

SUDBURY





RAY THOMS • KATHY PEARSALL



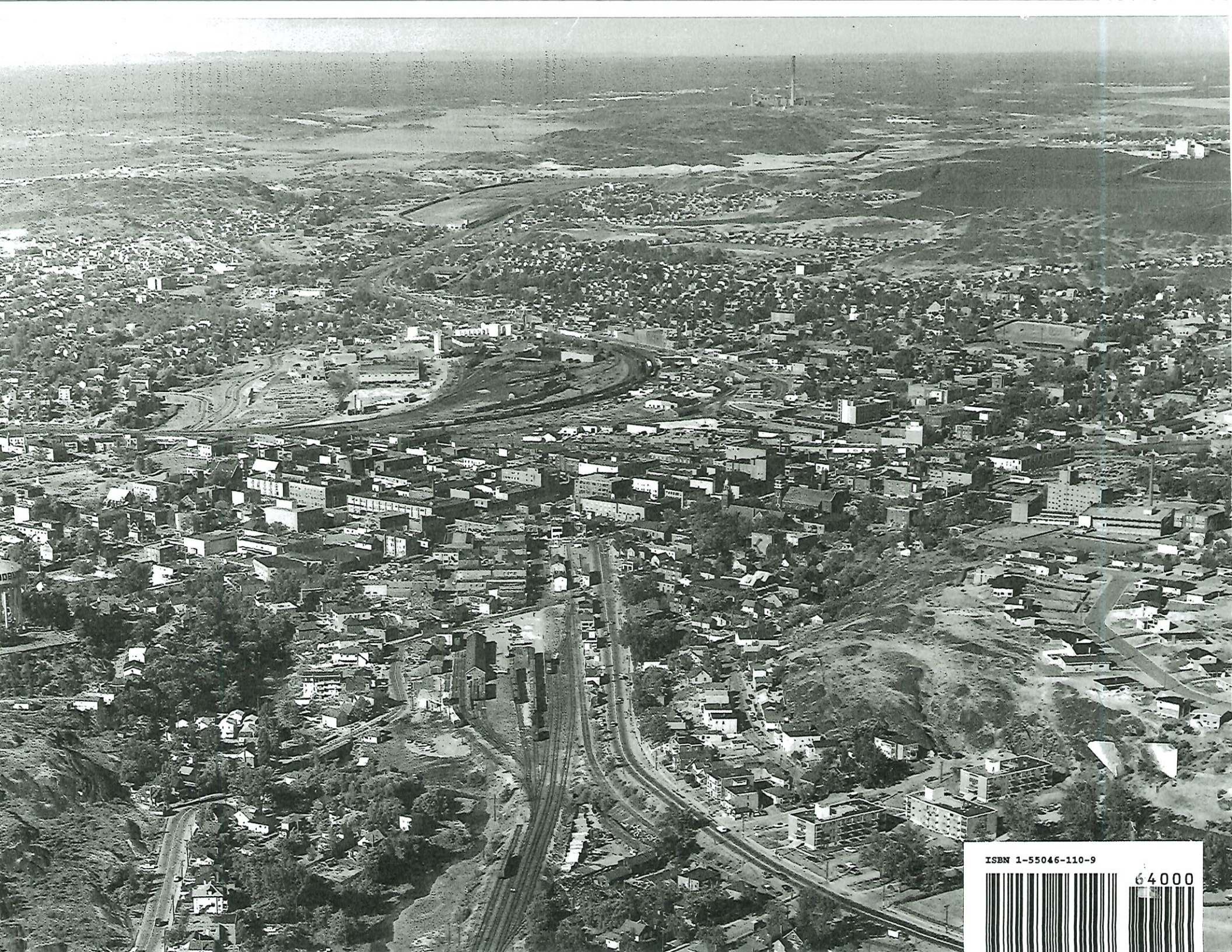
ISBN 1-55046-110-9



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ISBN 1-55046-110-9



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THIS fascinating pictorial history contains some of the best photographs of Sudbury taken over the past century, many published here for the first time, and each lovingly collected and researched by photographer Ray Thoms. Kathy Pearsall's accompanying text tells the stories of Sudbury's first year; the discovery of nickel; the town's growth and participation in area mining, lumbering and farming; the First World War years; the Roaring Twenties; the Great Depression; the Second World War years; the boom years of the 1950s; and the continuing development of Sudbury as a vital northern city with recognized leaders in such fields as education, business and sport.



Sudbury had just become a town when this photo was taken in 1894. - SPL

Did You Know?

Tennis was first played in Copper Cliff in the early 1890s. In 1915 the first streetcar ran between Sudbury and Copper Cliff, beginning 35 years of service. In 1930 Sudbury became one of the first cities in Canada to install parking meters. In the 1940s Nickel Belt baseball was the best game in town and fans flocked to Queen's Athletic Field. After 82 years of traffic jams the last freight train rolled through downtown Sudbury in 1968.

RAY THOMS has lived in Sudbury since the 1960s. He has had many showings of his own black-and-white prints, but his love of old photographs, and of Sudbury, comes through in this, his first book. He holds a degree in Religion and Philosophy from Laurentian University and is currently employed in the Sudbury elementary school system.

KATHY PEARSALL was born and raised in Sudbury. She is a freelance writer who specializes in science, environment and business matters as they relate to Northern Ontario. She has written for a wide variety of periodicals and for television.

Front cover: Looking south on Durham Street in 1954. Some of Sudbury's oldest names can be seen in this photo. The Frawley Block, on the right, was built in 1926. John Frawley was one of Sudbury's first merchants, having operated from a tent on what is now Elm Street. Also shown is Cochrane-Dunlop Hardware, which was started by Frank Cochrane, who arrived in the area in the 1890s. The notorious Stobie spur crosses Elm Street here. It caused many traffic jams. - D. Farmer

Back cover: Downtown Sudbury seen from the north in 1966. At the bottom is Mountain Street. The railway tracks belong to CNR and run to the Borgia Street station. Notre Dame Avenue comes in from the right. The Inco stacks at Copper Cliff can be seen near the horizon. - Dionne Photography

S U D B U R Y



Looking south toward Elm Street c. 1894. The church on the right is St. Anne of the Pines, which was badly damaged by fire on Good Friday, March 23, 1893. The church was rebuilt and is the only building in this photo that survived until 1992, when it was again destroyed by fire and finally torn down. – SPL



An excellent view of Elm Street in the early 1950s. The Elm Street hill is in the background to the east. The Balmoral Hotel would be demolished in 1957. – D. Farmer

S U D B U R Y



RAY THOMS • KATHY PEARSALL
A BOSTON MILLS PRESS BOOK

The Sudbury—Copper Cliff Electric Railway (SCCER) was almost not built. The company was incorporated in April 1902 but didn't run its first car until November 1915. Negotiations for right-of-way agreements accounted for much of the delay — the line was widely and bitterly opposed. John Thompson, owner of the bus service between Sudbury and Copper Cliff, led the unsuccessful fight against the railway.

— Basil Scully Collection



*Oh! We are the men of the Northern Zone
Shall a bit be placed in our mouth?
If ever a Northerner lost his throne
Did the conqueror come from the South?
Nay! Nay! And the answer blent,
In Chorus is southward sent!
Since when has a Southerner's conquering steel
Hewed out in the north a throne?
Since when has a Southerner placed his heel
On the men of the Northern Zone?
Our hearts are as free as the rivers that flow
To the seas where the North Star shines,
Our lives are free as the breezes that blow
Through the crest of our native pines.
We never will bend the knee,
We'll always and aye be free,
For liberty reigns in the land of the leal,*
Our brothers are round her throne,
A Southerner never shall place his heel
On the men of the Northern Zone.*

— R.B. KERNIGHAN, 1891

* *loyal*

Canadian Cataloguing in Publication Data

Thoms, Ray, 1938-
Sudbury

Includes bibliographical references.
ISBN 1-55046-110-9

1. Sudbury (Ont.) — History.
2. Sudbury (Ont.) — History — Pictorial works.
- I. Pearsall, Kathy, 1956-
- II. Title.

FC3099.S8T56 1994 971.3'133 C94-931438-2
F1059.5.S8T56 1994

© 1994 Ray Thoms
Design and Typography by Daniel Crack
Kinetics Design & Illustration
Printed in Canada

First published in 1994 by
Stoddart Publishing Co. Limited
34 Lesmill Road
Toronto, Canada
M3B 2T6

A BOSTON MILLS PRESS BOOK
The Boston Mills Press
132 Main Street
Erin, Ontario
N0B 1T0

The publisher gratefully acknowledges the support of the Canada Council, Ontario Ministry of Culture and Communications, Ontario Arts Council and Ontario Publishing Centre in the development of writing and publishing in Canada.

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Sudbury's first volunteer fire brigade was formed around 1890. The first chief was Robert Carmichael, who was replaced by Joseph Gibbons, who retired in 1894. A man named W.J. Quesnel was chief for a short time before being replaced by Michael Roddy in 1897. It wasn't until 1899 that some stability was established by Joe Fowler, who was chief for the next twenty years. The photo shows the hall at its long-time site on Elgin Street. The new St. Anne's Church is visible in the background, so this photo was taken after the fire of 1893. - SPL

ACKNOWLEDGMENTS

THE UNDERTAKING OF A BOOK like this requires the help and guidance of many people, and I truly hope that I have not forgotten anyone.

The people who endured the most, and whom I want to thank most, are my wife, Jacqueline, and my daughter, Samantha. They remained supportive even during the times when it seemed this task would never end. I would like to say a special thank you from the heart to both of these special people in my life.

Without Erna Fox this book would not have happened. It was she who met John Denison and told me about Boston Mills Press.

I would like to thank the Sudbury Public Library in general for their references. In particular, Nada Mahese guided me whenever I wanted or needed information, and Peter Hallworth arranged access to it.

The Inco Archives were very helpful. I thank Ron Orasi for all his help in my research of Sudbury's early years.

Carl Wallace, an associate professor at Laurentian University, offered much direction and guidance, as did John Allan of the Sudbury Geneological Society.

Dale Wilson was very helpful with information about the district's railway and streetcar systems and made available some truly unique photos. I could not have found that material without him.

Jim McRae very generously let me use his negatives and expertise in identifying railroad engines and equipment.

D. Farmer allowed me access to his collection of negatives and helped me to identify many locations in the photographs.

The evenings I spend with Albert Rebellato identifying sports personalities were most enjoyable. Fox Didone, Aces Michelutti, Norm Hann and Berk Keaney were equally generous in sharing with me their knowledge of 1940s sports and helping to identify many people in the photos.

Dan Dionne of Dionne Photography allowed me access to his negative collection. The aerial photographs were most informative.

Bill Newton was very helpful in many ways, identifying many people in the photos from the 1920s and 1930s. His stories about his uncle, Mayor Henry, were truly colourful.

Marty MacAllister was most helpful in providing information about Inco and Copper Cliff. He has tremendous knowledge about the formation of Inco and all the companies that were forerunners of the present-day mining giant.

Margaret Dowdall told me much about her parents and grandparents, the Laforest family.

Bob Keir was most helpful with information about the urban renewal years and how the development proceeded. He also helped me to find valuable photographs.

John Lightfoot offered both negatives and knowledge of some gaps in Sudbury's story that were difficult to fill.

Doreen McKinty and Roberta "Bobbie" Belfrey provided much information about their father, Mayor Bill Beaton, as well as access to his records.

Paul Brokenshire from the Sudbury Visitor and Convention Bureau provided much material that was helpful in identifying photographs.

Domenic Castanza and his wife told me much about the boxing era in Sudbury — an era about which most people know little.

Doug Bardell, who is without equal in film processing, provided a great deal of help in printing from the old, large-format negatives.

Jane Cameron, Dr. Linklater, George Chambers, the Lawsons, the Pinturs, Sharon Bowes, Bob Fera, Dave Bradley, John Milliken, and Tug Parri were always there when help was needed. Mick Lowe, Kristen Pernu, Nancy Pernu and Joanne DeMarco also offered advice and assistance in preparing the text.

To all of these people and any others I may have forgotten to mention, I offer many thanks for their generosity.

RAY THOMS

SUDBURY, MAY 1994

O

N A HOT JULY NIGHT IN 1883 Dr. William Howey and his wife, Florence, went walking in search of their new house. The muddy path they followed had been carved by a handful of people living in tents and log cabins along the way. All had arrived ahead of the Canadian Pacific Railway to prepare a camp for the railroad construction crew that would soon arrive from the east. Among them was Bob Burns, who was setting up the CPR store. Across from the store was Dan Dunn's boarding house. Old Andrew McNaughton, the magistrate, was planning a courthouse and jail. Father Jean-Baptiste Nolin was building a Jesuit mission — St. Anne of the Pines — just north of the trail; there he would celebrate an open-air mass when the crew arrived. And finally there was Henry Smith, who invited the Howeys to dinner at his boarding house on their first night in Sudbury Junction.

"I remember it well," wrote Mrs. Howey many years later in *Pioneering on the CPR*: "Fried salt pork, potatoes, bread, strong butter and evaporated applesauce."

After dinner the Howeys continued walking until they

arrived at their four-room log cabin at what is now the intersection of today's Elm and Lorne streets in downtown Sudbury.

"It had not such a shaggy look as our former house had, with the the crevices being filled with moss," wrote Mrs. Howey, whose last house, at the Veuve River railway camp, had been less inviting. "The bush between us and the little patch of houses had been slashed down, so we had quite a view of the town from our elevated position. We could see the Balmoral [a boarding house under construction] and Dan Dunn's boarding house and the company's store, some tents and a few log huts, and all around was heavy timber, so dense that for a long time I did not know we were surrounded by high hills."

In the morning the Howeys inspected the CPR hospital and found it almost complete, its one large room arranged with bunks on three sides. The young couple had just one month to get the hospital in order.

In August hundreds of construction workers and bushmen arrived and moved into the boarding houses and



There is some debate as to exactly where this photo was taken, and no one living is old enough to be certain. Some say it is the Sudbury townsite; others believe it to be closer to Murray minesite. In either case, the photo is of Sudbury district c. 1883. – SPL

hastily built “combooses” (shacks). Many of these men were recent immigrants who spoke neither English nor French. They were strangers in a strange land, and vulnerable to the sting of black-flies in the August heat and to the cold, harsh winter to come.

It was CPR chief James Worthington who named the junction Sudbury (after his wife’s birthplace in England), though Father Nolin would have preferred a more picturesque name, St. Anne of the Pines.

Some of the men brought their families, and it was for their children that Father Nolin set aside one part of his mission for a schoolroom.

Stephen Fournier, the CPR postmaster, took over the store from Bob Burns, while James McCormick provided the hub of social activity as the genial Irish host of yet another boarding house. McCormick and his wife and daughters knew how important food was to hungry



Many people believe this to be the tote road that ran into Sudbury from Romford along Ramsey Lake. If so, it later became Wahnapiatae Road and then Lourdes Street. Florence Howey describes a similar road in her memoirs. Photo from the early 1880s. – SPL

labourers and travellers. “James McCormick’s boarders could eat the horns off an ox,” a young patron remembered fifty years later.

Sudbury’s pioneers enjoyed few luxuries. Some were brought by peddlers selling clothing, specialty foods or fine pieces of jewelry. Three of these frequent visitors, who later became town merchants, were John Frawley and Dan and Max Rothschild.

Meanwhile McNaughton and CPR detective Sam May kept a lookout for less desirable visitors, such as bootleggers. Mrs. Howey remembered with amusement one liquor-smuggling device, “a big rubber doll with a very lifelike head, which had been carried, carefully up and apparently sleeping, all the way to the end of the iron by a woman whose husband worked on the road.”

Railroad construction was dangerous work, as was lumbering, and the Howeys were kept busy at the hospital.



William Allen Ramsey

WILLIAM ALLEN RAMSEY

Four of Sudbury's founders c. 1891.

William Allen Ramsey was the engineer responsible for the surveyors who blazed a line from Sturgeon Falls to Sudbury. By 1883 they were actually north of where they should have been. After arriving at Sudbury Junction they continued northwest toward Biscotasing. Dr. William Howey, "Allopathic M.D.," and his wife, Florence, were born in Southern Ontario and came north with the CPR. Both were thirty-six years old in 1891. No children were listed in the census of that year. Francis Charles Crean was very active in mining development in the area. Stephen Fournier, post-master and general merchant, was born in Quebec and was thirty-eight years old in 1891. He and his wife, Vitaline, also born in Quebec, had six children — five girls and one boy, all born in Ontario — when that year's census was taken. — SPL



DR. WILLIAM HOWEY

STEPHEN FOURNIER

FRANCIS CHARLES CREAN



SAMUEL J. RITCHIE



JAMES STOBIE



THOMAS BAYCROFT

Samuel J. Ritchie, who was born in Boston, Ohio, in 1838, founded the Central Ontario Railway. In 1882, in Montreal, he saw a sample of copper ore from the Sudbury region. In 1885, the year this photo was taken, he travelled to Sudbury, accompanied by an engineer. There, he took out many property options, later exercising several of them, totalling 1,400 acres. Thus he established the Canadian Copper Co. and became its first president.

He sent ore samples to the Orford Copper Co. in Ohio. It was in that company's laboratories that it was proven there was nickel around Sudbury. A ten-year struggle ensued that would end with Ritchie being deposed as president and returning to the United States, where he died in 1908. – Inco

James Stobie, along with Robert Tough and Rinaldo McConnell, c. 1888. These three prospectors made many important discoveries in the area. They discovered the Levack ore property and sold it to Mond Nickel. With McConnell, Stobie also found the property that bears his name and sold it to Canadian Copper. The three spent freely and speculated recklessly, and left almost nothing behind when they died. – Inco

Thomas Baycroft was forty-four years old in 1891, when this photo was taken. In the census of that year he was listed as a bush ranger for Canadian Copper. It was he who discovered the Tam O'Shanter Mine, between Copper Cliff and Creighton Mine. He and his wife, Catherine, had four children, all boys. One of their sons, John, ten years old, was listed in the 1891 census as the office boy for Canadian Copper. Baycroft seems to have been an eccentric character, as the photo indicates. He must have liked dogs, because in all the photos from that time, he was the only man to be photographed with a dog. – Inco



The Copper Cliff Mine boiler house in 1888. The mine shaft is farther left. From the amount of wood piled near the building, it can be assumed the boiler was wood-burning. This view is unusual, as most photos were taken from the other side of the complex. – Inco

As winter set in, they cared for accident victims and treated many cases of pneumonia and frostbite. The latter, when severe, required amputation.

There was always the threat of typhoid fever, which could spread like wildfire if food and water quality weren't carefully monitored. The Sudbury crew would escape that disease during their short stay, perhaps because clean water was available from a spring discovered in the CPR gravel pit (today's Queen's Athletic Field). Other crews weren't so lucky, according to Gowan Gilmour, an Anglican missionary who roved the CPR line between 1883 and 1885. "Typhoid fever was the scourge of railway construction," he later wrote, "and rough temporary hospitals, all along the way, were crowded with the sick and dying. My experiences in these hospitals were varied, solemn and awful; they have given me unforgettable memories."

In late 1884 the railroad track into Sudbury was completed and the crew moved northwest to Biscotasing. Sudbury Junction's population fell from 1,200 to 300 and CPR buildings were sold to merchants. That perhaps would have been the end of the settlement had blacksmith Tom Flanagan not noticed red mud along a wagon road. The mud and curious outcroppings of rock had piqued the interest of the entire camp as early as August and continued to hold the attention of those who remained behind.

For many months the people of the junction had been collecting interesting rock samples in the hope they contained something valuable. Their excitement died, however, when a team of visiting geologists was escorted to the discovery site by Dr. Howey, Francis Charles Crean (a CPR lumber buyer), and Henry Abbott, the new CPR chief. Their verdict was, "Faint traces of copper — not sufficient to be of any value."

"There was no higher authority in the land than these learned men," Mrs. Howey later wrote, "so that settled it, and I was glad to throw the stones away; they had cluttered up my window sill long enough. Those samples came from one of our largest mines — just think what a narrow escape we had from being millionaires."

But Crean was skeptical about the specialists' findings and had his own sample analyzed. It turned out to be a fine specimen of copper. He then set out to stake the claim, along with Flanagan and another railwayman, W.H. Montgomery. But they came up short of cash. At one dollar an acre, they would need \$310, so they approached a fourth investor, John Loughran, manager of the CPR.

What happened next was said to have been nothing short of blackmail. Abbott ordered Crean, Flanagan and Montgomery to sell out or be fired. Since none of the men wanted to lose his job, each accepted \$100 to get out of the deal. In February 1884 the "Murray" minesite was purchased by John Loughran of Mattawa, Henry Abbott of Brockville, and William and Thomas Murray of Pembroke.

"I said, 'I know I can find more,'" Crean would recall with bitterness. But when he discovered another mine just one week later, Abbott threatened his job again. "You can go to Hell," Crean told him, and was promptly fired.

Emotions ran high in those dawning days of fortune. Crean got his job back and went off to discover more sites, as did the dozens of other prospectors who were now combing the forest. But the realization of each man's dream would depend on someone with enough money to extract the ore and separate the precious copper. (There was no mention yet of nickel.) That someone would be an Ohio carriagemaker named Samuel J. Ritchie, who had caught sight of a sample of the ore in a CPR office in Montreal.

A picnic at the Idylwyld c. 1894. From front to back and left to right are R. Martin, Mrs. W.P. Martin, Dr. R.H. Arthur, Mrs. R. Martin, Temple Emery, Louis Rourke, Mrs. Dr. Arthur, Annie McNaughton, Mrs. MacEachran, Mrs. Chamberlain, Walter Evans, R.W. Demorest, G.R. Mickle, Minnie Thompson, Mrs. Dr. Howey, Col. A.H. Smith, Mrs. J.B. Hammond, Mrs. Frank Cochrane, Wilbur Cochrane and Frank Cochrane. Three decades later, on a warm summer night in June 1922, a group of Sudburians formed the Idylwyld Golf Club on the grounds shown here. The two half-lots for the course were purchased in August from Dr. Howey and his wife.

– Idylwyld Country Club



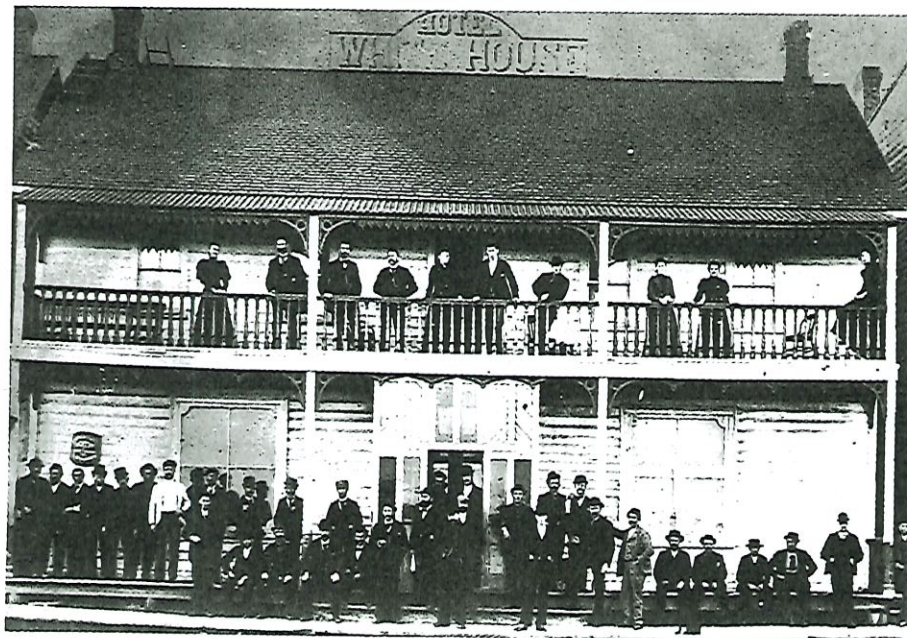
D. Rothschild, one of the busy general merchants of the day, c. 1894. This store was at the southeast corner of Elgin and Larch streets. – SPL





Sudbury's CPR station was built on the west side of the tracks across from the intersection of Larch and Elgin streets in the late 1890s, when the town was still called Sudbury Junction.

– CPR Corporate Archives,
Dale Wilson Collection



The exterior and interior of the White House Hotel, on the north side of Elm Street between Elgin and Monck, c. 1894. – SPL

Copper Cliff Mine in 1886.

This mine, the first to be opened in Copper Cliff, was behind the town hall, on "the Butte."

Back row: R. Frood, W.A. Hooker.

Front row: Louis Ashmun, H.P. McIntosh, Archibald Blue. Blue later became one of the first employees of the Department of Mines. – Inco



Copper Cliff in 1889, from a hill between Lady MacDonald Dam and the top of what is now Oliver Street. At the right is the old Copper Cliff Mine, which opened in 1887 just across from what is now Copper Cliff Park. It would close in 1904. The large buildings in the centre facing the camera were the boarding houses on Serpentine Street run by Archie Boyd and Tom Smiles. (The present fire hall is near this site.) The large building in the centre facing away from the camera was the Yellow Club. The first smelting plant, the east smelter, which commenced production late in 1889, was to the left of the present Copper Cliff Road opposite the small bridge about half a mile from town. (This bridge was on the old road and is still visible from the "new" road.) – Inco



THE DISCOVERY OF NICKEL

“THERE IS A TIDE IN THE AFFAIRS OF MEN, which, taken at the flood, leads on to fortune.” So wrote Shakespeare, and Samuel Ritchie would recall those words in his memoirs, written in 1897.

