight rail north from York. Each unit develops 1,500 horsepower and can be operated

separately. Four more are ordered by the Com. Ont. plant of General Motors Diesel Ltd. Each costs \$225,000.

APRIL 4  
1951

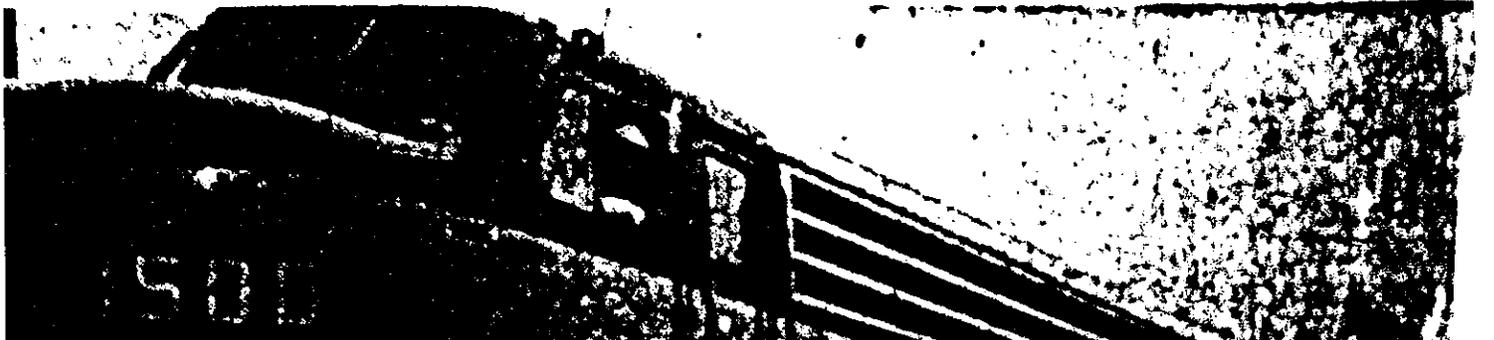
APRIL 4, 1951

## OFFICIALS INSPECT NEW OVR DIESELS



L. Robeson (second from left) shows  
men the details of the new General  
Motors Diesel locomotive delivered to the

railway this week. Left to right are Hor  
er Blais, engineer; Mr. Robeson; To  
Read, shop foreman, and John Collins, fir  
man.



April 2 1951

# Two New Diesels Delivered to ONR

A pair of streamlined 1,500-horsepower Diesel locomotives were delivered to the Ontario Northland Railway in North Bay today.

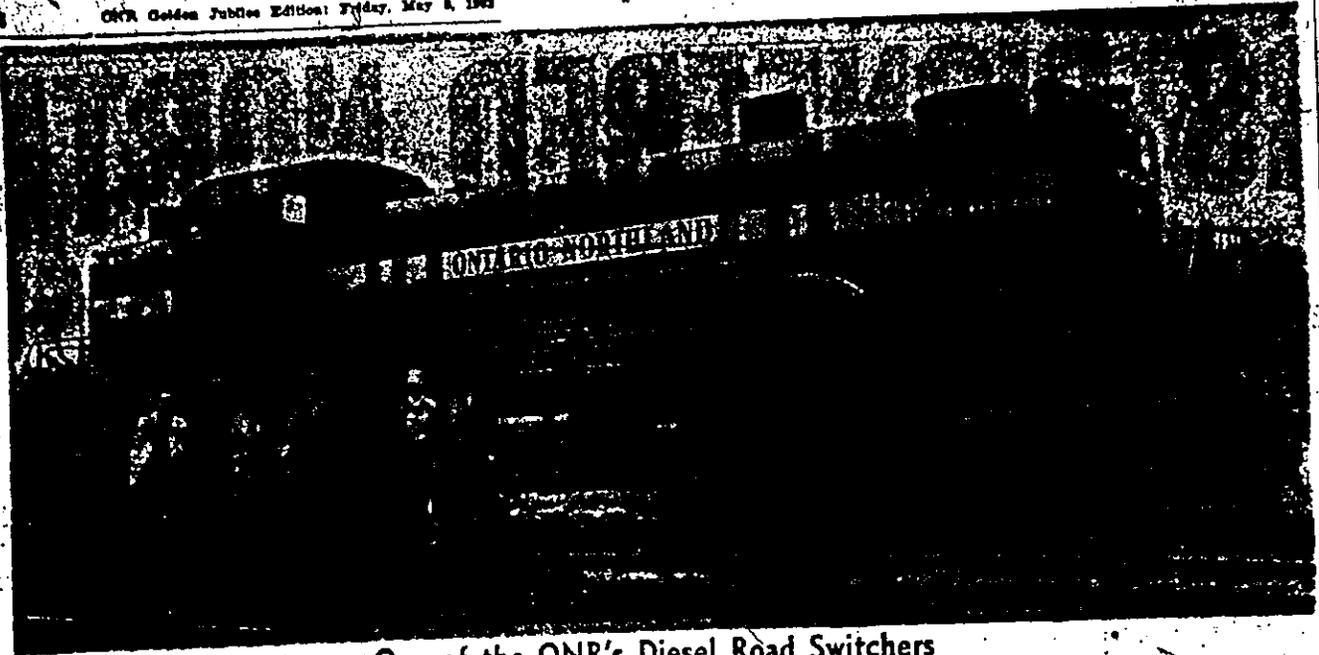
The Diesels—first of the streamlined type received by the ONR—were built by General Motors Diesel Ltd., at London, Ont.

Four more are on order for the railway's freight service in Northern Ontario.

The ONR already has four Diesel road-switchers of the 1,500-horsepower variety in use and a number of yard switchers.

The new arrivals will be checked and tested here before going into service.

April 2 1951



One of the ONR's Diesel Road Switchers

T. G. (Tom) McDonald

# Saw First, Last Spike Driven in ONR's Rails

The distinction of having been present at three ceremonies connected with the history of the T&NO — once in the role of spectator and on the other occasions because of his association with the public life of his home community — belongs to T. G. ("Tom") McDonald, who also worked on the construction of the present Ontario Northland Railway and was a member of its running crews for a time in its earlier days.

Mr. McDonald now lives in Timmins, and is a contractor on his own account, but for many years his home was at Matheson, of which North Country town he is a former mayor and identified also with the activities of the Board of Trade and other organizations there. He was the chief magistrate of the municipality in 1918, when the Ontario Government of that day agreed to guarantee the town's bonds in order that a waterworks system might be installed.

On the trip to Toronto in connection with these negotiations with Queen's Park, he was accompanied by the town clerk, who was the Rev. Dr. James A. Lytle, now of North Bay, and superintendent of United Church missions in the northern districts, and at that time on the mission field at Matheson. One result of the deal was that the T&NO agreed to pay Matheson \$2,000 per annum for water supplied to the station, bank, and thereby bring a tale, Mr. McDonald said.

The water from the railway authority was applied toward reducing the municipal debt, but one year the Matheson public school board ran into financial difficulties and the school actually was closed

temporarily, Mr. McDonald said. It chanced that George W. Lee, then chairman of the T&NO Commission, came along and, when told of the situation by Mr. McDonald, for the town, he arranged matters so that the Commission's cheque was turned over to the municipality and funds thus provided for the trustees.

### Typical Service

That action, in the opinion of the former Matheson mayor, was typical of the services rendered the North Country by the T&NO. He recalled how trains would be stopped in what seemed the middle of a stretch of bush in order that some prospector might be able to launch his canoe in a handy stream, instead of having to carry it from the nearest regular stop, and spoke also of conveniences arranged for the settlers who had to get their produce to market.

They were "great people," those Old Timers of the T&NO, said this pioneer of both the railway and the country. Mr. McDonald was living and working in North Bay when, as a youth of eighteen, he went out to Trout Lake on May 14, 1908, to watch Hon. Frank Latchford, then Commissioner of Public Works in the Ross Administration, turn the first sod. Thirteen years later, as a representative of Matheson, he was in Ottawa when Hon. R. C. Drury, then Premier of Ontario, performed a similar function in the T&NO bogged his drive north to Kenosha.

Thirteen more years elapsed before the rails reached their waters and the ceremony of driving the last spike on what was called the James Bay Extension was performed. The

special train picked up Mr. McDonald at Matheson and he recalled how Chief Justice Latchford (as he had become), Mr. Drury and the Hon. George Henry, Premier of Ontario in 1912, swung the hammer that day. Of the three, Mr. McDonald thought the venerable Justice, then past eighty, did the best job.

Half a century ago, this pioneer citizen worked for Paddy Furlong of Eganville, who had the first contract to cut the T&NO right-of-way and who had to relinquish it because of financial troubles. Mr. McDonald said he and Mickey Hayes cut down the first trees along the survey, these being at Trout Lake. Later, after A. R. Macdonnell had taken over the construction job, he went braking on a construction train, whose conductor was Jack Keenan.

Subsequently, he drove a four-horse team for Alex Stirling, also of Timmins today, and who had a freight contract along the right-of-way. Loads started out of North Bay and he got as far as Rawlston on occasion, he said. Then, he took a turn at braking for the T&NO itself on its passenger trains, a job on which he stayed for a couple of years, running as far as the First Crossing of the Missisquoi River (meaning Englishbury) before he left railroading for other work.

### Old Names

Date the conversation with this veteran of the North Country except the names of many railroaders, contractors and their employees, among them Jack Shields, who carried the mail out of North Bay to the various Macdonnell construction camps as the road was pushed

north. There was talk of Jim Midd, Ash Newell, Ab. Miller, Tom Hamblin, Tom McParland and, in this partial list of early conductors, Jim Murray who, Mr. McDonald said, made only one trip as freight conductor before taking over a passenger run. There was, too, John Judge, who became the T&NO's first trainmaster, it was stated. Some other

pioneers mentioned were "Big Bill" Wright, and the three Macdoonas, who held a sub-contract in the building of the railway, Mr. McDonald said. They were exceptionally tall men, aggregating twenty-one feet among them, with one of their number going several inches above the seven foot average struck for the trio. Before taking up railway work.



**SERVING CUSTOMERS**

Canadian General Electric congratulates the Ontario Northland Railway on the occasion of its Fiftieth Anniversary

General Electric believes that the greater the



## FULL STEAM AHEAD

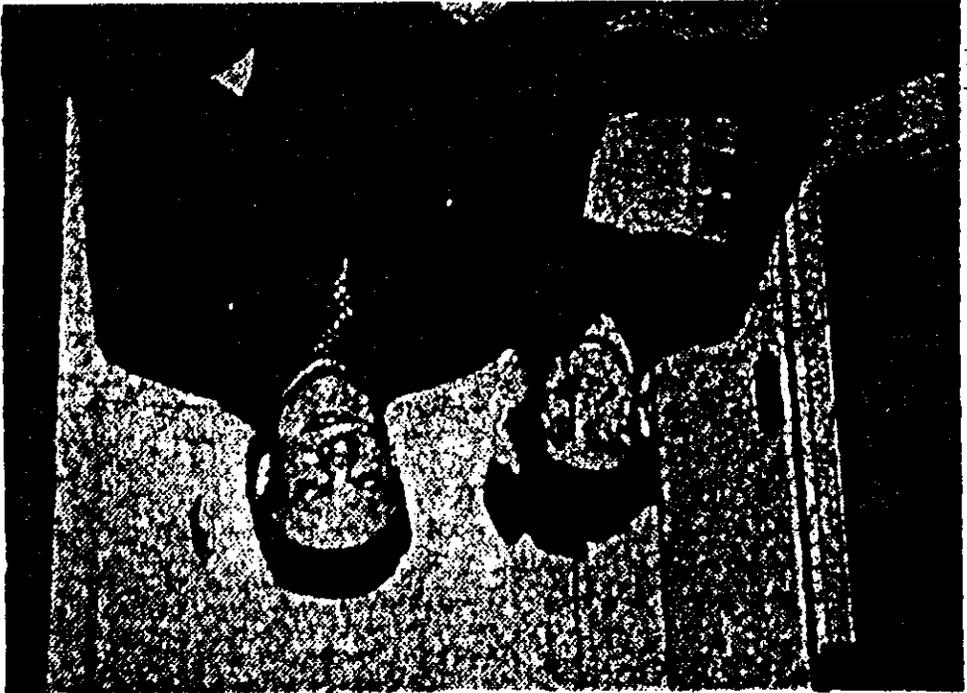
Her bearings and brakes checked, the ONR pulls out of Timmins into the air, the locomotive ONR, which has played so vital a part in the growth of Timmins on the first leg of a journey to show the staunch durability a part in the growth of Timmins for the haul ahead, No 1100 of the south. Blasting smoke high that seems synonymous with the, during the years.

The passenger on Train No. 100 looked up as the conductor at the single passenger coach beckoned and the conductor over.

"Where is the dining car on this train?" the passenger asked. "Getting a broad smile, the conductor answered: "Borry, it have no dining car on this train."

BY BEN WARD

# Like "MIXE"



Dusk, and the "mixed" puffs out of New Liskard on the last lap of a northward run to Englehart. Most of the train's work is south of New Liskard at isolated communi-



# Backwoods Charm Rej



# TOMIKO WATER TANK COLLAPSES ON TRACKS

Southbound Local Is Delayed  
Tuesday; Cause Not Yet

*JAN 5* Determined *1938*

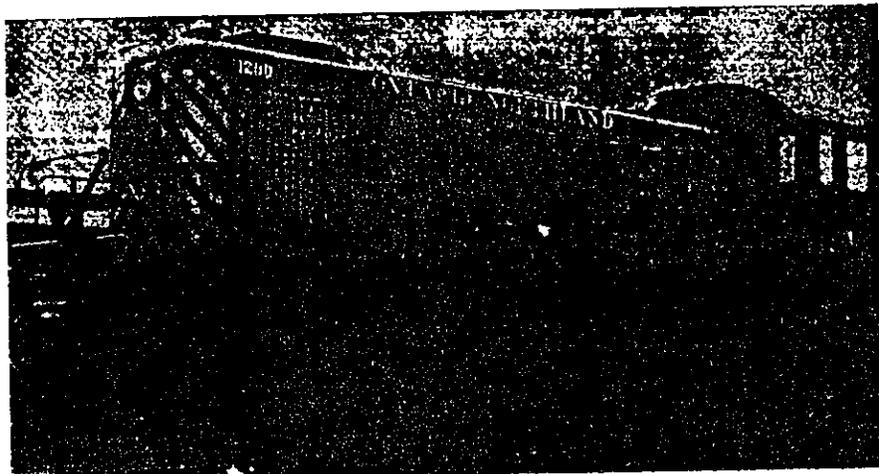
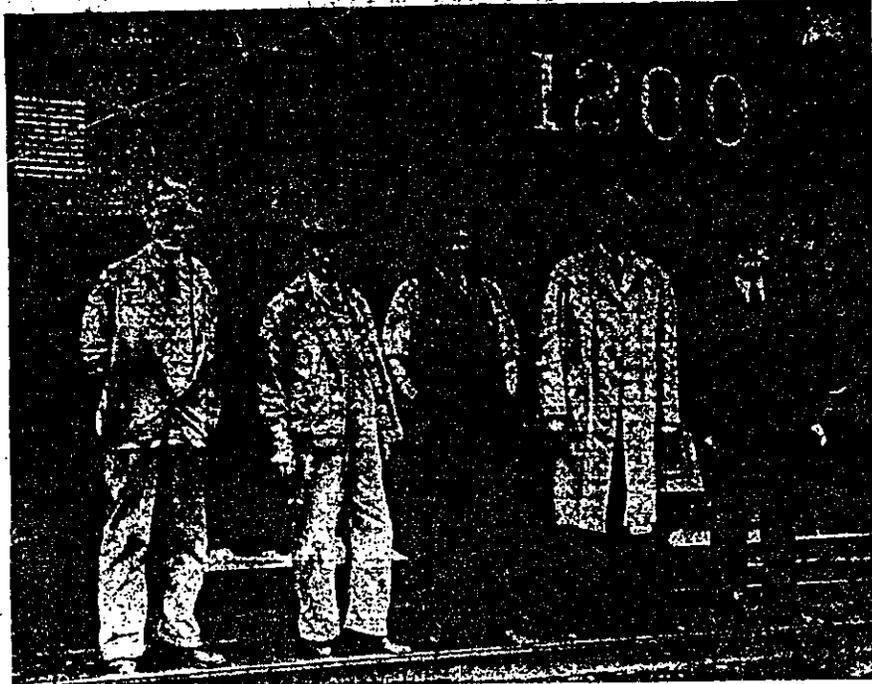
Passengers on T. & N. O. train No. 2 experienced a 15-minute delay Tuesday afternoon when the railway's water tank at Tomiko, 28 miles north of North Bay, collapsed. Fortunately, no one was injured when the old structure caved in, deluging the tracks with thousands of gallons of water and wreckage.

