

ONTARIO
NORTHLAND
RAILWAY DIARY
NORTH BAY
NUGGET 1925-1940

C. H. RIFF

Royal Train
engine 136

party. This was pre-
Nugget.

T. & N. O. ST.

The T. & N. O. ap-
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conductor, Gib Lee, an
Millan as brakemen, or
engineer, and J. Hamil
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man and fireman Mahan
will be relieved at Porq
for the run into Timmins.

Lon Shaw and Fireman
The T. & N. O. also pre-
Prince with a particular
let on the mining area
beautifully colored cals
samples. This was prepa
Nugget. W. A. Griffin, a
ent, accompanied the
North Bay to Timmins.
Cole, mining engineer.

(Continued on Pa

October 16 1919

WHOLE SILVER CAMP TURNED OUT TO GREET PRINCE TODAY

Prince's Reply to Town's Address

Mr. Mayor and Mr. Reeve:

I am much pleased to have been able to include a visit to this important part of North Ontario on my return journey from the West. The development of Cobalt and Coleman has been wonderfully rapid, and I know that this area is likely to become one of the wealthiest and most thriving portions of the great Dominion. I particularly wished therefore to make some acquaintance, however brief, with the country itself and with its citizens, and I am most grateful for the very cordial welcome which you have extended to me.

I am greatly touched by your much too generous reference to my service in the great war. It was small enough as compared with that of the many thousands of brave men who sacrificed life or health in defence of our British liberties. I congratulate you on your fine contribution, both in men and material, to the fighting strength of the Empire, and I offer my sincerest sympathy to all among you who have suffered loss.

I shall be proud to convey to my father, the King, your warm assurance of loyalty to his Throne. In his name I wish the Town of Cobalt and the township of Coleman a long enjoyment of peace, prosperity, and happiness.

Cobalt, Oct. 16th, 1919.

Royal Party Tendered a Tremendous Ovation as His Train Pulled Into the Depot --- Two Busy Hours Were Spent Here --- Reception Was Followed By Visit to Mining Properties.

"Veni, vidi, vici."

So ran the tidings sent back to his capital city by the proud Roman almost two thousand years ago, and Caesar's expression, with the substitution of "he" for the personal pronoun, describes fully the visit of the Prince of Wales, heir to the Empire's throne, and already crowned in Canadian hearts, for his sunny smile and his modest, unassuming ways, to the Silver City of the Dominion to-day.

"He came, he saw, he conquered."

For two brief hours the guest of the citizens of the camp, His Royal Highness captivated the people, and the rousing cheers borne on the wings of the October wind bore eloquent testimony to the completeness of his triumph. The famous "sunny smile" of which so much has been heard in advance, was in evidence from start to finish of the crowded program which had been arranged and the quiet boy who was borne away north by the special train carried with him memories of a hearty and spontaneous welcome from the people of Cobalt.

PULLED OUT LATE

Ten minutes behind scheduled time, the special train slowly pulled (Continued on page 3.)

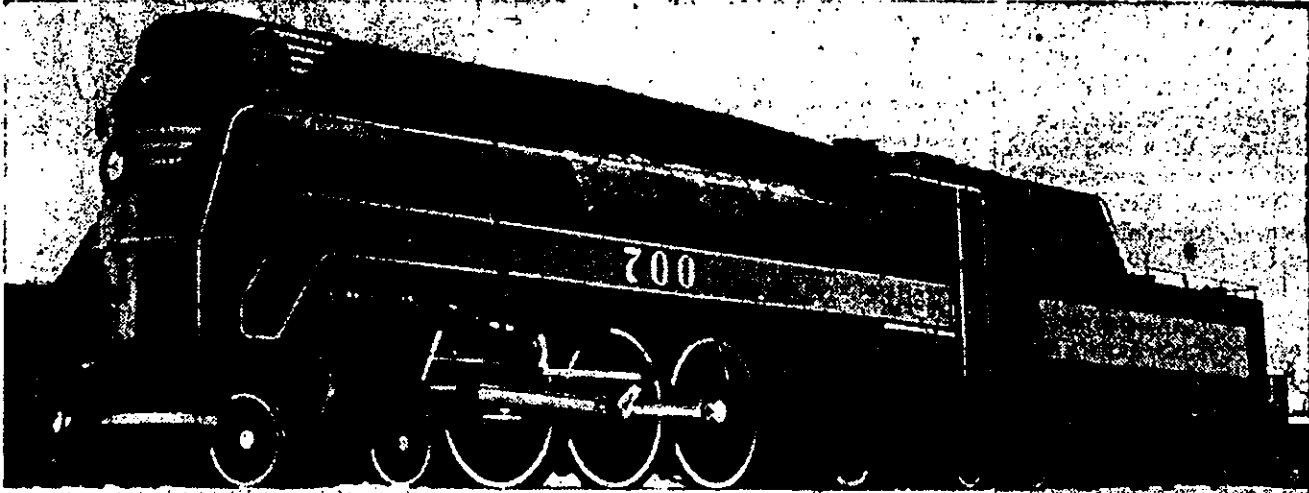
October 16
1919.

Royal Train 1919

The North Bay Nugget

North Bay, Ont., Monday, Dec. 23, 1940

HANDSOME STREAMLINER IS PRODUCT OF T. & N. O. SHOPS



With her exterior streamlined and her "in-nards" brought up to date, No. 700, a 20-year-old engine modernized in the T. & N. O. shops here, is a match for any of the newest locomotives in Canada. New devices and equipment never before used on Canadian railroads have been incorporated in the rebuilding work. In the upper photo the engine is seen on a siding near the T. & N. O. offices where it was inspected by (lower photo, left to right) A. J. Parr, general freight and passenger agent; A. H. Cavanagh, general manager and chairman of the T. & N. O. Railway Commission, and F. G. Foster, superintendent of motive power and car equipment. The locomotive was rebuilt under Mr. Foster's direction. (Nugget Photos)



December 23
1940

From The ONR: "Last Word In Rolling Restaurants"

railway circles, Ontario Northland Railway has earned a reputation for all proportion to its actual as a trailblazer in the application of advanced engineering and scientific principles in the operation of its lines. Innovations in railway dining service and equipment brought in by the ONR have been widely copied on other lines. The new restaurant Meechim is certain to enhance the railway's reputation as a leader in the field. The Meechim, fresh from the North Bay shops is the last in a line of rolling restaurants. The conversion from a former U.S. Army ambulance car, required the engineers and craftsmen to apply manufacturing techniques as sophisticated as any in the country.

The Meechim will succeed the railway's restaurant car Agumik. The Agumik, brainchild of engineers of the railway's mechanical department, made railway history when it went

into service in September 1940. The car length counter of the Agumik allowed for rapid service of many more passengers than could be accommodated in the standard table service dining cars. Since it went into service, the Agumik has logged more than three million miles of service and its design has been copied and recopied by railways around the world.

The Meechim is sheathed in gleaming stainless steel with the exception of a green band running the length of the car. In bold relief and full colour, the coat of arms of the Province of Ontario are mounted near both ends of the car. Its name comes from the Cree Indian word for "eating place".

Inside the Meechim, the main body of the car is decorated in soft shades of primrose, coral and turquoise. The counter is at normal table-top height and seating is provided by 24 pedes-

tal type swivel chairs. At either end of the counter is a large mural showing the route of the railway along with scenes of lumbering, mining, farming, manufacturing, hunting, fishing and other scenes representative of the territory served by the railway. Picture windows five feet in width give the interior of the car an airy atmosphere.

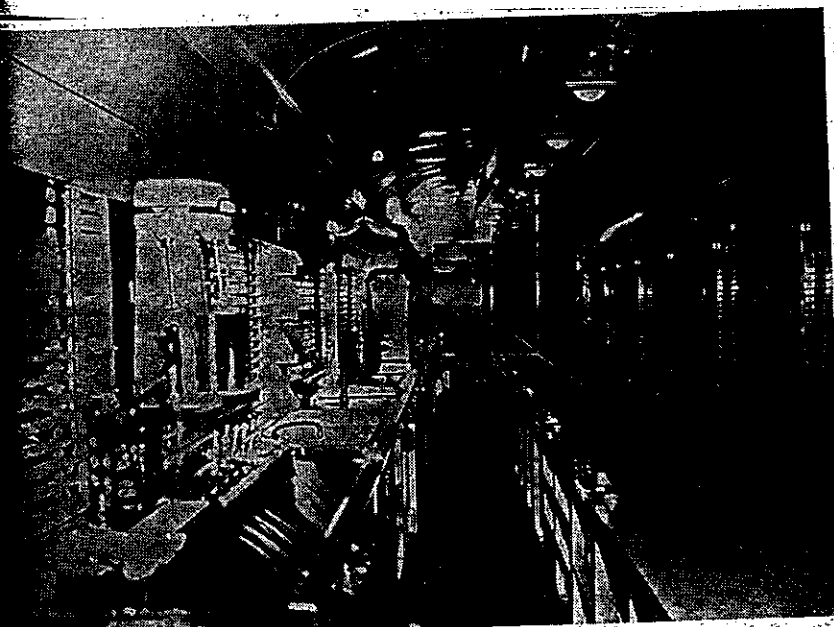
Behind the counter, a back bar provided full ice cream freezer and soda fountain facilities along with a sandwich counter and six unit vacuum coffee maker. Under normal conditions it will be staffed by three stewardesses.

It has been said that railway chefs are expected to repeat the miracle of the loaves and fishes from the small galleys in which they work. The galley on the Meechim is 14 feet long and seven feet wide, and from this space the chef and his assistant will be expected to turn out up to several hundred meals a day. To help them, they will have every convenience engineers have been able to fit into the space. The galley is sheathed, floor walls and ceiling, in stainless steel. A six burner range fed by bottled gas is the heart of the galley which also contains a portable steam table, counter space, a four compartment sink, a walk-in refrigerator and a deep freeze chest. An intercom links the galley with the far end of the car.

Mechanically-refrigerated air conditioning will keep the dining area cool in summer. Heating and cooling are thermostatically controlled in keeping with the outside temperature. The galley is on a separate air conditioning circuit and an air barrier maintained at the galley doorway to prevent food odors from passing through.

To operate its air conditioning, light, food refrigeration the Meechim is equipped with the largest type of railway generator equipment manufactured. When not running, the car can be hooked up to an outside electrical source, which operates a motor which in turn spins the generators. In this way, the car can be pre-cooled prior to setting out on a run without drawing heavily on its banks of 57 batteries.

The car is 85 feet long and weighs 82 tons. It is equipped with roller bearing wheels and tests indicate unexcelled rideability. It will go into service on Ontario Northland trains



Inside the "Meechim": efficiency and gleaming steel

December 20, 1940

New T. & N. O. "Streamliner" Is Now in Service

Three months of careful planning and hard work were culminated at the shops of the Timiskaming and Northern Ontario Railway Thursday, as sleek and streamlined engine No. 700 rolled quietly out into the daylight.

Once an "ugly duckling" of the railway's motive power fleet, today "700" vies for honors with the streamliest of streamliners anywhere in Canada.

With her face lifted and her "innards" renewed, No. 700 literally purred as she gilded up through the railway yards for inspection by officials of the T. & N. O. She was a pretty sight, a veritable railroad-er's dream in olive, red and gold.

All the usual bulky "superstructure" of the engine is hidden beneath a bonnet of streamlined metal, extending from the front of the engine to the cab. The fore end is smoothly sheathed into a gleaming half-round nose.

Brand New Mechanism

The general appearance of the engine is pleasing. It somewhat resembles the new streamlined diesel trains of the U.S.A. from the front end. But beneath the smooth exterior the railway machinists have incorporated mechanism never before used in Canada, making the engine as modern as 1941.

According to A. H. Cavanagh, general manager of the railway, the new reconditioning job has proven so successful that three more engines will be similarly modernized in the near future.