Ritchie was a restless man of vision, energy and determination. On his arrival in Sudbury Junction in 1885, he bought 39,000 hectares of land and established the Canadian Copper Co. Its Copper Cliff mine was the first to go into production.

Eager for employment, hundreds of young single men arrived from as far away as Italy, Poland and Finland. Some brought their families; others would send for them once they were settled.

- It would take just one year to remove 100,000 tons of ore for shipment to the Orford Copper Co. refinery in New Jersey. There it would be carefully analyzed, while Mr. Ritchie waited with as much patience as he could muster.

The winter of 1886 was a happy one for nine-year-old Kate Ashmun, who spent much of her time running

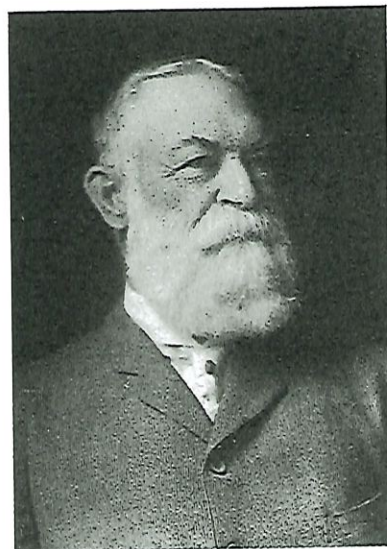
errands on her toboggan in Sudbury Junction. Kate was the daughter of Louis Ashmun, the first mine superintendent of Canadian Copper.

“Cows wandered hungrily over the town,” she would remember long after. “It was difficult when water froze on the kitchen stove during the day. But we were a united and happy family. It was a great life, riding the front edge of a handcar, watching the Indians from Whitefish Bay come in with their dog teams, Sunday hymn sings with mother playing Mrs. Howey’s little organ, the glimpses of beautiful Ramsey Lake.”

Mrs. Howey was anxious to visit the Ojibwa families living to the west on the Whitefish Bay reserve, and later recounted her first visit there: “[The village] consisted of a few log huts and a number of wigwams, some covered with skins but mainly with large sheets of birch bark.... The inhabitants came popping out of wigwams and huts, full of curiosity, but as they came near they assumed their characteristic dignified manner and came forward smiling a welcome.”



James MacArthur c. 1886. MacArthur was the first smelter superintendent for Canadian Copper. He was hired by Dr. E.D. Peters, the metallurgist in charge of surface operations at Copper Cliff. MacArthur was from Butte, Montana. Shortly after he arrived, planning began for the new smelter. It may have been MacArthur who was responsible for Copper Cliff Mine's location being called the Butte. - Inco



John D. Evans c. 1887. Evans was brought to the area by Samuel Ritchie and was the chief engineer and general manager of Canadian Copper. The Copper Cliff Mine was later named for him. - Inco



Louis Ashmun, father of Kate. He was born in Ohio and came to Copper Cliff with his family in 1886. He was the first superintendent of mines for Canadian Copper. - Inco



Kate Ashmun's father was the first superintendent of mines. She had many happy memories of those first years of Sudbury and Copper Cliff. - Inco



Copper Cliff Mine c. 1888. - Inco

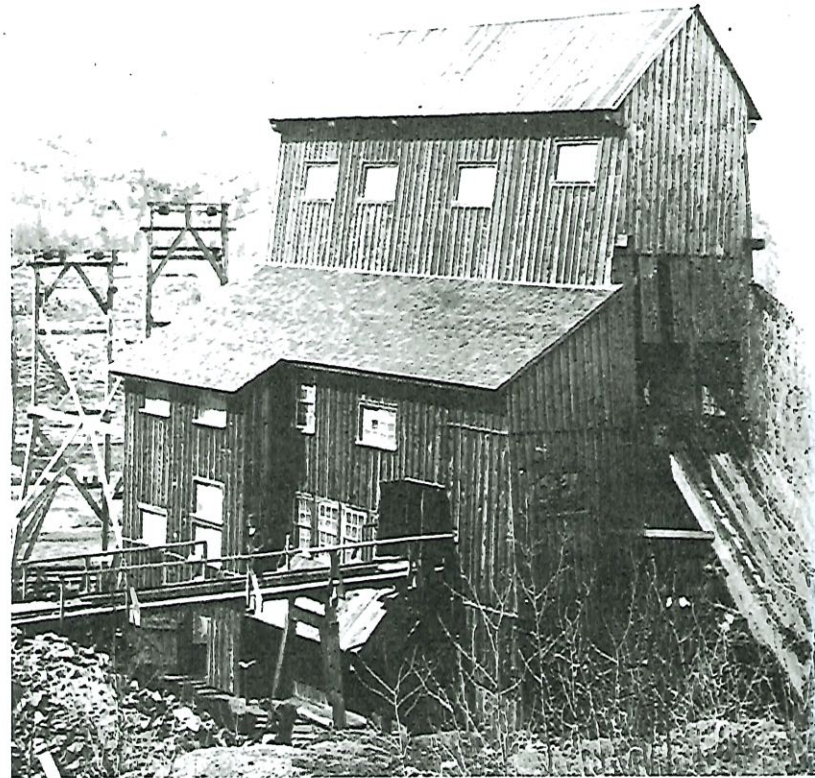
It was the beginning of a lasting friendship. The Ojibwa would often send her gifts of chickens and other animals to raise for food. Also on her first visit to the reserve, Mrs. Howey met the Ross family, who worked at the nearby Hudson's Bay Company trading post. "They had lived there over twelve years, very seldom seeing a white person and Mrs. Ross had born eight children with no doctor and no one but Indian women to care for her."

The Ojibwa had been living on reserves at Whitefish, LaCloche and Wanapitei since the signing of the Robinson Treaty in 1850. Because the Ojibwa were superb hunters and trappers, the Hudson's Bay Company built stores near each reserve, where the Natives would trade furs for European goods. Many were hired as escorts for prospectors, lumber contractors and visitors, and as supply couriers when the steamer arrived in Little Current from Southern Ontario, which happened twice a year.

After the Robinson Treaty was signed, the Ontario government had opened up three million acres of forest to loggers. From the Wanapitei River to Georgian Bay and all along the North Channel of Lake Huron to Sault Ste. Marie, sawmills appeared. The Ojibwa at Whitefish Bay were no doubt dismayed as they watched vast islands of lumber — 60,000 feet of it per day — being floated down the Spanish River to the North Channel, bound for the United States.

In the 1850s, while treaties were being signed in Northern Ontario and all across Canada, a member of the Hopi people made this prophecy: "Our Indian people are in midnight and we will come out of our midnight into our day to be world leaders. This change will start when the eagle lands on the moon."

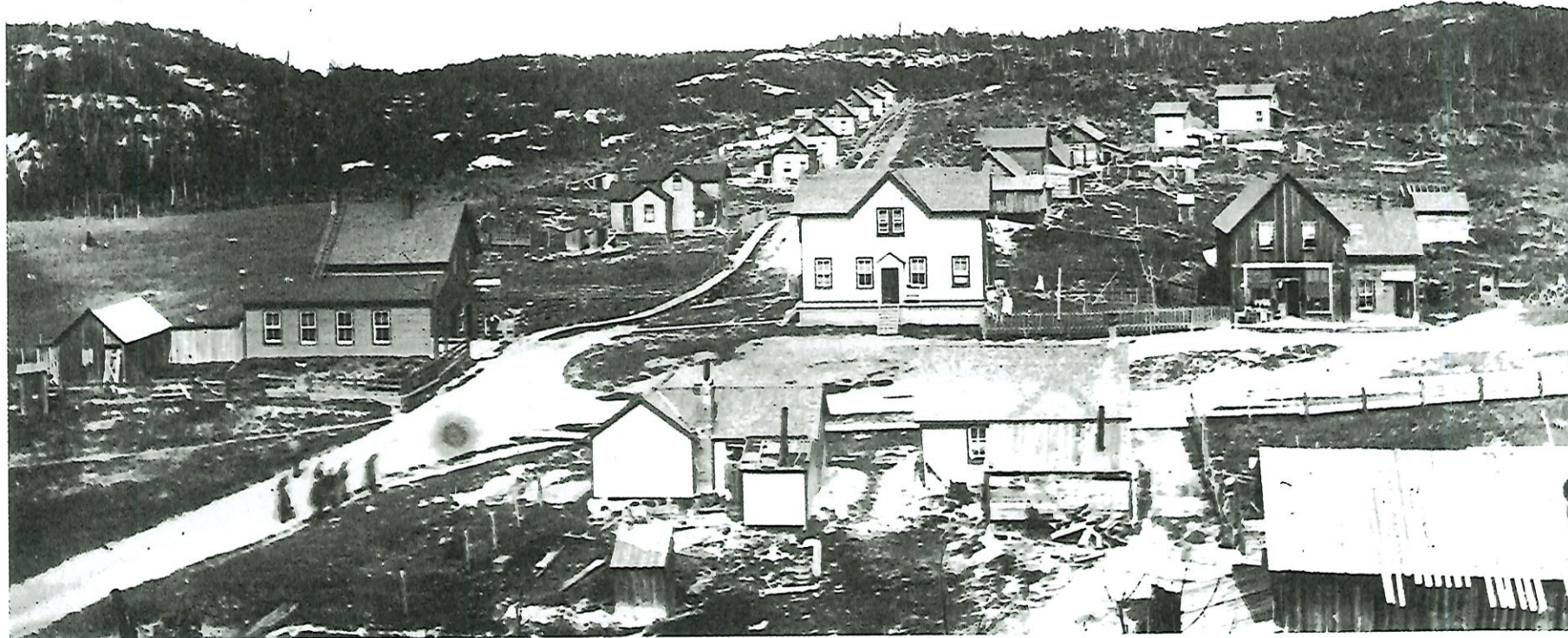
More than a century later, in 1969, Apollo 11 landed on the moon and that prophet's ancestors would hear those words fulfilled with Neil Armstrong's famous words,



Copper Cliff Mine c. 1889. Its shaft was sunk at a 45-degree angle. On December 31, 1889, it reached a depth of 502 feet. At that depth the ore body was 65 feet wide. Measurements of the day were not very accurate, but these were accepted by Archibald Blue, who had just begun working for Ontario's Department of Mines.

In April 1889 the staff personnel for Canadian Copper were as follows: manager, Dr. E.D. Peters; superintendent, John Evans (succeeding Louis Ashmun); smelter superintendent, James MacArthur; office manager, Thomas Kirkwood; mine captains, Jones (Copper Cliff), Bluett (Evans Mine), Thomas (Stobie Mine); master mechanic, John Gregg.

Wages at the mine were described as fairly high for the era; but because of its location, workers were not rushing to the camp. Monthly wages were as follows: mine captain, \$145; assistant captain, \$90; master mechanic, \$90; teamster, \$45. Daily wages were as follows: drill runner, \$2.10; miner, \$1.75; labourer, \$2.00; foreman, \$2.00; watchman, \$1.75; engineer, \$2.00; machinist, \$2.25; pumpman, \$2.00; fitter, \$2.00; blacksmith, \$2.50; blacksmith helper, \$1.75. — Inco



“The eagle has landed.” That year marked the beginning of the renewal of Native culture in the Sudbury region and throughout Canada.

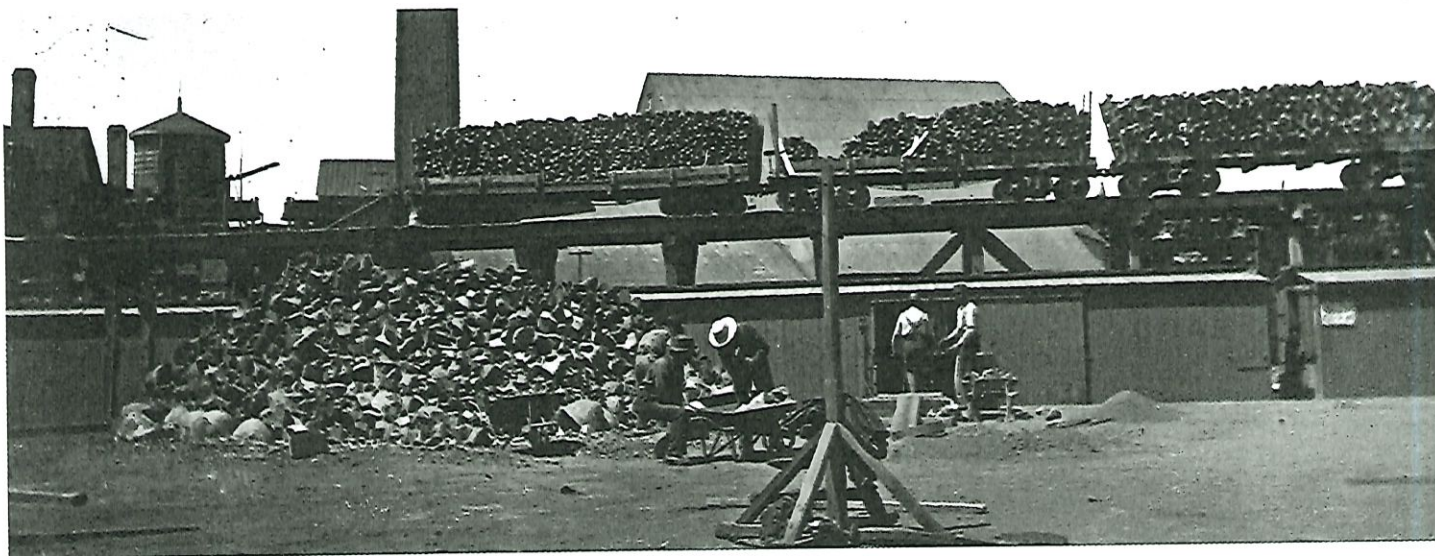
In 1887 Samuel Ritchie received some exciting news from the Orford Copper Co. refinery. “[They] told me so great was this discovery,” he wrote, “that the importance of these deposits as copper mines, although they were doubtless the greatest copper deposits of the world, would be completely lost sight of by this discovery of nickel.”

He immediately hired Dr. Edward Peters to design a smelter in Copper Cliff, with John Evans and James MacArthur to handle construction and management. He then set sail for England, where experiments were being conducted in the use of nickel-steel for warship construction. After the visit, he pressured the U.S. Navy to do its own experiments. “The result was a wonderful triumph for nickel-steel,” he would recall, “and was telegraphed to the newspaper press all over the civilized world.” Mr. Ritchie had found his market, and Copper Cliff was world-famous.



Above left: Copper Cliff in 1892, from the hill on Granite Street behind the old town hall. The building on the left, on the site of the old Copper Cliff Hospital, was the general office of Canadian Copper. The house farther on, at the base of the Clarabelle Road hill, was the home of Dr. and Mrs. Coleman, the latter locally famous as Kit, the correspondent for Toronto's Mail & Empire. Left of Clarabelle Road can be seen the log cabins of the Stoddarts, the Boyds, the O'Donnells and the McKerrrows. These stood well into the 1960s; one is still in use today as the Copper Cliff Museum. Facing the camera, at the corner of Granite and Serpentine streets, was the Yellow Club, a bachelors' residence. Next to it was Hamilton's Store, later to become Oliver's Hardware. Opposite the Yellow Club, on the site of the present MacIntosh Block, was Dick Anderson's Tailor Shop. In the right corner can be seen part of the roof of Hamilton's Livery Barn, where a horse and rig could be rented for \$1.25 for the trip to Sudbury. – Inco

Above: Copper Cliff in 1892. The two large buildings in the centre are boarding houses, Boyle's and Boyd's. The photo also shows a continuation of Serpentine Street. The roof in the left corner is Hamilton's Livery Barn. The long log building is Pitt's boarding house. Across from Boyd's is Bill Kilpatrick's store and post office. Copper Cliff No. 2 Mine and the west smelter would be built on the hill in the background several years later. – Inco



The east smelter and the loading of matte skulls. From a glass plate c. 1892. -Inco

The first public school in Sudbury c. 1890. The school's first teachers were Miss Donohue and Miss Evans. The building, on Cedar Street, was originally the CPR telegraph office, and was later used for many other things, such as a customs house and then an insurance office. The Thompson residence is to the right of the building. - SPL





Above left: R. Dorsett, painter and decorator, c. 1894. His store was on Cedar Street between Durham and Lisgar. Charles LaBelle was his partner in this business at one time. – SPL

Above: Charles LaBelle's store c. 1894. – SPL

Left: Copper Cliff Mine. From a glass plate c. 1892.

– Inco



Elm Street c. 1894. Where the tree is growing would probably be about where Notre Dame Avenue is today. The city centre now covers most of the land to the right of Elm, which runs through the centre of the photo from left (east) to right. – SPL

Dan Dunn's boarding house is the wooden building on the left, at the northeast corner of Elm and Durham streets. The railway crossing is the Stobie spur. The Montreal House in the background was rebuilt later as the Ramsey Hotel. Photo c. 1895.

– SPL





The west smelter c. 1897. It was in fact smaller than the east smelter. Note the square chimneys, which are unique. – Inco



A very early view of Sudbury, looking north. The unique triple bell tower of St. Anne's is still standing, so the photo must have been taken before the fire of 1893. The rectory of St. Anne's can be seen at the north end of Durham Street, which was not a commercial area as we know it today. The large open area to the right was called "the flats." The building on the far left was the CPR's Sudbury Junction station. The culvert under the CPR tracks is still in use today. – SPL



N NEW YEAR'S DAY, 1893, Stephen Fournier left his home on Elm Street for a brisk walk through downtown Sudbury. The junction had become a town, and no one was prouder than Fournier, who had been here from the very beginning. As postmaster, merchant, school-board trustee, reeve, and now mayor, he cared deeply about the little town.

Passing by Martin's Rink on Durham Street, he would have smiled to see James Orr sliding another rock toward the button. It was Orr, editor of the two-year-old *Sudbury Journal*, who had started the curling craze in town and was honoured as Sudbury's best curler.

Fournier may well have tipped his hat to John Carmichael, the town constable, on his way to Keaney's Castle, as the jailhouse was known in deference to jailer Terence Keaney.

Sudbury was now a friendly little place with a population of some 1,500. Most of the townspeople were of English or French descent and were making a good living working for the CPR or the lumber companies, or for the

businesses that serviced those industries and their workers.

In winter people curled and sailed iceboats on Ramsey Lake. They skated, played hockey and learned to ski. In summer they played lacrosse, baseball, soccer and cricket. Sudbury's women, though still largely spectators, were becoming active in tennis and riflery and showed no fear of the newly arrived bicycle. Summer also brought a traveling circus to town for family entertainment.

Sudbury was growing into an attractive commercial centre. The main streets — Elm, Durham, Cedar, Lisgar and Larch — were lined with about thirty-five wooden shops and lit by coal-oil street lamps. The owners of these shops formed the Sudbury Board of Trade. The most beautiful building in town, by general agreement, was St. Anne's Church, its steeple a watchful beacon over the rough terrain and its new settlers.

With all the cinders flying from locomotives, and all the sparks and flames from so many chimneys, stovepipes and lamps, fire was a serious threat to the town. In 1892 the fledgling fire department wasn't able to save the court-



The intersection of Durham and Larch streets, looking north. The American Hotel can be seen, along with the Queen's Cafe and the Blue Block. –Inco

house and jail from destruction by fire (thought to be caused by a fallen gas lamp). Nor, the following year, was it able to stop St. Anne's from burning to the ground. Thomas Evans's lumber-planing mill on Cedar Street was destroyed by fire in 1899. It was rebuilt, only to burn down again and be rebuilt once more.

Sudbury also had its share of floods. Each spring, Nolin and Junction creeks spilled over, causing great damage to property. Worse still, the creeks had become open sewers,

carrying fatal diseases like smallpox, diphtheria, typhoid and scarlet fever. Infant mortality was 30 percent. This prompted the building of a pumphouse on John Street, from which anyone could fetch fresh water from Ramsey Lake. The arrival of the Ottawa Sisters of the Cross, also known as the Grey Nuns, led to the official opening of St. Joseph's Hospital in 1898.

As the century drew to a close, Sudbury's future looked prosperous.

The interior of Blue's Grocery in the Blue Block on Durham Street. –Inco



The Sudbury Band Picnic c. 1890.

It took place right on Elm Street. The Balmoral Hotel is in the background. The band would later merge with Hugh Baird's Sudbury Brass Band. The band leader is John Vincent. Also in the photo are Charlie LaBelle, Alfred Rioux, Alec Groulx, and Frank and Felix Ricard. Camille Gravelle is playing the cymbals. The picnic included a tug-of-war and track-and-field events. The marathon began at the Abraham's corner and passed the Revere House (now the Coulson) and then the Russell House (the King Edward). The home stretch was back to the verdant archway at the Balmoral. –Inco

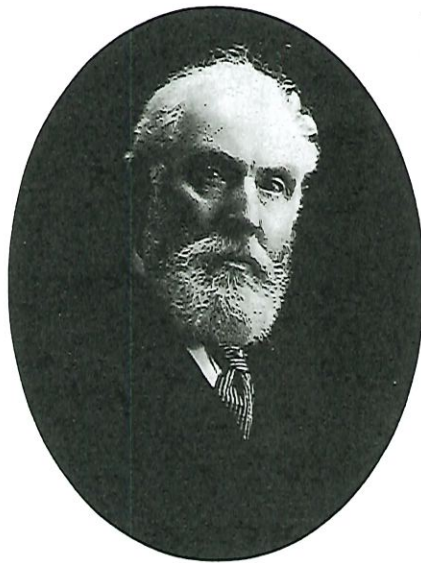




*S. Johnson, General Merchant,
c. 1894. This store was at the
southwest corner of Durham and
Cedar streets. – SPL*



*Veach's Restaurant, on the southeast
corner of Durham and Cedar streets,
c. 1895. Annie Andrews, Nellie
Smith, L.L. Veach and Myrtle,
J.B. Veach. – SPL*



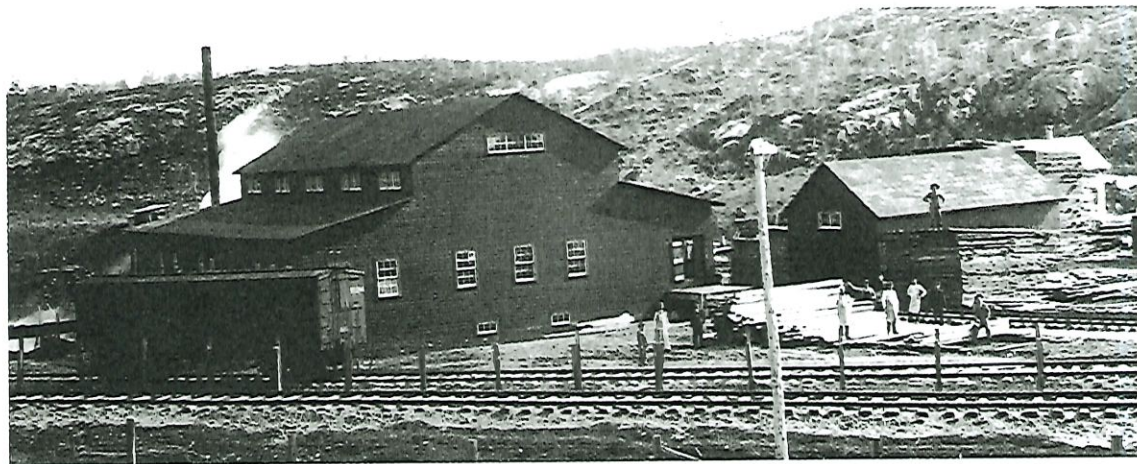
*Thomas Evans Sr.,
founder of Thomas Evans & Sons.*

Above right: In 1896 he purchased his first planing mill, at the foot of Cedar Street on the west side of the "new" concrete bridge. The mill was destroyed by fire in 1899. The new mill was built on Xavier Street not far from the CNR station. In 1901 Evans reorganized the company and renamed it the Building Supply Co. In 1906 he renamed it again — now it was the Evans Co. In 1908 the Xavier Street mill was destroyed by fire.

Centre: In the 1940s Evans relocated on Pine Street with complete facilities.

Right: This building was used as a temporary office while a new store was being built.