### Two Tracks Blocked

The main line and one siding of the railway were blocked by timbers. After a short delay, train No. 2 was able to proceed around the debris via a third passing track, and continued on its journey southward. The cause of the accident has not yet been determined, though officials have ordered an investigation.

The Tomiko tank is the first watering place used by the railway north of North Bay, and was built in the early days of the T. & N. O. construction. It was used mainly by freight trains.

THREE DIESEL LOCOMOTIVES ARRIVE IN NORTH BAY



Test runs conducted in the Ontario Northland Railway's yards at North Bay last week introduced the "Diesel Switcher," known formally as the 1,000-horsepower Alco-G.E. Diesel Switching Locomotive. Three "Diesel Switchers" and brought from Schenectady, N.Y., where they were manufactured. In the upper photo are seen some of the men who participated in the trial runs of the new engines. From left to right are Jack McKenny, fireman; Jimmy Fry, engineer; T. Read, general foreman; A. D. Lawrence of New York, service engineer, and H. W. McKenzie, master mechanic, O.N.R. In the middle picture is a side view of No. 1200, one of the three engines. Below, Jack McKenny, and Jimmy Fry take instructions in the operation of the Diesels from Mr. Lawrence. Engineer Fry is learning the workings of the Diesel on the eve of his retirement from service. He will go on pension at the end of this month.



NORTH BAY GON... EMP... FRIDAY MA...  
**ONTARIO NORTHLAND  
RAILWAY**

*Celebrates*



*Its*  
**GOLDEN  
ANNIVERSARY**

**50 YEARS**  
*Progress*



*in the  
North*



### ONTARIO NORTHLAND GETS 3 NEW BUSES



—Mugget Photos by Ortankos

Three new 37-passenger buses have been delivered to the North Bay headquarters of Ontario Northland Bus Lines, a subsidiary of the provincially-owned Ontario Northland Railway. The new units, embodying modern comfort features, are Model 85 Courier Coaches made by Motor Coach Industries at Winnipeg. In the TOP PHO-

TO is an exterior view of one bus. The CENTRE PHOTO shows Frank Grey (left) service agent, explaining the motor to R. P. C. McLeod and General Manager A. Freeman of the ONR. Testing the softness of seats in the BOTTOM PHOTO are, left to right, P. Ryan, Mr. Grey, Mr. Freeman, Mr. McLeod and J. W. Millar, ONR chief mechanical officer.

Feb 2 1951

# A VISIT TO WIDDIFIELD STATION



These smiling youngsters are gathered beside Widdifield Station's one-room

school. I. O. Matson is teacher at the school, Widdifield SS No. 6, or, as it used to be known, Poplar Hill school.



Ontario Northland Railway section foreman Bill Vandusen, right, stands with one of his three section men, John Alex-

ander, in front of the tiny waiting room and freight shed at Widdifield Station. To the left is the water tower which dominates the hamlet.



Street in view by Charles

This view of the hamlet—looking roughly north—shows the hamlet, as seen from the ONR tracks, with hills in the background.

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WIDDIFIELD STATION Feb 2: Turning off the highway, motorists pass the hamlet before entering the hamlet. The sign on Highway 62 the well-plowed, winding road the hamlet. Widdifield Station 3 Miles motorist passes a couple of lonely. Some 11 men, women and children

SOMEBODY'LL BE BUSY NEW YEAR'S DAY! Dec 31, 1951



## HUNT PLANE LOST WITH 40 ABOARD

PITTSBURGH — (AP) — Murky weather hindered a great land-air-water search today for a missing transport plane with 40 occupants which disappeared Saturday.

The twin-engine C-46, owned by Continental Charters, Inc., of Miami, left Pittsburgh Saturday night at 9:47 p.m. EST on a non-scheduled flight to Buffalo, N.Y., with seven crew members and 33 passengers.

The plane, purchased from the U.S. government about six months ago, had a three-hour gasoline supply for a 100-mile, 100-mph. expected take-off time.

Capt. Alexander Wozniak of the U.S. Air Force, in charge of the aerial search. He had 100 planes at his disposal.

Capt. Wozniak directed planes to cover a 100-mile wide path, 50 miles on each side of the intended route. RCAF planes were ordered to scour Canadian territory near the U.S. border. A U.S. Coast Guard plane from Salem, Mass., and Coast Guard boats covered Lake Erie in case the missing aircraft went down in those chilly, choppy waters.

Bad weather conditions delayed the start of some phases of the air search.

More than 300 persons aided state police and foresters in a ground search of the area at the southern tip of the Allegheny National Forest about 15 miles north of Brookville, Pa., and 100 miles north of Pittsburgh.

Most of the 33 passengers aboard the ship are from Pittsburgh. Included are three children, one only 14 months old.

Aboard was Mrs. Dorothy Berman Bruce, 23, the wife of Angus Bruce of Kingston. She was flying to a New Year's reunion with her mother, Mrs. Betty Berman of Toronto, now living temporarily in Buffalo.

Mrs. Bruce planned to join her husband and a mining engineer, in Kingston, where he had opened a business. They had spent two years in Nicaragua. (Continued on Page 2)



Mushroomed in a masterpiece of confusion, TOP PHOTO, are these 27. (count em!) derailed cars of an Ontario Northland Railway freight. In all, 31 cars left the tracks at mileage 50, near Bushnell, Sunday afternoon. The train was southbound with rough freight, 35 loads and 16 empties. No

person was injured in the derailment. Auxiliary crews are seen working at the derailment scene in the BOTTOM PHOTO. Line is expected to be cleared New Year's Day. In the meantime, traffic is being carried by highway between North Bay and Temagami. These photos were taken from a Lakeland Airways plane piloted by Glen Simons.

## Crews Working to Clear 31-Car ONR Derailment

A fleet of buses, scurrying between North Bay and Temagami, are endeavoring to keep the heavy holiday passenger traffic in and out of Northeastern Ontario flowing today as auxiliary crews worked around the clock to clear the Ontario Northland Railway line of 31

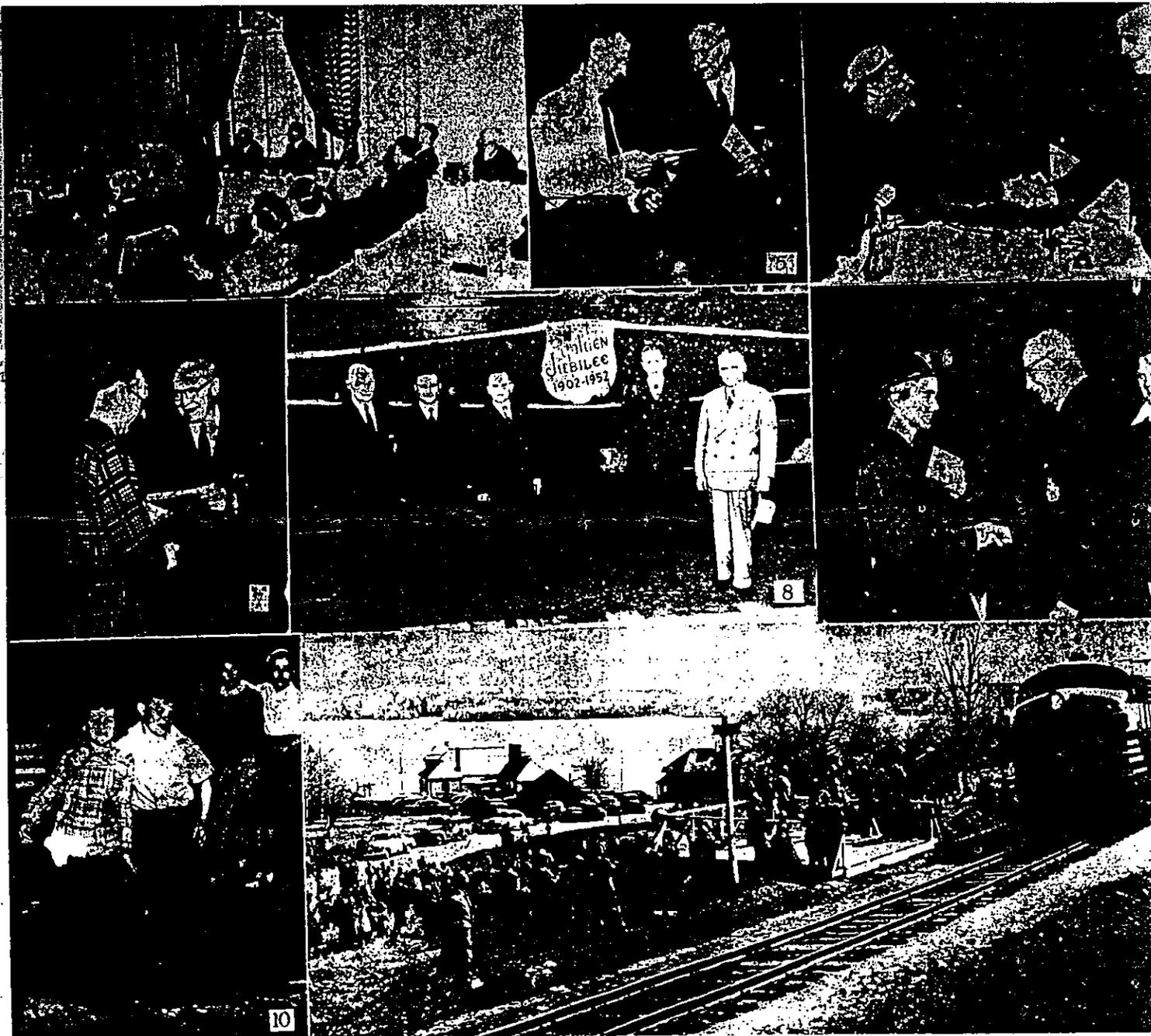
freight cars dumped helter-skelter across the right of way by a derailment 50 miles north of North Bay.

Rail officials hope to have a hole punched through the wreckage to allow resumption sometime New Year's Day.

The derailment occurred at approximately 1:30 Sunday afternoon. Twenty seven freight cars in the train, ten immediately behind the diesel locomotive and the two rear cars, stayed on the tracks. There were no injuries.

The train, southbound, was in (Continued on Page 2)

December 31  
1951



It was a great day for the north country. From the premier to the humblest working man, all turned out Saturday to help the Ontario Northland celebrate its 50th birthday. Above are photos by Nugget Photographer John McNeill who followed the lengthy celebrations. In picture NO. 1, guests of the Ontario Northland are shown through the recently completed North Bay wheel shop after arriving back from a symbolic re-enactment of the turning of the sod at Trout Lake. In NO. 2, Premier Leslie Frost chats with and has one arm around George W. Lee, centre, "Mr. Northern Ontario" and retired chairman of the Ontario Northland Commission. At right is Col. C. E. Reynolds, present chairman of the Ontario

Northland. It was a great day for old-timers. The men in picture NO. 3 have over a century of railroading between them. Left to right they are "Paddy" Jessup, pioneer conductor, Jimmy Fry, among the Ontario Northland original engineers, and Ed. Sheppard, charter conductor with the O.N.R. In NO. 4, the audience at a luncheon for 180 which launched festivities, smiles as Premier Frost tells them that the north is responsible for much of the provincial revenue. Seated at the head table are, left to right, Arthur Beattie, North Bay; Bishop R. H. Dignam, North Bay; O.N.R. General Manager Archibald Freeman; Premier Frost; O.N.R. Commission Chairman

Col. Reynolds; W. B. Harvey, MPP, North Bay; Judge J. H. McDonald, Sault Ste. Marie; and George W. Lee. In NO. 5, Col. Reynolds presents a check to Robert Sluman, Nipissing, whose set took first prize in the Northern Ontario Square-dance competition, held in conjunction with the celebration. In NO. 6 Premier Frost greets Mrs. John Ferguson, widow of one of North Bay's founders. NO. 7: Lloyd Roy, North Bay accepts second prize in the square dance competition on behalf of his set. NO. 8: Members of the Ontario Northland Commission pose beside the special train which took guests to Trout Lake for the re-enactment ceremony. From left to right they are Col. C. E. Reynolds, chairman, North Bay; W. B. Harvey, MPP,

North Bay; R. S. Potter, Matheson Hart; and Hon. William Greisinger. Tilgmins, receives third prize in the petition on behalf of the all-girl set olds. In the background is Sam Lector and organizer of the competition was square-dancing, or trying their elders how it's done. NO. 11: money was halted to allow a 75-car-foot model diesel locomotive to head progress made during the 50 years O.N.R.

# Retiring ONR Conductor Recalls Exciting Times

On a warm summer day in July, 1916 a way freight slowly belched its way north towards the bustling little northern centre of MacDougall Chutes.

It was a sweltering day and an uninteresting trip. The crewmen were thinking ahead to the end of the run at Cochrane and a chance to cool off after the hard day's work.

Yet, a few hours later, more than half that way freight lay destroyed and the remnants became one of the most important trains in Northern Ontario railroading history.

For this unprepared train and its five-man crew stumbled onto the disastrous Matheson fire of '16 and brought an escape from death to nearly 250 men, women and children.

To J. A. (Jack) Ryan of North Bay those few tragic hours will live in memory forever.

The veteran Ontario Northland Railway conductor — recently retired after 36 years with the railway—was a brakeman on that fateful freight.

Despite his 63 years, his recollections of that incident are still vivid.

"We didn't know anything about the fire when we were going up towards Matheson," he recalls. The train arrived at Matheson (then known as MacDougall Chutes) just as the gigantic wall of flame came rolling in from the north. The bushland for miles around was a sea of fire.

Flame whipped around the train and set most of it ablaze. Working at frantic speed, the trainmen switched the burning cars off the main track.

The forest fire travelled with frightening speed and had struck the little community completely unaware. Most of its 250 people knew that the fire meant sure death for every living thing. The Porcupine fire of 1911 had taught early northerners a grim lesson.

But they figured without the fire-blackened half-destroyed way freight that had just pulled in.

In a short time there were 250 people aboard the engine, tender, van and eight cars that remained. There wasn't time to turn around. The engineer put the steam locomotive into reverse and the crowded little train went hurtling backwards for Iroquois Falls.

Luckily they escaped from the fire zone without risk. But it was a narrow squeak.

Just what those 250 people missed became apparent for Jack Ryan the next day.

He was a crew member on the first relief train that went into the fire-scarred area the next morning.



J. A. "Jack" Ryan  
(Saw 1916 Bush Fire Tragedy)

world was bug-eyed over the fabulous silverland and its overnight millionaires.

Right from the start Mr. Ryan got mixed up with transportation business. There were no rail lines into Elk Lake and Gowganda where the new rush centred. So he took a job driving a stage coach in from Charlton.

He stayed with this for two years and then started out to see the rest of the north country. In 1910 and 1911 Mr. Ryan worked on the CNR train service out of Cochrane; transferred to Capreol and spent nearly three years on train service there. At both points he helped build the first CNR transcontinental lines.

In 1914 he went to Cobalt and worked in the silver mines. From there he switched to gold and spent several months at the Hollinger mine, Timmins.

It was there he began working with the ONR which was then known as the Temiskaming and Northern Ontario Railway.

After two years with the Fourth Canadian Battalion which fought in the First World War the pioneer northerner re-

er; Kevin, at Noranda with the ONR; Phyllis, assistant director of recreation in North Bay; Timothy, with International Harvester in North Bay; Frank, at the ONR shops in North Bay; Sheila, who attends St. Peter's High School, Peterborough, and Shirrell at St. Joseph's School in North Bay.

Both Mr. and Mrs. Ryan are content to remain in North Bay but Mr. Ryan is not making any definite plans for the future.

Recently he was honored by the Brotherhood of Railway Trainmen and the Order of Railway Conductors. Mr. Ryan received a wallet, cheque and leather brush case while Mrs. Ryan received flowers.



Here's a shirt looks better, made to stay far longer!

Dart features collar made of broadcloth that can't wrinkle... wears and...

## Hunt

108 Main Street

### "Princess

SUDEBURY — (C) bury's eighth published in September Princess Anne Sc announced-Wednesday, Ward, chairman of board.

The name was taken among Sudb school children. A ters of them picked

Sudbury already Charles School and School.

