

ONTARIO
NORTHLAND
RAILWAY
DIARY

MISCELLANEOUS

T. & N. O. Plans Two New Depots

July 19 ————— 200

Tenders have been called by the T. & N.O. Railway Commission for the immediate construction of new stations at Porcupis Junction and South Porcupine. General Manager A. H. Cavanagh advised The Nugget today.

Improvement of facilities is the motive in both instances. At Porcupis Junction the new depot will be located to the south of the present building to provide a direct run from the main line to the Timmins-Porcupine branch. This will eliminate the backing of trains which is necessary under the existing arrangement.

At South Porcupine the new station will be located on high ground approximately 1,000 feet west of the present depot. This will overcome a spring flood nuisance.

Although he couldn't give details of the structures, Mr. Cavanagh said they would be modern and commodious.

July 19
1912

Double Tracks, Silver Boom Relic, Disappear at Cob

MAY 27 1938

Line to Haileybury Torn Up; Use for Sidings on Busier Sections

Cobalt, May 27.—(Special to The Nugget)—Last of the T. & N.O. double tracking between here and Haileybury has vanished, and the mile and a half of steel which last week workmen tore up from Albert street to North Cobalt, is being used for sidings on busier sections of the road.

Silver Boom Relic

The double tracks out of Cobalt to Haileybury were laid in the boom days of the silver camp, old timers recall. Previous to building of the

MAY 27
1938

JUNE 8 1949

O.N.R. to Exhibit Diesel Engine

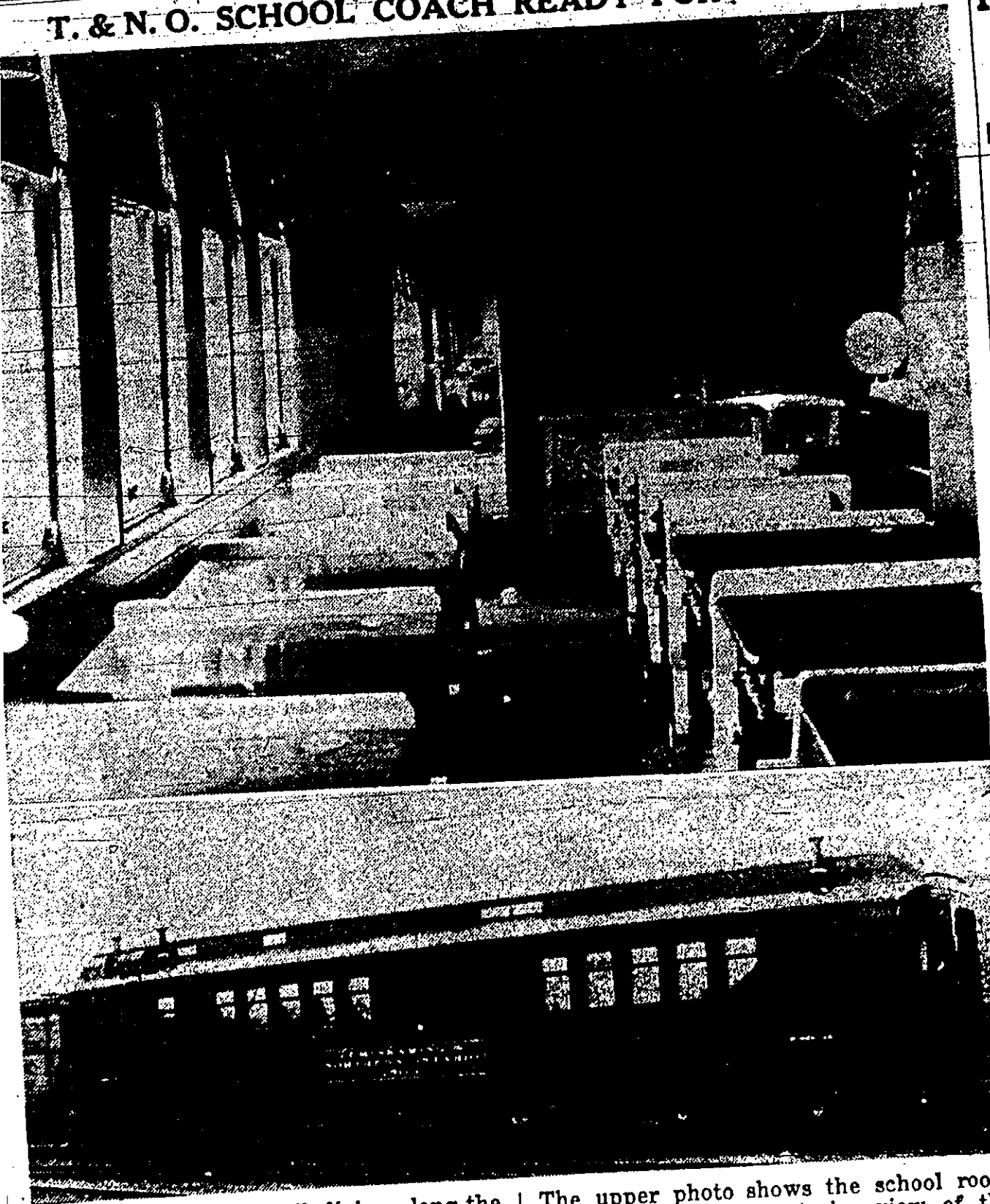
NORTH BAY—(CP)— One of the Ontario Northland Railway's new 1,500 - horsepower Diesel locomotives will go on a tour of the north next week to be exhibited at Cobalt, Haileybury, Timmins, Kirkland Lake, and all other points along the O.N.R. line.

The massive engine, one of the most modern railway units in Canada, will make the trip hauling a special train in which government officials and newspaper representatives will be special guests of the Ontario Northland Transportation Commission.

A full itinerary has been planned for the two-day trip which will be held Monday and Tuesday June 13 and 14.

*JUNE 8
1949*

T. & N. O. SCHOOL COACH READY FOR SERVICE



In this school car, pupils living along the T. & N. O. line between North Bay and Temagami will receive tuition this winter. The car is being put into service co-operatively by the Ontario Department of Education and the T. & N. O. Railway.

The upper photo shows the school room and the lower, an exterior view of the coach. The car is open for public inspection at the T. & N. O. offices today and Tuesday. It will soon be placed in operation.

(Nugget Photo)

Many Chu

Ferris Unit Program After

Ferris, Sep (Nugget)—A in the United noon in obse special Rally sented by J Emple, Betty ard. An Int Demeza was "Happy Lan dered by the and afternoo of the Won was to be h Trinity Unit of Novembe the first wee Guests: B Mr. and Mr avenue, we Church, an South Rive Quirt of T Church of Mrs. A. visiting he and Mrs. (Mr. and daughter, I guests Sur Wharram, Mrs. E. have retur onto, after Mrs. Wells and Mr. Fl Miss Isa River, was sisters, M avenue, ar avenue.

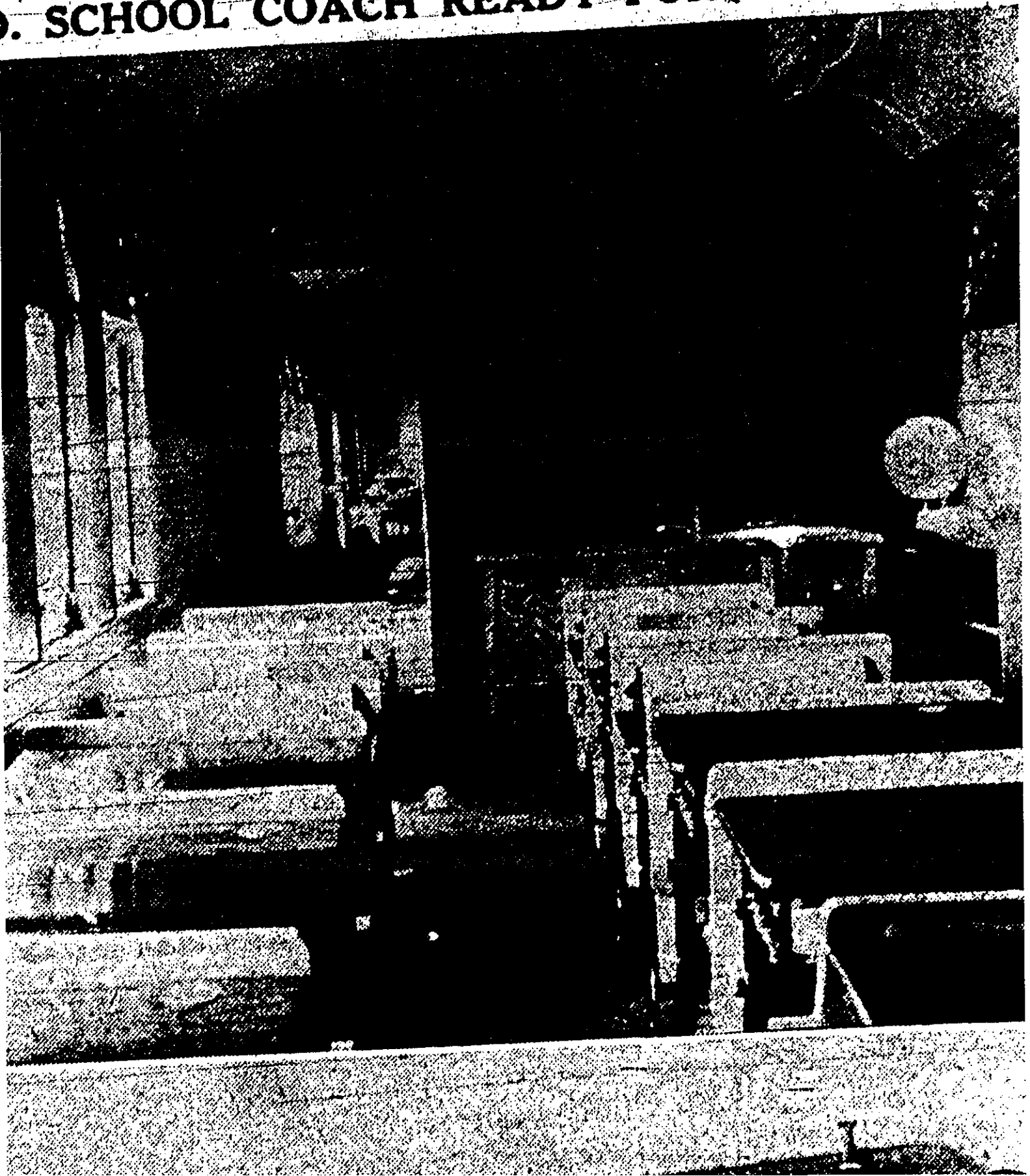
Mr. and Thompson recent gu Floyd, Ne Mrs. D. Agnes Ad Eau Cla day of the and Mrs.

Mrs. V weeks w of Toron Mrs. E Rapids, J D. Adam panied b Eau Cla the form Mrs. Con

1938

THE NORTH BAY NUGGET, MONDAY, SEPTEMBER 19, 1938

SCHOOL COACH READY FOR SERVICE



June 17 1912

Suskegon,

Cloud burst hurled
Train down Embankment
T&N freight torn
from Rails

Two wrecks on T&N

Fifteen miles ~~west~~ from
North Bay on the T&N

A freight train was
hurled down a 25 foot
~~embankment~~ embankment by a
cloudburst Engine and
nine cars were jelled up
and rendered dangerous
to ~~the~~ trainmen by
flying logs Engineer
Newman was badly

Above: One of 5 all-steel cabooses built by ONR.

In the third
the following

"And by
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H. B. Chase
The Board of
ers for Canada

4,428 in 1956
revenues were \$348,047—
of \$18,497 from the 1956
\$306,584.

of the future?
he ONR released its annual
couple of months ago, it
this statement. "At the
ating the prospect for 1958
ood. There appears to be
traffic in sight to equal
that handled in 1957."
ism has not been borne
many other concerns, the
been hit by the current
ed state of the national

March 31, gross revenue
ed by \$98,288 from the
l in 1957. Expenses how
ropped by \$15,548. Net
ere 82,740 below those
period.

gs (including loaded cars
n connections) have fallen
since the beginning of

the year. The railway reports that
traffic for the first three months of
this year was "approximately 2½%
below" the 1957 figure . . . and that
"a moderate upturn only is needed
to correct the situation." It also
points out, however, that "something
better than the trend in March will
be required to justify any degree of
optimism."