Far right: The new store. It was to move one more time, to another building adjacent to the company property. — Photos by D. Farmer





Above left: The need for increased health care in Sudbury was never greater than in 1896, when an outbreak of typhoid fever resulted in several deaths. It was this event that convinced the Grey Nuns to found St. Joseph's Hospital on December 1, 1898. The hospital was built at a cost of \$25,000 on land donated by the episcopal corporation. This photo of the original building. - SPL

Above: The first addition to St. Joseph's Hospital. Photo from the 1900s. - SPL

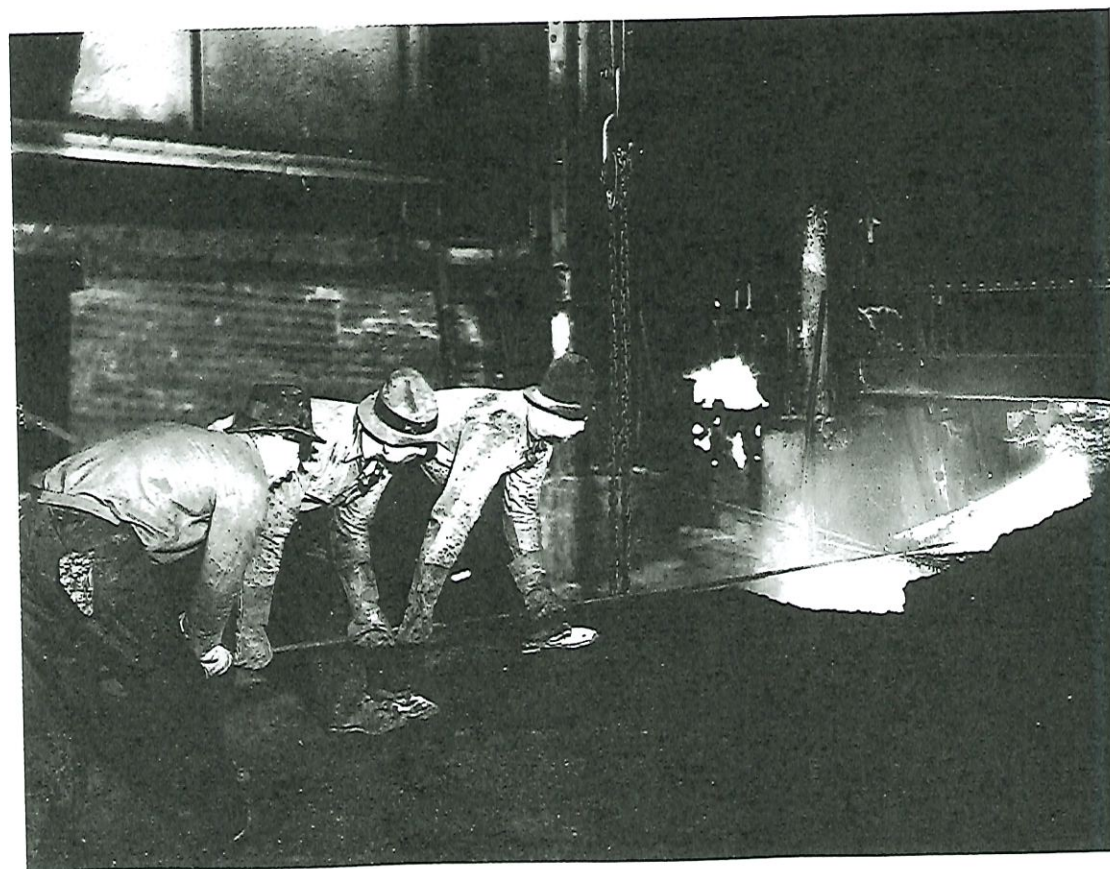
Left: St. Joseph's Hospital in the early 1940s. The creek can still be seen to the east of MacKenzie Street. The retaining wall has not yet been built. It will later be necessary, in order to hold back Nolin Creek, which flooded every spring.

- D. Farmer



The Copper Cliff smelter c. 1906. The smelter is in the centre with the two stacks. The tracks probably ran to the east smelter, which was near the present Hwy. 17. The brick building standing alone on the far left housed an office and research lab, which existed until just recently. The white-faced building is the powerhouse, which contained both high-pressure compressors and low-pressure blowers. Since the building looks new and there are few hydro lines, it was probably still under construction, as was most of the complex shown here. In the foreground are workers' houses along what is probably now Nickel Street. The houses on the hill to the left were part of Little Italy, an exclusively Italian neighbourhood. – D. Farmer

Inside the Copper Cliff smelter. This suggests what working conditions were like in the early 1900s. There was virtually no safety equipment as we know it today. – Inco



MINE, LUMBER AND FARM COMMUNITIES

KATHLEEN BLAKE COLEMAN sat at her writing table as another dynamite blast shattered the stillness of a quiet afternoon in Copper Cliff. The year was 1901.

"Everyone here works hard, hard," she wrote in the *Mail & Empire*. "There is none of the poetry of life in the back country where men delve in mines, blast rocks and labor at the smelting and other hard toil.... There is no vegetation and there never will be any, because the sulphur smoke kills every blade of grass, every leaf and every branch."

It was not the romantic style of pioneer life she might have anticipated when she and her husband Theobald decided to leave Toronto for a short adventure. Theobald had signed a three-year contract as physician for Canadian Copper, which was in the process of being taken over by the International Nickel Co. of New Jersey.

Kathleen Coleman was a well-known Canadian journalist. Known as "Kit" to her readers, she continued to write for Toronto's *Mail & Empire*, though with some difficulty. It was not a happy time for her, living in "the shack at Blast

Alley" surrounded by explosions and the sounds of frantic cows, pigs and chickens on the loose. She found some inspiration when a smallpox epidemic broke out in Copper Cliff. She urged local and provincial authorities to set up quarantine houses: "For Heaven's sake, gentlemen at the Provincial Board of Health, do something. The situation is desperate." Within weeks of her letter, an isolation house was built.

Copper Cliff's population of 2,400 was now slightly larger than Sudbury's. But unlike Sudbury, Copper Cliff was a mosaic of British, French, Finnish, Swedish, Polish, Italian and Ukrainian cultures, each separate from and independent of the others.

About thirty-seven shops fronted Serpentine Street, which was Copper Cliff's commercial street, and unpaved. A schoolhouse at the corner of today's Evans and Balsam streets was used for Methodist, Presbyterian and Anglican services until churches were built. Finnish Lutherans met in private homes until their church was ready. The Polish



Above: The Canadian Copper Co., Clarabelle outcropping, in 1898. The man holding the chuck wrench is J.A. Hanna. The man with his hands in his pockets is Hughie Dixon, the boss, with his son standing beside him holding a pick. – Inco



Above right: The Blezard Mine office c. 1890. The Dominion Mineral Company owned the Blezard and Worthington mines, which ceased operations in 1893. – SPL



Right: Copper Cliff in 1905. Clearly, the town is developing quickly. The large building on the right is the hospital. At the top left is the new smelter. Serpentine Street is showing signs of growth. The buildings of Copper Cliff Mine are on the right. – Inco



Probably the first tennis court to be established in Copper Cliff. Back row: Francis Sperry, an important chemist known for his work with minerals; woman unknown; J. Walter Evans. The others are unknown. – Inco

community built the stately St. Stanislaus Kostka church on Balsam Street.

International Nickel built the Gorringer Club (later renamed the Ontario Club) for its executives and their families, who used it for recreation and elegant social functions. Soon after, the company built the Matte, Red and Central clubs.

In every sense, the town was independent from Sudbury. It had its own post office, bank, library, fire and police departments, and newspaper — the *Copper Cliff Courier*, founded in 1902.

Meanwhile, dozens of other mining towns were taking root around Sudbury. To the west of Copper Cliff was Creighton Mine, newly acquired by International Nickel, and just north of Creighton were the mining and smelting towns of Mond and Victoria Mines, owned by the Mond



A Mond Company mine southeast of Worthington on the Mond Village townsite. Few people know of this townsite — history seems to have passed it by. The mine was in operation in the 1900s. – Inco

Nickel Company of Great Britain. North of these was the tiny mining community of Levack, also owned by Mond. Other companies attempted to establish mines during these early years, but none would succeed at breaking International Nickel's early established and fiercely protected nickel monopoly.

The new mining towns had common, humble beginnings. The company ownership encouraged supervisory, skilled and administrative employees, as well as doctors, teachers and merchants, to settle in one part of town; the mine and smelter workers lived on the fringes. The fringe neighbourhoods, called shantytowns, were close to the mines and smelters.

A single labourer typically arrived poor, with nothing more than a knapsack on his back, and took a room in a private boarding house in the shantytown, if one was available. Sometimes entire families would arrive — perhaps

with some livestock — to rent a modest, company-built house; some families had to live in tents until more permanent housing was ready.

Each town had a post office and a schoolhouse. The school would double as a church for visiting missionaries and as a meeting hall. Copper Cliff had its own hospital; elsewhere, medical services were nonexistent unless a doctor could be recruited from outside, which was difficult. People travelling between one community and another usually did so on foot.

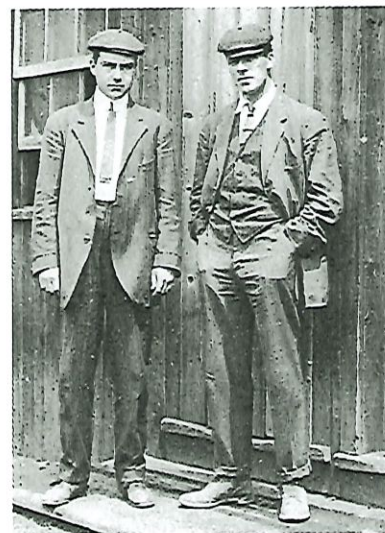
If a man could not find work in the mines, there were seasonal jobs to be found in the forest. Boys as young as twelve were cutting new logging trails for the older, skilled bushmen — the cutters, sawyers, rollers, skid loaders and river runners. At the turn of the century at least 11,000 men were employed by seventeen companies in the district's mills and forests. The Sturgeon, Wanapitei, Mississagi and Spanish rivers were clogged with fresh-cut logs bound for local roastyards (where nickel was smelted) and rail-yards (where lumber was made into rail ties), and for the American construction market.



Almon Pennifield Turner c. 1902. Turner was Canadian Copper's last general manager. After the merger of 1902, the company became a subsidiary of International Nickel. Turner became president of Canadian Copper in 1918. – Inco



Colonel Ambrose Monell c. 1902. Monell was the first president of International Nickel of New Jersey. He served in that capacity from April 1902 until October 1917, when he resigned to join the U.S. Army. During his tenure the company enjoyed a rising demand for nickel for the war effort. Monell died in 1921. – Inco



J.L. Agnew and Frank Taylor were shift bosses in 1904. They worked at the smelter in the early 1890s. Agnew came to the Sudbury district from Pittsburgh in February 1904. He worked for Canadian Copper in almost every capacity, as its first smelter superintendent, then its general superintendent, then president of International Nickel of Canada. – Inco



Dr. Ludwig Mond, c. 1898, who became active in the Sudbury area around 1898. He invited Rinaldo McConnell to England to discuss the sale of properties. He then purchased the Garson and Denison properties, later known as Victoria Mine, for \$230,000 in 1899. The Mond Nickel Company was incorporated in 1901. – Inco



Clarabelle Road in Copper Cliff c. 1900. The camera is looking north. The church on the left is still standing, as is the hospital building behind the church. The bandshell is on the edge of what is now Copper Cliff Park. The wagon has just passed the Copper Cliff Mine, which would on the right side of this road. Samuel Ritchie is said to have named this road after his daughter. – Inco

The cutting of red, white and jack pine began in the fall. In winter logs were hauled by horsedrawn sleigh to the nearest water source. Even a marsh would do, since it could be dammed to create a reservoir. Transporting the logs along the rivers once the spring floods came was the work of the river runners. The memories of early bushmen like Jim Canning of the Georgian Bay district are touching.

“River hogs, that’s what they called us fellows,” Canning told John Macfie in *Parry Sound Logging Days*. “You know, there’s not much difference between one fellow and another. The river men, the real river men, were all pretty good. Perhaps some of them were pretty wild when they went out, but when you got working with them, boy-oh-boy there were a lot more good men than bad. A bunch of hard-heads, lots of people would call them hard-heads. But that’s where you get some of the whole-hearted men, right amongst those that were supposed to be tough. Yeah, river hogs.”

The police considered them “hell raisers,” because they would often leave the isolation of the forest for a trip to a Sudbury hotel, making a Sudbury Saturday night something to behold. Here, their hard-earned money could buy them their fill of whisky and a hot bath. Baths were a rarity in the bush, except for those lucky enough to share camp with some Finlanders, who made sauna baths wherever they went. The arrival of the bushmen on a Saturday night was good for any local economy. A typical bushman’s wage (including board) was \$24 per month, and he often couldn’t wait to spend it.

For all the isolation, there was nothing gloomy about life in the great outdoors. A lumber camp consisted of a cookhouse, stables, blacksmith shop and sleep camp. A large one housed sixty to a hundred men. After a tiring, twelve-hour workday, the men would enjoy excellent food and lots of it, followed perhaps by a little whisky, an Old Chum cigar and some step-dancing. There was always



The laboratory of the Copper Cliff Mine east smelter. Glass plate from 1892. - Inco

someone with a fiddle, mouth organ or accordion to get everyone singing, though the men didn't share a common language.

They drummed up other sorts of fun, as old-timer Nelson Clelland described to Macfie: "Ever play Hot Hand? You'd get a fellow down in the hut and put his hand out flat and slap him. He had to guess who it was and if he guessed the one that slapped him, the one caught was the one that went down."

Most of the bushmen were laid off in the summer and tried their luck at farming. Many farm communities came to life when the new century dawned, and many settlers preferred agriculture as a full-time occupation to mining or logging. Finnish settlers bought lands primarily in

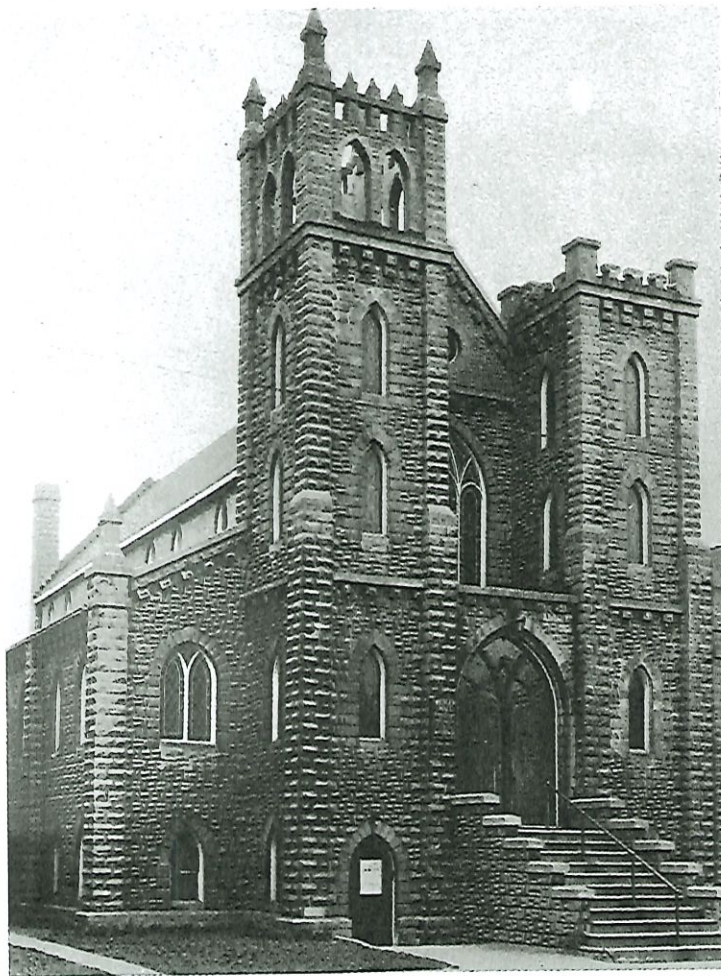
Waters and Louise townships to the southwest; the French headed north to Azilda, Chelmsford and Blezard Valley. But any hopes of large-scale farming were already proving futile. The thick sulphur smoke blowing from the Copper Cliff and Victoria Mines roastyards spared nothing. In every direction, crops of peas, oats and hay were stunted and soil was eroded. For decades to come, farmers would struggle to resolve this problem, with both the mining companies and the provincial government.

None of the mine, lumber and farming communities would sustain their growth into the twentieth century. Sudbury was rapidly becoming the district centre for commerce and transportation, supplying food and tools to all. So we return to Sudbury, where business was booming.



The inside of the converter building of the Copper Cliff smelter, which was parallel to the Orford Building. The small train, which was unique, operated within the building. Photo from 1904.

— Inco



The first home of Sudbury's Methodist Church was 40 Beech Street. In 1904 the congregation traded this church for a lot at the corner of Lisgar and Cedar. The cornerstone for a new church was laid in May 1907, and the building was dedicated on January 5, 1908. It burned down, like so many other buildings in Sudbury, but was restored and renovated, and reopened in September 1923. Membership was by then declining. The last Methodist minister was the Reverend R.E. Morton, who left in 1925. In 1927 the congregation that remained voted to amalgamate with St. Andrew's Church. The Methodist Church became Wesley Hall, a United Church hall. In 1939 it was sold to Bell Canada for \$37,000. The money was used to build a new hall beside St. Andrews. Photo c. 1908. - SPL



The New Queen's Hotel, at Lisgar and Borgia, in 1905, the year it opened. It was popular in its time, being new, brick and modern. - SPL



The Sudbury Boat Club on Ramsey Lake c. 1905. This club was formed in 1902 by Frank Cochrane, who was mayor of Sudbury at the time. He was also the club's first president. Membership was limited to forty-two. The purpose of the club was to hold regattas, which were open to all who qualified. - SPL



Sudbury's second CPR station in July 1907. The station was just being completed, at its present location on the north side of the line. The tracks were not yet ballasted.

– Dale Wilson Collection



The Jessop Building on the north side of Cedar Street between Elgin and Durham. By that time Sudbury was building mostly in brick and blocks as part of an effort to replace the many wooden structures that were so susceptible to fire. The Jessop Building is a good example. The horse, wagon and people were part of a July 1 celebration. – SPL

*Elliott & Gibbons General Store
c. 1902. Three wagons have been
loaded for a delivery to the mines.
Note the dog standing on the back
of a horse in the middle team.*

*From left to right: Allan Elliott with
the team, Bill Barrit with Prince
(and dog), David Fields with Billie,
Jason Fields in the store's doorway.
The store was on Durham Street
about where the Toronto-Dominion
Bank now stands. – Inco*



*The Canadian Northern Ontario
Railway c. 1908. The train is
approaching Sudbury's Borgia Street
station from the northeast on what
was to be the CNR line. The caption
at the bottom of the photo — that
this is the first passenger train to
arrive in Sudbury from Toronto —
may or may not be true. Visible is a
livery vehicle from the King Edward
Hotel. The tracks on the left quite
probably belong to the Stobie spur.
The piles of lumber probably belong
to Thomas Evans & Sons, who by
this time had a planing mill nearby.
– Dale Wilson Collection*



WAR BRINGS PROSPERITY

FRANK COCHRANE gingerly climbed down from his horse and steadied himself to hitch up the reins in front of his hardware store at the corner of Cedar and Durham streets. Three months earlier, the Sudbury merchant had fallen under a moving train at Wahnapiatae station and lost much of his right leg. Today he moved carefully, making adjustments for his artificial limb, which was made of cork. It was clumsy but it wouldn't slow him down much. The six-foot-two, 200-pounder known as "Silent Frank" was destined to be the North's first great politician.

This August day in 1905 was an important one, because he and his friend William McVittie, partners in the Wahnapiatae Power Company, were about to turn the electricity on in Sudbury. Cochrane had been very active in town life over the past fifteen years. The outspoken Tory was the first president of the Sudbury Board of Trade. He had also served two terms as a municipal councillor and three more as mayor.

During his time in municipal politics, it concerned him that all the profits from the local mineral and timber

resources were disappearing into the bank accounts of American companies. What would happen to these northern communities when the trees and minerals were exhausted? And why couldn't Ontario have its own nickel refinery? Cochrane's vision of a richer, more sustainable future for the North won the favour of Ontario's premier, James Pliny Whitney. In May 1905, Silent Frank was summoned to Toronto and sworn in as Minister of Lands and Mines. Immediately, he updated the Mining Act of 1892 by introducing provincial taxes on mining profits and lands. Of one northern mine he said, "It was public land, bought at \$3 an acre, sold for \$200,000, later capitalized at \$6 million and now said to be worth \$33 million. It is therefore felt that the public should receive something more from such valuable lands."

Next he turned his attention to the timber operators, imposing royalties on them and demanding they take steps to preserve the forests.

During his lifetime Cochrane would remain a frequent and approachable visitor to the North, giving northerners

a strong voice in their future. After six years as an Ontario minister, he entered federal politics as Minister of Railways and Canals.

By 1907 Sudbury and Copper Cliff were no longer isolated from the outside world. Telephones were ringing between the two towns and steam locomotives were arriving from Toronto on the Canadian Pacific and Canadian Northern lines. From Sudbury Junction one could travel west to Copper Cliff, Espanola, Little Current and beyond on the Algoma Eastern Railway, or to Montreal or western Canada on the Canadian Pacific.

Improved transportation had a big impact on local



Frank Cochrane in the 1900s. Many men influenced Sudbury, but few as much as Cochrane. A successful businessman throughout his life, he was elected the town's mayor in 1893, 1896 and 1902. As a member of the "Old Boys Club," he influenced many of the decisions that shaped Sudbury. - SPL



William McVittie c. 1900. He and Frank Cochrane started the Wahnapiatae Power Company in 1902. They fought for and won the right to supply electric power to the city of Sudbury and to Inco and Falconbridge. The generating plant still exists today and is operated by Ontario Hydro. - Inco

sports. Intercity leagues were now possible, and both men and women began competing in hockey, curling and baseball. In 1908, under the sponsorship of International Nickel, Sudbury entered the realm of professional baseball. By providing them with jobs, the company was able to recruit top-notch players to the district. The North Shore Baseball League was established, with teams in Sudbury, Copper Cliff, Webbwood and Massey, and was a great source of entertainment for area residents. In 1914 International Nickel introduced the Monell Cup for the league championship. The league would go on to gather teams from Creighton, Coniston, Capreol and Espanola under the name Nickel Belt Baseball League.

By 1908 a construction boom was giving Sudbury a new look. Wooden buildings were disappearing, and Martin's Brickyard and the Sudbury Brick Company were producing thousands of bricks every day. Soon, concrete blocks from D.L. Brown's would turn the muddy trails and boardwalks into sidewalks. Meanwhile, extensive road construction by the provincial government was literally paving the way for the soon-to-arrive automobile.

Sudbury had always attracted visitors to its many entertainment halls. George Lennon's Hall and the newly opened Grand Opera House were the largest in town. On those stages plays were performed and singers and elocutionists displayed their talents. Scientists lectured and billiard players held demonstrations — as did a boxing kangaroo. Wild West shows and circuses also performed in town.

Two well-known patrons were the wealthy William Bell and his wife Katherine, who could often be seen arriving by chauffeured horse and carriage from Belrock, their mansion on John Street. Bell was vice-president of the Spanish River Lumber Company at Espanola. That New York-based company was one of the largest in the district. It was this company more than any other that denuded the region of its rich forests.



Borbridge Block, c. 1907, on Durham Street about where the Toronto-Dominion Bank now stands. The tailor shop was owned by Thomas Linklater, the middle of the three men standing on the step. The Pastime Theatre is next door on the right. – Dr. Linklater

Sudbury's new fire hall c. 1913, on the northeast corner of Elgin and Beech streets. In the background is the old station. – Inco



A sod-turning ceremony for the new post office c. 1912. The lot, on the corner of Durham and Elm streets, was purchased from the Grenon property in March of that year. The photo shows Mayor John G. Henry (with the shovel) "turning the sod" to mark the start of construction. Henry was an interesting man of many talents — a grocer, builder and contractor, and later the owner of a furniture store and undertaking business, which he started with and then purchased from D.A. Gough, his partner. He was also very active in community events. He was an Orangeman and often portrayed King Billy riding the white charger. The charger was quite often borrowed under the oath of secrecy. Most white stallions were owned by Catholics, and there weren't many of the white beauties. He died in 1930. – SPL



The St. Timothy's Church picnic c. 1914, on the Jacobsons' farm on Black Lake Road in Waters Township. Note the Case Tour Car, a vintage model. – SPL





The green-ore unloading bridge at the O'Donnell roastyards around the time of the First World War. The structure was huge — compare it with the railcars on the right. A man is standing on the pile of wood in the middle foreground, another on the bridge to the left of the building. The purpose of the roastyards was to remove sulphur from the ore (hence the term “green ore”). A huge amount of wood was gathered and piled. The ore was brought to the area by railcar and then moved to the gantry by a special car, which loaded it onto a conveyor (to the right of the railcar), which was then moved to the required area by the bridge. It was a massive undertaking to move all the ore. — Inco

For all the wealth and luxury that arose from the exploitation of nature's resources, tragedy was never far away. Flooding, fire and disease took their toll. Miners were often crushed by falling rock. In 1908 the death rate in Ontario mines was five times higher than in British coal mines. In the forests, men were often crushed by falling timber. Dozens of river runners drowned each spring. The drowned men were buried under hemlock trees. In *Parry Sound Logging Days* logger Jim McIntosh recalled a hand-carved plaque that marked one of the graves: “Remember men as you pass by, / You may be once the same as I. / And though you may be stout and brave, / You yet might meet a watery grave.”