FIRE TI CALGARY — (C) on damage which by fire bombs in

Now... **MORE** *birds*  
**MADE**

ODEI

STOPS this one.

9.50

you TOP Falls

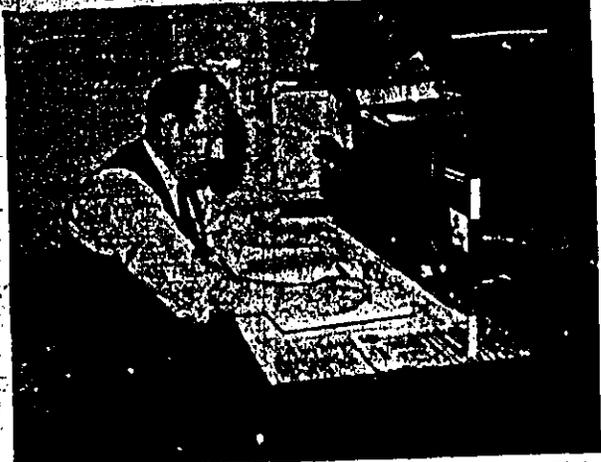
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2/20/1961

# Englehart Despatchers Plot Operations on Ontario North



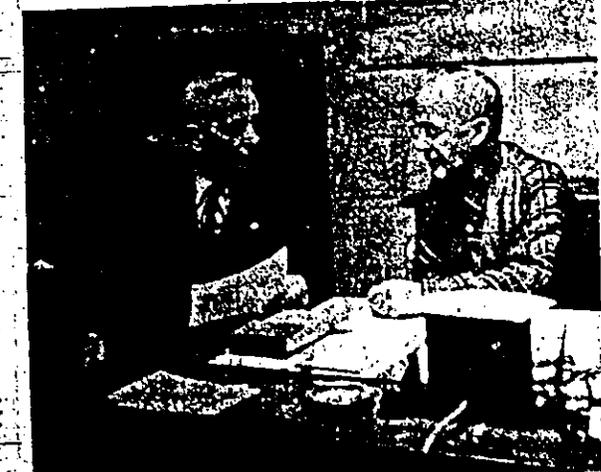
Despatcher C. K. Kirkwood enters a train movement on his chart which shows the whereabouts of trains moving south of Englehart. Buttons on the panel before him connect his microphone to dozens of stations along the line.



Boss-man of all operations on the Ontario North Railway is Superintendent Alvin Jardine, seen here in his Englehart office. The despatching office works under his authority.



In charge of despatching operations at Englehart is Chief Despatcher A. E. (Able) Simms, who began that job 15 years ago. Here his graph key installed in the contact points lines.



Roadmaster William Duquette of Englehart, who works on the line between North Bay and Englehart, chats with Chief Despatcher A. A. Castelman in the Englehart despatching office. This point is the "brain" of the railway controlling all train movements.



Traffic on the ONR is at a peak this year. Despatcher A. A. Castelman, working on the northern lines, makes a change on his chart to show a train's new location. Between 50 and 60 trains operate each day on the railway's 674 miles of track.

## Gamble Robinson Reports Higher Income for Year

SEATTLE, Wash. — Operations of Pacific Gamble Robinson Company for the year 1960 resulted in an income, before taxes, that was slightly higher than in the previous year, J. O. Best, president, announced today in the company's annual report. The increase in income tax rates, however, reduced 1960 earnings 33 per cent below those of 1959. Net income of the corporation, the largest wholesaler of food in North America, amounted to \$1,223,326 in 1960, after provision of \$1,012,340 for federal, state and Canadian income taxes. This is equivalent to \$1.78 a share on 674,000 outstanding shares of common stock and compares with net income in 1959 of \$1,004,967 or \$1.49 per common share after provision of \$1,997,878 for taxes. The rate of return on investment available for dividends in 1960 was increased to \$1,818,718 however, from \$1,004,967 in 1959. Monthly net profit for 1960, which in 1960 amounted to \$193,249 compared with \$84,846 in 1959.

Net sales of the company during 1960 amounted to \$18,927,377 compared with \$18,710,743 the 1.1 per cent decrease reflecting a decline in the average price of fresh fruit and vegetables.

Net working capital on December 31 last rose to \$11,872,811 a gain of \$478,001 over the figure a year earlier. The ratio of current assets to current liabilities was 2.43 to 1. The surplus amount of the corporation at the close of 1960 was increased by \$1,077,730 to \$6,146,800 as the result of the addition of a net income balance sheet dividend of \$947,877 plus a dividend of \$129,853 due to the improved rate of the Canadian dollar.

During 1960 the company opened a new warehouse in New Haven, Conn., and enlarged its food store facilities in Toronto, Wash. F. Two expansion facilities now were under way in Los Angeles, Calif., Chicago, Ill., and a new 1,000,000 sq. ft. warehouse in British Columbia, and Kingston, Ont., Canada. On February 1, 1961, a new branch was opened in Clinton, Ill., bringing the number of wholesale branches to 118 with 20 shipping branches in operation.

**WELLS IN TROUBLE**  
TINNING—(CP)—Two Ontario banking units were ordered over late Thursday by provincial police after a report of a robbery. The units operated a suburban and 150 were stolen from the room. Returned to Toronto the more will appear in the next few days. If they are returned to the bank, the robbery will be considered a success.

**EVER TR**  
To move under the new order, M. Howe already had indicated that the industry is about close to 1960 from this year on what industry requires.

## Backache

Why suffer from the disabling ache of back pain? Try RUMACAPS for quick relief. RUMACAPS give wonderful help. Whether your backache is due to a muscle strain or from a cold that has passed over your system, RUMACAPS will do it. They are safe and painless and will relieve your backache in 15 to 30 minutes. RUMACAPS are available in 100 and 250 capsules.

## RUMACAPS

**ENGLEHART — (BAY)** — The northern rail center in which the "brain" of the Ontario North Railway's 674 miles of track operates. This "brain" is a compact despatching station which guides the movements of as many as 60 trains each day on the ONR's busy line. Without it the entire railway would be powerless to move.

Staffed by 30 veteran railway operators highly trained to meet the ONR's requirements of des-

patching operations, the despatching office has been in operation for nearly half a century. Facilities among the travelling freight crews have been very low and far between. To overcome this safety hazard the railway has embarked on a program of block signals. A first installation has been completed between Englehart and Rosalia. Work on another area will probably start this year.

All train orders on the railway are sent out from the despatching office to the 30 stations connected by telephone and telegraph systems. The 110 agents and operators along the line receive these orders and pass them on to the trains immediately. To ensure absolute accuracy in relaying the messages, each word must be pronounced and spelled. The same goes for numbers. First the despatcher spells out the message to the operator, then the operator reads it back the same way. Other operators along the line later in and check back messages, watching for errors. It would be a slow procedure. But these operators can spell almost as quickly as you say speak. Listening to them sounds like a

## New Steel Cuts Expected Soon

**OTTAWA (CP)** — A new steel order, the first two contracts the steel industry has received since the Minister Howe's signature, it was learned Thursday. Mr. Howe, minister of Industry, is expected to return Monday. The order is likely to be signed immediately on his return. It is expected to curb the amount of steel in the various industries manufacturing refrigerators, stoves, and other household appliances in the United States. A total of 20 per cent has been ordered. It is thirty-the Canadian order will contain a similar figure.

Already in effect are steel orders limiting the use of steel for construction and a variety of other buildings, including hotels and credit institutions. Inquiries about limiting orders and other construction contracts considered non-commercial. A number of the order is to conserve steel for defense production. The new steel contracts will be the first of the kind for Canada in months. There was no indication of how much steel the government hoped to buy.

## FINE HANDCRAFT

Masterly crafts of delicate be-tween Indian and Pakistan is re-constructed for its own and with hand-made products.



**Tastes like a million** — **Thrifty, too!** **Speaks for itself...** **Keeps Hands Dry!** **than SPONGE MOP**

tually profitable relations" that have long existed with the MOP, but it asserted that the MOP is not an interested party in the Western Pacific reorganization within the meaning of the Bankruptcy Act.

The road said that it was not willing that its properties, particularly the new and profitable northern California extension, should be appraised for the purpose of a consolidation with or sale to any carrier. Replying to the contention of the MOP that that road had expended \$20,000,000 to develop the transcontinental route with Western Pacific and the Denver & Rio Grande Western, the Western Pacific said that the money was not spent in reliance upon the securing of a proprietorship in the Western Pacific, through consolidation or otherwise.

This week brought several replies to the proposed report of the Bureau of Finance of the commission in the Western Pacific reorganization case. All of the parties filing exceptions to the proposed plan of the Bureau strenuously opposed the treatment which had been accorded to them. Exceptions were filed by the following parties: A. C. James Company, Western Pacific, Irving Trust Company, Railroad Credit Corporation, Crocker First National Bank of San Francisco, and a committee composed of Frederick H. Ecker, John W. Stedman, and Reeve Schley, representing as a committee a group of not exceeding 25 bona fide holders of first mortgage bonds.

### Labor Rivalries on Pacific Greyhound Lines

The long-standing rivalry between the Brotherhood of Locomotive Firemen and Enginemen and the American Federation of Labor's Amalgamated Association of Street Railway and Motor Coach Employees for the right to become the collective bargaining agency for bus drivers of the Pacific Greyhound Lines, affiliate of the Southern Pacific, was before the National Labor Relations Board again on September 28 when a hearing was held in Washington, D. C., on the motion of Amalgamated for permission to file a closed-shop contract which it signed with Pacific Greyhound on September 7. The Brotherhood of Railroad Trainmen has recently been certified by N. L. R. B. as the exclusive bargaining agency for bus drivers of nine other Greyhound units, as reported in the *Railway Age* of September 25.

The September 7 contract between Pacific and Amalgamated, which was the subject of this week's hearing, was unusual in that it carried the signatures of individual employees. It was, however, received by the Board, which has now to make its findings in the case.

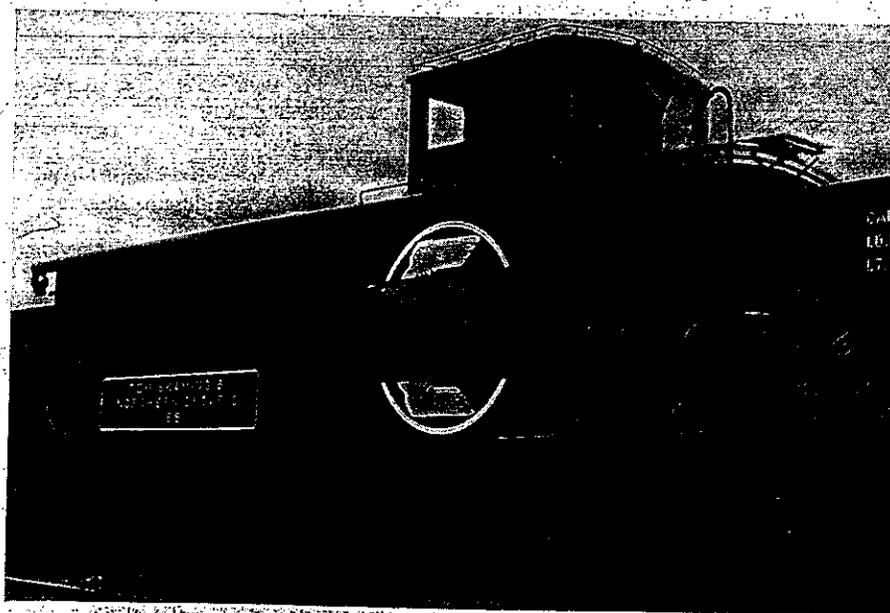
The controversy is of some three years standing but recent phases of it began in December, 1936, when N. L. R. B. issued a cease and desist order against the company for alleged support of a company union. This order of the Board was subsequently upheld in the Circuit Court of Appeals at San Francisco, Calif. On April 20 the B. of L. F. and E. asked Pacific to open negotiations, claiming to rep-

resent a majority of Pacific's bus drivers. On the following day, Pacific entered a closed-shop contract with Amalgamated, and the brotherhood filed a petition with N. L. R. B. for an election. Following hearings in July, the trial examiner recommended an election, which, of course, would have the effect of leaving the Amalgamated contract in abeyance. The latter then came through with its September 7 contract bearing signatures of individual workers, and which, like the April 21 contract, covers all employees of the company.

J. Warren Madden, chairman of the N. L. R. B., at this week's hearing expressed the view that it was "extraordinary" that any contract should be granted in view of outstanding orders of the Board. Counsel for the Amalgamated contended, however, that both the April 21 and the September 7 contracts are valid, although he thought that the closed-shop feature was a mistake. B. of L. F. and E. counsel took the position that the Board should certify the brotherhood as the exclusive agency for drivers on the basis of its showing of a majority as of April 20.

### Temiskaming Caboose Embodies New Decorative Features

Having a body of vivid red, trucks and end railings painted black, steps and end sills of dark brown, and side grip irons covered with yellow, a group of recently shopped cabooses of the Temiskaming & Northern Ontario, provincially-owned Canadian road, represent a recent wrinkle in railroad equipment "face-lifting." In addition to this combination of vivid and attractive colors, the caboose bodies carry a panel in deep black with white border and lettering bearing the railroad title and car number and a large circular slogan sign in bright yellow with white design and black lettering blazoning forth the suggestion "Ship and Travel by Your Railway."



This T. & N. O. Caboose Attracts Attention

### Canadian Roads' Net Decrease

The Canadian National had net operating revenue in August totaling \$558,000, as compared with \$680,581 in the month a year ago. Net for the eight months was \$8,185,377, compared with \$8,248,824 in the corresponding period 1936.

Operating revenues in August were \$1,485,561, as compared with \$1,573,625 in August, 1936. Operating expenses were \$15,927,031, against \$15,053,044 during the similar period of last year. For the eight months operating revenues were \$128,144,860, against \$116,491,348 in the corresponding period of last year. Operating expenses were \$119,959,483, compared with \$113,248,524 for the similar period of 1936.

The Canadian Pacific reports net operating revenues for August at \$576,613, compared with \$634,484 in the same month last year, while net for the eight months was \$9,932,228, a gain of \$1,527,643, compared with the net of \$8,404,584 in the corresponding period of 1936.

In August operating expenses were slightly lower, at \$11,338,316, but gross also showed a decrease of \$94,709, at \$11,914,929, compared with \$12,009,638 in August, 1936, with the result that net for the month showed a decrease of \$57,871.

For the eight-month period gross, at \$90,746,718, was \$5,115,303 higher, while operating expenses also increased by \$3,587,660 to \$80,814,490, leaving a net of \$9,932,228, comparing with \$8,404,584 in the corresponding period a year ago.

### New Haven Seeks to Curtail Boston Suburban Service

Printed letters signed by the trustees of the New Haven have been placed in the hands of patrons of local passenger trains operated by the Old Colony, a lesser road, between Boston, Mass., and points in southeastern Massachusetts, containing an announcement of the proposed discontinuance of a number of "off-peak" suburban runs and of stops at a selected group of lightly-

Oct 2 1937

\* \* \*

Cool headedness and prompt action was exhibited by several railwaymen in the employ of T. & N. O. Railway at New Liskeard last week when a baggage car broke away from the "swing" train and started on a wild run down the main line. The brakeman aboard could not stop it because it was going too fast, and the crew of the shunting engine, seeing the runaway, gave chase at full speed and overtook the car. By clever manoeuvring they succeeded in making a coupling and returned it back to the New Liskeard yard.

MAY 31  
1927

## Use Special Train To Move Sick Man From Moose River

JAN 14 — 1938

Cochrane, Jan. 14.—(Special to The Nugget)—A special T. & N. O. train made mercy trips Thursday and today to aid a sick man at Moose River Crossing, located on the Cochrane-Moosonee extension.

The man to whom medical attention was brought is J. Gauveron, who is employed as T. & N. O. section foreman at Moose River Crossing. He sent a rush call for medical aid Thursday night and a special train was ordered from Cochrane to take Dr. Phil Bernstein of Cochrane to his assistance. The same train today carried Mr. Gauveron to Cochrane, where he will receive treatment at Lady Minto Hospital.

As far as it is known in Cochrane, Mr. Gauveron's ailment is acute abdominal trouble, and he was unable to await the regular T. & N. O. mid-weekly train service to the Far North.

# NORTHLAND MAKES ITS INITIAL TRIP

*Rail Officials Are  
Well Pleased  
with Run*

## OFFICIAL PARTY

The Northland, the new overnight train being operated by the Temiskaming and Northern Ontario Railway and the Canadian National Railways between Toronto and northern mining areas, made its initial run Saturday night.

