

SUDBURY then & now

A
PICTORIAL
HISTORY





1. Aerial view of Laurentian University, Lake Ramsey and the City of Sudbury.

Photo by Karl Sommerer.

Sudbury Then and Now

**A Pictorial History
of Sudbury and Area**

1883 - 1973

E. G. Higgins

F. A. Peake

The Sudbury & District Chamber of Commerce, Publisher.

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Foreword

The Sudbury & District Chamber of Commerce welcomes this opportunity to pay tribute to our first citizens, the pioneer settlers of the village of Sudbury and the surrounding area. To these men and women who arrived from 1883 onward from the valley of the Ottawa, Quebec, Europe, Scandinavia and beyond, we wish through this book to record their achievements and express our appreciation. The railway builders, the lumbermen, the miners and their wives, who struggled to make homes for themselves in the New North, are the true founders of the city.

They came from all over, strong of spirit and of will. Indomitable, tireless, determined to make a good life, they congregated in the town and they lived in and loved the country. Because they knew no better, they despoiled many of the gifts of nature and yet, being vigorous souls they were closely attuned to nature. In total, they created a unique new community of English and French Canadians together with a substantial representation from the countries of Europe. They blended well in the Basin. Their individual contributions are legend, their cumulative contribution is our home as we know it.

We thank the authors for their efforts which have resulted in a carefully researched, pictorial document accompanied by an account in warm human terms of the birth and growth of the community.

It is our intention to continue and expand this record, for which reader contributions would be welcome, in preparation for our Centennial.

May all those who read this book enjoy it and finish with a renewed sense of pride in our community.

ROSS SMITH — PRESIDENT 1976-77
The Sudbury & District Chamber of Commerce

CHAPTER I

Before The Beginning

WHEN the first Europeans arrived here they called this "The New World" — as indeed to them it was. Only now are we discovering how old this new world is in terms of human occupancy and successive cultural waves of hunting, gathering, and agricultural peoples. For we are old, not as Stonehenge is old or as the pyramids are old, but really old — ice-age old.

Ten thousand years ago the Plano people were carrying on open pit mining at Sheguiandah on Manitoulin Island. The exposed, precambrian, chert-like rock found there made excellent tools and weaponheads. Cultures that succeeded these big game hunters of caribou, and possibly mastodon, (13: 11 & 13) continued to obtain the raw material for their spear and arrowheads, knives, scrapers, gouges, axes, drills and harpoon heads from this source. These were important items of trade and barter along the water routes of the then much larger Great Lakes and the Trent and Mattawa river systems.

About five thousand years ago a people known as the Northern Shield Culture became dominant in Northern Ontario. They captured the trade in hardware with their superior tools, weaponheads and ornaments of cold-hammered, native copper from mines and pits along the west end of Lake Superior. Such copper items have been dug up by cottagers on Lake Wanapitei* and the French River as well as much further afield.

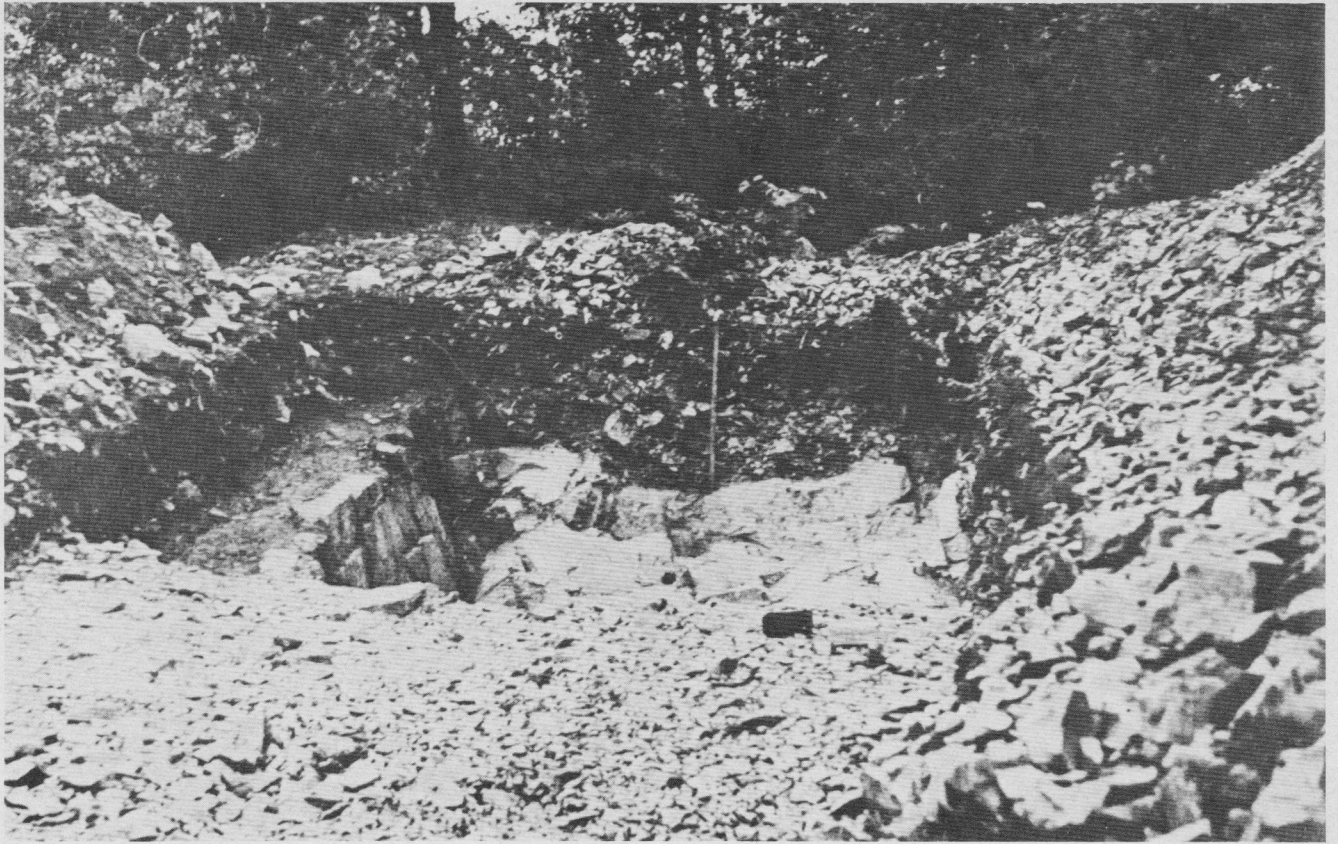
Now, centuries later, the people of our community are exploiting the Sudbury nickel irruptive to provide the materials for the tools, weapons, implements, ornaments and armaments of our culture.

* *River and Lake spelled Wanapitei, town and post office spelled Wahnapitae.*

The first Europeans who made contact with this area found a hardy, self-reliant people who led a semi-nomadic life following the food cycle of fish, game and plants they depended upon. These people were members of the great Algonquin linguistic group and the forebears of the present day native peoples of this area, members of the Potawatomi, Ottawa and Mississauga tribes. That they were numerous is shown by the number of reservations established in this area by the Huron-Robinson Treaty No. 61 of 1850.

Who the first white resident of the Sudbury area was is not recorded but from very early in the nineteenth century there was increasing activity and development by traders, missionaries, prospectors, miners, surveyors, lumbermen and government officials throughout the region.

When copper was discovered at Bruce Mines in 1846, the Montreal Copper Company was formed. They imported Cornish tin miners and production began shortly afterwards. (11:190) The discovery of minerals and the number of prospectors and others in this Indian Territory made the government of the Province of Canada West (Ontario) anxious to conclude a land treaty with the Indian inhabitants. In 1850, The Hon. William Benjamin Robinson was instructed to carry out these negotiations. Accordingly, a meeting of the chiefs and representatives of all the tribes living on the watershed of Lake Huron and Georgian Bay from Penetanguishene to Sault Ste. Marie and north to Batchawana Bay on Lake Superior was held at Sault Ste. Marie. On September 9, 1850, a treaty was signed ceding all this territory, as far inland as the territory covered by the Charter of the Honourable the Hudson's Bay Company, to Queen Victoria, her heirs and successors for ever. In return the government paid over to the Indians £2,000 in Upper Canada monies, and promised a perpetual annuity of £600 together



2. Prehistoric quarry, Sheguiandah, Manitoulin Island.

3. Copper tools, weapons and ornaments from the Northern Shield Culture.



with the lands of the reservations listed in the treaty and the privilege of hunting and fishing in all the lands ceded while they remained the property of the crown. In all, seventeen reservations are listed in this treaty, known as the Huron-Robinson Treaty No. 61. The reserves at Killarney (then called Shabawenaning), La Cloche and Whitefish are those named which are nearest to us.

Shawanageeshick, Head Chief of the Whitefish Band, signed the treaty on behalf of his band. The treaty describes their reserve as "a tract of land now occupied by them, and contained between two rivers, called Whitefish River, and Wanabitaseke, seven miles inland." (8:92)

In a deposition made to the Department of Crown Lands and contained in a report dated December 27, 1887, his son Mongowin, who succeeded his father as chief and who was an old man at that date, says:

"My father was Chief Shawanageeshick. He and his braves fought against the Long Knives in that war (1812). I do not remember when my father went away to war. I was very young and small. I remember when he came home here with his warriors. It was in the fall and there was a little snow on the ground at the time they came home. My father remained away during the whole time of the war, fighting until they made peace. He and his warriors never received anything for their fidelity to the Crown. I was at the Robinson Treaty with my father who was Chief Shawanageeshick. We went there at the request of Ironsides, the Superintendent. There are a great many of my people who remember the time of the Treaty, though they were not present at the Treaty.

Chief Shawanageeshick and his band lived (here) at the time of the treaty, and we had our gardens here. My father, and his father, and his grandfather, with his people lived here."

(Report to the Commissioner of Crown Lands re Complaints of Whitefish Band re sale of timber from their reserve. December 27, 1887, R.G.I. A-11-3, Vol. 10. Public Archives of Ontario)

There is little question that these original residents hunted, fished and trapped in what is now the city of Sudbury. Mrs. Howey records that the Indians' name for Lake Ramsey was Bimitimigamasing, and that they got whitefish from Lake Nepahwin although the existence of this lake was unknown to the villagers of Sudbury in 1883. (4:86) Almost certainly they trapped beaver and muskrats on what are now Nolin, Junction and Lily Creeks, for these animals are still found there occasionally.

The first known white residents in the general area were the factors of the fur trading posts. After the Peace of Paris in 1763, the English traders became very active westward from Montreal. In 1779 these traders formed the Northwest Company. The rivalry

4. A chief and his wife. Whitefish Indian Band.



between this and the Hudson's Bay Company became intense. Finally in March of 1821, the two companies amalgamated under the older company's name. (11:124)

The Hudson's Bay Company had established a post about 1820 at the mouth of the creek draining La Cloche Lake, ten miles east of the Spanish River in what is now the Spanish River Indian Reserve. It operated continuously until 1892. The Northwest Company had one on the west of La Cloche Island, built about 1790 and abandoned with the union of the two companies.

In response to the competition of the free traders, the Hudson's Bay Company operated a post on Lake Wanapitei near the mouth of the North River for the 1822-23 season. Then the post at Whitefish Lake,

south of Naughton, was built in 1824 and its factors must be considered our first known white residents.

In 1871 Thomas B. Ross became factor of the Whitefish post. Here his wife gave birth to eight children without medical assistance. It seems probable that Mrs. Ross might be a candidate for the title of first lady settler in the area, for according to Mrs. Howey, wife of the first doctor and longtime resident (4:72), the Ross's had a large garden, a cow and chickens. The root house near the original site of the post can still be seen. Since supplies were brought in twice a year by steamer from Goderich to Little Current and from there to the post by canoe and Indian paddlers, how they secured a cow is a fascinating question. It may have come from Manitoulin, which was open to white settlement shortly after 1862, but that does not answer, "How?"

5. A dugout canoe from Lake Ramsey.





6. Hudson's Bay Post of La Cloche, circa 1880.

7. Trapper's cabin, Sudbury area.





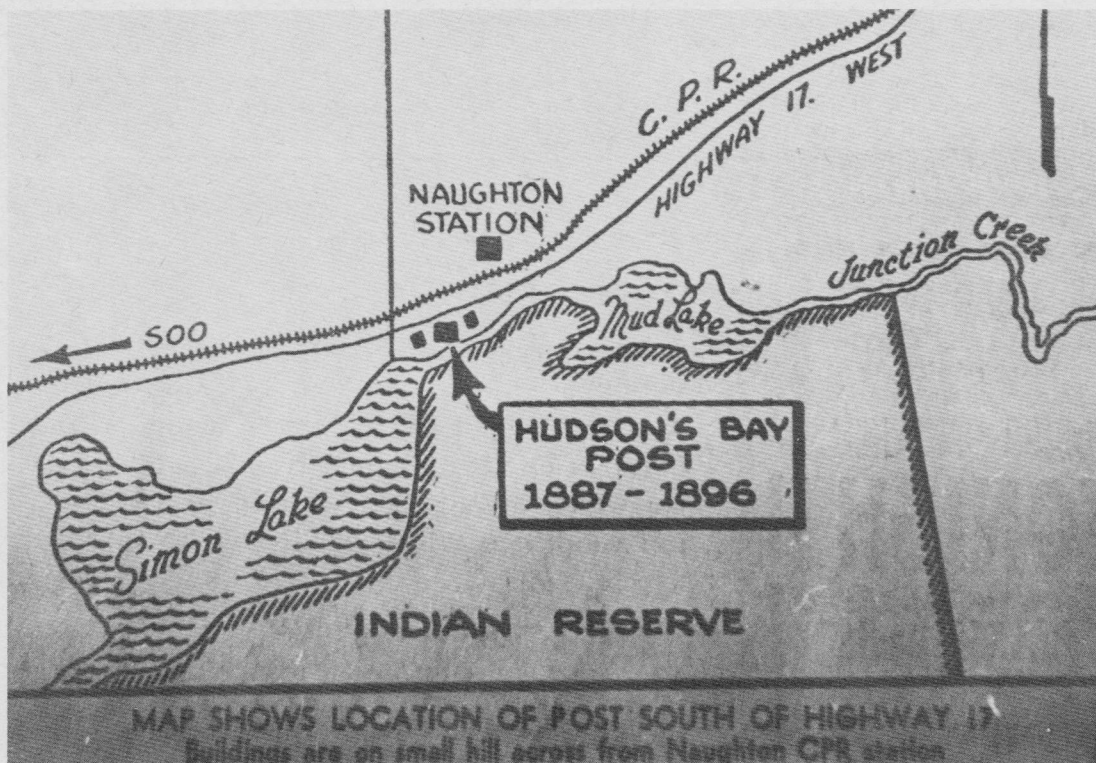
8. Andy Tyson and catch of wolves at Tyson Lake near Killarney.



9. Type of Hudson's Bay Company's post on Lake Wanapitei.

The Whitefish post was dismantled and moved to a location opposite Naughton railroad station in 1887 and continued to operate on this site until 1896 when

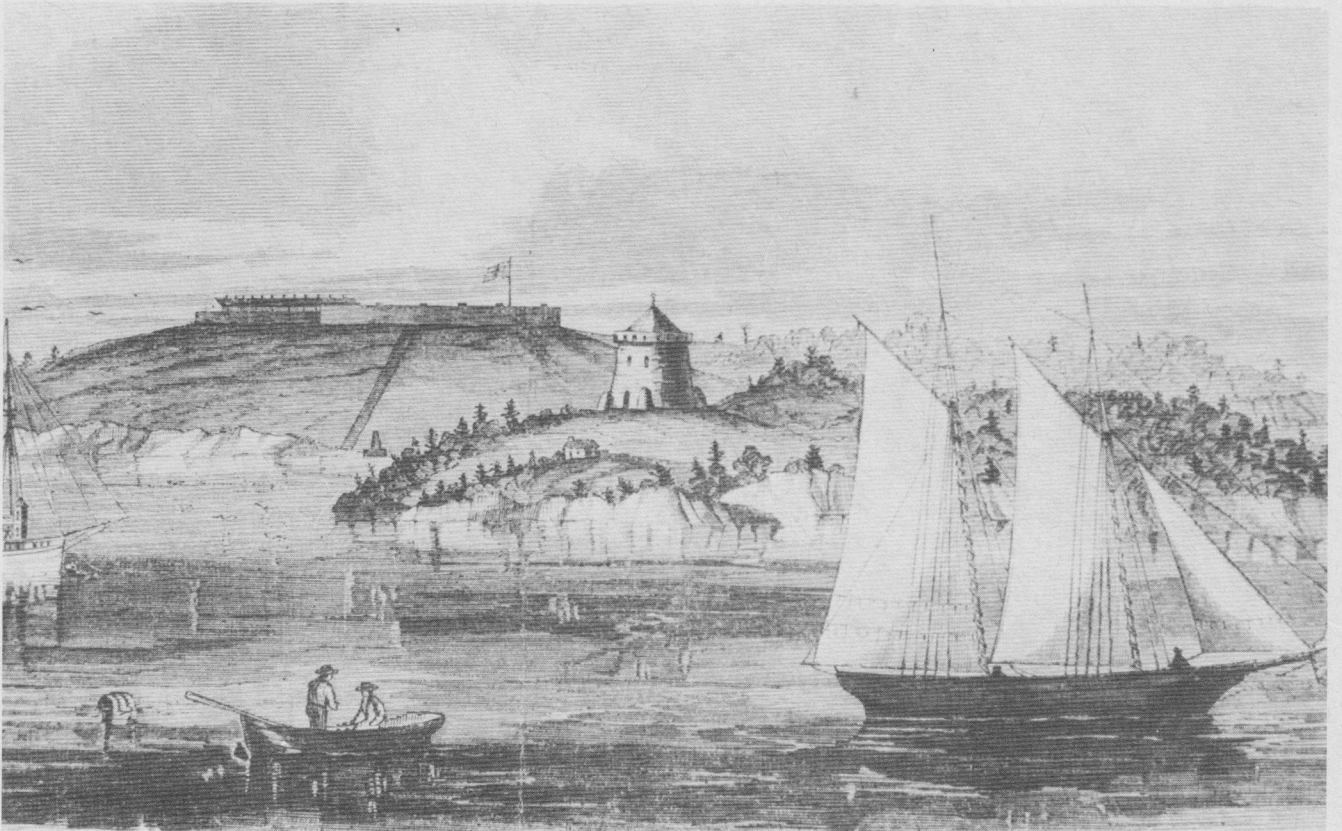
mining and lumbering activities and competition from the town of Sudbury made it unprofitable.





10. Hudson's Bay Company Whitefish Post store at Naughton site.

11. Fort William Henry, Kingston.



CHAPTER II

The Beginning

SUDBURY is the godchild of Sir John A. Macdonald, prime minister of Canada before and after Confederation. Before Confederation, Macdonald's Canada consisted of the British Colonies of Upper and Lower Canada which had been united in 1841 by an act of the British Parliament and consisted of the southern part of the present Ontario and Quebec. The other colonies of Newfoundland, Prince Edward Island, Nova Scotia, New Brunswick and a small part of what is now British Columbia were independent of each other, while the rest of the country was largely part of the huge domain of the Hudson's Bay Company.

It was Macdonald's ambition to unite these colonies and territories into a single country. His purpose was to protect them from being absorbed, piecemeal, by a large, growing and ambitious southern neighbour. Such a plan would also allow them to speak with one voice to the parliament of Great Britain which at that time controlled their destinies.

Macdonald had very real reasons to fear American designs. He had grown up in the garrison town of Kingston where the memories of the War of 1812 were very fresh during his boyhood. During his lifetime, the Rideau Canal (1832) and Fort William Henry (1836) had been built as defense measures for the future. During the 1850s a series of raids into Canada West (Ontario), were carried out by Irish Americans angered by Britain's "Irish Policy", (The Fenian raids).

The American Civil War ended in 1865. During it, Britain had befriended the cotton-growing South on which her cotton mills largely depended. Now the successful North had a large and victorious army. The trading posts of John Jacob Astor's American Fur Company in the Oregon territory were in fierce

competition with those of the Hudson's Bay Company, and the American-Russian Trading Company was active in Alaska and along the coast line. A controversy arose over ownership of the Oregon Territory. While our international boundary is now the forty-ninth parallel, during the election campaign of President Polk one of the slogans was, "Fifty-four forty or fight".

At last in 1867 Confederation became a reality. But only Nova Scotia, New Brunswick, Quebec, and Ontario agreed to join. That very year William H. Seward, the American Secretary of State, bought Alaska from the Russians for \$7,200,000.

Macdonald realized time was running out if he was to achieve his grand design. On December 1, 1869, he bought the Hudson's Bay's "Rupert's Land" for \$1,500,000 at the expiration of the Company's charter and annexed "The Northwestern Territory". Surveyors were dispatched to the Red River area to commence a survey of the newly-acquired territory and the properties being retained by the Hudson's Bay Company. This action aroused fear among the Metis that they might be expelled from their lands. Then, in the territory that was to become Manitoba, came the Riel Rebellion of 1869-70 and with it the possibility that Americans might come to Riel's support against the new Canada. The rebellion was quelled and in 1870 Manitoba became the fifth province. (5:30-31)

Macdonald stepped up his negotiations with the western colony and in 1871 British Columbia agreed to join Confederation on condition that the Canadian Government build a railroad to link it with eastern Canada within ten years, and that the railroad be started within two years. Unknown to everyone, Sudbury was on its way.



12. Tote road to Sudbury.

Like many other success stories, the birth, survival, and growth of this future temporary railroad construction camp into one of the principal mining centres of the world was the result of a series of fortuitous errors, narrow escapes, happy coincidences, hard work, faith and good fortune.

Sanford Fleming was appointed chief engineer and in 1871 he set out to survey sections of the route to the west. From Ottawa he followed the old voyageur route to Mattawa and Callander on Lake Nipissing. By April 10, 1872 the survey had reached Nipissing Bay. (6:77) Construction of the line between Ottawa and Callander was being undertaken by the Canadian Central Railway, the latter point being intended as the starting point of the C.P.R. for its western line. By 1881, however, construction had only reached Mattawa and on June 9th the two concerns amalgamated giving the Canadian Pacific Railway access to Ottawa and Brockville and, through connecting lines, to Montreal.

In 1879 and 1880, Fleming's surveyors worked on the section from Callander to the head of Lake Nipigon and explored a route up the valley of the Sturgeon

River and then in an approximately straight line to the north end of Lake Nipigon. In the following years various other routes were explored. In 1881 W. A. Ramsay was hired and began a westward survey from Callander to connect with the survey of a party under G. H. Middleton, working eastward from the mouth of the Spanish River. (9:66) This was the "Sault Line". The proposed plan was to construct it to provide a connection with a steamship route to carry supplies and passengers while the difficult Superior-North Shore section of the rail line was under construction. Fleming's proposed route was discarded, he was retired and in April 1882, the Government agreed that a portion of the Sault Ste. Marie branch should become part of the main line and the whole was authorized from Callander to Algoma Mills, 191 miles. (6:106) Plans were drawn up for a tourist hotel at Algoma Mills, and three steamships were ordered from Great Britain. (7:106)

In December of 1882, plans were again changed and it was decided that while the Sault line would be an immediate priority, the main line would follow a more direct route westward and turn off at a point about 100 miles west of Callander, i.e. the future Sudbury.



13. Buildings in C.P.R. camp of Sudbury Junction 1883.

James Worthington, who had been a construction manager for the Canadian Central Railway, was to be in charge of the main line west from Callander and the Sault Line as far as the Vermillion River crossing and Harry Abbott was responsible for the Sault Line east from Algoma Mills to the Vermillion crossing.

In a summary report of the secretary of the company (Charles Drinkwater) in February of 1883, it was stated that track has been laid forty miles west from Callander and for twenty-five miles east from Algoma Mills. (6:107)

This section had been surveyed by W. A. Ramsay's crew working westward. When the final survey was made, the route was staked down the centre line of what is now part of Howey Drive with the Sault Line junction in its present position west of the corner of Elgin and Larch Streets, 442.7 rail miles west of Montreal. Returning homeward after meeting up with Middleton's party, Ramsay and his men cut behind the rocky hills north of the lake and the original location of the line on Howey Drive. Since they could not see the lake they had passed working westward, it became "Lost Lake". (4:52)

An area on the survey line east of Sudbury had been burned over by a forest fire. When Worthington's cutting crew came through, this greatly facilitated their work and Worthington, in a gesture that seems out of character with Mrs. Howey's description of his personality, congratulated Ramsay on his "good judgement" and named the lake in his honour. So our lake with its beautiful Indian name of "Bimitimigamasing" was briefly "Lost Lake", and then "Ramsay Lake", that we spell "Ramsey".

It can scarcely be said that hot on the heels of the surveyors came Worthington's cutting crew. Worthington's experience with the Canadian Central Line up the Ottawa Valley had accustomed him to a more leisurely pace than that expected by William Cornelius Van Horne, now general manager of construction, who brooked neither excuses nor delays. The whole of 1883 was taken by Worthington in bringing the rails from Sturgeon to a short distance beyond Sudbury, a total of 70 miles. In three seasons he had completed only 130 miles of railroad. Relations between the two rapidly chilled when Worthington failed to act on Van Horne's urging to increase the number of horses and the amount of equipment for



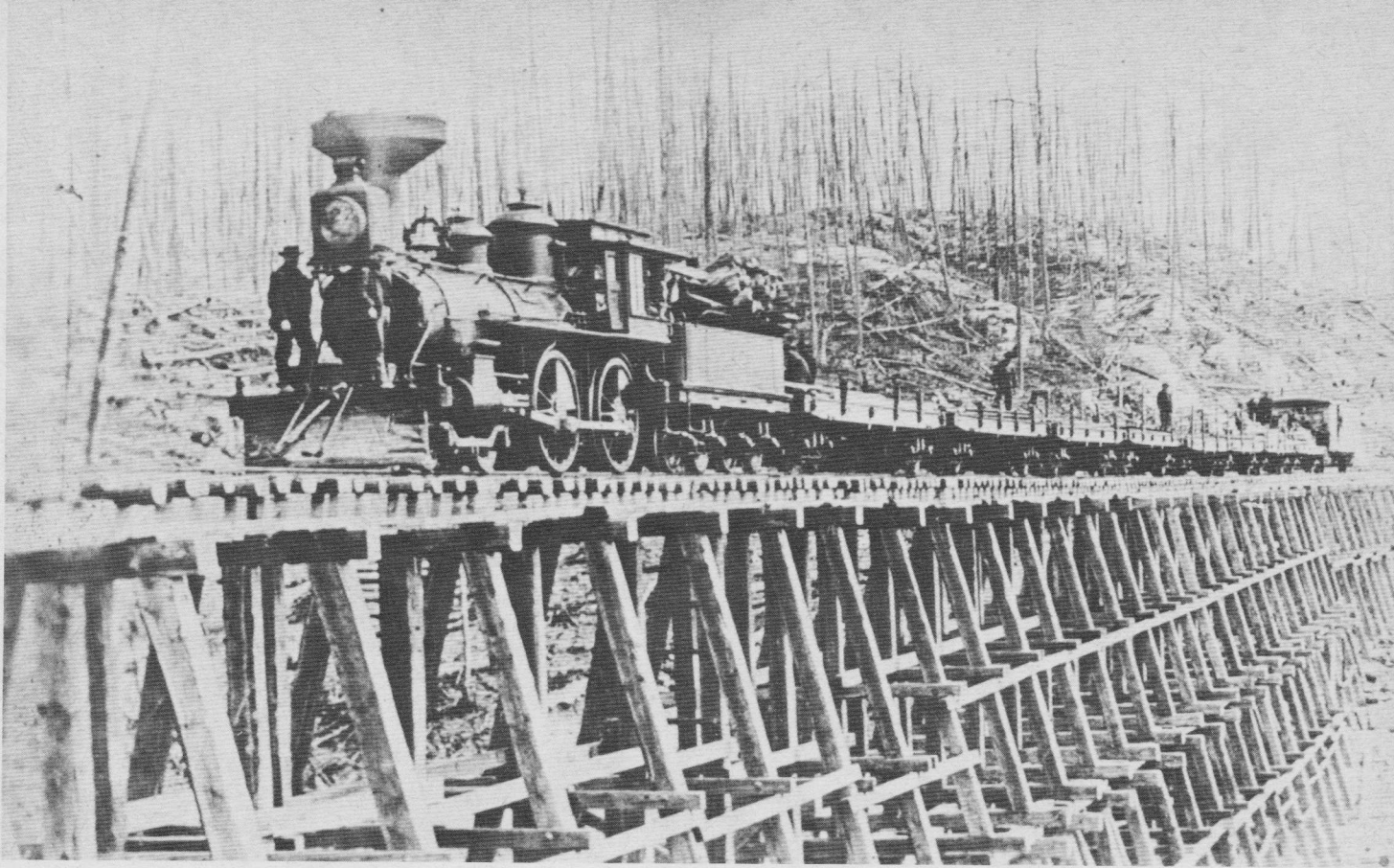
14. Typical construction camp cookhouse.

his work force. In the spring of 1884, Worthington retired. He was replaced by Abbott who had pushed the Sault line from Algoma Mills to the Vermillion crossing. (7:129-130)

There was a standard procedure for construction of the railway. After the surveyors had found a route with acceptable grades (for wood-burning, steam locomotives) one of the cutting crews came through swamping out a tote road beside the future line. Along this single wagon track all the supplies and equipment needed to clear and build the grade would be moved forward by wagon or sleigh while orders and mail would be carried by messengers on horseback. Such would be the only system of transportation and communication until telegraph wires were strung and the first work train arrived on the newly laid track. This did not occur for another nine months after the first buildings in the future Sudbury were hastily thrown up in March of 1883. So it was stumps, bumps, and mud, then lumbermen's red pointer boats rowed the length of Lake Ramsey by French Canadian oarsmen. These were the C.P.R.'s freighters and the only boats on the lake at this time.

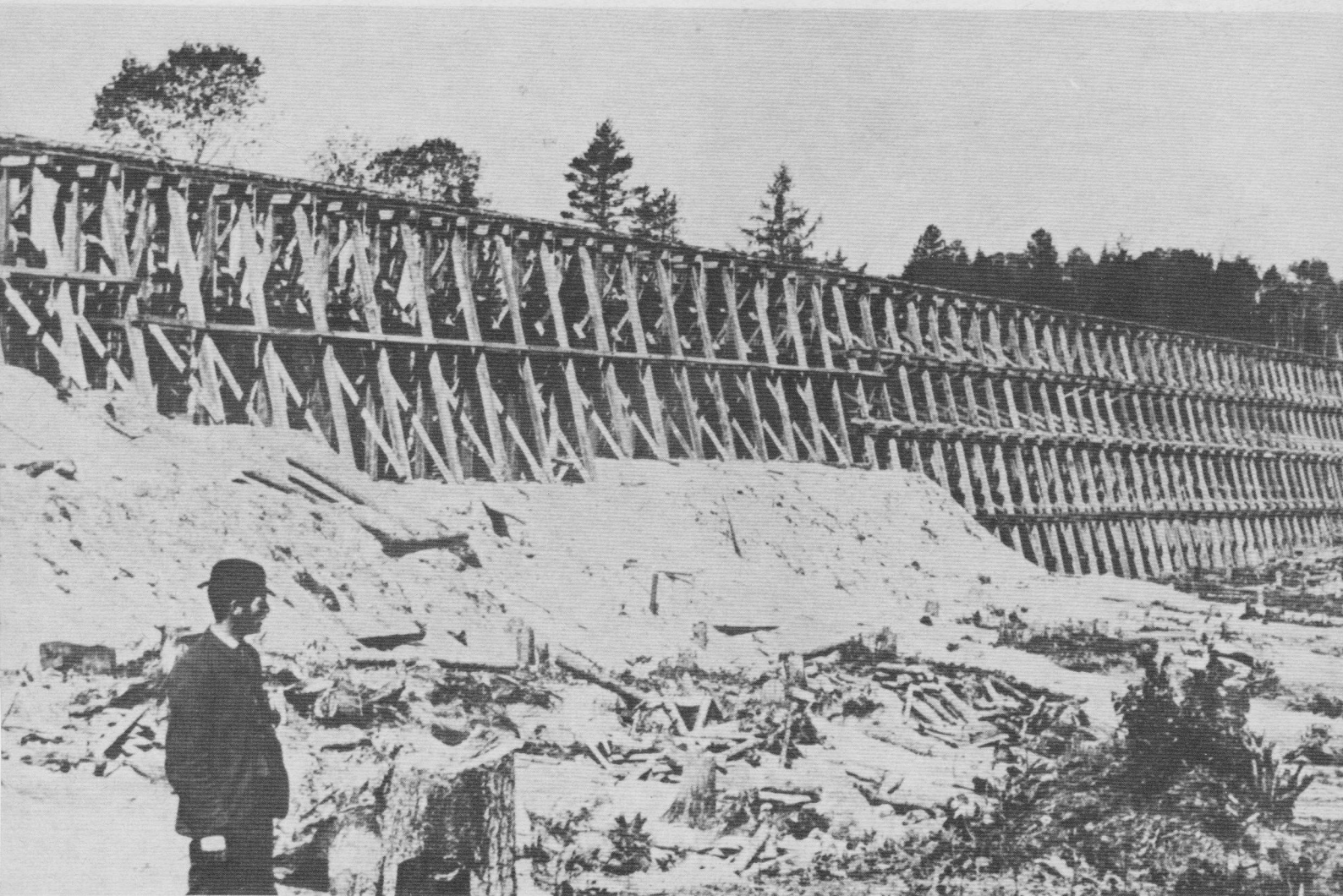
About every six miles this advance crew constructed a rough cabin for themselves and for the construction crew following. Nearby a stable was built for the horses. These camps had to be within distance of not more than three miles from the work point. They were patterned after those that had long been in use in the lumber camps, made from the materials at hand in this wooded area. The cabin for the men was known as a "comboose". Usually it was square with low side walls of logs chinked with moss. The roof was made of split logs scooped out with an adze and laid from eave to roof ridge with the scooped side alternately facing up or down and overlapped, to form a reasonably waterproof shelter. Around three of the interior walls were bunks fashioned from poles and filled with hay or spruce boughs. In the middle of the cabin was a log rectangle filled with sand with a square opening in the roof directly above it. This fireplace served as a cook stove, central heating, and lighting system. Some of these rough cabins had a glass window, but often oiled paper or an empty flour sack was fastened over an opening in the logs instead. (4:13)

A larger camp was erected at every second site. This



15. Supply train on trestle east of Sudbury, 1883.

16. Railway trestle east of Sudbury 1884.





17. Lumberman's "pointer".

would include log buildings for a blacksmith shop, harness shop, carpenter, a store and office combined for clerks, bookkeepers, a post office, and telegraph operator. It also included a boarding house for these latter employees.

The third type of camp was the largest and known as a general headquarters camp. Sudbury was established as one of these self-contained villages. As such it was a company town and the townsite and all the buildings were owned by the railway.

The larger crews which followed the advance guard cleared the right of way of timber, brush and windfalls, opened pits for fill to maintain the grade across valleys, made rock cuts and constructed the first temporary trestles over streams and gullies.

Well behind the grade builders, the work train inched cautiously to the end of the temporary rails bringing ties, rails, spikes, fish plates and other construction materials.

Then followed placing of more ties and the laying of the iron, spiking it down and adding a minimum of ballast. Many months of work still remained in the

construction of switches, stations, freight sheds, signal lighting, section men's homes, coal chutes, water tanks, and all manner of things, but the final operation of the actual track laying was the lifting, levelling and ballasting of the roadbed.

When the first supply train huffed cautiously over the wooden trestle spanning Junction Creek, on November 28, 1883, Sudbury was an established headquarter's camp and company town. All the land and all the buildings belonged to the C.P.R. As yet there was no station but the company had a number of log structures.

The closest saw mill was at Sturgeon Falls until sometime during July or August when Leach & Brown established a steam-powered mill on Minnow Lake close to the tote road.

Any passenger arriving on one of the flat cars of the first supply train would have passed Leach & Brown's mill, watched their wagon teams hauling boards to Sudbury along the tote road, passed the big red pointers, or lumbermen's plank boats, pulled up on the shore of Lake Ramsey, waiting to be taken further west now they were no longer needed as freighters on the lake. The train stopped just past the temporary trestle over Junction Creek to take on water as the wooden water tank was not yet finished. Then it pulled ahead to a shed and piles of cordwood in the 'Y' between the mainline and the Soo branch, the site of the two-storey frame station which would be completed the following spring.

As the crew loaded cordwood into the tender behind the engine, the transfer of supplies and equipment to wagon teams commenced. The few officials and passengers climbed down from bales of hay, bags of oats, and other seats they had found and made their way to McCormick's boarding house, the future Balmoral Hotel, a large log structure in the middle of what would become Elm Street at the Elgin Street corner. Supper at one long table was served by the daughters of the host, Susan, Molly and Nelly. The guests helped themselves from vegetable dishes of boiled potatoes and cabbage and a platter of fried side pork. These were washed down with cups of green tea, and followed by home-made bread and stewed cranberries.

After dinner a stroll around the camp revealed its extent. Earlier in the year Francis Bolger had completed the survey of McKim Township for the Commissioner of Crown Lands. Now James L. Morris, Public Land Surveyor, was completing his layout of the town, but as yet only Elm Street from the jail on the west to the creek on the east and Durham Street



18. Jessica Smith's cabin 1883, later a C.P.R. boarding house.

from the railway tracks to Father Nolin's partly finished presbytery existed. Along with these was the tote road which meandered across town from Elm and Durham, down the slope of Larch Street to the creek flats, later filled and landscaped as Memorial Park, eastward up the rocky slope, and off along the edge of a swamp and then to Romford and beyond.

On the north side of Elm Street east, near the bank of Junction Creek where Eaton's now stands, was the combouse and stable built by the advance crew cutting the tote road and clearing the right of way, probably the first buildings in the new camp.

Then there was Jessica Smith's cabin near the southwest corner of Cedar and Lisgar Streets. He was the C.P.R. scout, sent on in early spring with orders to prepare the roads and the first accommodation for the workers who would be arriving in a few months. This cabin was later operated by Henry Smith as a boarding house for visiting officials. Dan Dunn's boarding house was in operation on the northeast corner of Elm and Durham Streets, while across the road where Woolworth's now stands, was the small log C.P.R. store operated by Robert Burns, later by

Stephen Fournier, and containing Miss Boyd's telegraph office. At the north end of Durham on the far side of Nolin Creek the square, pine log presbytery was under construction, while nearby was the tiny house and stable of Father Nolin.

The valleys of the two creeks had been filled with a beautiful stand of white and red pine and these formed both the material for the buildings and the surrounding backdrop. Here and there a number of the mechanics and tradesmen had built temporary cabins for their families and now that the saw mills were in operation, frame structures were also appearing. Along Elm Street from Durham to Elgin were the tents and wooden shacks of the first merchants.

Up the Elm Street hill on the west side of the tracks was the residential section with the log hospital, the jail, the doctor's home, and homes for several of the railway officials.