Because of the long, dangerous workdays, frequent layoffs and the need for company-paid medical benefits, bush, mine and smelter workers began trying to organize unions. These efforts were led by Finnish workers locally, and by national groups who sponsored organized meetings

and distributed labour newspapers to the work force. In 1905 the Western Federation of Miners established a local in the nickel basin, but it was short-lived, for these were very conservative days, when companies in Canada and throughout the world ruled their domains with an iron fist. To join a union was to risk being fired. Workers would have to struggle long and hard to win an eight-hour day and improve their working conditions.

In 1929 a Finnish-Canadian named Aku Paivio wrote the following dramatic appeal, which appeared on the front cover of a monthly magazine, *Metsätyöläinen* (The Lumber Worker): “Rise you sinuous men against those who would steal your strength! Rise by the thousands, like the forest itself! That will be your only salvation!”

In 1913 the farming and logging community of Capreol became a bustling railway junction when the CNR completed a link between its east-west and north-south

rail services. In the same year the Mond Nickel Company moved its smelter from Victoria Mines to Coniston.

On August 1, 1914, Germany declared war on Russia and the “war to end all wars” began. Nickel was urgently needed for armaments, and Canada relied on International Nickel to supply as much of the metal as possible, as quickly as possible, to the Allied forces. This the company did, and by 1918 it had set a record for nickel sales of 71 million pounds.

But while this was happening, the industry was also under national public scrutiny. Canadians were outraged that the company had sent the German army a healthy supply of nickel just before the war began. And when the company was caught delivering a small shipment to the enemy during the war, tempers raged in the Ontario legis-

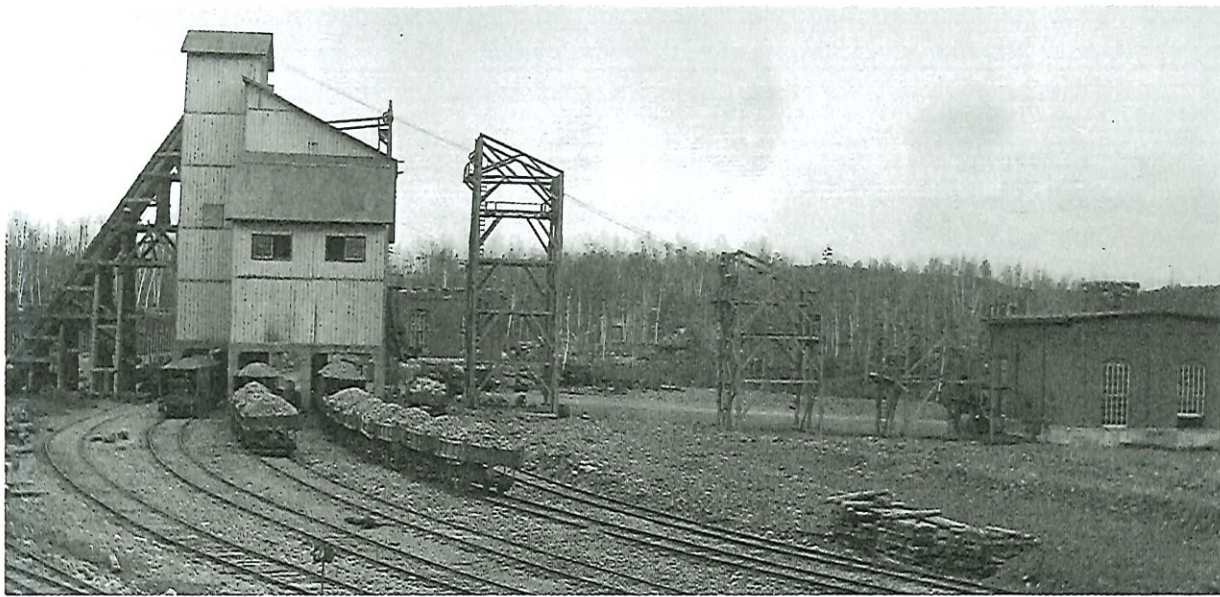
lature. One social democrat seized the opportunity to attack the mining company on its labour management as well: “Never was tyranny so outrageous as that shown by the nickel trust. It is not satisfied with making its easily begotten profit from enemies of this country. It is not satisfied with being blatantly and openly guilty of trading with the enemy, but it even adds to its soulless character in treating its workers with brutal despotism.”

“The press clamoured for an export ban on nickel, public ownership of the industry, and the construction of a refinery in Canada to permit firmer control over the destination of Canadian nickel,” wrote John Deverell in *Falconbridge*, his book about Falconbridge Nickel.

The controversy over uncontrolled nickel shipments led the Ontario government to strike a commission to look



Two views of the digging of No. 3 shaft at Creighton Mine c. 1915. In the smaller photo the No. 2 shaft is in the background. It was very difficult work — “backbreaking” by any definition. — Inco



The rockhouse at Crean Hill Mine in 1919. The rockhouse and the hoistroom were fully operational at the time. – Inco

for a solution. In the end the commission recommended that International Nickel build a Canadian refinery (which is what Frank Cochrane had wanted for many years). The company began doing just that, in Port Colborne, Ontario.

The demand for newsprint also grew during the war, which was good for local foresters. National newsprint production increased to 876,000 tons in 1920 from 350,000 in 1913.

So the district economy did well during the war. Sudbury's merchants invested in an electric railway, which ran from the corner of Elm and Durham streets to Copper Cliff. The federal government built a magnificent post office, with a twenty-seven-metre-high clock tower, at the same corner; and the Jesuit Fathers opened Sacred Heart College, which granted degrees from Laval University in Quebec.

The *Sudbury Daily Star* reported on the war faithfully, battle by battle, as young men from the district sailed for Britain and France with the 97th Algonquin Rifles, the 159th Overseas Battalion and the 227th Men O' The

North. Area residents were urged not to waste food or fuel, not to spend frivolously, and to remember to buy Victory Bonds. Charities such as the Red Cross, the International Order of the Daughters of the Empire and the Salvation Army campaigned heavily for donations, as did local employers and hospitals. People gave generously.

The war brought grief and sorrow to all Canadians and a special kind of unease to those many who were of eastern European descent. More than 10,000 people from the district were registered as enemy aliens and lived in fear of being arrested and sent to internment camps.

On November 11, 1918, at 3 A.M., a huge bonfire lit up the corner of Elm and Durham streets in downtown Sudbury as hundreds of people gathered to celebrate the armistice. Anything that would burn was thrown into the flames, including a nearby boat that was being raffled. Total damages were reported as \$30,000. There was also cause for sorrow; eighty-five men from the district would not return home from battle.

*Thomas Linklater's tailor shop
c. 1908. Linklater was a very
popular tailor of the day. His shop
was on the north side of Cedar
Street at Durham. It would move
several times. Note the Bell
Telephone exchange — Sudbury's
first. — Dr. Linklater*



*The CPR station in July 1911.
This was second station built in
Wahnapitae. The photographer
was J.W. Heckman, who in the
early days took many photos in
this area for the CPR.*

— Dale Wilson Collection

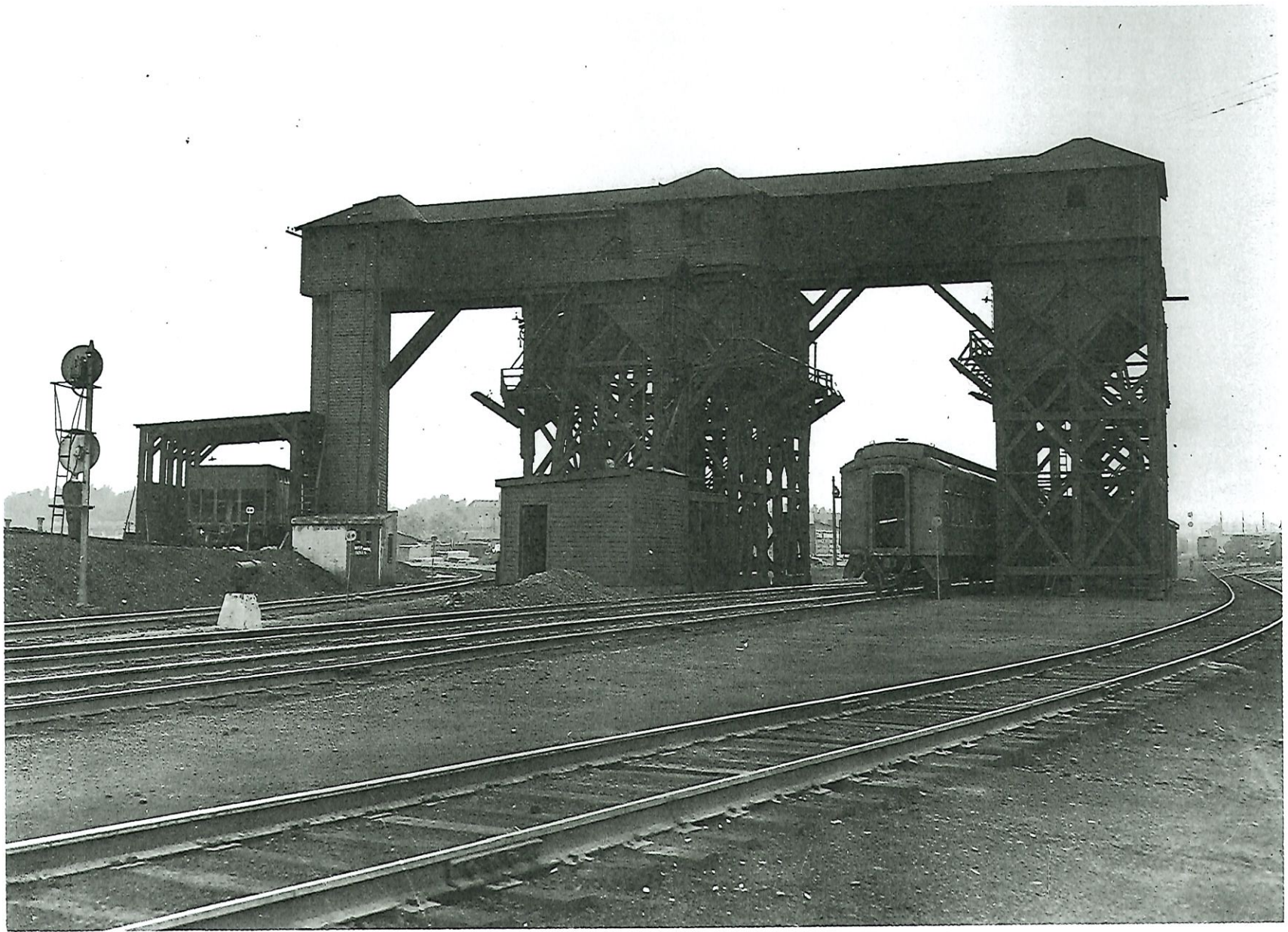




M. Allard & Co., General Merchant, c. 1911. The store was on the southeast corner of Elm and Elgin streets. From left to right are Eddie Allard, a man named Savard, Irene Allard (in doorway), M. Lefebvre, and Moise Allard (owner). - SPL



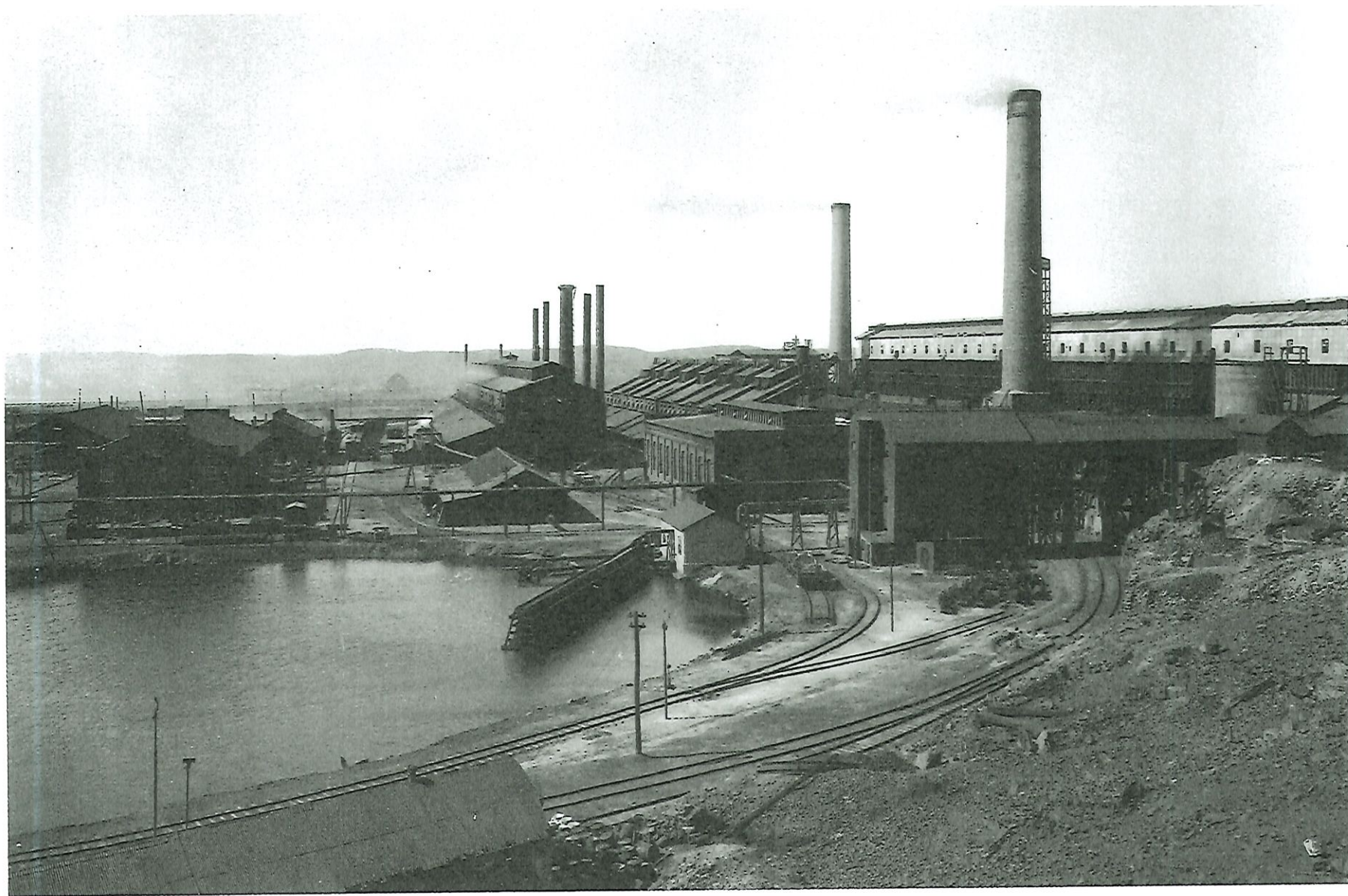
Young's Drug Store c. 1911. The Young Block, on the northeast corner of Durham and Cedar streets, also contained other businesses — for example, A.H. Tobey Jewellers, Pastime Theatres and Pastime Bowling Alleys. There were also businesses upstairs. On the extreme left is the Tough Block. - SPL



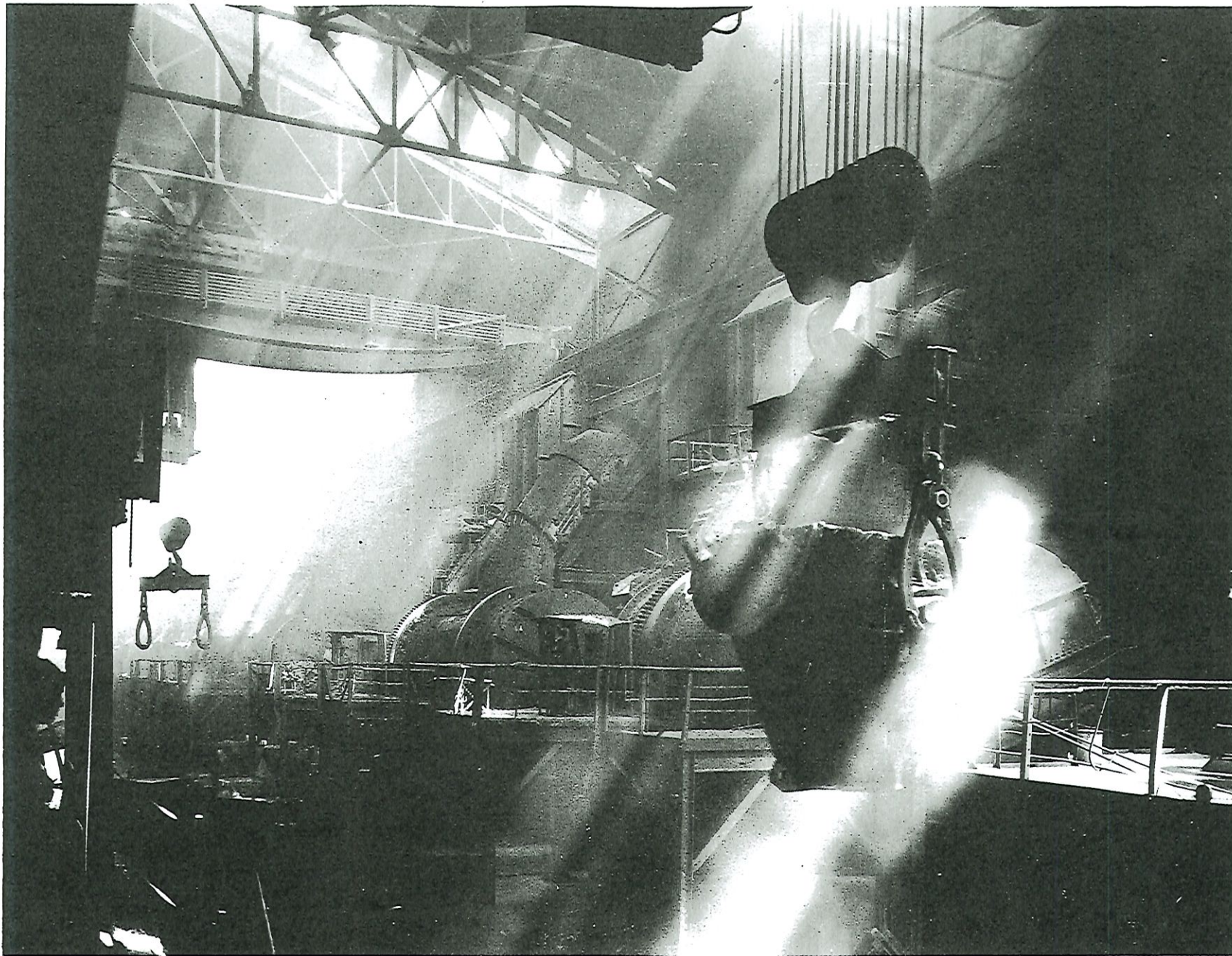
The CPR coal-loading towers were built at the west end of the CPR yards. To appreciate their size, measure them against the nearby railway car. The coal-loading chutes were destroyed by fire in May 1935. They were rebuilt and lasted another decade, only to be torn down in October 1948 — to make way for the diesel engine, no doubt. — Dale Wilson Collection



The rockhouse at Crean Hill Mine in 1919. The incline shafts of this mine were notoriously dangerous. – Inco



A general view, c. 1910, of the smelter at Copper Cliff, on which construction was started in 1904. – Inco



*The convertor aisle at Copper Cliff in the late 1910s, when the smelter had just been built.
The technology was modern for its time. –Inco*



The racetrack at Sudbury Stadium on the southeast corner of Notre Dame Avenue and Lasalle Boulevard c. 1925. The buildings in the background are on Lasalle. – D. Farmer

The corner of Durham and Elm streets in the late 1920s. This corner has always been the centre of town. In the centre is the Frawley Block, built by John Frawley, who was the first general merchant in Sudbury. His first store was a tent in the same area. The track running from upper left to lower right is the Stobie spur. The other set of tracks was used by streetcars. – SPL



INTO THE ROARING TWENTIES

“**K**EEP AWAY FROM SUDBURY —
Everyone sick with Spanish Influenza — One in 20 dying.”

These words, found posted on buildings in the mining towns of Worthington, Crean Hill and Mond, were described in the *Sudbury Daily Star* in October 1918 as “wild assertions, obviously intended to throw a scare into the general public and surrounding towns.” While the words were not quite accurate, they were close enough — one person in every twenty-five was dying of Spanish flu.

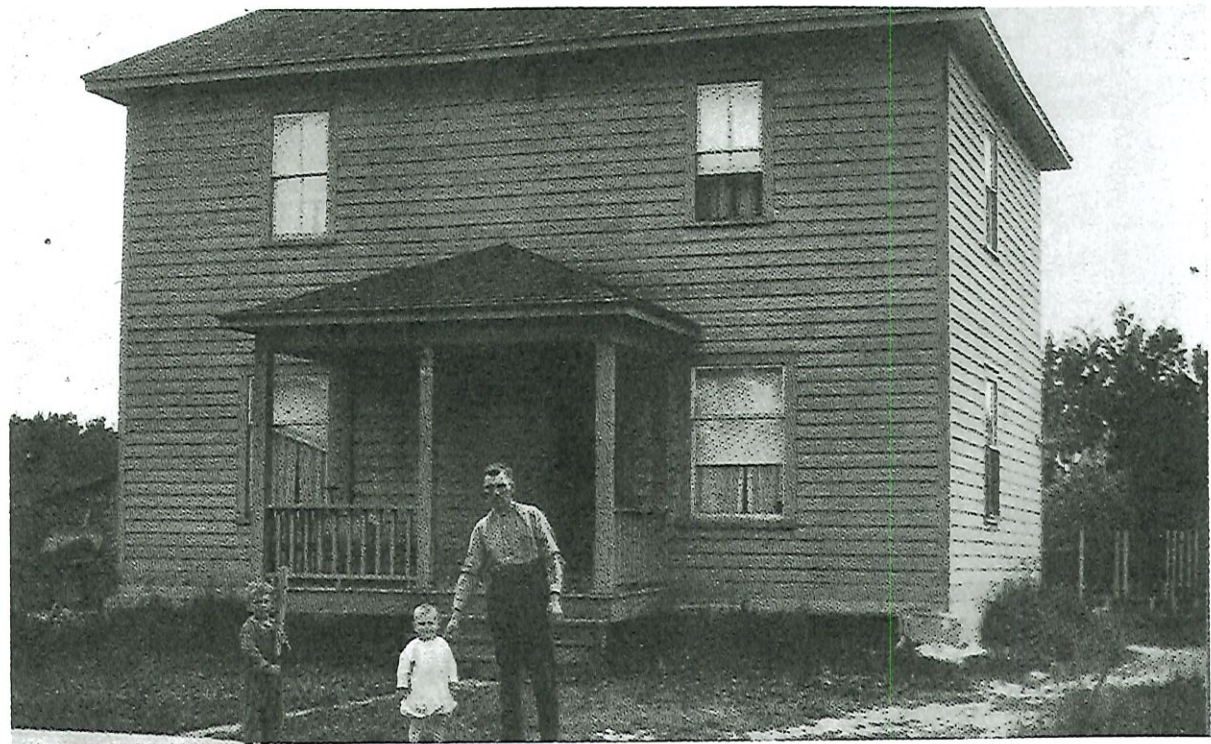
Just as the war was drawing to a close, this epidemic swept through the eastern United States and on into eastern Canada. In early October it struck the nickel district hard. In its first two weeks a thousand cases were reported in Sudbury and forty-two people died. St. Joseph’s Hospital overflowed as almost one hundred new cases arrived each day from the town and outlying areas. The symptoms included high fever, intense pain behind the eyes, pain in the stomach and back, red eyes, a coated tongue and a flushed face. As the severity of the disease became more obvious, people were ordered by the

provincial medical officer of health to avoid crowds and to report symptoms immediately. Some public places were closed down. By December the epidemic had run its course and Sudbury’s newspaper was citing 125 “reported” deaths. The number of unreported deaths, including those in Native villages and other communities far from any hospital or doctor, may never be known.

When the war ended, the district communities were thrown into a serious depression for two years. The demand for nickel and newsprint plummeted. Market conditions forced International Nickel to close Creighton Mine and the Copper Cliff smelter for ten months while the company struggled to find new markets. However, the Mond company, with its well-diversified market, continued operations in Garson, Coniston, Levack and Worthington.

Mass layoffs and payroll cuts affected everyone. The layoffs, and the influx of new arrivals from all over the world, presented each community with the monumental task of feeding and sheltering the needy. Sudbury spent \$1,000

The Scully residence at 84 John Street c. 1920. This house was of the early Canadian box design that was so typical of the day. It had a chicken coop in the backyard and a privy in the attic. The home was on the edge of the city when it was built and still stands, as 40 Wembley Drive. From left to right, Basil Scully, about three years old, his younger brother, Bernard, and their father, Pat. – Basil Scully Collection



each month on relief, while the police station and jail-house offered beds for the destitute. One night, downtown restaurants were raided by a hungry mob. Local charities once again came to the rescue, and many new ones — the Rotary and Lions clubs, the Women’s Canadian Club and the Victorian Order of Nurses — began to appear locally.