Officials of both railways, a large number of passengers and newspapermen made the first journey on The Northland from Toronto to Timmins. The new train will make its southbound debut tonight.

A. H. Cavanagh, general manager of the T. & N. O. Railway, today expressed himself as being well pleased with The Northland's maiden trip. He said the train was not taxed to capacity, but that the number of passengers was "all that could be expected" for a Saturday night trip from Toronto. Express and mail loads were good.

### Officials On Train

The T. & N. O. business car was attached to The Northland for its first trip.

T. & N. O. officials who made the trip Saturday night included General Manager A. H. Cavanagh, A. J. Parr, general freight and passenger agent; C. O. Baker, assistant general freight and passenger agent, and W. A. Griffin, superintendent at Englehart.

C.N.R. officials on the train were J. W. Wardlaw, general superintendent of transportation, Toronto; A. C. O'Neil, district passenger and freight agent, North Bay; R. C. Gadaby, general agent, passenger department, Toronto, and Frank Baker, travelling passenger agent, North Bay.

Newspapermen on The Northland included Dan Jones, of the Rousyn-Noranda Press; J. T. Leshman, of The Halleyburian; George Lake, of the Porcupine Advance, Timmins; Roy Thomson, of the Timmins Press; O. Thorning of The Northland Post, Cochrane; H. D. Wightman, of The North Bay Nugget; W. J. Ellis of the North Bay News; Wilfred Sanders, mining editor of the Financial Post, Toronto, and Robert Reed, of the Toronto Daily Star.

Among the passengers was George W. Lee, former chairman of the T. & N. O. Railway.

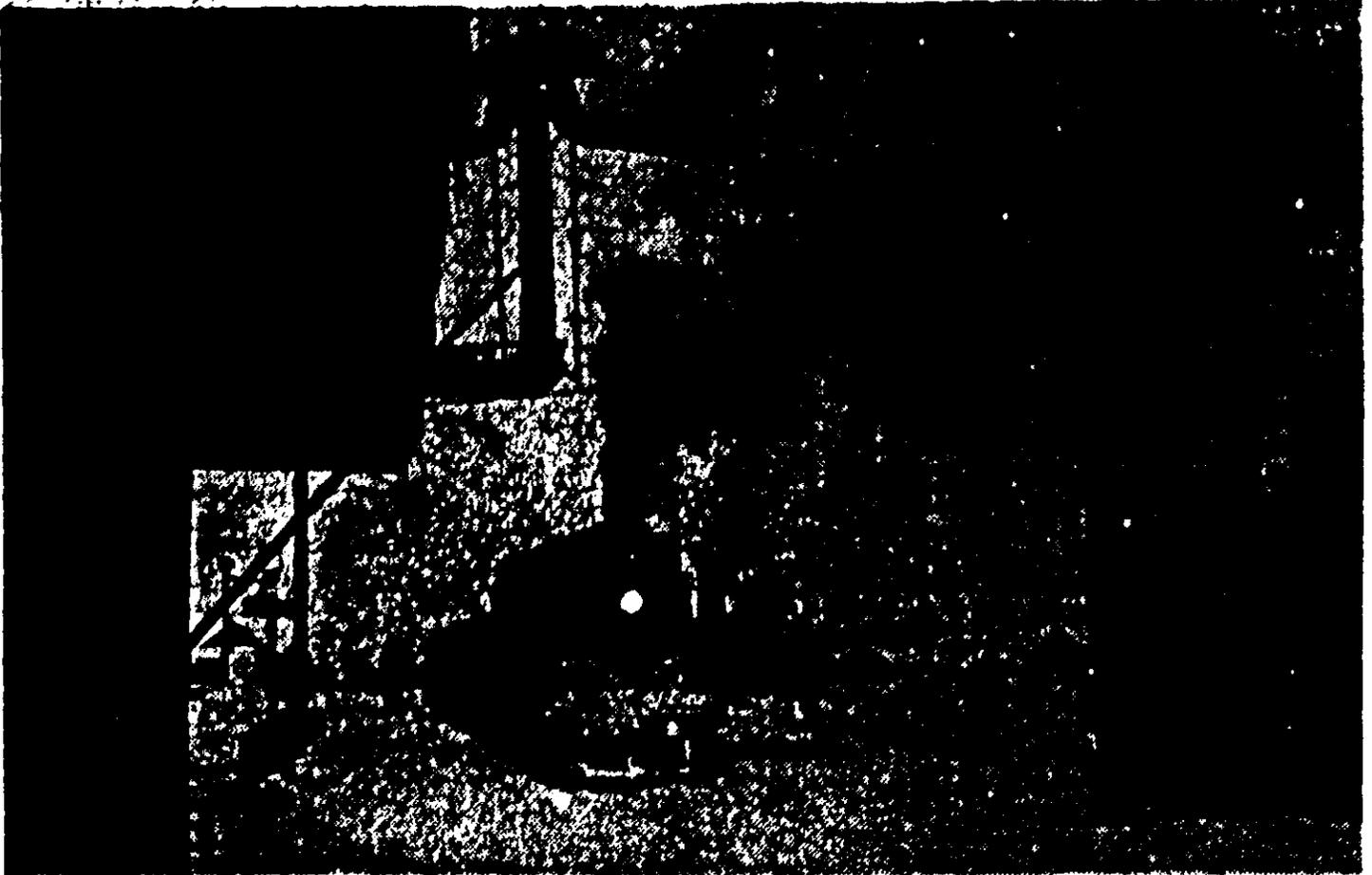
The Northland, on its maiden run, maintained schedule throughout the trip.

The northbound train, No. 49, left Toronto at 5.45 p.m. Saturday, arriving at North Bay at 12.20 a.m. Sunday, Kirkland Lake at 6.20 a.m., Noranda at 8.25 a.m., and Timmins at 9 a.m. Connection was made at Swastika for Kirkland Lake and Noranda.

Tonight will make the first southern journey of The Northland. No. 50 will leave Timmins at 8.20 p.m., Noranda 6.50 p.m., Kirkland Lake 1.55 p.m., and North Bay 1.53 a.m. Tuesday, arriving at Toronto at 8.20 a.m.

April 26  
1937

# Backwoods Charm Repl



Dusk, and the "mixed" puffs out of New Liskeard on the last lap of a northward run

to Englehart. Most of the train's work lies south of New Liskeard at isolated communities.



## Like F "Mixed

By BEN WARD

The passenger on Train No. 209 looked up as the conductor entered the single passenger coach. He beckoned and the conductor came over.

"Where is the dining car on this train?" the passenger asked.

Stifling a broad smile, the conductor answered: "Sorry, sir, we

# REN DIE IN FIRES

## Mother Futile Effort

s in two Northern Ontario  
... are burned to death Sunday  
... in their one-storey, two-  
... -mise, 3, and Albert, 18  
... reel Labelle.  
... day at Thessalon when  
... ne Gibson, Betty, 3, Bobby,  
... r lives when flames swept

## KE DELAYS NAMING OF PACT AIDES

LONDON — (CP) — Gen. Eisen-  
... wer has postponed for a week  
... ming the men who will command  
... European forces under the At-  
... lantic Pact. It was learned authori-  
... tatively today.  
... The reason is believed to be the  
... tical... in Britain because a United  
... ites admiral is to have supreme  
... tal command in the North At-  
... lantic.  
... The Atlantic Pact supreme com-  
... mander is said to be eager that his  
... pointments should be acceptable  
... Winston Churchill's Conserva-  
... es as well as to the Labor gov-  
... ernment.

Delays Release  
... He has planned to release the  
... mplete command structure of the  
... lantic Pact in Europe, with  
... mes of all senior officers, early  
... week. Now it is not expected  
... at the details will be announced  
... till next week.  
... Conservative quarters predicted  
... at Winston Churchill—already  
... te over the Atlantic appointment  
... will "explode" if British admiral  
... s passed over in the Mediterran-  
... ne.  
... me of British and U.S. navies  
... ating meanwhile to talk over  
... neral leadership in the west-  
... Mediterranean—and advance  
... sulation already says the com-  
... nd of this North Atlantic de-  
... (Continued on Page 2)

## FIGHT ICE TO SAVE 17 FROM FLOES

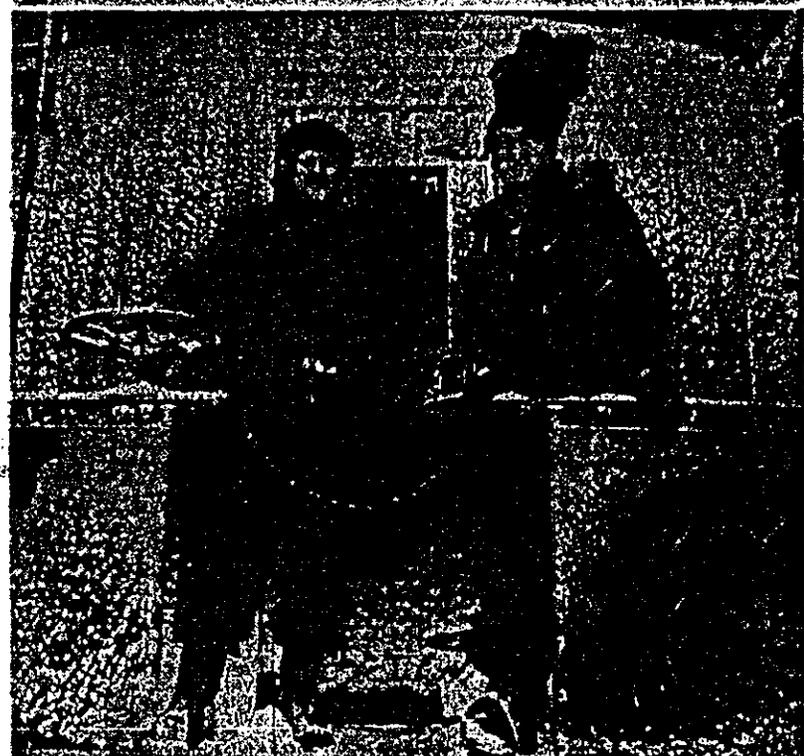
PORT MAITLAND, Ont. — (CP)  
— Four ice-battered fishing tugs  
... fought their way into Port Dover  
... early today, bringing to safety 17  
... of the 20 fishermen trapped in an  
... ice field off this Lake Erie port  
... since Saturday.  
... The crews of the four vessels  
... planned to start out again during  
... the morning in an attempt to buck  
... their way back into the thick ice  
... to rescue the 13 men aboard three  
... other boats stuck fast in ice which  
... trapped them in a sudden shift  
... Saturday afternoon.  
... The four vessels which reached  
... Port Dover, on the north shore of  
... the lake 30 miles west of here, had  
... been fighting their way through  
... the ice since 8 p.m. last night.

Men Safe  
... The men aboard the other vessels  
... were safe, they said, with food  
... and fuel aboard their fishing craft.  
... The 13 men spent two nights on  
... the tugs in an ice field being  
... wedged in toward shore by a south-  
... east wind. Fishermen here said  
... there was little prospect of the  
... ice breaking up as long as the  
... wind continued blowing from that  
... direction. It would take a north  
... wind to blow the ice out into the  
... lake and free the tugs unless they  
... could fight their way through the  
... tugs.  
... The men spent their first night  
... (Continued on Page 2)

## Call The Nugget For Hockey Score

Period scores from tonight's  
... North Bay Black Hawks-South  
... Porcupine Porkies NOHA sen-  
... ior semi-final game at South  
... Porcupine will be available at  
... The Nugget.  
... Fans wishing to learn the  
... score by periods may do so by  
... calling any one of the following  
... telephone numbers: 2362, 2361,  
... 2363, 2366 or 2072. The game is  
... slated to start at 8:15 and first  
... results should be available  
... about 9 o'clock.  
... Holly Ethier, of The Nugget  
... sports department, is in South  
... Porcupine to cover the games  
... and he will call this newspaper  
... by long distance telephone at  
... the end of each period. The  
... scoring summary will also be  
... available.  
... The Nugget will provide this  
... same service for the second  
... game of the best-of-seven se-  
... ries on Tuesday night.

## COLORFUL "MIXED" SERVES LONELY NORTH



One of Northern Ontario's most color-  
... ful trains is the North Bay-Englehart  
... "mixed" of the Ontario Northland Rail-  
... way. Through snow, sleet and rain the  
... train doggedly puffs along the 138-mile  
... route, six days a week serving isolated  
... bushland communities, lumber camps, and  
... lonely railway stations. These are the men  
... who help run the "mixed." In the TOP  
... PHOTO is Engineer Bill Gard of Ferris.  
... Highlighted against the snow-plastered  
... rear of the van (BOTTOM PHOTO) are  
... Conductor Arnold Grievs (left) and Brake-  
... man Riley Archer, both of Englehart.  
... (SEE PHOTO STORY ON PAGE 10)

## FROM NORTHERN ONTARIO

## 6,000 Korea Reds Routed From Mountain Position

Most of the train's work lies  
asked at isolated communities.

A brief respite between stops gives Conductor Grieve a chance  
to get his books in order.

Bushland horses are regular ONR  
A bale of hay is unloaded for a ho

# Like Friendly Neighbor, "Mixed" Visits ONR Points

By BEN WARD

The passenger on Train No. 209 looked up as the conductor entered the single passenger coach. He beckoned and the conductor came over.

"Where is the dining car on this train?" the passenger asked.

Stiffing a broad smile, the conductor answered: "Sorry, sir, we have no dining car on this train. But if you're stuck, I can spare you a couple of sandwiches and a cup of tea."

The passenger jerked his head back in surprise. "You mean to say there is no diner anywhere?"

"Mister," the conductor reassured him, "this coach is the only diner we've got . . . if you bring a lunch."

Thus another traveller was introduced to the "mix," a daily passenger-freight which ambles its way between North Bay and Englehart—low on passenger-luxuries, abundant with courtesy, friendliness and back-woods charm.

Neither a freight nor a passenger run, lacking the polish and speed of the crack "Northland," the weight and revenue importance of the superior, often Diesel-driven through freights and yet saddled with the responsibilities of both, the "mix" takes everything in its stride.

To many of the isolated bushland communities strung like tiny beads along the 135-mile line between North Bay and Englehart, Train 209—and its southbound counterpart No. 210—mean everything.

While the great passenger and freight trains rush by bent on more important errands as the pulsating lifeblood of Northern Ontario business and industry, the calm, unhurried "mix" lists these insignificant dots on the map among its regular stops and calls in regularly like a friendly next-door neighbor.

The regular crew-men on

these trains are practically members in every community they visit. Though the work is long and hard the railroaders are repaid by the warm, friendly atmosphere that covers their lonely route.

Take a typical trip with north-bound 209 — Conductor Arnold Grieve of Englehart in charge.

As we pull out of the N. Bay yards we meet his crew members. They are brakemen Riley Archer, another Englehart man, and Ted Burke of North Bay, youngest member of the crew. Up ahead in engine No. 314 are Engineer Bill Gard, Ferris, and Fireman Bill Stitt, Jr., North Bay.

(Later on you'll find that everyone along the line knows the conductor as "Boney" and his engineer simply as "Pop.")

The train you're travelling with consists of an engine, 15 freight cars, a coach and the usual van or "caboose."

There are a half-dozen other passengers in the coach, all of whom would rank as inconspicuous and unimportant on a big passenger train. But along this line everyone is important and they all have a story to tell.

Take the aged couple sitting in that rear corner, for instance. That's Mr. and Mrs. Arnold Jarvis bound for White Rock, the tiniest of tiny whistle stops, after a trip to North Bay. When Mr. and Mrs. Jarvis are away the population of White Rock sinks to zero—they are its only inhabitants.

Mr. Jarvis is in charge of the department of lands and forests observation tower at White Rock and is on duty the year 'round. He has been in Canada for 23 years, coming here originally to look around and see what the country had to offer. Not taking any chances on getting stuck here ("after all, I come from the best part of England . . . Tor-

quay, Devonshire) Mr. Jarvis delayed in sending for his wife until just last year. Just before taking that step he himself went back to Torquay for a visit—first in 27 years.

Both the Jarvis' are quite happy at White Rock despite the loneliness. And they are deeply appreciative of the fact that the ONR "mixed" will stop for them beside the massive white rock that gives the location its name.

Other regular passengers on the train might include lumbermen headed back to the logging camps after a payday splurge in the city, trappers with their winter supplies ready to hop off at some obscure mileage point and hike into the trap-lines, Indians, farmers, forest rangers and free-riding railway workers bound for the isolated stations.