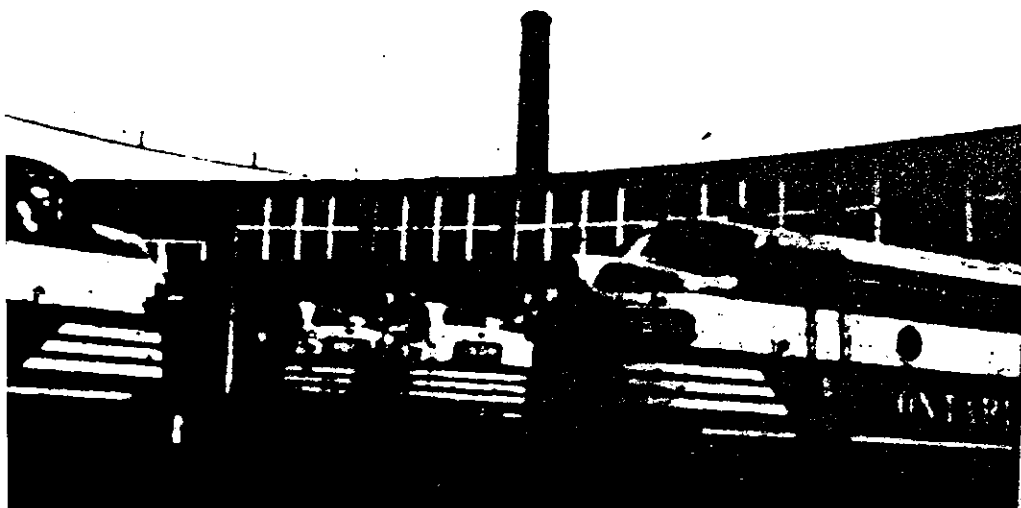
Equipment currently in use:

Locomotives: 4 diesel yard switch-
ers, 22 diesel road switchers, 22 road
"A" units. One steam-powered loco-
motive is still in use—as a steam
heat plant in Rouyn.

Passenger: 25 first class, 6 com-
bination, 1 restaurant, 2 lunch and
first class, 2 cafe parlour; 19 postal
baggage, 2 other (box baggage). To-
tal—57 units.

Freight Revenue Equipment: 1021
box, 167 flat, 100 hopper; 24 stock.
Total—1,312.

Work Equipment: 4 business cars;
all others—240. Total—244.





A NEW LOOK For the NORTHLAND

January 3rd, 1966 marked the official introduction of a new symbol and livery for the Ontario Northland system.

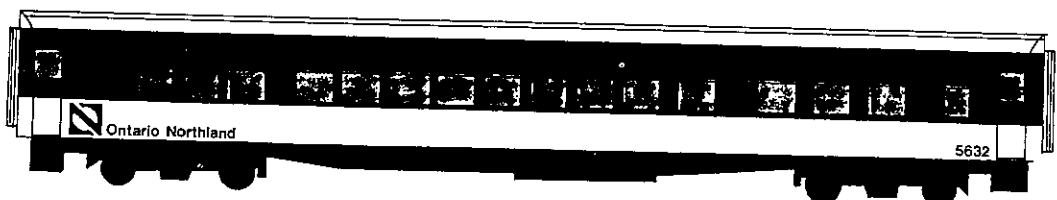
ONR's new corporate symbol, or logo, consists of a large stylized "N" which surrounds a smaller "O". Subtly combining the two letters, this logo is believed to be most applicable to an organization with regional operations such as Ontario Northland.

The new colour scheme features a rich forest green as the dominant colour, with secondary colours of black and white providing visual impact. Although only a single locomotive, a few items of rolling stock and a communications truck are now painted in the new livery, the application of the redesign programme will ultimately extend to all freight and passenger equipment, motor vehicles, stationery, printed material, etc., unifying all operations of the Ontario Northland.

Mr. Ian Saunders, the designer, is now in his final year as a student of industrial design at the University of Toronto. Mr. Saunders, who has been working for the last several summers with ONR's Engineering Department, became aware of the multiplicity of emblems and colours that the various departments of the railway used on their respective equipment. He began experimenting with symbols which could logically represent all facets of Ontario Northland operations. Meanwhile, the railway itself was also interested in standardizing its appearance, and in July, 1965 decided that a definite programme had to be developed.

Simplicity is the keynote in ONR's application of its new symbol to various equipment.

Mr. Saunders' private work so impressed ONR officers that he was engaged to develop a coordinated programme of visual redesign, embodying a unique symbol, a complimentary lettering style, and an appropriate colour scheme. Mr. Saunders has consulted with leading Canadian industrial designers during the establishment of the programme. A fellow student in industrial design, Michel Frappier, assisted Mr. Saunders in the detailed planning.



RIGHT, BELOW: ONR's new locomotive dress leaves no doubt as to whose locomotive you're looking at. The striking green-and-white scheme blends with trailing passenger equipment to provide bands of colour running the length of the train. To date, Nos. 1502 and 1517 have received the new paint.

/J. A. Brown

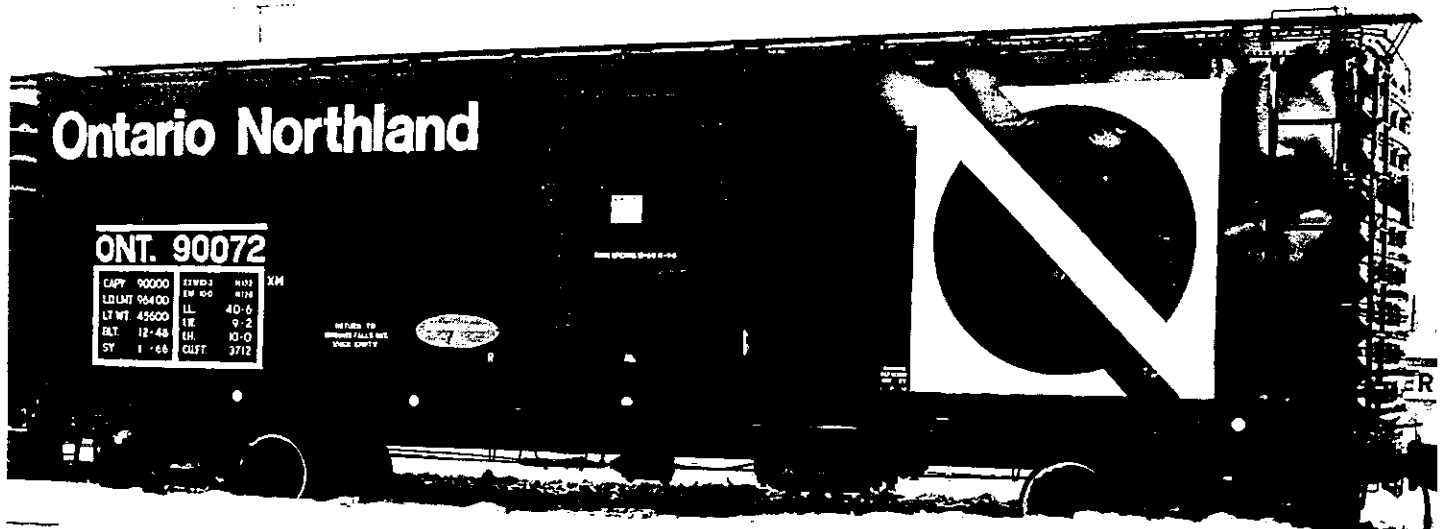
BOTTOM: Repainted ONR boxcars are slipping into interchange duty already, witness 90072 standing axle-deep in snow at Brampton, on the CPR. /Tom Henry



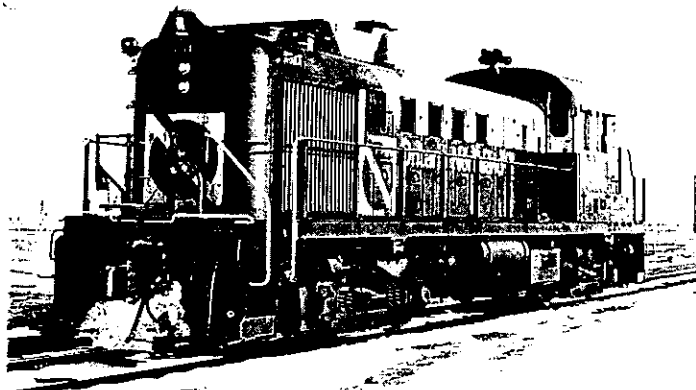
The repainting of railway equipment will continue throughout the year as the equipment is shopped. Most of the work will be carried out at North Bay Shops.

The author wishes to extend his thanks to Mr. Saunders and Ontario Northland's Mr. Len Parker for their invitation and hospitality at the luncheon inaugurating the "new look" for Ontario Northland.

/R. D. Tennant, Jr.



EQUIPMENT *Notes*



ABOVE: In case you've been wondering what an ONR road switcher would have looked like in the now-defunct new-image paint scheme, here's one that made it, at CN's Toronto Yard in March.

/J.A. Brown

CANADIAN PACIFIC MOTIVE POWER NOTES

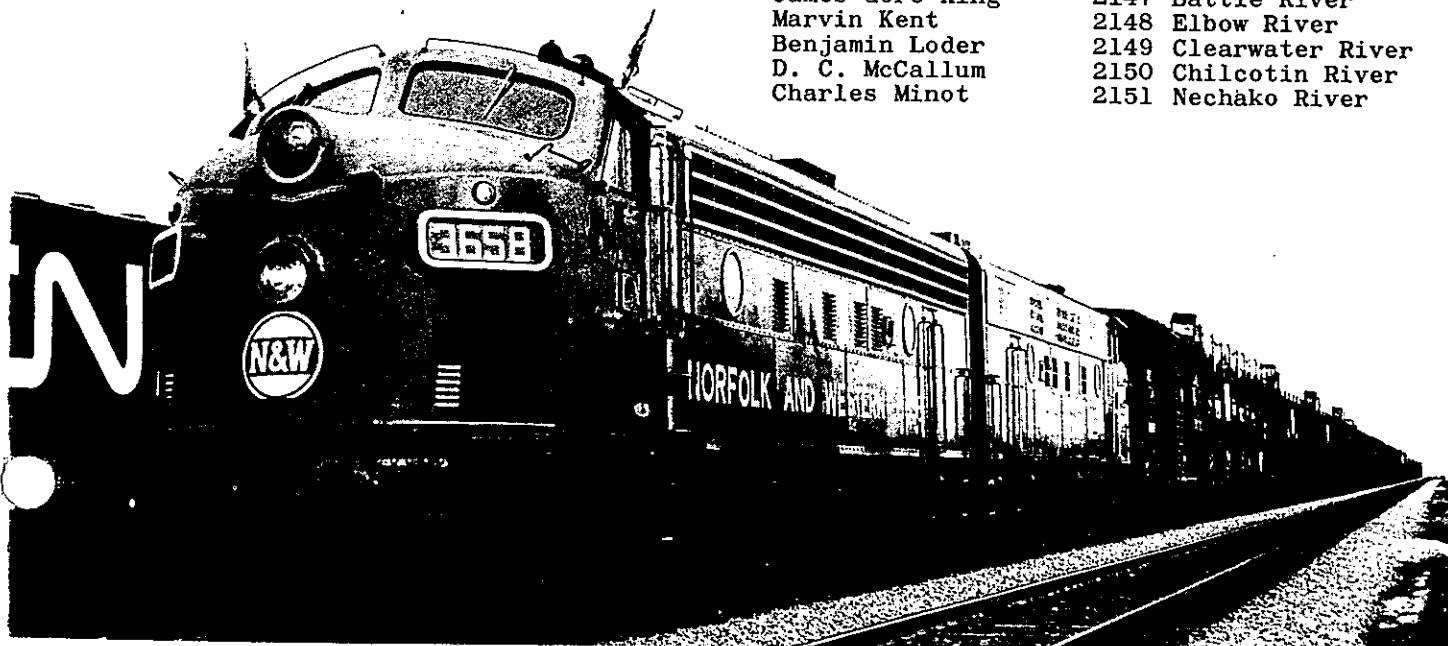
-CP has taken delivery of ten more SD-40's from GMD, as follows:

5544 - Feb 24th	5549 - Mar 8th
5545 - "	5550 - Mar 16th
5546 - Feb 28th	5552 - "
5547 - "	5553 - Mar 22nd
5548 - Mar 8th	5554 - "

Unit 5551 was delayed, waiting parts.