Within two years the nickel market began to improve as new peacetime uses for the sturdy metal were found. The district economy was on its feet again.

On a hot August day in Capreol hundreds of fans gathered around the baseball diamond as the legendary “Mighty Molecule,” Bert Flynn, stole another base for the Copper Cliff team. “By gar that fellow she slick like a mice,” one French-Canadian fan was heard to exclaim.

The year was 1925 and the baseball season was wind-

ing down for the players from Capreol, Copper Cliff, Creighton, Coniston, Sudbury and Espanola. Once again they were competing for the Northern Ontario championship and the coveted Monell Cup.

As shortstop, first batter and team manager, Bert Flynn was one of the big local heroes in this golden age of baseball. Under his management Copper Cliff dominated the championship during the decade. In 1925 it captured the provincial crown for the first time.

Flynn was possessed of a caustic tongue and was constantly being heckled by female spectators. On one occasion he and a Coniston woman had this exchange (with a silent nod to Winston Churchill and Lady Astor):

“Hey Flynn, if I was your wife I’d poison you.”

“Lady, if you were my wife I’d take it.”

The 1920s brought 15,000 new arrivals to the nickel district, and this quickly filled the mining and lumbering towns to capacity. Cars flooded the streets, and with long-distance travel no longer an obstacle to getting to work, some mine and forest labourers took up residence in Sudbury for the first time. Streetcar service connected residents in downtown Sudbury to the Flour Mill neighbourhood and Copper Cliff, while highways connected the district communities. New suburbs appeared, and families put out welcome mats for incoming relatives. Most of the new residents were Finnish, German, Ukrainian or Polish.

Cars, electric stoves, gramophones and telephones were becoming fairly common possessions. However, there was one luxury item that was a little more difficult to obtain.

The Ontario Temperance Act, which prohibited the buying and selling of alcohol, was still in effect from the war. It was a great time to be a bootlegger, which prompted the chief constable, John Fyvie, to tell Sudbury's town council, "I beg to state that the present force is not strong enough to cope with conditions that prevail in the town."

Fyvie was referring to various problems: illegal stills in basements and sheds; "blind pigs," where one could get a drink disguised as a cup of tea; an increase in drunken assaults; and the ongoing presence of prostitution rings. Soon after his polite comments, the police force was increased to nine officers from seven and the number of raids and arrests increased.



Sudbury's first chemical fire truck c. 1921. The town purchased it for \$4,000. The truck, which was mounted on a Chevrolet frame, carried a 1,000 feet of water hose and 250 feet of chemical hose, as well as a ladder and a forty-gallon tank for chemicals. – D. Farmer



J.L. Agnew, president of International Nickel. A case — rare at the time — of a man working his way through the ranks to become president. Agnew was well liked by the men and respected within the community. He died in 1931. – Inco

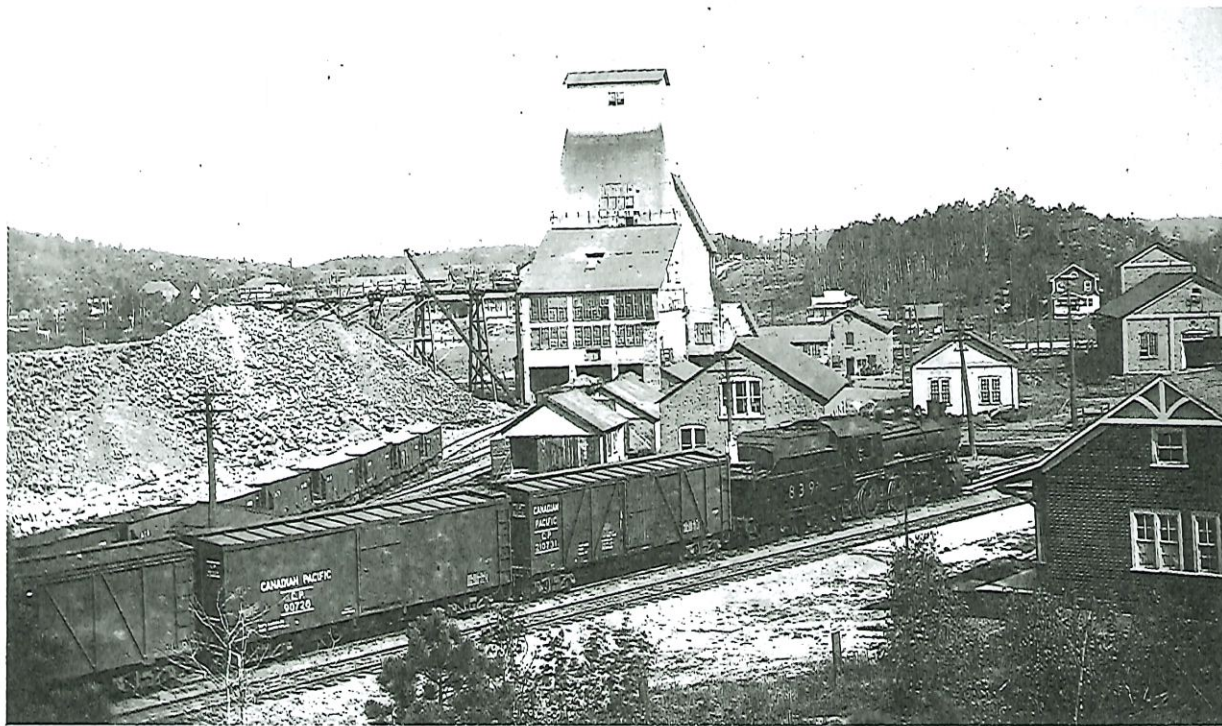


The Big Eddy Dam on the Spanish River west of Sudbury c. 1921. It was was the largest dam in Canada at the time and supplied electricity for Inco at Copper Cliff. The dam is finished but the generating equipment and the buildings to house them have yet to be built. On the far side of the dam are the flues — the four black pipes — that will soon supply the water to turn the turbines. — Inco

At the end of the decade Falconbridge Nickel Mines arrived in the area and International Nickel absorbed the Mond Nickel Company. International Nickel set a new record for nickel sales in 1928 (76 million pounds) and controlled 90 percent of the world nickel market. Meanwhile, Falconbridge was on its way to becoming the next-largest producer. There was work for all who wanted it until that fateful day — Friday, October 24, 1929 — that the stock market crashed. The American papers reported panic on Wall Street; Canadian papers tried to be more optimistic. Prime Minister William Lyon Mackenzie King

was very much the optimist on October 30. “Business conditions in Canada have never been better,” he said, “nor faith in the future of the Dominion more justified.”

But by October 30, investors and speculators in Sudbury, Copper Cliff, Creighton, Coniston and Garson had already lost between \$2 and \$3 million, according to the *Sudbury Daily Star*. “While the majority of those who have been badly pinched in the slump are not advertising the fact,” it reported, “faces in the local brokerage offices yesterday and Monday reflected the difficulties in which many were finding themselves.”



The Mond Nickel Company's Worthington Mine plant c. 1920. Mond was British-controlled but made heavy use of local knowledge and people. At the time it was the second-biggest mining company in the district. When the plant shown here became too small, the company built a new smelter in Coniston. Mond eventually joined with Inco, and its name disappeared, like so many others. – Inco



The Worthington cave-in happened on October 4, 1927. To appreciate the amount of destruction, compare this view with the picture above. There was no loss of life in this cave-in. – SPL



The intersection of Grey and Station (now Elgin) streets c. 1930. The men on the street around the employment centre are obviously looking for work. The New Ontario Cafe later became a hotel of the same name. The CPR coal-loading towers are in the background where Station Street joins Elgin and Durham. - Inco

THE GREAT DEPRESSION

A LONGSIDE THE HAY AND OAT FIELDS of Azilda, Chelmsford, Hanmer, Capreol and Blezard Valley, potatoes were growing. They had always grown well in the district and were a source of great pride for farmers. They would one day bring Hanmer resident Theodore Despatie a world championship at the Royal Winter Fair in Toronto. Another cash crop was blueberries, which grew well around Sudbury. Each summer, entire families and neighbourhoods combed the bushes until every last berry was picked. In 1933 the season yielded 94,248 baskets (4,500 baskets per day), which were sold to Toronto buyers for almost \$100,000.

During the first two years of the Depression, because of poor market conditions, the mines laid off thousands of men, while the forest industry struggled as well. With no prime stands of trees remaining, the lumber companies turned to less valuable species such as spruce and hemlock. Virtually everyone in the district who still had a job took a salary cut, and reduced spending left merchants struggling to stay in business. Many began granting credit

and took to peddling their wares in the streets. Hundreds of the hungry lined up at soup kitchens; others called on the generosity of neighbours.

"I never refused anybody that came to the door," recalled Garson resident Florence Henry in Ray Kaattari's *Voices from the Past: Garson Remembers*. "It was a very frequent occurrence for people to come to your door for food...people handed out mainly bread and cheese."

Though open-bed or "heap" roasting had ended in 1929, sulphur fumes from the stacks at Copper Cliff, Coniston and Falconbridge continued to irritate farmers, who regularly complained about them to the provincial and federal governments. They had made their first attempt to petition the courts for damages in 1916. In response to that, Ontario passed the Damages by Fumes Arbitration Act, which gave the mining companies the legal right to pollute while forcing them to pay compensation to farmers.

Perhaps Garson, caught between the downdrafts from all three smokestacks, caught the worst of it. According

Sellwood Public School c. 1932. Few people know today that the village of Sellwood existed, let alone where it was — about 35 miles north of Sudbury at the northern terminus of the Canadian Northern Railway. It virtually shut down in 1924. However, the buildings remained for many years and the school was one of them.

— D. Farmer



to Kaattari: “Only a good north wind would give the community a respite from this breathtaking experience. It is no wonder that large-scale farming became impossible under these conditions. The pittances that farmers received from the mining companies for sulphur damage, about \$125 a year according to Bill Ruff, was scarcely enough to pay for the next year’s seed. The Ruff family eventually agreed to a one time buyout of \$800 but by this time farming in that area was not a viable occupation regardless of compensation.”

The 1930s saw the arrival of 22,500 new residents to the district. More than half settled in Sudbury — some of them in shacks made of rock, sod and cardboard. Mass unemployment caused the crime rate to soar. In December 1931 Sudbury’s police department lost its first officer: Constable Albert Nault, thirty-two years old, was shot and killed while on duty near the CNR freight sheds. The murder remains unsolved. The murderer, if caught, would have been hung for his crime at the jailhouse gallows.

More common were crimes of desperation, with poverty as the root cause. “One married woman charged with shoplifting biscuits, crayons, scribblers and wool for a total value of \$1.50 from Woolworths, exemplifies the desperation brought on by the Depression,” wrote E.B. Higgins in *Twelve O’Clock and All’s Well*. “Locked in the women’s section of the police station, but not confined to a cell, she made a spectacular escape by climbing on top of the cell block to an open window, kicking out the heavy but rusted iron mesh and sliding to the ground, 30 feet below, on a hose attached to a tap in the corridor.”

Sudbury mayor Peter Fenton attacked the unemployment problem by initiating relief projects, such as a makeover of the CPR gravel pit (today’s Queen’s Athletic Field). In 1933 a welfare board was established. In return for community work — which might involve anything from blueberry picking to highway construction — a family of six received \$5.50 per week.

People needed to have fun in these troubled times, and many found it getting together for various sports events. In 1932 they cheered Max Silverman's Sudbury Cub Wolves to Canada's junior hockey championship, the Memorial Cup. People also needed free entertainment. Membership at the Sudbury Public Library doubled.

By 1933 the Depression's grip was beginning to loosen in the district. International Nickel continued to diversify its market and increase production of other metals. For example, more than half of the world's platinum was now being mined locally. By modernizing its plant and mill facilities and building a new refinery in Copper Cliff, the company ensured its future as an industrial world leader.

Almost 3,000 cars travelled daily on district highways. Most were going to and from the town of Falconbridge. Other common destinations were Hagar, Capreol,



Basil Scully c. 1935, when he worked for Bannon Bros. Furniture. He is helping to unload a boxcar full of rolled felt mattresses. From left to right, Don Benn (at the wheel), Denny Boivin (standing on top), Scully, Vince Cooke. – Basil Scully Collection

Chelmsford, Larchwood and the Turbine Section.

On a summer evening in 1935, everyone with a radio turned the dial to 780 and waited eagerly. At precisely 6 P.M., strains of dinner music pulsed through the wires and the voice of Sudbury's own Dave Miller, the station's manager, was heard: "We welcome you to the initial broadcasts of CKSO, Sudbury, Ontario, owned and operated by the *Sudbury Star*."

Suddenly the phone lines were flooded with callers reporting that the signal was being received in homes as far away as White River, 483 kilometres away. It was not only an exciting day but a unifying one. From now on, northerners would gather for local news broadcasts in English and French, as well as sports events and non-local programs such as "The Green Hornet."



Marsh's taxi stand, on the west side of Elgin Street between Elm and Beech, c. 1935. It was beside the lane that ran behind the Canadian Imperial Bank of Commerce. – SPL

The Sudbury Ski Club in the 1930s. It was just off Martindale Road on the Andy Boyce farm. Skiing was good on both sides of the road and south of Junction Creek.

– D. Farmer



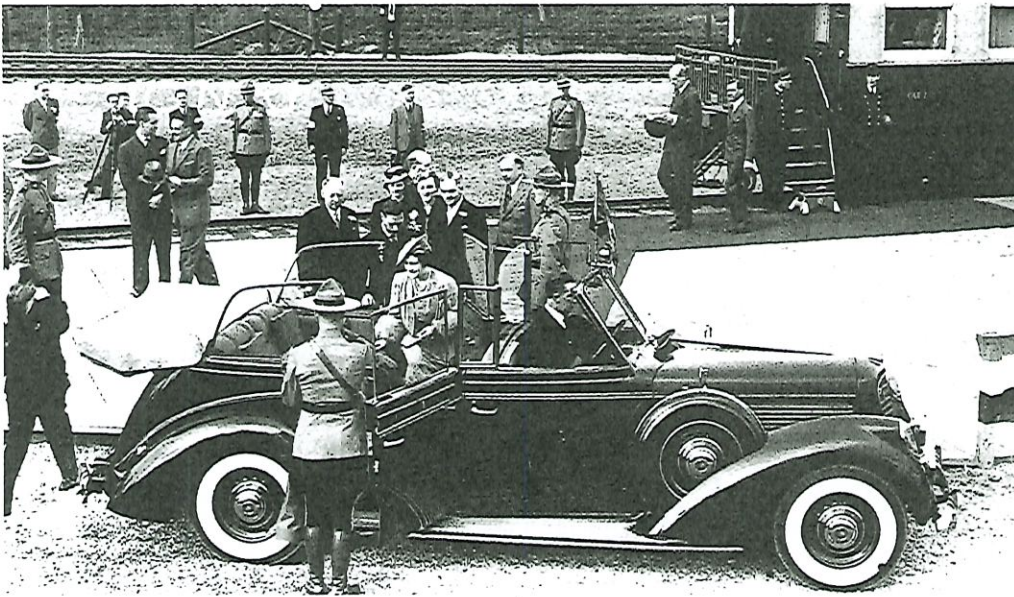
Sudbury from the air c. 1935. This splendid view from the west shows the development of the time. The long street starting at the bottom left is Elm Street. The street coming in from the bottom right is Lorne.

– Public Archives of Canada



As early as 1932, there was talk of another world war, and nations once again increased their orders for local nickel. By 1938 the mineral yield in the district was worth more than \$100 million. Once again debates took place in the House of Commons. The Royal Canadian Legion asked for an embargo on nickel sales to European armament makers, and the Trades and Labour Congress urged that the nickel industry be nationalized. But Prime Minister Mackenzie King would not hear of it.

On June 5, 1939, miners working 2,800 feet underground at the Froid Mine put down their drills to greet two very special visitors — King George VI and his wife, Queen Elizabeth, who was the first woman to go underground in Sudbury. If there was any hope that another war could still be averted, perhaps their presence strengthened it, perhaps not. Just three months after the royal visit, the Second World War began.

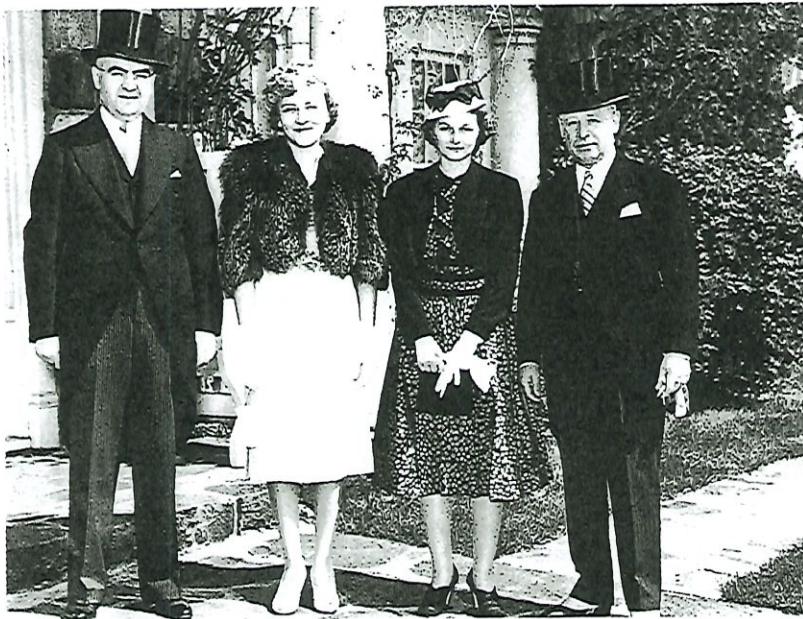


During the 1930s Sudbury continued to diversify ethnically. The British influence was still powerful, however, judging from the town's tremendous response to various royal events. There were two noteworthy events in that decade — the Silver Jubilee of George V in 1935 and the coronation of George VI two years later. Both were celebrated by huge crowds at the Athletic Field. However, the event in that decade that garnered the most attention was the visit to Sudbury by King George VI and his wife, Queen Elizabeth. The response was truly tremendous.

The welcome at the CNR station in New Sudbury. Among those standing behind the royal couple are Mayor Laforest of Sudbury, Mayor Collins of Copper Cliff and Prime Minister William Lyon Mackenzie King. Once again the celebration took place at the Athletic Field — renamed the Queen's Athletic Field in honour of the occasion. — Margaret Dowdall



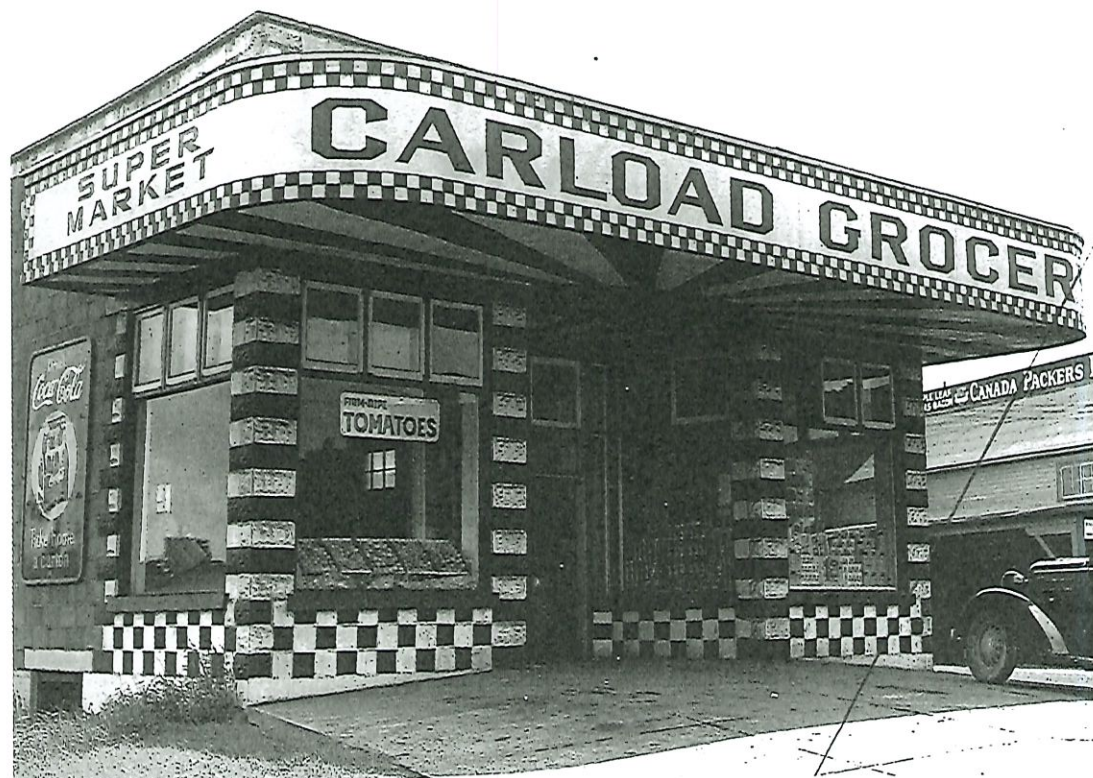
The headlines on the front pages tell it all. Extra editions and the regular editions of the Sudbury Star on Friday, September 1, 1939 and Monday, September 4, 1939. — D. Farmer



Above: Mayor Laforest of Sudbury, his escort and daughter Margaret; Mayor Collins of Copper Cliff, his escort and niece Mary Ireland. They represented both communities at the Silver Jubilee of George V in 1935 and the coronation of George VI. – Margaret Dowdall



Above right: With the advent of the automobile, Sudburians became more mobile and the number of accidents increased. This 1937 Packard with front suicide doors was converted to provide a badly needed service — transportation for sick and injured people. – D. Farmer



Right: The Carload Grocery on the south side of Elm Street west of the CPR tracks c. 1938. The store's philosophy was to bring railway carloads of selected items and sell them straight out of the cars, which were parked beside the store. It was a popular establishment in its day. – D. Farmer

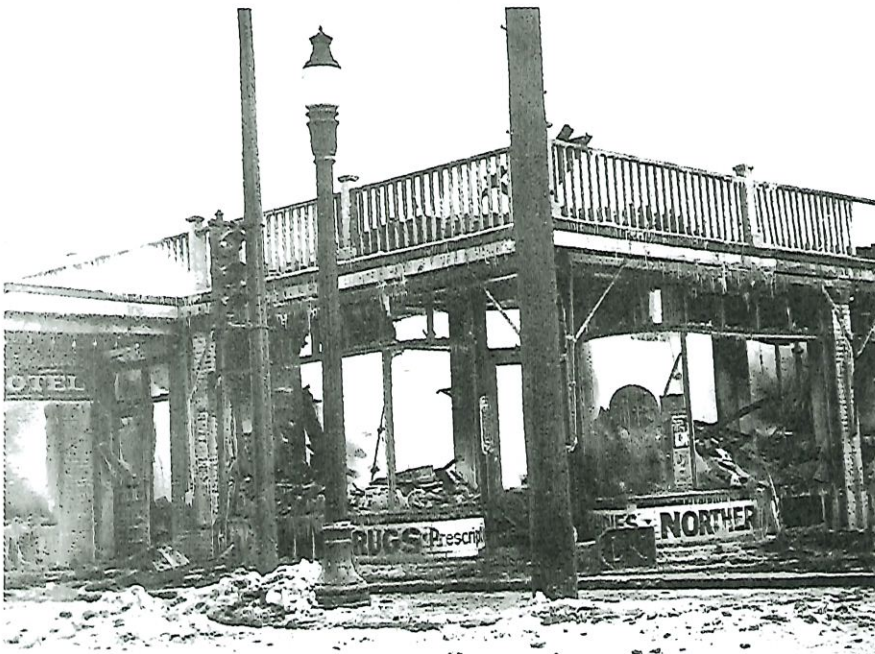


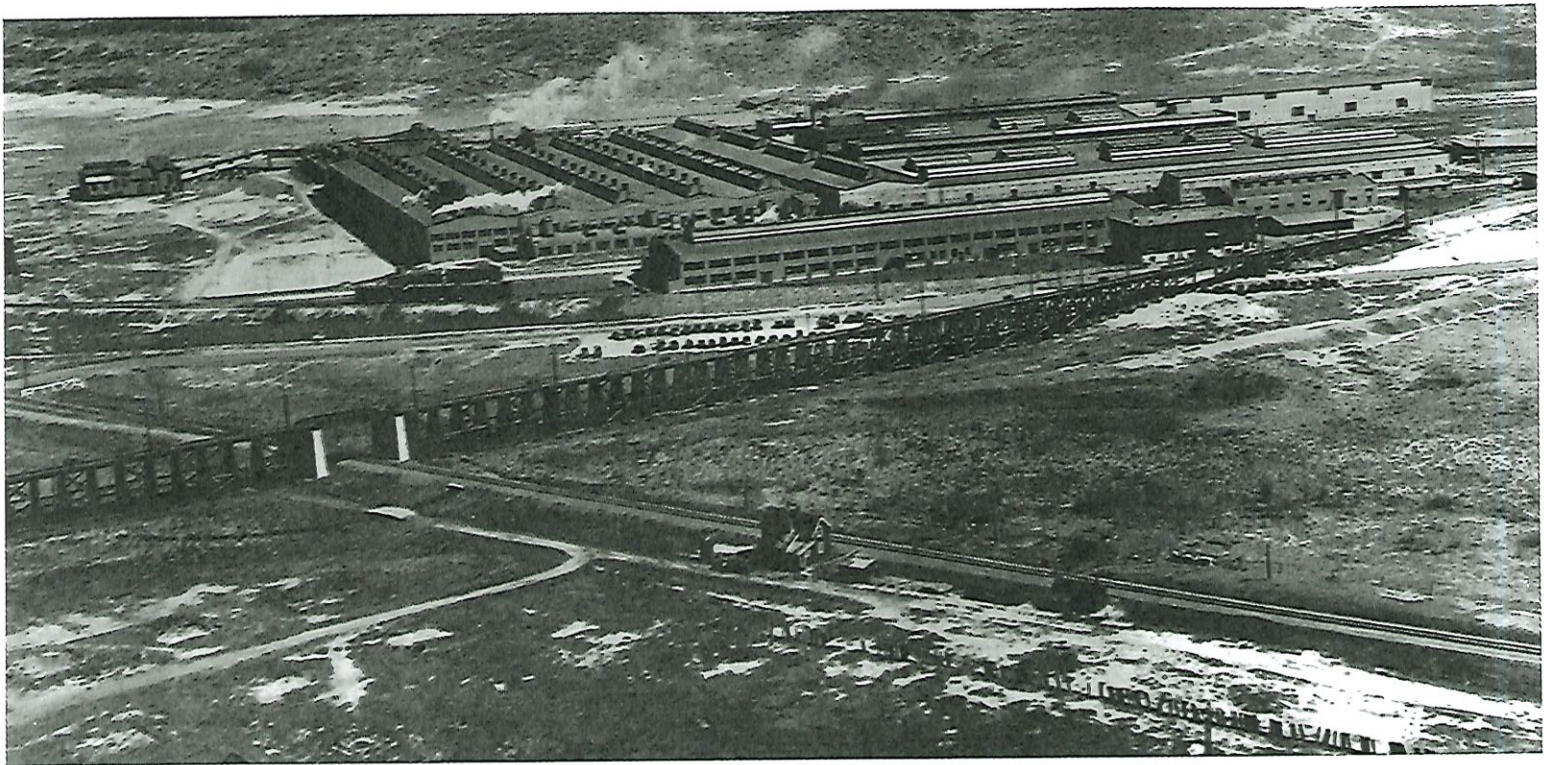
Left: The New American Hotel on the northeast corner of Durham and Larch streets c. 1930.