"The work was done by the mechanical force at our shops here and took approximately three months," said Mr. Cavanagh. "As this is the first engine to be modernized in this manner, everything had to be worked out carefully ahead of time. But with the actual development completed, the other engines will be made over in much less time."

The designs for the engine were worked out by F. G. Foster, superintendent of motive power and car equipment, and H. W. Sharpe, chief draftsman for the railway. Mr. Foster directed the actual reconstruction of the engine.

All sorts of new equipment,

meaningless to the layman but all-important to the railroader, have been incorporated in the modernized engine. For instance, there is a duplex alphon, the first of its type used in Canada, which increases circulation around the firebox and gives more heating surface. Then there is a Baker Multitrol valve gear, installed with roller bearings for the first time in Canada. "Floating bushings" have been installed on the side rods all around the engine and there is also a new type of exhaust injector for the water from the exhaust steam. A "booster" increases the motive power of the engine by making the usual "trailer" wheels help drive and a new type stoker has been added.

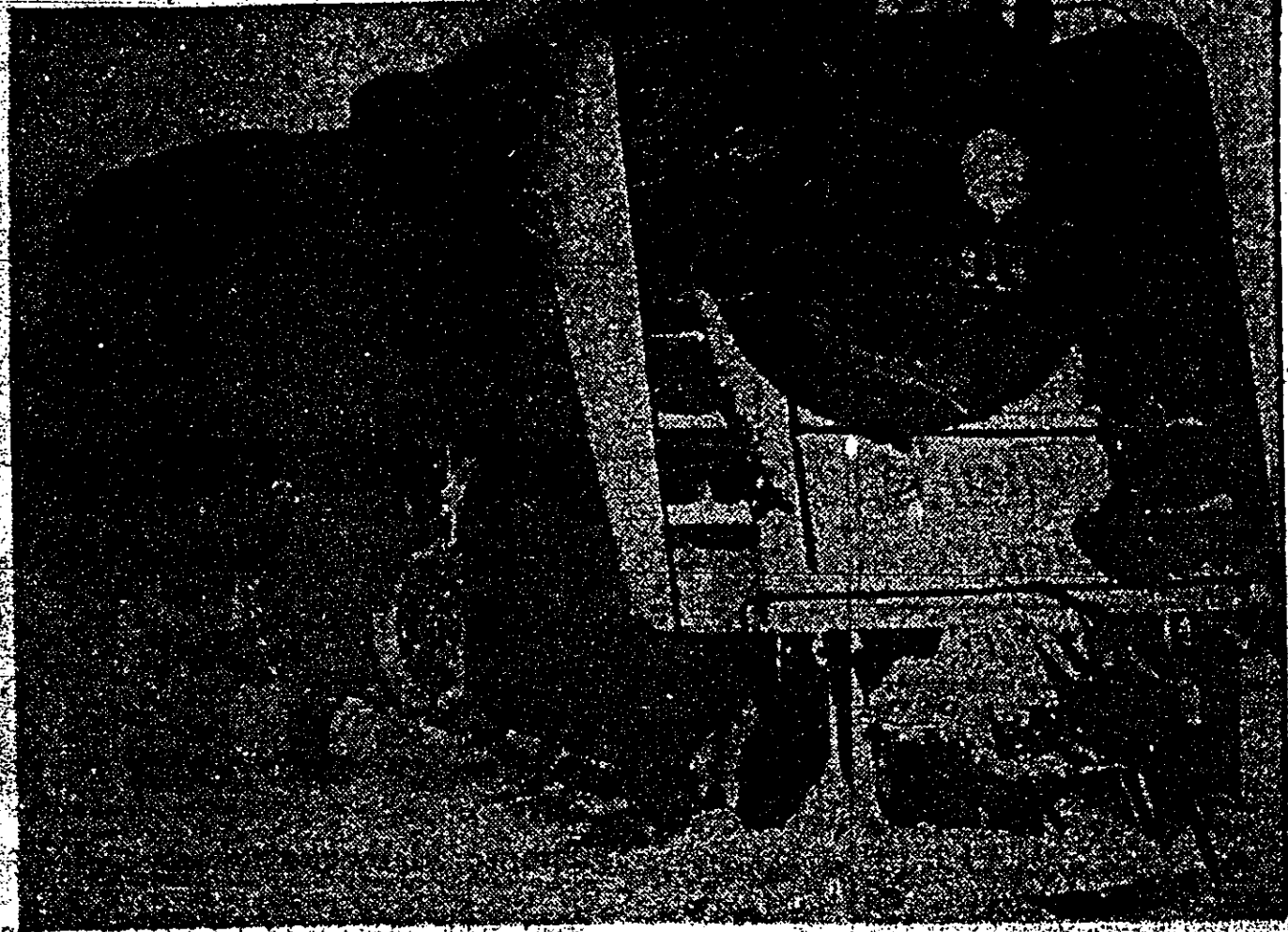
Longer Tender

The tender of the engine was lengthened by nine feet during the reconstruction, and cast steel truck sides were used.

According to Mr. Cavanagh, the engine used in their first modernizing experiment is 20 years old. Perhaps we should say 20 years young, for locomotive engines never wear out, but merely become "dated" and outmoded. No. 700, despite the fact that she has rolled the length of the T. & N. O. lines for two decades, is now considered as modern and good as anything else in motive power equipment on Canadian railroads.

Thursday the engine was put through extensive tests in the yards along the T. & N. O. line near North Bay. She passed with flying colors and today "700" began a new career hauling the railway's crack "Northland" passenger train.

Railroading In Snowland



—Herald Photo by Orfanos

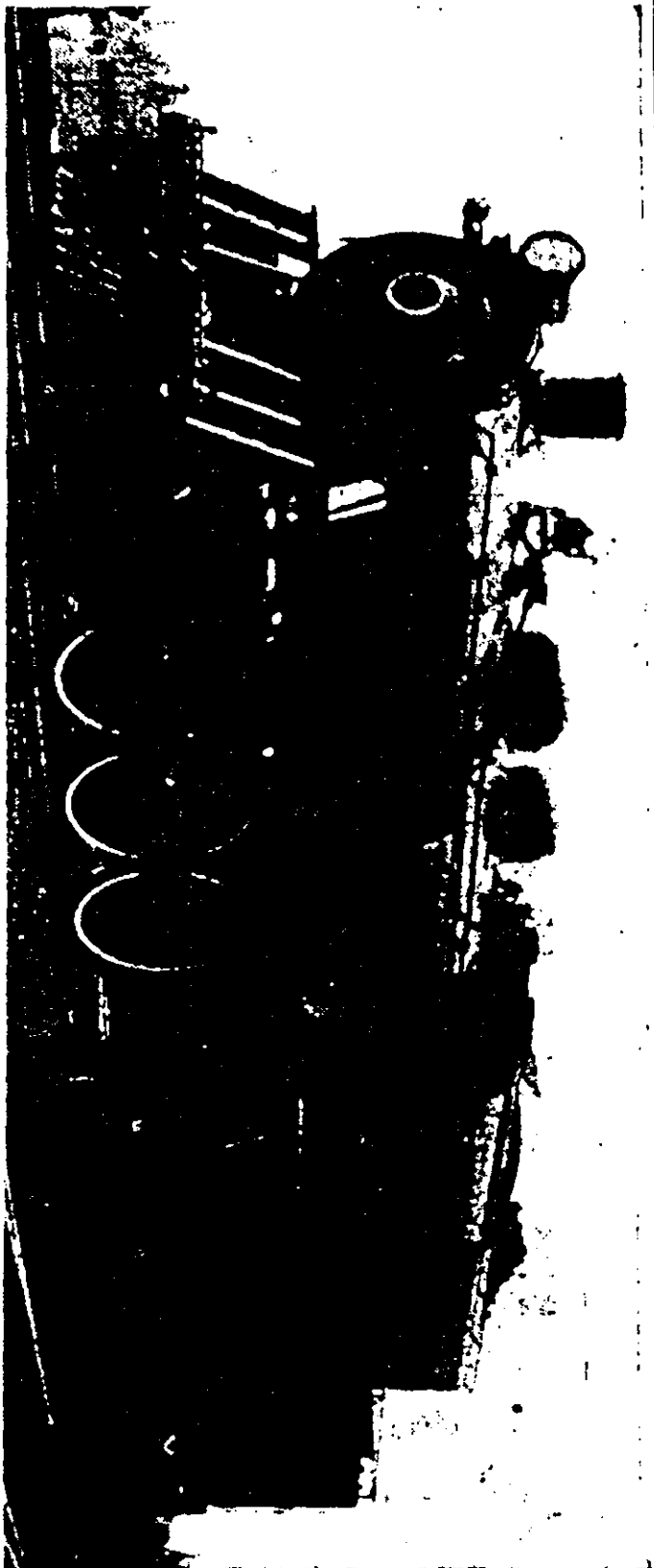
Northern Ontario has been pelted with some of the heaviest snowstorms of the year this week. This Ontario Northland Railway engine No. 314, its front end decked with

white, pauses at Temagami after bucking a heavy storm northwards from North Bay. At the left Engineer Bill (Pop) Gard of Ferris does some oiling.

MARCH 3 1951

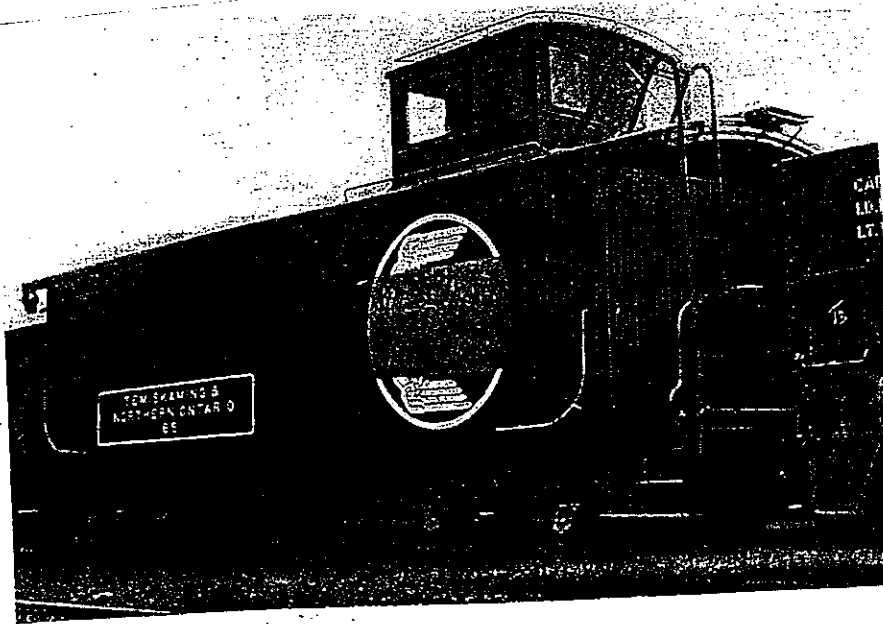
THE NORTH BAY NUGGET, WEDNESDAY, MAY 26, 1937

Newly-Adorned Motive Power



This modern Temiskaming and Northern Ontario locomotive is one of the engines which pull The Northland, the new overnight train operating between Toronto and northern mining regions. The Northland locomotive has special markings. Its name, The Northland, and Temiskaming and Northern Ontario are written in gold colored letters on a maroon background. The numbers stand out in the same distinguished colors.

(Nugget Photo)



This T. & N. O. Caboose Attracts Attention

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."

Age

Oct 2 1937

Railway Age

October 2 1937

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.