One half of the coach is an express-mail car. One side is usually piled high with grocery orders to be dropped off along the route. On the other side may be a couple of dogs leashed to the wall-bracket, friendly mongrels eager for companionship with anyone who may pass by and wondering why they can't sit up in the passenger compartment with their masters — as they sometimes do.

At the outset it looks like an easy chore for the trainmen, but don't let first appearances fool you. Conductor Grieve and his brakemen have a busy time of it.

There are dozens of individual chores which go to making up the "mixed" job. Passengers must be checked, tickets collected, arrangements made to detain the passengers at various stations or obscure mileage points, mail sorted and distributed, express orders dropped off, flag signals for the engine crew and freight work.

The three trainmen remove the freight at each stop—a bale of hay for a farmer's horse, a drum of oil or a new gas stove for the Joneses. Sometimes it's a heavy job requiring three strong backs. If section men are available they can be called on to lend a hand.

Carloads have to be cut out at certain points and new cars picked up at others. The train may pick up as many as 10 or 15 extra cars before the run is finished.

The ONR's unique school car which brings education on wheels for children in the area between Tomiko and Redwater is moved around on a regular schedule by the "mixed" trains.

This busy schedule keeps the conductor and his men constantly on the hop. On top of it there are new train orders frequently arriving to inform them of other train move-

wouldn't trade for any other freight job.

The "mixed" has many compensations and the biggest of these, according to the men who know, is its regularity. They work six days a week—three trips north and three south. There are no hurried calls in the middle of the night to get out a heavy train in 40-below zero weather or overloaded work periods when a brakeman catches an hour's sleep in between runs.

On the weekly schedule all members of the crew get four nights at home. Away from home they sleep in the van—a comfortable spot thanks to the spare-time work of the conductor and the unwritten rules of cleanliness observed.

Every conductor has his own van and most of them are particular about the way it is kept. Some of them even carry this to extremes.

Conductor Grieve has no extraordinary traits in the maintenance of his van, but others have.

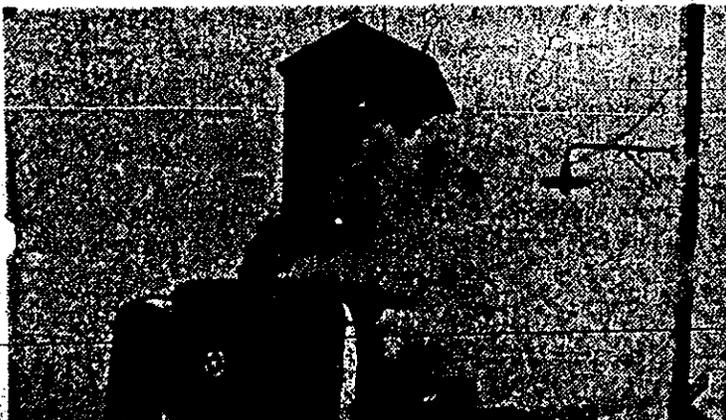
For example, one conductor on the line has curtains on each window. Another is particular about his water supply and keeps four kinds of water on hand—labelled for drinking, washing hands, washing clothes and cooking. Each water is of a varying softness according to its job.

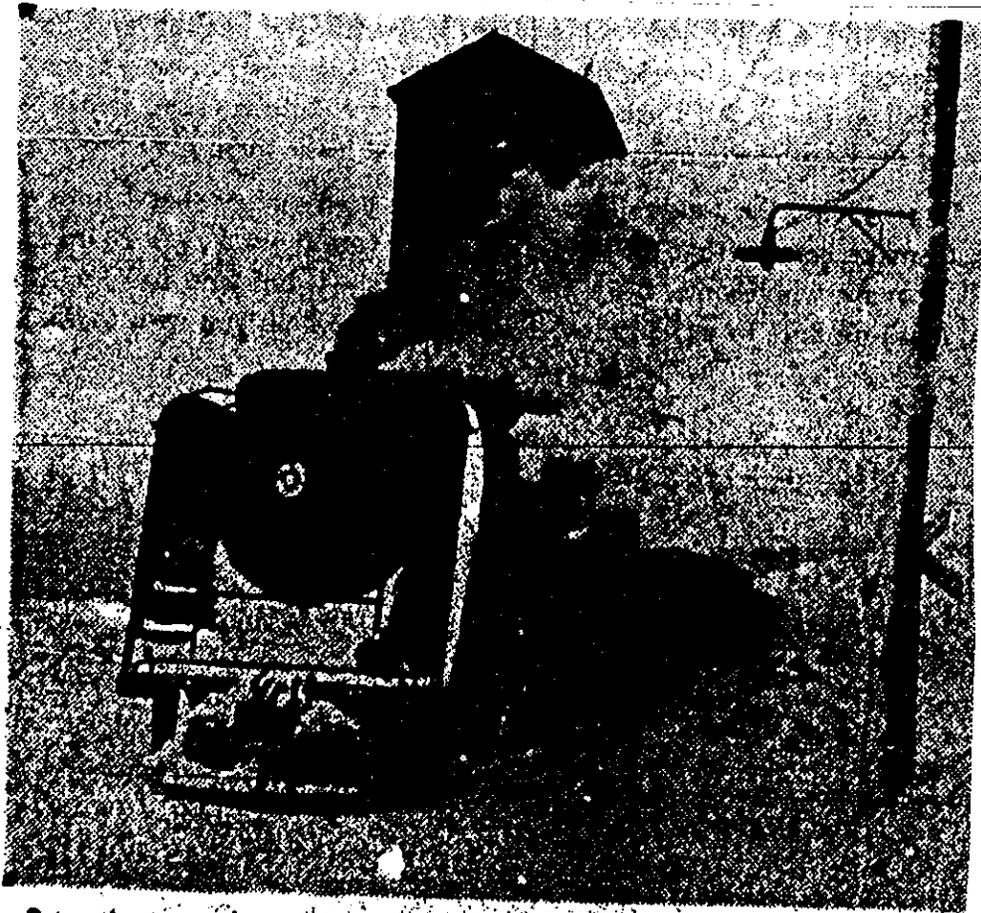
Even more amusing is the conductor north of Englehart who has installed large fibre door-mats at each end of the van . . . and heaven help the rookie brakeman who enters without carefully wiping his feet.

The van is a home away from home for these freighting crews and each is completely equipped for sleeping and cooking. ONR men claim the railroad has the most modern, cleanest and best-equipped vans in Canada—and most CPR and CNR men, at least, will probably agree with them. As an instance, the ONR was the first railroad in Canada to put all-steel vans into use.

In the van of conductor Grieve on a "mixed" trip a non-railroading visitor doesn't stand much chance of joining the conversation. Usually there are one or two journeying railwaymen aboard chatting with the working crew and the conversation always swings to talk of the railway, old experiences and new happenings.

At meal-time the three men take turns on the red-glowing potbelly stove cooking their meals. Usually they cook their food. There isn't much class to the surroundings but the meals are better than you'd find in most restaurants—steaks, chops and the like with heaps of vegetables, a huge dessert and the





Spouting smoke and steam, the train moves off in the face of a wild winter storm.

MARCH  
1951

# REN DIE IN FIRES

## Mother Futile Effort TO SAVE 17 FIGHT ICE FROM FLOES

PORT MAITLAND, Ont. — (CP) — Four ice-battered fishing tugs fought their way into Port Dover early today, bringing to safety 17 of the 30 fishermen trapped in an ice field off this Lake Erie port since Saturday.

The crews of the four vessels planned to start out again during the morning in an attempt to buck their way back into the thick ice to rescue the 13 men aboard three other boats stuck fast in ice which Saturday afternoon.

The four vessels which reached Port Dover, on the north shore of the lake 30 miles west of here, had been fighting their way through the ice since 9 p.m. last night.

The men aboard the other vessels were safe, they said, with food and fuel aboard their fishing craft. The 13 men spent two nights on the tugs in an ice field being wedged in toward shore by a south-east wind. Fishermen here said there was little prospect of the ice breaking up as long as the wind continued blowing from that direction. It would take a north wind to blow the ice out into the lake and free the tugs unless the Air Corp.

The men spent their first night last night. It was reported authoritatively today. The Atlantic Pact is expected to be announced in the next few days.

The Atlantic Pact is expected to be announced in the next few days. The pact is expected to be announced in the next few days.

The Atlantic Pact is expected to be announced in the next few days. The pact is expected to be announced in the next few days.

The Atlantic Pact is expected to be announced in the next few days. The pact is expected to be announced in the next few days.

## FROM NORTHERN ONTARIO

(Continued on Page 1)

## 6,000 Korea Beds Routed From Mountain Position



One of Northern Ontario's most colorful trains is the North Bay-Englehart "mixed" of the Ontario Northland Rail-way. Through snow, sleet and rain the train doggedly pulls along the 138-mile route, six days a week serving isolated bushland communities, lumber camps and

tonely railway stations. These are the men who help run the "mixed" in the TOR- PHOTO is Engineer Bill Gard of Englehart. Highlighted against the snow-dusted rear of the van (BOTTOM PHOTO) are Conductor Arnold Gleave (left) and brakeman Riley Archer, both of Englehart. (SEE PHOTO STORY ON PAGE 18)

For Hockey Score Call The Nugget

...the ... of ...



# Pulls Gun on Conductor, Gets Free Ride, Escapes

A search is continuing here today for an apparently deranged man who held up an ONR train conductor at Knapdale Sunday night and later eluded a police search in the North Bay ONR yard.

The man pulled out a gun on Conductor Johnston Foster at Temagami when the conductor ordered him off the train. The man, who is about 35 years of age, is described as being in a dark, heavy coat and wearing a hat. He is believed to have fled northward on the 45—then played a strange game with police and trackmen for the 75-mile trip to North Bay.

—Inset Photo by Ottawas

## Garage at Vender \$2,200 From Steal Tires Worth

...the ... of ...

...the ... of ...

...the ... of ...

## West Deputies Near Showdown With Growlky

...the ... of ...



...the ... of ...

...the ... of ...

## RY HERE TONIGHT SAULT TO MEET

...the ... of ...

...the ... of ...

...the ... of ...

...the ... of ...

—Inset Photo by Ottawas

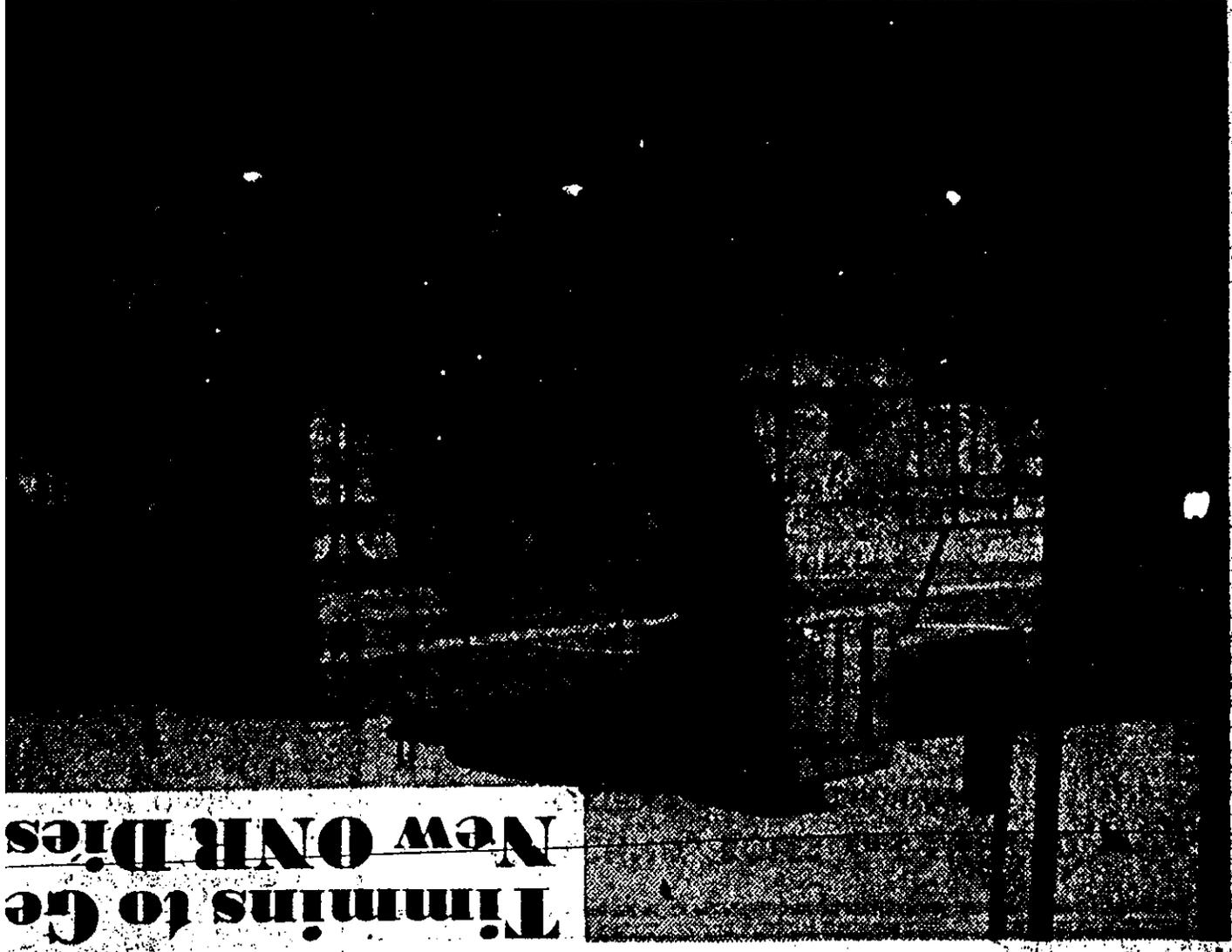


Nov 4 1950

The Ontario Northland Railway's pro- diesel, seen standing in the North yards, will be serviced and tested before going to Timmins for yard-switching duty. Diesel switchers already operate at North Bay and Englehart.

The Ontario Northland Railway's pro- diesel, seen standing in the North yards, will be serviced and tested before going to Timmins for yard-switching duty. Diesel switchers already operate at North Bay and Englehart.

—Photo by W.



# Timmins to Go New ONR Dies

German demilitarization. A foreign office spokesman said the object of the study would be to establish whether the note "others" by genuine evidence" of Russia's desire to come to some understand- Allied air forces. Intermittent asyilms would be granted an ultimate refugee.

of two power dams serving both North Korea and Southern Man- churia. Bad Weather Given refuge in India if His report also inquired w the 16-year-old Lama won

of two power dams serving both North Korea and Southern Man- churia. Bad Weather Given refuge in India if His report also inquired w the 16-year-old Lama won

(Continued on Page 2)

129.50

for you

SHOP

geon Falls

APPLIANCES

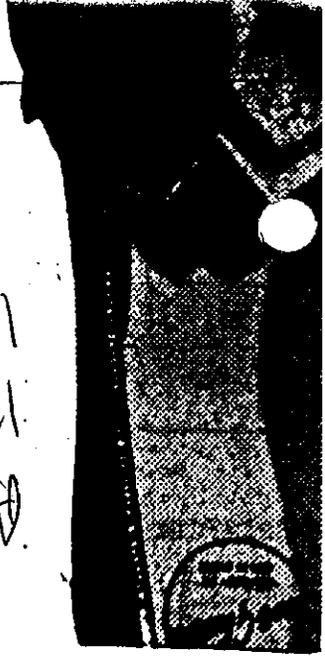


applied for a government  
cently the offence was de-  
a routine check. The mar-  
dismissed the charge, saying  
an has been an acquisition  
country."

**STRATEGIC AREA**  
land of Guam in the Mari-  
an discovered by Magellan  
world voyage in 1521.

**N**

1961  
12  
April



The forest fire travelled with  
frightening speed and had struck  
the little community completely un-  
awares. Most of its 250 people  
knew that the fire meant sure death  
for every living thing. The Porcu-  
pine fire of 1911 had taught early  
northerners a grim lesson.  
But they figured without the fire-  
blackened half-dead trees  
freight that had just pulled in.

In a short time there were  
250 people aboard the engine,  
tender, van and eight cars that  
remained. There wasn't time to  
turn around. The engineer put  
the steam locomotive into re-  
verse and the crowded little  
train went hurtling backwards  
for Iroquois Falls.  
Luckily they escaped from the  
fire zone without risk. But it was a  
narrow squeak.  
Just what those 250 people mis-  
ed became apparent for Jack Ryan  
the next day.  
He was a crew member on the  
first relief train that went into the  
fire-carred area the next morning.  
The coaches were filled with med-  
cal supplies, doctors, nurses... and  
undertakers.