Along the rail line were the supply dumps, the paint shed, the oil and grease storage, the dynamite bunker, the blacksmith shop, carpenter shop, offices, stables,

harness makers and warehouses for tools and stores. Unidentified as to location were the bunkhouses and cookhouse for the navvies.

While the camp bustled with activity and purpose it was not a thing of beauty. At this time it was not seen as a permanent settlement. The buildings were utilitarian, devoid of paint, and surrounded by the debris left from their log construction. Since they were on newly cleared land, two on-going problems were dust or mud, and insects. It was a partly burned over area; swamps and low areas provided a source of mosquitoes while the flowing creeks were breeding grounds for black flies.

The lot of the workers on the construction crews was not attractive. The work was hard and often dangerous. Construction was pushed on during the winter months, although at a slower pace. The bunk houses offered no privacy. Strict discipline was enforced by the cook in the dining hall. The men were expected to eat, not to talk. Posters advertising for men offered wages of \$1.50 per day less board at \$4.00 per week. Until the supply train could reach the camp only supplies which could be brought in over the tote road without too much spilling or spoilage were available to the camp cook and the few private households. Flour, tea, pork, beans, lard and some sugar were the cook's principal resources.

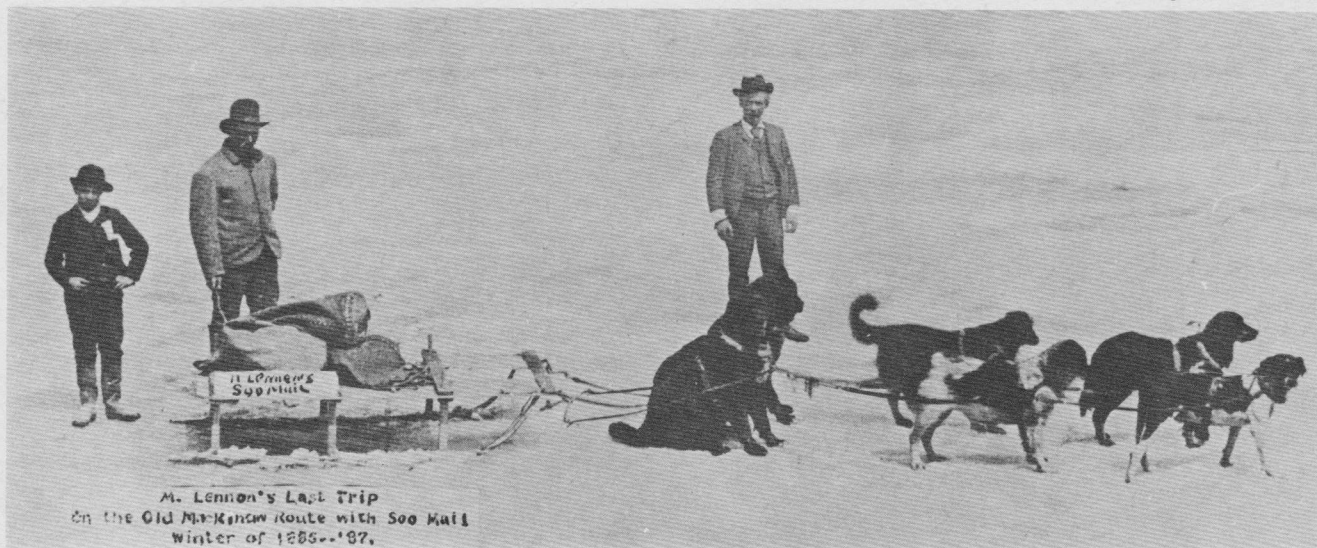
North Bay was brand new and Mattawa was a Hudson's Bay post and lumber town. Consequently the nearest source of eggs, butter and fresh vegetables was Pembroke and its farming area. (4:71) Surely homesickness and boredom must have been serious problems.

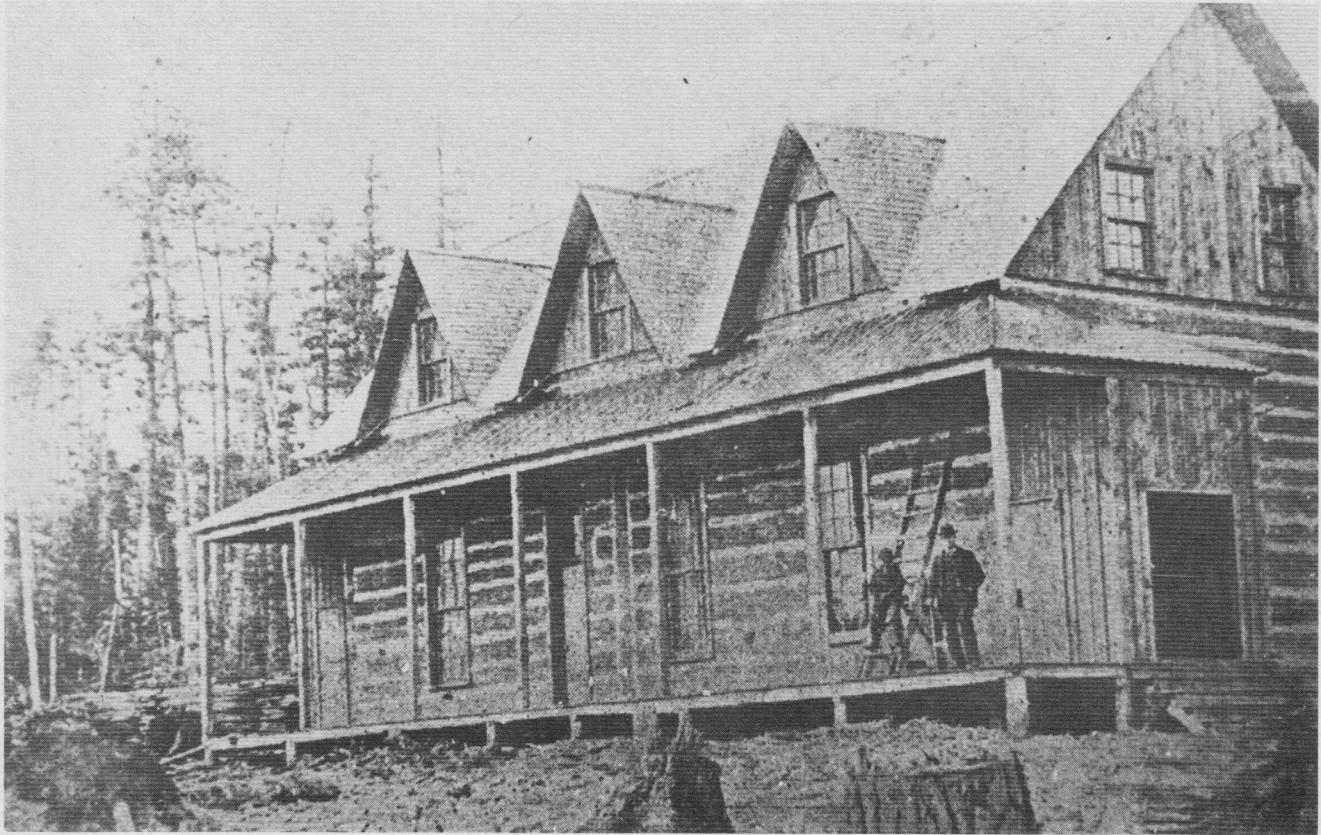
The power of the company was supreme. The manager of construction was also the Justice of the Peace. The railroad came under the statutes of the Public Works Act and no alcohol was allowed on company property. There was no such thing as a union and men could be fired, arrested, tried and sentenced by one man, James Worthington, Manager of Construction.

Here then was a camp of hundreds of strong construction workers with nowhere to go on Saturday night and nowhere to spend money except at the company store or by mail orders. The opportunity and the challenge were too great to be ignored. Pedlars, salesmen, prostitutes, liquor sellers, and rogues of various sorts appeared to offer their wares.

The salesmen and pedlars offered a legitimate service to the community. When the others were ordered out of town, "hideaways" were set up off the tote road and the word soon spread to the camp. The ensuing celebrations were a great way to let off steam. But the fights, runaway horses, damaged equipment, accidents and other side results were constant sources of exasperation to the officers responsible for progress on the line. So serious was the problem that early in 1883 Mr. McNaughton was appointed stipendiary magistrate and a "lockup" was built on five acres about where the court house now stands, even before the C.P.R. had obtained title to the townsite. Naturally anyone arrested for smuggling or selling whisky was dealt with severely. However, the profits were so enormous that there were always vendors willing to take the risks. The gains were often increased by peddling adulterated products which were compared to a mixture of strychnine, chain lightning, the wrath of God, and old rye! (10:115)

19. Method of mail delivery until the Sault branch line was completed.





20. Father Nolin's Presbytery 1883.

These get-rich-quick merchants employed hollow tin vests, rubber dolls, or tins and kegs with small central tubes. These containers, if not examined too closely, appeared to be filled with legitimate merchandise such as coal oil or molasses. When the supply trains could reach Sudbury much larger containers were smuggled aboard and rolled off to waiting accomplices on the edge of town. (4: 124)

The Sault line was completed from Algoma Mills to Sudbury in 1884, but only sufficiently to remove the work train and materials stockpiled to extend it to the Sault. No further work was done on it for two years and this provided the liquor runners with an unpatrolled supply route from the Algoma Mills docks. Its closure also swelled the population of Sudbury as men, officials and a few families moved to work on the main line.

The churches too, were represented by dedicated men who walked, snowshoed, or rode the flat cars from North Bay westward through Beaucage, Meadowside, Sturgeon Falls, Cache Bay, Verner, Warren, Hagar, Markstay, Hill Crest, Stinson's (Stinson's gravel pit, named for the roadmaster), Wahnapiatae, Romford, to Sudbury Junction. (7:106)

Even before the settlement of Sudbury became a

reality the Anglican and Roman Catholic churches had appointed missionaries to work among the railway navvies and others living in the area. The Anglican missionary was Gowan Gillmor, later Archdeacon of Algoma, who at that time was a lay reader. Gillmor later wrote of his experiences in these terms:

"From 1883 to 1885 I was a travelling or rather a tramping missionary on the C.P.R. line then being constructed. I walked the track, winter and summer, from Blind River on the Algoma Branch to Sudbury (over 100 miles); from Sudbury west on the main line to Missanabie (over 200 miles); and from Sudbury east to North Bay (some 80 miles).

I ministered to the construction people, numbering about 5,000, holding services as I went along in camps, shanties, and box-cars, and slept in these overnight; and my experiences were of the roughest. These people were from all parts of America and Europe, speaking all languages. Typhoid fever was the scourge of railway construction, and rough temporary hospitals, all along the way, were crowded with the sick and dying. My experiences in those hospitals were varied, solemn and awful; they have given me unforgettable memories." (10a:29)

Roman Catholic ministrations in the construction era were carried on by two Jesuits, Francis Xavier



21. Rear view of same presbytery today.

Santerre and Joseph Specht. No doubt their experiences were much the same.

The railway line reached Sudbury in November 1883, and the settlement began to take on something approaching an air of permanence. The Roman Catholic church at once appointed a resident priest, also a Jesuit, in the person of Jean Baptiste Nolin. An early record relates that in August 1883, even before the arrival of the steel, he built a small house which he converted into a stable while he himself lived in a tent. For a short time he boarded with the McCormicks who, incidentally, had the first cow in the village. Then, in October, Father Nolin with the aid of men from the railway company, built the two-storey log presbytery on the north bank of the creek named in his honour. The bricks, window glass and furniture from Montreal were transferred to C.P.R. boats and rowed from the east end of Lake Ramsey. The first mass was celebrated in the building at Christmas 1883 and it continued to serve until the new Ste. Anne's church was completed in 1889. The presbytery, although restored, forms the nucleus of St. Anne's rectory and is the oldest building in Sudbury.

The original name, Ste. Anne of the Pines, is an interesting commentary on the state of the countryside in those days. The church was said to have been the "principal ornament of our town from an architectural point of view." (*Sudbury Journal*, March 22, 1894). Even before it was completed it was burned down, and, since it was inadequately insured, was replaced by the more modest structure which still stands.

For the Anglicans, Gillmor continued to hold services where he could and as frequently as he could, as is shown by his diary:

"I held services at Sudbury on Sunday, October 7th, 1883. On November 4th, 1883, at Lorrimer's Shanty down on the creek near the present railway station. On 11th, November 1883 at Dan Dunn's. Held service at the new Court House, Sudbury, a frame building standing near the present gaol on 3rd, February, 1884 . . .

" . . . Chose the site at Sudbury for church and parsonage 29th August, 1886."

(Letter to the Reverend P.F. Bull, November 29, 1927. Archives of the Church of the Epiphany.)

Other lay readers succeeded him and not until 1890 was there a resident priest in Sudbury. In that year the Reverend Charles Piercy moved from Hilton Beach on St. Joseph's Island. Before he arrived plans had been made for the erection of a church on the property secured from the C.P.R. by Gillmor. The church was opened in November, 1890 and a bell tower and bell added in 1894.

The Methodists moved rather more rapidly in getting permanent work started. A minister was appointed by the Montreal Conference in 1884 but his name is unknown. He was succeeded almost at once by Silas Huntington during whose ministry the first chapel, a frame building seating 125 persons, was built at 40 Beech Street. J. C. Cochrane, another early Methodist minister, has recorded a story, which may or may not be true, of the way in which some of the funds for the new chapel were raised. He wrote:

"Mr. Huntington was preaching one Sunday afternoon to a small congregation in the dining room of a Sudbury boarding house. When the time came to take up the offering the proprietor picked up a serving tray and started through the house. As he was passing a bedroom door he stopped, listened for a moment, then grinning he entered and to a group of construction foremen who were playing poker he quietly said, "Put the jackpot on the tray or I'll call the preacher." The request was complied with and over three hundred dollars were transferred to the tray, the men begging the proprietor not to tell the minister. While Mr. Huntington wondered at the size of the offering, he did not know until later what prompted its generosity."

(J.C. Cochrane, Trails and Tales of the North Land, Toronto: United Church of Canada, 1934, p. 44)

The first Presbyterian services were held in the spring of 1886 by W. D. Roberts, a theological student from Montreal. The services were held in the court house and were continued in the following summer by Samuel Rondeau, also from the Montreal Presbyterian Theological College. Rondeau returned as minister some years later and at that time served as secretary of the local Masonic lodge.

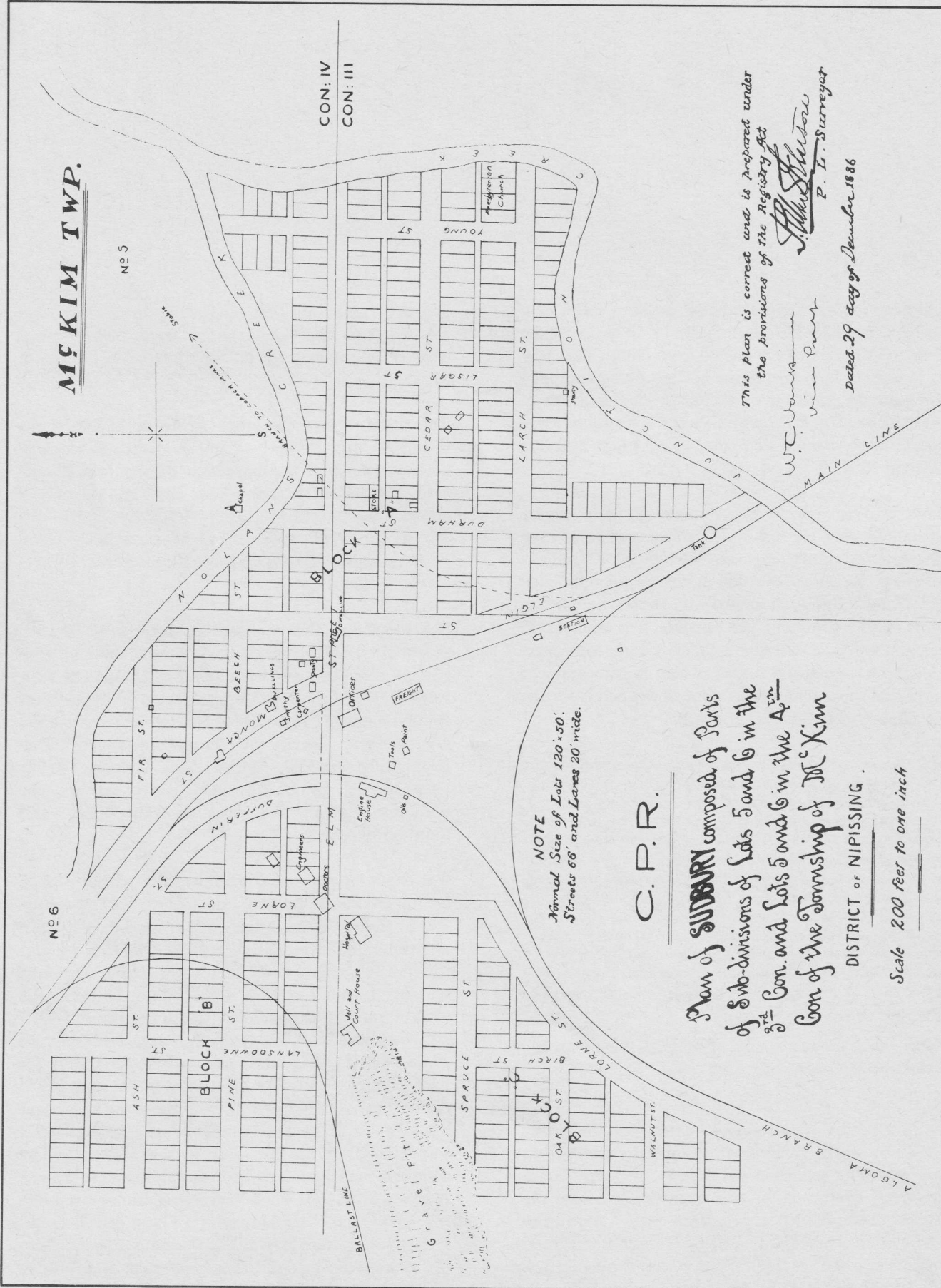
Property adjoining the Anglican church lots was secured from the C.P.R. and a frame building was erected and opened for public worship on December 22, 1889.

The work of the Salvation Army in Sudbury was begun in April, 1895, by Captain Harvey Banks who held meetings in the basement of the McCormick Hall. The following at first was small but by diligent efforts the numbers grew and by 1902 the Salvationists had permanent quarters of their own on Durham Street, furnished through the generosity of a local merchant.

Sudbury has always had a fairly large Jewish community. Of the eleven living here in 1891 most, if not all, seem to have been relatives of Dan or Max Rothschild. In the next decade others arrived: Harry Endleman, who became Dan Rothschild's right-hand man; Harry Harris, a brother-in-law of Dan Rothschild; Haskell Moses; Sam Helpert; Benny Greenspoon; Aaron Silverman; Dave Jacobs, who built the Golden Ball store on Elm Street; and numbers of others.

It was not long before a rabbi was brought in both to conduct sabbath worship and to instruct the young. Rabbi Henry Moses Atlas came from Latvia in 1905 and remained in Sudbury until 1911. During his time the first synagogue was built. It was a brick structure on land provided by Dan Rothschild at Dufferin and Pine Streets. In the orthodox Jewish tradition the area on the ground floor was reserved for male worshippers while women and children were accommodated in the gallery above. Rothschild lost most of his property in the fur crash of 1921 and in the process the synagogue was also lost. In its place a large house on Cedar Street was secured, on the site of the present Canadian Tire company parking lot, and converted into a synagogue. It served until 1961 when the congregation moved into the new Shaar Hashomayim ('Gates of Heaven') synagogue on John Street. The present synagogue is in the conservative tradition where men and women worship together.

MCKIM TWP.



This plan is correct and is prepared under the provisions of the Registry Act

W.C. Vanarsdale
P. I. Survegar

Dated 29 day of December 1886

NOTE
 Normal Size of Lots 120' x 50'.
 Streets 66' and Lanes 20' wide.

C. P. R.

Plan of SUBURBY composed of Parts
 of Sub-divisions of Lots 5 and 6 in the
 2ND Con. and Lots 5 and 6 in the 4TH Con.
 of the Township of McKim

DISTRICT of NIPISSING.

Scale 200 feet to one inch

CHAPTER III

The Village Of Sudbury

THE C.P.R. purchased the four hundred and seventy acres comprising the townsite of Sudbury Junction from the Commissioner of Crown Lands as "Mining Lands". They comprised the north half of lots five and six, concession three, and the south half of lot six, concession four, in McKim Township. The deed, signed on behalf of John Beverly Robinson, Lieutenant Governor of Ontario is dated September 17, 1884. The company paid four hundred and seventy dollars for its purchase! On January 2, 1886, for an additional ten dollars, they purchased the land between Elm Street and Nolin Creek from Elgin Street east to where the creek crosses Elm Street.

Apparently Father Nolin was not concerned about such details as ownership of the land when he built his presbytery in 1883. It was not until the 27th of April 1886, that the province made a grant of the ten acres upon which St. Anne's was built to the Roman Catholic Diocese of Peterboro. The Rev. Harmidas Caron S.J., saw things differently, and on May 14, 1886, in consideration of three hundred dollars, a deed was issued to him for all of lot five, concession four of McKim Township, except the two parcels noted above to the C.P.R. and the diocese of Peterboro respectively, an area of three hundred acres!

In all of these deeds the pine trees were specifically reserved for the crown but there is no evidence that this condition was honoured.

The boundaries of the "L" shaped townsite were: on the west Regent Street, north to Kathleen, east to a point due north of Elgin Street, south to Nolin Creek, east on Nolin Creek and Elm Street to Carlton Street, south to Douglas Street, then west on Douglas Street to Regent Street.

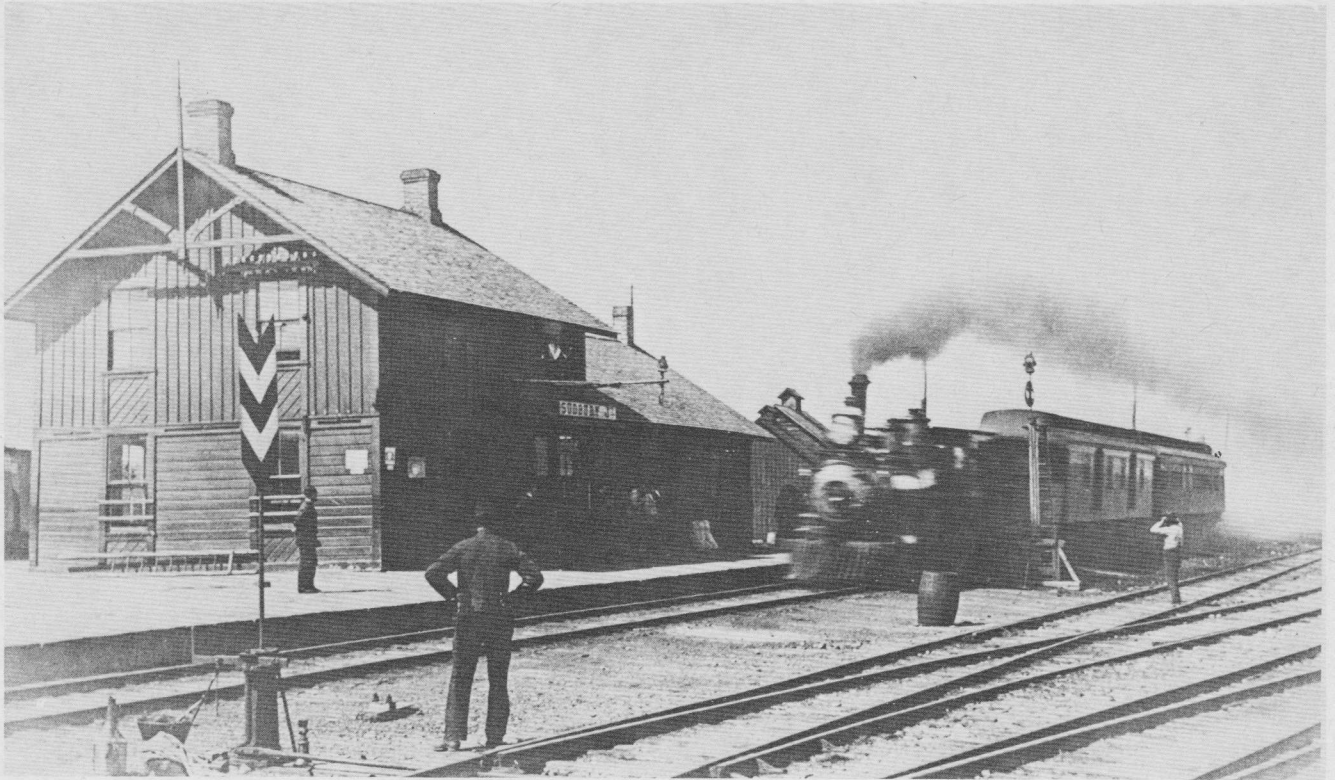
The Roman Catholic church owned the land from Elgin north to Wilma, east on Wilma to the east side of Notre Dame, south to Elm and west on Elm and Nolin's Creek to Elgin Street.

Surveyor Morris had his lines staked and the street names on his map long before many of the streets were chopped clear of the forest.

The company had a standard pattern of naming the streets of its townsites. North-south streets were named after governors general (Frood Road was formerly Monck Street) and east-west streets bore the names of trees. These names which still identify the area of the old town are duplicated in the Towns of Cartier and Chapleau.

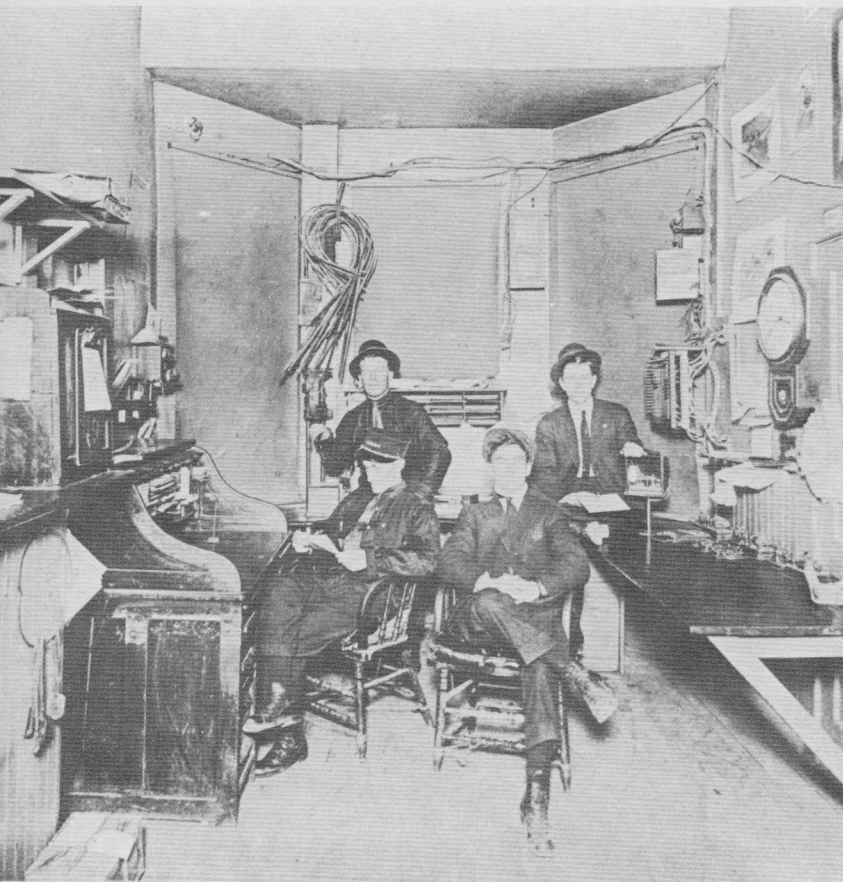
The townsite chosen by Worthington early in 1883, lay in the valleys formed by Nolin and Junction Creeks. Local tradition has long held that Worthington named the town in honour of his wife's birthplace in Suffolk, England. Perhaps, but Romford and Chelmsford are also on the rail line from London to Suffolk. It seems equally probable that this wife of a second marriage was asked by her busy, harassed husband to suggest some names for the construction camps he was establishing and that she offered these names from her childhood memories of home.

It was a typical frontier community. Along either side of the dirt road which was Elm Street, from the railroad crossing to the present shopping centre, straggled a collection of frame buildings, log structures, tar-paper shacks and tents. In front of these was a plank sidewalk raised a foot above the road level. This gave pedestrians some protection from mud, water and slush, until they had to cross the road. Durham Street north sloped steeply down hill to Nolin Creek which was bridged with logs and planks



22. Sudbury station, probably late 1880s as locomotive is a coal burner.

23. Station agent's and telegraph office.



to the path to Father Nolin's mission chapel. Durham Street south connected with Elgin Street which began at Durham and paralleled the railway. A number of stores, restaurants, boarding houses and the Russell Hotel were located here, as nearly opposite the station as possible. Elgin Street was opened as far as Nolin Creek and here the village built a wooden fire hall to house the hose reels, leather fire buckets and other equipment of the volunteer fire brigade.

Cedar and Larch Streets were opened a block on either side of Durham.

Elm Street west ran through the bush as far as Lorne Street to the homes of several railway officials, the log hospital, the frame jail and jailor Irving's house.

A trail led a short distance westward to the C.P.R. ballast siding which curved from the main line near Ash Street to Queen's Athletic Field, which was then a large gravel pit.

In this was the village's best source of drinking water, a clear, cold spring of fresh water. Sudbury's earliest water system was started by a Mr. Perras who, from his wagon or sleigh, sold this water from door to door at twenty-five cents per barrel.

The village was a motley collection of buildings scattered about a forest clearing and littered with the debris of construction. The buildings were heated by wood stoves and lighted by lanterns, coal oil lamps or candles. Streets were unlit until a few enterprising merchants erected lamp posts for coal oil lights in front of their places of business.

Most of the residents worked for the railroad with the exception of the merchants, a few business men, lumbermen and prospectors. The town was entirely dependent upon the railway for transportation and communication with "the outside". There were no roads! During the week the post office, the station and telegraph office were the focal points of business activity.

"Downtown" you could get a room, meals, rent a horse and rig, buy harness, get your horse shod, get a haircut, a bath, play pool, buy groceries, hardware, furniture, a coffin, jewellery, have your picture taken, see the doctor, visit a bar or liquor store, stock up on cigars or chewing tobacco, or buy clothes for either work or dress occasions.

Daniel Rothschild is representative of the first

merchants. He began as an itinerant pedlar of jewellery along the tracks, settled in Sudbury and opened a "Gent's Furnishings" store with living quarters above in a frame building on the southwest corner of Elgin and Cedar Streets. Here he brought his bride from New York by train after passenger service began in November of 1885. From the station they crossed the mud of Elgin Street to the raised board walk. When the door of the outside staircase leading to the apartment was opened, they had to step over several drunks who had taken shelter there. The Rothschilds stayed to become a successful merchant family, but Mrs. Rothschild's experience was one among many kinds of shock which startled women arriving in the community.

In this same year work was resumed on the Sault branch and it was completed to Algoma Mills. Two steamers operated from there to the lakehead port of Prince Arthur's Landing. In 1887 the railway reached the Sault and connected with the Boston-Saint Paul line on the American side.

1885 was the year of the second Riel Rebellion. This time troops were rushed to the west by the partially completed railway. They included Col. A. Hoffman-

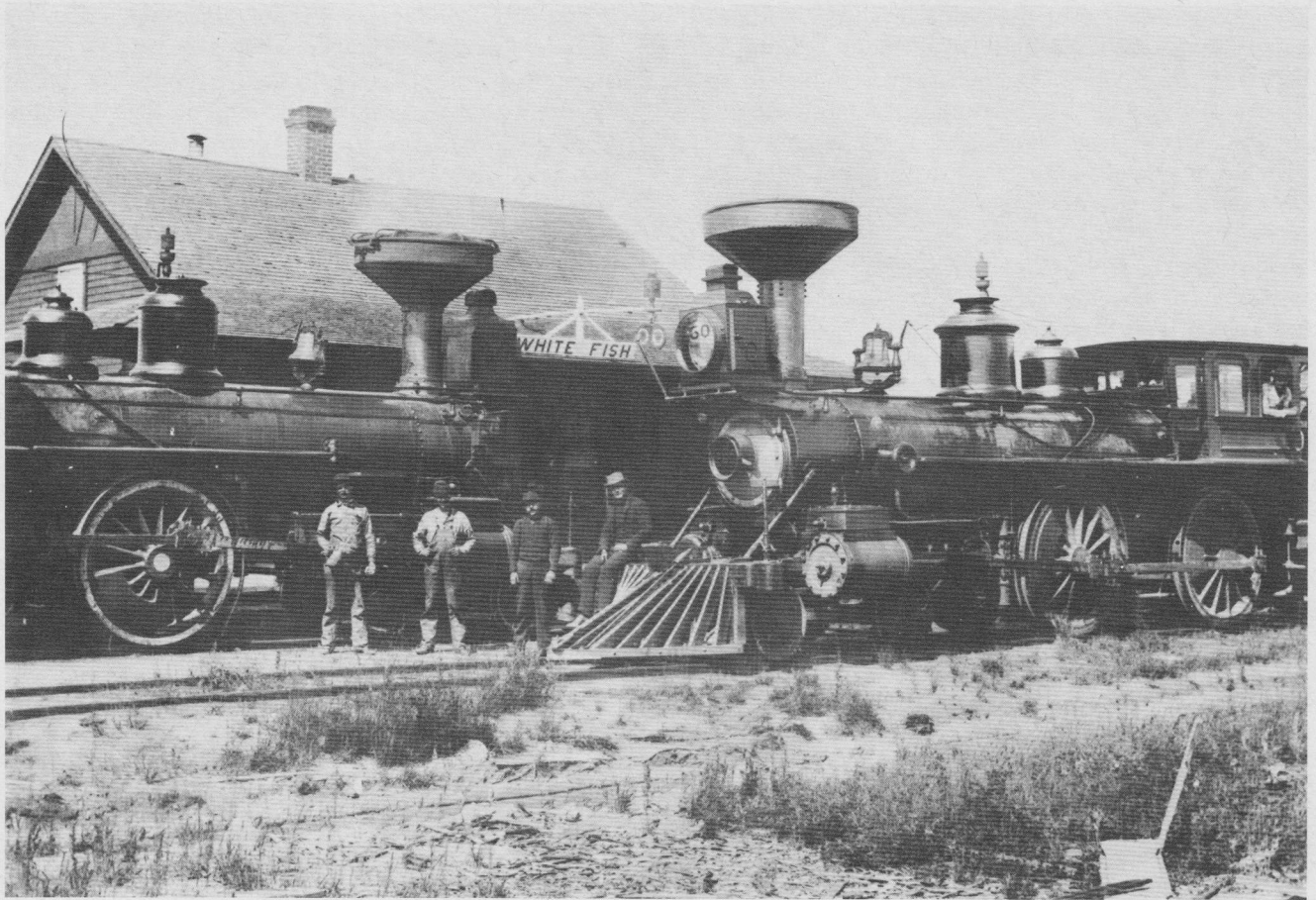
24. Town band in front of White House Hotel, Elm Street west.

25. Lobby of White House Hotel.

24

25





26. Wood-burners on Sault branch, circa 1886.

Smith of Sudbury and Chaplain Gowan Gillmor, Anglican Mission priest in Algoma.

The first school for the first handful of children was held in the Roman Catholic presbytery. The salary of Miss Maggie Smith, teacher, and other expenses were met by a variety night which raised sixty dollars and allowed the school to start on April 2, 1884. The priest collected from door to door to keep it going.

It was not long, however, before there were demands for a Roman Catholic school and those of other faiths had to fend for themselves. Public school classes were held in the log building which had formerly served as a telegraph office but which was vacated when the new railway station was opened in 1884. The teachers were Miss Donohue and later Miss Evans. The school was equipped with a wood-burning stove, log benches and desks two boards wide to hold the pupil's slates. The girls sat on one side of the room and the boys on the other.

In 1887 the community built a four-room frame school on a one acre lot at the southwest corner of Elm

and Lorne Streets, a Miss Thompson and S.E. Wright were among the first teachers.

In 1886 the separate school moved to Stephen Fournier's house on Ignatius Street and when this became too small, the overflow was taught in the parish hall of the new Ste. Anne's Church which opened on May 5, 1889.

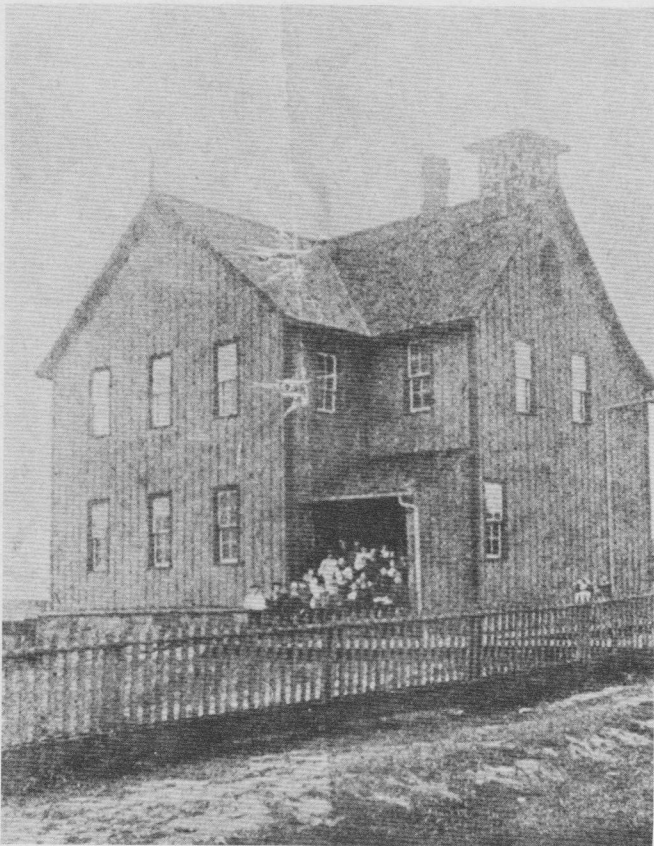
In 1894 the first separate school, St. Aloysius, was built. The building is now the D'Youville Orphanage on Xavier Street. The base of the old bell tower can be seen on the rooftop.

Some form of local government was necessary. McKim Twp. was the municipality and as such it was supposed to have a reeve and four councillors. The early records have disappeared but it seems that James McCormick was reeve in 1884, and J. S. Fournier from 1885-1890. Andrew Gallagher served a term in 1891 and Fournier was again reeve in 1892. Apparently local government was a very informal affair until 1889 and it appears that only in 1891 was a township council organized and minutes kept. Before



27. First public school, Cedar Street. Thompson residence on right.

28. Second public school, 1887.



that time Sudbury was the only village in the township of McKim.

In 1885 the C.P.R. construction headquarters moved westward to Biscotasing and Sudbury was left to stand on its own as best it could. The population dropped to about 300. Houses and offices stood empty and some merchants were forced to close. While a number of prospectors were at work in the area this did not provide work for a labour force or significant trade for the merchants. It was lumbering that bridged the gap until mining began.