-K-1-a 4-8-4 No. 3100 has been moved to Ottawa, from storage at Winnipeg. The engine is slated for display in Canada's National Museum, when plans solidify.

BELOW: Two of the Norfolk & Western units that have seen recent CN service -- Nos. 3658 and 3662 -- were captured by Reg Button at Parkdale Yard in Hamilton, on March 2nd.



CNR CAR RENAMINGS, RENUMBERINGS LISTED

Canadian National has renumbered several of its official cars, as follows:

<u>Old No.</u>	<u>New No.</u>
94	100
99	94
100	99

Old 99 was named 'Bonaventure', a name which has been reassigned to car 98, in the service of CN's president, N.J. MacMillan.

Names have also been assigned to the 26 cars recently purchased from U.S. lines (Dec/66 NL, page 176), as follows:

<u>OLD NAME</u>	<u>NEW CN #</u>	<u>NEW CN NAME</u>
<u>Florida East Coast (4-4-5-1)</u>		
Scott M. Loftin	1700	Windigo
Jamaica	1701	Manitou
(6 DBR)		
Magnolia	1095	North Star
Oleander	1096	North Wind
(10-6)		
Guatemala	2130	Terra Nova River
Argentina	2131	Grand Codroy River
Venezuela	2132	Moose River
Brazil	2133	Ecum Secum River
Chile	2134	Nashwaak River
Oriente	2135	Grande Riviere
Caparra	2136	Riviere Cloche
Cuba	2137	Riviere St-Francois
Colombia	2138	Belle River
Bahamia	2139	Deep River
Havana	2140	Petawawa River
Honduras	2141	Naiscoot River
<u>Milwaukee Road (10-6)</u>		
Lake Coeur D'Alene	2142	Wanapitei River
Lake Keechelus	2143	Warpath River
Lake Pepin	2144	Vermillion River
Lake Pend Oreille	2145	Dauphin River
Lake Pewaukee	2146	Torch River
<u>Erie-Lackawanna (10-6)</u>		
James Gore King	2147	Battle River
Marvin Kent	2148	Elbow River
Benjamin Loder	2149	Clearwater River
D. C. McCallum	2150	Chilcotin River
Charles Minot	2151	Nechako River

Mother Jailed For Abandoning Young Children

Sturgeon Woman Left Family of Six Foodless for Entire Day

Sturgeon Falls, June 24—(Special to The Nugget)—The walls of six hungry children, foodless for more than 12 hours, brought on police investigation Sunday which resulted today in the sentencing of Mrs. Ludger Perrault, Sturgeon Falls, mother of the children, to an indefinite term of imprisonment in Mercer Reformatory by Magistrate J. H. McCurry.

Mrs. Perrault this morning pleaded guilty to a charge of abandoning her nine-months old baby, laid by Chief Constable John Lafleche, Sturgeon Falls.

Deserted For Day

According to Chief Lafleche, the charge was laid after he investigated a complaint by neighbors of the Perrault home, who heard the children crying Sunday afternoon. Mrs. Perrault left the home in the morning at 9 a.m. and did not return. She was "picked up" by Chief Lafleche about 10 p.m. that evening. The children are now being cared for by friends and relatives.

Both parents of the children are now in prison. Mr. Perrault was sentenced to nine months in Guelph Reformatory and seven lashes last fall for assaulting his wife.

The family has been on relief for some time. Chief Lafleche said. Recently, he told The Nugget, Mrs. Perrault approached him to see if the youngsters could not be put in a children's shelter. The eldest of the six children is a boy, 10 years of age.

NAZI BEHEADED SPY

Berlin, June 24—(CP-Havas)—Heinrich Mens of Bilberach, condemned by a people's tribunal February 23 on charges of spying for a foreign country, was beheaded today.

program, it was urged. Details Secret

The National Zeitung of Essen, Goering's organ, said precise details of the scope and purport of the ordinance must remain undisclosed for the reason that the Field Marshal, who is chief of the four-year plan for economic self-sufficiency, himself will decide for what concrete purposes the new labor service will be made available.

But the paper said the projects would be connected with the nationwide construction program inaugurated June 14 when Hitler laid the corner stone of the first of a series of new structures designed to rebuild Berlin. The Berlin program alone, it is estimated, will cost \$1,440,000,000.

Skilled operatives also are needed for developing ore deposits in Germany and speeding manufacture of

(Continued on Page 2, Col. 2)

Revise Schedule Of T. & N. O. Local

Tri-Weekly Service from North Bay to Cobalt Starts Sunday

New summer schedules, effective Sunday on T. & N. O. lines touch service from North Bay only in one instance.

The daily, except Sunday, local between here and Cobalt is reduced to a tri-weekly service, northbound Mondays, Wednesdays and Fridays and southbound on alternate days.

Daily service will be maintained north from Cobalt to Timmins, the operation of a mixed train Sundays making it a seven-day week schedule.

Tourist and through service from North Bay to all points north will not be disturbed. Trains 46 and 47 and the "Northland Limited" remain unchanged.

Changes in running time of Canadian National trains on the transcontinental line have been made to contact the "Northland Limited" at Cochrane.

Renewed Faith At Old Quebec

Midnight Candle Service Held During Congress Along Plains of Abraham

Quebec, June 24—(CP)—From Quebec's broad cliff-top where the green-sloped Plains of Abraham stretch far beyond countless church spires in the ancient city, more than 80,000 Roman Catholic men-folk raised reverent voices last night in an oath of unflinching faith.

Continent-Wide Trek

For days from all parts of Canada and the United States they had gathered in the old capital where more than three centuries ago forefathers implanted that faith that brought them here as pilgrims to Canada's first National Eucharistic Congress.

Their solemn, spoken vow broke the midnight stillness over hallowed ground where forefathers also shed blood in final settlement of Canada's civil rule and echoed over the black St. Lawrence River, which once echoed to the roar of cannon and musket from the selfsame spot.

The demonstration marked the second day of the congress. It was perhaps the most impressive of its kind in the Roman Catholic Church's long history in Canada.

Cardinal Villeneuve, named by the vatican as personal representative of

(Continued on Page 2, Col. 1)

Toronto Man Held On Serious Count

Asks Trial in High Court on Indecent Assault Charge

Herbert Urquhart, Toronto, was remanded in custody for a preliminary hearing on June 30, on a charge of indecently assaulting a 10-year-old North Bay boy, by Magistrate J. H. McCurry today.

Urquhart did not enter a plea, but elected for trial before a high court. Crown Attorney E. A. Tilley requested that the present case be taken as a preliminary and the remand was granted. The accused man appeared before the court on a charge laid by Chief Constable William Clark.

Two inmates, hailing from Montreal and Ottawa were given the option of fines of \$25 and both or 30 days in jail on charges of being disorderly. One of the men had been begging and both were causing a disturbance, police said.

Ottawa and Sydney, Nova Scotia,

TRIES MENTAL TELEPATHY IN ELECTION CAMPAIGN

Shawnee, Okla., June 24—(AP)—Mrs. Ruth M. Johnson will depend on a thought wave campaign in her bid for office as state commissioner of charities and corrections.

No campaign posters, no literature, no platform will be used, said the tall, brown-eyed mother of three, explaining, "I shall conduct my

each of the 3,521 voting precincts."

Concentration Periods

"These telepathic messages, which will be sent in a concentration period of only 30 minutes each day, will concern a program of rehabilitation."

A profound believer in mental telepathy the former school teacher said she has no set time for her

ENJOY HOUR WITH KING

Many Canadians at Unique Reception in U.S.A.

QUEEN POPULAR

Washington, June 9—A thousand members of the United States capital's British colony cheered almost constantly today as King George and Queen Elizabeth passed an hour among them in the tree-studded garden of the British Embassy.

Many Canadians

At first the Queen, in a white silk frock trimmed in silver banding at the neck and a large white picture hat, remained on the terrace with Lady Lindsay, while the King, Ambassador Sir Ronald Lindsay and military attaches moved along the double line of about 350 Great War veterans, many of whom were Canadians.

The King seemed to be feeling the heat as he moved in the garden among the guests. The Queen, however, remained cool and as dainty as ever.

A short while after Their Majesties' arrival the veterans set up a shout for the Queen and she came down from the terrace and strolled in their midst.

In the garden Her Majesty observed a child about three years old in a Scottish highland costume. She motioned for the child to be brought over.

The little girl's name was Isabelle Kinlock, who formerly lived in London, Ont. Her mother urged her to curtsy, while the Queen smiled down on her curly fair head. Isabelle, however, picked up the hem of her plaid skirt and tucked it in her mouth. The Queen laughed, put out her right hand and the child put her left one in it.

Approximately half of the people at the reception were Canadians, but many other parts of the Empire were represented. There was John Karefa of Sierra Leone, in west central Africa, in his native costume. Karefa's grandfather was head of the Sherbro tribe, and the

(Continued on Page 2, Col. 5)

Ottawa, June 9—Maurice Button dreamed he had broken his arm—and woke up today with a broken neck, unable to explain how it happened. Button said he jumped upright in bed after dreaming of the broken arm. He reassured himself that his arms were all right and went back to sleep. In the morning he woke with a pain in the neck and taxied to hospital, where doctors diagnosed his trouble as a fracture of one of the neck vertebrae.

NEW HOTEL LIKELY AT MOOSONEE

Cochrane Report Also Says Bungalows Are to Be

6/9/1934 Built
T. & N. O. NOT ADVISED

Cochrane, June 9—(Special to The Nugget)—Reports were current here today that a business organization will shortly begin construction of a hotel and bungalow camp at Moosonee to replace the James' Bay Inn which was destroyed by fire late last winter.

It is believed that the same company—which operated the \$65,000 James' Bay Inn is behind the replacement program.

T. & N.O. Not Advised
The North Bay offices of the T. & N.O. Railway claimed nothing official or otherwise had reached railway executives on the Moosonee building program.

Arthur H. Cavanagh, general manager of the T. & N.O., said it was the first time he had heard of it.

Should the James' Bay Inn be replaced it will be necessary to continue rail service to the end of the T. & N.O. steel.

Premier, Mitchell F. Hepburn recently declared that for the sake of economical operation of the T. & N.O. the tracks north of Fraserdale would be abandoned.

Destruction by fire of the James' (Continued on Page 2, Col. 2)

AGIT IN C

German Wh for King of D FREED

St. Catharines warning to dissatisfied wi ada was issued J. H. Camp Edmund Ellb arian-born t making sediti the country you and you get out the and everybody Sedit

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Ellbacher, today 48 hours Crown Attor said no evid by the Crow

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"There ar who, if they alleged toda thing that cause disrupt to bring dis eign. All I and the oth to your own appreciate you left.

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BRITAIN WARNS REICH NO WEAKNESS EXISTS

Chamberlain Preparing New Appeasement Program With Hitler

SWITZERLAND LOSES 1940 WINTER GAMES

London, June 9—The International Olympic Committee took

June 10 at North Bay service clubs in play; to be followed by a baseball game between the C.P.R. and T. & N.O. clubs.

At 9 the same night, a boxing and wrestling show will be staged in the North Bay Arena.

Arrangements for fighters are currently being made, and it is hoped that it will be possible to import talent from Sudbury sporting circles.