Everywhere along the line from  
Iroquois Falls to Cochrane they saw  
death. Hundreds were caught up in  
the fire's path and the survivors  
brought their bodies to rail line  
centres. Undertakers were in higher  
demand than doctors. Nearly 400  
had died.

It wasn't Mr. Ryan's first ex-  
perience with forest fires. He  
was in Cochrane when the July,  
1911 blaze came whipping out  
of the northwest and levelled  
part of the town. That was the  
same fire that rolled on to com-  
pletely destroy the Porcupine  
gold camp.  
Those are just two of the many  
unbelievable experiences that Mr.  
Ryan has had during his 44 years  
in Northern Ontario.  
He first came north in 1907—lured,  
like hundreds of others, by the Elk  
Lake silver rush. Those were the  
pioneer boom days when the whole



Right from the start Mr. Ryan  
got mixed up with transportation  
shops in North Bay.  
shops in North Bay.  
tends St. P.  
borough,  
eph's Scho  
Both R  
are conten  
but Mr. R  
definite pie  
Recently  
Brotherhoc  
and the  
ductors. M  
cheque and  
Mrs. Ryan

He stayed with this for two years  
and then started out to see the  
rest of the north country. In 1910  
and 1911 Mr. Ryan worked on the  
CNR train service out of Cochrane;  
transferred to Capreol and spent  
nearly three years on train service  
there. At both points he helped build  
the first CNR transcontinental lines.  
In 1914 he went to Cobalt and  
worked in the silver mines. From  
there he switched to gold and spent  
several months at the Hollinger  
mine, Timmins.  
It was there he began working  
known as the Temiskaming and  
Northern Ontario Railway.

After two years with the  
Fourth Canadian Battalion  
which fought in the First World  
War the pioneer northern re-  
turned to railway work at Tim-  
mins and Iroquois Falls. He was  
married at Killarney, Ont. in 1921  
and promoted to conductor two  
years later.

Mr. Ryan transferred to Engle-  
hart in 1926 and came to North  
Bay in 1947.  
Although he isn't due for retire-  
ment until 1953 he was forced to  
give up his work this year due to  
old injuries.  
These injuries are the reminders  
of two more unusual experiences.  
In 1936 Mr. Ryan was aboard a  
freight train which struck another  
in a head-on collision at Kenogami  
Lake near Swastika. In 1944 a car  
struck his van at Kirkland Lake  
crossing and knocked it from the  
tracks while the train was travelling  
at about 25 miles an hour. Mr. Ryan  
was badly shaken up. "None of us  
will ever forget that one," he says.  
Despite a busy life Mr. Ryan also  
found time to bring up a family of  
10 children. And both he and Mrs.  
Ryan are intensely proud of their  
four sons and six daughters.  
They are: Geraldine, now Mrs.  
Peter Nye of Peterborough; Bernice,  
Mrs. B. Buckles of Toronto; Cliff,  
well-known North Bay hockey play-

**GROWING TOWN**  
GILBERT PLAINS, MAN.—(CP)  
—When the Maple Leaf, a com-  
munity newspaper, celebrated its



# Goods Charm Replaces Luxuries for No. 209's Travellers

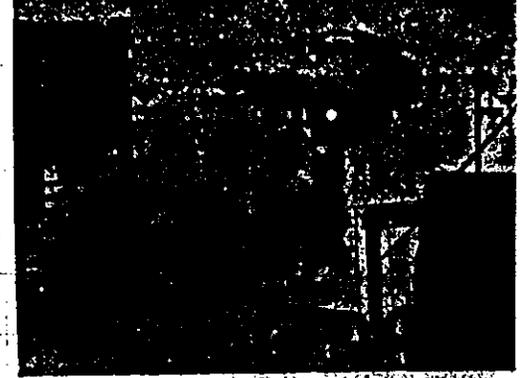
THE DAILY MIRROR, MONDAY, MARCH 5, 1931



Butland horses are required ONK customers. In many small centres north of here roads are not available and everything moves by rail.



A brief respite between stops gives Conductor Gray a chance to get his books in order.



"Mixed" puts out of New South of Newland at isolated communities. Most of the train's work lies

## "Like Friendly Neighbor," Visits ONR Points

By Alex Ward

Some times are peculiarly those times when the community is in a mood to be friendly and to give a chance to the "outsider" who is not a member of the group.

Take a typical trip with north-bound 209 - Conductor Archer, the "outsider" in charge.

As we put out of the N. Bay station, the conductor's eyes are turned to the north-bound 209.

After a brief stop at the N. Bay station, the conductor's eyes are turned to the north-bound 209.

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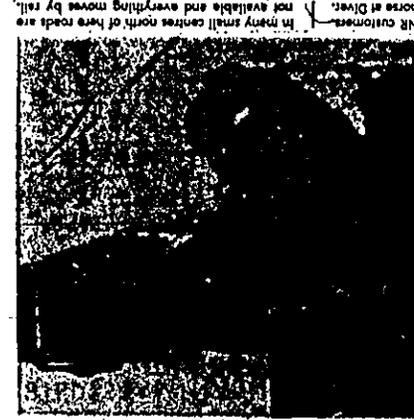
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Long-awaited parcels delivered at Tomiko to Miss Lyle. Picked by smiling brakeman Riley Archer.



Section workers unloosed new rails along part of the line to keep the track in good shape.



They may be a friendly-looking bunch, but the ONK men are not to be trifled with.



They were a city week-end in the ONK's hands. The ONK men are not to be trifled with.

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# "Like Friendly Neighbor," "Mixed" Visits ONR Points

By BEN WARD

The passenger on Train No. 209 looked up as the conductor entered the single passenger coach. He beckoned and the conductor came over.

"Where is the dining car on this train?" the passenger asked. "Sitting a broad smile, the conductor answered: "Sorry, sir, we have no dining car on this train. But if you're stuck I can spare you a couple of sandwiches and a cup of tea."

The passenger jerked his head back in surprise. "You mean to say there is no diner anywhere?"

"Altogether," the conductor reassured him, "this coach is the only diner we've got . . . If you bring a lunch."

Thus another traveler was introduced to the "mix," a daily passenger-freight which embodies the best of both worlds—luxuries and back-woods charm.

Neither a freight nor a passenger train, lacking the polish and speed of the crack "Northland," the weight and revenue importance of the superior, often Diesel-driven through freight, and yet loaded with the responsibilities of both.

While the great passenger and freight trains rush by bent on more important errands as the pulsating blood of Northern Ontario business and industry, the calm, unhurried "mix" late these insignificant dots on the map among the regular stops and calls in regularly like a friendly next-door neighbor.

these trains are practically members in every community they visit. Through the work is step he himself went back to Toronto for a visit—first in 27 years. Both the Jarvis' are quite happy at White Rock despite the loneliness, and they are deeply appreciative of the fact that the ONR "mix" will stop for them beside the massive white rock that gives the location its name.

Other regular passengers on the train might include lumbermen headed back to the logging camps after a payday spurge in the city, trappers with their winter supplies ready to hop off at some obscure mileage point and hike into the trap-lines, Indians, farmers, forest rangers and freighting railway workers bound for the isolated stations.

One half of the coach is an expanded high top grocery order to be dropped off along the route. On the other side may be a couple of dogs leashed to the wall-bracket, friendly mongrels eager for companionship with anyone who may pass by and wonder why they can't sit up in the passenger compartment with their masters—as they sometimes do.

At the outset it looks like an easy chore for the trainmen, but don't let that appearance fool you. Conductor Grievé and his brakemen have a busy time of it.

There are dozens of individual chores which go to making up the "mixed" job. Passengers must be checked, tickets collected and arrangements made to determine the passengers at various stations or obscure mileage points, small sorted and distributed, express orders dropped off, flag signals for the engine crew and freight work.

The "mixed" has many complications and the biggest of these, according to the men who know, is its regularity. They work six days a week—three trips north and three south. There are no hurried calls in the middle of the night to get out a heavy train in 40 below zero weather or overloaded work periods when a brakeman catches an hour's sleep in between runs.

On the weekly schedule all members of the crew get four nights at home. Away from home they sleep in the van—a comfortable spot thanks to the spare-time work of the conductor and the unwritten rules of cleanliness observed.

Every conductor has his own van and most of them are particular about the way it is kept. Some of them even carry this to extremes. Conductor Grievé has no extra-dinary traits in the maintenance of his van, but others have.

For example, one conductor on the line has curtains on each window. Another is particular about his water supply and keeps four kinds of water on hand—labeled for drinking, washing hands, washing clothes and cooking. Each water closet and cooking is of a varying softness according to its job.

Given more amusing is the conductor north of English, who has installed large fibre door-mats at each end of the van, and heaven help the roofer's brakeman who enters without carefully wiping his feet.

The van is a home away from home for these freighting crews and each is completely equipped for sleeping and cooking. ONR men claim the railroad has the most modern, cleanest and best-equipped vans in Canada—and most ONR and CNR men, at least, will probably agree with them. As in industry, the ONR was the first railroad in Canada to put all-steel vans into use.

In the van of conductor Grievé on a "mixed" trip a non-freighting visitor doesn't stand much chance of joining the conversation. Usually there are one or two journeying railroadmen aboard chatting with the working crew and the conductor. At some times the train may possibly have several other men on board, but the men cooking, packing food, there isn't much chance for conversation.

The ONR's unique school car which brings education on wheels for children in the area between Tomiko and Redwater is moved around on a regular schedule by the "mixed" trains.

This busy schedule keeps the conductor and his men constantly on the hop. On top of it there are new train orders frequently arriving to inform them of other train movements for which little 209 usually



The regular crew-men on

Mr. Jarvis is in charge of the department of lands and forests observation tower at White Rock and has been in Canada for 25 years, coming on duty the year round. He has hurried "mix" late these insignificant dots on the map among the regular stops and calls in regularly like a friendly next-door neighbor.

Take the aged couple sitting in that rear corner, for instance. There's Mr. and Mrs. Larnold, Jarvis' bound for White Rock, the interest of day while the stop, after a trip to North Bay. When Mr. and Mrs. Jarvis are away along the 125-mile line between North Bay and English, Train 209 and its southbound counterpart No. 210—mean everything.

While the great passenger and freight trains rush by bent on more important errands as the pulsating blood of Northern Ontario business and industry, the calm, unhurried "mix" late these insignificant dots on the map among the regular stops and calls in regularly like a friendly next-door neighbor.

Bushland horses are regular ONR

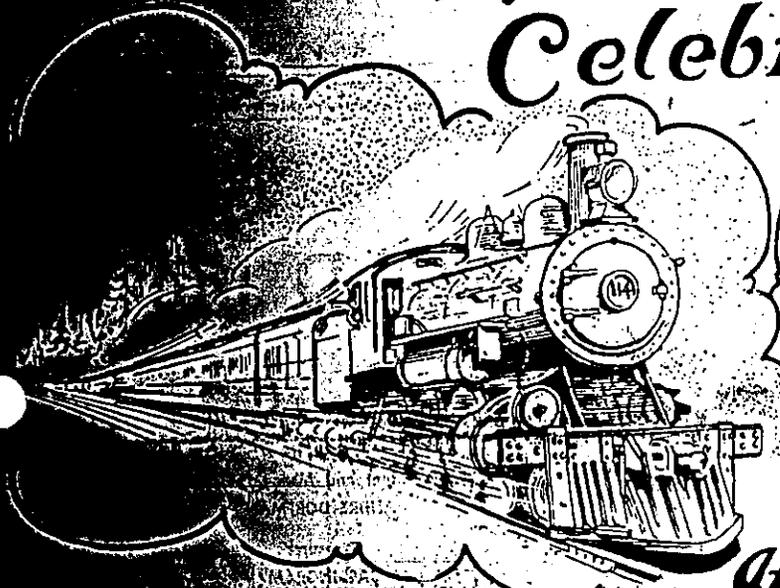
A brief respite between stops gives Conductor Grievé a chance to get his books in order.

Most of the train's work lies welliskered at isolated communities.



# ONTARIO NORTHLAND RAILWAY

*Celebrates*



*Its*

# GOLDEN ANNIVERSARY

50 YEARS  
*Progress*



*in the North*



# OF CONGRESS

**NEW YORK, Nov. 2.—(CP)—**The Democratic Party carried stunning defeats in a half-dozen key states to retake control of Congress in yesterday's United States general election.

The Republican surge may hamper President Truman's "fair deal" program and affect American foreign policy. The Democrats squeezed through with control of the Senate and House of Representatives.

The Senate will line up in January with 49 Democrats and 47 Republicans. At 9 a.m. EST the Democrats clinched control of the 435-seat House of Representatives by winning their 218th seat.

The Democrats technically had won the election. But the margin of victory was so narrow, and the Republican gains were so sweeping, that the election result clearly was a Democrat setback.

This morning, this was the standing of the new, 82nd congress:  
 Senate: Democrats retained control of the 96-seat chamber, 49 to 47.  
 House of Representatives: (435 seats)  
 Democrats elected, 218; Republicans elected 182. Unopposed, 49.

The Republicans rebounded a net gain of five seats in the Senate—by a margin of 49 to 47. The Republicans picked up seats in Idaho, Illinois, Maryland, Tennessee, Utah and California, where administration observers "went down" to defeat. They lost in Missouri where Forrest Donnell was beaten.

Returns early today gave Representative Richard M. Nixon, Republican, a Senatorial victory over Representative Helen Gahagan Douglas, Democrat who was praised by President Truman for her support of his foreign policies. Nixon had attacked her as supporting left-wingers.

In Washington, Democrat Senator Warren G. Magnuson defeated Republican Walter Williams by a wide margin in the last Senate seat to report.

The Senate division was the closest since 1936.

Of the few House seats remaining to be decided, the Democrats seemed to be pointed to majority again, the Republicans of about 20 seats.

In an anti-Truman administration drive Republican opponents bowled over Senators Scott W. Lucas of Illinois, the Democratic leader, and Francis J. Myers of Pennsylvania, his assistant.

The one Republican senator defeated Donnell, lost in Thomas C. Hennings, Jr., in Truman's home state. The president had given pointed support to Hennings after opposing him in pre-election primary voting.

The Republican victories — which included the re-election of "Mr. Republican" Senator Robert A. Taft of Ohio — were variously attributed to the adverse term of the Korean war, criticism of the president's foreign policy decisions, opposition to his domestic "fair deal" program and reaction to Communist-in-government charges.

Along with Lucas and Myers, veteran Democratic Senators Millard E. Tydings of Maryland and Herbert D. Thomas of Utah went down to defeat before Republican opponents.

All four Democrats have been strong supporters of the president's foreign policies.

Thomas, ex-chairman of the Senate labor committee, led a futile administration drive to repeal the Taft-Hartley Labor Act — one of Truman's pet legislative aims.

The other seat which had been filled by a Democrat was won by

(Continued on Page 2)

## Train Cuts Transport In Half

A severe snow storm today cut off a large Hamilton tractor-trailer in one of a rail crossing here at noon today.

Driver Alde Mathews, Hamilton, escaped with slight cuts to the face despite the fact that his head was almost completely driven through the windshield of the cab.

The tractor-trailer was loaded with lumber along both sides of the single track for 200 yards.

Feathers from ripped pillows tangled with falling snow for about 200 yards down the track.

The two diesel were halted about 200 yards from the crossing situated at the west end of the city on Highway 11. The collision occurred at approximately 12:05 p.m.

City Constables Ken Mison and Gerry Turic were on the scene some minutes after the traffic-stopping accident. O.N.R. police inspector Harold R. Hughes also was seen on the scene.

Tractor and front part of the trailer were shoved off and rammed over the north side of the track. The rear of the trailer was deposited on the north side.

Nearly all furniture with which

## North Cities to Vie for Best Vote Percentage

When Northern Ontario voters turn out the greatest percentage of voters on election day will be the essential "contest" to decide the province is brewing in the north this week.

Timothy started it when the Toronto Free Press ran an editorial appealing to voters to turn out in record-breaking numbers to set a new Ontario voting percentage and

the Ontario voters' political organizations are all lined up and ready to go.

The Daily News, thinks North Ontario will walk off with the top percentage of the vote in the province and compared with the rest of the province.