29. St. Aloysius Separate School, built 1894.

30. Work train and business car at steel bridge, Wanapitei River. Old wooden trestle bridge in foreground 1884.

31. Pacific Ocean service poster, 1886.

32. Wahnapiatae, showing railroad bridge but no road.

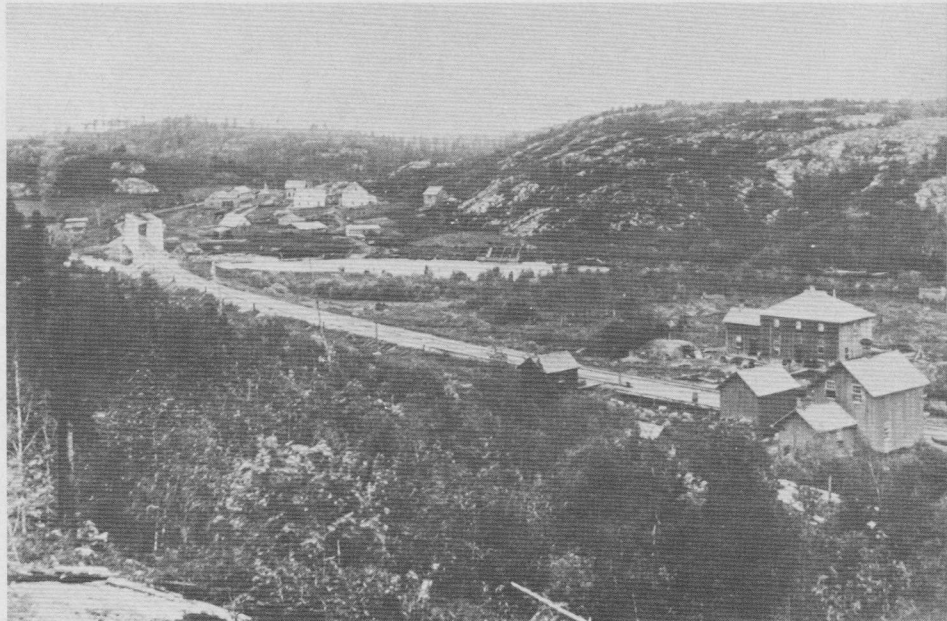


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30



32



A Red Letter Day
For - Canada
June 28, '86
WHEN THE
CANADIAN PACIFIC
RAILWAY
OPENS PACIFIC OCEAN
- TO THE -

TRAIN LEAVES DAILY:

Toronto,	- -	5.00 p.m.
Montreal,	- -	8.00 "
Ottawa,	- -	11.45 "

RECEIPT SUNDAY

OUR OWN LINE

FROM THE
ATLANTIC TO THE PACIFIC

NO CUSTOMS NO DELAYS NO TRANSFERS
LOW RATES QUICK TIME

For further particulars apply to any Agent of the Company, or to
W. D. HUGHES, Traveling Passenger Agent, **W. R. CALLAWAY,** General Passenger Agent,
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MONTREAL

CHAPTER IV

Saved By Sawdust

IN his report of 1855, A.P. Salter, Provincial Land Surveyor, mentions only one sawmill on the North Shore. It was located at Collin's Inlet, operated by water power and consisted of two upright saws, a circular edger and a siding machine.

In 1872 the Commissioner of Crown Lands had opened the area from Parry Sound to the Sault for lumbering and 3,200,000 acres of crown timber limits including a large part of the Sudbury mining area became available. As a result, before the beginning of Sudbury, lumbering was already established at Sturgeon Falls and on the rivers feeding into Georgian Bay and along the North Shore.

The need for lumber, planks and bridge timbers in railroad construction saw the first sawmills established near Sudbury. By September of 1883, Leach & Brown were operating at Minnow Lake (4:105). The following spring the Potter family arrived from Pembroke and built a mill and home on Lake Ramsey near the foot of Elizabeth Street. McCormick's mill began operations on Junction Creek west of the town and a mile further west the C.P.R. had its mill.

The C.P.R. contracted with Leach & Brown to log Neelon and Garson for them and the logs were floated down Junction Creek at spring breakup to the C.P.R. mill. Apparently there was a control dam on the creek, for in the minutes of the town council meeting of July 5, 1893, payments of \$3.75 to Jas. Ouellette and \$7.63 to Louis Laforest were made for work on Junction Creek dam.

Wahnapiatae was a thriving lumber town and there was much logging activity all along the river valley and around and beyond the lake of that name. The town

had stores, blacksmith shops, stables, feed stores, hardware stores and was alleged to have had twelve hotels at one time. For a time its prospects of becoming a larger community than Sudbury seemed very good indeed.

Logs were floated downriver to Boom Island, where the Wanapitei joins the French River. Here logs of the various companies were sorted, formed into booms on the French and towed by steam tugs to the company mills along Georgian Bay and at Little Current.

There was even greater activity on the watersheds westward. Such a volume of logs came down the Spanish River each spring that the Sauble and Spanish River Boom & Slide Company operated a large sorting jack at the mouth of the Spanish River. Here during the months of May to October 150 experienced men sorted up to three million logs annually.

These were towed out and formed into huge Great Lakes booms of 50,000-75,000 logs then towed to mills at Aird Island (1882), Cutler, John's Island, Brennan Harbour, Spanish Mills, Sprague, Blind River, Little Current (3 mills), Byng Inlet and the older settlements of Victoria Harbour, Waubaushene, Penetang, Midland, Owen Sound, Parry Sound and as far as Sarnia. (Thorpe, T. pg. 27)

With all this activity the fall trek to the woods and the spring breakup were events to be reckoned with in Sudbury. The shantymen, no doubt, considered the spring visit to town as the highlight of their year. The area in and around Borgia Street especially was the location of hiring halls, hotels, bars and bordellos. For two or three weeks each April, during the spring breakup, the town, the hotels and the boarding houses were crowded with shantymen; men with a winter's



33. The lumber camp operated on muscle power.

34. The bunkhouse.





35. Scalers measuring pine logs.

36. Filling the tank sled to ice the hauling roads.





37. Hauling logs to the dump, Island Lake.

38. Log dump, Little Pogamising Lake.



pay in their pockets and a strong desire to have some fun and excitement after five or six months in a bush camp. The town was busy but the police were even busier.

Merchants, outfitters, horse-dealers, blacksmiths, harness shops, boarding houses, hotels, taverns, the railroad, barbershops, bathhouses, and places of entertainment eagerly looked forward to these influxes as the highlights of the business year. Others, such as private citizens, the police force and the conservative elements of the community were more inclined to give a sigh of relief when they were over. The sober, hard-working, respected farmer's son, who came to earn a winter's wages from work in a lumber camp, was often viewed as quite a different person when labelled "lumberjack" or "shantymen".

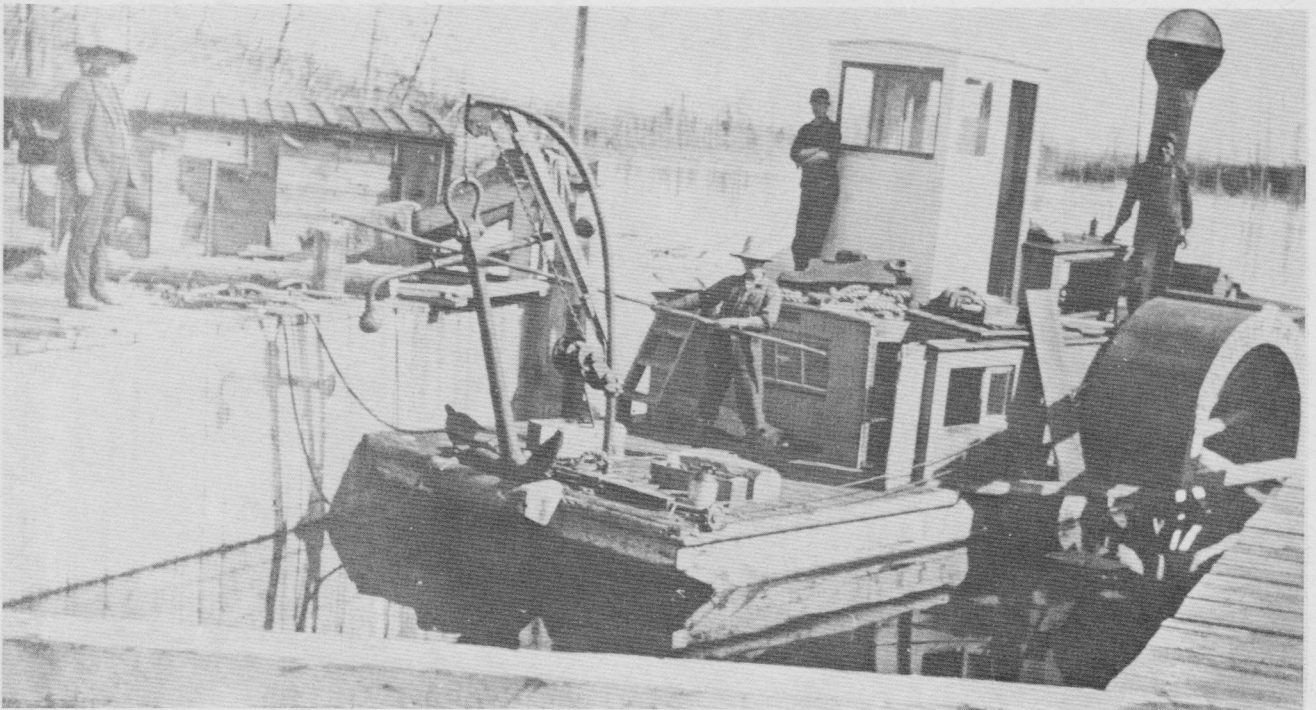
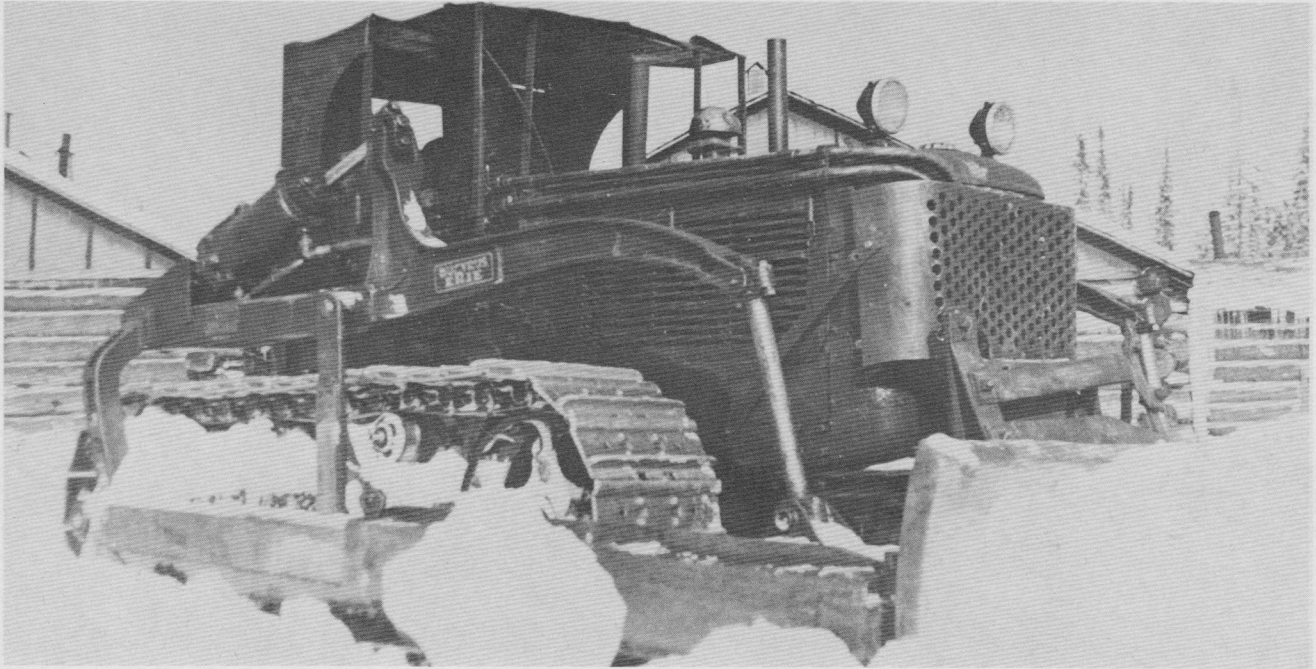
It is difficult to visualize the size of this industry. In its heyday twenty-five or more companies were operating a hundred camps. This gave impetus to agriculture for the communities in the valley. The camps provided a cash market for horses, oats, and hay as well as job opportunities for the farmers. Thousands of men and hundreds of horses produced millions of logs annually.

Many of Sudbury's successful citizens were involved in the lumber trade. Sudbury companies actively involved during the peak of the lumber boom were

those headed by citizens such as: W. J. Bell, W. B. Plaunt, Haight & Dixon, W. C. Cochrane, L. Laforest and W. H. Poupore. It was companies such as these and their employees whose purchases of food, supplies, equipment, lodging and entertainment, kept the town prospering during the early, uncertain days of the mineral discoveries and the first mines.

39. Beginning mechanization, late 1920(s) K.V.P. operations.

40. Alligator, 1905. It towed log booms and could winch itself across a neck of land.

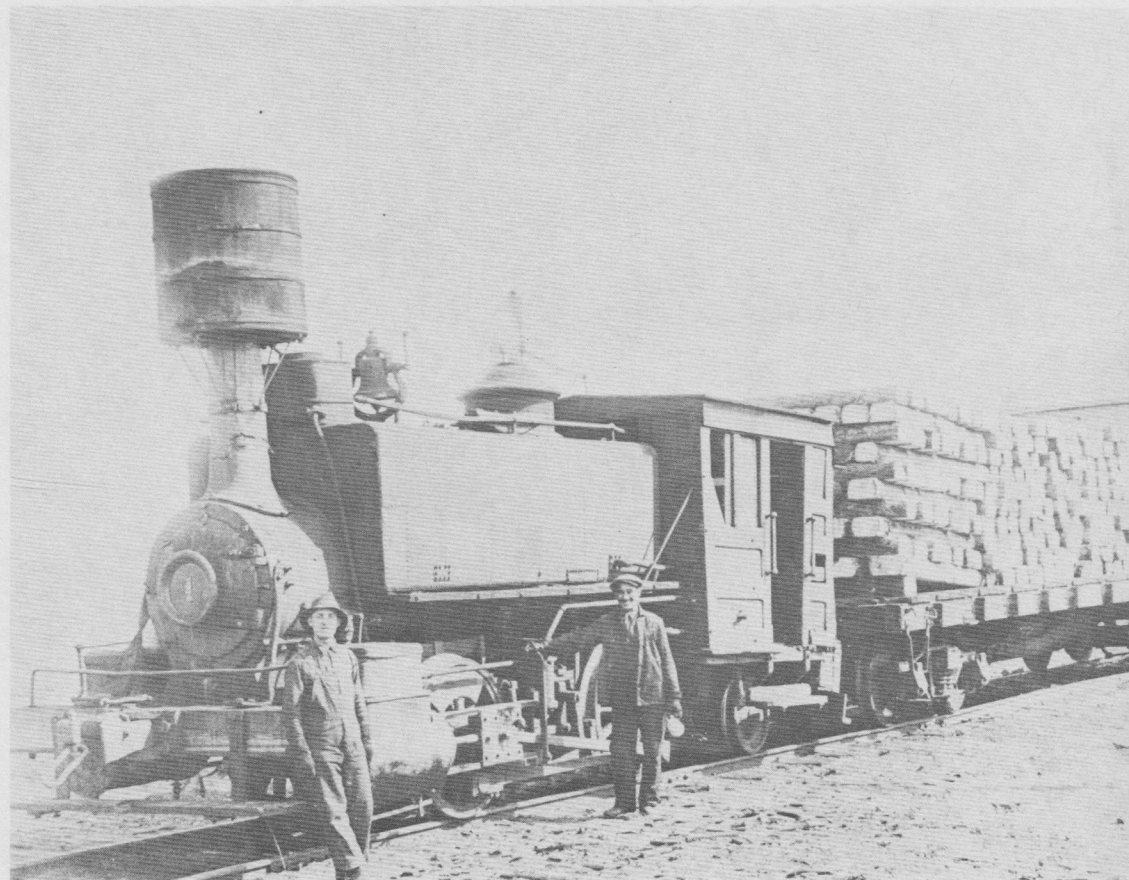




41. A sorting jack at the mouth of the Spanish River, circa 1905.

42. W. J. Bell, lumberman.

43. Load of ties and logging engine, Biscotasing, 1905.



CHAPTER V

Three Strikes And You're In

AFTER a gap of thousands of years the mineral possibilities of this area were again being explored. The seekers were men of a strange, new culture — ours! In 1795 Alexander Henry, explorer and partner in the Northwest Company, started a copper mine at Mamainse Point on Lake Superior north of Sault Ste. Marie. A shaft was sunk but distances and labour problems were such that the mine soon closed. The Wallace mine of the Upper Canada Mining Company near the mouth of the Whitefish River never actually produced. When Alexander Murray, Provincial Land Surveyor, examined it in 1848 an ore specimen was found to contain nickel. This is the first record of nickel ore in the area.

Sir William Logan, Provincial Geologist, in his report of January 17, 1849, noted that the Bruce Mines, already referred to, had by the previous July produced 1,475 tons of copper ore averaging 8.01% copper and shipped it to England. After the Huron-Robinson Treaty, surveyors were sent into the area included in his report. In 1855 W. A. Salter ascended the various rivers from the Sault eastward to provide a general description of the land and its possibilities.

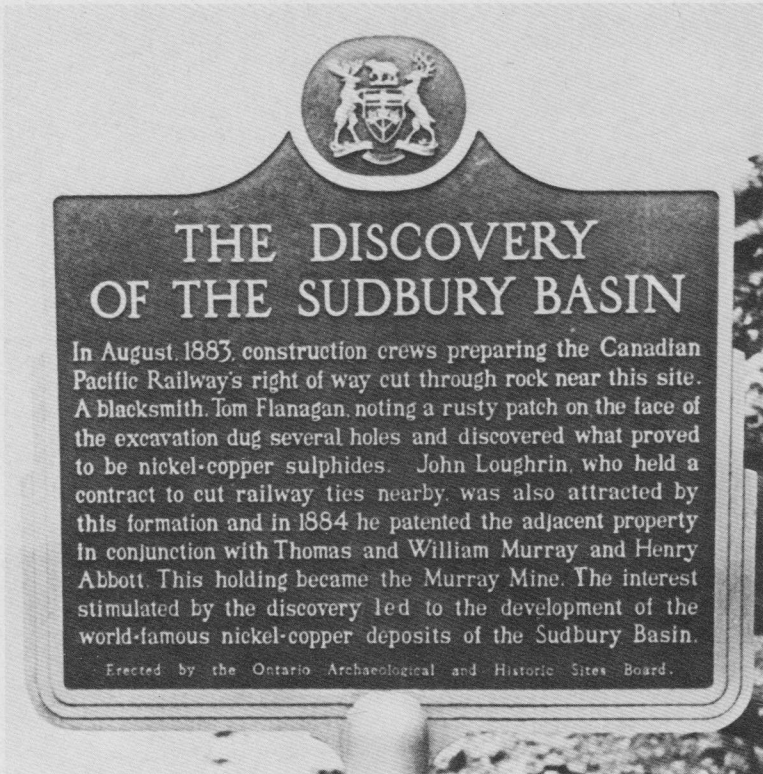
In 1856 Salter was running base, meridians and range lines preparatory to a general survey and subdivision of the territory lying between Lake Nipissing and Sault Ste. Marie. From the Hudson's Bay post near the mouth of the Sturgeon River, Salter ran a base line westward to the Whitefish Lake post. Thence he ran a meridian north and reported that, "between the fifth and eighth mile of this line I discovered considerable local attraction, the needle varying from four to fourteen degrees westerly". Later, on meeting Alexander Murray who was also surveying, he told him of his discovery and Murray found the "immense mass of magnetic trap". The line referred to is two

hundred yards west of Creighton open pit. Salter and Murray duly reported to the government but the report was ignored. "Strike one!" (1917 Report Royal Ontario Nickel Commission pgs. 20-28)

Dr. Howey of Sudbury, who had a keen interest in a wide range of activities, had collected some rock samples he felt looked interesting. On one occasion when the Howeys were entertaining Dr. Selwyn, Chief of the Federal Government's Geological Survey, Dr. Howey asked for an opinion on his specimens and was told they were of no commercial value. These came from the area later staked by Thomas Murray. "Strike two!" (4:123)

It is part of the local folklore that the mineral discoveries began, not with A. P. Salter's problem with his compass but rather with Thomas Flanagan, blacksmith on the C.P.R., who as he worked with the cutting crew opening the right-of-way, collected some rock samples which appeared to contain copper. When the grade was being established a shallow rock cut at that same point exposed more of the ore. John Loughrin of Mattawa, who had a contract to supply ties for the railway, had samples tested and on February 25, 1884 Thomas Murray applied to purchase lot 11, Con. 5, McKim Twp. in the names of Wm. Murray, Henry Abbott and John Loughrin at one dollar per acre, but the blacksmith got no share of the rich and famous Murray Mine. "Strike three!"

The copper exposure on the C.P.R. gave public notice of the possibilities. In the spring of 1884 prospectors poured in. Men such as McConnell, Henry Totten, Francis Crean, Thomas Froot, Henry Ranger, James Stobie, Thomas Cryderman, Thomas Baycroft and Aeneas McCharles made prospecting history in the area. Most of the land was surveyed into townships which made claim registration easy. The railway made



44. Plaque, Highway 144.

45. Dr. Wm. H. Howey equipped to start on his professional visits, 1880s.



supplies plentiful and cheap. But the land was rough and heavily wooded except where forest fires had swept through. Indeed there was some suspicion that these fires which made prospecting easier were not all accidental. (1917 Report Royal Ontario Nickel Commission, pg. 32)

In January of 1886, Samuel J. Ritchie, a capitalist from Akron, Ohio, together with several partners formed the Canadian Copper Company to mine the Sudbury deposits. The company quickly swung into action. Learning that the C.P.R. offices were about to be vacated and that the Howeys were moving to North Bay, the new divisional point, Ritchie leased the offices for his company and paid the Howeys two hundred dollars for their furniture on condition that they vacate their apartment in twenty-four hours. (4:159) Some of the financial transactions are fascinating. In 1884 Metcalfe and McAllister of Pembroke filed on 973¼ acres near Copper Cliff, overlapping the boundary of McKim and Snider Twps., which they purchased for \$973.75. On December 3, 1885 Ritchie purchased it for \$13,000. On the 26th of January 1886, less than eight weeks later, Ritchie and his wife Saphronia sold the property to the Canadian Copper Company for one million dollars! (Sudbury Land Titles Office.) This was the McAllister mine. That same year, Ritchie invited Sir John and Lady Macdonald to visit the Canadian Copper Company, intimating that if they did so the name of the mine would be changed to Lady Macdonald Mine. The invitation was accepted and the name changed.

Other distinguished guests Ritchie persuaded to visit Sudbury while his search for a refining process and a market for nickel continued were Wm. Van Horne, Sir Charles Tupper, Canada's High Commissioner to Great Britain, and a party of British capitalists.

The company quickly acquired other properties, among them the Copper Cliff, the Stobie and Creighton mines. Copper Cliff, discovered by Thomas Froid in 1885 was the first property on which serious mining was begun. The first smelter was "blown in" on December 24, 1888 and with it began the open air roast bed in what is now Nickel Park, Copper Cliff. This operated until 1915 and considerably changed the landscape in the process. The mine was in operation from 1886 until 1905. The shaft may still be seen behind the Copper Cliff police station.

The first shipment of ore was made to the Orford Refinery at Constable Hook, New Jersey, in October of 1886. Unfortunately, instead of copper, the process produced a useless pink-grey metal. The Canadian Copper Company owned mines of kupfernickel, the



46. Land was rough and forest covered.



47. Dominion Mineral Co.'s Blezard mine and smelter, 1890.

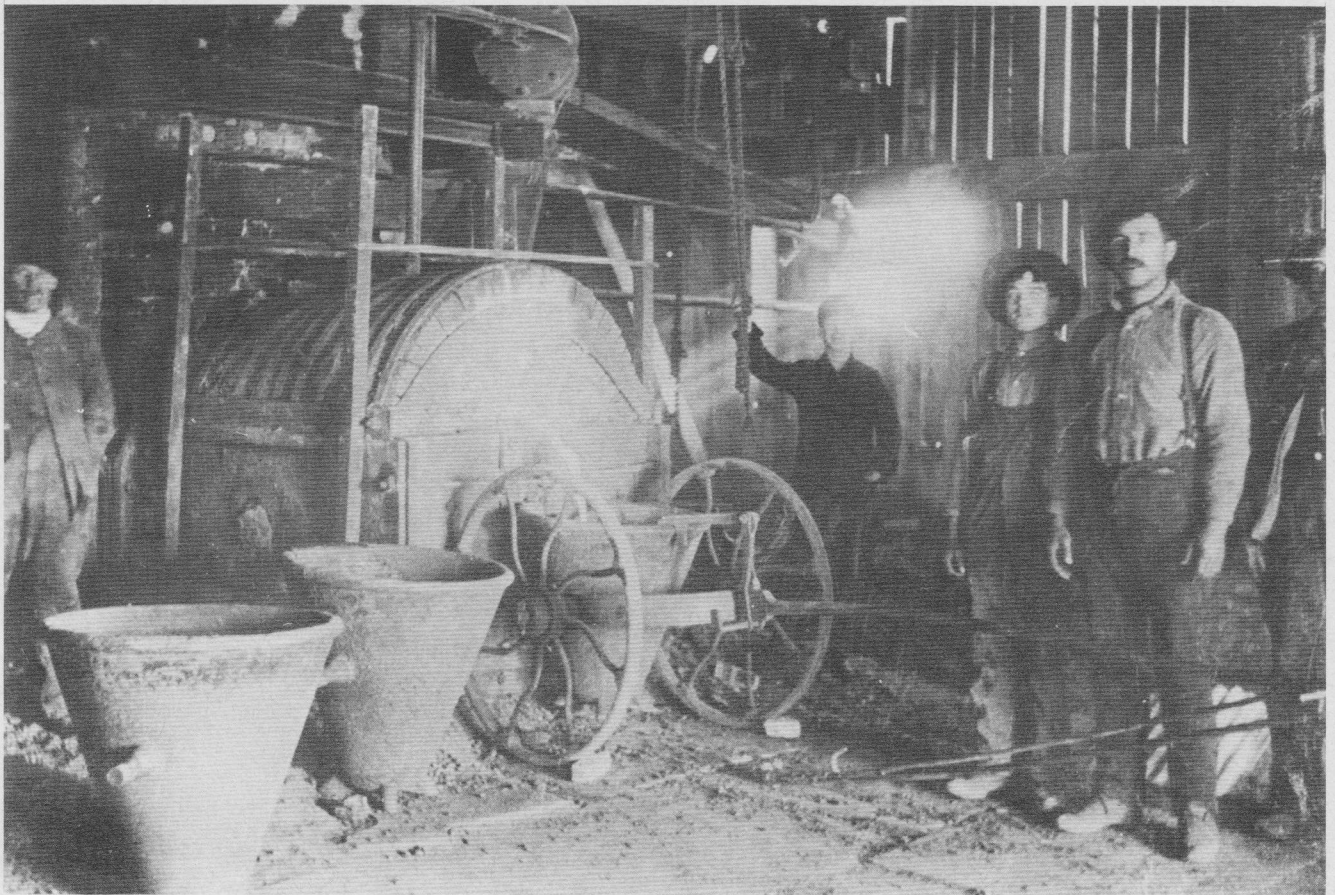


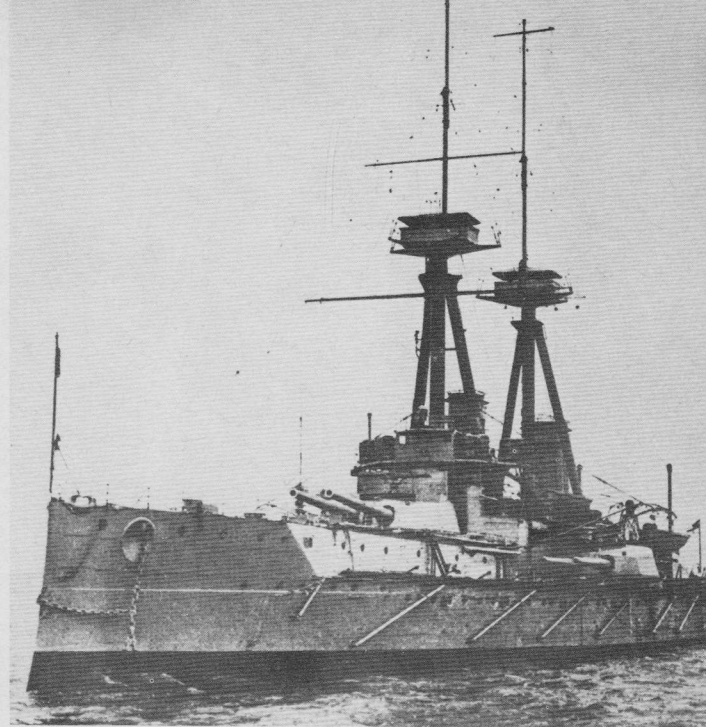
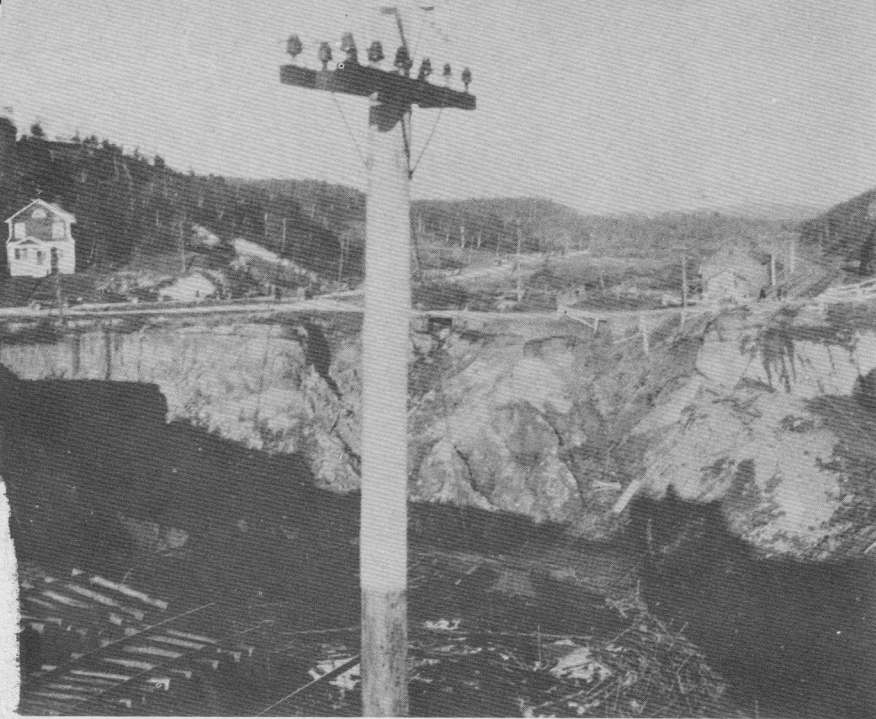
48. Blezard mine townsite, 1890.



49. Blezard mine office.

50. Tapping Blezard smelter, 1890.





51. Worthington Mine cave-in.

52. World War I ship with nickel-steel armour plate.

53. Mine townsite.



devil's copper! Research was begun to find a way to separate the nickel and copper in the ore.

By the end of 1886 the company payroll listed only sixty-five employees. The activities of other companies were short lived because of the huge amounts of capital required and the difficulties of the refining

process. In 1886 the Dominion Mineral Company acquired the Blezard and Worthington mines but ceased operations in 1893. In the same year H. H. Vivian & Co. from Swansea, Wales acquired the Murray Mine but withdrew in 1894. The Mond Nickel Co., incorporated in 1900, proved more enduring.



54. Aerial view of modern Copper Cliff.

While the Chinese had been producing an alloy of nickel and copper for centuries, some of which had reached Europe in the fifteenth century, it was not until 1754 that Kronstedt, a Swedish chemist, produced the first pure nickel in the western world. The first mines to be worked on a commercial scale were those in Scandinavia, followed by others in New Caledonia and Canada.

The Canadian venture was due largely to the initiative of Dr. Ludwig Mond, a German chemist, who after making a small fortune from the invention of a soft drink in Germany had moved to England. There, in the process of experiments for a different purpose, he discovered a way of producing pure nickel through precipitation from a gaseous state. Having decided to develop his process on a commercial scale he looked about for a supply of ore and decided that this would be best assured if he acquired mines of his own. With this in mind he bought the Garson and Victoria mines and erected a smelter and industrial village at the latter. Prior to 1908 the work force at these mines varied between one hundred and one hundred and fifty men. The Mond company was formed in 1900 and a refinery developed in Wales.

The next few years saw further expansion and by the outbreak of the first world war the company had acquired seven mines in the vicinity: Victoria, Garson, Worthington, Kirkwood, North Star, Frood Extension and Levack with a total payroll of eleven hundred men. The village of Coniston was laid out in 1913 and by 1914 the Garson mine was the main producer.

Until 1908 the motive power for the mines was supplied by steam and the coal to fire the boilers was imported from Virginia by way of Algoma Mills. In that year the company opened its own hydro-electric plant at Wabageshik on the Vermillion River. Its output was later supplemented by power obtained from the Wanapitei Power Company.

Ore from the various mines was taken to the smelter at Coniston by one or other of the railways then operating, the Canadian Pacific, the Algoma Eastern or the Canadian Northern. Thence it was shipped elsewhere for refining.

Another interesting character in the development of mining was Francis H. Clergue whose activities went far beyond mining. Arriving at Sault Ste. Marie, Canada from the U.S.A., he reorganized the hydro-electric plant, started a street railway, a ferry to the U.S.A., a steel mill and a paper mill. Needing sulphuric acid for his paper mill he visited Sudbury and acquired copper mines west of the town and named them after his sisters, the Elsie and the

Gertrude. He then purchased the charter of the Manitoulin and North Shore Railway and in 1900 began construction of a line from Sudbury to Sault Ste. Marie. Three years later it had reached his Gertrude mine, a distance of thirteen miles and by 1909 it had reached Crean Hill.

Clergue had over-reached himself. His empire collapsed and he lost control of what remained. His railway line became the Algoma Eastern and was extended to Little Current in 1913. In 1930 it was absorbed by the Canadian Pacific.

Another of the early figures was Aeneas McCharles who came to the area in 1889 and settled at Whitefish. His book, *Bemocked of Destiny*, published posthumously in 1908, provides glimpses of the hardships of prospecting, the forest treks on foot carrying tents, supplies and equipment, the long hours of work, the plagues of flies and mosquitoes and the vagaries of the weather. In 1898 he discovered the North Star mine ten miles southwest of Sudbury in Snider Twp., which he sold to The Mond Nickel Company for \$100,000. (14: 109)

He mentions some of the prominent men who were involved in early mining ventures, noting that he did some work for Lord Douglas, Marquis of Queensbury, and his brother Lord Sholto. He became a fast friend of Thomas A. Edison, the inventor, who came to the area in 1901.

McCharles' ambition was to build a city. He acquired property just north of the present Highway 17W on the east side of the Vermillion River. Here he built a large frame house which he named Nickel City. Apparently he lived here with a bachelor friend until his death in 1906.

It was Henry Ranger's discovery of the Vermillion Gold Mine in 1887 that attracted prospectors in force and a large number of claims was staked in the following year.

The mining towns which sprang up often commenced as a few wooden or log buildings near the pit or shaft. If the mine proved successful sometimes the company provided homes, a commissary, boarding houses, clubs and some recreational facilities.

The work was done by muscle and steam power. Ore cars were horse-drawn and as the industry expanded locomotives were acquired. Both men and boys were employed and while no doubt the rates of pay were competitive in their day, they demonstrate the greater differences in living standards which existed then. Many safety devices and health precautions in use



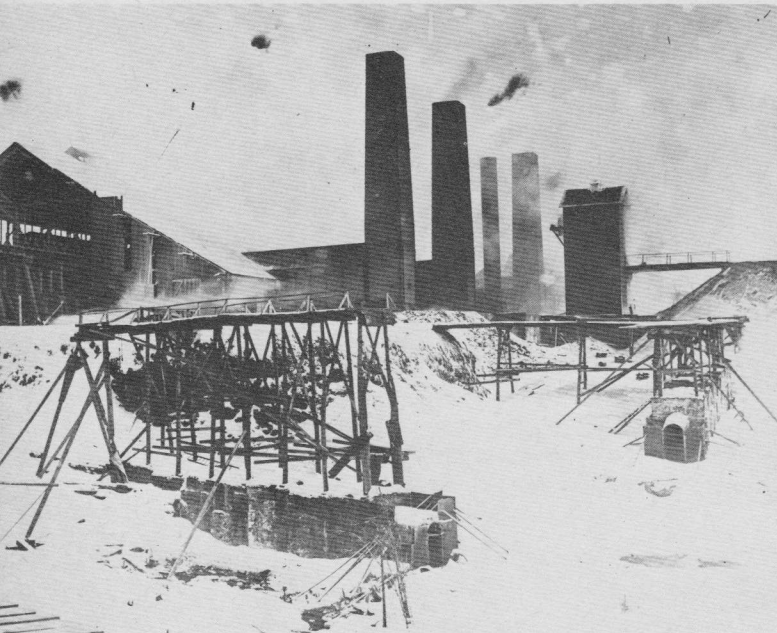
55. No. 3 extension of Copper Cliff mine 1887-8. Near 1970 site of North Mine. Boss Hugh Nixon and his son holding pick on his left.



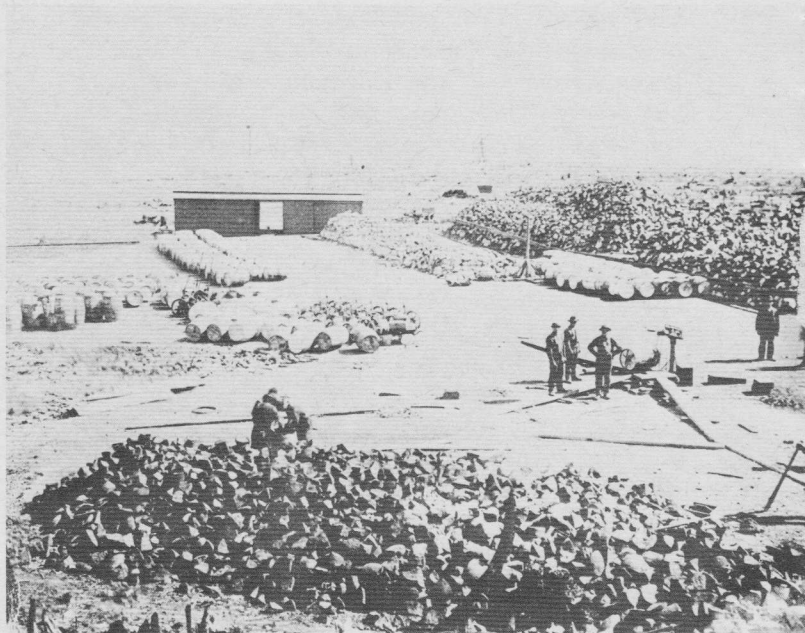
56. Unloading green ore from jimmy cars, Copper Cliff roast bed, 1889-90.