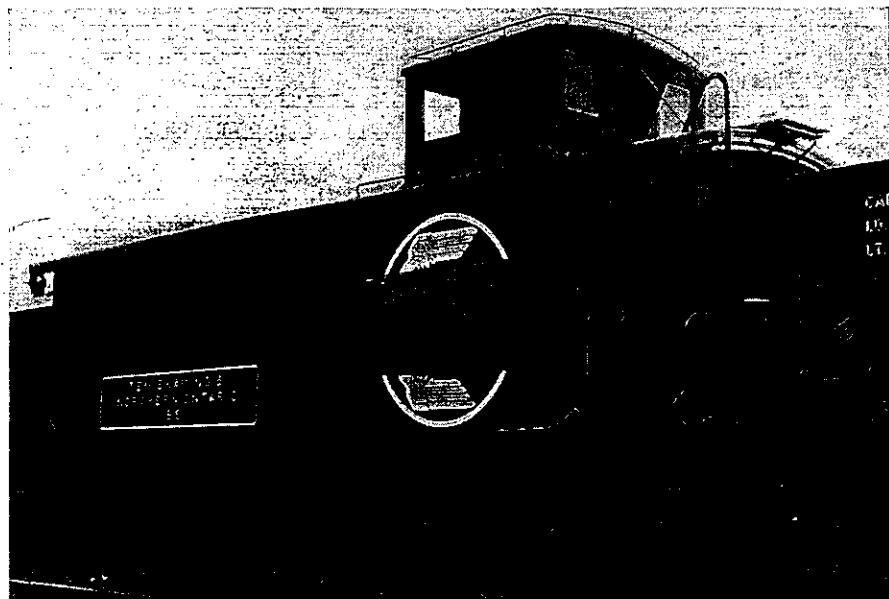
The controversy is of some three years standing but recent phases of it began in December, 1936, when N. L. R. B. issued a cease and desist order against the company for alleged support of a company union. This order of the Board was subsequently upheld in the Circuit Court of Appeals at San Francisco, 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 Caboosees Embody New Decorative Features

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This T. & N. O. Caboose Attracts Attention

Canadian Roads' Net Decreases

The Canadian National had net operating revenue in August totaling \$558,530, as compared with \$680,581 in the same month a year ago. Net for the eight months was \$8,185,377, compared with \$3,242,824 in the corresponding period of 1936.

Operating revenues in August were \$16,485,561, as compared with \$15,733,625 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 lessor 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-

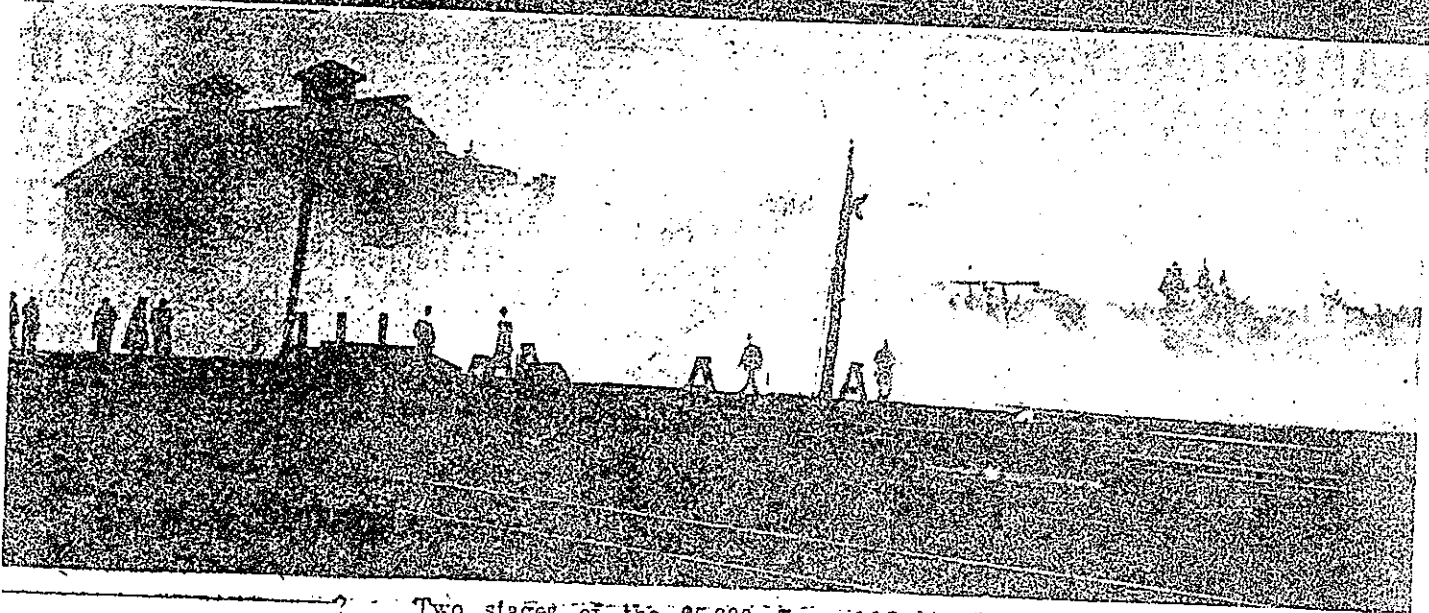
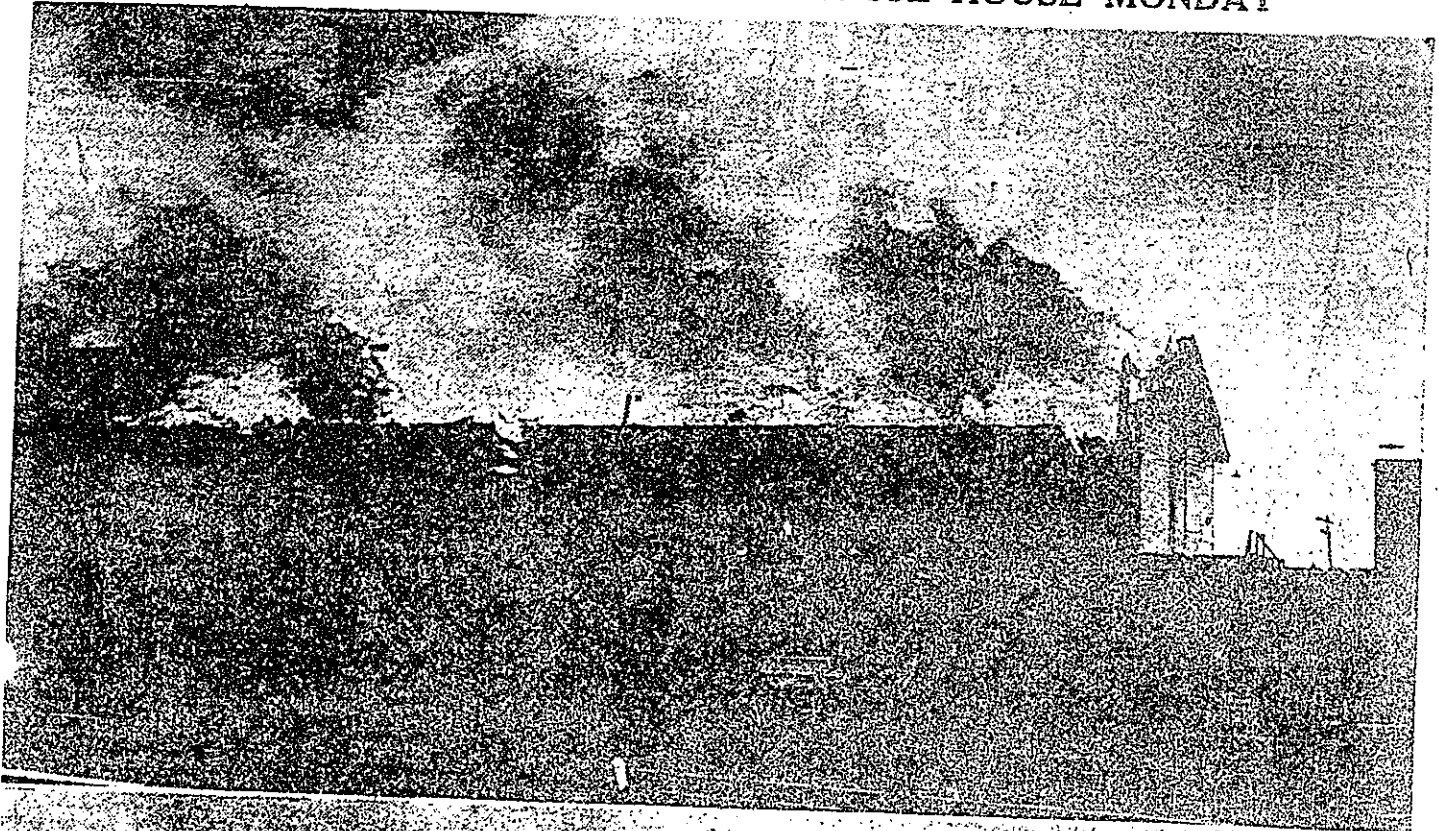
Railway Age

Oct 2 1937

October 16 1939

ONT READY FOR

WHEN FLAMES SWEEP T. & N. O. ICE HOUSE MONDAY



Two stages of the \$5,000 fire which swept the T. & N. O. ice house Monday, are shown above. The upper photo, taken at about 11 a.m., shows the roof of the building in flames, but the walls still untouched. Only the smouldering ruins show in the lower photo taken about three hours later. The small section of the building, seen at the left, was all that was saved. A spark from a passing engine is believed to have been the cause. (Nugget Photos)

FREIGHTS CRASH AT SWASTIKA

October 27 1939

North Bay Fireman Severely Burned; Second Wreck in 48 Hours

The second T. & N.O. Railway accident in 48 hours this morning sent Fireman William Brousseau, 188 Kennedy avenue, North Bay, to the Kirkland Lake district hospital suffering from severe burns.

Freight Crash

Escaping steam when two north-bound freight trains crashed about a mile and a half south of Swastika, hurling one engine part way down a 50-foot embankment, caused the North Bay man's injuries.

Other members of the crews of the two trains were forced to jump to safety. The crash took place at 7.30 o'clock this morning.

At 10.10 o'clock Wednesday night, another T. & N.O. mishap resulted in the derailing of 16 cars of freight train No. 418 about three miles south of Matheson. Cause of the derailment has not yet been determined. Nobody was injured.

Rear-End Smash

The accident this morning occurred when one freight train crashed into the rear of another. The rear train was proceeding through a rock-cut on a turn when the caboose end of the front train was sighted.

Engineer Dave Pilsworth, Englehart, and Brakeman Bailey Smith jumped for their lives. Harry Brennan was conductor of the rear train.

The rear freight was an extra which was following the regular northbound train. When it loomed out of a fog just after the first

(Continued on Page 5, Col. 5)

OCTOBER 27
1939

ONR PROBES WRECK; MAIN LINE CLEARED

Investigation by Ontario Northland Railway officials has not yet disclosed cause of the derailment which flipped a locomotive and 21 freight cars off the main track near Bushnell, 49 miles north of here, Tuesday night.

Meanwhile, ONR freight and passenger trains resumed traffic over the main line this morning after auxiliary train crews from North Bay and Englehart completed the work of clearing the wreckage and repairing the torn and twisted track.

Working under floodlights through the night, the cleanup crews finally flashed word to North Bay at 8:30 a.m. EST today that the line was open for traffic. The ONR's main artery to the north was back in use less than 30 hours after the derailment.

No estimate of the damage has yet been made by the railway but it will probably be extensive. Several of the cars involved in the wrecking were torn to pieces when

the train, travelling between 40 and 45 miles an hour, left the track and strewn all but 14 units of its 35-car load along the embankment.

A. Jardine of Englehart, ONR superintendant, was in charge of the clearance work and is heading the investigation into cause of the derailment. A careful study will be made of the track and car-wheels before a decision can be reached. The accident could have been caused by a wide variety of defects. A passenger train headed south passed over the same trackway just an hour before the accident and a rail may have been damaged at that time.