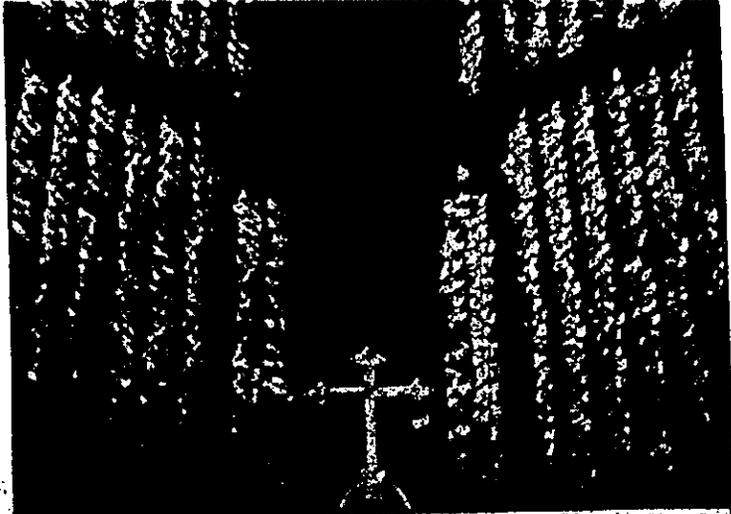
## TORONTO POLICE SEIZE COUNTERFEIT \$130,000

TORONTO, Nov. 2.—(CP)—Mounties said today they seized counterfeit Canadian currency worth \$130,000 last night. No arrests were made.

P. S. Anthony, RCMP superintendent, said it is believed the \$23,000 in bogus money still in circulation was probably made in Buffalo.

United States Treasury department agents had traced up counterfeit ring there recently and a number of persons were convicted.

It was believed the money seized last night was



This was the impressive scene inside St. Peter's Basilica as Pope Pius XII said mass to conclude the ceremony of the proclamation of the dogma of Assumption of the Virgin Mary into Heaven. The Pope

is flanked by the greatest assemblage of Roman Catholic prelates in the 2,000-year history of the Church. Outside the Basilica, an estimated 200,000 people jammed the square to overflowing during the historic ceremony.

# U.S. Charges China With Intervention in Korea War

**LAKE SUCCESS, Nov. 2.—(AP)—**The United States today charged the Chinese Communists with direct military intervention in Korea and urged the United Nations Security Council to require the Mao Tse Tung regime to withdraw its forces.

**30,000 Troops**

Warren R. Austin, chief American delegate, told the council there are indications that 30,000 Chinese Communist troops are in Korea and that the number is increasing. He said the United Nations should assist in settling any problems relating to Korea's northern frontier.

Then he added: "But in offering assurance, the Security Council must also see to it that the authorities in Peking are under no illusion that their conduct is condoned by the United Nations or that the organized world community can accept this thinly disguised invasion of Korea."

"The Chinese Communists have imposed a grave danger upon the world—the danger that the present conflict may not be limited to the

Korean area. The United States on its own behalf and in the exercise of the responsibilities of the unified command, has made every effort to do the same. We have sought publicly to reassure the Chinese Communist regime that neither the United States, nor the forces of the United Nations operating in Korea represent any threat to the territorial integrity or security of states which border on Korea.

"This council is the guardian of international peace and security and must require the Chinese Communist regime to withdraw its forces from Korea and to refrain from further unlawful assistance, direct or indirect, to the North Korean aggressor."

**Make Up Report**  
 The Security Council met today to take up a report from Gen. MacArthur telling of Communist Chinese intervention.

The council brushed aside a Russian effort to keep the council from discussing the MacArthur report. (Continued on Page 2)

## Eden Optimistic, Praises Canada; Honored by M'Gill

By JEAN MACGREGOR

**MONTREAL, Nov. 2.—**Few men in history can be said to personify the finest qualities of the race that gave them birth, but our guest today is one of that select company, said Dr. F. Cyril James, principal and vice-chancellor of McGill University when introducing Rt. Hon. Anthony Eden at a special convocation held in the Sir Arthur Currie memorial gymnasium Tuesday afternoon. Mr. Eden was presented with the honorary degree of Doctor of Laws by Chancellor O. S. Tyndal.

Eden's was the first foreign minister to arrive in Montreal from London. (Continued on Page 2)

## TRUCKER ESCAPES IN CROSSING CRASH TODAY



The debris at which the crowd of sight-seers above is looking at was a huge tractor-trailer loaded with furniture, driving O.N.R. twin-diesel freight train

altered a road on a rainy day on a road. The driver's shirt and the rig was a 1950 model. The tractor-trailer was a 1950 model.

11/2 N 50

# WORK TO CLEAR CN LINE TODAY

SEVERN BRIDGE — (Special) — Auxiliary crews from Allandale and Capreol continued today the strenuous task of repairing a mangled track bed left following a head-on collision here Wednesday night of two CNR freight trains. CN authorities in North Bay said the line would be cleared late this afternoon for normal traffic resumption.

Three crewmen died when the locomotives smashed head-on about 9.40 Wednesday night near this "whistle stop," 10 miles south of Orillia. Body of the third victim, brakemen Jack Brown, 24, of Gravenhurst, was found last night beneath the twisted wreckage of the overturned southbound locomotive. Bodies of the other two victims, Conductor C. A. Huston, 46, Toronto, and Fireman Royce Reeve, 24, Cedar Brae, were recovered soon after the collision.

Six other crew members of the two trains were injured.

CNR superintendent W. B. Eday said that the trains collided after a mix-up in orders. However, the customary investigation is under way and a formal statement regarding the circumstances has not been released.

Trains to and from Toronto were running about four hours late today. Northbound, they are rerouted via Washago, South Parry and Capreol, and vice versa for southbound traffic.

CNR officials said the wreck was the first serious incident on their district lines in several years.

The southbound train was pulling 26 cars; the northbound consisted of a locomotive and a caboose. They met head-on at an estimated speed of 25 to 30 miles per hour. Both locomotives overturned, and box-car wreckage jacked to a height of nearly 30 feet over the battered engines. Contents of the cars were strewn over the immediate area.

The wreck occurred on a single-line track. CNR officials said that one train had been ordered into a siding to permit the other to pass. Both had been on sidings a short time earlier, but allowed the wreck. Northbound to speed through on the Northern Ontario run.

## ONR's Line Is Cut by Derailment

UNO PARK — (Special) — A southbound Ontario Northland Railway freight train was derailed here shortly after midnight this morning, blocking rail traffic into Northern Ontario today on the ONR's main line.

Fourteen cars on the double-Diesel train were tossed from the tracks in the derailment, strewn the scene with newsprint, merchandise and broken box-cars.

The line was expected to be clear later this afternoon.

Two persons on the train were slightly injured by the wreck, which accompanied the accident.

The ONR's general superintendent, A. Jardine of Englehart, and Conductor E. C. Lelshman of North Bay were "shaken up" but neither required hospital attention and were at work today.

Causes of the accident was believed to have been a defective rail. The railway did not comment on this, explaining that the cause was still under investigation.

Two of the derailed cars were empty, 10 were loaded with newsprint rolls and the other two contained general merchandise.

The box-cars rolled from the tracks and were scattered about and smashed.

One of the Diesel locomotives was derailed, but did not turn over.

There were 84 cars on the train, including the general superintendent's business car.

Passengers on train No. 46 today—the northbound Northland—were taken aboard buses at New Liskard, six miles south of here, to complete their journey by road.

The second northbound passenger train, No. 47, will be about five hours late arriving at Timmins. It is regularly due to end its run there at 4:50 p.m.

Auxiliary crews from North Bay and Englehart are working to clear the line and repair track damage.

Crewmen on the train under Conductor Lelshman were Hugh Owen, engineer; Joseph Ricci, fireman; Peter Ross and Ed Rogers, brakemen, all of North Bay.

## Where 3 Died In Train Wreck



—Toronto Telegram Photos

Three railwaymen died when two freight trains collided head-on Wednesday night near Severn Bridge, about 125 miles south of North Bay on the CNR. The tremendous impact crushed box cars and the locomotives, and disrupted communications and normal rail service. TOP PHOTO is a

general view of part of the crash scene, with a crane at work at the left. Close-up of one of the locomotives is seen at right in the BOTTOM PHOTO. A mix-up in train orders was believed the cause of the crash, which also injured six members of the two train crews.

## Voting Is Light At Advance Polls

Advance poll voting in Nipissing was extremely light yesterday and today. In North Bay, the advance poll at the district court house recorded 22 votes yesterday, and another three up until late this morning.

In Mattawa, the poll at the hall was visited yesterday by four voters. Up until 1 o'clock this afternoon, voting today was nil.

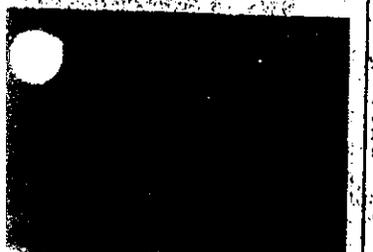
At Sturgeon Falls, the poll at the Knights of Columbus Hall recorded no votes yesterday and three today. Those three votes were cast by Kirkpatrick township residents; no Sturgeon Falls resident had yet taken advantage of the advance poll to exercise his franchise.

Advance polls are set up for persons who will not be in their polling subdivisions on provincial election day, November 22.

"I am very surprised at such a light vote," said Jack R. Gorman, district returning officer.

The advance polls will be open for the last day tomorrow, Saturday, from 8 a.m. to 5 p.m. and 7 to 10 p.m.

## BAGS ELK



Nab 2 Escapees; Hid in Box Car

## Boost Telephone Rates 5 Pct; Bell Asks More

(Late Bulletin) OTTAWA — (CP) — The Bell Telephone Company of Canada, granted authority to boost Ontario and Quebec phone rates temporarily by about five per cent, today requested a still further boost on a permanent basis.

OTTAWA — (CP) — The Board of Transport Commissioners today granted the Bell Telephone Company of Canada authority to boost

telephone rates on about 1,700,000 telephones in Ontario and Quebec. The increases will become effective five days after the company files new tariff schedules.

The new temporary increases, which may give the company about \$4,000,000 a year in additional revenue, will:

- 1. Boost the local phone-booth charge from five cents to 15 cents in large cities.
- 2. Increase residential and

business phone rates five per cent.

A permanent long-distance rate hike by from five cents to 25 cents on the local phone-booth charge.

The Board heard the case October 24 when the company argued its case for the increases. It also heard Ontario and Quebec rates.

The company asked for increases in residential phone charges of between 25 and 75 cents a month; on business phones, between 25 cents and 50 a month.

"The company application said it did not want long-distance rates increased. It felt that if those were boosted, business would decline."

However, the Board, in its judgment, felt that all segments of the service should bear a share of the extra cost.

## Urged in U.S. . . . LET ATOM-BOMB PUNISH REDS FOR ATROCITIES

October 27, 1953

Cloudy, Cool  
Low Tonight 30  
High Wednesday 40

# The DAILY NEWS

EMPLOYEE OWNED

North Bay Ontario's  
PICTURE NEWSPAPER

XLVII—NO. 72

Contents  
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NORTH BAY, ONTARIO

## PREMIER HERE TO OPEN ONR DIESEL SHOP



—Negro Photo by McCall

Government officials just before noon had a preview of the new million-dollar Diesel service shops for the provincially-operated Ontario Northland Railway. The shops will be officially opened later today in a ceremony headed by Premier Leslie Frost. Above, from left to right, are W. B. Harvey, MPP for Nipissing and a member of the Commission; Hon. William Griesinger, minister of public works; Hon. Leslie Frost; Col. C. E. Reynolds, chairman

of the ONR Commission; Reg. Aubert, Englehart, a member of the commission. Later, the officials attended a luncheon at the Empire Hotel attended by prominent railway, government, officials and other public figures. Premier Frost will officially declare the shops open at 3 p.m. Later this evening, the guests will be received at a reception at the Empire Hotel.

## PC Takes Liberal Seat In Niagara By-Election

NIAGARA FALLS, Ont. (CP)—Arthur Jolley, 42-year-old building contractor, Monday was elected to the Ontario legislature for the Niagara Falls riding, winning the seat for the Progressive Conservatives in a four-way fight.

His victory was a gain from the Liberals, who held the seat since 1948 until William L. Houck resigned last summer to successfully contest the newly-created federal seat of Niagara in the Aug. 10 general election.

The Progressive Conservative candidate's election in this first by-election since the provincial general election in 1951 increased the party's representation in the 90-seat house to 80. The Liberals hold six seats, the CCF 2, Liberal-Labor 1 and Labor-Progressive 1.

On the basis of returns from 124 of the 127 polls, Mr. Jolley received 10,338 votes; Grant Donald, Liberal, 7,205; Pat Spain, CCF, 2,786; and Mary Price, Labor-Progressive, 266. Mr. Jolley's plurality

was 3,132 votes after the polls closed at 7 p.m. EST. Mr. Jolley, a city councillor for the last two years, said in a broadcast he regarded his victory as a tribute to Premier Frost. Mr.

## La Rosa Hopes To Wed Singer Despite Hubby

NEW YORK (AP)—Singer Julie La Rosa says she hopes to marry attractive Dorothy McGuire, but her father insists the whole affair is "just publicity—just lies." Efforts to obtain comment from Miss McGuire, a member of the

## Ontario Tests Rubber Highways

TORONTO (CP)—The Ontario highways department is testing the possibility of rubber highways for the future.

The experiment is being carried out on a 16-mile section of highway 11 just north of Toronto. Motorists drive over a two-mile strip of rubber road and for 10 miles, both north and south of this strip, a carefully constructed control road has been built for comparison.

Engineers selected this section of highway three years ago because they felt it would approximate the conditions under which Ontario highways must be built.

## Press Search For Abducted

## WITNESS

# Rec Tos

# U.K. Ex 2nd A-1 In Aust

MELBOURNE—British scientists set off their blast in the AU will leave soon talks with P. Churchill, who the future could atomic policy.

Sir William tist leader of pected to leave the next few WASNT NOTIC Today's blast noticed in the wasteland "where No news corre residents heard The announce atomic weapon in this bald Australian min: "Prime Min

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# Blood-Stained Garb Clue in Hunt for Girl

LACROIX, Wis. (AP)—A 'teen-ager's ragerte—perhaps Evelyn Hartley's, maybe stained with her blood—is the chief clue in the disappearance of the youngster from a baby-sitting job Saturday night.

A white brassiere and panties, of a size worn by the 15-year-old daughter of college professor Richard Hartley, "who never went out with boys because she thought she was too young," bore stains which district attorney John Bosshard told reporters last night "could be blood."

"They have not been identified conclusively as Evelyn's," Bosshard said, "but her parents tell us she wore things like that" and that they were the right size.

The underclothing was found Tuesday beneath a highway bridge two miles southeast of Lacroix.

**THROWN FROM CAR?**

"They were discovered in a conspicuous place," said Bosshard. "It looked like they might have been thrown from a car and blown under the bridge."

Simultaneously, with word of the clothing discovery, Bosshard told of what he called "a large pool of blood" on a highway about 12 miles south of where the lingerie was found. Search was intensified in that area.

The district attorney admits there isn't a real clue to the abductor's identity. The car used for the getaway hasn't been turned up, either, despite many rumors of bloodstained vehicles.

# Ontario Premier New ONR Diesel Shop

While the baggage skirled and hundreds looked on, the nose of the giant Diesel locomotive ripped through a paper barrier to officially open the new Ontario Northland Diesel service and repair shop here yesterday.

At the throttle of the locomotive was Premier Leslie Frost who headed the opening ceremonies.

The new shop erected along with its adjoining wheelhouse at a cost of \$2,000,000 is claimed by the railway officials to be the most modern of its kind.

After the opening ceremonies, the railway threw open the spanking new building for public inspection.

On hand for the opening ceremonies were L. R. McDonald, deputy to the prime minister; public works minister Hon. William Greinger, officers of other railways, government officials, industrial, banking and manufacturing executives.

Also on hand were hundreds of North Bay residents who watched

# Win \$56 In Sweep

**By THE CANADIAN**

Nine Canadians he stake tickets on horse Cambridgehire Hat Newmarket, England Four Canadians Jupiter, winner of may win as much as from the sweepstake held tickets Tudors, second-pla qualified for second of \$7,500 each.

Three Canadians Fair Colleen which They qualified for \$7,500 each.

All of the Cans immediately ident of ticket holders they mostly wer Noms de plume, Names and add dian winners wer later from Dubi tickets on hori (Continued )

wide for service and repair respectively, each having two tracks. The service area has two through tracks, each with capacity for four Diesel units, with elevated platforms on each side at the locomotive floor level and a depressed floor beneath for servicing of trucks. Two electrically operated crossover bridges are provided at the entering, or east end of each service track which permit easy passage from one elevated platform to another and these are lowered to rail level to permit locomotives to enter the building. The repair area has two stub tracks, one for truck repairs and one for locomotive overhaul.