57. Roast yard, Copper Cliff, now Nickel Park.



58. West smelter 1899-1905.



59. Loading matte for shipment to refinery from East smelter, 1890.



60. Labour force. Boys sorted waste rock from ore.

**FIRST REPORT OF COMPANY TO ONTARIO
BUREAU OF MINES COVERING ALL OPERA-
TIONS TO DECEMBER 31, 1889.**

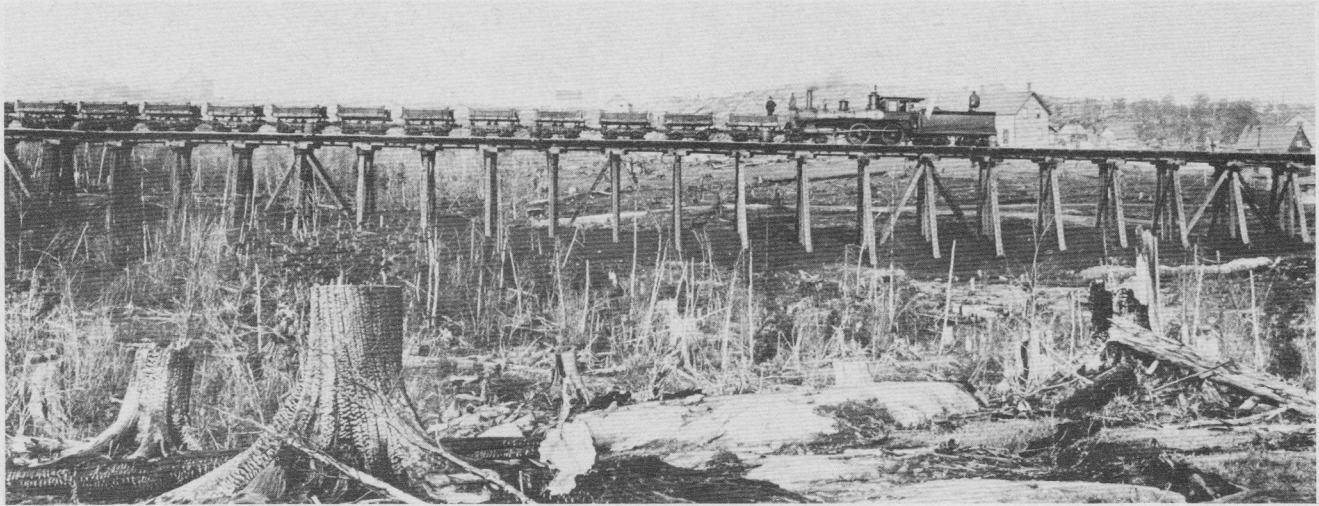
Our No. 1 furnace was blown in for the first time on December 24th, 1888, and ran from that time to December 31st, 1889, 259 days of 24 hours, using 31,268 tons of ore and producing therefrom 3,849 tons of matte averaging probably about 18 per cent. copper and 13 per cent. nickel. In this operation there were consumed 3,950 tons of Connellsville coke, costing about \$6.50 per ton at Sudbury. Smelter No. 2 started September 4th, 1889, and ran 73 days from that period to December 31st, using 9,740 tons of ore and producing 1,210 tons of matte averaging probably about the same per cent. copper and nickel as No. 1. This furnace consumed 1,169 tons of coke. Shipments have been made to Philadelphia, New York, Swansea, Liverpool and Hamburg. Our coke is shipped by boat from Cleveland to Algoma Mills and thence over the Canadian Pacific railway to Sudbury. The shaft at Copper-cliff mine is sunk at an angle of 45°. On the 31st of December, 1889, it had reached a depth of 502 feet, and the width of the ore deposit at that depth was 65 feet.

today did not exist. The work underground was carried out by candlelight until 1920.

The smelting process was primitive. The ore was blasted, crushed, sorted by boys in the rock house and taken to the roast bed. The first of these became as already mentioned, Copper Cliff's present park. Here on a huge bed of cordwood several feet deep the ore was piled and finings were added to prevent open flames. This mass was ignited, the sulphur in the ore finally caught fire and would burn for two or more

months. The roasted ore was then loaded into cars with steam shovels and smelted in the furnaces. The resulting product was a matte which contained a concentration of the metals. This was shipped to the States or England for refining.

In 1902 The International Nickel Company was formed to combine the Orford Refining Company in New Jersey and the Canadian Copper Company's operations at Sudbury.



61. Ore cars on trestle to West smelter.

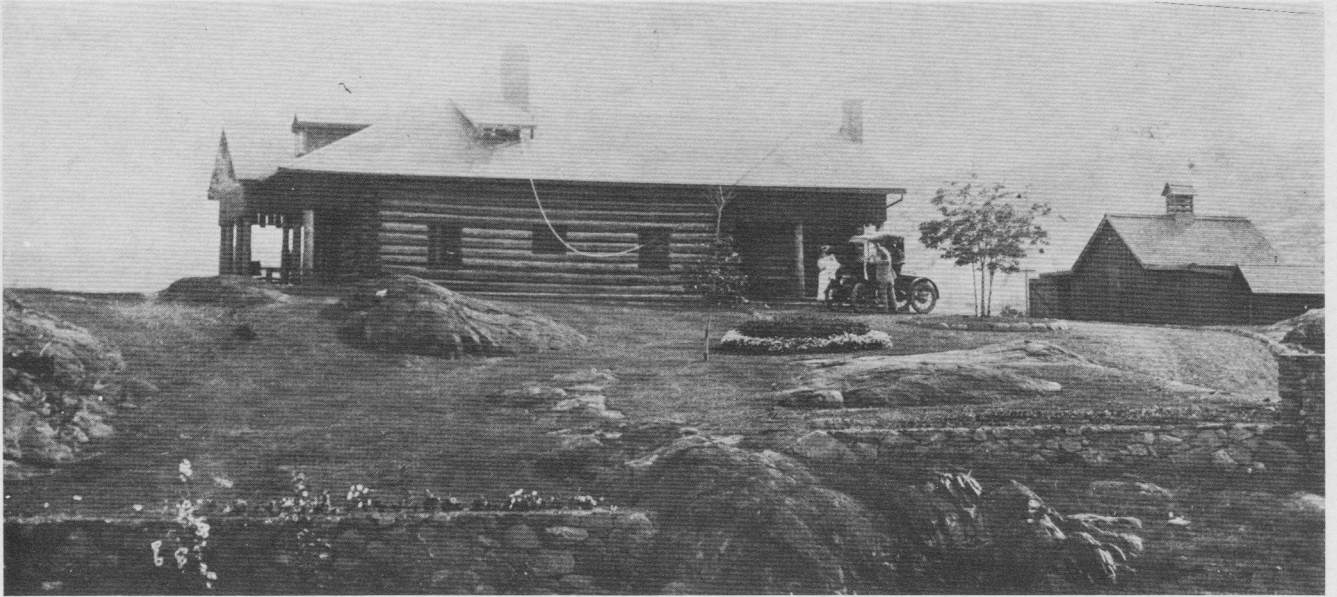
COPPER CLIFF 1888

Mining captain	\$145 00 per month.	Watchman	\$1 75 per day
Assistant captain.....	90 00 "	Engineer	2 00 "
Master mechanic.....	100 00 "	Machinist	2 25 "
Teamster.....	45 00 "	Pumpman	2 00 "
Drill runners	2 10 per day.	Fitter	2 00 "
Miners.	1 75 "	Fireman.....	1 50 "
Laborers	1 60 "	Blacksmith.....	2 50 "
Foreman.	2 00 "	Assistant blacksmith.....	1 75 "

62. Schedules of pay, 1888.

63. Tom Johnson wearing apron in doorway of first house in Copper Cliff, 1886 on future Balsam Street.





64. A.P. Turner's house built 1902 — now part of Inco president's house. Note car.



65. Copper Cliff, circa 1912.



66. Serpentine Street before 1912.



67. Presbyterian Church, Park Street, 1906.

68. Rex Theatre, 1911-12.



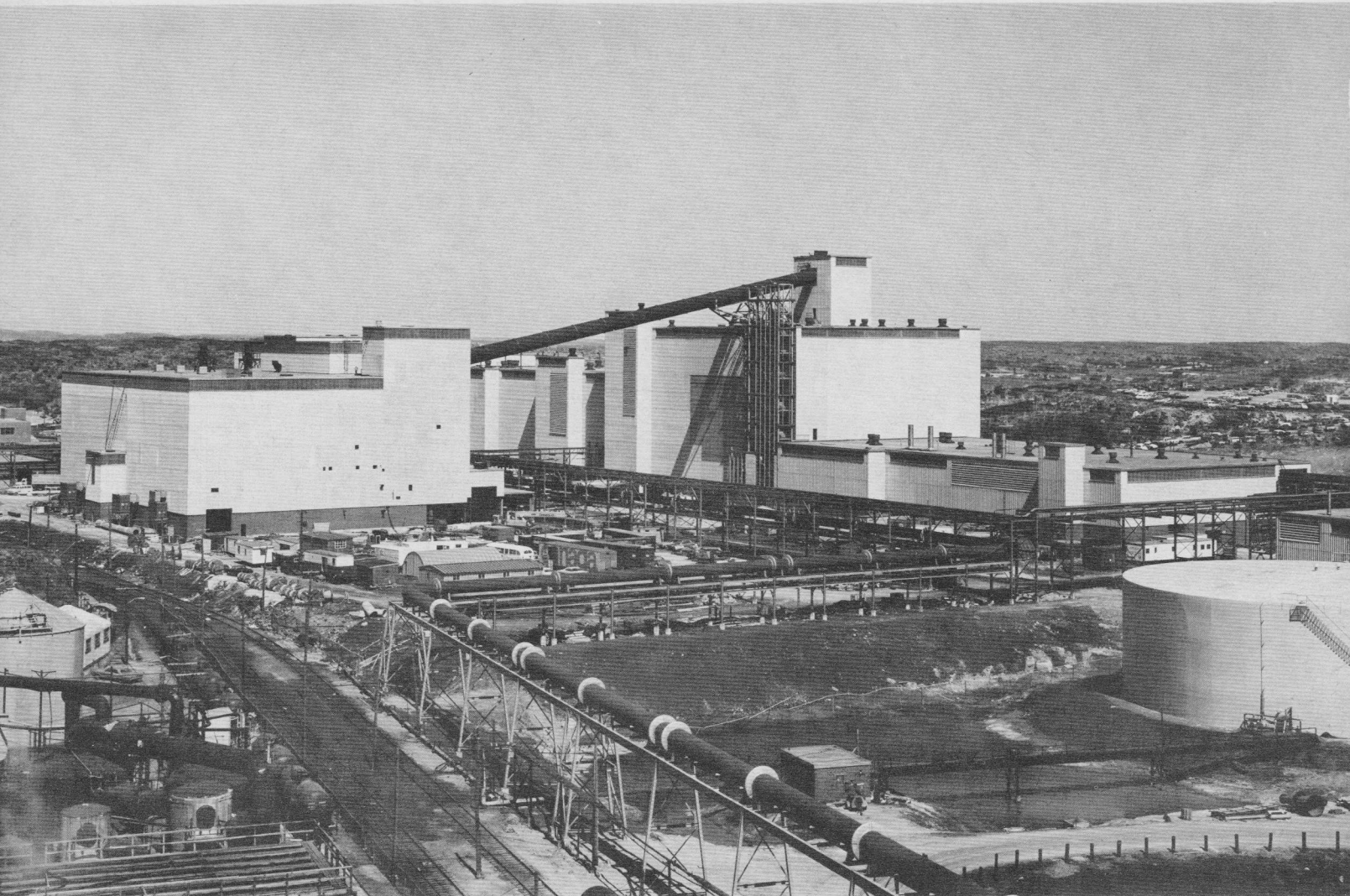


The invention of Monel metal, the results of war department tests of nickel-steel and finally the outbreak of hostilities in 1914 greatly expanded the market and the production of nickel. From the earliest beginnings the government had made efforts to see that the ores should be refined in Canada, even before it was realized that they were largely nickel rather than copper.

The outbreak of war, with the United States remaining neutral for the first years, increased the urgency of this step. Action was precipitated in 1915 when a German submarine, the "Deutschland", arrived in Baltimore with a cargo of dyes and departed with a cargo of nickel. The captain announced that he would return again in November. The Canadian public was in a furore. Questions were raised in parliament and the Port Colborne refinery was the result.

69. Centennial Library, Copper Cliff, 1967.

70. Present Inco Nickel Refinery.



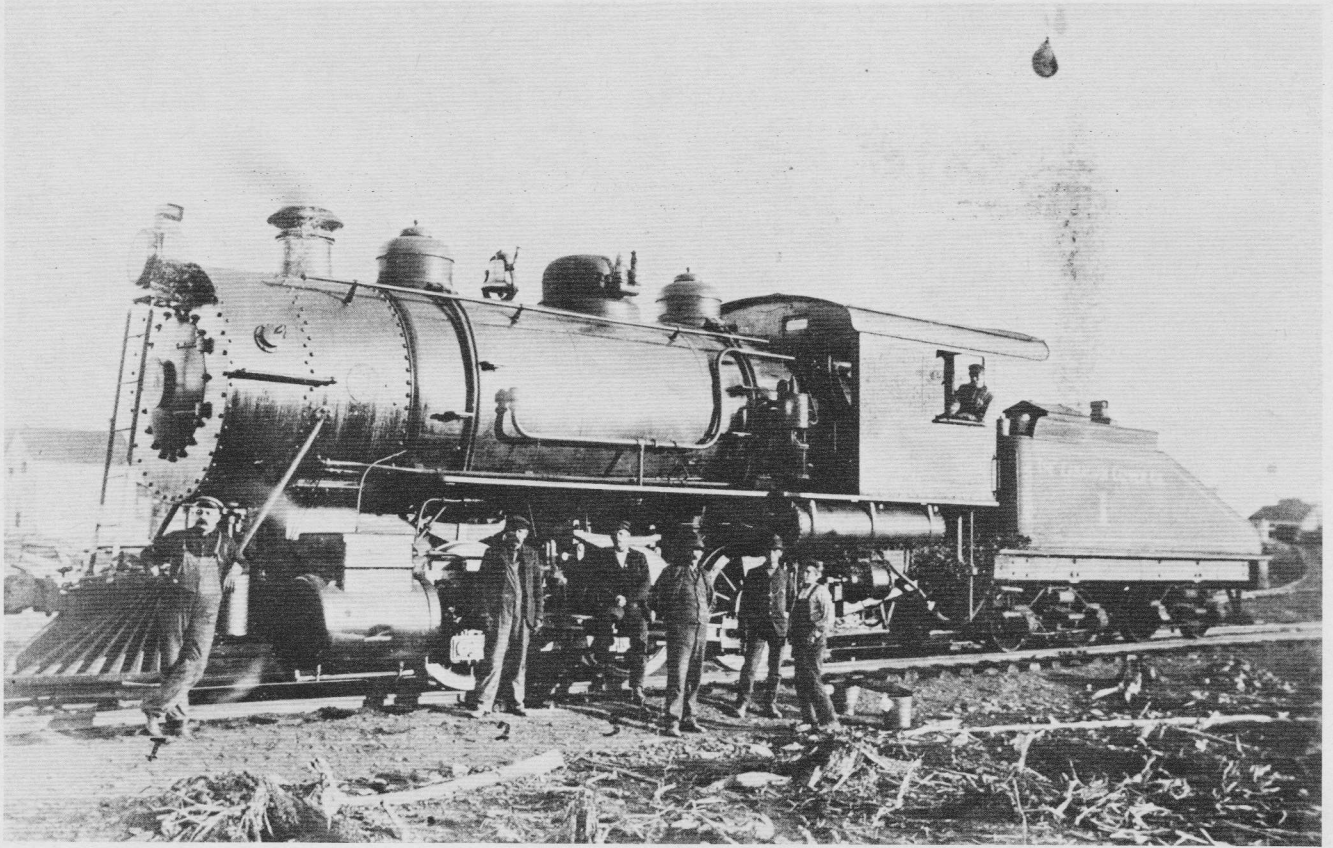


71. Copper Cliff Finnish Hall, circa 1910, Temperance and Balsam Streets.

72. Canadian Copper Company's Hospital, rebuilt 1912. Note boardwalk.

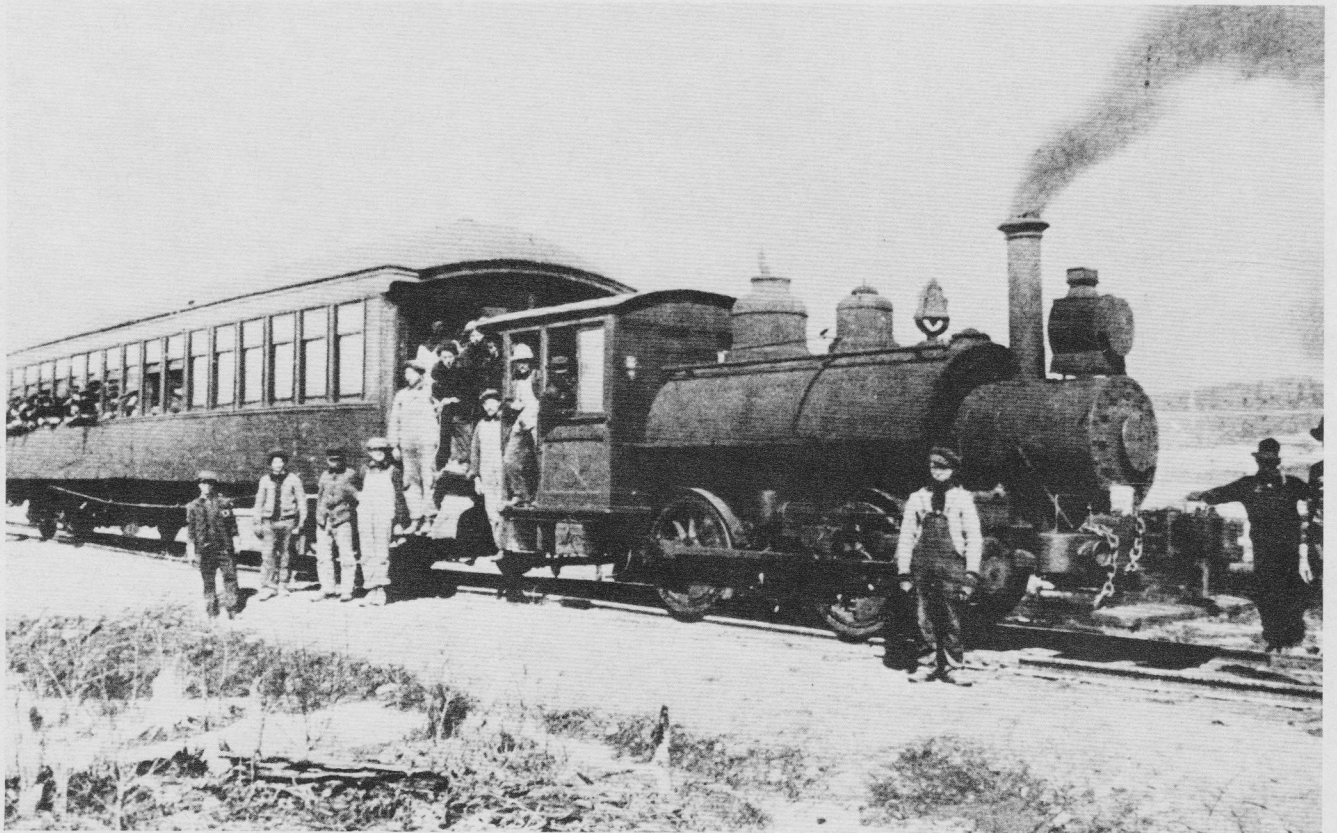
73. Copper Cliff Club, circa 1915.





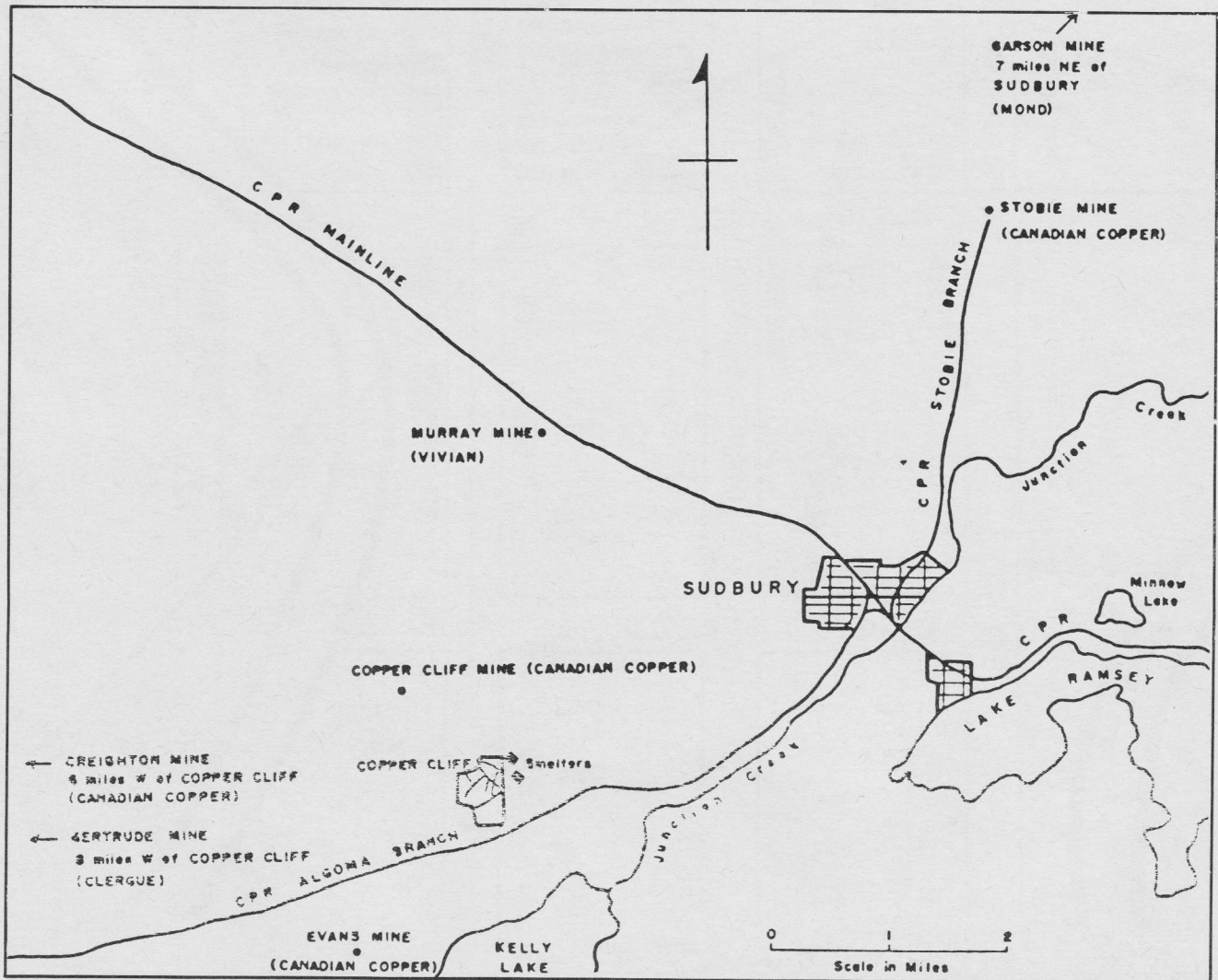
74. Canadian Copper Co.'s first nickel-steel locomotive, 1890s.

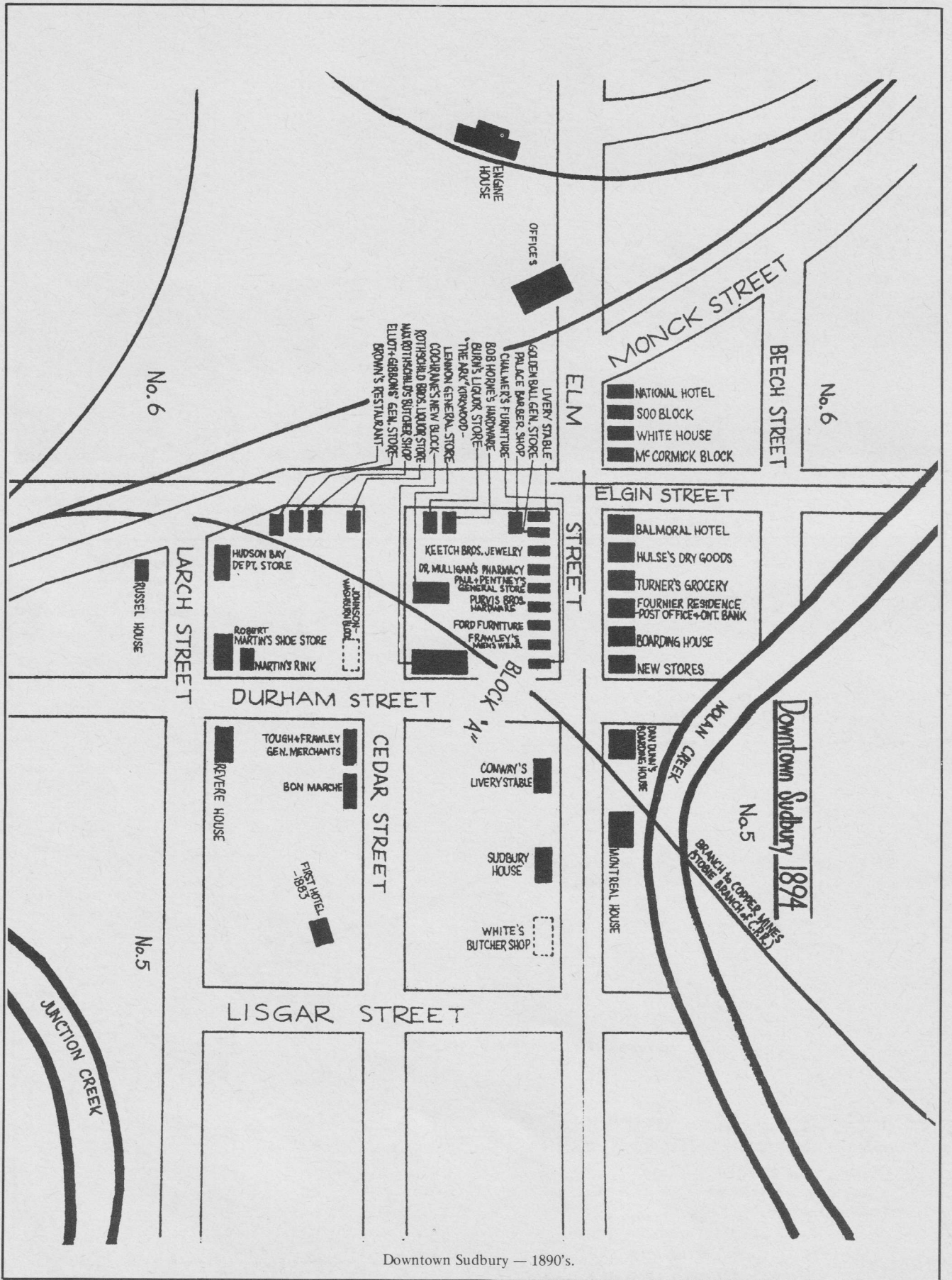
75. Mond Nickel Co.'s coach and locomotive bringing men from smelter to Coniston townsite for noon dinner, 1914.





76. Canadian Copper Co.'s power source — High Falls dam and generating station, circa 1913.





Downtown Sudbury — 1890's.

CHAPTER VI

Sudbury Town

WITHIN a decade numbers of people had decided that the village had a promising future as a major railway junction, as a recruiting and supply centre for the lumbering and timber trade and as a base for prospectors and the infant mining industry. Sudbury's prospects were encouraging.

New businesses were established and additional stores opened to serve the needs of the community, the camps and the area. The buildings left behind by the railway company were bought or leased by new occupants. Dr. Hart bought the company hospital and moved it a few yards to Dufferin Street where it continued to serve for a number of years. The Ontario Bank opened a branch in the Fournier Block on Elm Street E. in 1890. Other places of business are shown on the accompanying diagram. James McCormick, hotel and sawmill owner, built McCormick's Hall on Elgin Street, later replaced by the Grand Opera House more recently known as the Empire Theatre. Robert Carmichael operated the first stage coach service and soon there were regular services to Chelmsford, Copper Cliff and Wahnapiatae.

A number of sporting, social and cultural activities had been organized. In 1884, the rifle team had its shooting butts beside the lacrosse field about where the arena now stands opposite the C.P.R. station. Sudbury also had its own baseball, hockey and curling clubs. Martin's Rink on Durham Street was used for concerts, travelling shows, and by the Sudbury Band, as well as for skating, hockey and carnivals. A number of fraternal and secret societies had established local branches and the log school house had been taken over by a number of professional men and was known as the "Hollow Log Club". The village boasted a literary society. The many hotels were social gathering places for the male population.

On March 5, 1891 the first newspaper began publication. It was James Orr's *Sudbury Journal*. The hand press was housed in a small frame building just south of the tracks on the west side of Durham Street. (1:201)

With all this activity and the promise of greater things in the future, many citizens felt the village should seek incorporation as a town. Early in April of 1892, a meeting was held in McCormick's Hall and approximately 100 citizens signed a petition to the provincial government asking that an act of incorporation be passed.

Even before incorporation the *Toronto Globe* had caught the spirit of the growing community. The issue of Saturday, October 29, 1892 devoted several pages to Sudbury and remarked that:

"The town is finely situated nestling down among the hills and is growing steadily and solidly. After visiting some of the mines in the district, one cannot help but conclude that a great future is in store for the place. Sudbury will yet be the Denver of Canada. The town has a population of upwards of 1,500, but there are over 4,000 men employed in the mines and lumber camps."

The paper then proceeded to comment on the wide range of goods and services available and to give thumbnail sketches of some of the principal merchants and citizens.

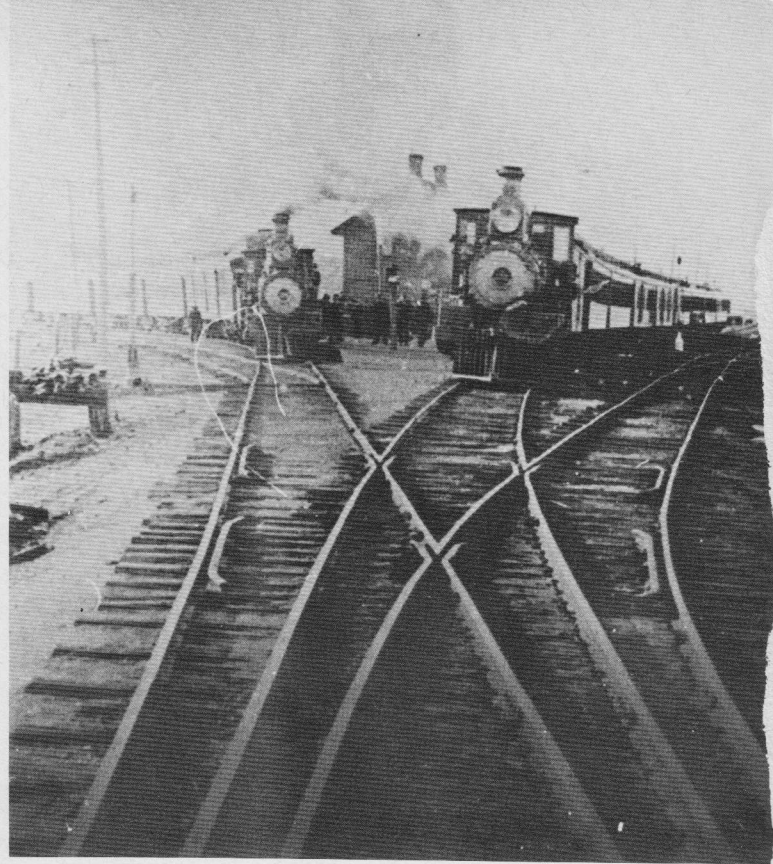
At the time, Sudbury's population was estimated at between 1,000 and 1,500. It is interesting to note that the Municipal Act of 1892 stated that "an incorporated village of 2,000 inhabitants may be erected into a town providing the census is certified to the Lieutenant Governor". Either the petition for incorporation antedated the Municipal Act or someone in the village had strong political connections. Sir

Alexander Campbell, Lieutenant Governor of Ontario, signed the Act of Incorporation, effective January 1, 1893. The Act divided the town into Fournier, Ryan and McCormick wards.

Nominations for a mayor, nine councillors and six trustees for the public school were held December 26, 1892, and all were seated by acclamation. The first meeting of the new town council was held January 16, 1893 at 2 o'clock in McCormick's Hall. Present were the Mayor Stephen Fournier, formerly Reeve of McKim Twp. and councillors Andrew Gallagher, Edmond Migueron, Robert Martin, Daniel O'Connor, Thomas Kirkwood and Dr. R. B. Struthers.

One of the first motions passed provided that "Constable Gagne be hereby appointed to inspect all chimneys, stovepipes etc., in the town of Sudbury and where any of the said chimneys or stovepipes are found defective, to ask the parties owning them to have necessary repairs made and report to the council at their next meeting." The following committees were struck: Finance; Fire, Water and Light; Roads, Streets and Bridges and Bylaws, Rules and Regulations.

At council's April 20 meeting, Dr. Howey was appointed Medical Officer of Health, at thirty dollars per annum.



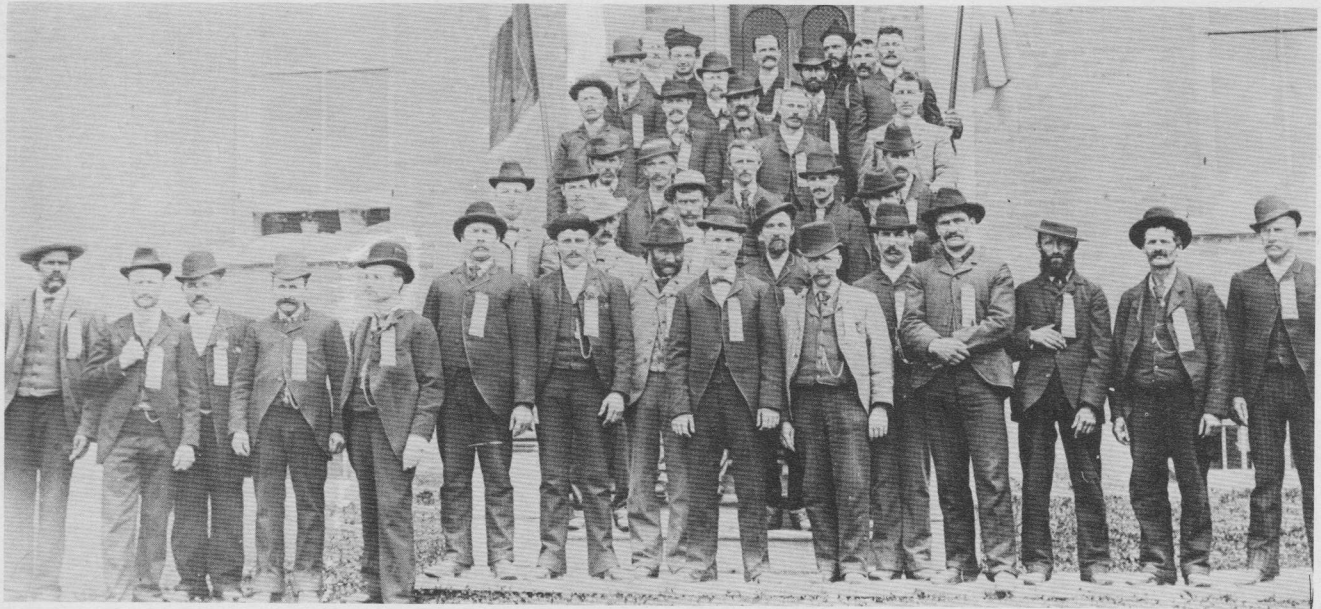
77. Sudbury station 1894 between the main line on right and the Sault branch on the left.