The following attended last night's organization meeting: Reg Harris of the Rotary Club; E. Molineaux, of the Canadian National Railways Tennis Club; Tom Darling; Leo Troy of the North Bay and District Baseball Association; Archie Soule, of Macdonald Hockey Club; Gordon McNaughton, of the Lions Club; Frank Jeffroy, of the North Bay Golf and Country Club; Fred McKenna, of Scollard Hall; Tom Frair, of the Northern Baseball Association, and E. H. Mills, of the Kinsmen Club.

The executive of the Mort Fellman Appreciation Day Committee is comprised as follows: general chairman, Gordon McNaughton; secretary-treasurer, E. H. Mills; assistant treasurer, Tom Frair; chairman of parks program, Leo Troy; chairman of boxing, Fred McKenna; chairman of rink committee, Reg Harris; chairman of advertising committee, Tom Darling; assistant chairman of advertising committee, Bert Pike; chairman of organization, Frank Jeffroy; chairman of the property committee, Ernie Elnot; chief electrician, John Shaw.

BOYS FIND PURSE CONTAINING \$125

Probably no one in North Bay is more appreciative of the old axiom "honesty is the best policy" than Mrs. William Sharpe of North Bay, whose purse, containing more than \$125, was returned to her Wednesday by two youngsters who found it on Oak street.

The boys, Bobby McLeod and Albert Dufresne, came across the purse on Oak street, near the intersection of Regina street. They opened it and found it full of currency. Mrs. Sharpe's name was on a card in the purse. The youngsters immediately took the bag to the owner and were substantially rewarded.

freedom enjoyed by every Briton, brought to their attention.

Ancient Constitution

Magna Carta Day will serve to remind them of the privileges that are dear to them and of the necessity of maintaining loyalty and support to the 725-year-old constitution that has made those privileges possible.

Great War veterans in North Bay will meet at the Canadian Legion Hall, McIntyre and Ferguson streets, Sunday morning. From there they will march to St. Andrew's United Church, where a special Magna Carta Day church service will take place at 11 a.m. The veterans, accompanied by the Second Army Troops Royal Canadian Engineers, and "B" Company, Algonquin Regiment, will be headed by the North Bay Pipe Band.

The band will meet the militia at the Oak street armories and lead them to the Canadian Legion hall, Ferguson and McIntyre streets. There they will be joined by the veterans, and travelling via McIntyre, Sherbrooke and Main streets and Klock avenue, the entire body will march to St. Andrew's United Church.

Following service, at which Rev. M. N. Omond will officiate, the veterans and militia will march to the cenotaph at Memorial Park, there to pay homage to the men who fell in the cause of liberty during the Great War. They will then return to the Canadian Legion hall before dispersing.

New Hotel

(Continued from Page 1)

Bay Inn seemed to seal the doom of the line to Moosonee, and Boards of Trade and municipal officers of T. & N.O. towns in the Cochrane district petitioned Queen's Park to make some effort to replace the hotel.

So far, no official commitment has been made by the Hepburn government on building a new summer resort hotel for the railway. Certainly, said General Manager Cavanagh, the T. & N.O. at the moment has not even the slightest idea of carrying through a building program at Moosonee.

had probably been left in the porch only a short time previously.

A note pinned to the child's clothing said, "Please take care of him because I love him and have him baptized a Catholic." With it was a page apparently torn from a cook book or medical book, telling how to feed the youngster. Three extra diapers for the child were left in a bag beside the baby.

Hand-Shake

(Continued from Page 1)

capitol also had brought parasols to protect them from the scorching sun, but police forced them to put these away to permit those behind to see the Royal arrival.

Chairman Pittman of the reception committee said later the King then expressed his appreciation to Congress in these words:

"Her Majesty and I are unable to express our appreciation of the universal courtesy and friendship we have received."

The Queen smiled at the hundreds of women jammed on either side of a narrow aisle, nodding first on one side and then the other and waving gracefully with her right hand.

There was loud handclapping and many feminine "ohs" and "ahs" at the Queen's regal beauty.

Re-entering their car, the King and Queen drove to the navy yard to board President Roosevelt's yacht, Potomac, for a cruise and luncheon en route to Mount Vernon.

Mr. and Mrs. Roosevelt awaited them. The president was in a white suit and a white straw hat. Mrs. Roosevelt wore a pink and black print crepe dress, and a black hat with pink flowers tucked under the rolled brim.

Impressive Ceremony

The wreath-laying ceremony at Mount Vernon, in the broad afternoon sunlight, was a scene filled with historic perspectives and implications. As His Majesty moved forward with the floral tribute—white lilies, iris and carnations—and placed it against the marble sarcophagus he honored a great United States president who 160 years ago was a rebel leader driving from this country the red-coated armies of his ancestor, George III.

The wreath bore a ribbon of Royal red and blue inscribed "From George R. I. and Elizabeth."

The ceremony, which was brief, was watched by Queen Elizabeth, President Roosevelt and Mrs. Roosevelt and one of the smallest crowds to attend any of the functions of the last two days.

Aside from the official party, little more than a score of women of the Mount Vernon Ladies' Association and a few especially invited guests looked on.

The King and president drove to the tomb from the Mount Vernon dock, where they came on the yacht Potomac. The presidential party and Royal guests lunched as they cruised down the river.

The King and Queen boarded the yacht at the navy yard after their exchange of cordial greetings with

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mercial; the Span his repe U-boats

The e paper w as a h Rome to Franco. him wit chafed Italian successf bring hi Rome-E

DEVO

The Sacram tions, 1 Assump with 1 o'clock, and Su

Rev. Masa t minor O'Neill

Monte The annual Sunday which street

At d evening, Falls v Mass 6, 7 a mass day h

1 Guel of On have Guel plates canary way d showe degree light.

BLUE BIRD INN

Two Miles South from North Bay on Callander Highway

Opens Saturday

Comfortable Cabins

Special Chicken and Spaghetti Dinners

SOFT DRINKS

REFRESHMENTS

PHONE 517 Ring 1 and 2

ROYAL TRAIN HANDLED HUGE VOLUME OF MAIL

**Moving Post Office Wins
Praise for High
Efficiency**

INTRICATE SCHEDULE

Ottawa, June 16—Unsung by the public but lauded by departmental officials for efficient performance of an exacting task, the Royal train post office closed last night with the departure from Canada of Their Majesties.

Huge Volume

The travelling post office staff of three experts in the last month handled literally hundreds of thousands of pieces of mail for the King and Queen personally, for the Royal party, government officials, accompanying newspaper people and—last but not least—stamp collectors.

No official estimate is available as to the quantity of official mail handled by the perambulating post office but on the Canadian end of the tour at least 150,000 pieces of mail were handled for stamp collectors. At Washington alone the train picked up 100,000 pieces of mail for American collectors intent on saving the distinctive stamp cancellations. Much more than that was taken on at New York.

In handling mail for all those actually travelling on the Royal train and on the pilot train, maximum despatch was achieved only as a result of weeks of advance planning by which the continually moving post office could synchronize its operations with the routine post office facilities across the country.

Secrecy of official government mail was also a vital consideration. There was a continual flow of mail to the train through the external affairs office here from the Canadian, British and American governments, for which assured secret

CLAIMS ITALIANS HAVE NO HATE FOR BRITISH

Montreal, June 16—Sir Alexander MacKenzie, former head of Brazilian Traction Light and Power Company now living in retirement in Florence, Italy, believes that in Italy "the man on the street has no quarrel with England—no quarrel whatever."

"The Italians like English people just as much as they do the people of any race," Sir Alexander said in an interview. He is en route to Toronto and his former home town of Kincardine, Ont.

delivery was as essential as speed. The post office department had also the continual problem of delivering other official mail from the United Kingdom addressed merely "Royal Train," at its nearest station as it travelled back and forth across the continent.

The post office schedule was worked out weeks in advance by officials and Major G. W. Ross, assistant superintendent of railway mail service, who manned the Royal train post office with two helpers.

Service Machine

The trip involved such detailed care, for instance, as the periodic servicing of the cancelling machine which was in operation a full month. For that purpose the post office department even sent a man to Washington, to work during the brief stop there.

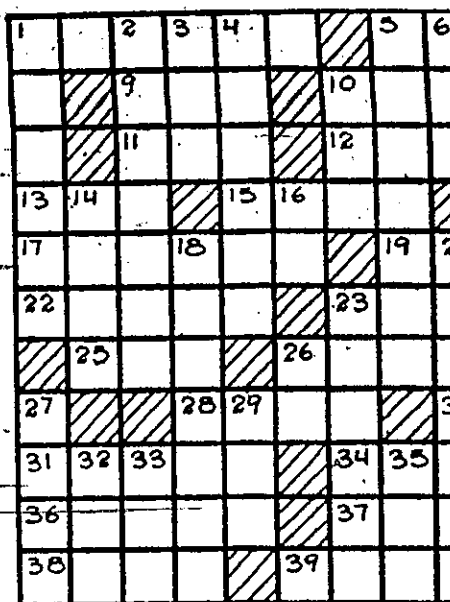
In Canada mail from the Royal train bore a circular cancellation date mark containing the words "Royal Train Canada," while to the right was a copy of the Royal standard. "We didn't know whether we'd be put in the lower for using the Royal standard or not, but decided to take a chance," an official laughingly confessed today.

In the United States, the cancelling die was changed, bearing the words, "Royal Train U.S.A." and then to the right a conventional rectangle in which appeared merely the word, "Railway Mail Service." United States stamps were, of course, required on mail posted with the train in the United States.

Because the King and Queen were originally expected to arrive in Canada May 15, the three commemorative stamps were issued that day, regardless of the fact Their Majesties did not actually arrive at Quebec until two days later.

For the same reason, the Royal train post office started cancelling the stamps on collectors' mail May 15, although the train did not begin to move until two days later. That was done, according to post office officials, to "keep up with the philatelists" who were anxious to have the special stamps bear a cancellation date of the day of their first issue.

NUGGET CROSSWORD P



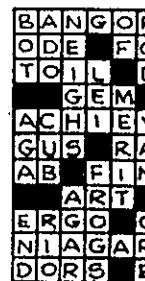
4-27

ACROSS

- 1—Enclosure for birds
5—Hostile forces
9—Brood of pheasants
10—Shallow dish
11—Short for debutante
12—Relating to an hour
13—Hebrew high priest
15—Mohammedan prince
17—Almost
18—Mischievous child
22—Prongs
23—Language peculiar to a people
25—Liquid juice of plants
26—Infant's bed
28—A demonstrative pronoun
30—Marry
31—Weird
34—Man's name
36—A ruffle
37—Timid
38—Domesticated
39—Selected

- 18—Snake
20—Spaces at fairs for displaying curiosities
21—Long slender piece of wood
23—Siberian river
24—Pertaining to the middle

Answer to pr



Copyright, 1939, King P.

DOWN

- 1—Arrival
2—North central state of the U. S.
3—Affirmative reply
4—Resists authority
5—Tallahassee is the capital of what state?
6—Rowing implement
7—Seventh letter of Greek alphabet
8—Vend
10—Greek letter
14—Wreath of flowers
16—Belonging to me

Does Your Food Cause You Distress?

The impairment of the stomach is often of serious consequences, for only by properly digested food is the system nourished and sustained.

Burdock Blood Bitters is a reliable remedy for stomach disorders such as dyspepsia, indigestion, sour stomach, belching of gas, headaches, etc.

It helps to stimulate the secretion of saliva and gastric juices, the main factor in digestion, neutralizes acidity, tones up the lining membranes of the stomach, and restores the natural, healthy process of digestion.

Put your stomach right by taking B.B.B. and see how quickly you will start to enjoy your meals free from digestive troubles.

The T. Millers Co., Ltd., Toronto, Ont.

Fair Crossing In Store for Royal Couple

**U.S. Meteorologist Scouts
Ocean With His
Chartings**

New York, June 16—Dr. James H. Kimball, famed forecaster of Atlantic ocean weather, consulted his charts Thursday and decided King George and Queen Elizabeth should have "a pretty nice" trip home from Canada aboard the Empress of Britain.