Work of repairing the damage is still far from finished. With the initial task of re-opening the track now complete, work crews will turn to the tough job of hauling the smashed boxcars onto the track and salvaging the goods in the load. One of the freight cars was filled with ale bound for Cochrane.

(Continued on Page 12)

No Clues Found To Cause of Wreck on ONR

A careful examination at scene of Tuesday night's smash of a locomotive and 21 freight cars of the Ontario Northland Railway is still continuing but it seemed apparent to ONR officials today that the cause of the derailment may never be known.

Since the freight jumped its track 49 miles north of here near Bushnell an investigation party has been probing the shattered cars and crumpled rails for signs of a defect that would have caused the accident. So far no clue to the cause has been turned up.

Work crews are still at the task of cleaning up the wreck, one of the worst in the railway's history. An entire carload of stoke coal was spilled along the embankment by the terrific jolt of the derailment to add to the general mess.

Box cars, or the remains of them are still being righted on the track.

Chief factor holding up the investigation is the complete destruction of the rails. If the locomotive hit a defective track it would be almost impossible to prove it. After jumping the track the engine plowed along the ground at better than 40 miles an hour pulling its box-cars off behind it. The box cars, derailing as they followed the locomotive, churned the track into ribbons.

Another probable cause of such a wreck would be a broken wheel but it would be difficult to ascertain whether a wheel was broken before or after the derailment.

MAY 2



(Nugget Photos by Orfankos From Lakeland Skyways Plane)

MA 18 1929
The train crew of this northbound ONR freight miraculously escaped injury late Tuesday night when 21 cars and the engine of the 35-car unit jumped the tracks at Bushnell, about 49 miles north of North Bay. Top photo is an aerial view of the

north end of the wreckage. Note the auxiliary unit clearing the rails. Bottom picture shows the wreckage, looking south. A track gang has started to lay new ties along the battered road bed (extreme top.)

TRAIN TO GIVE

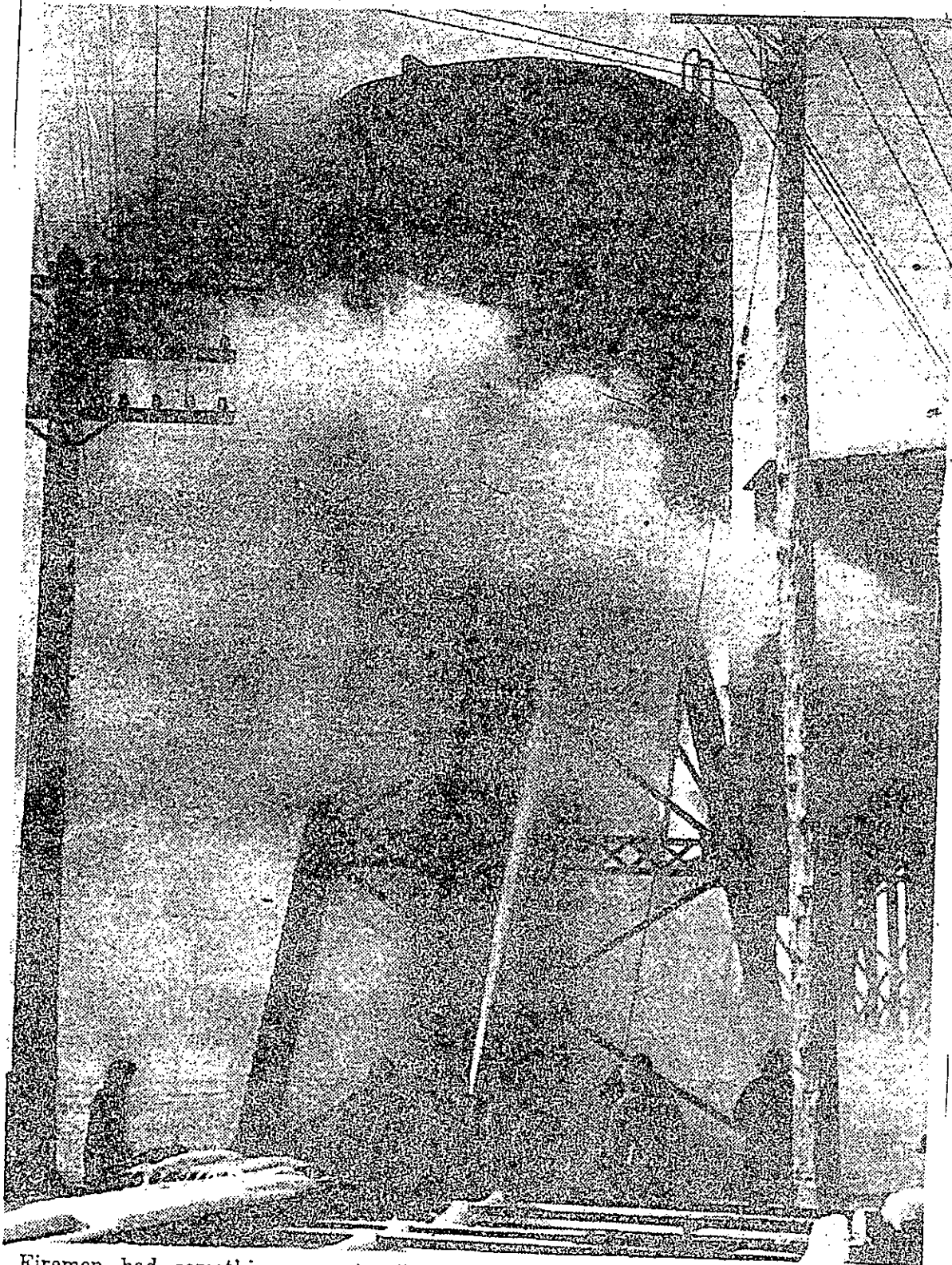
Dec. 16, 2004 Hello Carl. What a nice surprise to get your notes a day ago. Sounds like you may have pinpointed the date in 1949 for the 1101 wreck. Hopefully the Nugget will be able to verify the loco number for us. Maybe even have photos of the wreck although it was in a an isolated area. What is hard for me to understand is if the loco just derailed, why would they scrap it within a short time? Could it be the loco was defective and caused the derailment in the first place. Could it be the diesels arriving that year may have helped to make the decision to not need it. However the 1103 was involved in a head on at Temagami in 1951 and was repaired. Sometimes it is hard to try to outguess them.

Glad to hear you are helping Dale Wilson. I know him from way back. He likes the AC as much as I like the ONR.

I found some PM in Canada pix for you for this time. Thanks again for your kind help. Frank

*Have a wonderful Christmas holiday and
a prosperous 2005.*

FIREMEN EXTINGUISH WATER TANK FIRE



Firemen had something new in fires Saturday morning, when they were called to extinguish a blaze in the large water tank at the T. & N. O. Railway shops. The fire occurred in the woodworking about the main pipe to the tank. Damage was slight.

(Nugget Photo)

Rear-End Crash T. & N. O. Trains

Iroquois Falls, Jan. 19—A caboose and two freight cars were badly damaged Wednesday afternoon when two Temiskaming and Northern Ontario Railway freight trains were involved in a tail-end collision at Connaught Station. No one was hurt in the crash, all members of the crew of the first train being out of the van at the time.

Both trains were proceeding from Timmins to Perquis Junction, one having left Timmins at about 2:20 p.m., the other an hour later. The engineer of the rear train spotted the other train standing at Connaught in time to apply his brakes sufficiently to avoid a major accident. As it was, the van was burned and the two rear freight cars badly damaged by the engine.

Officials in North Bay declined to offer any statement on the wreck, but stated an investigation is being held to determine the cause.

JANUARY 19

1940

NG CARS

**TAINS
RE LOSS**

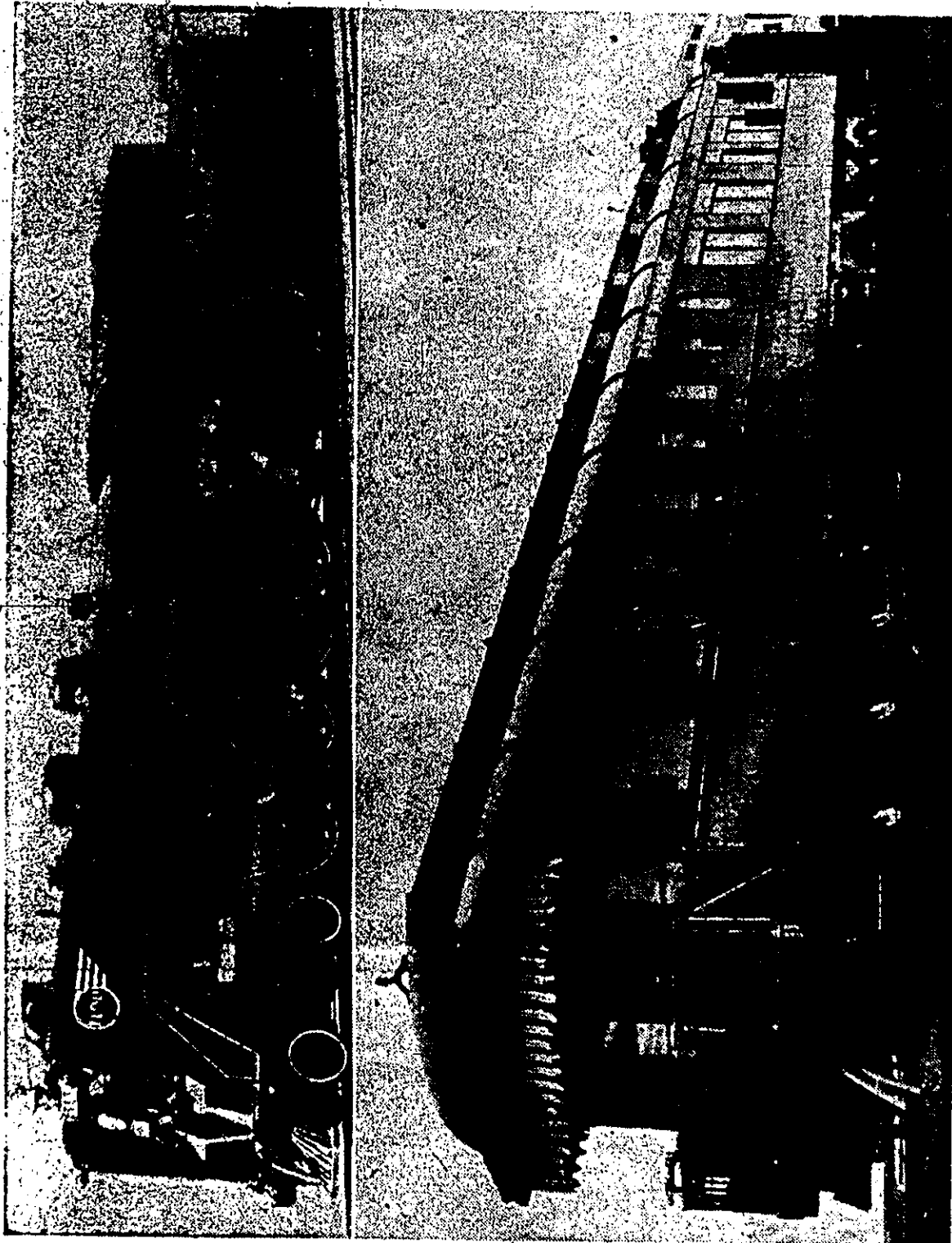
22—Firemen to extinguish fire estimated to be house in district of town. Fire was confined to house through extension of smoke and by the stock of the build-

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SPECIAL TRAIN TAKES QUINTS. SEE KING AND QUEEN



To Toronto to see the King and Queen, the Dionne quintos travelled from North Bay in a special T. & N. O. train last night. In the upper photo is the large modern type engine which drew the "Quintland" carrying the five children on their first trip out of the North. The babies' special car "Dafae Nursery" is shown below. It was specially fitted out and redecorated for the trip.