78. Business offices and C.P.R. station at present.



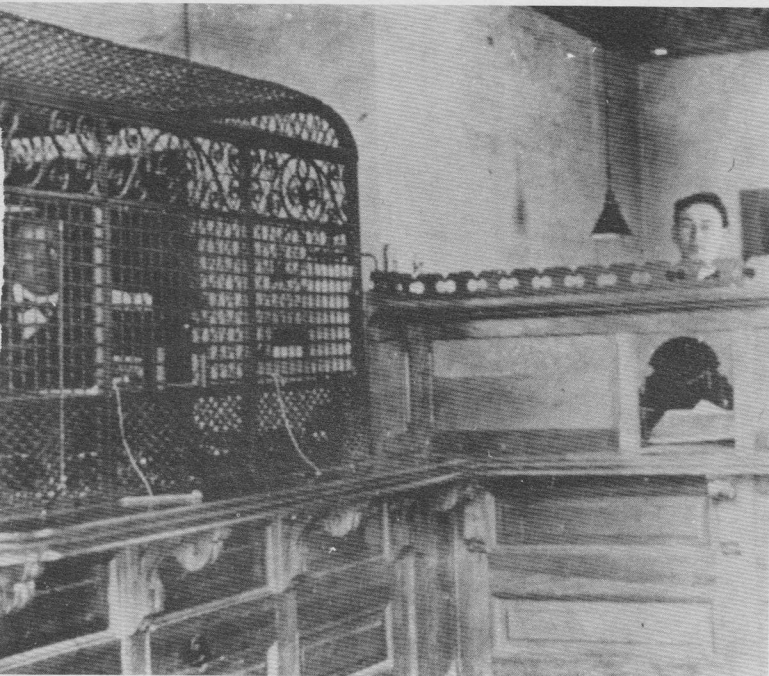


79. Rothschild Block, 1894 — formerly Jodouin's.



80. Jean Baptiste Society, June 24, 1894.

81. Possibly Ontario Bank, Fournier Block, Elm Street.



82. Elliott & Gibbon's Store, Elgin Street, Sudbury, 1891.





83. Sudbury girls' hockey team, circa 1900.

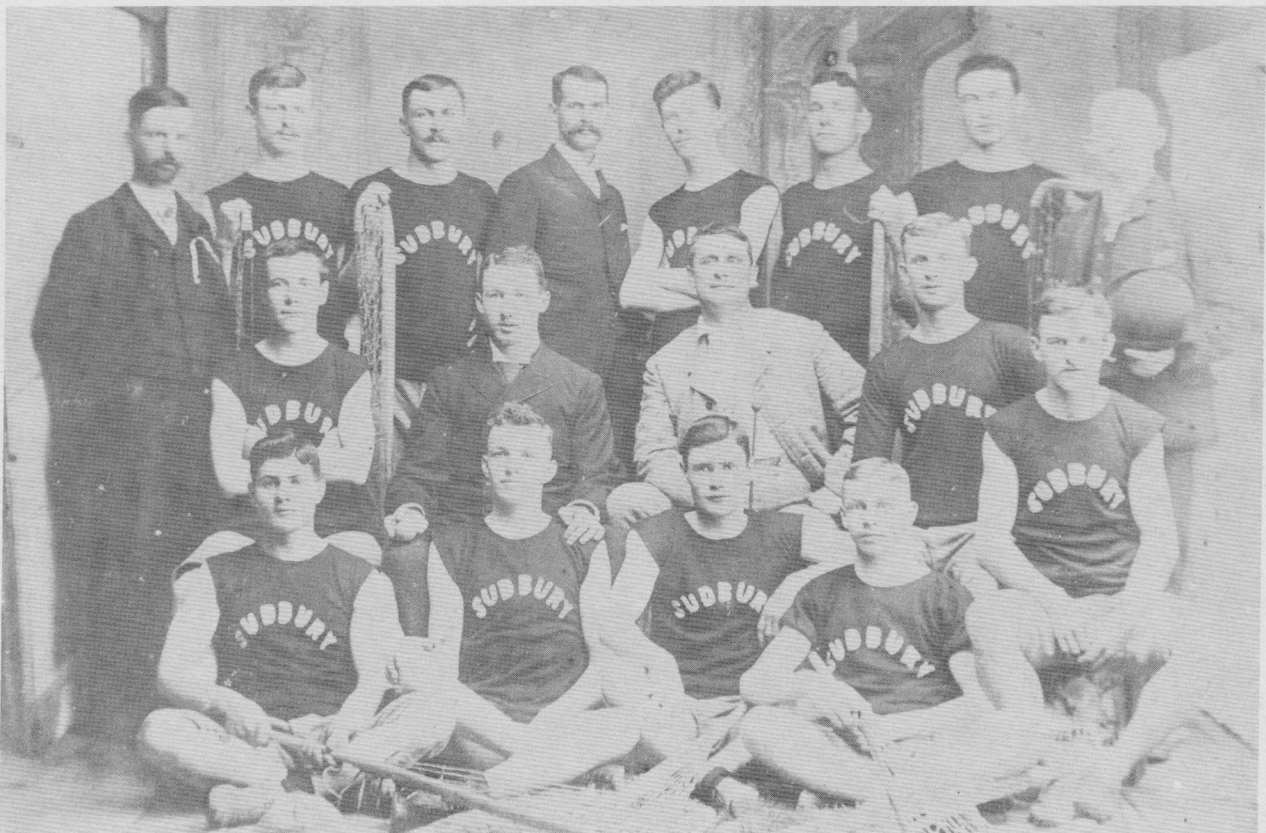
84. Picnic, April 18, 1894, at Idylwylde (Dr. Howey's farm, later part of golf course.)

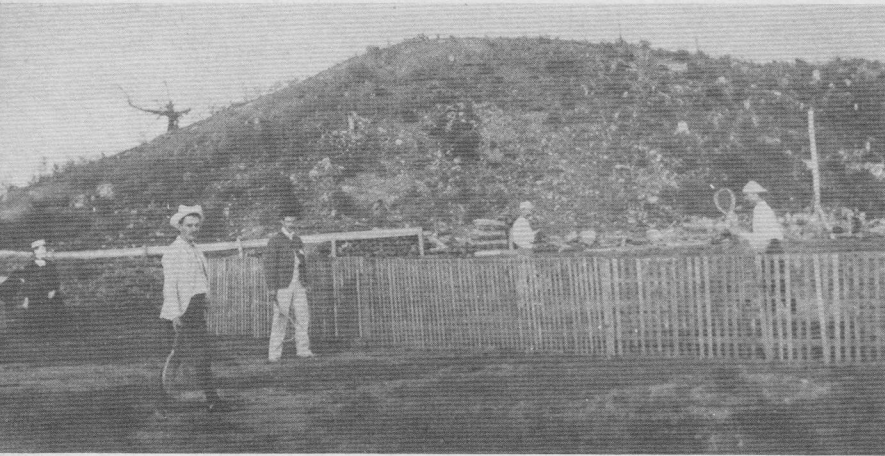
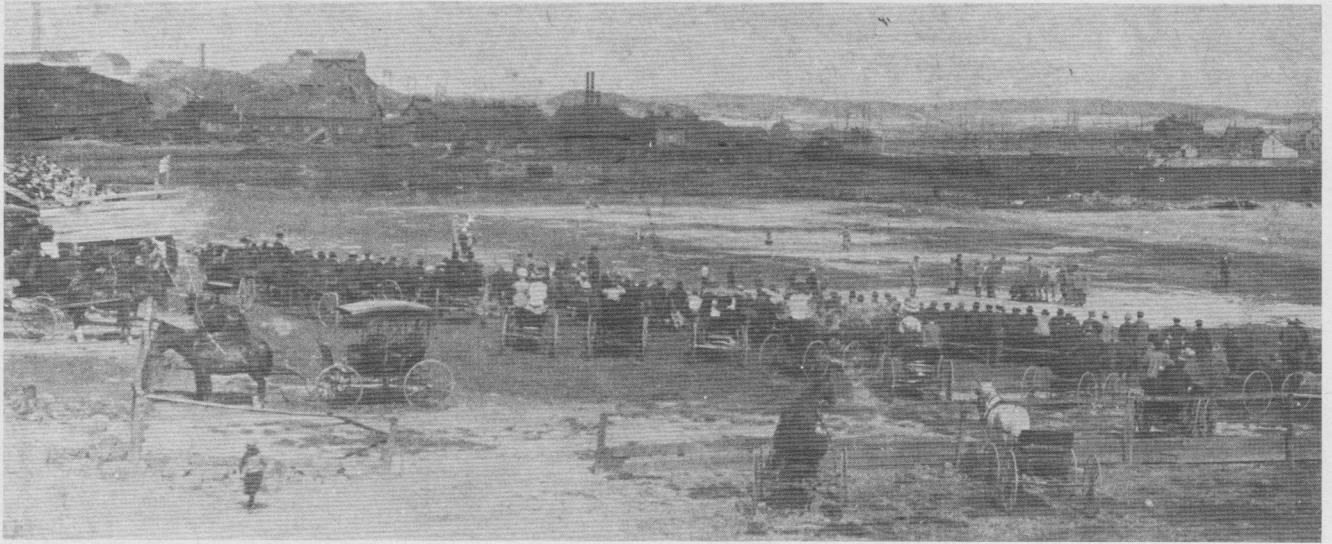




85. Rifle team, 1894.

86. Sudbury lacrosse team, 1893.





87. Copper Cliff baseball diamond.

88. First tennis court, Copper Cliff.

89. July 1st baseball game, Sudbury vs. Copper Cliff at Copper Cliff, 1908.



90. Sudbury Boat Club, 1905.

91. Saturday night.

92. Volunteer fire brigade, Durham Street, 1894 or earlier.





93. Frank Cochrane, merchant, lumberman, mine developer, mayor, M.P.P., Minister of Lands and Forests, Whitney Government, Minister of Railways, Borden Government.

94. Dan Dunn's boarding house, northeast corner of Elm and Durham. Cart has fruit and vegetables — note raised wooden walk.

95. N.H. Petit and wife. One of signators on 1892 petition for incorporation of the town of Sudbury. Mrs. Petit appears to be riding sidesaddle.



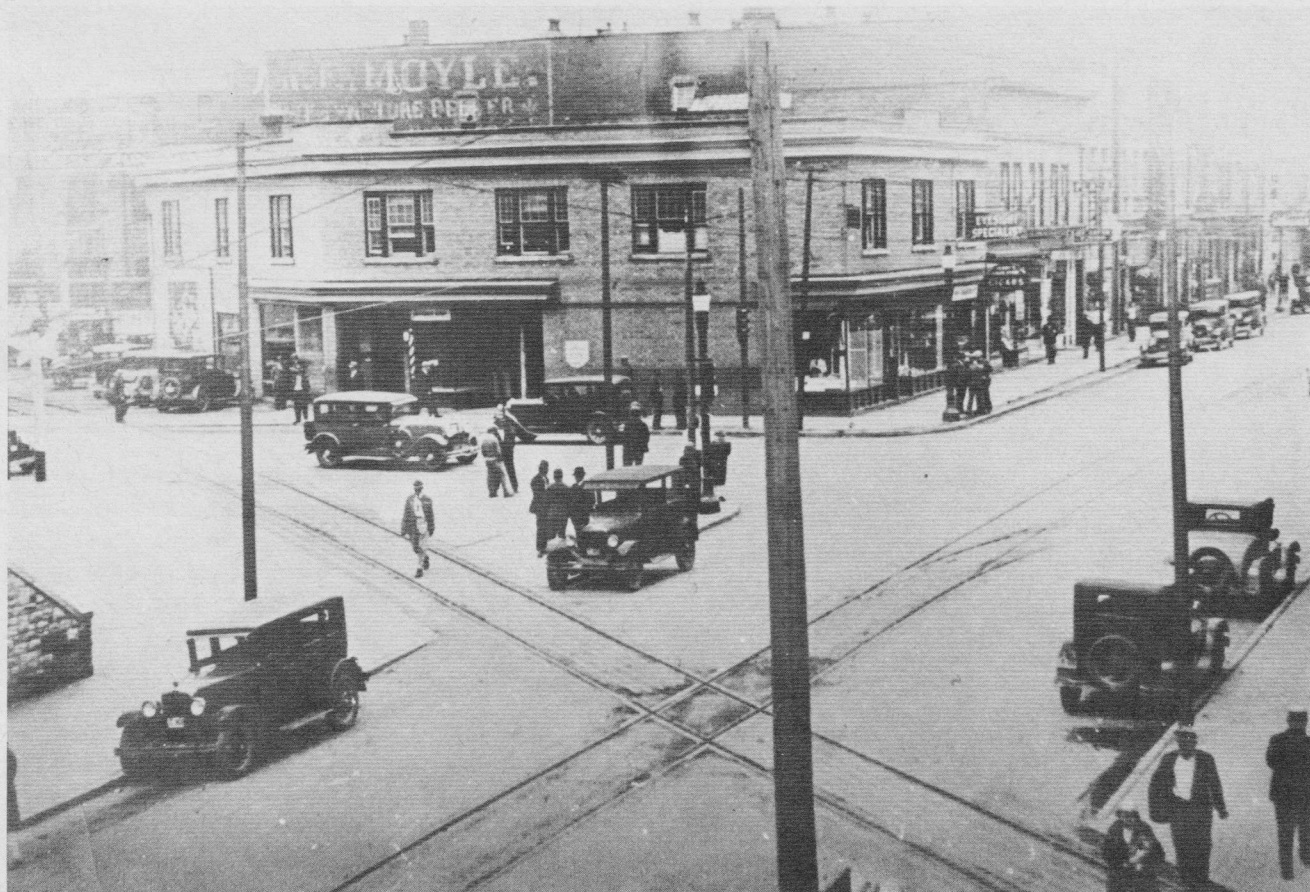
At the July 7th meeting Bylaw No. 10 was passed prohibiting horses, cows, and pigs from running at large. Since every home owner, including those living on Durham and Elm Streets, had at least one of each of these, this aroused strong protests and a petition from the ratepayers. Accordingly at a special meeting July 24th, the bylaw was amended and milk cows were to be allowed to run at large for the balance of the season. (Stephen Fournier is alleged to have shot John Frawley's cow for repeated excursions into his garden.) At that same meeting Leonard Soubliere's tender in the amount of two hundred and forty-eight dollars was accepted to cut a canal to straighten Nolin Creek and build a bridge across it.

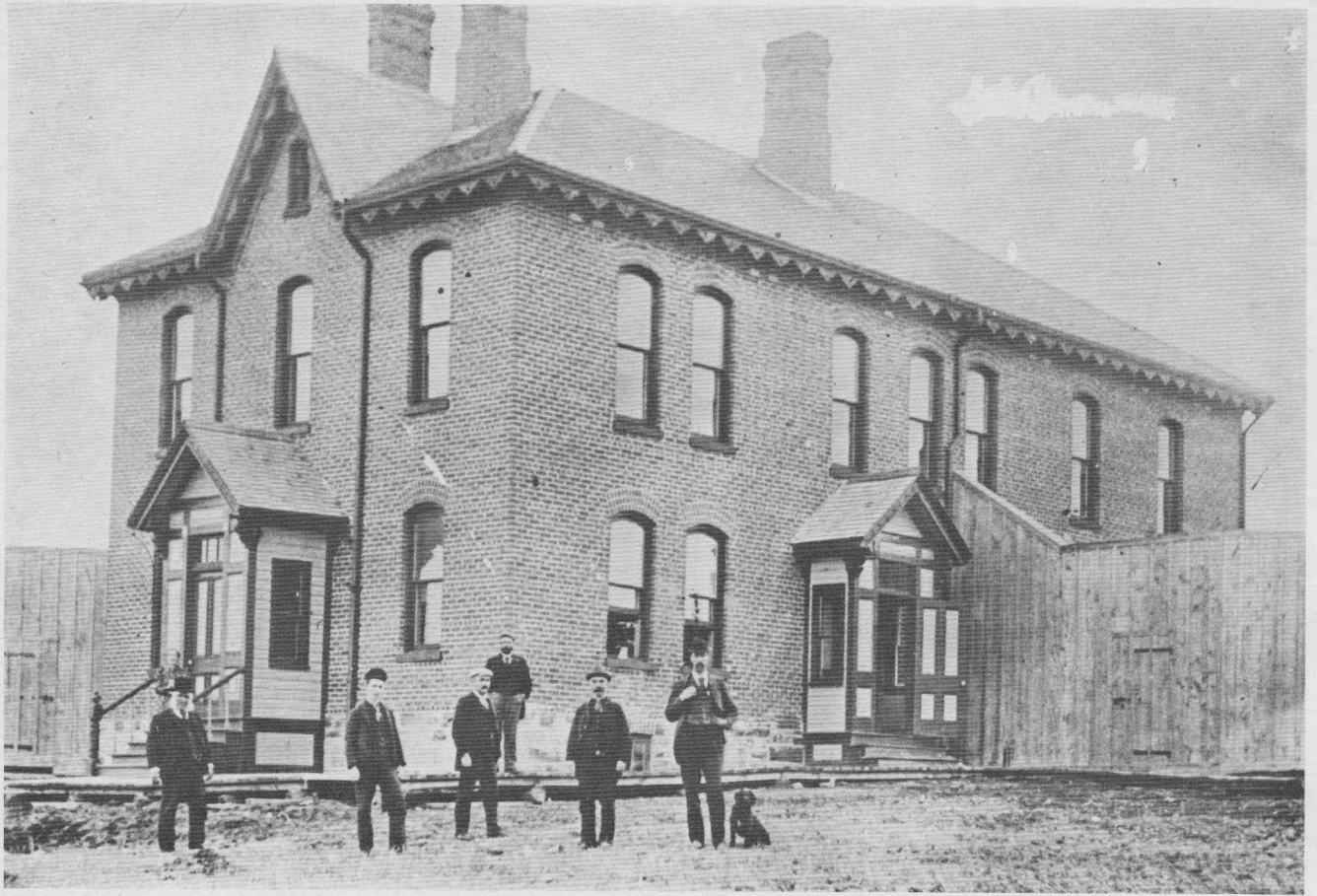
In those days Elm Street ended at Lorne and from there a path wandered across the court house property to the spring, in the future Queen's Athletic Field. The new brick court house, to replace the frame jail and jailor Irving's home burnt in 1892, was nearing completion and the contract called for the property to be fenced (with a 12-foot fence). Accordingly, council



96. The first Ste. Anne's Church — which was burned, 1887-1894.

97. Frawley Block, Stobie spur track and steps of post office, corner Durham and Elm Streets, circa 1924.





98. Note 12-foot fence around jail yard where prisoners exercised and hangings were carried out.

99. Hydro plant and waterworks, 1896.



awarded Sam Robillard the contract at ninety dollars to extend Elm Street three hundred and fifty feet to the spring.

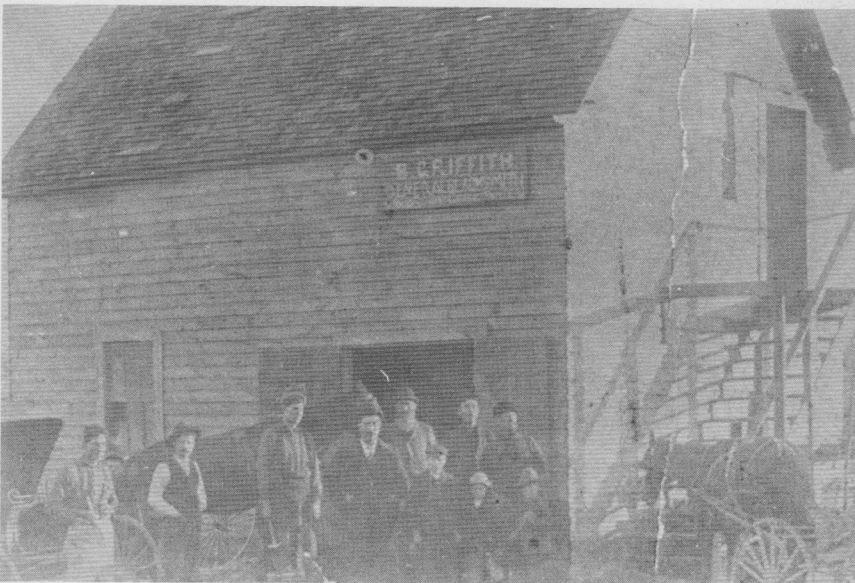
With the growth of the number of cases of typhoid fever a solution to the inadequate water supply was becoming urgent. In October the mayor reported on the estimated cost of installing a "waterworks" and it was agreed that a public meeting be called in the spring to discuss it.

In December, Fire Chief Robert Carmichael's bill in the amount of \$34 for cutting water holes for the fire engine the previous winter was approved for payment. The council established polling booths at the public school, McCormick's Hall, the newspaper office and in three of the downtown stores in this final meeting before the annual election.

The optimism of the new town was reflected in a handsome photographic album which appeared in 1894, produced by W. A. Martel and Son of Montreal. It was probably commissioned by the Sudbury Board of Trade which appears to have been founded in 1892 but was not formally registered until 1895. The introductory note reflects the same spirit of pride and optimism:

"1894 SOUVENIR OF SUDBURY 1894

The Town of Sudbury, (Incorporated 1892), is an interesting town of 1,500 inhabitants, situated on the main line of the Canadian Pacific Railway, at the Junction of the St. P.M. & Sault Ste. Marie Railway, 443 miles from Montreal, and 981 from Winnipeg. It has attained perhaps a wider fame in less than twelve years than that of any other town in Canada, which is due mainly to the fact that it is the centre of the greatest nickel and copper mining region known today in the world. Several valuable discoveries of gold have recently been made in the vicinity, and it is also the centre of a large lumbering district. Small lakes lie in all directions abounding with various kinds of fish, while a great variety of game is to be found in the forests. Among the principal buildings are the Court House, and the Algoma and Nipissing Hospital, owned by Drs. Struthers and Arthur; there are numerous Churches also a Public and Separate School, lodges of nearly all the secret and benevolent societies; the principal Hotels are the White House, proprietors Messrs. Morin & O'Connor, the Russell House, Messrs. Hart & Meehan, also a very fine Restaurant, corner of Cedar and Durham Streets, seating capacity for 100 guests, owned by L.L. Veach; a steam Soda Water Works, owned by L. J. Jodouin, who supplies the town and vicinity with mineral waters, ginger ale, etc. The principal business places are: The Hudson's Bay Co., headquarters for miners' supplies, provisions and clothing, of which J. H. McEachern is manager; Kirkwood, Lennon & Co., wholesale dealers in groceries and provisions, making lumbermen's, miners' and surveyors' supplies a specialty; D. Rothschild & Co., wholesale and retail dry goods, groceries and provision merchants; S. Johnson, wholesale and retail staple and fancy groceries and confectionery, field and garden seeds, also flour and feed; Richard Dorsett, decorator and painter, first-class place for wallpaper, picture framing and moulding; Ford & Co., builders and contractors, manufacturers of sash, doors and all kinds of building material, furniture and undertaking in all its branches; Chas. Labelle, house and sign painter and decorator, wall paper, moulding, etc., artists' materials, sacred pictures and Britishplate mirrors a specialty; Ben Washburn, merchant tailor, fit and workmanship first-class, and prices reasonable; R. W. DeMorest, land surveyor and civil engineer; Mickle & Evans, mining engineers and assayers. There is a fine skating rink, curling rink, rifle association, of which Capt. Smith is president, fire brigade, band, and also a weekly newspaper, the Sudbury Journal, with first-class job printing establishment in connection, J. A. Orr, Manager, which goes to show that Sudbury is a go-ahead town and advancing rapidly."



100. Elliott & Gibbons new store, C.P.R. buildings, Durham Street, 1895. Now site of Toronto-Dominion Bank.

101. Blacksmith shop.

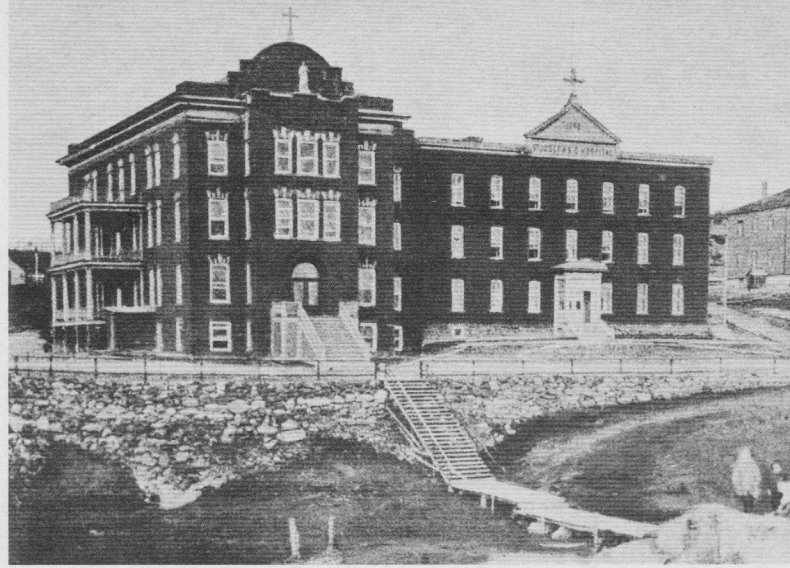
102. Blacksmithing, repairs and carriage painting.

In 1895 a tender was accepted for the construction of a steam driven pumping station at the foot of David Street. A wooden water tank was erected on the hill between where the Senator Motor Hotel now stands and the Stations of the Cross, north of Elgin Street (then called Station Street). About two miles of cast iron mains were installed. A hydro-electric generating station was built beside the pumping station. Sudbury became the first Ontario municipality to own and operate its own electricity plant.

Unfortunately the dynamo and much of the equipment was both second-hand and inefficient. The steam generator burned half a cord of wood an hour. The plant switchboard consisted of two open-knife switches carrying 100 kilowatts at 1100 volts. Power was distributed by overhead wires — twenty-seven of them on Elm Street alone. Not surprisingly, the electricity generated was insufficient to supply the town's five hundred light bulbs. In 1886 the whole installation except the wooden poles was replaced. Many of the unsightly and inefficient wires were eliminated and the output of the system was greatly increased. Even so, operations still proved costly and the operators were often incompetent. Street lighting was confined to the downtown area and even here consisted of only a few 16 and 32 candle power bulbs.

The town fathers were delighted when in 1905 Cochrane and McVittie completed their Wanapitei Power Company dam and generating plant and the council was able to enter into an agreement to purchase power from them. Meanwhile in 1902, the town had engaged Rex Martindale, who for the next 54 years would be involved with the town's hydro and water supply. From then on the Fire, Water and Light Committee heard fewer complaints. (Sudbury Hydro-Electric Commission.)

The columns of the Sudbury Journal reflect the activities, hopes and problems of the town. From the issue of August 27, 1896 we are informed, "The Hudson's Bay company have closed their post at Naughton. The rifle team had a match against Mattawa and Pembroke in which Sudbury's team was the winner. Dr. Arthur has entered the Dominion Rifle Team matches to be held in Ottawa. The officers of the Union Agricultural Society met in Fournier Bros. offices and revised the prize list for the September Exhibition. The C.P.R. conductors went on an excursion to North Bay, Saturday last". The editor remarked that "The C.P.R. has renewed the platform in front of what is dignified as a station in this town . . . A new station has been promised for some years, and we have not the slightest doubt that we will get it — if we only live long enough." The manager of the Wahnapiatae Baseball Club offered a



103. St. Joseph's Roman Catholic Hospital, Sudbury, built 1898.

BRICK! BRICK!

We are offering our celebrated 9-inch Brick at the following prices:—

KILN RUN OF HARD AND SOFT BRICK	6 50 per M.
KILN RUN OF HARD VENEER BRICK	7 50 per M.
SPECIAL VENEER	10 00 per M.

Specially low quotations for large lots. Add 75c. per M. for loading on cars. We guarantee that our kiln runs of hard and soft brick will not exceed one third soft. Your orders will receive prompt attention.

MCCORMACK & FENTON.

CARMICHAEL'S OLD - AND - WELL - KNOWN Restaurant and Ice Cream Parlor

Has been refitted and is now in shape for the Summer Business.

PHOSPHATE SODA FOUNTAIN,
and all kinds of Summer Drinks always on hand
A Choice Lot of Cigars, Fruits and
Confectionery.

.... MEALS AT ALL HOURS
MEAL TICKETS \$3.50.

A. R. CARMICHAEL,
LARCH STREET

Complimentary Banquet

to *Lieut. J. E. Leckie.*

AT NEW AMERICAN HOTEL

Thursday Evening, March 21st, 1901.

MENU . . .

SOUP

Oyster Stew.

FISH

Boiled Trout with Egg Sauce.

BOILED

Ham. - Ox Tongue with Tomato Sauce.

ROAST

Young Turkey—Cranberry Sauce.
Prime Ribs of Beef with Brown Gravy.
Roast Pork with Boston Baked Beans.
Leg of Southdown Lamb with French Peas.

ENTREES

Scalloped Oysters. - Kisses with Lemon Jelly.

RELISHES

Celery. Queen Olives. Chow-Chow. Tomato Catsup. Lobster Salad.
Cabbage Salad. Worcester Sauce. French Mustard.

VEGETABLES

Boiled and Mashed Potatoes. Sugar Corn. French Peas.

DESSERT

English Plum Pudding with Brandy Sauce. Apple Pie. Mince Pie.
Ice Cream and Assorted Cake.

FRUITS

California Grapes. - Apples. - Oranges. - Assorted Nuts.

English Breakfast Tea. - Green Tea. - Coffee.
Canadian Dairy Cheese and Crackers.

WINES

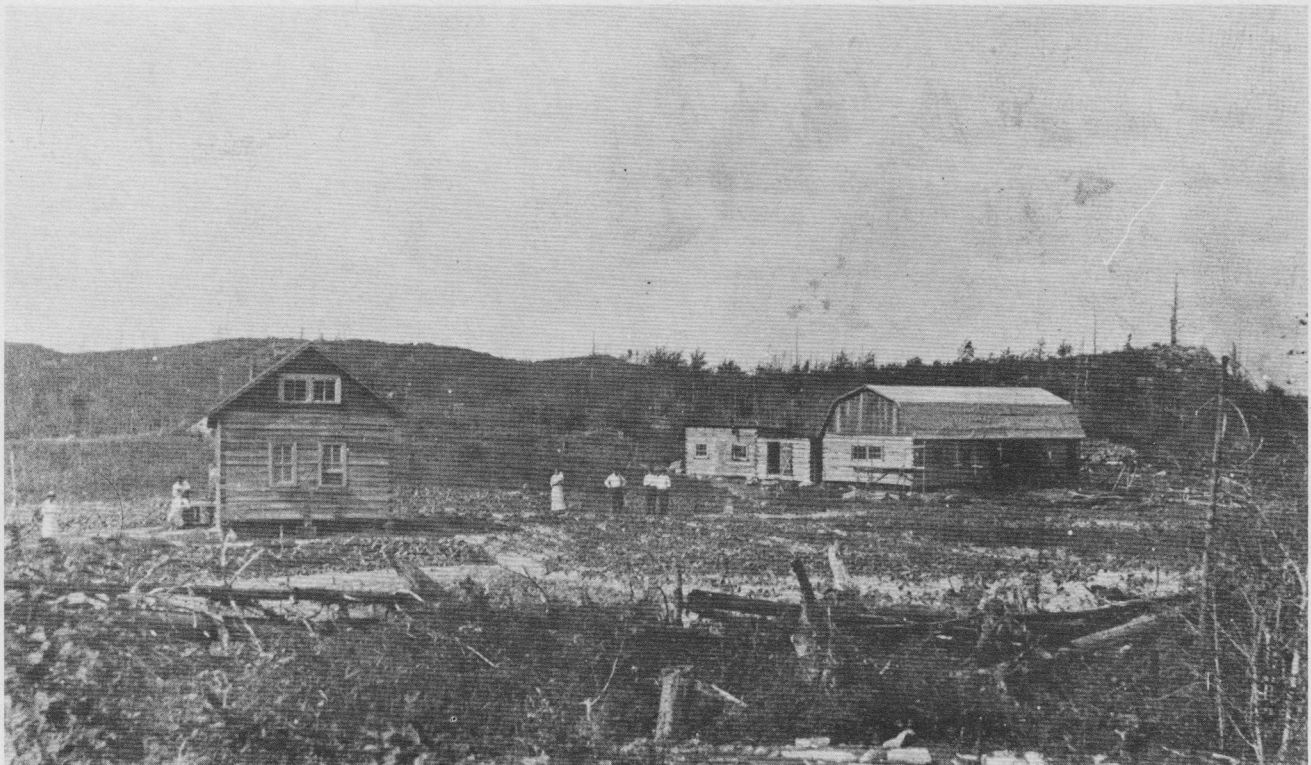
Port Wine. Sherry Wine. Seagram's 33. Club Whiskey. Ales.

written challenge to any Sudbury-Copper Cliff team, the losers to pay for an oyster supper and put up the ball. In mining news the paper noted, "Ned Townsend came down from Lake Wanapitei and reports some very rich gold finds have lately been made in that district and quite a number of prospectors are out." Contemporary advertisements provide an interesting commentary of the cost and styles of living at that time.

The activities of the citizens were not confined to business and social projects alone. Continuous representations were made to the appropriate authorities for new and improved streets and roads and for a direct railway link with Toronto.

The Algoma and Nipissing Hospital building, still standing across from the President Hotel on Elm Street, was partly the result of efforts by a committee appointed to establish a general hospital and which was composed of Stephen Fournier, Dr. R.H. Arthur and the Reverend Charles Piercy, the Anglican priest. The same year the Grey Nuns rented Dr. Hart's log hospital on Dufferin Street and in 1898 the new St. Joseph's Hospital was opened. It is said to have been heated by sawdust and shavings from the Laberge planing mill.

104. Farm, corner Elm and Regent Streets, circa late 1880s.





105. Most families had a cow.

106. Sauna bath, Finnish pioneer farm, late 1880s.

107. Andy Boyce farm. House still stands on Beverly Drive.



There was also an isolation centre for homeless victims of smallpox or typhoid fever from the area mines or lumber camps. This was known locally as the Pest House and stood on the hill northwest of Regent and Spruce Streets. People were terrified of these contagious and often fatal diseases. When needed it was the responsibility of the sanitary inspector to engage someone who had recovered from the disease as an attendant and to provide food and supplies. Those who recovered were released at the end of a quarantine period, otherwise their remains were placed in a rough box and buried in the cemetery as quickly as possible. The building was in use from 1901 to 1928 and was demolished the following year. (Cook, Dr. J.B., M.O.H.)

With lumbering at full production and the community expanding, the growing population required increasing quantities of vegetables, milk and other farm products. It was natural, therefore, that a number of farms should be established on the outskirts of the town. Fred Eyre built his farmhouse "Hope Cottage" on Lorne Street and later gave land for the Eyre Cemetery. There were farms on Elm Street west. The Donovan is named after the farmer who tried to till its sandy hills. Moses Gatchell bought 200 acres in the area named after him, pastured his cows on the meadows of Lily Creek and started a dairy. Andy Boyce had a farm south of the present Memorial Hospital. The Robinson farm later became the subdivision of that same name and the Bouchards, who founded Standard Dairy, built a farm house which can still be seen on Edgehill Drive.

A French Count, Frederick Romanet du Caillaud, appeared in Sudbury at this time. In 1892 he

purchased a large block of land between the townsite and the lake. His property eventually included almost all the land from the Nelson Street bridge to the eastern end of Lake Ramsey. Over a period of years he sold building lots. A few years after his death in 1919, his remaining Sudbury property was sold for back taxes. His monument is the Lourdes Grotto he erected on the rock wall above Lourdes Street. (Hackett, F., unpublished essay)

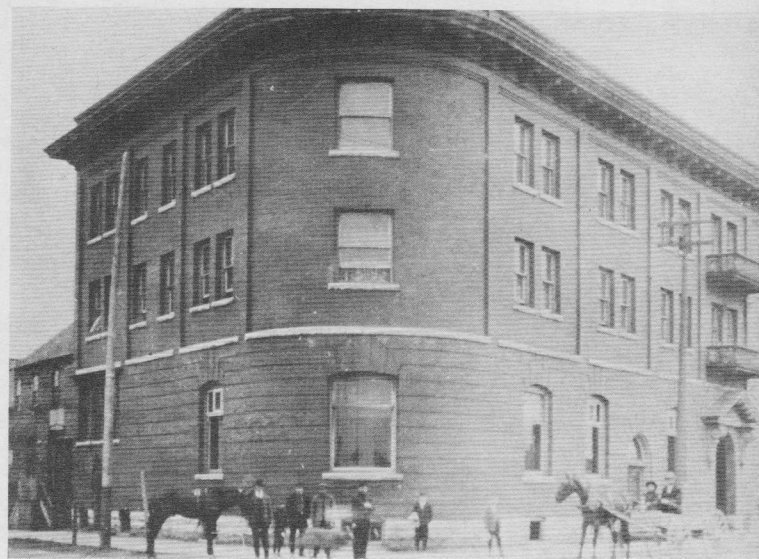
Copper Cliff, today part of Sudbury, was incorporated in 1901. The early by-laws indicated how much the first householders tried to be self-sufficient. "No person shall permit any of his or her swine to run or be at large in any highway, street, lane or public place within the limits of the said town." Other by-laws regulated the keeping of cows and horses.

The Canadian Copper Company had a few telephones but it was not until 1902 that W. A. Evans organized a local system for Sudbury. Before it came into operation the system was purchased by the Bell Telephone Company. The switchboard was located in the rear of H.S. Young's drug store and by 1904 the directory listed 107 subscribers.

By the beginning of the twentieth century significant changes were taking place in Sudbury. The Canadian Pacific "short line" from Toronto was completed in 1908 and this led to considerable rearrangement of the company's properties. The main line was moved from its route along Bancroft and Howey Drives to its present location along the lake shore. Marshalling yards, a new station and the Nelson Street bridge were erected and all this led to the elimination of Mill Crescent with its fine homes which ran parallel to Worthington Crescent.

108. Russell House, Hart & Meehan, southeast corner Larch and Elgin, 1894.

109. King Edward Hotel, 1904 southeast corner Larch and Elgin. Note horse-drawn stage at door. Ironstone's clothing store at left.





110. Christakos store and a restaurant in what is now Ledo Hotel, circa 1909.

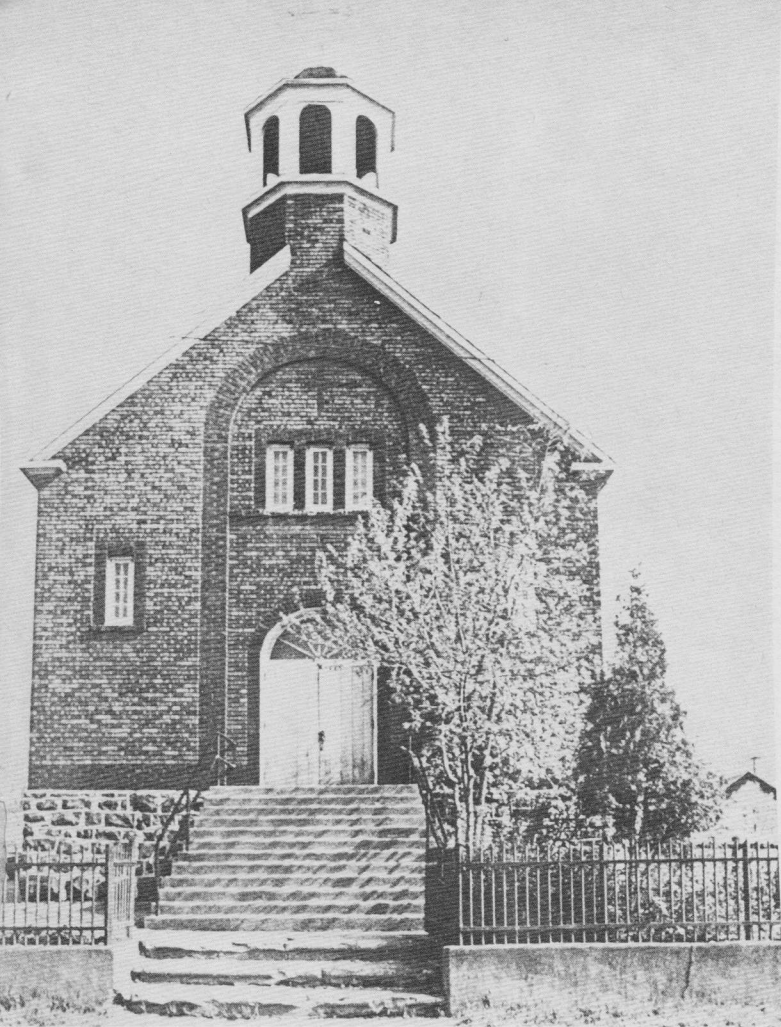
111. Haskell Moses' Sudbury Hotel and Christakos, store circa 1911.



All this contributed to the feeling that Sudbury's future was now assured and that the town should be furnished with buildings which would reflect its importance as an industrial and commercial centre. The years 1907 to 1915 saw what may almost be described as a building boom. The temporary buildings suitable for a frontier community were being replaced by more permanent structures befitting the dignity of a growing town.