Not Too Definite

At the same time Dr. Kimball felt some of the weather to be experienced could scarcely be termed "a King's taste," particularly that

EXPECT NO DANZIG UN

Geneva, J. Burkhart, Lea high commissio. was reported in today to have d. to his post at c. of German mas. sion tension ove could be expect tember.

Burkhart w. have received during a visit to Burkhart at Chancellor Hilt. to mark time as was concerned u. berg Nazi part September.

Fire Dest Raci

STOVE

The North Bay Nugget

Mercury

Low Tonight 59
High Thursday 74

NORTH BAY, ONT., WEDNESDAY, JUNE 7, 1939

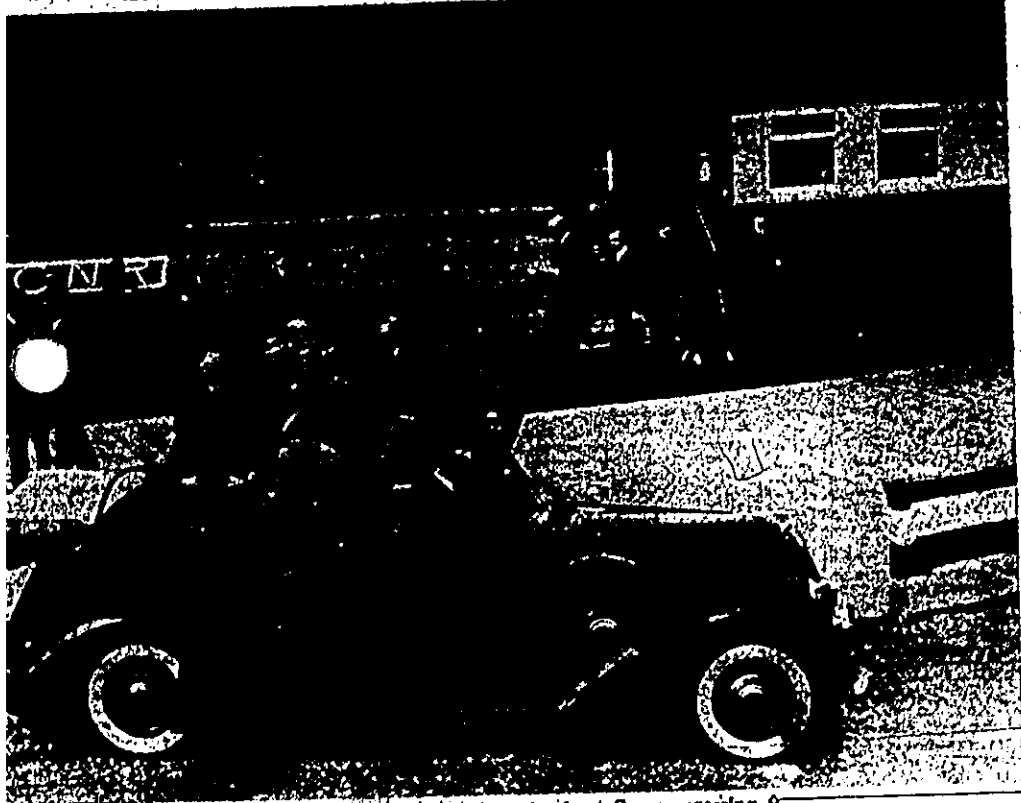
Contents
Copyrighted

EIGHTEEN PAGES

PRICE FIVE CENTS

CONVENTION IS CALLED

ENTERING ROYAL AUTO AT GARSON JUNCTION



LAST DAY IN ONTARIO FOR KING

36 Shirt-Sleeved Crowds
of South New Sight
for Royalty
DOWN TO WINDSOR

United States beckons King
Queen Elizabeth today
justices finish an amaze-
ment in Western Ontario.
Welcome by Hall
Tonight the King and Queen
will leave for Windsor.
The royal train that has
travels westward to the
city and back again will cross
the Niagara River into the United
States at Niagara Falls, N.Y., where
President Roosevelt's secretary of
state, Cordell Hull, will welcome
them.

Thousands thronged the stands at Garson crossing Monday for the arrival of Their Majesties, who detrained there prior to their five-mile trip into Sudbury. The Queen is shown here entering the Royal car, with the King immediately behind her. Attending Their Majesties are Prime Minister Mackenzie King, Mayor Laforest of Sudbury, Miss Margaret Laforest, his daughter, Mayor E. A. Collins of Copper Cliff, and Miss Mary Ireland, his niece. (Nugget Photo)

CLIFF PIPERS GIVE QUEEN THRILL OF CHILDHOOD YEARS

Greet Her Majesty in Sudbury With
Scottish Air Dear to Memories of
Highland Home

PLAY "BROWN-HAIRED MAIDEN"

DR. DAFOE HAS FILED SUIT PAPER

Indicates His Intention
of Defending Suit by
Oliva Dionne
DEFENCE NOT YET GIVEN

An appearance—formal notification that he will prepare a statement of defence—has been filed at the Nipissing District Court House by Dr. Allan Roy Dafoe. The Quilist physician was served Saturday with a writ issued on behalf of Oliva Dionne charging libel and making a claim for unstated damages. The case arises from Dr. Dafoe's initiation last April at New York into the Saints and Sinners Club. At this ceremony, the doctor was seated in a physician's gown on which were letters "Doctor of Letters" and he carried a medical bag.

GENERAL ELECTION CONSIDERED CLOSE

Nipissing Association Will Nominate at
Sturgeon Falls June 21; Dr. J. R.
Hurtubise Favored

DARK-HORSE CANDIDATE PROBABLE

Definite indication of an impending Dominion general election this fall came today with the announcement from Sudbury that Liberals of the Nipissing district riding will meet in convention Wednesday, June 21, at Sturgeon Falls to nominate a candidate.

While Liberal party executives for the Nipissing district allowed themselves to be quoted as believing that the nomination will again go to Dr. J. R. Hurtubise, M.P., of Sudbury, there was some talk of a contender.

Howe as Speaker

The nominating convention, called for Sturgeon Falls, will open at 10 a.m. with the Hon. C. D. Howe, Dominion minister of transport, and Lionel Chevrier, M.P. for Stormont, as the principal speakers.

From North Bay Liberal executives it was learned that a meeting will be called here shortly to select delegates to the convention. Under the system, there can be one delegate named for every 50 Liberal votes cast in the last Dominion election. On this basis, it is likely that North Bay Liberals will send between 75 and 100 delegates to Sturgeon Falls. Total voting strength of the convention will be in the neighborhood of 450 delegates.

Formal announcement of the setting of the date for the convention was made at noon today from Sudbury by J. M. Cooper, M.P.P. for the provincial riding, and secretary of the Dominion Liberal Association for the District of Nipissing.

Favors Hurtubise

J. H. McDonald, K.C., prominent North Bay district Liberal, was frank in admitting today that his vote as delegate should be named one, will go to Dr. Hurtubise.

It is most probable that Mr. McDonald, for years a leading Liberal of the district, will have an important voice at the convention. "I understand that Dr. Hurtubise's name will go before the convention," said Mr. McDonald. "And he is expected to win."

(Continued on Page 2, Col. 5)

CONGRESS ATTRACTS BIG CROWD

Eucharistic Ceremonies at
Sudbury; Expect 10,000
for Park Service

BISHOP OFFICIATES

Sudbury, June 7—Two thousand worshippers congregated in the Church of Christ the King this morning for the celebration of the Pontifical High Mass by His Excellency A. H. Dignan, bishop of the Diocese of Sault Ste. Marie, who marked the official beginning of the second annual Eucharistic Congress of the diocese.

Expect 10,000

Before the day is ended it is expected that more than 10,000 adherents will be assembled in Sudbury from all points in the diocese to participate in the procession to be held from the Church of Christ the King to Atholville Park, where Benediction of the Blessed Sacrament will take place. The procession will leave the church at 7 o'clock this evening. Sharp at 8:30 o'clock this morning.

(Continued on Page 2, Col. 1)

NORTH FINDS REAL MAN IN THEIR KING GEORGE

QUEEN'S EYES STRIKE
OFFICER SPEECHLESS

Sovereign More at Ease
When in Company of

estions onfusion Monday

not attempt to obtain vantage
ts on roofs of buildings, as this
rbidden by law, and will only
to embarrassment.

not attempt to get into the
etic Park unless you hold an
tation to be present during the
reception there.

not step out from your posi-
during the passing of the
al procession, or step into the
of procession, as such action
lead only to discomfort, at the
ds of the police.

mateur photographers are
ned not to step out into the
te of the Royal procession as
eir Majesties pass as this will
followed by confiscation of
neras.

ury motorists—leave your
home after noon.

Visiting motorists—park your
s as soon after entering the city
possible and plan to see the King
d Queen as near that point as
ssible.

There is no necessity to rush
om your seats after the visit,
ple time will be allowed specta-
rs as the Royal procession leaves
e city, in which to leave their
ats and points of vantage, before
e streets will be reopened for
hicular traffic.

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According to Tax Collector
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During the business session plans
were made for a picnic to be held
Saturday, June 10. The remainder
of the evening was spent playing

TUBERCULIN TESTS



M.O.H., Dr. H. H. Washburn, Dr. G. W. Smith and Dr. J. Kyles. At the left rear can be seen Health Nurses Marie A. Cloutier and Katherine MacKenzie, preparing the students for the tests. Results will be known this week. (Nugget Photo)

REWARD FOR FINE SERVICES



service in his (left) presented a (centre) Monday afternoon. At the right is Mrs. Butti. Miss Truchon began work with Mr. Butti in 1914. (Nugget Photo)

Three Trains Provided for Sudbury Trip

C.P.R. Announces Times of Service; One Special From T. & N. O. Area

Special notice is given citizens of North Bay and vicinity by the Canadian Pacific Railway regarding the special trains to be operated between North Bay and Sudbury on June 5, the day of the visit of Their Majesties King George VI and Queen Elizabeth to Sudbury.

One Through Train
Three trains will be run from North Bay to Sudbury. The first train, leaving North Bay at 9.15 a.m., will not make any stops between North Bay and Sudbury. The other trains will leave North Bay at 10 a.m. and 1 p.m., and will stop at the usual stations en route.

The C.P.R. local, ordinarily leaving North Bay for Sudbury at 6.40 p.m. will be advanced to leave North Bay at 2 p.m. for Monday, June 5, only.

Returning from Sudbury to North Bay in the evening, trains will leave Sudbury at 8.30 p.m. and 11.10 p.m., carrying school children and adults. These trains will operate from the freight yard opposite the Sudbury Star building on Elm street. Persons making the trip to Sudbury are warned to pay particular attention to this fact.

Regular train No. 2, which will be delayed at Sudbury until 8 p.m., will leave from the C.P.R. depot.

A train for T. & N. O. Railway points and connections will operate from Sudbury station at 11.50 p.m.

Excursion Period
The special fare going to Sudbury will be good on regular trains of June 3, 4 and 5, returning by regular trains up to midnight, June 6.

Persons making trips involving a change of trains at Sudbury on June 5 should carefully check on time tables, due to alterations in schedule at Sudbury on that day.

It is understood that the Canadian National Railways are considering operation of a special train from points south of North Bay, through North Bay to Capreol and thence to Sudbury. Should this plan be carried out, the schedule will be announced shortly.

A special T. & N. O. train will leave Timmins at 3 a.m. June 5, arriving at North Bay at 11.45 a.m. Connections will be made from Cochrane and Noranda to meet this train. It will connect with Sudbury-bound C.P.R. train at North Bay.

All times shown in the above schedule resume are eastern standard.

DRESS UP YOUR HOME

under the
Home Improvement

Make your home more livable, comfortable, with the aid of the A loan is easy to obtain, low in payments are spread over a making it easy to repay.

Consult us for complete details money-saving scheme. We will give you an estimate on any plan in mind.