(Nurset Photos)

school, Grade 7 and 8—Tommy Goodwin; Grades 5 and 6—Therise

Cochrane Plane Dips Wings Saluting Citizens

Cochrane, May 22—(Special to

Their Majesties, King George and Queen Elizabeth.

Boyd Emple was the week-end guest of his brother, Russell Emple, and Mrs. Emple, of Sudbury.

Mrs. W. Gard and daughter, Eileen, and son, Mervyn, Judge avenue, spent the week-end in Toronto.

Mr. and Mrs. J. S. Church, of South River, were guests Friday of Mr. and Mrs. J. S. Wilson and V-

Quality TSAT

Refugees Get New Homes in Peace River

Glad to Make Escape From
Homeland, Czechs Sow
First Crops

Tupper Creek, B.C., May 22
New homes in a new land are being built here by 25 families, refugees from the Sudeten area of dismembered Czechoslovakia.

Edmonton Last City
Taking up land in this Peace River bloc of British Columbia, newcomers are hard at work establishing homes and sowing their first crops more than 5,000 miles from their homeland which they left when Germany occupied the territory.

Edmonton was the last big city they saw as their train swung northward on the last 450-mile stretch in the Peace River County made famous by such wheat growers as Herman Telle of Wembley and widely noted for its quality grains.

Into this area came the 25 families. There were 87 persons in all, many of them children. They travelled westward from the Atlantic seaboard in two private coaches and they were joyous at the prospects of success in the land of their adoption.

Part of them had been in the

THE NORTH BAY NUGGET, MONDAY, MAY 22, 1939

SPECIAL TRAIN TAKES QUINTS TO SEE KING AND QUEEN



Find No Trace
 Relatives and police fear the two men may have been drowned in the lake last week during a prospecting trip from their cabin near the mouth of Mowat Creek. Word of the canoe's discovery was brought to Sudbury last night, and an early morning search party today, which
 (Continued on Page 2, Col. 7)

cars were children, moving early to Exhibition and Riverdale parks where the city had arranged space to mass 100,000 students. Special trains disgorged thousands of school children from all parts of Ontario.

Three youths with a 30-foot ladder
 (Continued on Page 2, Col. 6)

QUINTS' SPECIAL TRAIN IS INSPECTED BY 6,000

MAY 22 1939

**Very Few Fail to View
 Smart Job of T. & N. O.
 Workmen**

DISPLAYED AT DEPOT

Shined up slicker than a new pair of shoes, the T. & N. O. Railway's de luxe "Quintland" yesterday was inspected by a good 10,000 citizens of North Bay and surrounding districts.

Mobile Advertisement

For a full two weeks, Frank Foster, superintendent of the motive power and car equipment had a crew of workmen busy grooming the train, and when the "Quintland" pulled into Toronto this morning it was a mobile advertisement for Northern Ontario and the Northland's own railroad.

In contrast to the bright and shining T. & N. O. rolling stock the two Pullman cars (not the road's property) looked shabby.

Yesterday the "Quintland" was on the tracks at the south gates to the T. & N. O. yards and fully 1,000

(Continued on Page 2, Col. 5)

IMPORT RESTRICTIONS ARE DECLARED INVALID

Wellington, N.Z., May 22—Mr. Justice J. B. Callan of the New Zealand Supreme Court today ruled that Prime Minister Michael Savage's new import restrictions were invalid.

Commenting on the decision the prime minister said "whatever amendments are necessary to give effect to the original act and intentions will be made."

KING, QUEEN TO FEEL GREATNESS OF CANADA

Detroit, May 22—King George and Queen Elizabeth "are going to feel the perpetual greatness of Canada," Dean Kirk B. O'Ferrall declared in St. Paul's Cathedral last night, when the Essex Scottish Highlanders of Windsor attend the 14th annual Canadian Empire Day service.

"Their Majesties," the Dean said, "will take something of that vast greatness of Canada back to England and build it into the lives of the English people."

ENGLAND PUTS WAR ASIDE TO FOLLOW KING, QUEEN

London, May 22—For the first time in a month war talk with its alarms and tensions has been

she laid the cornerstone of the new Supreme Court building at Ottawa was played up prominently, as was "Their Majesties' reception for news-

States Br Policy

London, May 22—Ternment is being true word to Jews and Ar new Palestine policy, donald, colonial secr House of Commons

Mr. Macdonald op debate on governmer strife-ridden Holy L an independent P years with Jews in

The permanent mission of the Lea will consider the ment's proposals as sible, the colonial announced, thus rights of other nati the United States, the Anglo-American

Two overriding fa the government in new policy, Mr. First was the Ball of 1917 under whi government promisi organization it wo national home for time.

Second was consi Arabs who had Palestine for centur

Nick Cangiano and His Top Hatters

COME WITH THE CROWD

Prizes! Novelties! Fun!

DRESS OPTIONAL

Admission: \$1.25 Per Couple

of the necessity for
ibing events. They fail to
re the kiddies as they
ared at the crossing. They
were royal blue flannel
hats. Their hats were the
matching shade. With
olive, sun-tanned com-
mons, and their almost fairy-
grace, the youngsters were
ght that words could not
uately describe.

With Mrs. Joyal

let's pass up the quints for
oment, for they were not the
principals in this strange
There were Mama and
onne with the other six
e children and with them was
J. E. Joyal, wife of Dr. Joyal,
rth Bay. It was more than an
before the other section of
Dionne family was put to bed.
n Mrs. Dionne, young look-
attractive, with Mrs. Joyal
through to the diner. She
a pleasant smile for everybody,
when one of the reporters
ed, as the big special train
g around a curve, she nudged
Joyal and laughed.

Twenty minutes later Mr.
onne came through with Rev.
ther Victor Pilon, Corbell
rish priest. Father Pilon,
for to the departure had said
ayers for the safety of the
hols train.

r. Dionne stopped and gossiped
a minute or two with reporters
then went on to his own
ate car.

Whether they are in Toronto or
Corbell home, the family of
and Mrs. Dionne believe in
y-riding.

With newspaper men, the quin-
plets and their entourage,
& N. O. officials and others, the
uintland," the special train from
rth Bay to Toronto for the pur-

Quints' Train

MAY 22 1939

(Continued from Page 1)

people looked it over in the after-
noon.

Later the train was moved to the
Canadian National Railways depot
where another 5,000 people called
around in just over a couple of
hours' time.

The entire district knew about
the display, and to see the train,
people motored in Sunday from
Sudbury, Sturgeon Falls, Powassan,
Timiskaming and Cobalt.

In attendance was the T. & N. O.
Band under the baton of I. Virgili,
and the "National Anthem" was
struck up as the train departed
shortly after 7 p.m.

It was the consensus of opinion
that the T. & N. O. had done a
grand job on the train, and the
thousands who viewed the "Quint-
land" were proudly satisfied that
such fine equipment was being sent
down to Toronto for Southern
Ontario to see.

The train is to be on display in
North Bay for a time after its
return.

Kingly

(Continued from Page 1)

formation of its national character.
On behalf of the Queen I desire
to thank you most sincerely for
your expressions of devotion, and I
shall not fail to tell our daughters
of your affectionate interest in
their welfare.

It gives us the utmost pleasure to

Park, where the royal party
due until 2.30.

The first top hat made an
appearance on the city hall recep-
tion platform at 9.15, when the
crowd in the square had swelled to
nearly 15,000. A great cheer went
up each time the big clock in the
tower boomed the quarter-hour.

Vendors did a rushing business
with cardboard periscopes, with
which parents equipped thousands
of children in the crowd.

First member to take his seat in
the legislative assembly was Dr.
H. E. Walsh, Conservative member
for Hastings East.

Grandstand seats along the pro-
cession route below the station and
down Yonge street fell sharply in

price about an hour before Their
Majesties' arrival. Owners attempt-
ing to fill them at any cost asked
50 and 25 cents in place of \$5
and \$3.

No Cobourg Appearance

Neither the overcast skies, which
the weatherman said probably
wouldn't drip rain at all, nor five
days of wearing engagements in
Quebec, Montreal, Ottawa and
Kingston seemed to have affected
the eager enthusiasm of Their
Majesties. They appeared fresh and
smiling.

The King probably slept in
after yesterday's taxing pro-
gram at Ottawa and Kingston
and getting to bed late. Despite
an arrangement that he be
advised by a buzzer when the
train approached a crowd, His
Majesty didn't appear this
morning for 2,000 persons at
Cobourg.

The palace on wheels rested
overnight on a siding at Cobourg.
It was the second night Their
Majesties slept aboard the luxurious
train which is to be their home with
the exception of a few days for the
balance of the cross-country trip.

Toronto saw the Queen in a
gown of soft-toned blue with a cape
of the same material which was
edged with grey fox fur. She wore a
blue felt hat with light feather
trimming that was tipped high on
the side of her face. Her gloves
were elbow-length.

The King was dressed in the
uniform of admiral of the fleet with
a flat, white-topped peak cap. The
Queen chatted with civic and
Ontario government officials while
the King inspected a guard of

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QUINTS WILL WEAR GOWNS OF ORGANDY

Floor-Length Attire for Presentation to the King and Queen; Will Be Served Five Meals While Away

SEDAN TO CARRY THEM TO DEPOT

The Dionne quints will wear white organdy floor length court gowns when they are presented to Their Majesties Monday noon in Premier Mitchell F. Hepburn's Queen's Park suite.

At the first press conference Dr. Allan Roy Dafoe has held so far this year, the quint's personal physician told what he knew of the arrangements for the Toronto trip.

Serve Five Meals

Food and water are to be taken aboard the "Quintland" at Callander, and the five sisters will have five separate meals during the day of the visit.

A seven-passenger sedan will transport the sisters together from the Dafoe Nursery to the "Quintland" which reaches the Callander depot from North Bay around 8 p.m.

Then the five sisters will be immediately put to bed. Whether they will sleep or not, Dr. Dafoe does not know, but, he says, "at least they will get some rest."

He was not able to confirm reports in railway circles that the "Quintland" after leaving Callander will be side-tracked south along the line during the night to permit the quint's untroubled sleep. The doctor was not sure what time the arrival in Toronto would be made; substantiating in part on that point that the train probably would be halted during the night and pull into Toronto later than 7.30 a.m. EST, the hour last set in the schedule.

The doctor was certain, however, that the quint's would not detrain at the Toronto union station.

"Too much smoke and noise," said the doctor. "Too great a chance of crowds. It is likely we will stop at one of the suburban stations."

In railway circles, it was said the detraining would be done at the St. Clair avenue station.

Wear Morning Suit

While his five charges will be clad in the white-organdy court dresses, Dr. Dafoe has yet to see these costumes. Up until late today the dresses, being specially tailored in Toronto, had not been opened. The doctor will wear a five-year-

P.E.I. SENDS GRITS BACK TO OFFICE

Conservatives Manage to Gain Four Seats in House

VOTE YESTERDAY

Charlottetown, May 19—Political observers had to thumb back through close to a quarter century of ballot-box history today to find a parallel to the Prince Edward Island election that sent a Liberal administration into control of the province's government for the second successive term.

Not in 24 Years

Not in 24 years had the Island's electorate prolonged a government's mandate at a general election, as it did yesterday in re-electing Premier Thane A. Campbell and his government with at least 25 of the legislature's 30 seats. Since 1915, it had been traditional that provincial parties here must alternate at the helm.

The Conservative opposition, though holding only four seats on the basis of official returns, took some measure of satisfaction at gaining a voice in the legislature. Not since 1935 had they had a member in the House, for the Liberals swept every seat that year.

Conservative Leader W. J. P.

(Continued on Page 2, Col. 4)

PEMBROKE APPOINTS NEW CHIEF OF POLICE

Pembroke, Ont., May 19—Philip W. Henck of Guelph, Ont., is Pembroke's new police chief. The former Swift Current, Sask., constable was appointed last night by the police commission to succeed William McKee who resigned. The new chief, 32, served overseas before going to Swift Current where he was constable for 10 years. He resigned from the Guelph police force some time ago and was chosen from a list of 35 applicants.