Below left: The morning after the fire of January 11, 1937. The building was entirely destroyed.

Below: The Coulson Hotel c. 1946. It was built to replace the New American Hotel. It was a busy hotel in its day and considered the best place to stay. It still operates today, offering both rooms and apartments.

– SPL photos





Above: The Inco copper refinery c. 1935. Gold and other precious metals were also refined here. The trestle coming in from the left is for the Inco train that brought in the copper and other supplies for the smelter. The road in front of the building is Hwy. 17. The lake in the background is Kelly Lake.

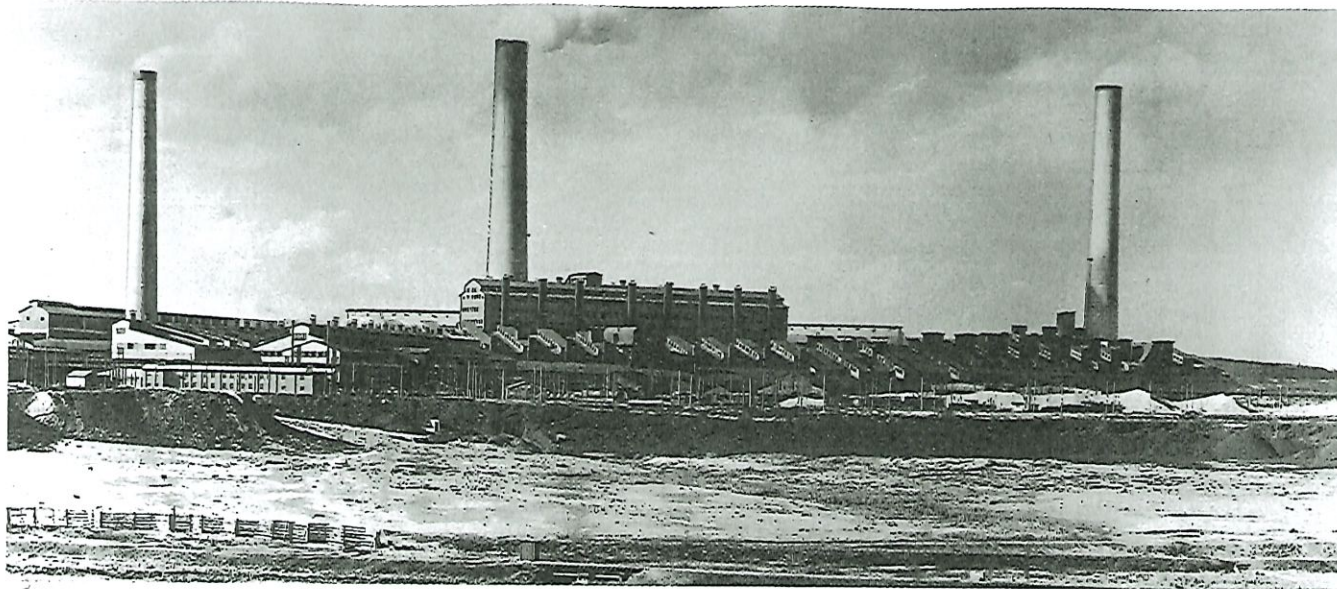
Right: Robert G. Stanley c. 1933. Stanley was president of Inco when the company's fiftieth anniversary celebrations took place.



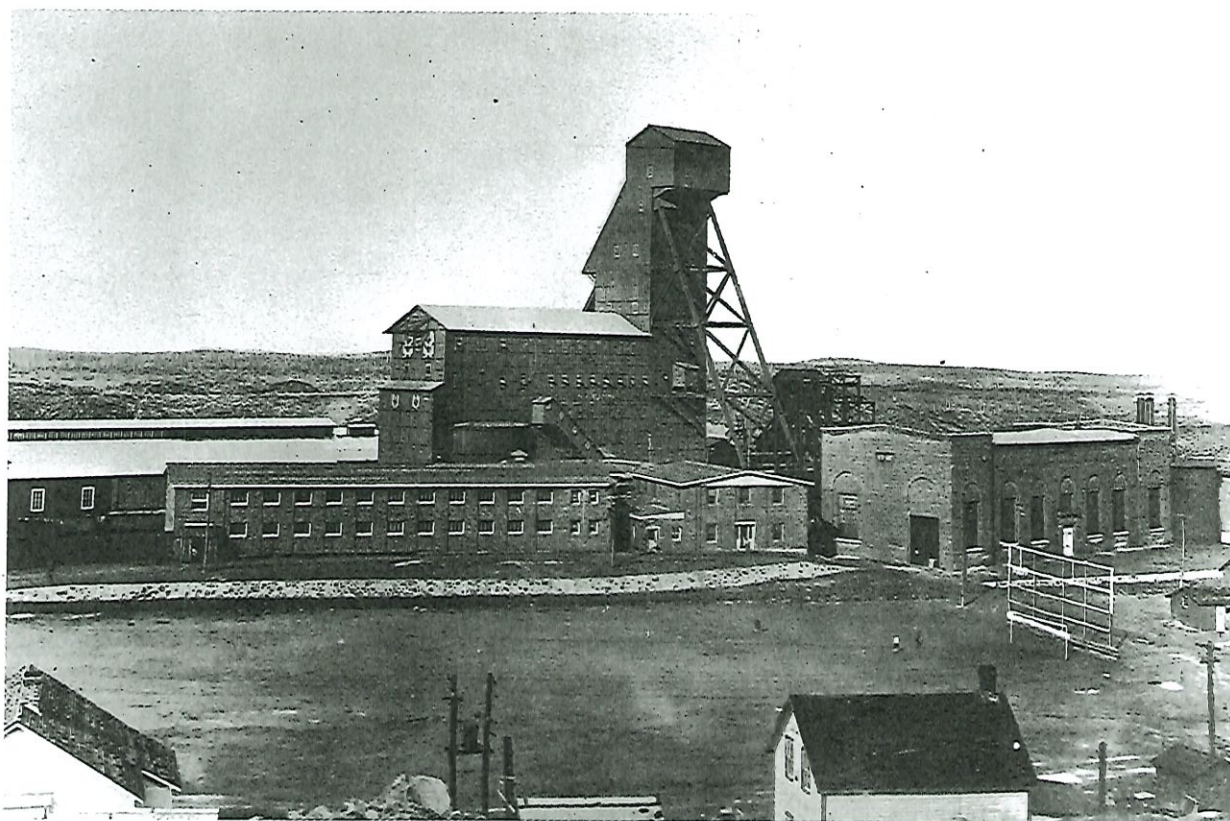
Far right: Drilling in a mine in the late 1930s. The man is using a jackleg drill, which was powered by compressed air. The man standing beside him was in all likelihood his helper.



— Inco photos



The Inco smelter at Copper Cliff in 1935. It was in full production at the time, with most of the installations in place that most people remember. One of the stacks has since been removed. The "super-stack" was added later. - Inco



Creighton Mine c. 1935. The mine headframe in the centre is Creighton No. 3. The smaller headframe to the right is the older No. 2. The three steel uprights on the right are the remains of No. 1 shaft. To the extreme right is the compressor building. To the left of No. 3 are the hoistroom and then the offices. The long building is the "dry" (changeroom) for the miners. The geology offices are upstairs in it. The building extending from behind the dry is the warehouse. In the long building behind it are the shops. The large building attached to the left side of the headframe is the rock-house. The large grassy area in the middle is a soccer/baseball field for the school, which is just out view. - Inco

*The Copper Cliff Junior
Redmen c. 1938.*

*Back row: ?, Doug
Gathercole, George Blake,
George Dunn, ?, ?, Bill
Trezise, Elio Tramontini,
Guy Hashe, Bert Flynn.*

*Front row: Stan Germa,
Duncan MacKinnon,
Buck Pacquette, Neil
Berney, Maurice Vaillan-
court, Fox Didone, Herk
Flynn, Dave Campbell,
Soup Campbell.*

— D. Farmer



*Shift League Broom Ball at
the old Palace Rink c. 1930.*

*Back row: Jack Bradley on the
far left, Jack O'Hara second
from right.*

*Front row: Jimmy Jones,
Aldo Antoneoni, Jim Nemis,
Rusty Duberry, Richy
Gallagher, ?, ?. — D. Farmer*





Silver Foam junior baseball during the Second World War. In the background is the Royal Bank building on Regent Street at Hazel.

Back row: coach, Albert "Fatty" Rebellato, Norm Howard, Buddy Hall, Edgar Lacoste, Gino Rebellato, Gordie Heale, Don Stack, Sam Bettio.

Front row: Richie Caverson (batboy), Walter Marcolini, Linky Canapini, Zelio Toppazzini, Derrio Nicoli, Noah Bertuzzi, Ray Caverson.

— D. Farmer



The Copper Cliff Redmen, Intermediate NOHA champions of 1940-41.

Back row: Fred Stevens, George Collins, Connie Hill, Jack Gladstone, Hap Carriere, Joe "Calaboogie Joe" Lora, Gino Zuliana, Bud Montgomery (secretary), Joffrey Perras.

Front row: Warren "Wango" Thompson (goalie), Danny Linton, Dick Perras, Buster Paquette, Toby Armitage, "Chippy" Chapman, Johnny Hamilton, Guy Hashie, Dunc McKinnon, Mel Albright (goalie). — Marty MacAllister

The Copper Cliff Minor Midget-Pro Baseball team became the 1941 Jersey City Champions.

Back row: Enso Tenilli, ?, Gino Vendriman, ?, ?, Linkin Canapini, ?, Gord Alcott (coach).

Front row: ?, Ernie Canapini, Dero Nicoli, ?, D. Newell, ?.

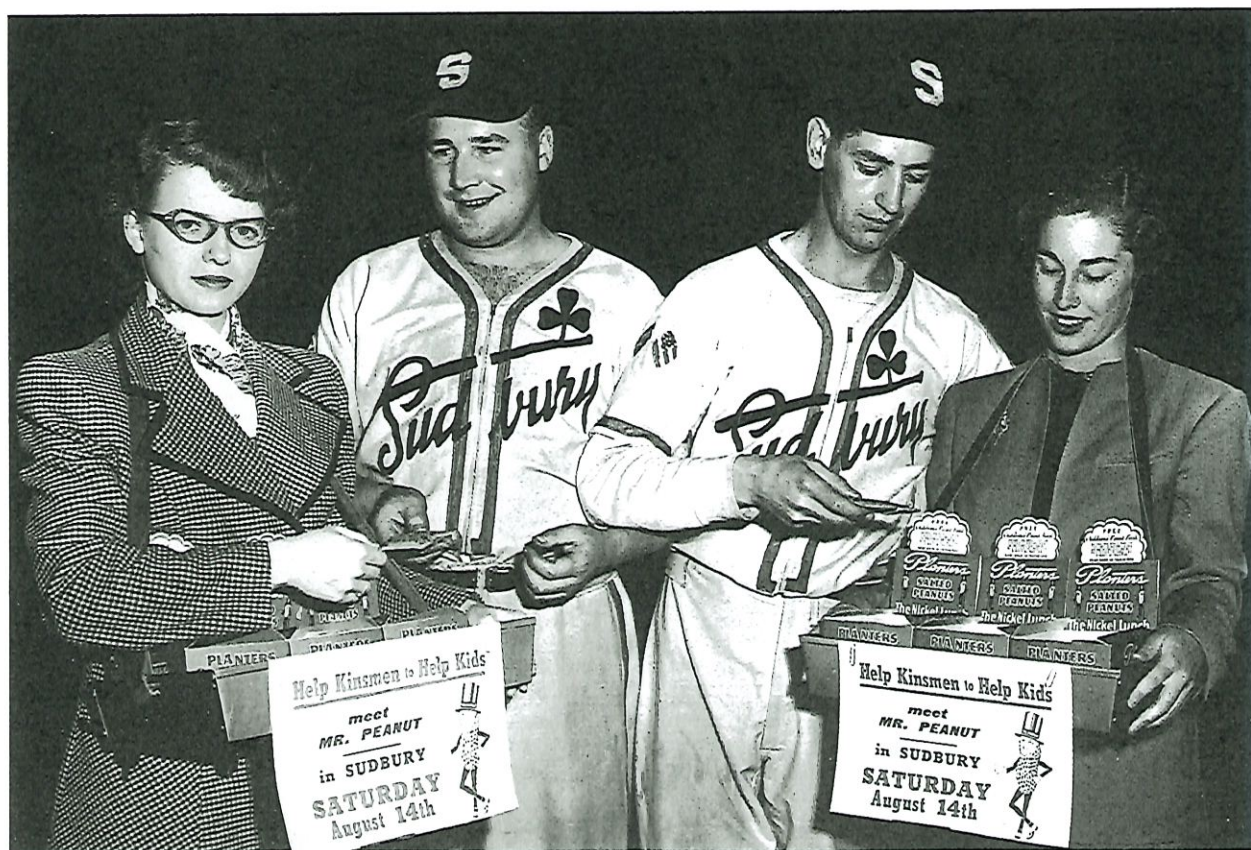
– D. Farmer



The Shamrocks raising money for the Kinsmen in 1945.

The players were active in many charitable activities.

Cookie Bellmore, Bob Stewart, Maurice Vaillancourt, Norma Hashey (Racicot). – D. Farmer

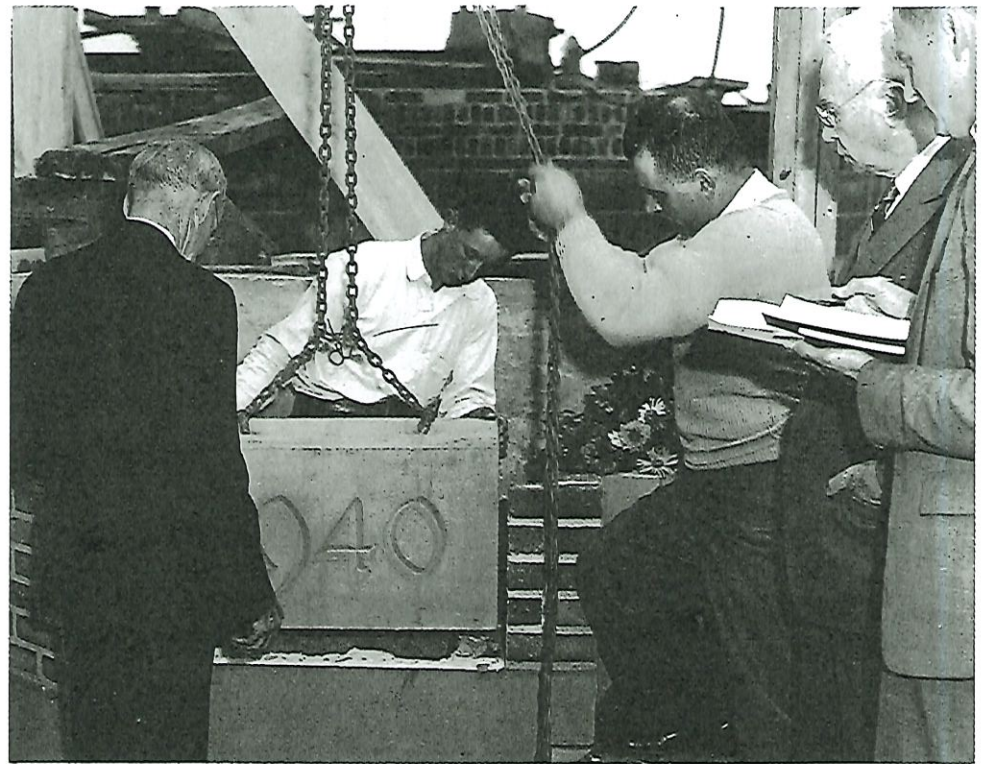




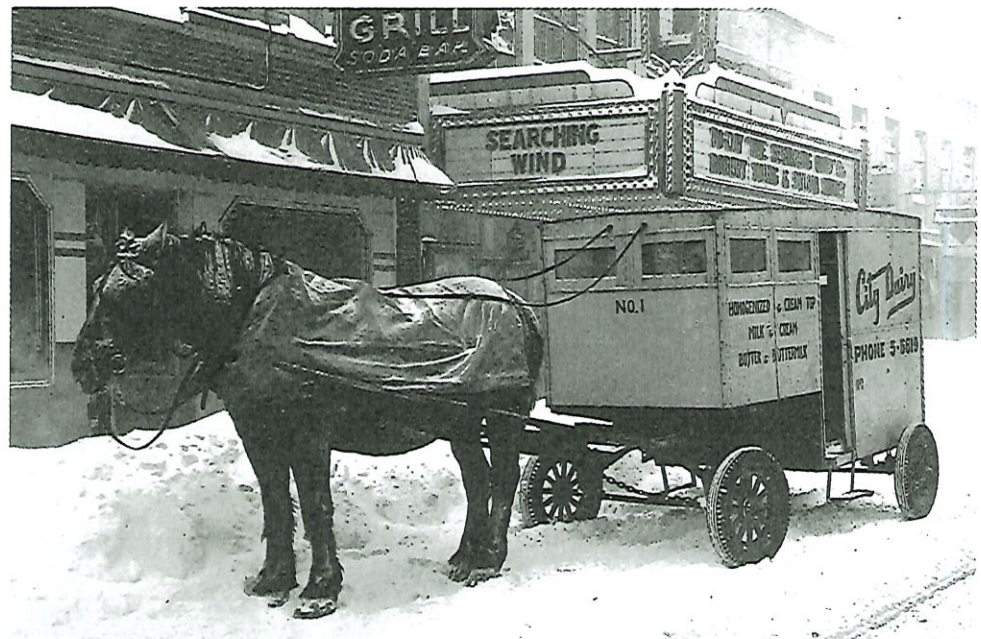
The Queen's Athletic Field during the Second World War. At that time fan support for the Nickel Belt Baseball League was tremendous. Crowds of this size were the norm during the regular season. The league was renamed the Northern Baseball League in 1944. -Inco



Above: The Regent Theatre, on the south side of Elm Street between Durham and Lisgar, in the 1940s. This was a popular entertainment spot. Judging from the crowds on the sidewalk, a popular movie must have been showing. – SPL



Above right: Laying the cornerstone of Wesley Hall in the spring of 1940. The man on the chain block is Oliver Commisso. Guiding the stone is Amos DeCecco. – D. Farmer



Right: Larch Street between Durham and Lisgar, looking east, in the especially bad winter of 1942-43. This form of milk delivery used by City Dairy was common until the 1950s. – D. Farmer



*Sudbury's gates c. 1940.
The stonemason for both gates
was Annibale "Andy" Rebellato.
Both gates were torn down in
the 1950s to allow for road
expansion.*

*Above: The Lorne Street gate
was just east of Byng Street at
the west entrance to the city.*

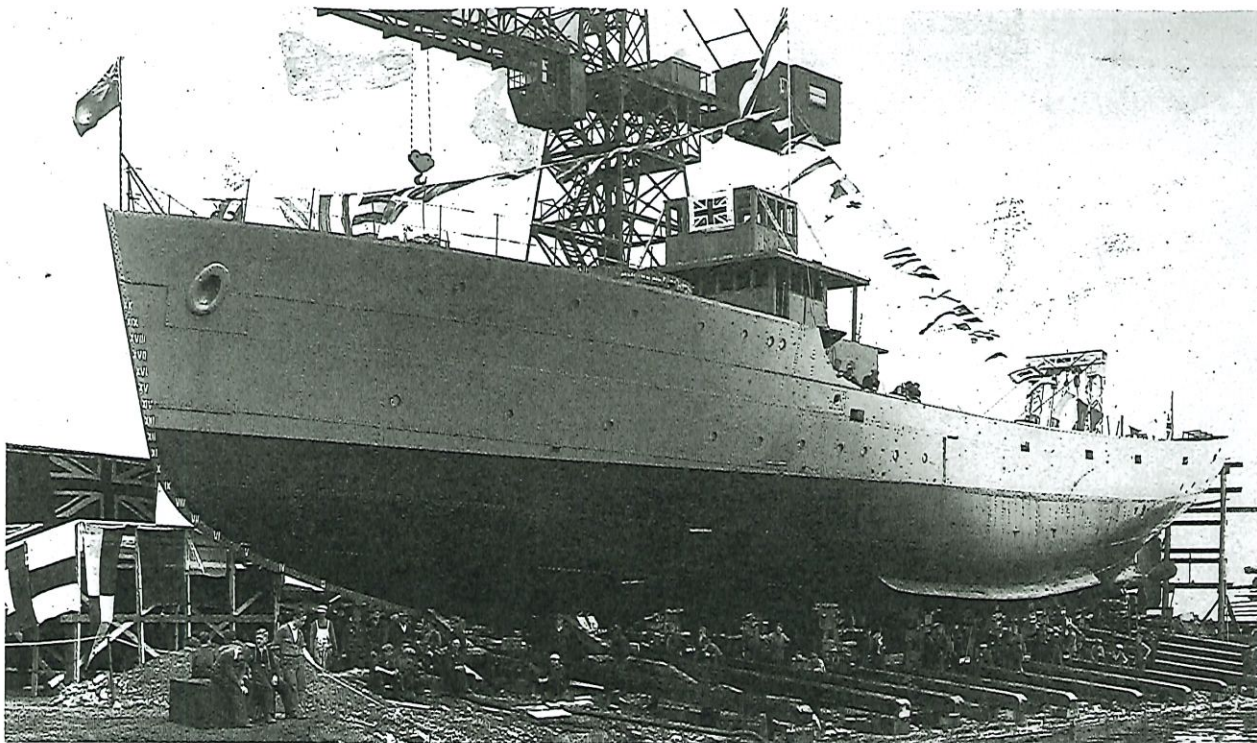
— D. Farmer



*Below: The Kingsway gate
was in the east end though not
near any intersection. The Esso
garage in the background,
where Laking Toyota is now
located, belonged to Tommy
Whiteside. — SPL*

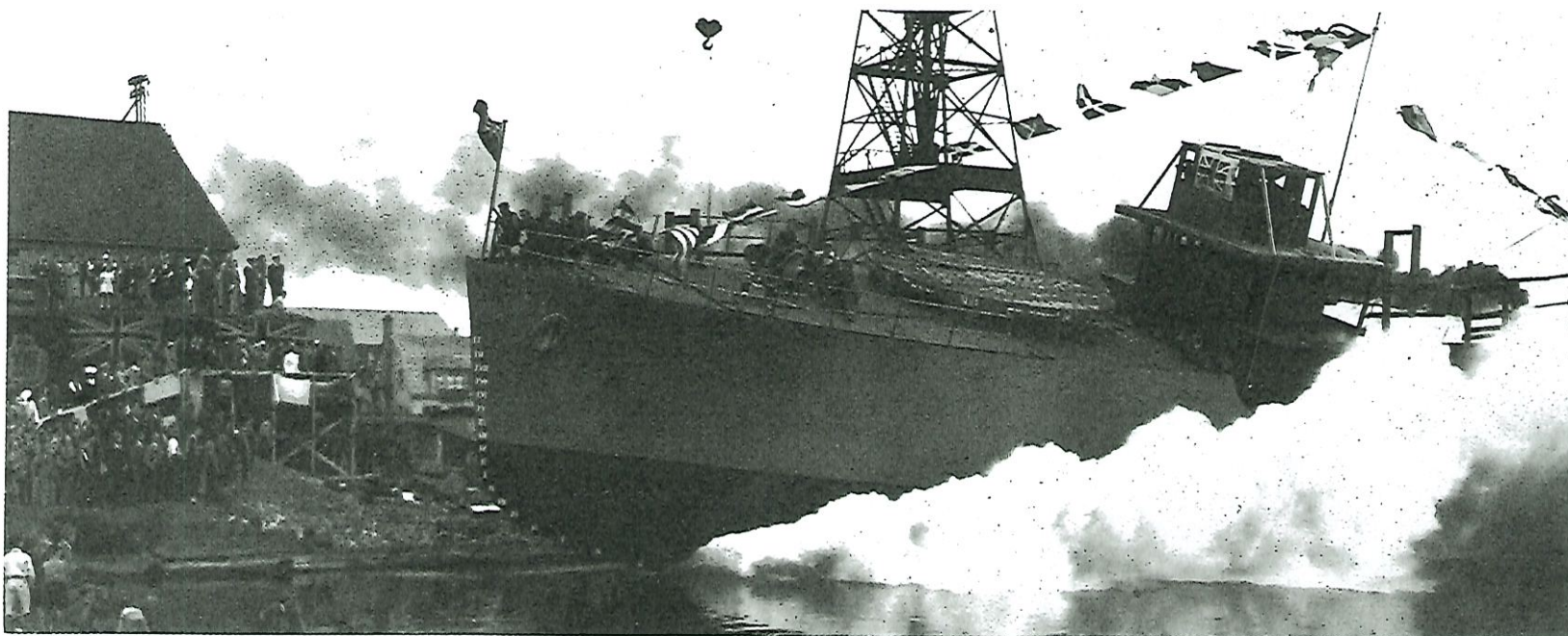


A midnight mass at St. Anne's in 1948. This shows clearly how the sanctuary looked before it was renovated. The church was destroyed by fire in 1992. - D. Farmer



*HMCS Sudbury a corvette,
during construction in dry
dock. – B. Cavallo*

*The side launching of the
HMCS Sudbury on May 31,
1941. Side launching was a
dangerous launching method.
– B. Cavallo*



McLeod Motors at Larch and Elgin streets c. 1941. These two women worked there as service-station attendants. Many jobs that had been performed by men were done by women during the war.