YOU CAN BUILD A GARAGE, LAWN OR MAKE PRACTICALLY ANY NEED ON THE HOME IMPROVEMENT

STANDARD PLAN
AND LUMBER CO.
PHONE 41

ALLOWED 16 YEARS TO PAY \$198 DEBT

Georgetown, British Guiana, May 31.—The matter of the \$198 Ramnarane Persaud owes Matabadal Maraj has been hanging fire for some time now—and probably will be for another 16 years or so.

Back in 1935, Maraj, a Georgetown moneylender, obtained a court order for the payment of \$2 monthly on the loan he gave Persaud. When April, 1939, came without the first payment, Maraj took the matter to the courts again. Because Persaud earns only \$6 a month as a drug store clerk and has to support himself, his wife and six children, the Supreme Court ruled he should pay \$1 a month on the loan. If he meets all payments, the loan will be paid off by November, 1955.

Capital Service For Fine Place June

Ten years the Capital Service opened the first Today, the Capital Service admitted of Toronto in Famous of 202 the

Throughful, modern to the Bay. It films as showing: cities. It children It has a Home for the International. It has of St. graduates

Diocesan Change Makes Timmins Home of Bishop

The changes in the Roman Catholic diocesan borders of Northern Ontario and Northwestern Quebec

Service Reward For Employee of

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s on roofs of buildings, as this
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not attempt to get into the
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al procession, or step into the
of procession, as such action
lead only to discomfort, at the
ds of the police.

mateur photographers are
ned not to step out into the
te of the Royal procession as
eir Majesties pass as this will
followed by confiscation of
neras.

ury motorists—leave your
s home after noon.

Visiting motorists—park your
s as soon after entering the city
possible and plan to see the King
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8,000 KEEP VIGIL TO SEE KING'S TRAIN IN SUDBURY

Stand in Silence So as Not to Disturb Sleep of Sovereigns

CROWD IMPRESSED

Sudbury, May 24 — King George VI and Queen Elizabeth with the Royal retinue passed through Sudbury over the C.P.R. line shortly after 1.30 o'clock Tuesday morning. Close to 8,000 district residents stood in silence to watch the blue and silver palace go by on its way to the Pacific coast.

Interest Keen

Although most of the 12 shining cars had their blinds tightly drawn there was keen interest in seeing the train go by with its embossed insignia on each car signifying royalty. And although the urge to shout was with many, respect for the sleeping monarchs hushed the crowds. The odd urchin shrieked a welcome, but it was out of place in the quiet, almost reverent silence that held everyone's attention.

The dark night, darker still with low-hanging clouds, seemed to intensify the royal blue and silver coaches, as the lonely street light, and the glaring station platform lights glinted along the polished sides.

"Isn't it beautiful, son?" exclaimed one mother to her small son. "Where's the King?" asked the tiny voice.

"The King and his lady are asleep," said the mother.

Crowds began to gather at the C.P.R. station platform behind roped off sections as early as 11 o'clock. There were miners returning from work with their empty black lunch boxes under their arms, there were Englishmen, and Europeans of a dozen different nationalities.

Gather Under Lights

All were irresistibly drawn to vantage points to see the official "home" of Their Majesties while on Canadian soil. At Elm street crossing, Regent street crossing and wherever there was a light along the tracks, people gathered, for in each heart beat, a sense of pride and awe at the grandeur and greatness which the painted train symbolized. The keen interest augured well for the reception Their Majesties will receive when they return via the C.N.R. line on June 5, to make an appearance in Sudbury.

The Royal train was 40 minutes overdue. Expected to arrive 30 minutes after the 12-car pilot train went through at 12.20 o'clock, it did not arrive until 1.30 o'clock. Many patient heads were turned towards Lake Ramsay and the iron bridge under which the gleaming train would pass. Finally a murmur went up from the crowd. "There she is," and with bell ringing out a monotonous clang the huge engine, still fresh looking after its run from Toronto, rolled into the station with its 12 cars.

FEAR 59 DROWNED

Santander, Spain, May 24—Fifty-nine fishermen were reported drowned in a terrific gale sweeping the Spanish coast.

of traffic and departing crowds, for a much needed rest.

Preceding the Royal train was the pilot train with approximately 90 pressmen from Canada, Britain and the United States aboard. The pilot train scheduled to arrive at 12.20 o'clock was on time, and was made up of C.N.R. and C.P.R. cars.

The last car, was still lighted and one or two reporters could be seen still typewriting. Three or four others were smoking and reading, the rest having retired.

One pressman from Ottawa stepped out on the platform for a breath of air and was approached by this reporter.

"Yes," he replied to a query. "Their Majesties made appearances at many places after leaving Toronto until it became dark. They appeared on the observation platform at the rear of the train and waved to the crowds. The last place they appeared was at MacTeer, 120 miles south of here."

The pressman appeared very much interested in the fact that there were hundreds of miners still working underground and that practically one-third of the miners were working, one third sleeping.

One pressman poked his head out the window and shouted to a man on the platform: "How many people out to see the train—10,000?"

Quick on the comeback the man replied, "Ten thousand be — the whole town's practically out. There's 20,000 anyway." The crowd laughed.

The pilot train stayed 10 minutes and departed.

Boss Pendergast Owing \$1,000,000

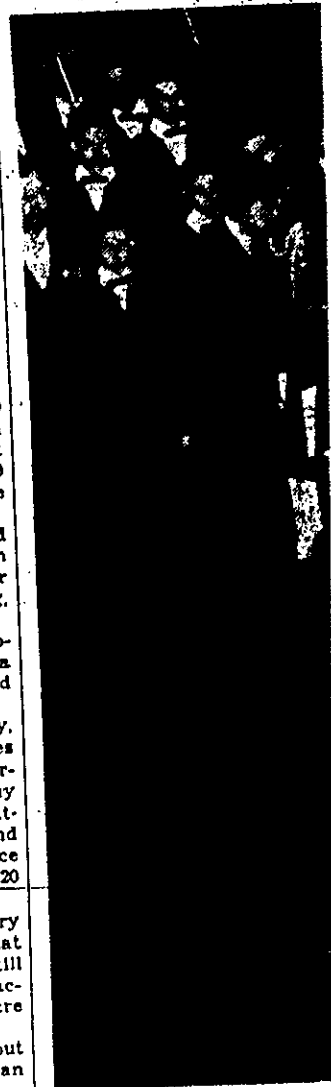
Kansas City, May 24—The 28-year political saga of Tom Pendergast leads to a prison cell next week with the "Boss" owing the United States government nearly \$1,000,000 and his fortune cut to shreds by betting on race-horses.

Pendergast was sentenced to a 15-month term and fined \$10,000 on his plea of guilty to income tax evasion in 1935 and 1936. On the income covered by the indictments he owes the government some \$430,000 in taxes, interest and penalties.

In addition, District Attorney Maurice Milligan told Judge Merrill Otis he had evidence Pendergast evaded payment on a total of \$1,240,746 from 1927 to 1938. Milligan said taxes, interest and penalties on all this would come to \$830,494.

Judge Otis granted Pendergast probation on a three-year term

QUEEN LEAV



The graciousness of hearts in Toronto Monday so than when she was a bouquet of flowers. The background behind her.

KING "STILL" IS TORONTO

His Majesty Shows On Capital That He Can Take It

OVERSTAY TIME

Toronto, May 24—Toronto just about ready today to as sound and sensible that hearted remark to the King American newspaper correspondent who said, admiringly: "You're tainly in there punching. I see how you take it."

Still In There

The King and Queen "to for the sixth consecutive day their arrival in Canada at for the West, tired but c and smiling.

The American slang exp

did not arrive until 1.30 o'clock. Many patient heads were turned towards Lake Ramsay and the iron bridge under which the gleaming train would pass. Finally a murmur went up from the crowd. "There she is," and with bell ringing out a monotonous clang the huge engine, still fresh looking after its run from Toronto, rolled into the station with its 12 cars.

With black roof and under carriage the windows were set in a silver strip the full length of the car with a royal blue band stretching above to the roof and a royal blue band below. On the upper band each car had a gold crown insignia, and on the lower and in the centre "GR VI." The cars were numbered at one end, "car 1, car 2" and so on. Number 1 car, in which Their Majesties were asleep, was the last car, and during the 18-minute stop was constantly guarded by a tall Royal Canadian Mounted policeman.

Huge Insignia

The Royal engine drew comment with its huge embossed insignia on the coal car, of the Royal crest, stretching easily four feet by two feet.

But perhaps the one thing about the magnificent train which drew the biggest murmur of admiration from the crowd, was the dining car in which three servants were eating what looked to this reporter like "food fit for a king."

It was not the occupants of the car but the gorgeous bouquets of flowers on each of the tables which drew the comment. There were tulips, roses, and lilies-of-the-valley, the latter bloom a favorite of Her Majesty's. The car was brilliantly lighted.

There were only a few people on the station platform. There were police officials, city and provincials, R.C.M.P. officer in a brilliant red coat, officers of the Sault Ste. Marie-Sudbury regiment, railway officials and special police with scarlet arm bands recruited from the Canadian Legion, B.E.S.L.

As the Royal train came in these officials spread out along the platform and the special guards stood at attention as the train rolled in.

The upper storey of the station building was crowded with the wives and families of railway employees.

During the short service stop at the station, white uniformed servicemen pulled and pushed service cars from one coach to another putting the needed touches to the under-carriages. Without the familiar "All aboard," which signifies the departure of most trains to the crowds, the royal blue and silver coaches rolled quietly away.

Away down the track the gloriously decorated engine whistled in the dark night as it gathered speed aided by a second relief engine. The crowds watched the observation platform at the rear, half hopeful, half expecting the Royal pair to wave goodbye—such was the profound impression which the "Royal home" made on them. But there was nothing but lonely wisps of steam from a pipe shining green and red in the eery glow of the signal lights.

Noise Breaks Out

At the Royal train departed the respectful silence was broken by the bang of horns, the squeak of brakes and the shouts of good-byes with the bustle and haste

000 in taxes, interest and penalties. In addition, District Attorney Maurice Milligan told Judge Merrill Otis he had evidence Pendergast evaded payment on a total of \$1,240,746 from 1927 to 1938. Milligan said taxes, interest and penalties on all this would come to \$830,494.

Judge Otis granted Pendergast probation on a three-year term assessed on the second count of the indictment on condition he pay the \$430,000 he owes. However, Judge Otis said if Pendergast could prove he did not have that much on the day he was indicted, probation would not be denied.

TO CHOSE NEW CARDINALS

Vatican City, May 24—A Vatican news service said Tuesday that Pope Pius probably would summon a consistory in November to fill some of the 11 vacancies in the College of Cardinals.

COMPULSORY TRAINING

Moose Jaw—Compulsory training for unemployed single men was advocated by A. J. Wickens, K.C., in a service club address here.

American newspaper editor who said, admiringly: "You're certainly in there punching. I don't see how you take it."

Still in There

The King and Queen "took it" for the sixth consecutive day since their arrival in Canada and left for the West, tired but cheerful and smiling.

The American slang expression was directed at His Majesty on Friday, after three strenuous days. The King is still "in there."

Their Majesties stayed 45 minutes over their scheduled time to see everything and let everybody see them, finally getting away for the West at 6.45 EST. They had the prospect of a day-long ride on the Royal train, free from rounds of formalities, through wooded, lake-dotted Northwestern Ontario.

During their stay of nine hours and 15 minutes in Toronto King George and Queen Elizabeth crowded in nine engagements, drove 32 miles through Toronto streets to the acclaim of 1,500,000 persons and away from public view, were hugged and kissed by the Dionne Quin tuplets.