PEACE PLAN BY BRITAIN NOW READY

Chamberlain Tells House Will Deal With Nazis if Force Halted

SOVIET PROPOSAL

London, May 19—Great Britain stands ready to lay down a definite long-range policy for Europe peace when Germany clears demonstrator willingness to renounce aggression or use of force in her relations with other countries.

Talks to Commons

Prime Minister Chamberlain made this plain in the House Commons during debate on foreign affairs. He also denied that Anglo-Russian negotiations for inclusion of the Soviet in the Anglo-French anti-aggression bloc were impeded by ideological barriers.

The prime minister declared British government always desired reciprocal military arrangements with the Soviet.

"The British government never desired to ask the Soviet government to do anything which they were not prepared to do themselves," he insisted. "They always wanted the arrangements to be reciprocal."

The prime minister spoke in to David Lloyd George, was prime minister, who demanded speedy conclusion of a pact Russia and Clement Attlee, opposition leader, who urged clear cut foreign policy.

Mr. Chamberlain admitted colonial question must form part of any long-range peace plan he added this warning:

"We in this country are not prepared to buy these peace at the price of concessions would only lead to further demands."

Mr. Chamberlain said the man government was responsible for a lack of faith in its own

(Continued on Page 2, Col. 5)

FIND ORGANIC OLD AGE OFTEN CAUSES CANCER

U.S. Sends

(Continued from Page 1)

...ing of the Canadian King replied by also reading a message in which he expressed his appreciation for President Roosevelt's friendship of United States friendship. He added that "the close friendship between my Canadian people and their neighbors makes me look forward to the visit (to the King) with particular pleasure." His Majesty was escorted to the train by Lord Tweedsmuir after the royal procession arrived at the main hall from the Island Park railway platform where they had come from the Royal Train. This was the first official function of the King in the capital. Prime Minister Mackenzie King, as secretary of state for external affairs, presided over the ceremony with the American legation staff. Mr. Roper first paid his respects to His Majesty and then proceeded to read the message. The King read in reply.

Following the presentation, the minister joined other foreign diplomats in Ottawa at a reception given by the King. The Queen received the ministers' wives. Text of the King's message follows:

"I am greatly pleased to receive a letter of the president of the United States of America appointing you to the position of envoy extraordinary and minister plenipotentiary of the United States to Canada, and to extend to you on behalf of my people in Canada a very cordial welcome to our country."

Issues Instructions
"Would you convey to the president of the United States my sincere thanks for the assurances of his friendship and his good wishes for the happiness and welfare of the Canadian people, which I cordially reciprocate."

"I thank you for bringing the letter of recall of your distinguished predecessor, Mr. Norman Armour, who, during his stay in Canada, was held in high esteem and regard."

"It is pleasant to recall that the beginning of Mr. Armour's mission coincided with the silver jubilee of my father. I am happy that your own mission should begin at this time."

"I thank you warmly for the good wishes for the success of our journey, which the president has requested you to convey to the Queen and myself on behalf of the people of the United States."

"I also highly appreciate your references to our forthcoming visit to your country. The close friendship between my Canadian people and their neighbors, to which the president refers, makes us look forward to the visit with particular pleasure."

"I trust that your term of office will be marked by happiness and interest and that the friendly ties and associations between our people will be strengthened."

Keep Fit!

Become revitalized! Feel the exuberance of health and energy. One of our Mineral Fume Baths will accomplish much to improve your physical condition.

Mineral Fume Baths
ARE A DECIDED AID TO
HEALTH AND HAPPINESS

Short Wave and Sun Lamp
Treatments, a Specialty

Lady Attendant for Ladies

W. B. WILLOUGHBY

Registered Chiropractor
No. 1, 2, 3 McIntosh Block
(Upstairs)
PHONE 1067

Canadian

(Continued from Page 1)

"Must Have It."

On Conrol (non-runner): AR-34702

"Horse Shoe Luck."

On Ortiz (33 to 1): AS-72267

"Pats."

On Tai Yat (non-runner):

"Lucky Jack," CQ-30769 "Here's

Hoping."

On Rogerston Castle (50 to 1):

BJ-05565 "Rehtul."

On Selford 2nd (23 to 1): AS-72263

"Malcolm," AC-83830 "Wood Peck-

ers."

On Cavalaire (non-runner):

CA-14580 "Shell Oil," AW-56974

"Farmers."

On Selford 2nd (33 to 1): AC-79734

"C.C.F.C."

On Jason (non-runner): AC-81998

"Eagle."

On King Legend (50 to 1):

AA-68075 "Dinty."

On Fulham (non-runner):

DR-13327 "Dum Bell."

On Fox Cub (100 to 7): BT-18188

"Sure to Click," DE-68099 "Oh Boy."

On Sceptered Isle (non-runner):

OA-69045 "A Good Girl," BJ-77033

"Battleship."

On Mopsus (non-runner): ZN-

60607 "Still Hoping."

On Fulham (non-runner):

LZ-01700 "Jiggs."

On Lemanou (non-runner):

AK-76006 "Puzzler."

On Stanstead (non-runner):

BE-57957, "Five Fish Eaters."

On Boast (non-runner): BJ-77598,

"Lucky Ben."

On Jason (non-runner): BE-72099,

"Lucky Dream."

On Newton More (non-runner):

MM-36818, "Two Lonelys."

On Newton More (non-runner):

BR-19254, "Desperate."

On Fairfax (40 to 1): AR-42482,

"Thunder Bay."

On Foxbrough II (non-runner):

CA-47354, "Forget Me Not."

BE-06576, "It Can't Be True."

On Admiral's Walk (100 to 9):

AE-61823, "Punkin."

On Tamworth (non-runner):

AR-81099, "Jinx," CL-02698, "C.C.C."

On Tamworth (non-runner):

Quints Will

(Continued from Page 1)

old morning suit and the medal which was presented to him by the governor-general in 1935.

"That," smiled the doctor, "was the last time I wore that suit."

Eight quarts of special milk and two gallons of water are being taken aboard the "Quintland," said Dr. Dafoe. All meals for the quintes while travelling will be cooked aboard their private car, the "Dafoe Nursery" which is equipped with cook's gallery and dining room. In addition to the sisters' aunt, who is housekeeper, a railway chef will be aboard.

For breakfast the sisters will have boiled eggs, bacon, brown toast and milk. At 10 a.m. they will again have milk and at noon, the meal will be comprised of broiled steak, peas and carrots, baked potatoes, bavarian cream, hard biscuits and milk.

Supper Menu

Another milk hour comes at 3.30 p.m. and then supper of farina (a cereal) brown buttered bread, apple sauce, lettuce and tomatoes, cottage cheese and milk.

While the doctor has no definite information on times of departure for Toronto, he hopes it will be early in the afternoon, as soon after the presentation as possible.

"It will be very difficult to get out of Toronto late in the day with all those special trains running from the city," said the doctor. "We would like to be ahead of the rush."

The two gallons of drinking water are being taken aboard to avoid any danger of Toronto water resulting in the quintes developing digestive troubles. The quintes drinking water is chlorinated.

In addition to the milk being taken down from Callander, a further special supply will be provided at Toronto.

Inspector E. B. Creasy of the Halleybury detachment of the provincial police with headquarters at Halleybury will be aboard the "Quintland" with three of his men.

In Toronto, police protection will be provided by the Toronto city police.

When the "Quintland" goes on display at the Canadian National depot here Sunday, the T. & N. O. Band under the baton of E. Virgill, will be in attendance. It will be the band's first appearance this season.

Overnight Stop

Like the Royal train, the Temiskaming and Northern Ontario Railway's de luxe seven-car "Quintland" which is scheduled to leave Callander at 8 p.m. E.S.T. Sunday with the Dionne quintuplets for Toronto, will be side-tracked on some yet undisclosed siding during the night. It was learned today from a high executive of the railway that the schedule for the "Quintland" which will take the quintes, the other members of the Dionne family and the board of guardians to Toronto for presentation to Their Majesties at Queen's Park, was that the special train would

P.E.I. Sends

(Continued from Page 1)

MacMillan, premier for two years before the 1935 avalanche, was established definitely as part of the new opposition yesterday with his Queen's county running mate, W. A. Stewart. The third Conservative, youthful R. R. Bell, had a bare plurality of one, and the cabinet member he led planned to demand a recount.

A fourth Conservative was leading in one of the two seats that remained in the doubtful column when tabulation ceased in the 3rd King's district. Here H. Francis McPhee, a former minister without portfolio, was leading B. S. Hessian, speaker of the last legislature, by 68 ballots with two of the riding's 11 polls still unreported.

The four Conservative wins took a toll of two of the 44-year-old premier's cabinet ministers. Bell, a young Charlottetown barrister making his bow to politics, nosed out Bradford W. LaPage, president of the executive council, and Stewart's win was marked up at the expense of T. W. L. Prowse, minister without portfolio.

But otherwise it was a Liberal sweep. Of the 15 councillors elected by the vote of property owners, the government brought home a dozen. It held the seats of another 13 assemblymen, for whom both ordinary taxpayers and property owners may vote.

The legislature is divided evenly between councillors and assemblymen. Each of the island's three counties—Queen's, King's and Prince—elect 10 members, a councillor and assembly member for each of five ridings. Each seat was contested this year by one Liberal and one Conservative.

The premier and the opposition leader ran for council seats. In the first Prince district, Campbell, leading his party through an election for the first time, had no trouble gaining re-election by a 629 plurality over George Matthews. It was one of the widest margins of the election.

Peace Plan

(Continued from Page 1)

of non-aggressive intentions. He added:

"If we could have such a renunciation (of aggressive aims), if we could have the conviction that there was no intention of aggression or the further use of force in the relations between Germany and other countries, then I think we would find we would not be backward in stating what is our view of the lines on which we would discuss the terms of permanent peace."

As he spoke, the Soviet ambassador, Ivan Malaky, and other diplomats listened from the diplomat gallery.

Earlier Malaky delivered a note to the foreign office. It was understood that this expressed again the Russian position in favor of a tripartite alliance among Britain, France and

...that your term of office marked by happiness and that the friendly ties between our people be further strengthened presence in Canada."

Organic

Continued from Page 1)

of tubules and other breast

micro-photographs reveal the in exact detail. The hormone the maturation, aging and of the cells at the point which eloping. Normally, he explains, and all other tissue cells, live of definite periods. They re rapidly, then have a com- ively long adult life, and ly age and die. Other cells ce them.

hormone rushes them gh this life cycle. The replace- are hurried. When the hurry o great, the new cells are not al. Neither are they cancer, if the hormone is stopped at stage, no cancer appears. But ie stimulation of the hormone continued until the fast-living start to die in masses, the new change into fast-growing cer. This never has failed to pen in thousands of experi- ts.

- On Admiral's Walk (100 to 9): AE-61823, "Punkin."
- On Tamworth (non-runner): AR-81099, "Jinx," CL-02698, "C.C.C."
- On Fair Friend (non-runner): NS-86736, "My Lucky Star."
- On Wheatland (40 to 1): BR-25436 "Bertha."
- On Haptarch (non-runner): PL-10932, "Matriclets."
- On Blue Peter (75 to 20): QL-28581, "Fum El Ba," QW38802, "C.C.C."
- On Diadoque (non-runner): EP-69170, "Paid In Full."
- On Llandaff (non-runner): QT-30536, "Time For Another," JA-07385, "Jewish Boy."
- On Gunter (non-runner): CB-51009, "Golden Boy."
- On Ephorus (non-runner): BQ-14167, "Lucky Seven," BB-82458, "Ivanhoe."
- On Alrds Moss (non-runner): AD-67998 "Redkie."
- On Conqueror III (non-runner): SZ-28813 "Omega."
- On Diadoque (non-runner): BC-28140 "Ching."
- On Ephorus (non-runner): BD-35279 "Luella."
- On Ravioli (non-runner): BB-13843 "Five Walls."
- On Flowton (non-runner): QB-25153 "Another Chance."
- On Fairhurst (non-runner): QJ-28531 "We Pinch."
- PN-35368 "The Pair."
- On Radio II (non-runner): BC- (number will follow) "Oh, Boy!"