– D. Farmer



An armoured convoy on Larch Street at Durham in October 1942. Sudburians were very active during the war years, raising money and selling Victory Bonds. They held many rallies like this one to raise money and awareness. Many of today's young people will have difficulty imagining war vehicles on Sudbury's streets. Here a huge crowd has gathered to wish the soldiers well.

– D. Farmer



MALES SIXTEEN YEARS AND OLDER registered for the war; those with essential jobs in mining and railroading were exempted from active service. Rationing of food and other resources became general practice.

The district had much to offer the war effort. In just six months, for example, local farms produced 70,000 pounds of cheddar cheese, and Sudbury's Northern Ski Factory provided thousands of skis to the army.

After the men left for Europe, women entered nontraditional jobs in the mining companies and elsewhere. International Nickel and Falconbridge Nickel hired thousands more workers and prepared to double production. Unemployment was no longer a concern.

Crowding, however, was a problem. The 1940s brought an additional 28,000 new residents to the district, and this spawned epidemics of polio and diphtheria. Sudbury scrambled to install a water-chlorination system and warned people against bathing at public beaches.

Elsewhere in the district, where plumbing and chlorination weren't available, people weren't so lucky.

"In Sudbury, many workers unable to afford the cost of transportation to and from the mine heads were forced to squat on company property," wrote Jamie Swift in *The Big Nickel — INCO at Home and Abroad*. "Electricity and plumbing were a rarity, and the women had to carry water from nearby streams." Fear and panic touched everyone, especially those who remembered the flu epidemic of 1918 and the many epidemics that preceded it.

In 1942 the International Mine Mill and Smelter Workers Union (Sudbury Local 598) was involved in a violent skirmish with anti-union employees of International Nickel. On a winter day in February, union members Forrest Emerson and Jack Whelahan were sitting in the union office when a dozen of the company's industrial-relations men attacked. Windows were broken and furniture was smashed, and the two union men were badly beaten.

"They used a typewriter to smash Emerson in the



*Nothing mattered but victory.
This photo from 1942 shows G.G.
Smilanich, Victory Loans canvasser
of the Croatian, Serbian, Slovenich
section. Everyone got involved in
raising funds for the war effort.*

— D. Farmer

*During the Second World War,
Sudbury's recruiting office was in
the CPR building on Elgin Street at
Elm. It was a busy place — Sudbury
had its share of volunteers. Note the
GM trucks, which are army issue
and painted flat army green with
no chrome surfaces. — D. Farmer*



head and body and they methodically beat Whelahan, who continued to resist,” Swift wrote. “One Mine Mill activist, who visited the latter in the hospital the next day, reported that Whelahan’s face resembled ‘an old rubber boot.’”

It was not the first time a company had used violence to disband union organizers, and it would not be the last. But just two years later, on March 10, 1944, Mine Mill Local 598 became the voice of the workers of International Nickel and Falconbridge Nickel. After four decades of struggle, the eight-hour day was won. The workers also won paid vacations, seniority rights, and grievance procedures. This victory had been led in its final days by Bob Carlin of Kirkland Lake, a socialist who was elected Sudbury’s member of the Ontario legislature in 1943.

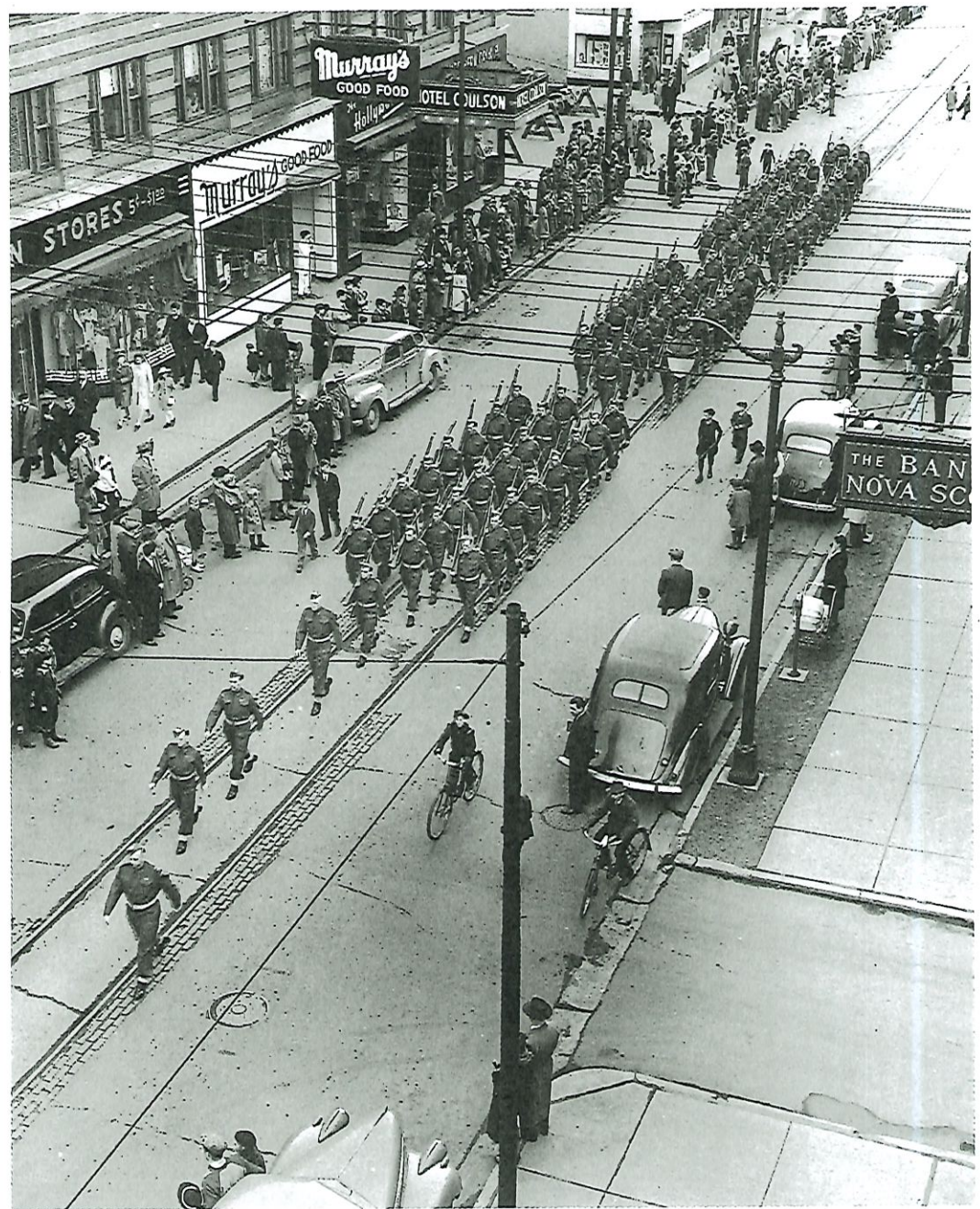
When the war ended, on August 14, 1945, thousands of people gathered at the corner of Elm and Durham streets at 10:30 P.M. for a V-J Day celebration. Like the festivities that followed the end of WWI, these included the lighting of a bonfire. For reasons that are still unclear, a riot broke out as the flames grew high. Fire hydrants were opened, store windows were smashed, liquor and beer stores were looted and cars were stolen. The Sudbury and Ontario Provincial police, along with International Nickel and CPR police, worked all night to break the crowd into smaller groups, finally resorting to tear gas. By 5 A.M. it was all over, with twenty-eight arrests made. This unhappy incident was said to be the only riot in Canada to mark V-J Day. Damages totalled \$40,000.



Elm Street in last years of the Second World War. The Plaza Restaurant, in the Plaza Building, was at 25 Elm Street East. The drugstore was closed and Bright Wines was at one of its several locations around Elm. Note the banner for Victory Bonds — there was a great effort to raise money for the war effort. Also note, in this photo and in many others, the presence of parking meters. In 1930 Sudbury had the dubious honour of being one of the first cities in Canada to install them. — D. Farmer



William S. Beaton in 1941. Bill Beaton holds Sudbury's record for mayoral longevity, having served eleven consecutive years in that office. Clearly, few people disliked him. Known for his ability to convince people that everything was wonderful, he guided the city more or less on his own, with little interference from council. In the elections of the 1940s he was generally a shoe-in when he wasn't acclaimed, as happened in 1944 and 1946. He was a gifted athlete who remained a sports personality throughout his years as mayor. He is remembered mainly for two accomplishments — eliminating the streetcars and building the Sudbury Arena. In fairness, it must be mentioned that the streetcar system had outlived its usefulness. The decision to build the arena was a controversial one that required a vote by property owners. The recorded vote was Yes: 2,870, No: 1,477. It is fitting that the man who built the Sudbury Arena would later have a sporting event named after him: the Beaton Classic, a marathon held annually. — D. Farmer



The Remembrance Day parade of 1945. The war truly struck a nerve with Sudburians. The Royal Canadian Legion records that 489 young men from Sudbury gave their lives. The soldiers from the Sault Ste. Marie-Sudbury Regiment, whose armouries were on Grey Street, took part in many of these parades. — D. Farmer

The following morning, Sudbury Mayor William Beaton held a service in Memorial Park for all the victims of the war. Almost five hundred men from the nickel district were killed in action. For those who returned, a veterans' housing project offered free lots in the New Sudbury subdivision.

"We must beware of trying to 'build a society' in which nobody counts for anything except a politician or an official — a society where enterprise gains no reward, and thrift no 'privileges.'" So spoke Sir Winston Churchill in 1948; as quoted in the *Sudbury Daily Star*.

Life after the Second World War brought progress and prosperity — and a considerable amount of political

unrest. Sudbury's longest-running mayor, William Beaton, argued to the provincial government that the city deserved more mine-tax revenues: even though the mines were outside the municipality, Sudbury was paying for the services required by the men and women who worked in them. It would take many years to resolve this issue.

Baseball, which had flourished in the district since the turn of the century, was still popular under the newly formed Northern Baseball League. In 1944 Queen's Athletic Field in Sudbury was lit up for night games. Players continued to be imported by International Nickel from as far away as the southern United States.

"Many consider the 40s the Norm Hann era in Nickel



*The NBBL Copper
Cliff Redmen c. 1945.*

*Back row: Bruno Taus,
Kess Henry, Norm Hann,
"Nerts" Parent, Unk
Longfellow, Gord Awrey,
"Whispering Joe" McDon-
ald, Morris Kinkley,
Gord Alcott.*

*Front row: Ginny Bertulli,
Boogie Signoretti,
Joe Lora, Gerry Wallace,
Stan Spratt, Herb Perigoe,
Bud Hashey.*

— D. Farmer

Looking west from the roof of the Grand Theatre c. 1947. On the right, Beech Street intersects with Frood Road. There are no buildings on Frood except a used-car lot. The CPR tracks are running east (left) to west. The small building on the left by the tracks was the CPR gatehouse, which controlled the traffic at the Elm Street crossing. The old courthouse on Elm can be seen. Elm Street Public School is at the top of the hill. The street over the tracks on the right is Pine Street. The garage with the Imperial sign is Hudson Motors.

— D. Farmer



Belt baseball,” wrote Frank Pagnucco in *Home Grown Heroes*. “A fleet-footed shortstop, Hann patrolled the space between second and third as no one had since the era of Bert Flynn and Sam Rothschild.”

Other big names in baseball in the 1940s were Gerry Wallace, Herb Perigoe, Bill Kapeschuk, Keith Boyd, Bert Gibb, Johnny Hreljac, Gilles Benoit, Ev Staples, Ray Puro, Ted Baker, Berk Keaney and Maurice and Johnny Vaillancourt.

By 1948 Sudbury was considered one of Canada’s great industrial communities. It was also a “hotspot of communist intrigue,” according to a *Sudbury Daily Star* editorial published that summer.

For nearly half a century, communists in the district had been frightening both capitalists and politicians. Till this point, the district had voted consistently for Conservatives; after all, its wealth and success had been built on free enterprise. With increased immigration and the rise of the labour unions in the mine and forestry sectors,

communists had become very visible by the 1920s. In 1932 more than six hundred communists and their sympathizers paraded their flag through the streets of downtown Sudbury, and Mayor Peter Fenton moved to prohibit any further such displays.

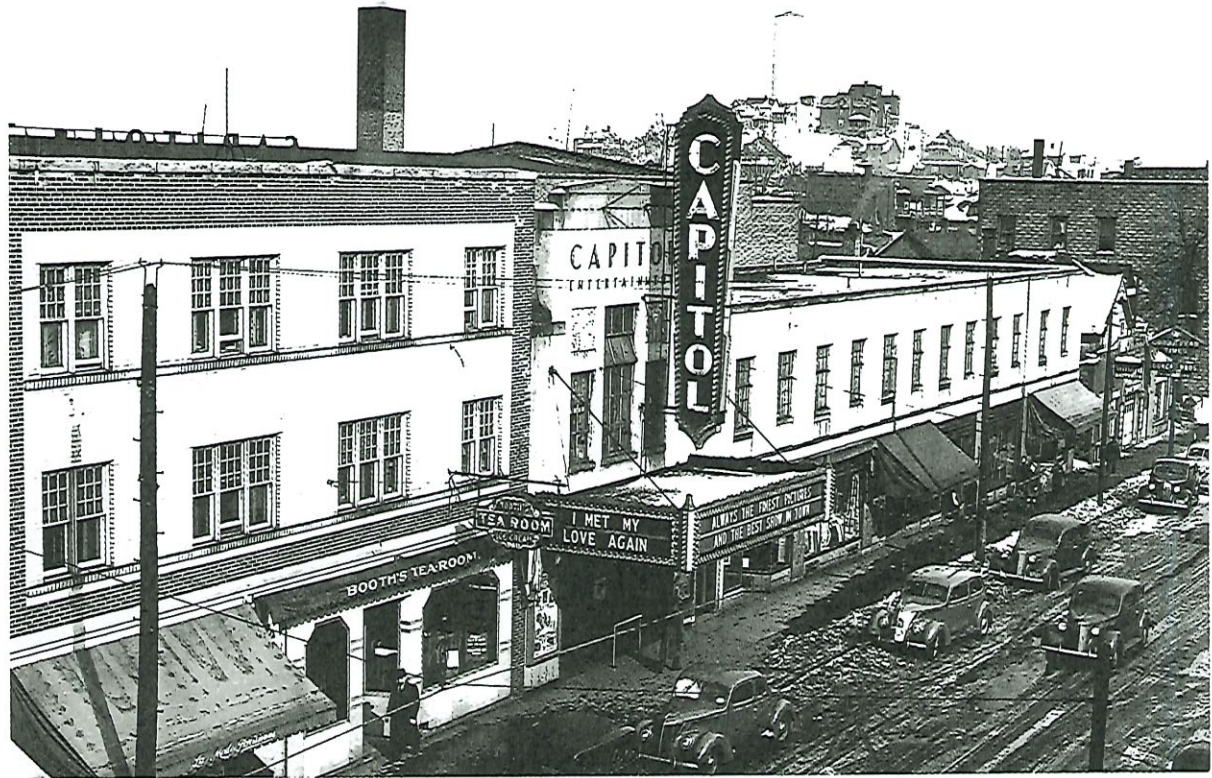
Though many were skilled and dedicated members of the labour movement, the “Reds” were also a threat to the Canadian Congress of Labour. So began the slow, painful erosion of the Mine Mill, which came under attack from

the congress, the mining industry, the *Sudbury Daily Star* and the Catholic Church. Bob Carlin, who was suspected of being a communist, was not re-elected to the Ontario legislature in 1948. In 1949 the congress expelled the Mine Mill. In response, the Mine Mill chartered the General Workers Union in Sudbury, recruiting bartenders and hotel, taxi and grocery-store workers, and fought to hang on to its membership under tremendous local and national pressure.



This strange contraption was a rotary snowblower for cleaning streetcar tracks. It is proceeding west on Elm Street, just west of Durham. The building with the large clock is the old post office. Photo from around 1948. – D. Farmer

Cedar Street c. 1942. The Pearl Street water tank is visible. The Capitol Theatre was built in 1930. Other businesses in the photo include Booth's Tea Room and Duncan Bros. Auto Supply. – D. Farmer



There were some particularly bad storms in February and March 1943. Horses and sleighs were still in use. This photo was taken on Elm Street between Durham and Elgin, looking south. On February 1, 1943, several inches of snow fell. On February 8, seven more inches fell. On March 15, 1943, a weekend storm left six more inches. All roads were closed, and trains were delayed — some for as long as a week. The streetcars were unable to run. Wood and coal deliveries were slowed. On March 18, 1943, a hardware store reported selling over two hundred snow shovels. – D. Farmer





Left: The Silver Grey Restaurant at 106 Durham Street South c. 1945. It was owned by T. Zigouras. Right beside the restaurant at 108 Durham was Robin's Mens Wear. – D. Farmer

Below left: J.E. Blais, Jewellers & Watch Repair, at 48 Borgia Street, was one of Sudbury's older jewellers. Next door, at 50 Borgia, was Sudbury Electric Service, which serviced all home appliances. – D. Farmer

Below: Minden's Credit Jewellers at 110 Durham Street South c. 1945. It was owned and operated by Bernard B. Minden. – D. Farmer



November 11, 1942. Remembrance Day at the original cenotaph at Lorne and Elm streets. The crowds at this yearly ceremony were always large despite the cold weather. It was organized by the Sudbury branch of the Canadian Legion. The music was provided by the Lions Club Boys Band, which can be seen in the foreground. – D. Farmer



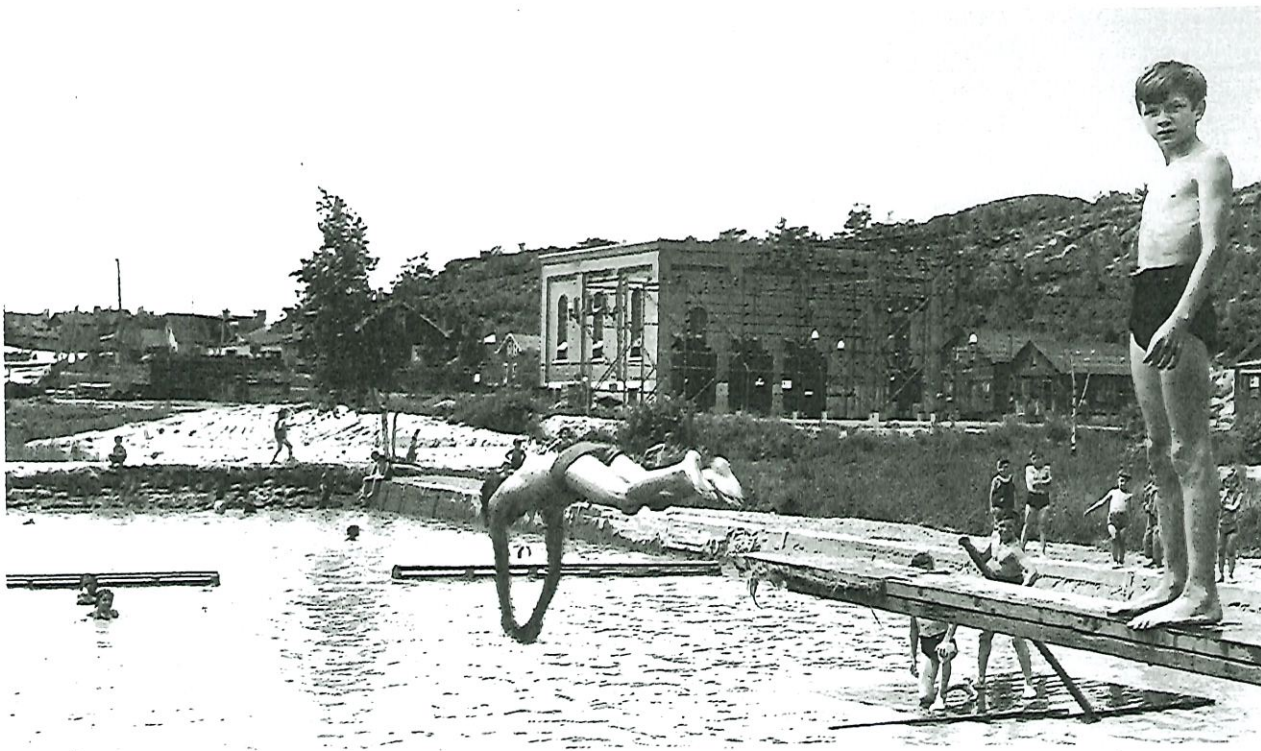
The Sudbury Lions Club Boys Band in 1943.

Standing at the back in jacket and tie is Bert Cooper. Back row: Holly Duncan, ?, Stan Dorling, George Bury, Lloyd Duncan, Ferguson Legge, Mr. Barker (wearing a fedora hat). Barker owned the music store on Durham Street across from Bannon Bros.

Front row: Tony Huska (and the rest are unknown). The band is playing in the bandshell at Bell Park.