W. J. Bell built his stone mansion in 1907 and fifty

teamsters hauled earth to build up the grounds. Several churches were also built. The Roman Catholic church, because of its large constituency, had built a large church at the outset. By 1917 the three hundred English-speaking Roman Catholic families had come to the conclusion that they would like a church and parish of their own. St. Joseph's congregation was formed and services were held in the Jubilee Hall. Planning was begun for a church building and the basement of the present Church of Christ the King was opened for worship in January, 1914. Further progress



112. St. Mary's Ukrainian Catholic Church 1923-71. Site now inner court of Holiday Inn.

113. Methodist Church, Cedar Street. Now Canadian Tire property.

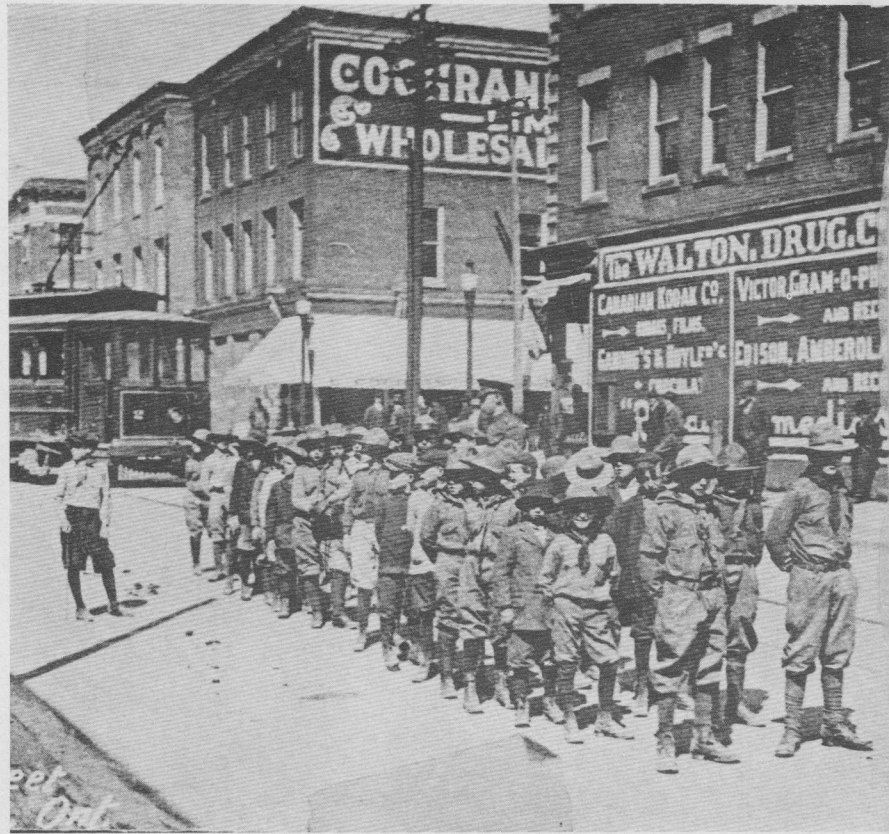
114. Church of the Epiphany, Larch Street, built in 1912.

115. St. Andrew's Presbyterian Church, Larch Street, Central School in background, before 1920.





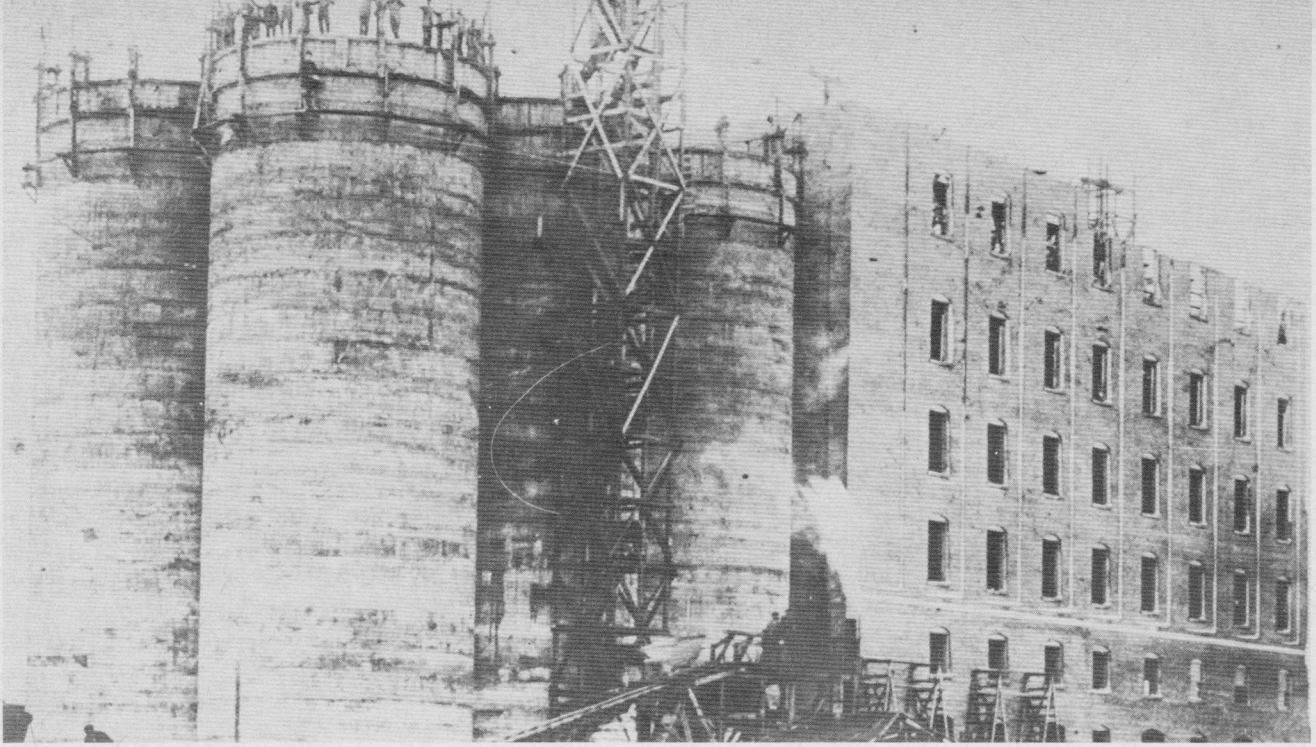
116. Larch Street east from Durham, second Church of Epiphany (Anglican) under construction, 1912.



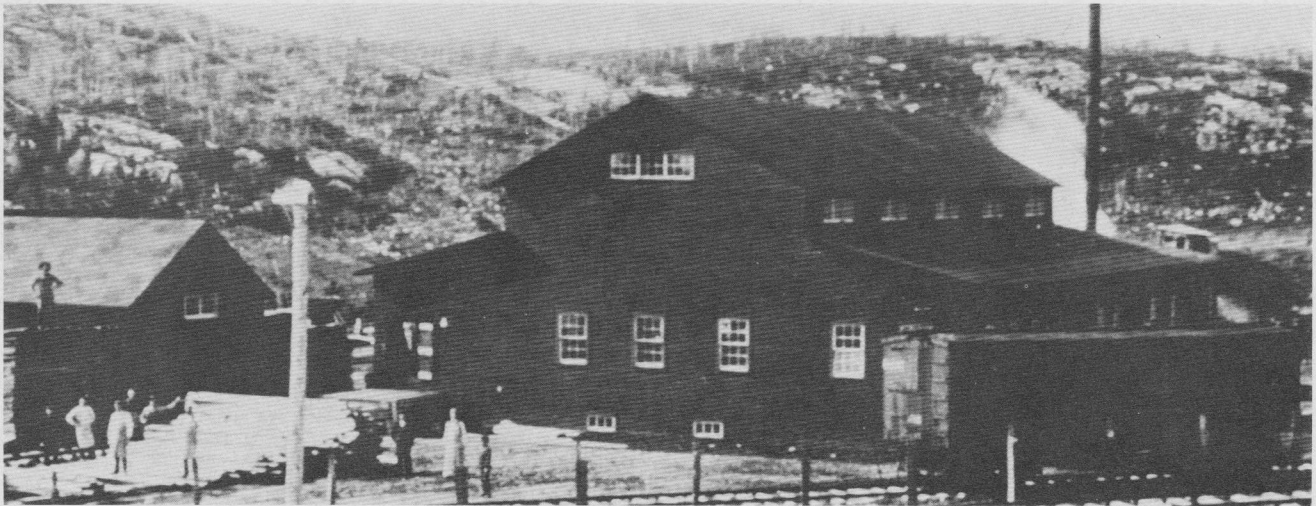
117. Boy Scout parade 1918.

118. Peloquin boarding house, Elgin Street, 1906. At right Moses Block under construction.



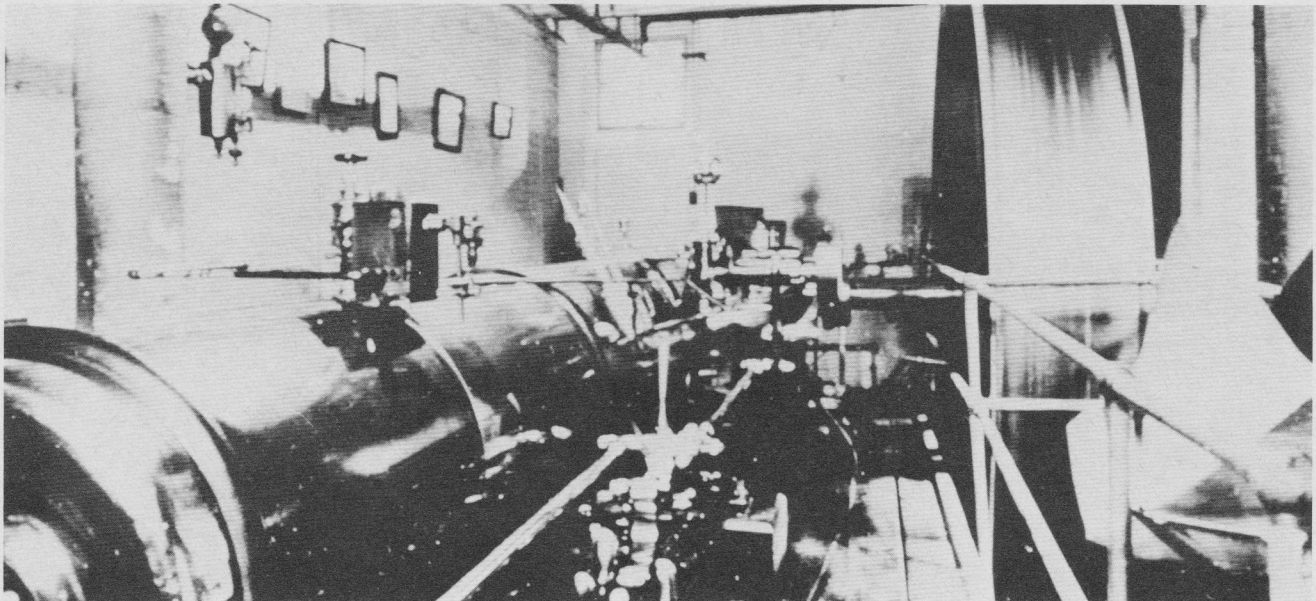


119. Ontario & Manitoba Flour Mill seven-storey brick mill and six concrete elevators, Notre Dame Avenue, 1910.



120. Evans' lumber mill, northeast of Junction Creek, 1907 (Primeauville)
Later site of C.N.R. Station.

121. Steam power plant of Evans' new mill, Pine Street, 1909.



was slow but the foundation stone was laid in 1928 and the building completed in the following year. In October, 1947, it was completely gutted by fire but was restored and in September 1948 was re-opened.

The Methodists built a large concrete block church on Cedar Street which was opened on January 5, 1908. By 1908 the Presbyterians had outgrown their original building and for a time worshipped in the new Grand Opera House. The new St. Andrew's was begun in 1908 and opened on June 19, 1910. Within a year or so the Anglicans were moving in the same direction and a building fund had been established. Preliminary work was undertaken in 1911 and the new Church of the Epiphany was opened at the end of April, 1913. The small Baptist congregation is said to have begun its services in the rink on Durham Street. Baptisms were held more or less publicly in Ramsey Lake. Subsequently they bought the original Methodist Church and moved it to a site at the corner of Larch and Minto Street. It was replaced by a brick building in 1924.

In 1909 the Sudbury Star was founded, The Sudbury Brewing and Malting Company erected its plant on Lorne Street and a group of local business men invested fifty thousand dollars in the Grand Opera House which was visited by some of the best stock

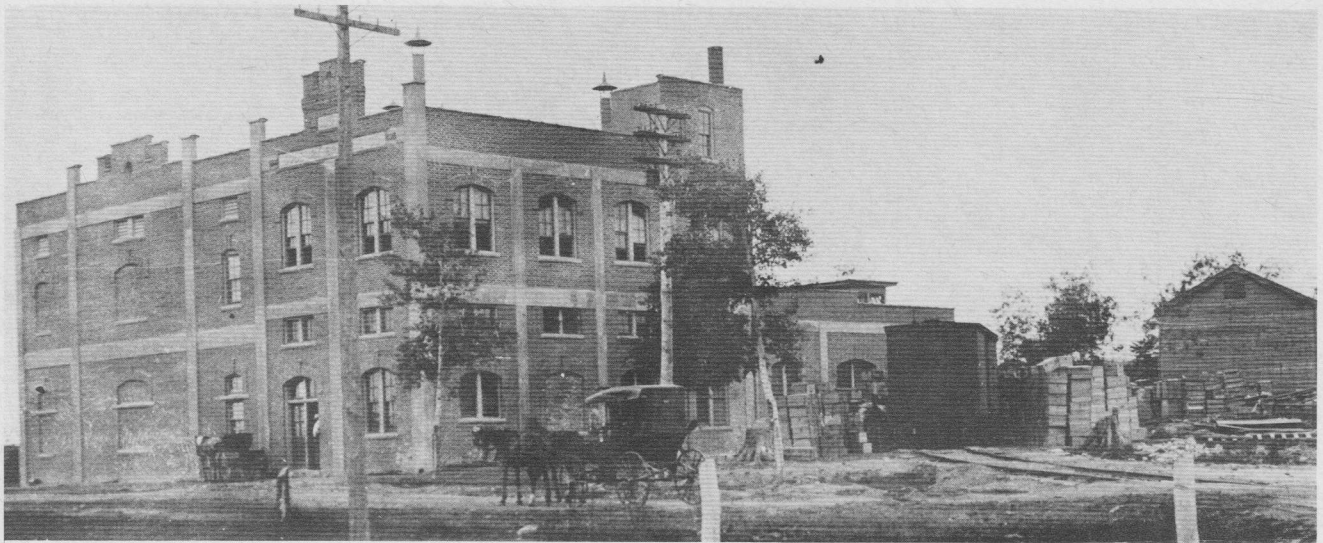
companies of the day and such distinguished actors as Sir Henry Irving. Special trains were run from points on the Sault line for outstanding performances. The first high school classes began in Jubilee Hall on Durham Street north and the first high school was opened in 1909, the same year as the new Court House. The most ambitious industrial project was the Ontario & Manitoba Flour Mill, a seven-storey brick building with six adjoining concrete silos, which was built in 1910 on Notre Dame Avenue. It shipped flour to Europe during World War I but failed in the late twenties. The year following, the C.N.R. arrived and erected a station on Borgia Street. In 1913 council built the farmers' market nearby at a cost of five hundred dollars and held the official opening of the new town hall on Elgin Street.

In spite of the war, in 1915, the Federal Government completed an imposing stone post office building with a ninety-foot clock tower at the corner of Elm and Durham Streets.

The Sudbury-Copper Cliff Suburban Electric Railway Company was a business venture by a group of local business men. The first line was to run from Copper Cliff through downtown Sudbury up Elgin across the Nelson Street bridge to Lake Ramsey. Since one of the promoters owned a downtown liquor store, the line

122. Moses Block and Leve's Fur buying office, corner Durham and Elgin Streets, 1930s.



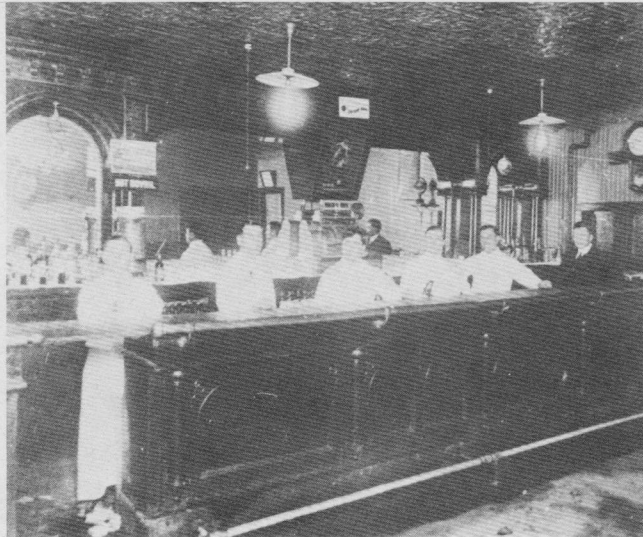


123. The Sudbury Brewery.

124. Temperance Town Joy Wagon.

125. Nickel Range bar, circa 1917.





126. Bar of Montreal House, circa 1910.



127. Blue's Grocery now Paquette's Men's Wear, Durham Street S.

circled three sides of one block via Cedar, Lisgar and Elm Streets in order that the workmen returning from Copper Cliff could be let off at a stop in front of his store.

Power was purchased from the Wanapitei Power Company and space for a substation was rented in the town hydro building at Ramsey Lake. The Canadian Northern Railway Company (future C.N.R.) loaned the company a second-hand trolley car. Regular service with this one car began November 11, 1915, from the intersection of Elm and Durham Streets to Copper Cliff. The following year two additional used cars were obtained and the line extended to the lake

terminus and to the town market. This section was extended to the Flour Mill in 1917 and the substation and a car barn were constructed in the O'Connor Park area opposite the flour mills. The last run was made October 1, 1950 and the company was reorganized as Sudbury Bus Lines Limited by J.N. Demarais.

Before 1912 not even a wagon track connected Sudbury beyond the surrounding villages but in 1912 the gravel road from North Bay to Sault Ste. Marie opened and Alex McLeod started a bus service to Copper Cliff. This was Idylwyde Golf Club's first year of operation. Citizens now had good reasons to feel a proper civic pride in their town.

128. Dorsett's Jewellery Store, Elm Street W. circa 1925, now Palmer's.

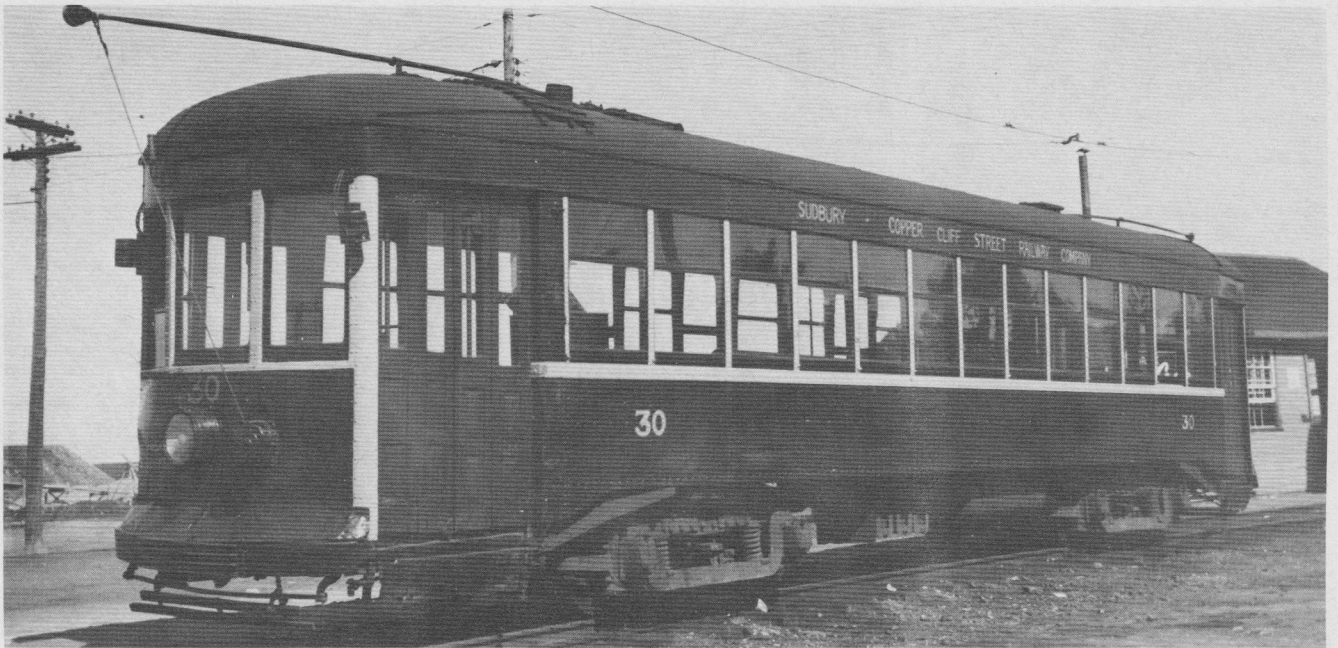




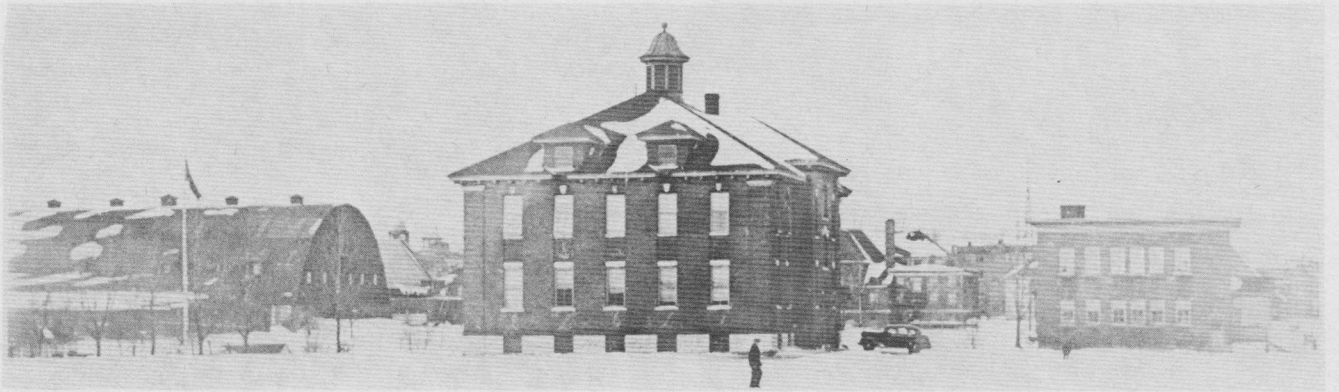
129. Some Sudbury homes, 1909.

130. Fireman W.L. Andrews and dog "Scrap" on town street sprinkler in front of White House, Elm Street, 1910 — note swinging doors.





131. Sudbury - Copper Cliff Street Railway Company car.



132. Central School and annex. Palace rink on left, circa 1935.

133. Elm east from Nickel Range Hotel, note street car tracks, circa 1917.





134. "Gogama or Bust" (Silver discoveries) 1908.
In front of Balmoral Hotel.

135. Post Office southeast corner Durham and Elm Streets, 1915.

136. Southeast corner Durham and Elm. Right: Stobie spur rail line and city livery. Left: Montreal House.





137. New town hall, fire department and police station, 1913 — old fire hall at left. Note sleds.

138. July 1st parade, 1912. Elm Street just east of Durham. W. L. Andrews driver and Fire Chief Joe Fowler.

139. Elm Street east from Stobie spur near Durham Street, circa 1890. (page 75)

140. Elm Street east from former Stobie spur line near Durham, 1973. (page 75)



139



140



141. Elm Street west from Young Street, circa 1920.

142. Elm Street east and Borgia Street before City Centre, 1960s.





143. Town of Sudbury Police Force, late 1920s.

144. Parade on Durham Street, looking south from Larch Street, Ontario Bank sign and Martin's Rink. Street not paved, circa 1900.





145. Durham Street S., from Cedar Street, circa 1930.

146. Durham Street S., from Cedar Street, 1960s.



CHAPTER VII

The War Years

AN era was ending. Life would go on awhile as before but a time of change and a new way of thinking was at hand. A different life style and new expectations would replace the old order.

In 1912 Mrs. McKessock (wife of the magistrate) had written to council asking when women would be given a vote. Times were changing! However, council moved, "That the request of Mrs. McKessock be taken up on a future occasion when called for by council".

J. G. Henry, undertaker and furniture store owner was the mayor and his councillors were: Felix Ricard, hardware merchant; J. Mulligan, lawyer; George Tuddenham, barber; Robert Martin, merchant and dealer in bricks, mining properties and timber limits; and W. Smith, diamond driller. Hardy and Hammond agreed to audit the town books for six dollars per day and board plus one single railway fare from North Bay. Dr. W.J. Cook was retained as M.O.H. at fifty dollars per year plus five dollars per visit to smallpox cases and two dollars for visits re other contagious diseases. The council also decided to lease two lots at the corner of Elm and Durham Streets from the C.P.R. to accommodate a wood market in winter and a bandstand and seating in summer.

Sewers were being laid and the streets were seas of mud. In April Messrs. Ricard and Tuddenham moved that council authorize the purchase of all three-inch planks necessary for crossing purposes. In the same meeting it was ordered that R. Martindale, in charge of sewer installations, be provided with a horse and rig while supervising the installation and further that all houses with access to the new sewer lines must be connected by July 1, 1912.

The following spring, council solved the mud problem by purchasing two hundred carloads of rock from the Gertrude mine and one hundred carloads from the Sellwood mine for the streets and roads. A further problem was met with a bylaw, "Authorizing the payment of a bounty for the destruction of rats." (Memorial Park was then the town dump.)

The war years brought out the best and the worst in people. There were many instances of generosity, service and sacrifice, both corporate and individual, but also some instances of greed and selfishness. The town council made a grant of twenty thousand dollars to the Canadian Patriotic Fund even though it was necessary to sell a debenture to pay for it. A further debenture enabled the town to give twenty-five thousand dollars to the British Red Cross. Donations were also made to the Belgian Relief Fund, the Second Sudbury contingent, the 277th Battalion and the British Sailors' Relief Fund.

On the other hand, food prices sky-rocketed and there was real distress. The mayor was authorized to buy one thousand bags of flour to be sold at cost to needy families. As the war continued the situation grew worse and the town council intimated that action would be taken against those charging excessive prices. In 1917 allotments were being offered by the town to those who wished to cultivate a garden and to offer further encouragement Mayor Morrison offered to have such lots ploughed for a nominal charge of one dollar.

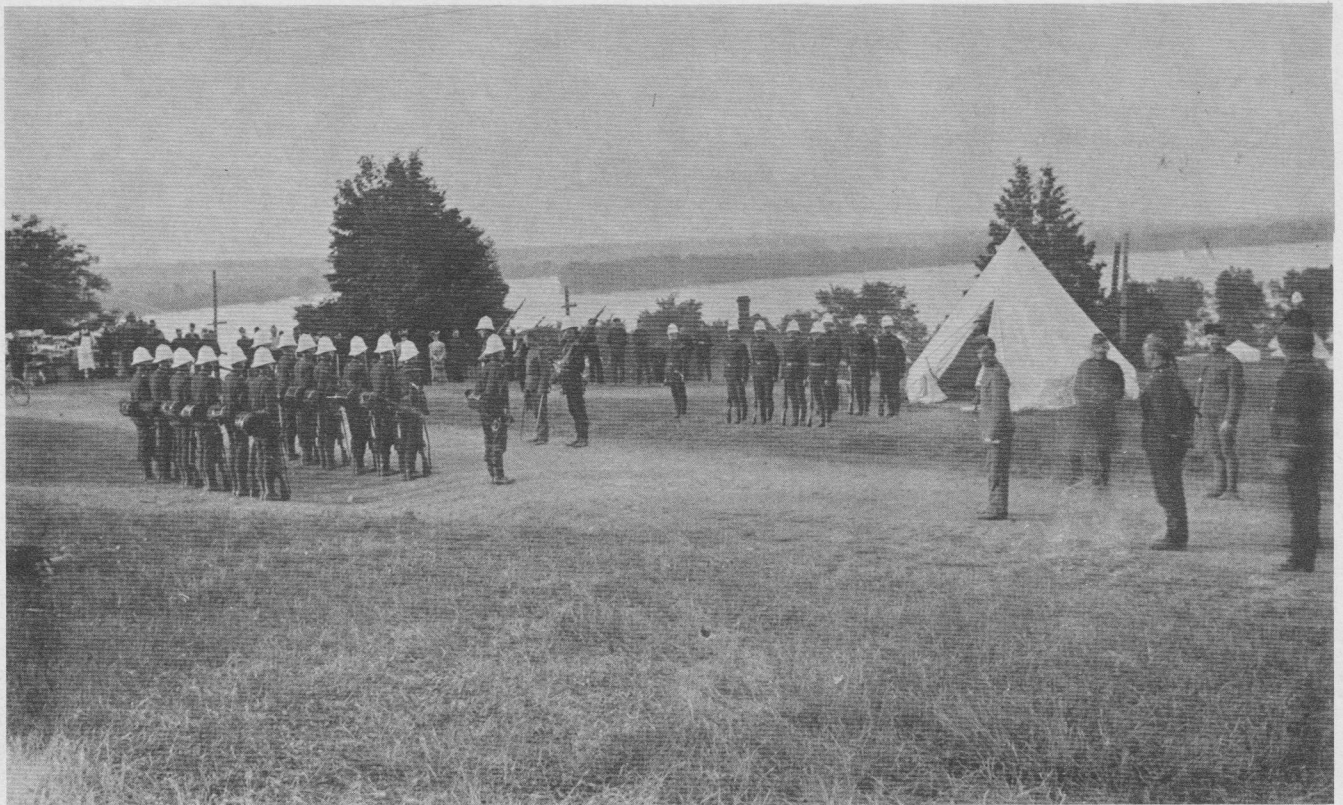
A home guard was established and town water tanks, hydro dams and power plants were constantly guarded. The skating and curling rinks were rented to the 277th Battalion. With the opening of the impressive new stone post office, the upper floor

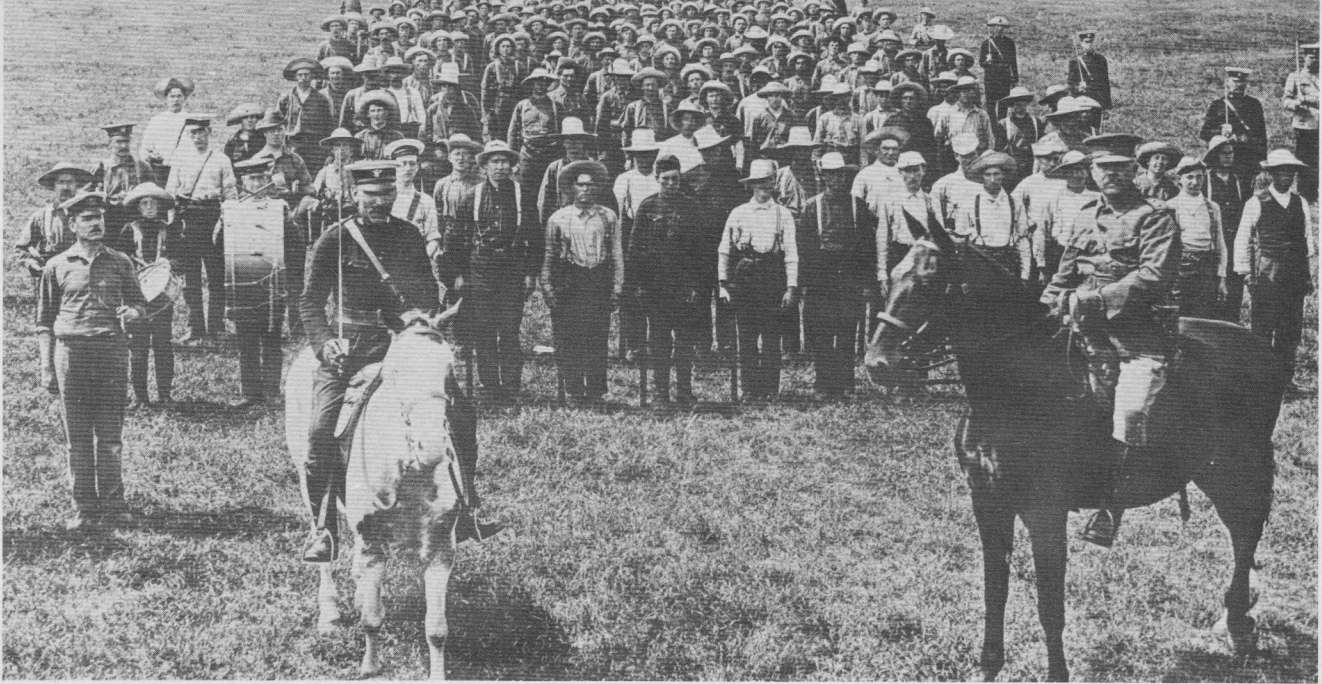


147. Elm Street at Durham, 1911.

148. Circus parade on Elm Street, circa 1910.

149. 97th Regiment, Algonquin Rifles, Niagara on the Lake camp, 1907.





150. Men of Algonquin Rifles dressed in fatigues. Capt. W.J. Cressey and Lt. Col. J.R. Gordon riding, 1908.

151. Officers of Algonquin Rifles and their ladies, Niagara on the Lake, 1907.

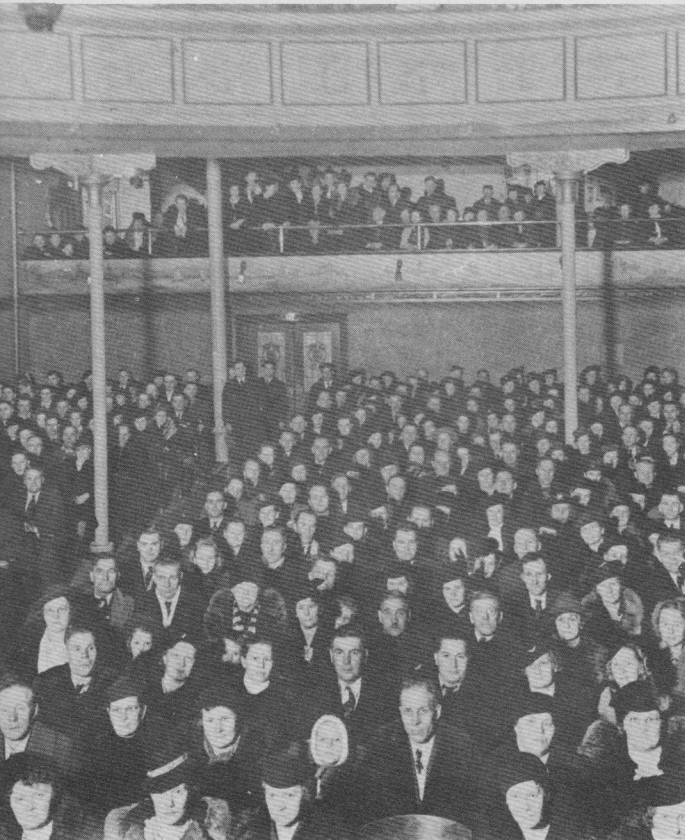
152. Wilson & Greenwood's entry, July 1st parade 1914. Evans' lumber mill in background.





153. July 1st float, 1915, of Wilson & Greenwood's Grocery, west of Jessop's Stationery Store, Cedar Street, near Elgin.

154. A Finnish concert in Grand Theatre, 1940, note two balconies.



155. Finnish boarding house and restaurant Durham Street south of Moses Men's Wear, circa World War I.





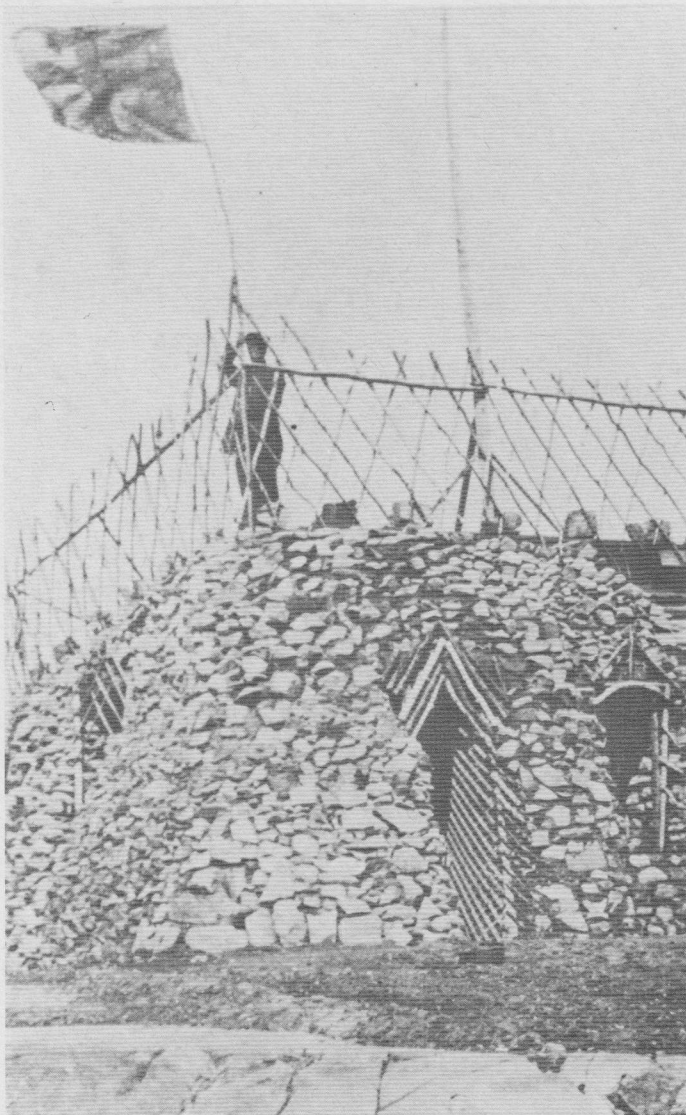
156. Durham Street north from Elgin. Moses Block on left, street car tracks and public steam bath at right, 1920s.



157. North side of Elm Street, looking east from near Elgin Street, circa 1918.

158. Elm Street west of Durham, circa 1920.





served as a drill hall. Later a garage on Grey Street was rented as an armoury.

The demand for nickel brought about a huge expansion of the work force and housing and accommodation were at a premium. The British government was instrumental in founding the British American Nickel Company to further ensure an adequate supply of nickel and copper for the war effort.