SHOWERS FOR OTTAWA
Ottawa, May 19—Weather for Ottawa and district during the second day of the Royal visit tomorrow will be "cloudy with occasional showers," the Dominion meteorological office reported today.

BOATS FOR RENT
25c Per Hour
\$1.00 per Day
FISHING SEASON IS NOW OPEN
Ideal Boats for That Fishing Trip
Enjoy an Outing
SUNSET PARK
TED JESSUP, Prop.
4 Miles on Callander Highway

Is Your Truck or Car in Good Shape?
First-class mechanics assure you satisfactory fender and body work. Prices absolutely right!
Palangio Motors
237 FIRST AVE. WEST
PHONE 302 or 101

A Delightful Place to Visit This Week-End
Special Atmosphere — Service Far Excellence
SPECIAL SUNDAY AND MONDAY DINNERS
...to a Chef Who Knows How to Please

other members of the Dionne family and the board of guardians to Toronto for presentation to Their Majesties at Queen's Park. Was that the special train would reach the Union depot at 6.30 a.m. E.S.T.

However, while an official announcement changing this schedule has yet to be made, it was understood today that the time and place of arrival have been changed. Today, with North Bay and Callander over-run with reporters from points as far afield as New York, publicity-shy Dr. Allan Roy Dafoc avoided his usual contacts.

He sped out to the nursery at Corbell early this morning, called back at his residence, informed his secretary that he was going to North Bay and could not be reached before 2 p.m. The familiar D-70 license plate of his new car was missing from North Bay's Main street. When the doctor comes up to the city from his Callander home he usually makes a routine of business calls, but today those persons whom he usually visits, had seen no trace of him.

The "Quintland," it was learned from a high T. & N. O. official, will leave Callander on time at 8 p.m. E.S.T. Sunday, make a short run south and then side-track for a lay-over of several hours. This, it was explained, was to be done so the quints might have an undisturbed sleep.

This new arrangement, disclosed the railway executive, would bring the "Quintland" into Toronto sometime after 9 a.m. E.S.T. While he would say nothing definite, nor permit his being quoted, he suggested that perhaps the "Quintland" would detrain its passengers at the St. Clair avenue station rather than the Union depot.

Worry to Doctor
It has been no secret that the prospect of the quints being mobbed by admirers, despite everything a special police guard could do to protect them, has been a grave worry to Dr. Allan Roy Dafoc.

He recently told a Canadian Press representative that he was "disturbed" at this prospect. Because of this, times of departure and arrival are being kept shrouded in more or less of a veil of confusion.

Questioned on the rumor that the quints would entrain at North Bay instead of the newly decorated and landscaped Callander depot (which was specially prepared for this event) Dr. Dafoc's secretary today said it was "fantastic."

Police here are preparing to cope with a serious traffic problem on the narrow nine-mile stretch of highway between North Bay and Callander Sunday afternoon and evening, and it is believed hardly likely that those charged with the responsibility of moving the quints would attempt to pilot a motorcade to the Canadian National Railways depot where the "Quintland" will be on display from 5 to 7 p.m. E.S.T.

BOOST PARKING FEES
Toronto, May 19—Operators of parking lots near the route of the Royal procession Monday have boosted their prices drastically. For a regular 15-cent spot, operators are asking \$1 for the space Monday.

Earlier Massey understood that this expressed again the Russian position in favor of a triple alliance among Britain, France and the Soviet involving definite military commitments and general staff talks.

Mr. Chamberlain told the House that "the idea we despise the assistance of the Soviet Union is without foundation."

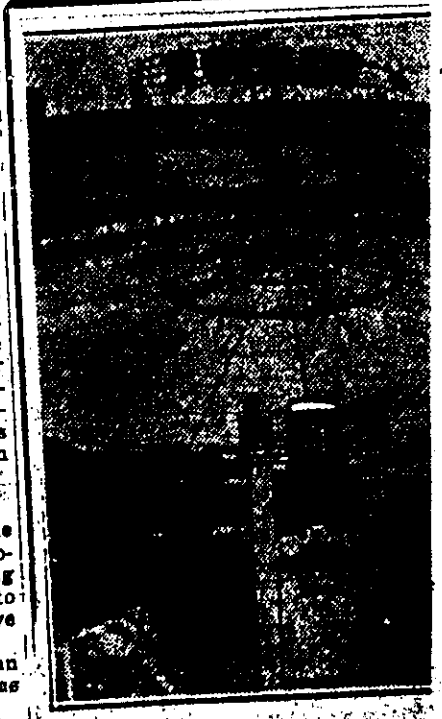
"We are concerned with building up a peace front, and if we can get the co-operation of the Soviet Union building up that front we want it," he added.

The prime minister described the guarantees Britain and France gave to Poland, Rumania and Greece as "first aid treatment given to avoid any further deterioration of the situation."

"It still remains to strengthen

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RIDE THE NEW EUR
"THE R"
FIRST AND ONLY
GRA
MIGHTY
PASSMORE'S LOT
FERRIS
6 Big Days and Nights
KIDDIES
FREE ACT
CAPT I

of the gallant leaders of great races then in conflict—a symbol of the highest chivalry, but, even more, of national unity.

Here, in 1864, after a preliminary conference at Charlottetown, the Fathers of Confederation drafted the resolutions which were the basis of the British North America

(Continued on Page 5)

IMPROVE LIGHTING

POLITELY DECLINE HITLER'S PROPOSAL

Berlin, May 17—Denmark today cautiously accepted Germany's offer of negotiations for a non-aggression pact while Sweden, Norway and Finland politely declined Chancellor Hitler's proposal of parallel accords.

Danish sources said, however, their country did not pledge itself to accept such a pact under any and all circumstances. It still has to be negotiated. Denmark is the only one of the four states having a common frontier with Germany.

better voltage regulation, and to enable both of the electric-driven pumping units to be operated at the same time—under satisfactory operating conditions.

"This 22,000-volt feeder serving the pumping plant directly from a bank of transfers at its terminus will give much more satisfactory service than two low-voltage feeders out of the North Bay substation.

"It is proposed to proceed with this work immediately and I understand that the right-of-way department of the commission has already discussed with local officers mat-

(Continued on Page 5)

IT IN CANADA PLE TO WORLD ELLS DUPLESSIS

King paid the two great races dwell side by side in this province, is an example to the entire world. This harmony augurs well for the future of Canada. Canadians of French origin are proud, and justly so, of their traditions, customs and language.

United in Loyalty

Associated with their compatriots of other origins, they are united in a love for Canada, loyalty to the Crown and devotion to the ideals of democracy and liberty so dear to everyone living under the Brit-

One important purpose of the count, it was officially stated, is to determine exactly what callings, trades, professions or branches of labor are too scantily supplied to satisfy the needs of the country and which ones are overcrowded from the national viewpoint.

Measures designed to make individual talents and achievements better serve the dominating interests of the Reich are expected to follow.

Meanwhile the Axis powers, Germany and Italy, emphasized "colonial solidarity"—united action for overseas gains—as a new phase of their policy. Simultaneous tours of fortified frontier zones overlooking France by Chancellor Hitler and

(Continued on Page 2, Col. 2)

ment from the river to the end of the earth, from the Saint Lawrence to the Arctic snows.

The Queen and I are looking forward, with anticipation too great for expression, to seeing all we can of this vast country. Particularly do we welcome the opportunity of greeting the men and women who are its strength and stay, and of seeing something of the younger generation so soon to become the guardians of its future.

KING'S REPLY IN FRENCH

Quebec, May 17—The King spoke in French when replying to Senator

(Continued on Page 2, Col. 5)

This move followed a statement in the House of Commons yesterday by Sir John Simon, chancellor of the exchequer, cautioning British investors against sending funds abroad.

London financial circles also that an unofficial request to from quoting transatlantics been sent to brokers by the of England in the form of a calling attention to Sir John's ment.

Hurta National Interest

The chancellor of the exchequer told the House yesterday that had asked one insurance company to cease issuing a circular asking sending funds to the States.

"I have taken definite steps and I think they will be effective," he said.

April 20 Sir John said the good sense of investors would cate to them that the excess capital at the present time the requirements of national defence are so great would deleterious to the national interests.

Drop Listings

The effect of the broker's ment was understood to be that brokers will cease to list

(Continued on Page 2, Col. 6)

DE LUXE TRAIN READY TO CARRY QUINTUPLETS

MOTHER AND DAUGHTER EXECUTED AS SPIES

Moscow, May 17—A mother and daughter convicted of espionage on behalf of a "foreign Fascist power" were executed at Kiev, the army newspaper Red Star disclosed today.

Testimony before a military court showed the daughter had, through marriages, obtained information from officers in the important Ukrainian border district.

T. & N. O. Provides Smart Accommodation for Toronto Trip

THE "QUINTLAND"

"The Quintland," as de luxe an assemblage of rolling stock as has ever been made up by the Temiskaming and Northern Ontario Railway, will go on display at the Canadian National depot between 5.30 and 7 p.m. Sunday and then roll south to Callander to take aboard the Dionne quintts for the trip to Toronto and the presentation at Queen's Park to the King and Queen.

This T. & N. O. "Callander Express" has been officially christened "The Quintland" by General Manager Arthur H. Cavanagh, and comprises seven cars, two of them private coaches. "The 200" and "The 210," known more widely in railroad circles as "The Temagami" and "The Whitney."

Nursery on Wheels

But for this Toronto excursion car "200" which is used by General Manager Cavanagh when out on the lines on company business, is being renamed the "Dafos Nursery."

The "Dafos Nursery," needless to say, will be the car in which the five Dionne sisters will ride.

The second private car, No. 210, will be occupied by Dr. Allan Roy Dafos and other members of the board of guardians along with Business Manager Keith Munro.

A baggage car for equipment will be included in the train, in addition to two Pullman cars and a cafe-parlor, "The Pinelands," an air-conditioned coach.

Mr. and Mrs. Dionne and their family will have one of the two

(Continued on Page 2, Col. 3)

Cobalt Police Hunt Two for Armed Holdup

Shoot Son of Hotel Owner in Arm; Raided Beverage Room

Cobalt, May 17—After an all-night search without result, town and provincial police today are continuing efforts to locate two men alleged to have held up a local beverage room and to have shot John Robitaille, son of the proprietor of the Miners' Home Hotel, in the arm.

Robitaille was not seriously hurt and has furnished police with a description of the men, who, he said, entered the beer parlor about 12.40 a.m. through the door leading from the hotel, locking it behind them. The smaller man asked for matches, and when Robitaille went to make change grabbed the dollar bill he said he had laid on the counter.

The bartender, alone in the room and cleaning up the place, struck the man, who escaped the other man

James R. Todd North Pioneer Dies Tuesday

Passed Away Shortly After Returning Home to His Store

Timmins, May 17—Todd, 59, pioneer Schumacher man since 1906, died home in Schumacher yesterday shortly after returning from his store. Mr. Todd complained of not feeling well.

Pioneer of North Country

Mr. Todd was a pioneer North Country. He came from Owen Sound where he opened his store enterprises in Ontario. In 1911 he moved to Schumacher and opened a store there. He was operating at his death. During his career in the Porcupine district he operated drug stores in Timmins and South Porcupine.