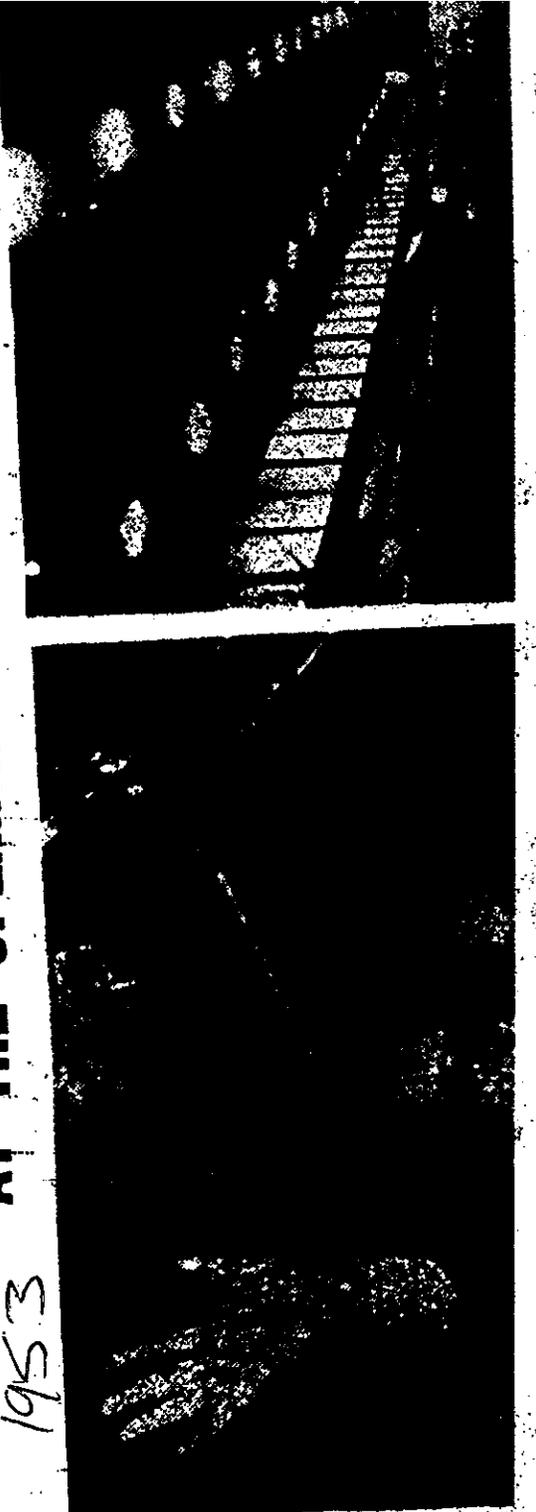
Service platforms are provided with hot and cold water, compressed air, lubricating oil and electricity for the various servicing operations. These services are at various points along the platforms which accelerates the passage of locomotives through the shop.

Another feature of the service shop is the exhaust ventilating system. A continuous duct is suspended

(Continued on Page 23)

# AT THE OPENING OF THE ONR'S MODERN D

October 28  
1953



# ess Body

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motive and removed the wheels.  
The railway demonstrated the drop table, removing the wheels from a Diesel yard engine. While the engine was braced in place, the table dropped below carrying the heavy truck of the locomotive. The trucks were carried along in an underground pit to come up again at another spot. The procedure was entirely automatic.

g ceremonies.  
pen the spank-  
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The railway pointed out that with the drop table it was possible to change the trucks on a locomotive in about two hours instead of 1 1/2 days as previously required.

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McDonald, dep-  
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During the open house, Premier Frost mixed with the sight-seers, shaking hands with many.

re hundreds of  
s who watched

Details of the building as outlined by railway officials are below as follows:

The main shop is 104 feet by 260 feet long divided into two approximately equal sections 52 feet

level and a depressed floor beneath for servicing of trucks. Two electrically operated crossover bridges are provided at the entering, or east end of each service track which permit easy passage from one elevated platform to another and these are lowered to rail level to permit locomotives to enter the building. The repair area has two stub tracks, one for truck repairs and one for locomotive overhaul.

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(Continued on Page 23)

stake tickets on horses winning the Cambridge Handicap today at Newmarket, England.

Four Canadians held tickets on Jupiter, winner of the race, and may win as much as \$140,000 each from the sweepstake. Two Canadians held tickets on King of the Tudors, second-place horse, and qualified for second prize money of \$57,500 each.

Three Canadians had tickets on Fair Colleen which finished third. They qualified for prize money of \$27,500 each.

All of the Canadians were not immediately identified. In a list of ticket holders issued Friday, they mostly were identified by Norms de plume.

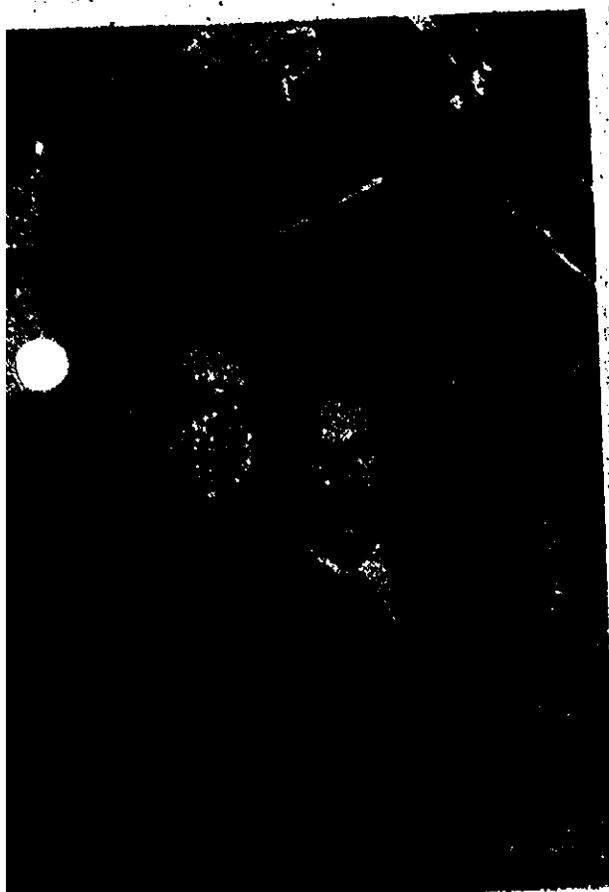
Names and addresses of Canadian winners were to be cabled later from Dublin. Holders of tickets on horses that were  
(Continued on Page 23)

"I took a bearing the plane must be about seven miles east of Restoule. Bernard other observer, air plane. He saw it di

# Star Hosj

"We can't institution very of public works regarding the p He had "ev way in the spri

## AT THE OPENING OF THE ONR'S MODERN DIESEL SHOP



lie Frost, premier of Ontario, the cab of the big 1,500 class Diesel (LEFT), a few seconds before he engine through a paper barrier to

officially open the \$2,000,000 Ontario Northland Railway's new Diesel service and repair shop here Tuesday. With him is J. W. Millar, chief mechanical officer for the ONR, who co-

piloted the Diesel in the opening RIGHT, a view of the interior which was thrown open for p following the ceremonies.

October 28, 1953

# Disasters

By THE ASSOCIATED PRESS

There have been many disasters similar to that which occurred aboard the aircraft carrier in Boston Friday. Some of the are:

April 17, 1902—1,400 killed when steamship *Titanic* struck iceberg in North Atlantic.

Sept. 15, 1905—200 lost when steamship *Mississippi* sank in Gulf of Mexico.

Oct. 15, 1906—1,300 dead when ship *Eden* was wrecked on rocks off Newfoundland.

Dec. 15, 1907—214 lost when ship *Titanic* struck iceberg in North Atlantic.

Jan. 24, 1908—1,000 killed when ship *Eden* was wrecked on rocks off Newfoundland.

Dec. 15, 1908—200 dead when Chinese vessel exploded in the river.

June 17, 1909—Tanker *Cyr* exploded in Montreal harbor.

Sept. 8, 1909—71 lost when steamer *East River* was wrecked in East River, New York.

Dec. 1, 1909—2,500 dead when small steamer *Chang* was wrecked near Hong Kong.

Sept. 17, 1910—Crises ship was gutted by fire in Toronto harbor, 110 dead.

June 26, 1910—71 lost when fish freighter *Indian* exploded and sank in Red Sea.

## CHINESE VIKER WORSE

The fire was described by Dr. James W. Manser, superintendent of Boston City Hospital, as the city's worst disaster since the Chinese *Victor* night club fire last week. Lawrence T. White, 27, a Boston fireman who was burned on arms and hands, said he went down two decks and "anybody below there was a goner."

Salvators impeding at Boston, a civilian welder, said he and three other men were trapped by flames for 2 1/2 hours in a storeroom.

"We got down on the floor and opened several air tanks to get some air. We pounded away at the compartment headboard, yelling for help as loud as we could. I kept my fingers crossed while I prayed . . . When the rescuers reached us they gave us gas masks and brought us out."

## Last of Trapped Miners Are Freed

MANCHESTER, Eng. (Reuters)—The last of 320 trapped coal miners were brought to the surface here Friday night seven hours after a pithead fire blocked their normal exit and left them in darkness 2,700 feet below the surface.

The men were brought up a nearby emergency shaft by means of a cage which could hold only six men at a time. The operation took six hours. The first man to reach the surface of Broadford colliery cheered, "Everything's all right."

# Chinese Hatred

# UN May Point Border Issue

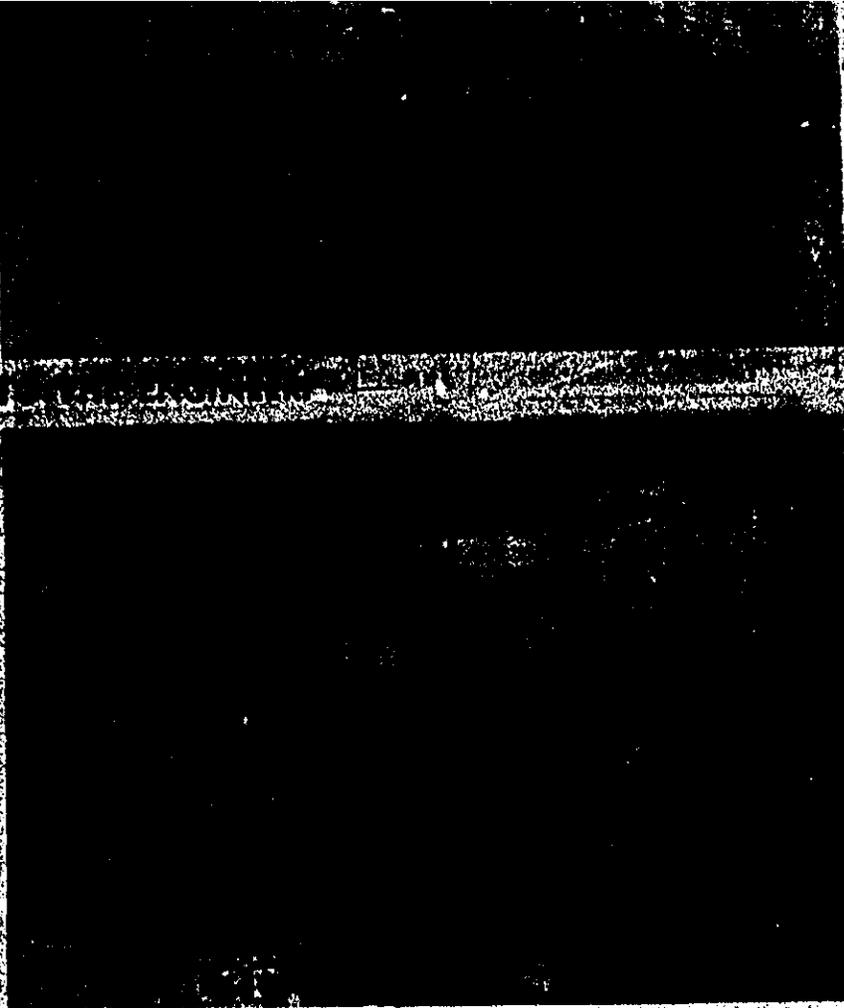
By TOM WOGGE  
UNITED NATIONS, N. Y.—The UN Security Council, confronted with an Israeli dispute over the waters of the Jordan river, may be asked to consider a hot border between Israel and Jordan.

Britain Friday night led Big Three foreign ministers in London to lead Israel to the council on charges of wrong peace in the Middle East.

The move came shortly after British government accused of an "apparently calculated" attack on three border Jordan posts.

TAKEN GRAVE VIEW  
A foreign office spokesman, the U. S., Britain and France ministers took a grave view of the incident, but delays since on what steps to take.

Earlier Friday, Syria threatened to withdraw from the UN Security Council's division of the Jordan river, a threat to which the UN had responded.



General manager A. Freeman of the ONR (TOP) tests out the new two-way radio communications system inaugurated yesterday for freight service. At BOTTOM, Engineer Gordon Bishop, 75 freight cars away, receives his orders. The new system is also tied in with the radio in the yardmaster's office so that the train is in communication with North Bay from a distance of 15 miles.

# Two-Way Radio Success In ONR Freight Debut

## Union, Cobalt Foundry Agree On Wage Pact

OSHALE, Ont.—The United Steel Workers of America and Cobalt Foundry have reached an agreement over wages which basically consists of a six-cent-per-hour increase.

A Kirkland Lake newspaper yesterday ran a headline story heralding the settlement and extensively quoting Elmer Park, the union local advisor, but there is some discrepancy between what Mr. Park is alleged to have said and what the company understands to be the basis of the agreement.

Ever since the threatened strike in the Cobalt camp earlier this year, union releases have appeared almost exclusively in the Kirkland Lake newspaper. At that time union officials headed the North Bay Daily Nugget and mentioned reports said that the paper was to be banned by the union in Cobalt.

Something new for the Ontario Northland Railway was marked yesterday as the first freight train equipped with two-way radio communications pulled out for the north.

Top officials of the ONR were on hand to test the system and estimated that through time saved the radio system would pay for itself within six months.

For Conductor Gordon Thompson of North Bay, a veteran of 35 years with the ONR, the new system was "just marvellous," in the way that it would save him leg work and worry.

Before radio communications, the only way that the conductor would talk to the engineer was to either have the train stopped and walk up to the engine, or to make the hazardous journey, while the train was still moving, over a half-mile of swaying box cars.

"There is no need now for the conductor to 'hit the air' or lean on the emergency brake when he spots smoke coming up from a car ahead indicating a hot box. Now he can instantly contact the engineer and have the train stopped more gently, saving wear and tear on the car."

Orders picked up by the conductor as the train chugs down

is through wrap-side stations, can be relayed immediately to the engineer.

The radio system is tied in with the North Bay yard radio system. The yard system was set up earlier, enabling the yardmaster to contact switch engines and direct traffic in the yard.

From several miles out, the conductor can contact the yard office and receive orders as to

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(Continued on Page 17)

# Girl's Murder Baffles Police

BROCKTON, Ont. (CP)—A mangled girl's body lies down in a roadside ditch has provided police with a double-barrelled mystery.

They cannot identify her. They do not know where to look for the killer, they say stabbed her five times Thursday after stripping her, but in a car to the ditch 1/2 mile north of this Brockton, Ontario, community. They found her body, partly in the ditch where a car was found, on a lower level.

Police searched for at least 24 and 25 years old, of medium height and slim build, the last time seen on 22 October last. She was

found on her stomach and several neck marks on her face.

At the time of her death, she wore neither make-up nor nail polish. Her hands were well cared for and on the third finger of her left hand was a gold birthstone ring with the name George engraved on the inside of January.

A post-mortem examination showed that she suffered at one time from phlegm of the left lung. The blood showed a slight depression of her red blood cells.

A check of her teeth showed 22 missing and three extractions.

Investigators say they cannot find a connection at the time she was alive. Records show were in

traces of alcohol in the two weeks before her death.

The weapon was probably something of a kitchen paring knife or a utility knife which is about 10 inches in length.

Police say the girl was raped.

The motive for the killing, their coverage, jealousy, and some other cause is as yet to police as the girl's identity.

Investigator Thomas Wright, Canada's provincial police chief, said he would not reveal her name, but would give the police the girl's name.