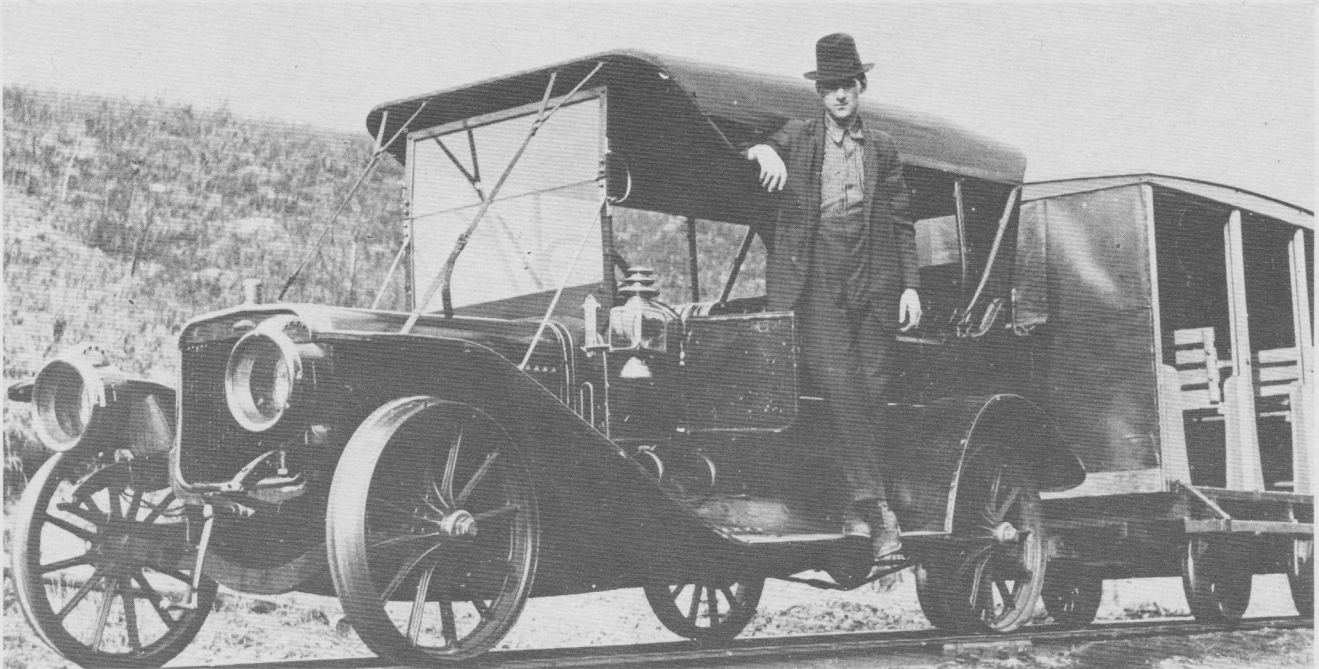
As the demand of war increased, the Red Cross was granted the salvage concession at the town dump. The Temperance Act came into force and it was illegal to buy or sell liquor unless prescribed by a doctor. The Crown granted free water and light service to Col. Cressey and the district recruiting staff. More and more men were going overseas and women were taking jobs traditionally done by men. The town donated cases of fruit and cigarettes to be distributed by the Imperial Order of the Daughters of the Empire to the troop trains passing through Sudbury. Canada's Governor General, the Duke of Devonshire, paid the town a visit in October of 1917.

Smallpox broke out and mass vaccinations were given. In November a munitions ship exploded in Halifax harbour and flattened the city. Sudbury sent five

159. Deacon's Castle — removed when the Bell Mansion was built on site, 1907.

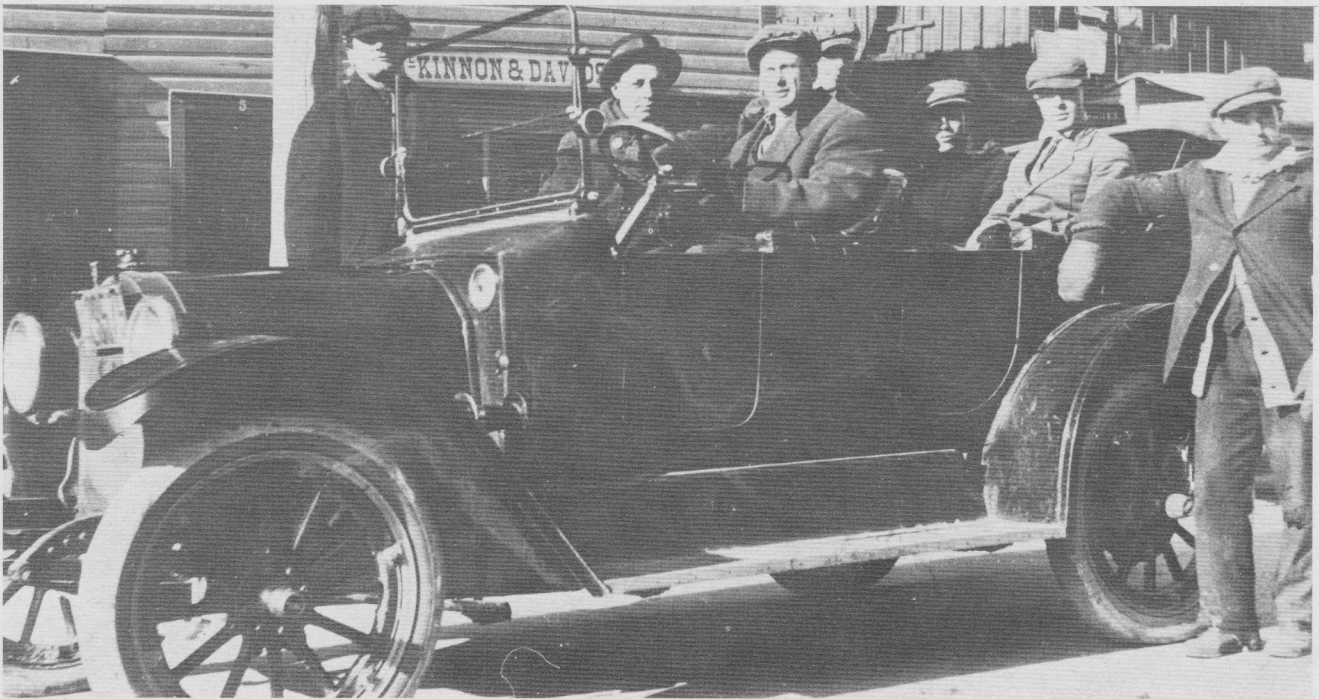
160. St. Timothy's Lutheran Church picnic — Jacobson farm, Black Lake Road, circa 1914. Case touring car in background





161. Levack Transportation Co., Levack station to mine, circa 1914.

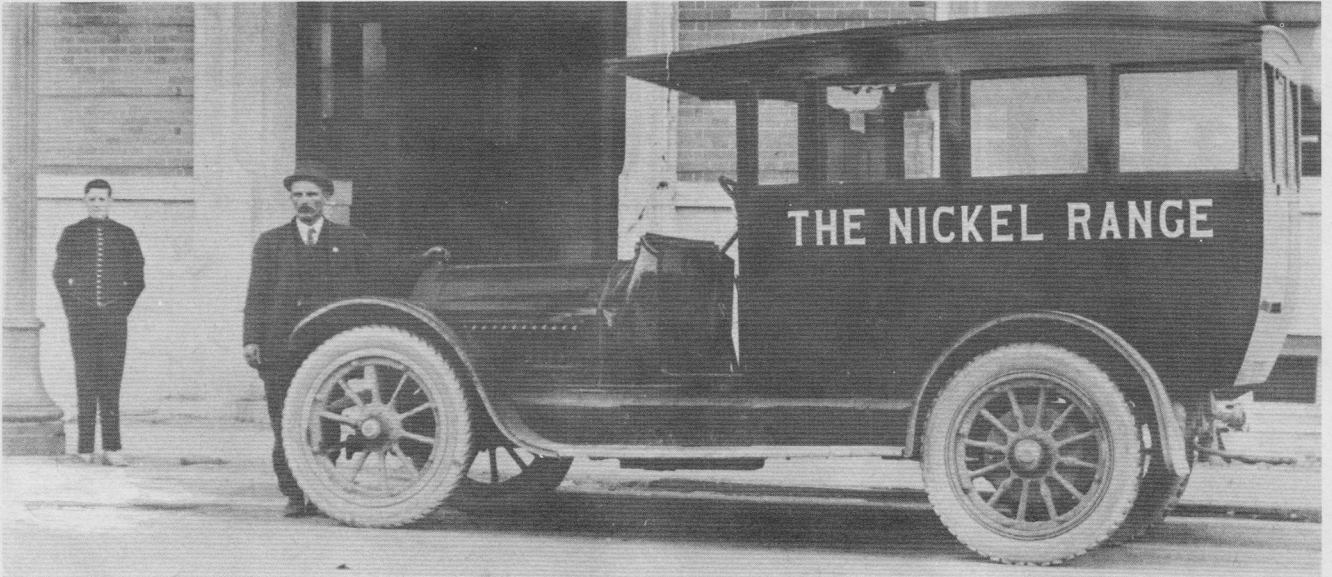
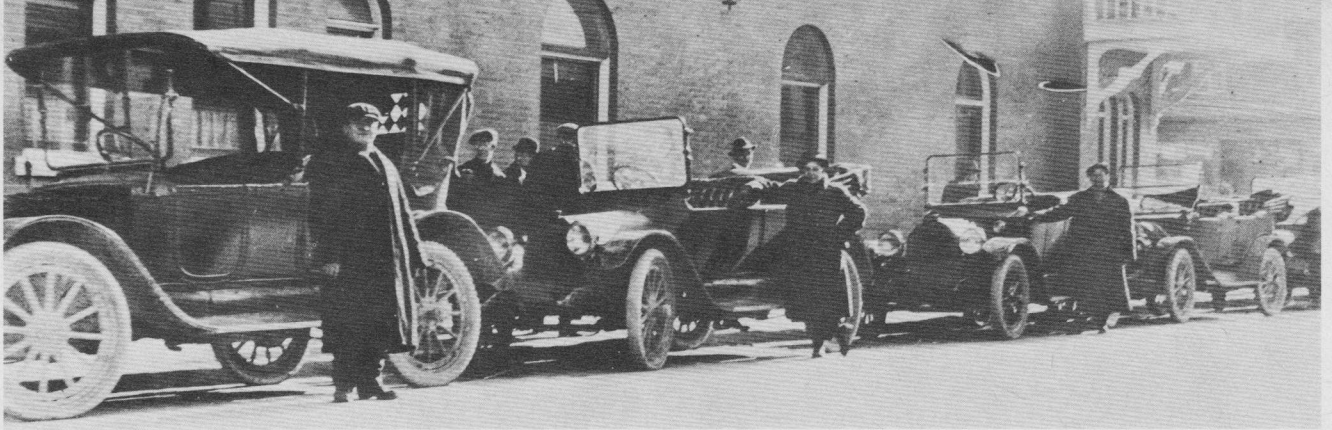
162. McKinnon & Davidson's Nash Garage, corner of Elm and Lorne, circa 1913.



hundred dollars to the relief fund. In the war's final year, coal and railroad cars were so scarce that the town purchased three thousand cords of maple and birch and one thousand cords of softwood to help heat homes in the community.

At last on November 11, 1918 the Armistice was signed in the midst of an influenza epidemic, the worst outbreak of its kind Canada had known. Here

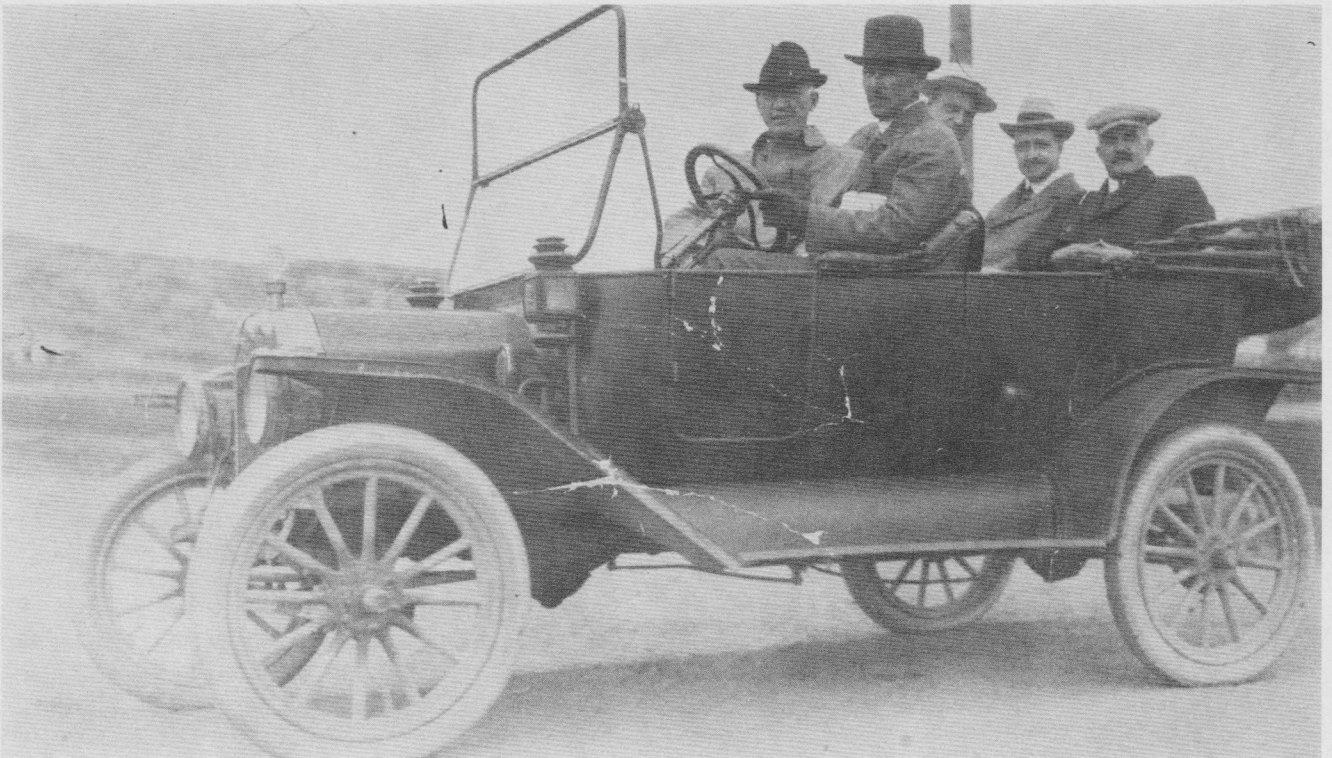
as elsewhere hospitals were filled to overflowing, nurses and doctors worked until completely exhausted, hundreds died and had to be buried in mass graves. Finally the disease ran its course. In December council made a grant to the hospitals for extra services rendered and ordered the extra cots and mattresses that had lined the hospital corridors taken away.



163. Sudbury Automobile Club, Elgin Street, circa 1914.

164. Hotel bus that met all trains.

165. A. R. MacDonald (driving), and J. G. Henry, mayor, touring Copper Cliff with members of the Toronto Board of Trade, 1913.



CHAPTER VIII

The Twenties

NICKEL, in the early stages of its development, was used primarily for military purposes and the industry had shown a dramatic increase during the war years. With the peace came a sudden cessation of demand. There was almost no market for nickel and little work for the men. Sudbury was in the grip of a severe depression. Of the Inco mines, only Creighton was in operation. Garson, Levack and Worthington of the Mond Nickel Company were working. The town council minutes afford a glimpse of the effects. K. Demorest was paid \$80 a month as relief officer. The wages of civic employees, including the police, were reduced by ten dollars a month and the honourarium of mayor Laberge to \$500 from \$1,000 per annum. Relief work amounted to \$1,000 a month. In spring the tax rolls were closed on any outstanding items and the tax collector was instructed not to pursue them. Relief rolls swelled and men fished, hunted rabbits and partridge while whole families picked blueberries. Council moved a vote of thanks to a citizen, "for a side of beef donated to the needy of the town". Land in Neelon and Garson was offered for sale at five dollars an acre and went unsold.

It was a time of discontent, unrest and demand for change. Women who had performed men's jobs during the war years demanded an extension of the franchise. The depression, after years of sacrifice, emphasized the need for more social legislation.

Slowly conditions improved. The railway offered steady employment and the flour mill was still in operation. Lumbering was still important and not a few lumberjacks would blow a winter's wages in the space of a week or so after being paid off in the spring. Construction of the Canada Creosote plant started in what is now the Centennial Industrial Park on Lorne Street and the Sudbury Technical School commenced

classes. The franchise was to be extended to the wife of a person possessing the qualifications to vote. The Board of Trade arranged a number of tours to give Sudbury businessmen ideas for a brighter industrial future.

This was a period of increased creature comforts with radios, refrigerators, electric irons and washers becoming more common. Glucksteins in their 1926 clearance sale advertised muskrat coats from \$130, racoon from \$250 and Persian lamb from \$275. Children could ride the street cars to the lake for five cents and go to Saturday matinees at Stevens' Regent Theatre for ten cents.

Prohibition was still in force, but "blind pigs" flourished in the Minto, Shaughnessy, Borgia Streets section of town as well as other areas and "road houses" sported such names as: The Blue Lantern, Chicken Farm, Crow's Nest and Butcher Boy among others. The younger generation were thought of as "flaming youth" and the media emphasized the short-skirted girls with bobbed hair doing the Charleston and coon-coated boys with fast cars and hip flasks.

The impetus the war gave to mechanized transport was showing up in peace time. The Department of Lands and Forests established an air base on Lake Ramsey in 1923. The fire brigade was using some trucks and some horses. Mechanization was completed in 1926 when council authorized the purchase of a Studebaker chassis and triple combination fire apparatus for six thousand dollars and the sale of the last team of fire horses, "Doc" and "Dan" to Dr. T.C. Young, veterinarian, for two hundred and fifty dollars.

In February of that year the town clerk was instructed



166. Loening Air Yacht, Lake Ramsey, 1926. Pilots Ed Ahr (in cabin) and Pat Reid.

to write a letter of thanks to W. J. Bell, "for the splendid gift to the town of property at the lake for park purposes", and to inform him that it would be named, "Bell Park".

Mayor Samson's 1927 council was doing its best to bring Sudbury into the twentieth century when councillors Jessup and Drybrough moved that the following be sent to the Provincial Secretary, "That this council requests that your department transport prisoners to and from the district jail in closed cabs instead of marching them in chained gangs. We are of the opinion that the latter method is detrimental to the morals of the children."

The economic future of Sudbury was influenced by two major events of 1928; Inco and Mond amalgamated, with Inco becoming the parent company; and Falconbridge was born.

In 1901 Thomas Alva Edison came to Sudbury to locate and develop a nickel deposit. The American inventor-scientist concentrated his efforts on Falconbridge Township where his magnetic dip needle surveys indicated the possible presence of a mineral deposit. Because of the troublesome quicksand, Edison's shaft-sinking attempts failed, and he abandoned the project and the Sudbury Basin. The E. J. Longyear Company of Minneapolis, under Hugh M. Roberts, geologist, diamond drilled through the township's glacial sand overburden and delineated a significant nickel-copper deposit in 1916-17. Falconbridge Mines Limited of Minneapolis was incorporated (1918) to hold and develop these potential claims. However, before this could occur, Thayer Lindsley, the well-known mine developer, bought these Longyear-Bennett claims and incorporated Falconbridge Nickel Mines Limited in 1928 to bring the property into production. Today the



167. Oops! Remains of Loening Air Yacht after crash on Lake Ramsey.

operating mines and plants in the Onaping and Falconbridge areas span the Sudbury Basin, with townships at Onaping and Falconbridge. (Stock, G.R., Historian, Falconbridge Nickel Mines Limited.)

Sudbury was again forging ahead. There was a housing shortage and mines were reopening as new uses were found for nickel. The population had reached twenty thousand as the decade closed.

From its earliest days Sudbury has embraced people of many different races and backgrounds who have brought with them their own patterns of culture and worship. Among these have been the Ukrainians, some of whom belonged to the Ukrainian Greek Catholic, or Uniate Church. They built themselves a church at Copper Cliff in 1909 and this was followed by St. Mary's, on Beech Street, Sudbury, in 1928. With the major re-construction of the mid-town area in the

1960s the western end of Beech Street disappeared and with it the Ukrainian Catholic church. It was replaced by the impressive new Neo-Byzantine structure which now stands on Notre Dame Avenue.

In the inter-war years there was a further influx of Ukrainians and many of these new arrivals belonged to the Ukrainian Greek Orthodox church. In the late 1930s a group of six or eight families established the congregation of St. Volodymyr and built the basement of the present church. It was used both for religious services and cultural and social meetings as well as for the teaching of the Ukrainian language. At first a priest came occasionally from Montreal or Toronto but by the 1940s there was a resident priest. Because the congregation was small he found it necessary to supplement his income by secular employment. The church itself was completed in 1957 by which time the congregation had grown to about eighty families.

168. Mill and smelter, No. 5 shaft upper left, Falconbridge.



The 1920s also saw the arrival of a number of Croatians followed by a further influx after the second world war. They, too, were anxious to establish a congregation of their own, this time within the Roman Catholic communion. Occasional visits were paid by priests from elsewhere but only rarely has the Croatia community had a resident priest. Services are held in Holy Trinity Roman Catholic Church but there is a Croatian Hall, built by free labour during the depression, which serves as a social and cultural centre.

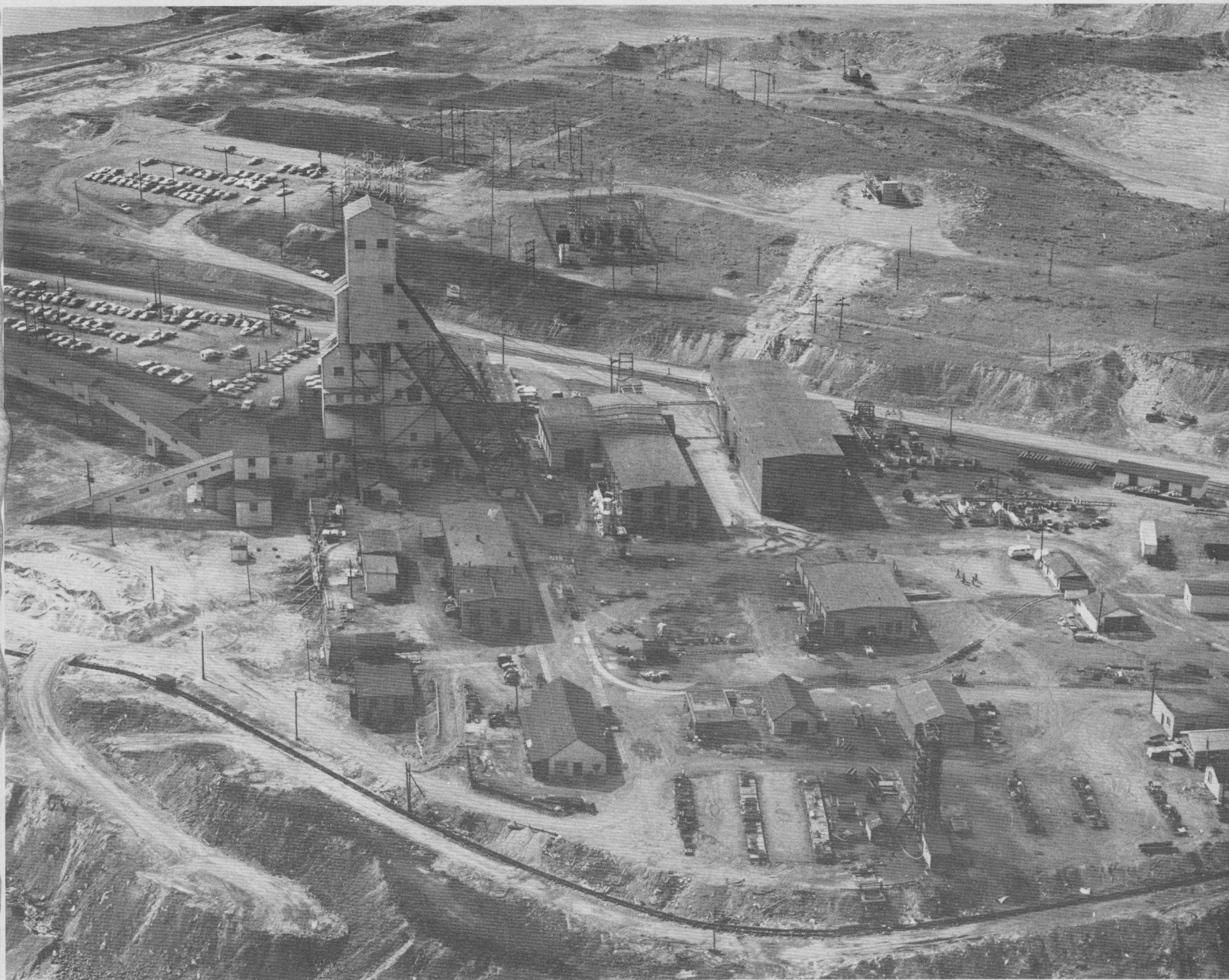
In 1889 the first Lutheran services in the vicinity were held in Copper Cliff by a Finnish Lutheran minister from Michigan. These were probably the first Finnish

Lutheran services in Canada. As a result, a congregation was organized and St. Timothy's Church, Copper Cliff, was opened in 1908. The premises were also used by a Finnish Presbyterian congregation.

As an offshoot of the Copper Cliff church a Finnish Lutheran congregation was organized in Sudbury in 1932. In its early years the services were held in Knox Presbyterian Church and later in private homes. A small church was built in 1938 and in 1949 this was replaced by the present St. Matthew's Church, at the corner of Bloor and Mackenzie Streets.

Lutherans of German origin began services in

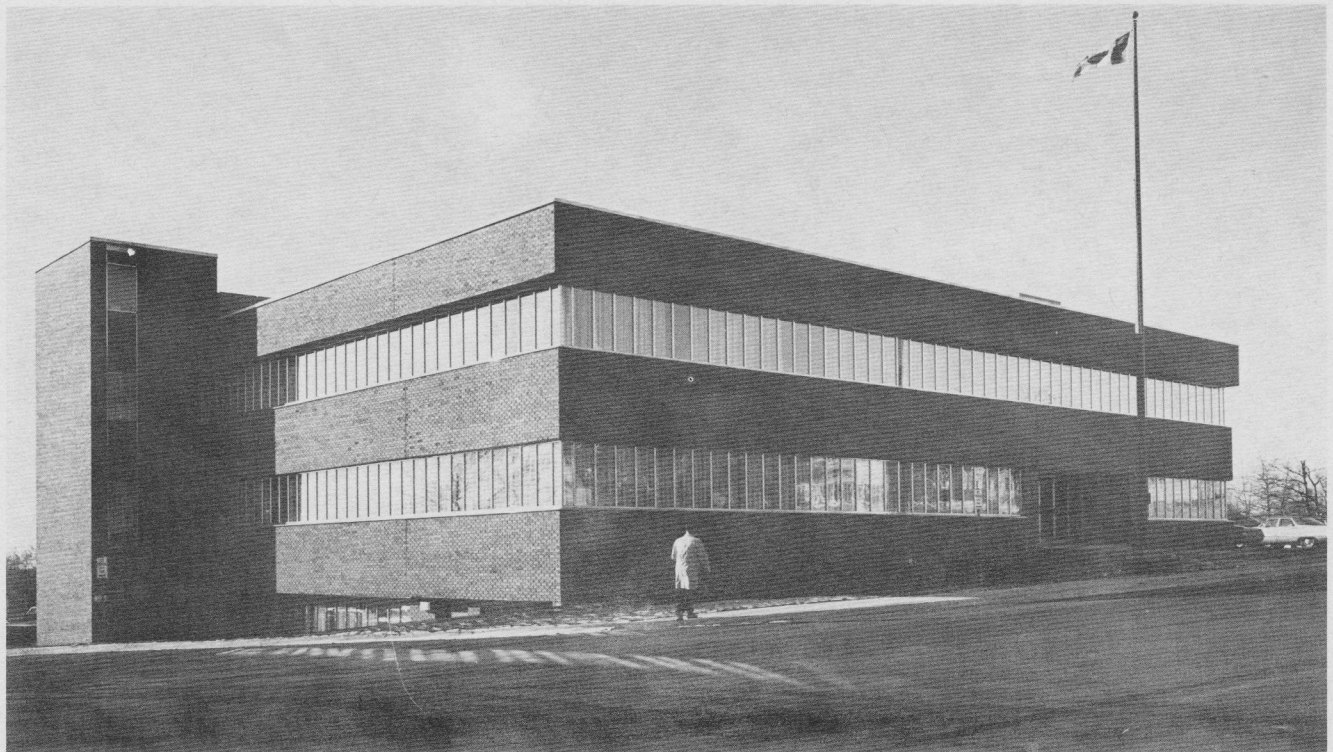
169. Falconbridge Mine No. 5 Shaft.





170. Lindsley Street, Falconbridge, 1936.

171. Lindsley Street, 1972. Edison Office Building.



Sudbury during the 1920s. They were conducted by the Reverend N. Kritsch of the Missouri synod, who visited periodically from Pembroke. Out of these services grew the Church of St. John at Pine and Alder Streets. In 1976 the church transferred its synodical allegiance to the Lutheran Church of America.

Lutheran services under the auspices of the Lutheran Church of America, or its predecessors, began in 1942. Organization work was conducted that summer by Alvin Baetz who, after his ordination, became the

first resident pastor. Services were held in temporary quarters until the acquisition of a 'house chapel' on Regent Street south in 1947. This building was seriously damaged by fire in January, 1954, and this accelerated plans for the erection of a permanent building. Christ Lutheran Church was built on the same site and dedicated in March, 1955.

A Finnish Pentecostal congregation was organized in 1936. It met in various locations until the opening of the present building on Paris Street in 1969.

CHAPTER IX

The City Of Sudbury

WHILE the rest of Canada was sliding into the depression, Sudbury was riding the crest of a buoyant economy. Nickel production was at an all time high. There were a number of major construction projects underway and it was estimated that these provided work for five thousand men. Inco had a giant smelter under construction. Canadian Industries Limited was building a sulphuric acid plant in conjunction with the smelter and the Ontario Refining Company was locating here. Civic projects were also booming. The new jail was nearing completion, a new sewage disposal plant to cost \$192,000 was underway, a hundred thousand dollar addition to the Town Hall on Elgin Street was approved and the Public School Board was building Lansdowne School. Idylwyld Golf Club would soon open its new clubhouse and the Grand Theatre was showing some of the first "talking pictures". The population had increased from 8,621 in 1921 to 18,518 in 1931.

The future looked bright indeed when Councillor J. W. Brown rose to announce: "Take notice I will introduce at this meeting a by-law to have the town of Sudbury incorporated as a city." Ducharme and Davidson then moved, "that the mayor go to Toronto re changing the town of Sudbury for city". The move was successful and on July 28, 1930 the Hon. Charles McCrea, Sudbury lawyer and Minister of Lands and Forests, presented Mayor Peter Fenton with the new city's charter. A holiday was declared and a huge parade was organized with bands, floats, the fire department, Indians, cadets, lodges, horses, decorated cars and bicycles. Dances, athletic contests and other events contributed to the celebrations. The new city's boundaries stretched in straight lines from Wilma Street south to the junction of Cartier and St. Martial, thence a line south of Lily Creek and the

Memorial Hospital to Martindale Road and due north to Wilma Street.

Among the businesses of the day long since gone from the Sudbury scene were: Pajala brothers' Northern Ski Factory; The Hudson, Essex and Nash car dealers; Jodouin's Ice Company; Steed's smithy; Lehtela's bath house; Chinese laundries; millinery shops; a harness maker and two livery stables. Falconbridge blew in its new smelter and in Sudbury the C.P.R. was building a fourteen-stall roundhouse to service its steam locomotives. Canada's youngest city appeared destined for instant success and prosperity. Taken out of context there were a series of events which would seem to have confirmed this point of view. In the year following incorporation the city made a grant of six hundred dollars to the Sudbury Band to enable it to compete at the Canadian National Exhibition. The following year the Sudbury Wolf Cubs won the Memorial Cup in a playoff against the Winnipeg Maroons, and became the junior hockey champions of Canada.

This was a time when the February ice harvest from Lake Ramsey was big business. The snow was cleared from the surface, lines drawn and a hole bored, then men with long-bladed ice saws cut a line of blocks which were man-handled onto trucks and sleighs to be stored in sawdust-insulated sheds. The principal use of this harvest was to service the cooling systems and refrigeration cars of the railway. In a typical year the ice harvest would be sold for \$50,000.

Another Lake Ramsey event at this time was the establishment in 1934 of Austin Airways plane service to remote areas including the far north. Featuring float planes in summer with skis in winter, the Austin brothers commenced service with a Tiger Moth and

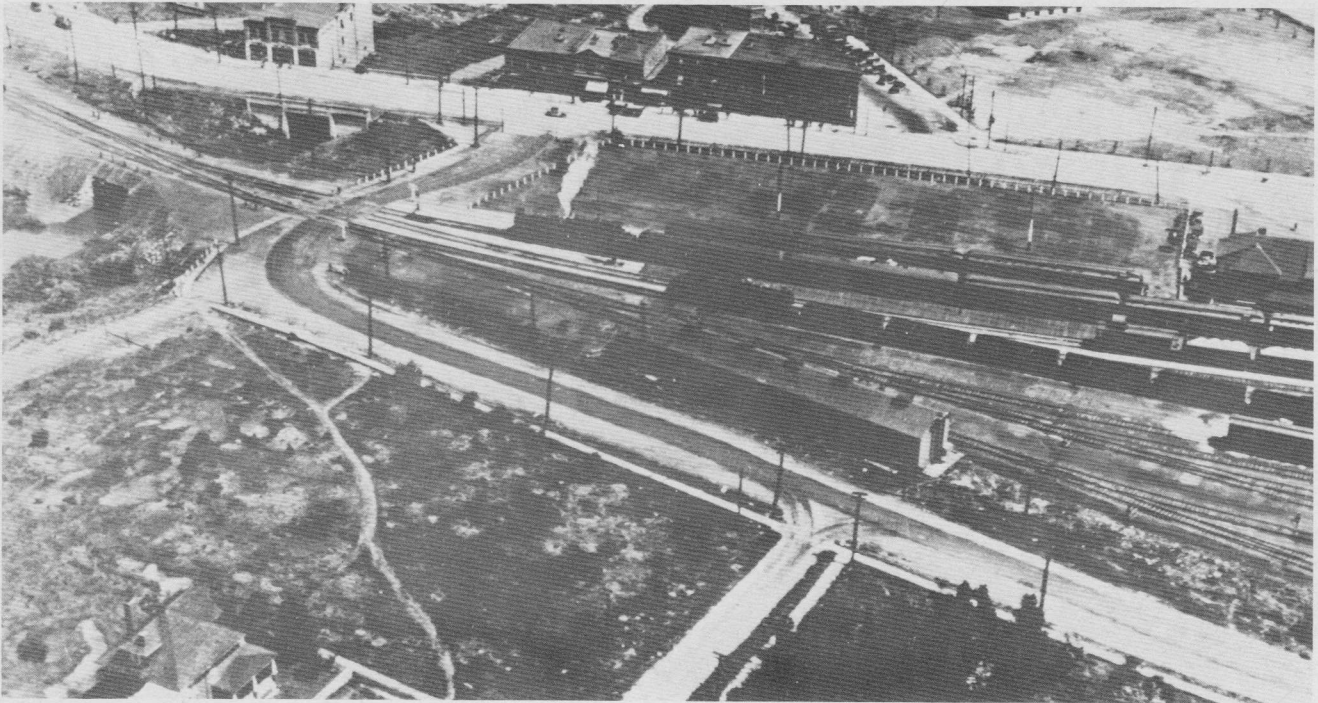


172. Venice of the North, 1930.

173. Memorial Park, 1930. Palace Rink at left.

174. Nolin Creek, 1930. High school upper right.





175. Railway yards and Riverside level crossing, 1928.

176. Old club house, Idylwyld.

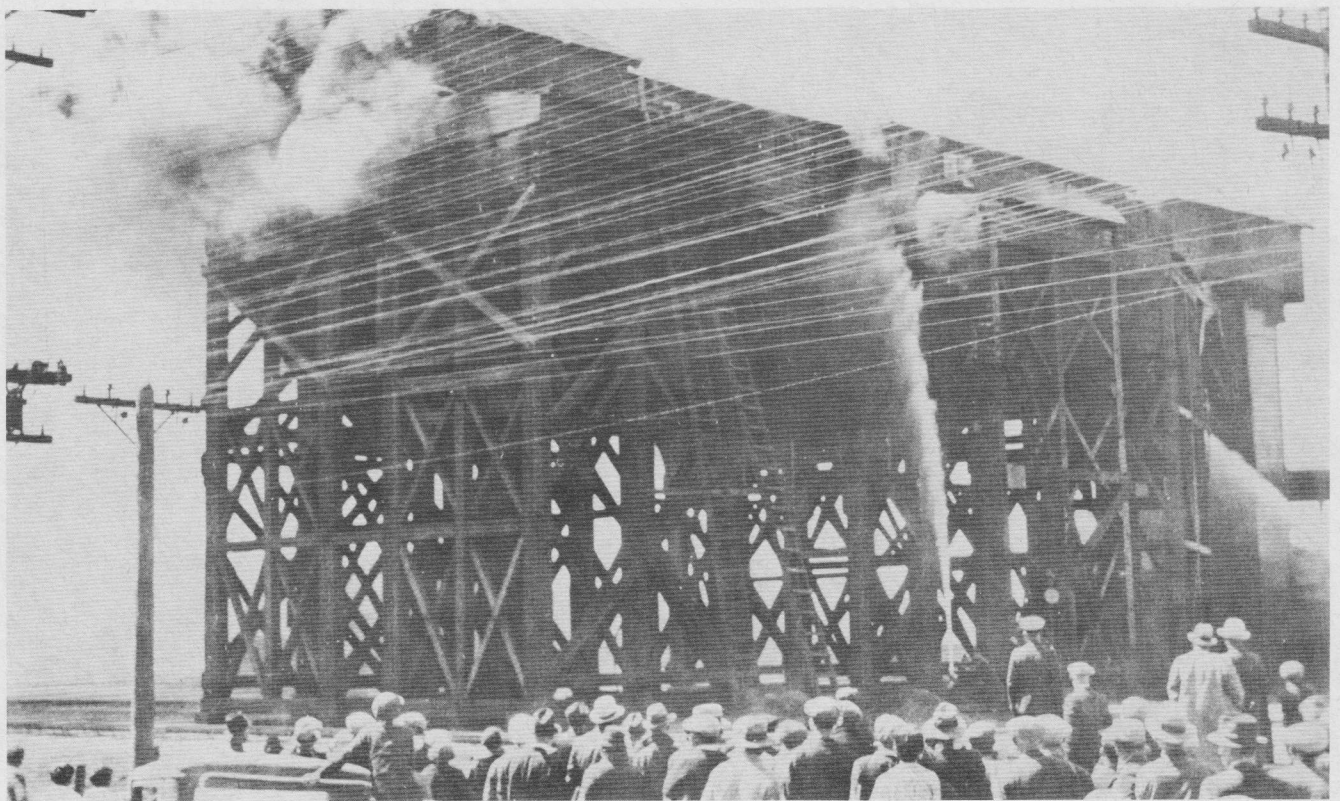
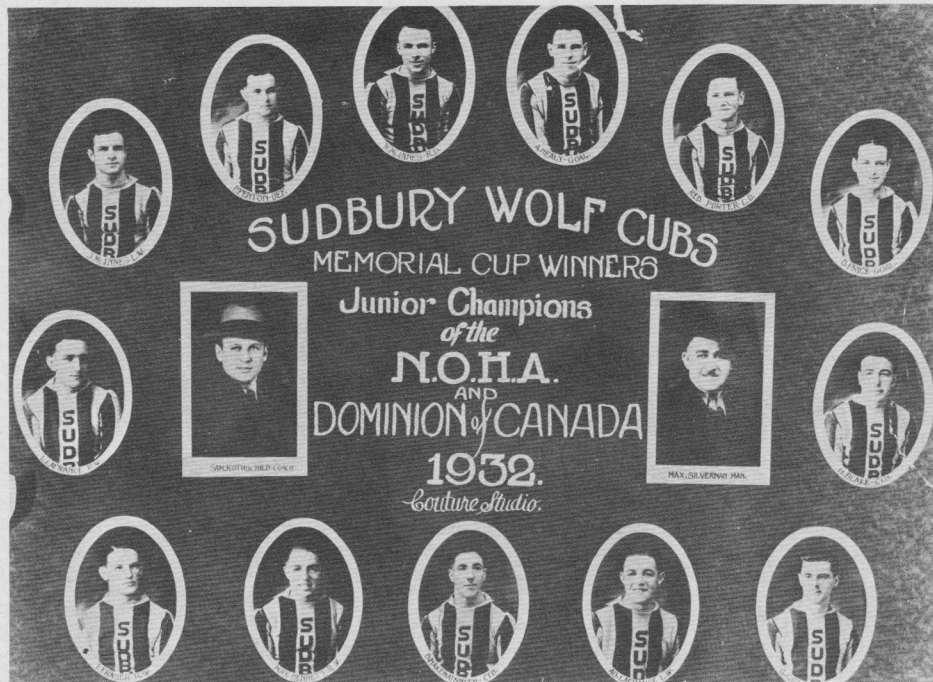


two Waco biplanes. The company forms part of Canada's history of bush pilots, the opening of the north and some legendary feats of flying. It is another of the special features of the community. Based in Sudbury it serves prospectors, trappers, sportsmen, and has played a role in mercy flights, rescue operations, fighting forest fires, and flying mail and supplies as far away as the high Arctic.