Callander's famous youngsters

QUEEN READY TO PRESEN



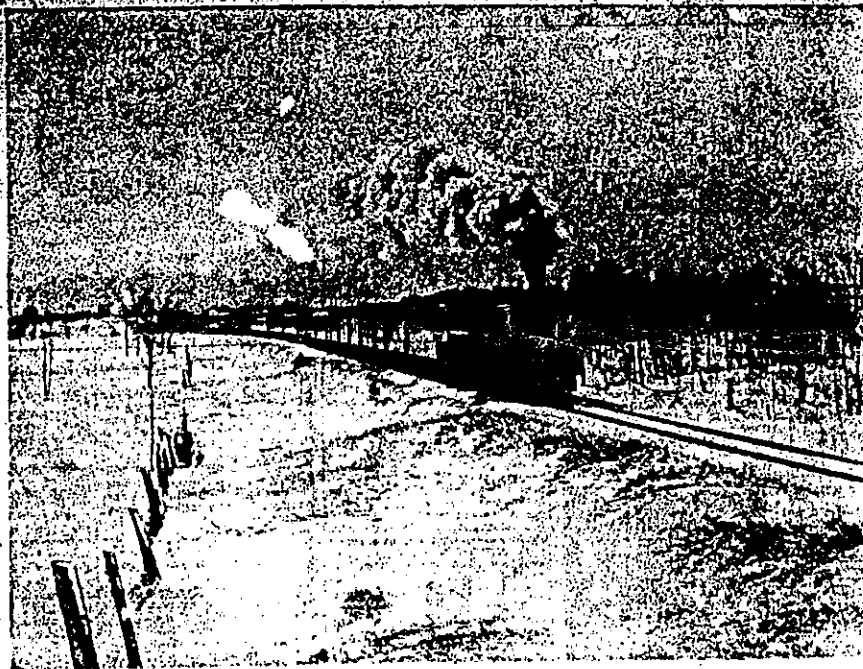
The Queen, as Colonel-in-Chief of the Toronto Scottish, presented regimental colors to the unit on the back campus at the University of Toronto Monday. Here Her Majesty is ment Build by membe officers of

London Free Press
May 11 1936

T&NO will build
roundhouse at Timmins
N. Bay May 10

Construction of a
six stall engine roundhouse at
Timmins placing in service
two new passenger locomotives
and maintenance of way operations
which will provide summer
employment for more than 200 men
are features of the Summer
Program of the T&NO Ry as
announced yesterday by
G.M. A.H. Cavanach.

GREETINGS



A Scene Along Ontario's Development Road

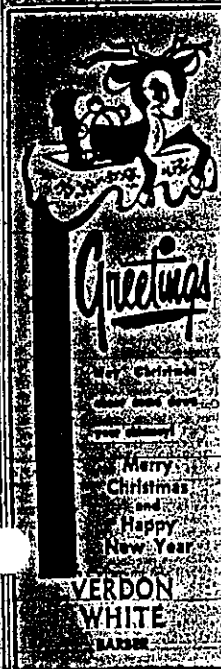
NORTHERN ONTARIO

The Christmas season is here . . . and all the world is embraced by the magic of its beauty. Happiness and good will fill the hearts of men . . . and the spirit of peace is the hope of the world. May all the traditional joys of Christmas . . . all the good things of life . . . both spiritual and material . . . await you in abundance today. And may the New Year bring to you and yours, health and happiness and contentment.

Dec 24
1952 p45

Ontario Northland Railway

ONTARIO NORTHLAND BOAT LINES
ONTARIO NORTHLAND BUS LINES



London Free Press
May 14 1923

Englehart girl
Saves train from
Danger.

Englehart Ont May 13

The presence of mind
of a 13 year old girl saved
a T&N passenger train from
a probable serious wreck near
Krugeridort on Friday evening

Claudia Tennant the
girl in question noticed a broken rail
at Mileage 149 and knowing
that the evening train northbound
was due in a few minutes
she went down the track to
meet it, flagged the train with her hat
and the engineer pulled up in time.

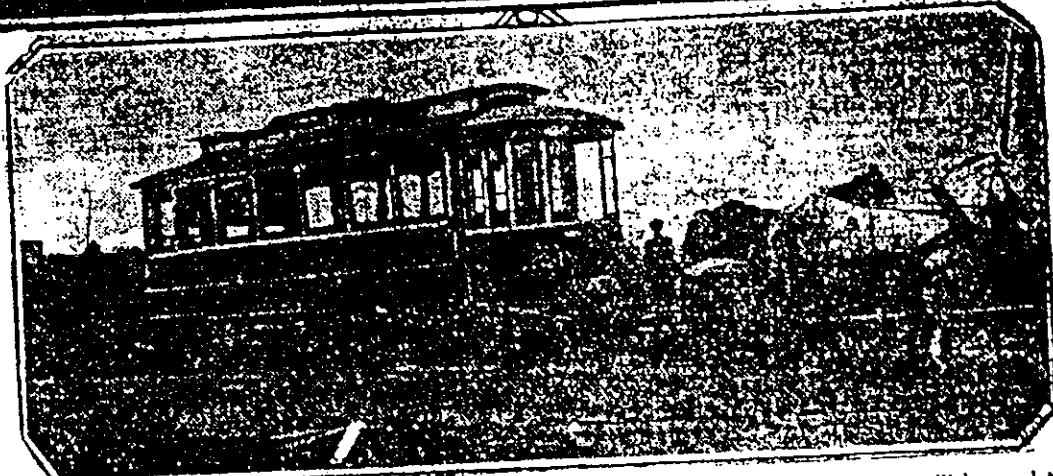
NEW HOMES FOR SETTLERS ARRIVE



WEATHER ISES DANGER R MOTORISTS

News-Letter Gives Much
Interesting Data Regarding
Roads.

Test issues of The News-Letter, official organ of the Automobile Club of Canada, contains the following information regarding roads made slippery by rains and fallen leaves upon them, accumulation of oil and mud with the coming of the snowfalls not far away, it is an impress upon operators of vehicles the urgent need for extra caution in driving. The chains at the slightest indication of their advisability and the extension of brakes to see that they are in perfect working condition are not to trust too much to the use of safety devices but to drive slowly with the car under complete control and at moderate speeds. Months of driving under favorable conditions, even the most careful and skilled operator is liable to make allowance for the state of the roads and the chances for dangerous accidents, with the result that accidents of frequent occurrence. A daily fruitless source of information, the practice of driving on the highway and behind a truckway car, where every mile makes brakes so hot to bring the automobile to a stop. At this period of the



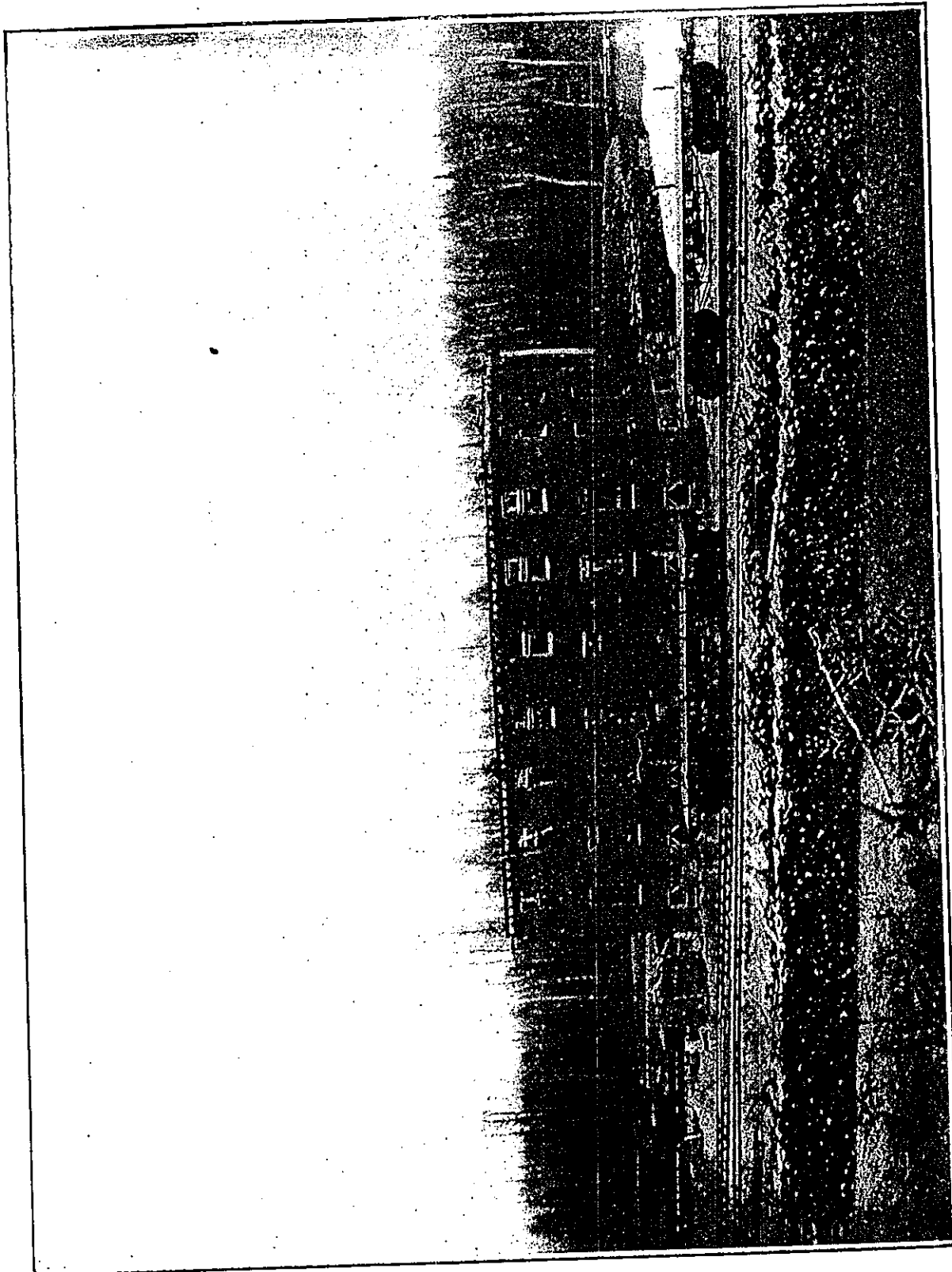
Top picture shows the arrival of old street cars from Toronto at Haileybury, where they will be used to house settlers who suffered the loss of their homes in the recent conflagration. Below is seen one of the ancient warriers reverting to type and being towed to its destination by Old Dablin and Company.

Adams and C. Christman. The boys' game was equally as exciting and fast as that of the girls and although each player worked hard and played basketball, the team was outplayed by Conitcook, the final score being 22 to 13 in favor of Conitcook. Mr. Halpenny has had to return to Toronto for a week to assist in the Conference of the Ontario Religious Education Council. Visitors during the week were: Rev. and Mrs. C. A. Adams, of Danville, Vt., who brought their daughter, Charlotte, to be a student in the college; Mr. and Mrs. H. W. S. Downs, of Lennoxville; Mr. and Mrs. E. P. Lyon, of Ayer's Cliff. The jamboree will be in the College Gymnasium on Friday evening, the 27th inst., at 8 p.m., and it is hoped that there will be a large attendance.