Interested in preserving the history of the Porcupine Fish and Game Association. He

(Continued on Page 2, Col. 4)

REPORT VON SCHUSCHNIG TO TRANSFERRED TO COL

ay issued a white plan for the establish- n 10 years of an inde- leatine state."

ment said the proposed state should have "such tions with the United s will provide satisfac- mmercial and strategic both countries in

wish limitation.

he plan 75,000 Jewish s would be admitted to during the next five ter this period no fur- h immigration would be less the Arabs of Pales- i.

n would grant power to h high commissioner in to "prohibit and regulate of land."

e publication of the white at Britain is inaugurating an for peace in the strife- Land following a break- consultations early this London with Arab and aders.

ite paper after referring lure of these negotiations

the new plan Jews would i to one-third of the popu-

Young Girl

stinned from Page 1)

le or more through

efore darkness fell a call over the forestry telephone m the settlement of Hunta rangers in the vicinity had he girl near a schoolhouse, iles from her home.

was brought into Cochrane pitalized immediately.

found, she was close to the t exhaustion and was unable in how she had become lost. ld searchers that she had he greater part of Monday n a deserted barn, and had again Tuesday morning in g weary trudge to find her

een Monday noon and Tues- ight she had gone without out obtained water for drink- urses from small streams d through the bush d Hunta.

SENT STATEMENT NORTH BAY RINK

a financial report of the North Rink and Auditorium Company released by President William tin today. The statement is ed in the advertising columns current edition of The

esident Rankin drew attention n expenditure of \$287 for a r heating system for hockey e and a \$50 refund to the Trap Hockey Club for lockers alled last year.

The new policy, aiming at Germany's and Italy's respec- tive "space for existence," was pro- claimed when an Italian delegation to the Vienna convention yesterday assured Germany of Mussolini's full co-operation in the Reich's efforts to regain its lost overseas posses- sions.

Mussolini's cabinet director, Dr. Mariengazzi, declared that "Italy will march at the side of Germany in the colonial question," to which General Franz von Epp, president of the Nazi Colonial Association, replied he felt sure that the colonial claims would be met "maybe in a year, or in a decade."

Von Epp at the same time declared it was a "mistake to believe that Hitler is unfriendly to England."

Admit Mistake In Reference To North Bay

Full responsibility for an incor- rect story referring to North Bay and appearing in Tuesday's edition of The Toronto Daily Star was assumed today by the Toronto office of The Canadian Press.

The story reads: "North Bay, May 16—(CP)—North Bay council, irate recently because members thought Sudbury officials had not invited them to Sudbury for the June 5 reception to the King and Queen, wrote today accepting the invitation. The invitation had been sent but not placed before the coun- cil. The council decided to pro- claim June 5 a civic holiday."

The Canadian Press, contacted today by The Nugget, admitted making an error. The Canadian Press, in rewriting a story, mistook North Bay for a protest lodged by Timmins.

Mayor Arthur Beattie referred to the incorrect report today. "There has never been anything like that here," His Worship stated. "We are very grateful to Sudbury for the invitation to attend the wel- come, which will be extended to Their Majesties."

Springer Twain Sentenced to Jail

Thirty-day jail terms were impos- ed on Archille Louiseize, Springer township, and his cousin, Arthur Louiseize, of Sturgeon Falls, when they pleaded guilty before Magis- trate J. H. McCurry today to charges of breaking and entering the home of Alec Danis, of Springer township, and stealing clothing and tools.

The two men were arrested by Constable S. Berard, O.P.P. of Stur- geon Falls, after he searched Arthur Louiseize's home and found some of the stolen goods. The break-in and theft was committed last fall, the officer said. Some of

Coming to

CAPITOL

De Luxe Train

(Continued from Page 1)

Pullman coaches and the second of these sleepers will accommodate members of the press and special guards for the quints.

For the train crew, a day coach is being taken along.

All Cars Done Over

All cars, disclosed General Man- ager Cavanagh today, have recently been reconditioned and all are prac- tically new paint jobs. Car "200" in particular has been given a thor- ough going-over in the T. & N. O. North Bay coach shops. The carpets have been taken up and fumigated and the entire car given a thorough cleansing.

Beds have been taken out of the three bedrooms in car "200" and cots substituted. The odd quint (she was yet to be selected) will occupy the centre bedroom along with one of the two nurses, while the other four quints will sleep in pairs, two to each of the adjoining bedrooms. Sleeping accommodation in car "200" has also been provided for the second nurse, the quints' teacher and the sisters' aunt, Miss Grace Demers who is housekeeper.

Car "200" like car "210" occupied by Dr. Dafeo and the guardians is self-contained. Each car has its own cook's galley and dining room, bath and shower. Neither Dr. Dafeo or the guardians or the quints themselves need move from their own cars.

Dining facilities of the cafe-par- lor car, said Mr. Cavanagh, are for members of the press, the train crew, the special guards and mem- bers of the Dionne family should they care to avail themselves of them. However, it is likely Mr. and Mrs. Dionne and children will have breakfast in the same car as their five quint daughters.

Menu for Quints

Miss Demers, the housekeeper, will prepare a special breakfast menu for the five sisters, a menu which the T. & N. O. has not yet printed.

The menu, specially designed by Engineering Department Draughts- man Russell Huntington of the T. & N. O. and already printed by the company is ready for the cafe- parlor.

For \$1 it offers to the press and guards the following breakfast:

- Orange juice, sliced orange or grapefruit
 - Choice of cereals with cream
 - Ham or bacon and eggs, eggs any style, liver and bacon, or sausage country style
 - Orange or pineapple marmalades, raspberry or strawberry jam, brambleberry or red currant jelly
 - Toast, muffins or hot rolls
 - Tea, coffee or milk
- Footnoted at the bottom of the

Plane Service

(Continued from Page 1)

was resumed for a day or two. Mild weather then set in and until Tues- day no further landings were made at North Bay airport.

During recent weeks airport crews have been busy laying drain- age tile along the landing strips, and in filling up soft spots. The runways are now in serviceable shape, though work is still being carried on to improve the drainage at the airport.

Trip No. 1, Toronto to Vancouver, arrives at North Bay 11.20 p.m., leaves for the west at 11.35 p.m.

Trip No. 1A, Montreal-North Bay- Toronto, arrives here at 10.55 p.m., leaves at 11.10 p.m.

Trip No. 2, Vancouver to Tor- onto, arrives at North Bay at 9.20 a.m., leaves at 9.40 a.m.

Trip No. 2A, Toronto-North Bay- Montreal, arrives here at 9.10 a.m., leaves at 9.40 a.m. for Ottawa and Montreal.

James R. Todd

(Continued from Page 1)

the chief workers in the move for the building of the much-discussed Frederick House Lake dam a pro- ject which was started to aid lum- bering operations as well as to pro- vide a natural feeding place for passing flocks of wild geese and ducks during the spring and fall of each year.

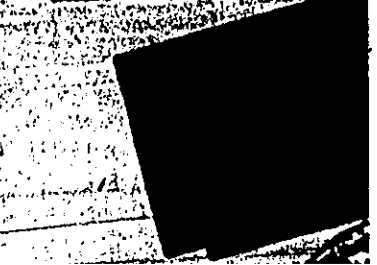
Another interest of the popular Schumacher merchant was that of his property at James' Bay. Mr. Todd was one of the first men to see the possibilities of the northern outpost as a tourist mecca.

FATAL EXPLOSION

Woolwich, England, May 17—Two workers in the Royal arsenal here died today of injuries suffered in an explosion in a cartridge shop this morning. Those fatally hurt were J. Oliver, 20, and G. F. Shaw, 33, both of Westham.

A. A. McIntosh

COOL CRISPE



id, she was close to the
 auction and was unable
 to see her. She had become lost.
 archers that she had
 reater part of Monday
 deserted barn, and had
 n Tuesday morning in
 ary trudge to find her

STATEMENT RTH BAY RINK

acial report of the North
 and Auditorium Company
 ed by President William
 day. The statement is
 the advertising columns
 urrent edition of The

BOATS OR RENT

5c Per Hour
 00 per Day
 ISLING SEASON
 IS NOW OPEN
 deal Boats for That
 Fishing Trip
 Enjoy an Outing

SUNSET PARK

TED JESSUP, Prop.
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 geon Falls, after he searched
 Arthur Louiseize's home and found
 some of the stolen goods. The
 break-in and theft was committed
 last fall, the officer said. Some of
 the stolen articles were since dis-
 posed of.

The two men were brought to
 North Bay and tried by Magistrate
 McCurry. No evidence was taken
 in the cases.

SKELETONS MYSTIFY INDIAN OFFICIALS

Brantford, May 17—Indian offi-
 cials speculated today on the prob-
 able identity of two skeletons found
 during excavation work yesterday
 under Ontario's oldest church, His
 Majesty's Chapel of the Mohawks.

Church records failed to mention
 any burial on the church site, but
 officials believe they were mission-
 aries who worked among the Atta-
 wandarons long before the Iroquois
 came. Officials said the remains
 will be reinterred in the spot where
 they were found.

lor car, said the train
 members of the press, the train
 crew, the special guards and mem-
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 grapefruit

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 style, liver and bacon, or sausage
 country style

Orange or pineapple marmalades,
 raspberry or strawberry jam,
 brambleberry or red currant jelly
 Toast, muffins or hot rolls

Tea, coffee or milk
 Footnoted at the bottom of the
 menu are the words "God Bless
 Their Majesties."

The legend "Dafos Nursery" is
 being painted on the sides of car
 "200" in the usual color style of
 the T. & N. O.—yellow and red on
 blue black.

Along the sides of the locomotive
 on the boards is being painted in
 the same color set-up the word
 "Quintland."

Beyond that, the "Callander
 Express" will have no further
 embellishments.

Senior employees of the T. & N. O.
 will have charge of the train. They
 are Conductor E. E. Sheppard,
 Brakemen D. B. Durack and F. A.
 Saunders, Engineer J. Fry and
 Fireman L. Doucette. These men,
 all citizens of North Bay, will take
 the train down and bring it back.

In the cab with the engineer and
 fireman will be two "pilots," Can-
 adian National Railways men, for
 the T. & N. O. crew will not be
 familiar with the route. The C.N.R.
 has yet to announce who will serve
 as pilot engineer and fireman.

Tentative schedule for "The
 Quintland," disclosed Mr. Cavan-
 agh, is departure from North Bay
 station of the Canadian National
 Railways at 7 p.m. Sunday, depar-
 ture from Callander at 8 p.m. and
 arrival in Toronto at 8:30 a.m. all
 times Eastern Standard. Toronto's
 Daylight Saving will make the time
 of arrival there 7:30 a.m. as far as
 the Queen's City Royal schedule is
 concerned.

Time of Toronto departure has
 been tentatively set for 1 p.m. Mon-
 day with arrival at Callander for
 7:30 p.m., although these times are
 subject to revision.

One of the last hard-end-baggy
 doctors, Dr. Jackson B. Felt, died
 the other day at Hamburg, N.Y.

Another interest of the popu-
 lar Schumacher merchant was that of
 his property at James' Bay. Mr.
 Todd was one of the first men to
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 11 a.m.
 Presby
 in the
 vidual
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A. A. McIntosh.



MILK-FED
Chickens
 5 to 7 lbs.
 Average lb. **32c**

GEORGIAN HAY
BUTTER
 First Grade ... **2 lbs. 49c**

GRADE "A" LARGE
EGGS
 27c \$1.00

FRESH
 Lake Trout lb. **19c**

FRESH PORK
 Tenderloins lb. **37c**

MILK-FED VEAL
 Chops lb. **25c**

ROASTED
 Roasts lb. **20c**

BACON lb. **37c**

Look! Look!

An Easy Trip to the World's Fair!

The Kinsmen Club of North Bay have secured a
 thoroughbred Terrier Puppy. He needs a name.
 Can you name him?

Is the person choosing the most appropriate
 name, in the opinion of the judges, The Kinsmen
 Club will present

TWO FREE TICKETS

(All Expenses Paid)
 to the New York World's Fair