Up till this time Sudbury had no radio service. In 1935 another link was added to Sudbury's short chain of communications. W. E. Mason, owner-publisher of

the Sudbury Star, and G. M. Miller, Q.C., applied for a broadcasting licence for Sudbury. The licence was granted and CKSO went on the air at 6 p.m., August 19, 1935, powered at 1000 watts. The studio was located on Elgin Street where the China House Restaurant now stands, with the two ninety-five foot wooden transmitter towers on Fourth Avenue.

At the official opening some of the special guests were the Hon. Charles McCrea, former provincial cabinet minister; Dr. J. R. Hurtubise, M.P.; A. E. Lapierre, M.L.A. and Mayor J. W. Cullen. Special messages



were sent by the Right Honourable R. B. Bennett, Prime Minister; the Honourable W.L. Mackenzie King, Leader of the Opposition and the Honourable Mitchell Hepburn, Premier of Ontario.

In 1946 the antennae and transmitter were relocated at McFarlane Lake and the power increased to 5,000 watts.

177. Sudbury Wolf Cubs, Memorial Cup Winners, 1932.

178. The C.P.R. coal chutes near the junction of Durham and Elgin Streets destroyed by fire, 1935.

CHAPTER X

The Depression

THERE was, however, a darker side. The general depression was beginning to have its effect locally. Inco shares had dropped from \$46.25 on October 26, 1929, to \$30.00 on January 2, 1930. By 1931 the construction projects were finished. The bottom had fallen out of the metals market. Copper was ten cents a pound and layoffs increased as orders declined still further. Creighton, Garson and Levack mines were closed. The number of transients was rising as was the incidence of petty crime. Sudbury had joined with the rest of Canada in the Great Depression.

Neither the city nor the province had any plan or organization to provide assistance and support to destitute people and families. Until this time the sanitary inspector had been expected to look after such things if the occasion arose. Yet by the end of 1931, the city was spending seventeen hundred dollars per day on relief at a time when a family of up to two adults and four children was receiving a food voucher of five dollars and fifty cents per week (City records). By the spring of 1931 the soup kitchens set up by the city in November of 1930 had served over 90,000 meals to single, unemployed men. In April the province agreed to pay for two-thirds of work projects for men on relief. The city undertook a major program of water and sewer installations, rock removal and street extensions. Drinkwater Street was opened to Elgin Street by removing the rock barrier, similarly Mackenzie Street was extended from the high school north to Kathleen Street. The city purchased the six acres of the old gravel pit from the C.P.R. and as a make-work project began to convert it into Queen's Athletic Field and at the same time Memorial Park was developed from the former athletic field. Men employed under this arrangement with the province were to be given "due bills" good for groceries, clothing

and fuel. These were earned at the rate of thirty-five cents per hour in a ten-hour day. (Destefano, R. pg. 8)

The minutes of council meetings over the next several years give a glimpse of the enormity of the problems and council's efforts to resolve them. As the situation continued to deteriorate it affected all levels of society. Tenants could not pay their rent. Property owners could not pay their taxes. Doctors and dentists had few patients who could pay for their services. Civic employees and teachers took further wage cuts, this time twenty percent. Civic employees who were married worked part time and single employees were laid off. An out-of-work man tried to commit suicide in the street by cutting his throat. In the April council meeting of 1931 the Dominion Government was requested to deport all undesirables and Communists. Council requested the mayor to call a meeting of the Board of Trade, fraternal organizations and other organized bodies to discuss what action could be taken to relieve the present condition of unemployment. It was agreed that no one would be admitted after 10 p.m. to sleep in the jail.

People who could not afford the theatre and who had nothing to do crowded the police court to listen to the lawyers. Home brewing became a cottage industry. Many citizens kept afloat through the sale of beer and wine as prohibition had not been repealed. The lack of purchasing power and customers brought the price of food down. At one restaurant meals had dropped from forty to twenty cents for ham and eggs; pork or beef; dessert, tea, coffee or milk. Another offered "All you can eat for twenty-five cents", with a wide choice of dishes.

The Rev. J. H. Coallier of St. Jean de Brebeuf parish

Every Day

If you want bread with 28 crumb softness... ANN PAGE

ANN PAGE BREAD

24-OUNCE LOAF

CHERRY CAKE lb. 25¢

Lard 1 lb. Prints 10¢

Flour 24 lb. bag 37¢

SALMON No. 5 Tin 16¢

SOUP TOMATO 3 tins 23¢

SOAP Laundry 10 bars 39¢

CHEESE 2 lbs. 23¢

Pork & Beans 4 tins 25¢

Quaker Oats 1 lb. 18¢

PEARS KEIFFER 3 1/2 doz. 29¢

SOAP TOILET 3 bars 17¢

Pancake Flour 2 pkgs. 29¢

ROLLED OATS lb. 3¢

EXTRA SPECIAL PIES 2 for 25¢

MEAT SPECIALS FOR THURSDAY, FRIDAY AND SATURDAY

BACON 12¢

PORK 9¢

PICNIC 7¢

Choice BEEF 12¢

ROUND or RUMP ROAST 15¢

PEAMEALED COTTAGE ROLLS 9¢

Waffled Steaks lb. 23¢

EATON'S EMPIRE BLEND COFFEE 14¢ Tin 38¢

Smoked and Cured FISH

FRESH FRUITS AND VEGETABLES

CARROTS 25¢

LETTUCE 15¢

MUSHROOMS 35¢

Extra Special! APPLES 1.89

GRAPEFRUIT 5¢

ORANGES 49¢

LEMONS 21¢

EATON GROCETERIA

179. From Sudbury Star.

said that half the heads of families in his parish were unemployed. During the season Sudbury was shipping 4,500 baskets of blueberries per day as whole families ranged the hills. The provincial government established road camps. Here the unemployed were housed and fed while working on road construction by hand labour. There was one at Wahnapatue and another at Markstay.

Sudbury was running out of both money and credit and the Council deserves recognition for their efforts to cope with the need. In the spring of 1932 the Property Committee was asked to prepare a list of lots suitable for gardening to be available rent free to those on relief. A committee of Council was to interview the heads of different churches to form women's organizations to collect clothes for the

180. Members of CKSO staff in front of studio entrance, Elgin Street N. Trudy Manchester, Shirley Shea, Billy Richards.



181. Capitol Theatre, 1939.



unemployed and their families. People found cheating were to be cut off grocery vouchers for up to one month. Three inspectors were hired at ninety dollars per month each to check on such abuses. Their employment was soon terminated as the city could not afford their wages. Property owners requiring relief had it charged against their property for future repayment. An advertisement was placed in the newspaper warning that the city would not grant relief to anyone who had not been a resident for at least one year. Travelling shows were to be refused licences. Civic wages were cut again. Married men were to work three weeks per month, and single men one week per month if they were civic employees.

A motion was passed that all residents of other municipalities on relief here were to be returned "whence they came". As a measure of the desperateness of the situation, council instructed the chairman of the relief committee to submit to council a list of all unnaturalized citizens on relief to be considered for deportation. As one of the sad acts in those sad years council actually paid the fares and sent home a family from Norway (City records). Relief was refused to all couples married less than six months. Efforts were made to have the provincial government build a Sudbury-Parry Sound highway and a Timmins highway employing men on relief. Lumber was supplied to two families to build houses on their "relief farms".

Wm. Brodie became mayor in 1933. The population

182. Cedar Street, 1939.

183. Austin Airway's Waco, 1936.

184. Austin Airway's Norseman at Povungnituk, 1962.

had dropped to 17,246. The previous year's nickel production was seven million pounds less than in 1910. The city defaulted on its bonds in 1934, and for the next six years was under the supervision of the Department of Municipal Affairs.

Meanwhile the Communist party had become active in Sudbury and had sponsored a candidate in the 1929 provincial election. It made the most of the depression and addressed itself particularly to the ethnic groups in the city. A survey was taken at that time of the Finns and Ukrainians in the city and it found that many who professed to be Communists did so because of the social activities in the halls of their ethnic groups. The Finnish paper *Vaupaus* had a radical editor, *Vaara*, at this time. He was able to disseminate propaganda because many new arrivals could read no English and had to obtain the news from *Vaupaus*.

Communism often flourishes under oppression and the more fights its supporters could provoke with the police the greater the strength of their claims of discrimination. They proposed to hold a parade on May 1, 1932. Permission was given providing they carried a Union Jack. Instead the parade began with a Red flag at its head. The marchers, police and onlookers became involved in a riot in which Mayor

Fenton, a policeman and a number of the marchers were injured. Further Communist meetings were outlawed and the following year the mayor led a parade carrying a Union Jack and the police were reinforced by the R.C.M.P.

The 1930s were also witnessing the rising menace of National Socialism in Germany. Another war seemed inevitable although pushed aside for a while by Britain's Prime Minister Neville Chamberlain's naive acceptance of the promise of "peace in our time". In 1939 Canada sought to forget the war clouds and revelled in the royal visit — the first time a reigning British monarch had visited Canada.

Sudbury and Copper Cliff were hosts to King George VI and Queen Elizabeth. E.A. Collins was mayor of Copper Cliff and W. J. Laforest was mayor of Sudbury, now a city of 30,000. The streets were decorated, the city declared a holiday, people came from many miles around to watch the royal tour which included Mackenzie King, Prime Minister of Canada. Precedent was broken when the royal couple went underground. The King officially opened King George VI Public School. It was a gala occasion for the community and district and one of the happiest occasions in the decade of the depression.

185. Visit of King George VI and Queen Elizabeth, 1939.

186. 58th Regiment's Coronation Ball in honour of Queen Elizabeth II, June 1952.



CHAPTER XI

World War II

WITH the forties came the war and its many trials and demands — national registration — mobilization — volunteer services — rationing — reports of battles lost and battles won — fateful telegrams — newspaper lists of dead, wounded and missing. The whole tenor of life changed. Yet life continued. The population of the city and its environs grew rapidly. With the wartime demand for copper and nickel, the mining industry was flourishing. Four second-hand street cars were purchased from the Wilkes-Barre mining area of Pennsylvania to transport the increased work force and upon arrival were put into service immediately still painted in their original livery.

As a result of expanded production there was an acute housing shortage. Six hundred miners were brought down from the north and the Sudbury and District Chamber of Commerce (formerly the Board of Trade) undertook to find housing for them.

Meatless Tuesdays were introduced and it was against the law to serve meat of any kind in public eating places on that day. To purchase tea, coffee, sugar, butter, meat and several other commodities, coupons were required. Daylight saving time was extended indefinitely as a wartime measure.

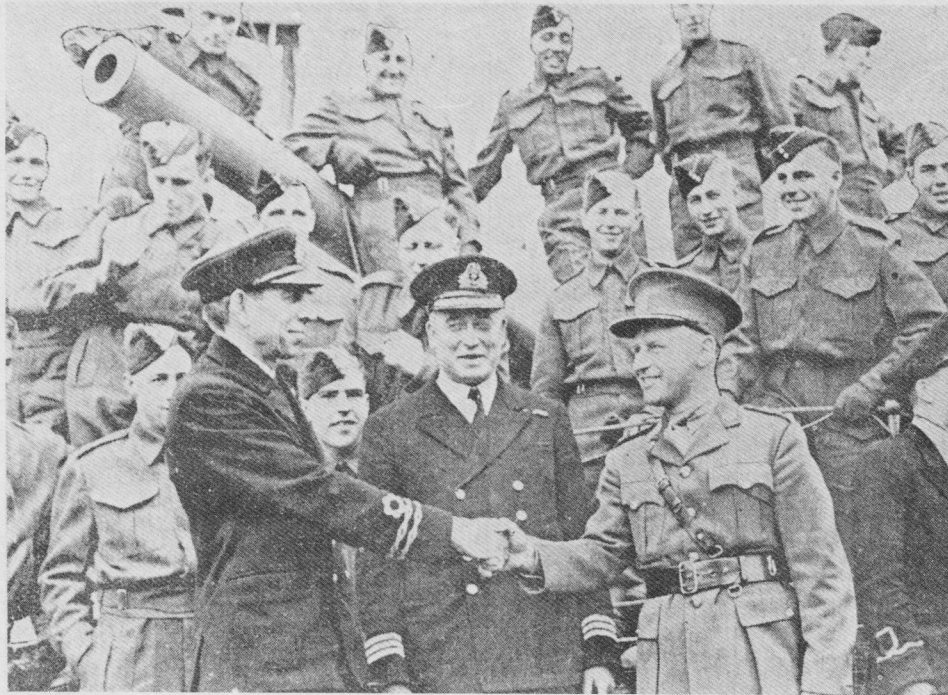
The Sudbury Star, which had become a daily with the outbreak of the war, carried a notice that volunteers were urgently needed for civilian defence and air raid precaution work. National defence loaned the fire brigade a two-way stirrup pump and an air raid pump capable of one hundred and fifty gallons per minute which could be pulled behind any vehicle.

Once again the community responded with generous

donations, volunteer workers and hundreds of men and women in the armed services. The corvettes H.M.C.S. Sudbury and Copper Cliff were tangible indications of the efforts of the community. This was the era of the tag day and such days were held on behalf of charitable organizations and service clubs with widely differing interests but a common goal — the alleviation of human suffering.

July 1945 saw the destruction of the Northern Ski Factory by fire. During the war it had produced thousand of skis for winter warfare. Finally, August 18, 1945 marked the surrender of Japan. V.J.-Day released all the tensions and frustrations of the war years for a number of individuals. A huge bonfire was lit at the corner of Elm and Durham Streets and as the crowd grew more enthusiastic anything that would burn was thrown on the fire. The firemen were called and a scrimmage developed. Three policemen, a fireman and a number of onlookers were injured. Forty plate glass windows were broken and the firemen were ordered to turn their hoses on the celebrants who were looting the liquor store. Distracted from this, some of the crowd succeeded in breaking open a boxcar of beer at the Brewer's Warehouse. Altogether forty thousand dollars damage was done and twenty-eight people were arrested.

Mayor Beaton organized a parade and memorial service on Queen's Athletic grounds. Council decreed that veterans returning from overseas service were to be offered free building lots. The Veteran's Housing project in New Sudbury was the beginning of that residential area — a transition from what had formerly been farmland. The war was over and those who had survived returned to pick up the threads of their civilian lives.



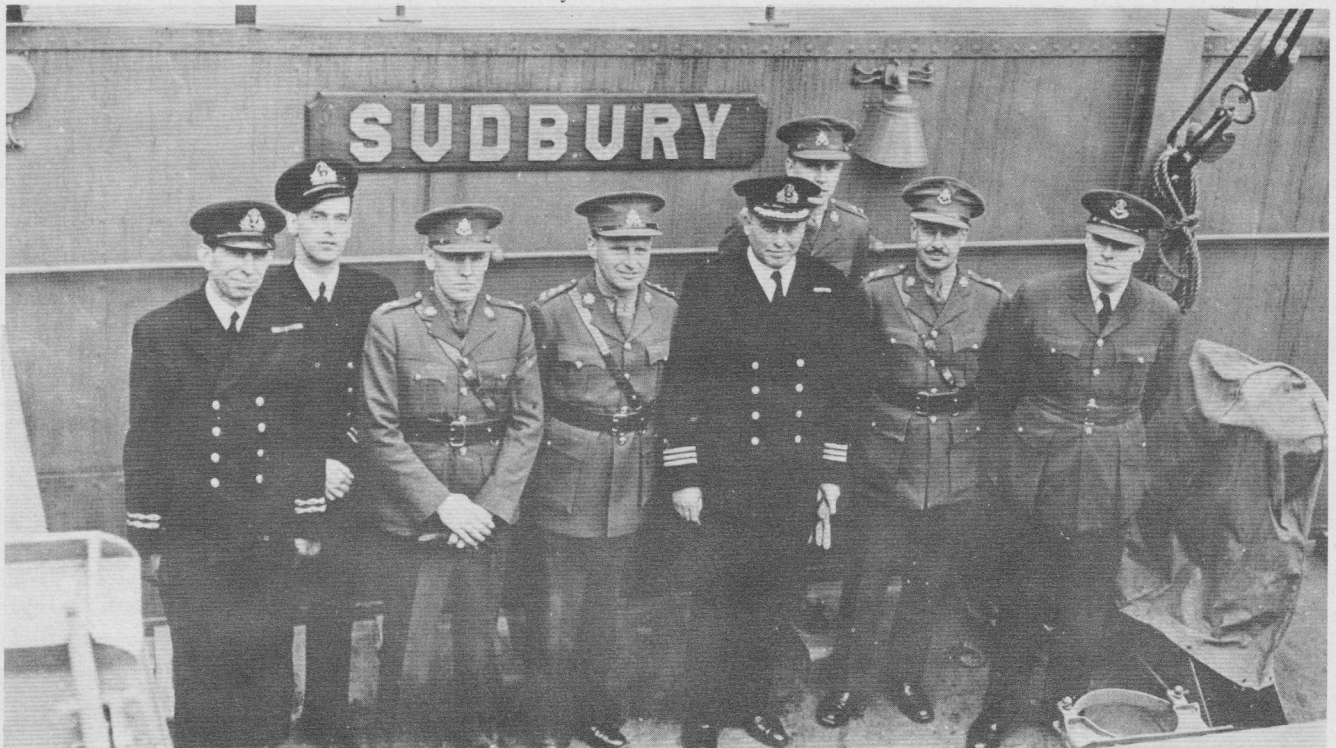
SUDBURY MEN BAPTIZE CORVETTE NAMED FOR NICKEL CITY

Sudbury men of the three services in the Halifax area had an unofficial housewarming and reunion here upon arrival of the new Canadian corvette H.M.C.S. Sudbury. In the Debert training camp came a contingent of khaki-clad Sudburians, with their mascot "Chips." On board the vessel they were greeted by the skipper, Lieutenant Alec McLarnon, shown in front at the left shaking hands with Captain S. A. H. Cressey, who was in charge of the contingent of Sudbury men from Debert camp. Between them is shown

pioneer residents of Sudbury, who arranged the get-together and entertained, following inspection of the ship, at luncheon at Admiralty House. Addresses were given by Commander Morrison, Capt. Cressey, Lieut. McLarnon, and Flying Officer Cyril Lemmon, who represented the R.C.A.F. Sudbury men. He also rendered the ever-popular vocal selection, "The Har Rock Engineers." Thanks was extended by all the speakers to the residents of Sudbury for the many favors sent to them and for the outstanding work done by Sudbury i

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188. Commissioning Service For Corvette H.M.C.S. Sudbury. Left to right — Lieut. Alec McLarnon, Officer-in-Command of H.M.C.S. Sudbury; Unidentified, Second-in-Command of ship; Lieut. James R. Rae, Capt. S.A.H. Cressey, Commander E.K. Elsey Morrison, Chief Engineering Officer of Halifax Harbour; Lieut. J. Nelson Bell, Lieut. C.L. Wilson and Flying Officer Cyril Lemmon.



CHAPTER XII

The Forties:

THERE was another side to the life of the city apart from the tremendous war effort of its people. In 1940 Sudbury Coal and Wood Company were advertising their products. Duncan Brothers had an auto supply shop at 84 Cedar Street and Standard Cab, 6 Elgin Street south offered special rates for funerals, weddings and hunting and fishing trips! Joe Fabbro was advertising his grocery store on Lorne Street together with Grenon's, 96 Elm Street east and White's Meat Market, 85 Elm Street east. Dickie's Drug Store was at 43 Durham Street south and Michaud's at 28 Durham Street north. Maki Bros., 130 Elm Street east had the agency for Packard and Studebaker cars

while D. & M. Motors, 111 Elm Street west sold Nash and Lafayette cars. The Piccadilly Restaurant operated at 12 Cedar Street and the Paris Hotel on Borgia Street and the Montreal House on Elm Street offered accommodation. J. G. Lowe, 15 Elm Street east sold insurance, real estate, and steamship tickets and Karl Lehto's Gent's Furnishings was at 84 Durham Street south.

Learning to use the dial telephone was a new experience for Sudburians and parking meters were installed in the downtown area. In 1943 the twelve-sided nickel coin first appeared. The following year, partly through government legislation, the workers'

189. Personnel of the Sault Ste. Marie and Sudbury Regiment, May 26, 1943.





192. Winter Carnival, 1947, from Nickel Range Hotel, Elm Street W.

193. Union Hall and meeting, Young Street N., 1940s.



unions were recognized and in the nickel industry the union was the Mine Mill and Smelter Workers Union.

Viscount Alexander of Tunis and Lady Alexander visited Sudbury in 1946 and the welcome for the war hero who was also Governor General was tumultuous. This event was followed within a month by a visit from Premier George Drew. During an address he promised extensive electrification programs to serve the farms in the Hanmer, Blezard and Rayside areas, together with an extension of the highways in the north.

A radio station to broadcast both in French and English was licensed in 1946 and CHNO commenced operations with Senator Raoul Hurtubise as president.

The impressive Legion Hall, now the Steel Worker's Union headquarters, was under construction on Froad Road. This was the year of a big winter carnival which opened with a mammoth parade of floats and bands and the selection of a carnival queen. The Dominion Speed Skating Championships were held on an open air ice sheet on Queen's Athletic grounds. Other athletic events on the program were the cross-country ski championship, a dog racing derby and log sawing contest.

Baby bonuses were introduced by the Federal Government at this time. Sudbury General Hospital was under construction and polio had made its dread appearance in the area, as Salk vaccine was still several years in the future.



194. C.P.R. engine house, off Lorne Street.



195. Rothschild Block, built in 1915, Elgin and Cedar Streets.

196. Last day of horse-drawn milk wagons. Palm Dairies stable west side Drinkwater Street, 1955.





197. The third Regent Theatre, Elm Street east of Durham Street, 1939.

CHAPTER XIII

The Fifties

THE fifties was a decade of growth and optimism in which the quality of life in Sudbury was improved in a variety of ways.

The families separated by the war had been reunited, weddings which the war had postponed had now been celebrated, the marriage rate among a young population was high and the baby boom was well underway. The city developed the Beaton Subdivision and residential construction could not meet the demand. Development of the town of Lively began.

City Council had a number of projects underway. Amalgamation with the surrounding townships of Waters, Neelon and Garson was being discussed. The various boards of education were making plans to accommodate the increasing enrolments. The High School Board was opening its new school on Mackenzie Street. The Public School Board hired its own Superintendent of Schools. The Separate School Board, the Public School Board and the boards of surrounding communities all had building projects underway. In 1950 the steel work of the Sudbury Civic Arena and Community Centre was erected and the building completed the following year. Sports conscious Sudbury donated most of the money for it. On December 8, 1952 opening ceremonies were held for the beautiful, new Sudbury-Algoma Sanatorium. While Sudbury did not yet have a direct highway connection with the south we were to have a commercial airport and on February 1, 1954 the Trans-Canada air service to Toronto was inaugurated. The coronation of Queen Elizabeth II was celebrated in 1952 with a number of local social activities including a grand ball by the Sudbury regiment.

All was not growth and serenity, however. In 1952 a spectacular robbery of gold from an express cart on the C.P.R. station platform occurred. The gold bricks

were taken as they awaited transfer to the Ottawa-Montreal train on their way to the mint. More was to follow. Sudbury's last hanging took place in the jail at midnight, June 14, 1956, when Robert Duscharm was hanged for the murder of the Dalton, Ontario school teacher, Steve Klapouschack.

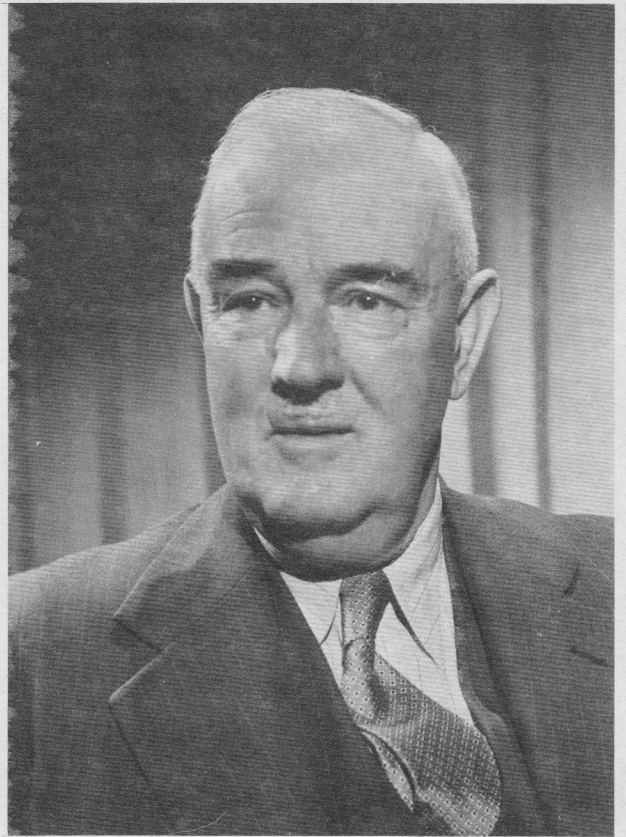
There were other changes in and beyond the community. The railway retired the great steam locomotives on its transcontinental line, and replaced them with diesel-electric units. In 1955 the beautiful transcontinental passenger train, "The Canadian" made its first trip.

To Sudbury belongs Canada's first privately-owned commercial television station, a story of farsighted, courageous, high risk, business acumen by the owners of Cambrian Broadcasting Limited, G. M. Miller, Q.C., W. B. Plaunt, and Judge J. M. Cooper. With the granting of licences to privately-owned stations across Canada, George Miller stated, "If we are going into television we might as well be first." CKSO TV went on the air in October 1953. The studio was located on Pine Street. The transmitter was two thousand watts video and one thousand watts audio with a two hundred and fifty foot transmitting tower. A staff of twenty-four operated the station for four and a half hours daily, among them Kay Woodill, Judy Jacobson, Trudy Manchester and Bill Kehoe. In July 1966, CKSO TV became the first privately-owned television station in Canada to broadcast in colour.

In this decade of remarkable progress many of our present institutions were founded. The first section of Pioneer Manor, home for the aged, was built in the Coronation Year, the McFarlane Lake complex of the Provincial Government offices was commenced and the proposal of W. C. Jarrett that the city construct a



198. W. B. Plaunt, Sr.



199. Geo. M. Miller, Q.C.

rock tunnel as the main artery of its sewer system was undertaken. This novel solution to a difficult problem was unique to Sudbury. These achievements were followed within a year by the opening of the Sudbury Memorial Hospital. At long last Highway 69 gave Sudbury a direct access to the south.

Higher education was a matter of increasing concern to the community. There was a growing sentiment that there should be a university to serve the north. City council appointed a citizens' committee to study the possibilities and the Jesuit Order announced their intention of exercising a charter which had been held for some years. As a result of attempts by various church, government and business leaders to create one unified institution of higher learning for northern Ontario, an act was passed in 1960 establishing Laurentian University and making provision for the inclusion of the church-related universities of Sudbury (Roman Catholic), Huntington (United Church), and Thorneloe (Anglican Church of Canada).

In 1957, Marymount School for girls opened. The Y.W.C.A. purchased a large house on Larch Street and commenced operations. At the same time a landmark disappeared when the Balmoral Hotel was replaced by a Zeller's store. Council under Mayor

200. Judge J. M. Cooper



Fabbro was discussing a million dollar civic square in the area bounded by Larch, Drinkwater, Brady and Minto Streets. It would be twenty years before this became a reality at a cost many times beyond that estimate. In reply to a query from council the Sudbury public school board's answer was that its need for space in the proposed city hall would depend greatly upon the Ontario Municipal Board's decision in the area's amalgamation hearing. A Greater Sudbury was on the way.

To make way for a new federal building a log cabin on Lisgar Street was torn down and on April 13, 1957 the Honourable C. D. Howe laid the corner-stone for the present building.

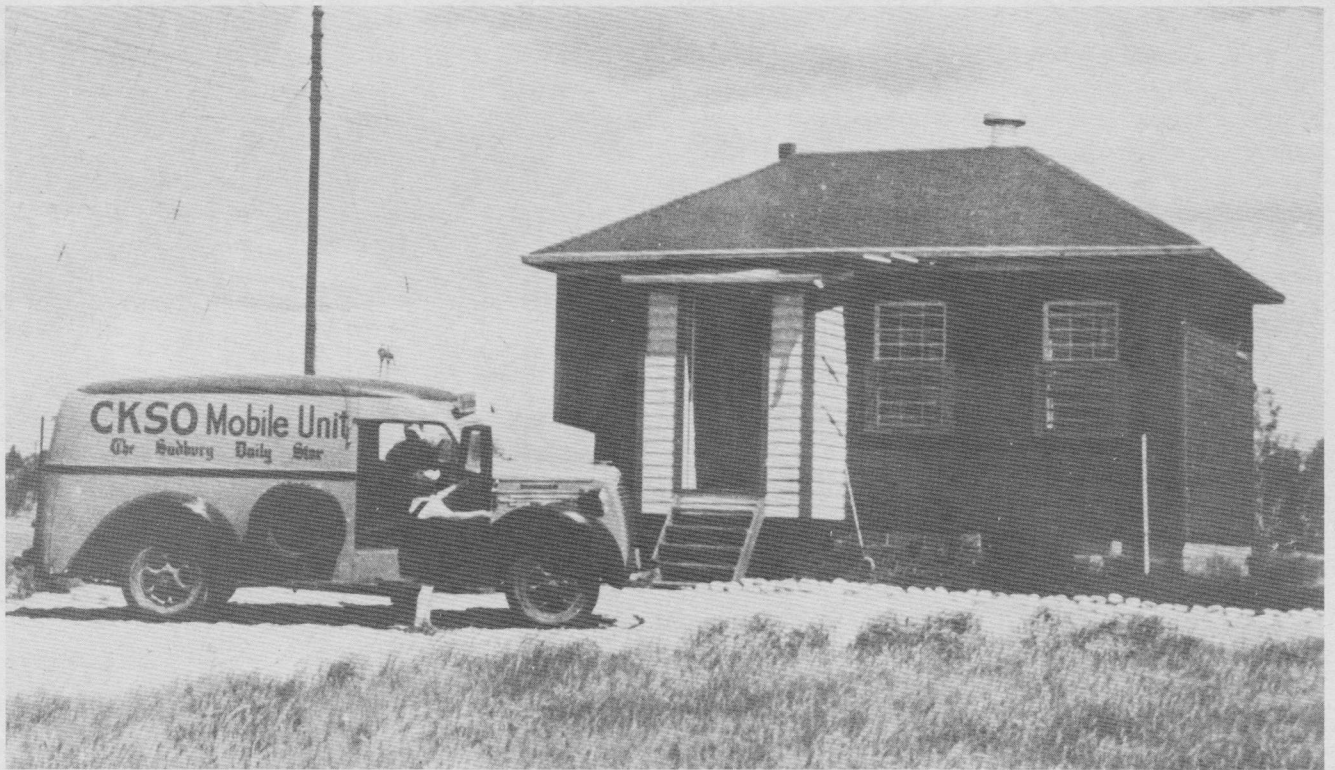
In the final year of the decade Queen Elizabeth II and the Duke of Edinburgh visited the area.



201. Sudbury Airport officially opened with Trans-Canada airline service, Feb. 1, 1954.

202. Sudbury Airport today.





203. CKSO first transmitting station.

204. C.P.R. double house, Frood Road, built 1894-5.





205. Dr. Mulligan's House - site of new Red Cross Bldg., corner of Cedar Street and Drinkwater.

206. Once home of livery stable operator, Mr. Hanrahan, corner Larch and Lisgar Streets.

207. Home on McNaughton Terrace, possibly pre-1900.





208. Balmoral Hotel at the northeast corner of Elm and Elgin Streets, originally McCormick's log boarding house.

209. Balmoral corner, 1970.



CHAPTER XIV

Greater Sudbury

ON January 1, 1960 Sudbury and McKim Twp. were united again as they had been in 1883 and half of Neelon Township was included in the order for amalgamation as well. The city was now the sixth largest in the province with an area of 34,000 acres and a population of 77,000. W. R. Edgar was elected first mayor of the enlarged city and played a major role in the integration of the staffs and services of the respective municipalities.

In 1961 the construction of the Brady Street underpass was commenced and the old Riverside Drive level crossing of the C.P.R. tracks became a part of history, together with the tales of congealed pedestrians who suffered varying degrees of frost bite while a passing freight brought traffic to a standstill on a subzero morning.

The area of the city was now so great that in 1962 bush fires within its boundaries cost the city twenty-five thousand dollars. In an agreement surely unique in the history of Ontario cities, the city signed a contract with the Department of Lands and Forests to the effect that it would be responsible for preventing and controlling bush fires in an area of 14,093 acres within the city.

Perhaps three major developments of this period up to the introduction of Regional Government, January 1, 1973 were the changes in the downtown core, an extension of educational opportunities and the provision of greater recreational facilities.

In 1965 the Jarrett Centre, a sheltered workshop, began operations with a staff of five. It has grown into a modern plant in the Centennial Industrial Park with a staff of fifteen.

The Cambrian College of Applied Arts and

Technology began in 1966 with the appointment of a Board of Governors and Dr. Walter Curlook as its first chairman. It served the Districts of Algoma, Manitoulin, Sudbury and Nipissing, although the North Bay and Sault Ste. Marie campuses became independent colleges in 1972. John Koski was appointed Cambrian's president and the college leased and renovated the former Sacred Heart College. The first buildings on the Barrydowne Campus were completed in 1972 and stage II was completed the following year. Extension courses are offered in communities from Killarney to Gore Bay and as far north as Cartier.

Canada's Centenary was celebrated in Sudbury by a variety of activities and projects as diversified as could be imagined. Under Mayor Grace Hartman the city took advantage of the government grants given to mark the occasion by building a new police station and the Bell Park Amphitheatre. The Junior Chamber of Commerce developed the landscaping which surrounds this particularly attractive part of Bell Park. As its Centennial project the Sudbury & District Chamber of Commerce raised \$135,000 to purchase and renovate the home of the late W. J. Bell which was then presented to Laurentian University to provide the community with a museum. A number of citizens were recipients of silver Centennial medals awarded by the federal government for their contributions to the welfare and progress of the community. The diversity of ethnic groups living in the city was recognized by a celebration in the arena which featured the arts and crafts, customs, costumes and foods from our respective homelands. Sudbury's Sports Central was founded in this year by a group of volunteers to promote amateur sport in the Sudbury district. A full time executive director was appointed, the first in the province. Several years later there were twenty-five such sports councils in the province.



210. Sacred Heart College, founded 1913.

211. Cambrian College's Barrydowne Campus.





The year 1968 saw the physical beginning of the renewal of the city core. The area which included parts of Elm, Beech and Lisgar Streets, the C.N.R. station and the old town market was levelled. Notre Dame Avenue was realigned. The new development provided town housing for senior citizens, a new road system and the commercial area of the central mall. The project, supported financially by both the federal and provincial governments, was officially opened towards the end of 1971. Downtown Sudbury took on a new modern look which has served as an incentive for further construction and modernization.

The Parks and Recreation Department began a planned program of arenas and swimming pools at this time. Barrydowne arena, Carmichael arena and Bell Grove arena were opened in a four-year period. The city in co-operation with the Sudbury Board of Education built its first indoor swimming pool that was included in the new Nickel District Secondary School which opened in 1971.



212. Cambrian College's School of Nursing on Regent Street.

213. View from Van Horne Street, 1960s.

214. View from corner of Elgin and Durham Streets, 1960s.



January 1, 1969 saw the introduction of the regional reorganization of the school boards of the area. The public and high school boards of the city were integrated with the school boards from Warren to High Falls and from the French River to Levack. A similar unification occurred among the separate school boards of that area. The following year saw the opening of the area's first French-language secondary school, Ecole Secondaire Macdonald-Cartier, planned by the Sudbury High School Board. In the same year, 1970, the Honourable John Robarts, premier and the Honourable George Gome, Minister of Highways, officially opened the Sudbury-Timmins highway and a dream of more than half a century became a reality.

215. View from hill north of the City Centre 1972.

216. Horace J. Fraser Science Building Laurentian University.





217. Present aerial view east on Elm Street from Lorne Street.

Sudbury's most expensive fire occurred in 1969 when the New Sudbury Shopping Centre partially burned with a loss of over \$1,600,000. A hurricane which struck the area and part of the city in 1971 will long be remembered by the residents whose homes were water damaged, smashed by trees, struck by flying objects or unroofed.

The growth of the surrounding communities, the strip development along the highways and the need for

sewers and an assured source of good water were matters of growing importance for the district. The Ontario Water Resources Commission undertook the installation of sewer and water mains in the Hanmer, Azilda and Chelmsford areas in 1971-72 and the work continued until 1975. The artesian wells in the huge gravel beds of glacial till provided an immense supply of good water and sewage disposal was by means of lagoon settlement ponds.

Meanwhile the Ontario Municipal Board hearing on



218. Present aerial view from Lorne Street

regional government received a large number of briefs, heard many witnesses and held innumerable meetings, but with the provision of a sewer and water system and the need for more systematic planning and regulation of growth, the decision seemed inevitable.

On the first of January 1973 regional government was established by provincial decree with a two-tier form of local government and Donald Collins as first chairman of the regional council.

A chapter in the history of Sudbury closed and a new one began in a new relationship with the surrounding communities, the major industries and with Copper Cliff, which became one of the wards of the city. Sudbury was ninety years old and looking forward to the celebration of its centenary. The city and its neighbouring communities are the result of the faith and work of many people from many lands who have chosen to call the Sudbury area "home".



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