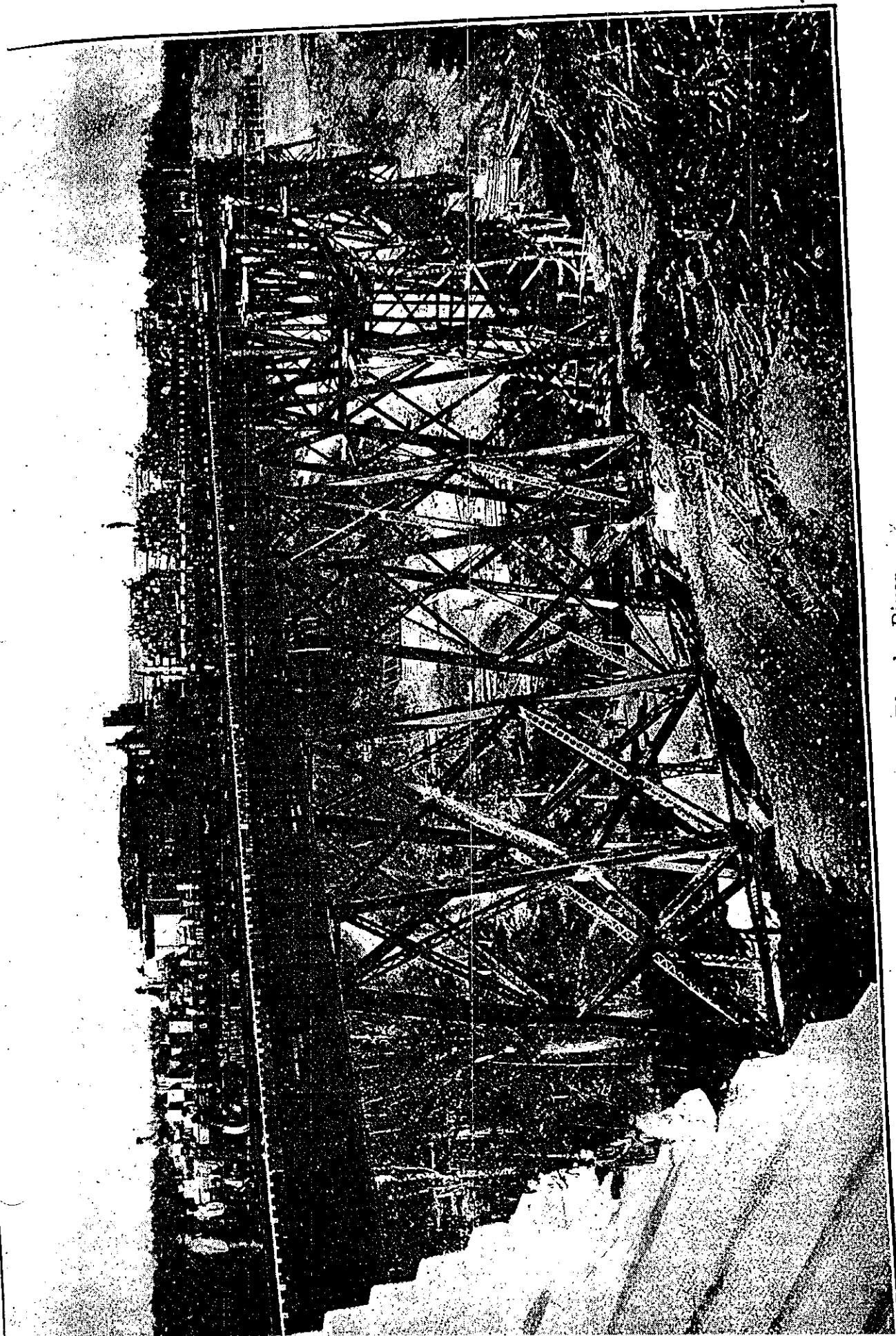
BISHOP'S CROSSING

Dr. M. S. and Mrs. Macdonald and Mrs. Wiggott, of Sherbrooke, have been guests at Mr. J. R. McFadden's. Messrs. H. and I. Moir and H. Seawen were in Sherbrooke last week. Mr. and Mrs. J. W. Andrew, Mrs. Jos. Bloomfield and Mr. and Mrs. Israel Rolfe attended the funeral of the late Mr. Alonzo Todd, at Kirchtown on Tuesday. Mr. and Mrs. T. E. Bishop were in Sherbrooke on Monday. Mrs. F. W. Gilbert was in Cookshire on Tuesday. Mr. Cecil Bush, of Sherbrooke, was a recent guest of his aunt, Mrs. R. A. Bloomfield. Mr. and Mrs. Fred Westman, of Marlboro, have been guests of Mr. and Mrs. T. F. Evans. Mrs. W. Osgood, Mr. and Mrs. Scott Gilbert and Mr. E. Hart were in Hailey on Sunday.

moved to Lennoxville, where they will spend the winter. The Sunday Society was pleasantly entertained at the Parsonage by Mrs. Duncan on October 21st. There was a large attendance and reports of different committees were read. It was decided to order new hymnals for the Methodist Church. A collection of \$2.66 was taken. A dainty luncheon was served by the hostess, assisted by some of the ladies present. The next meeting to be held at the home of Mrs. E. L. MacKenzie on November 4th. Considerable enthusiasm is being worked up here over radiophones and wonderful results are being obtained by local amateur fans. The operator knows a regular ship's log. He has received from thirty nine different stations and it is nothing at all to receive an opera, drama, speeches and musical concerts from beyond the Mississippi. On Saturday

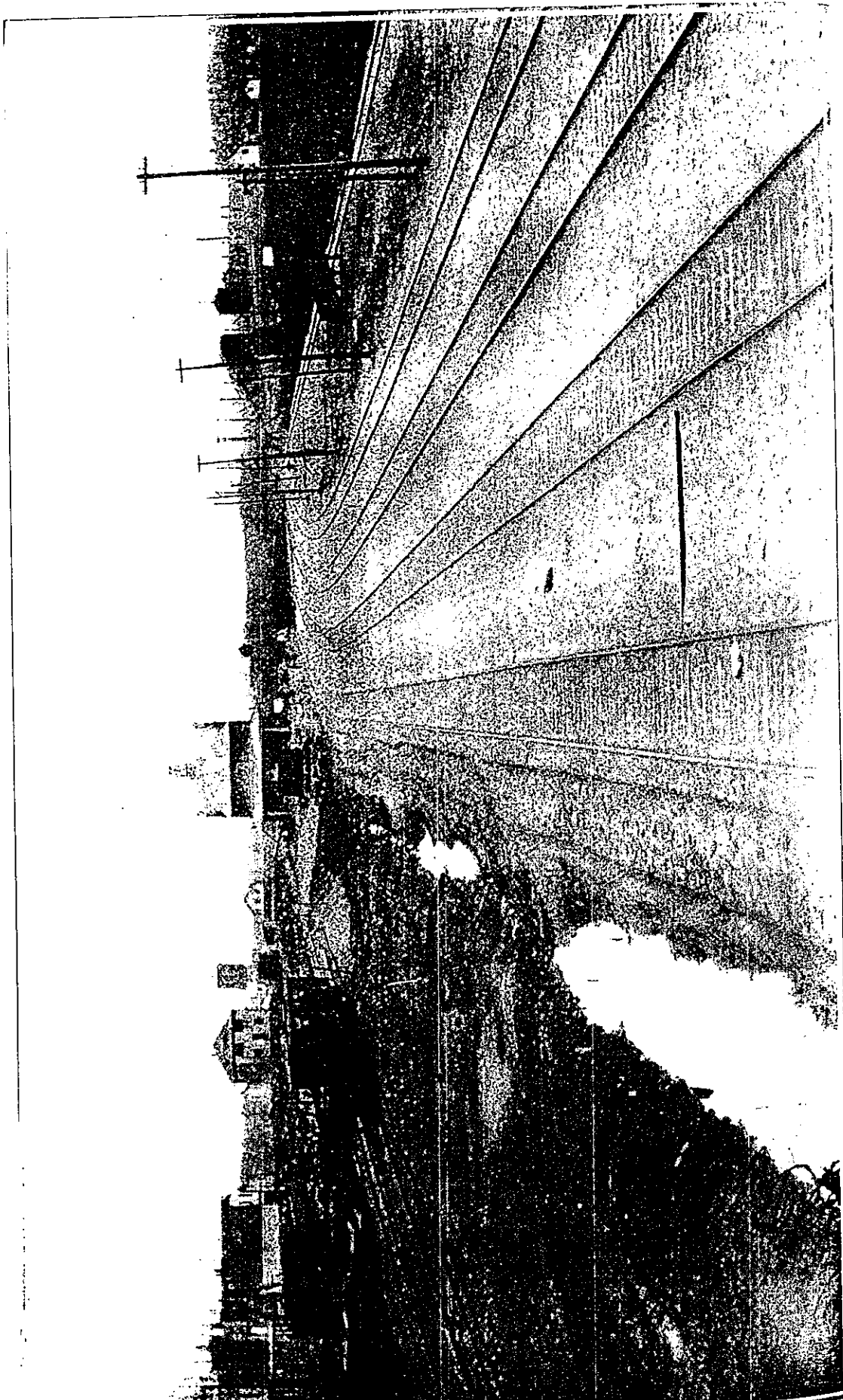


Bunk Room and Stores Building—Cochrane.



Viaduct 1st crossing Blanche River.

Ontario Sossionel Paper 1905 No 48
1906



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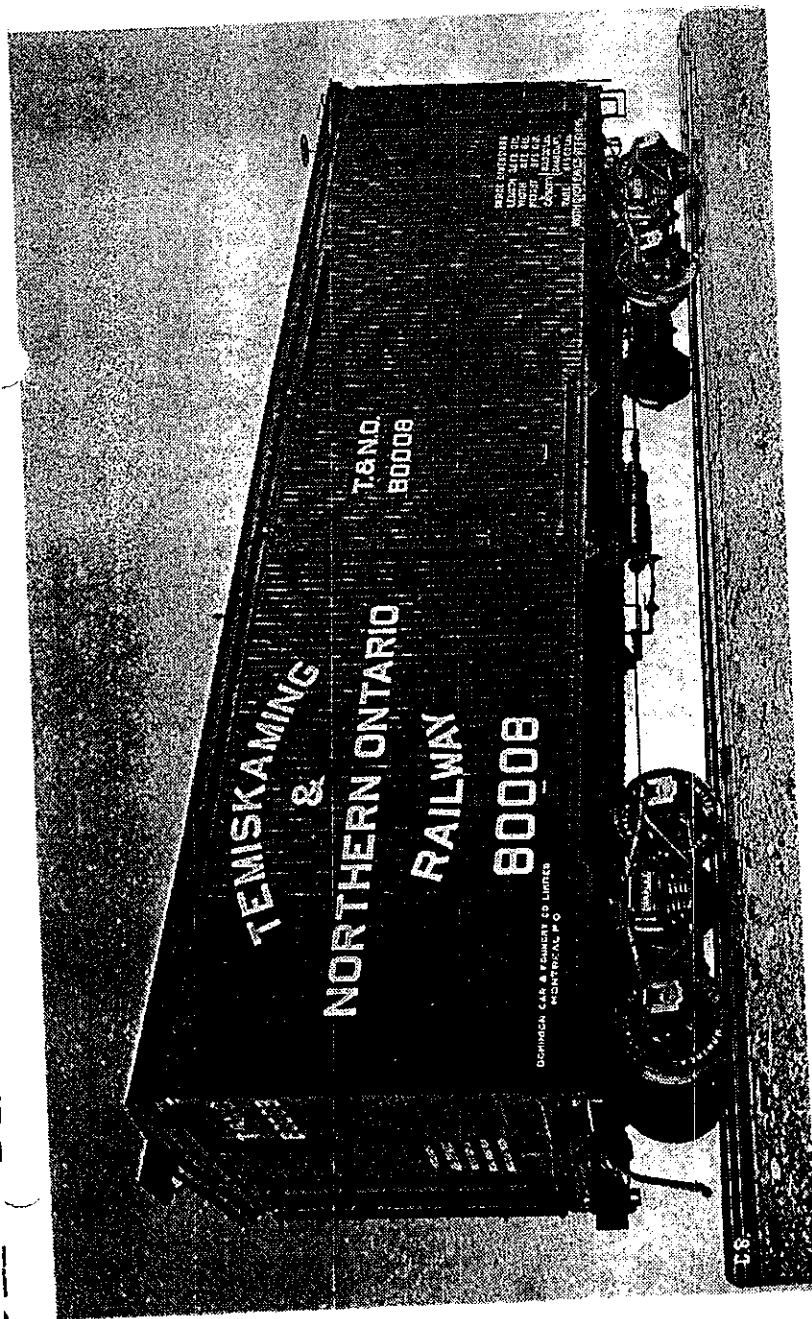
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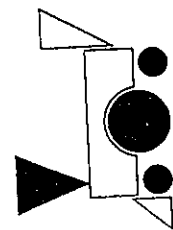
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Musée Ferroviaire Canadien
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