– D. Farmer





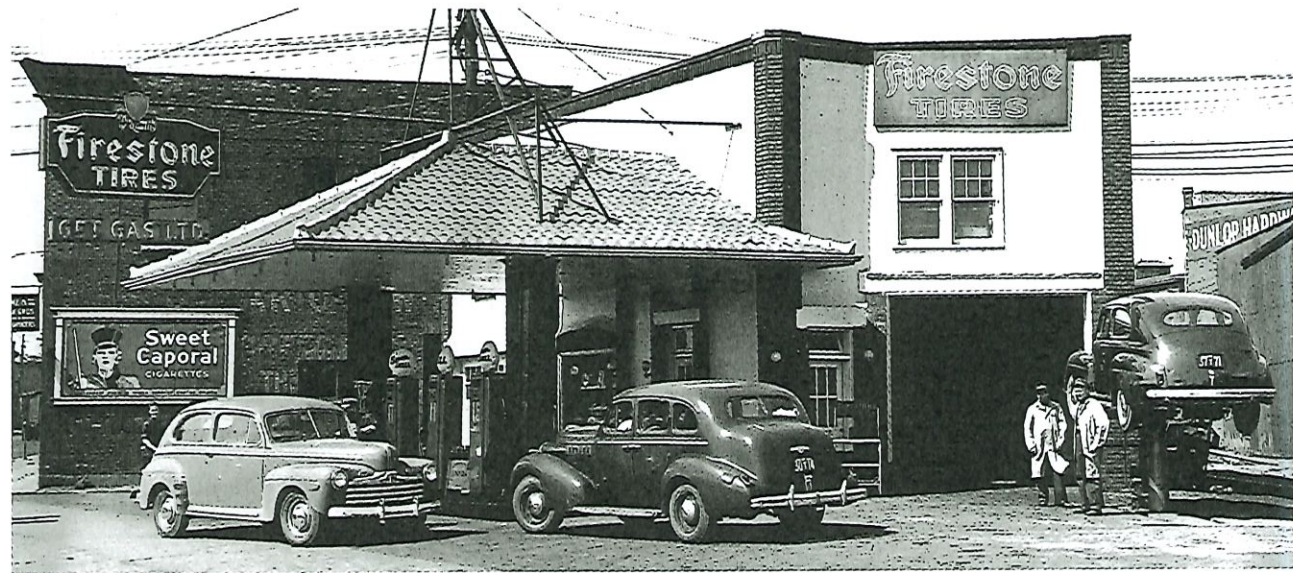
The swimming pool at Sacred Heart College in August 1944. The pool was on the south side of Kathleen Street near Boucard, on the college property. The neighbourhood children made good use of it on hot summer days. In the background is a hydro substation, which still exists. – D. Farmer



The Canadian Speed Skating Competition was held at the Queen's Athletic Field in 1947 during the Winter Carnival. The sport was heavily promoted by Frack Stack, Florence Hurd and Alex Hurd, all champion speed skaters. – D. Farmer

Get Gas Limited, the Firestone/Shell dealer, on the northeast corner of Elgin and Larch, to the west of McLeod Motors. The cars, from left to right, are a 1946 Ford, a 1938 Pontiac and a 1941 Ford (on the hoist).

– D. Farmer

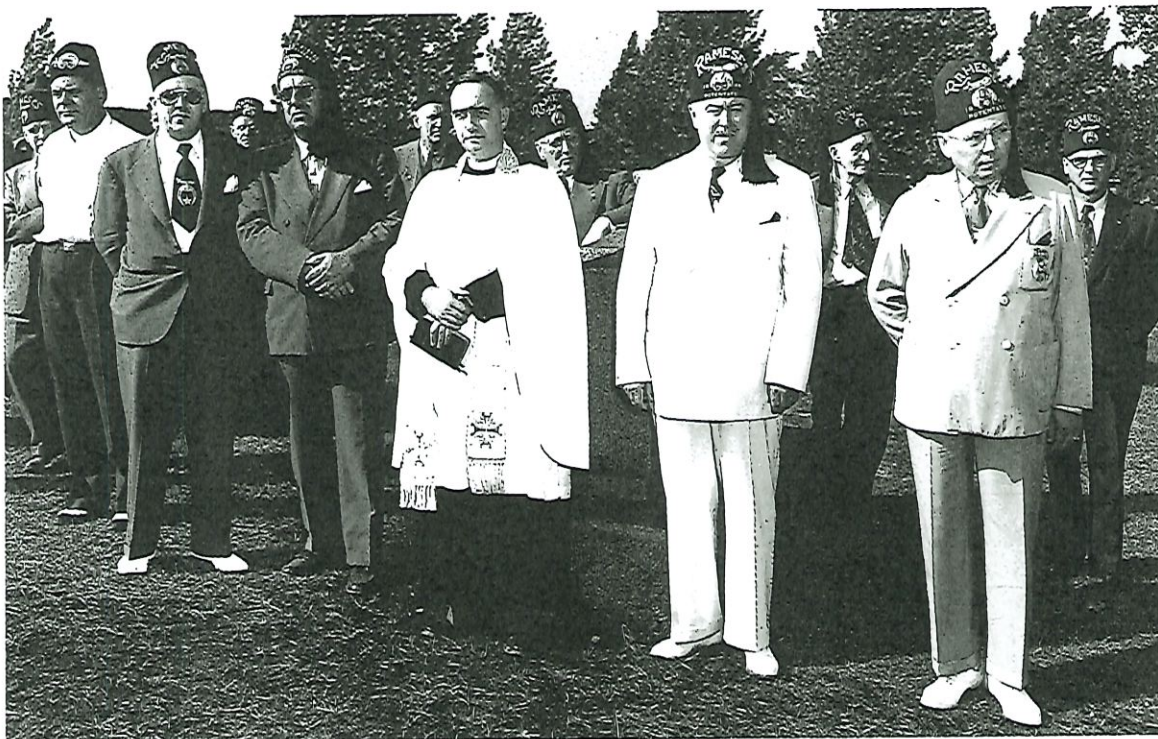


The streetcar sidings on Notre Dame Avenue, at the northern city limits opposite the SCCER barns and bus garage, c. 1945. The barns and garage were on the west side of Notre Dame just north of St. Charles Street and opposite the flour-mill silos. These sidings were on the east side of Notre Dame. The track to the right of No. 29 was the Stobie spur, which serviced the mine north of the city. The culvert on the far right was part of the CNR line that serviced Copper Cliff and crossed Notre Dame here. A Burger King sits just north of this site today. – D. Farmer





The Toronto and Sudbury Shriners lay a wreath at Park Lawn Cemetery in August 1948. In one of the most impressive rituals ever held in Sudbury, members of the Shrine Club Rameses' Temple, Toronto, were paying tribute to the late Morley Eland MacKenzie, past imperial potentate of the temple, who died in Toronto on November 1946 and was buried in Sudbury. Some six hundred Shriners, two hundred of them from Toronto, took part in the ritual. MacKenzie was "a man who commanded our respect, who left his imprint on the temple, and a worker among crippled children," eulogized Reg Shaw, recorder of the Toronto temple. The service and the laying of a Masonic Temple wreath were solemn events in the day-long festivities.



Above: The Shriners entering the cemetery to the roll of muffled drums, led by bandmaster Harold Lochsley, who was also the bugler who sounded "Last Post" and "Reveille."

Right in foreground: Dr. Grant Fraser of Toronto; Shaw, who placed the wreath; the Reverend F.F. Nock, rector of the Church of the Epiphany in Sudbury; S. Tichener Smith of Toronto; and W.G. Reilly, past potentate.

— D. Farmer photos

A fire at the Sudbury Construction & Machinery Co. on October 14, 1942. This firm, at 139/49 Lorne Street at Victoria, was owned by C.A. Durkee. The business included a foundry, a machine shop, a Plymouth/Chrysler car dealership, Fargo Trucks Sales and Service and the agent for McColl-Fontenac Oil. — D. Farmer



The Elm Street railway crossing c. 1947. This crossing had a way of halting traffic at the most inappropriate times — for example, during a fire alarm, when speed was vital. The fire chief's car is going through the crossing, followed by the fire truck. Undoubtedly, both had had to stop to wait for a train to either go through or be broken. The Lorne Street underpass was built in later years; this didn't eliminate the problem, but at least it provided an alternative route. — D. Farmer





*A large crowd gathered
for the fire at the Sudbury
Construction & Machinery Co.
on October 14, 1942.*

– D. Farmer



*Firefighters battle a blaze
at Levine's Ladies' Wear and
Fairmount Shoe Store on
Durham Street in 1950.*

– D. Farmer



This fire was noticed at 5 A.M. on October 30, 1947 at Christ the King Church. By that hour it was too late to save the building, and by the end of the day the entire roof was gone. The church held its services in the Capitol Theatre during the reconstruction period. It reopened on September 19, 1948, with a mass held by Bishop R.H. Dinan. The pastor at the time was Father J.C. Humphrey.

In 1929 the need for a second Roman Catholic church became clear when a rift began developing between the French- and English-speaking members of St. Anne of the Pines over which language was to be used at services. Most of the parishioners wanted Ste. Anne's to be French-speaking. The majority ruled, and plans for an English-speaking church were set in motion. English services began in the Jubilee Hall, on which \$4,000 was spent for renovations. The first pastor of the new church was the Right Reverend T.J. Crowley of Copper Cliff. The parish began as St. Joseph's in July 1915. Construction of a new church was delayed until July 1920 because of land disputes. Common sense finally prevailed, and the rectory was completed in September 1921. Raising of the church began on January 27, 1924. The cornerstone was dedicated and laid by Bishop Scollard on June 16, 1928. The church celebrated its first mass on December 23, 1928. The building was dedicated to St. Joseph in September 1929. However, the dedication was changed to Christ the King in 1935. - SPL





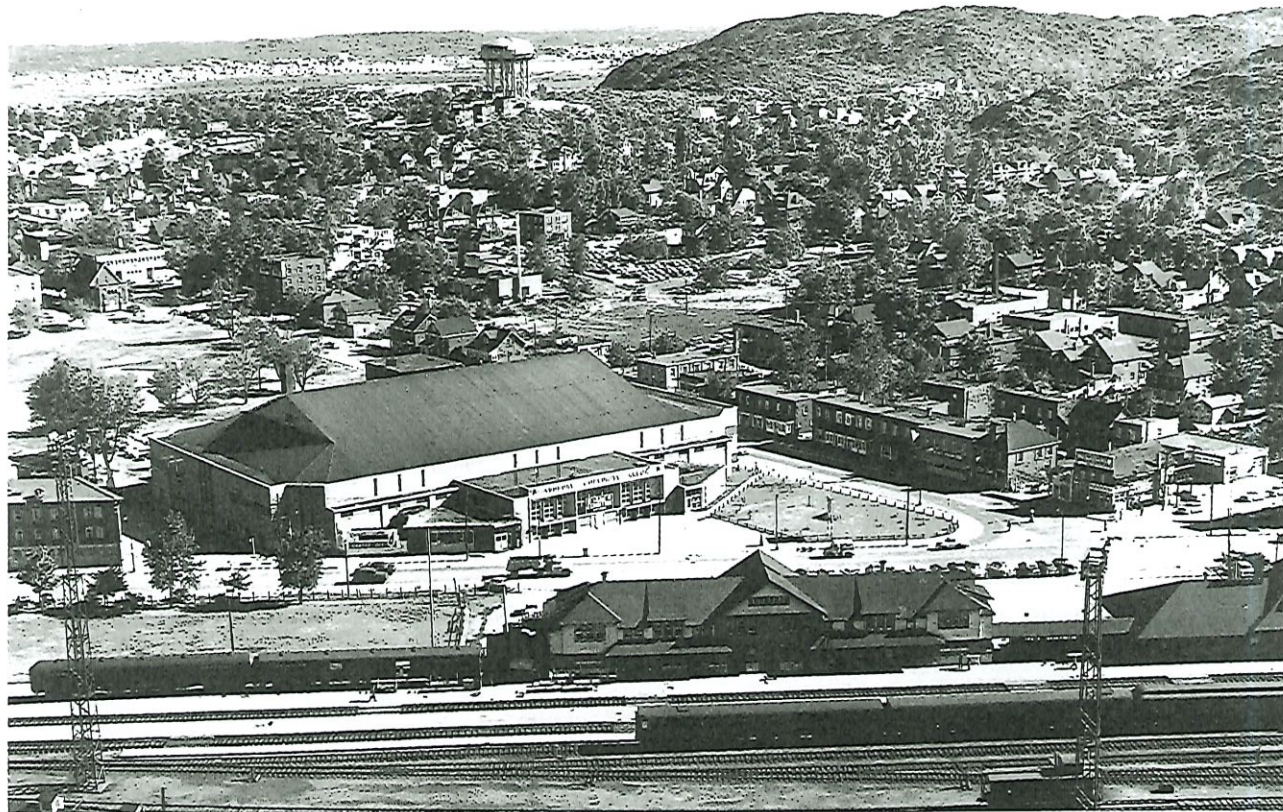
The fire at the Bell estate in December 3, 1955. William J. Bell purchased 155 acres around Ramsey Lake in 1908 from the estate of Robert S. Henderson for the princely sum of \$301, and built this mansion on a height of land overlooking Ramsey Lake, across the CPR tracks from the town proper. In 1926 Bell transferred 110 lakeside acres to the city for a recreation area. Bell Park and Bell Grove Arena were later named in his honour. William and Elizabeth Bell lived in this mansion for many years. William died in January 1945, Elizabeth in January 1954. They had no children and so left most of their estate to charities. The family home and its contents were left to Memorial Hospital. The furniture and contents were disposed of at an outdoor sale held by the IODE on the hospital's behalf. The home was used as a staff residence until 1955, when the fire almost destroyed it.



The mansion languished until the Nickel Lodge of the Masonic Order began renovating it with the purpose of making it their headquarters. Because of zoning difficulties, these plans were curtailed. The building was finally repaired as a centennial project in 1967 by the Chamber of Commerce. It was transferred to Laurentian University in 1968.

— D. Farmer

Sudbury from the southwest in the early 1950s. The CPR yards and office can also be seen. The Sudbury Arena is fairly new. – D. Farmer



Frood Road c. 1950. The building on the right (east), beside the lane between Elm and Beech streets, is 20 Frood Road, the office of Lindberg Taxi. The barber shop was operated by T. Ermischoff. The beauty shop at 22 Frood was operated by J. Wright. The house on the corner of Frood and Beech (26 Frood) contained a travel agency run by G.C. Colombo, who lived in the same building at 28 Frood. – D. Farmer



THE FIFTIES BOOM

ANOTHER 56,000 NEW RESIDENTS arrived in the district during the 1950s, and in 1953 Sudbury earned yet another distinction — it had become the most crowded city of its size in Canada. Strong population growth was also taking place in the townships of Neelon, McKim, Broder and Waters, in “the valley” to the north and in the new town of Lively to the west. But most of the newcomers settled in Sudbury.

Sudbury’s new \$1.2-million arena became home to Max Silverman’s Sudbury Wolves. Average attendance climbed to more than 5,000 fans per game. In 1953 Silverman flew his players to Sault Ste. Marie for a riveting match against the Sault Greyhounds. The game ended in a last-minute tie and went into overtime.

“Finally, the Kid Line [Yacker Flynn, Tatter McClellan and Mauno Kauppi] administered the coup de grace as Kauppi punched home the million dollar goal that gave the Wolves the southern loop championship and a chance to earn further post-season honours,” wrote Pagnucco in *Home Grown Heroes*.

In 1954 the Wolves narrowly missed winning the Allan Cup against British Columbia’s Penticton V’s. The dejected Wolves were welcomed home at the airport by 20,000 fans. The city held a huge parade for them, as well as a dinner in their honour.

Some Sudburians who remember the good old days claim that local sports were never the same after television arrived. During the 1953-54 hockey season, this new-fangled technology appeared in the district for the first time. The *Sudbury Daily Star* published a special section devoted to it, which provided instructions on where to place the set in the home and how far away one should sit from the screen. In late November, families and neighbours began gathering at 6 P.M. to watch live local CKSO broadcasts and be entertained by Jackie Gleason, Hopalong Cassidy, Dennis Day, Dave Garroway and others. CKSO-TV, owned by G.M. Miller, W.B. Plaunt and Judge J.M. Cooper, was Canada’s first privately owned television station.

Sudbury has always been a strong hockey town and has produced many memorable teams. Many Sudburians remember well the Kid Line of the 1950s. On the right, in white sweaters, from top to bottom, are Mauno Kauppi, Johnny Baby and Tatter McClellan. The goalie is Andy Anderson. In the dark sweater on the goalie's left at the edge of the circle is Fred Valenti of the North Bay Trappers. Kauppi and McClellan were two members of the Kid Line. – D. Farmer



Left: Trudy Manchester was CKSO's first woman announcer.

– Basil Scully Collection

Right: Basil Scully interviewing Lester B. Pearson, MP for Algoma East, in 1958. At the time, Pearson was the Leader of the Opposition; he later became prime minister. Pearson always stopped at the station when he was in Sudbury to be interviewed and let the people hear from him. – Basil Scully Collection

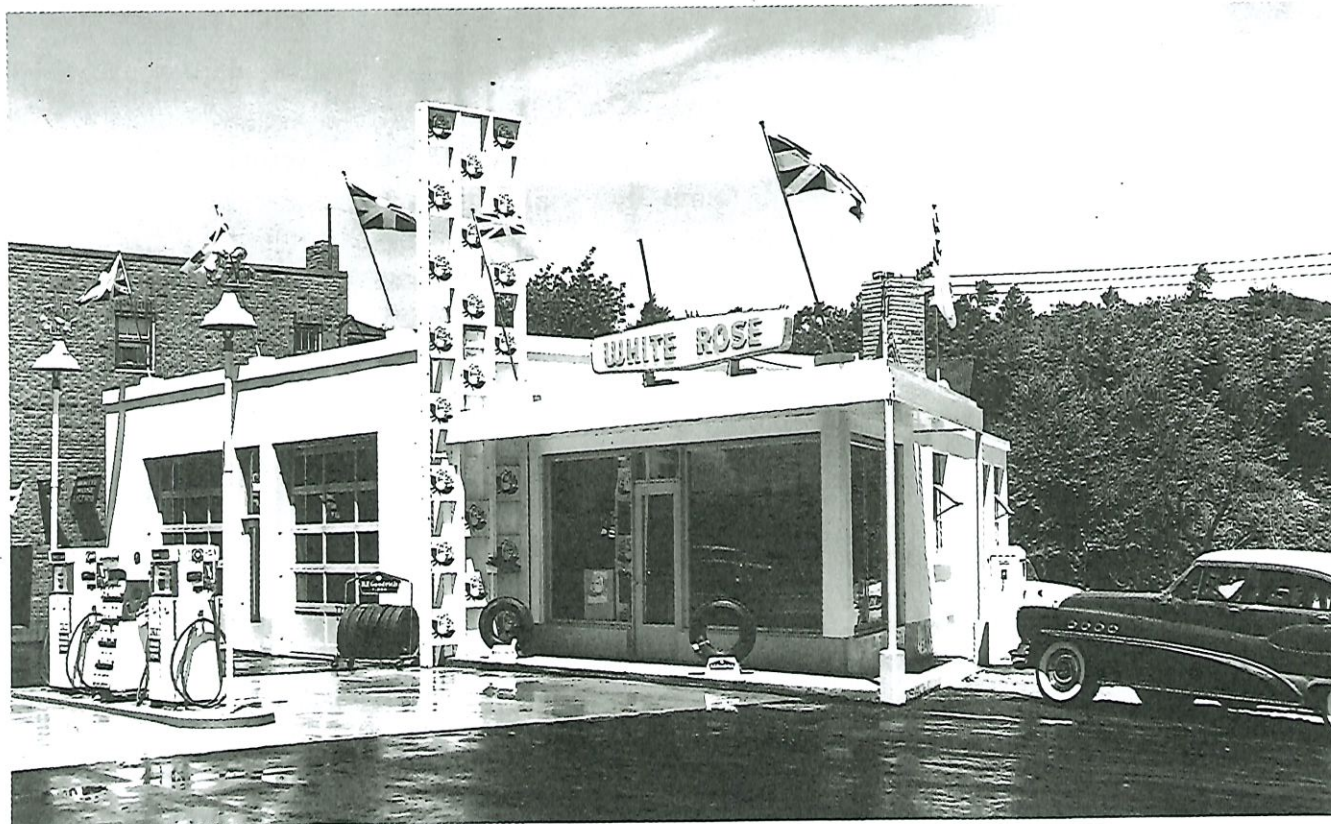


"Each man has various qualities / Like I have, with some not that good / Like the outer appearance of a shiny old car / But...what's hidden under the hood?" So wrote Louis Bere, a poet who was also a supervisor at Creighton Mine.

International Nickel and Falconbridge made big profits in the postwar years. The United States spent \$789 million stockpiling nickel during the Cold War, and new, non-military uses for nickel continued to be found. After 1,000 Sudbury workers were laid off in 1958 and negotiations to alleviate the effects had failed, the first major strike between the Mine Mill and International Nickel began. It lasted ninety days and resulted in disappointing hourly-rate increases over the next three years. The union members would never forget their first defeat.

Meanwhile, the anticommunist campaign against the Mine Mill took a toll on union membership. Some members abandoned that union to join the United Steelworkers of America. A bitter labour war began. Problems between labour and management were rife in other sectors of the economy — railway workers, truckers, taxi drivers, carpenters and waitresses all bargained for wage increases and better working conditions.

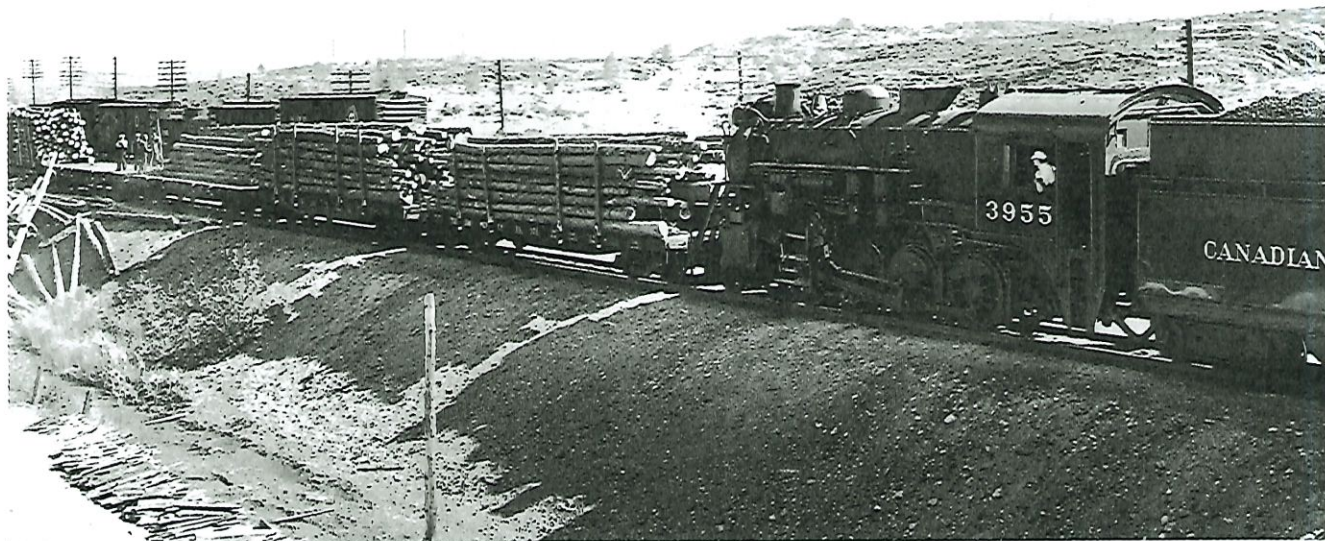
A construction boom took place in the district in the 1950s, and this helped the forest industry. New services, which all required building materials, included schools, hospitals and a home for the aged. Houses and apartment buildings were built, as were an airport and the first local



The White Rose service station at Elgin, Nelson and Lourdes streets c. 1954. It was run by Louis Francis, who was known for his service.

— D. Farmer

A log spill on the CPR near Romford in the early 1950s. The load probably broke its stakes. The engine, No. 3955, originally belonged to the Algoma Eastern Railway, which was taken over by the CPR. It was a Consolidated type 2-8-0, built at the Montreal Locomotive Works in January 1921 and scrapped in 1957. This particular engine was used mainly in Sudbury and was very powerful. — D. Farmer



indoor shopping mall. Highways from Sudbury to Parry Sound and Gravenhurst were completed. In 1958 building permits in Sudbury peaked at \$3 million.

Farmland in the district exceeded 72,000 acres: 43,000 in hay and 29,000 in grain and vegetables. Much of this produce was sold at the Borgia Street market in downtown Sudbury. In 1956 the value of district crops exceeded \$2.4 million.

As always, fires raged. In 1955 Sudbury's Bell Mansion was gutted by a six-hour blaze, its outer granite walls blackened forever, like the sulphur-stained rock that characterized its surroundings. The following year brought the worst forest fire in the district's history — nearly 12,000 acres of trees were destroyed in a single afternoon near Wanapitei Lake.

In the name of progress, several historic landmarks were lost. "Out with the old and in with the new" was the mood of the times. In 1957 the Balmoral Hotel — formerly James McCormick's boarding house, built in 1883 — was torn down and replaced by a Zellers store. And in 1959 the downtown post office was demolished; its clock tower, which had tolled for the first time in 1915, was heard no more. It was replaced by a Woolworths store. District residents also said goodbye to steam locomotives, which were replaced by diesel-electric trains, and to the Sudbury-Copper Cliff Suburban Electric Railway, which was replaced by a bus service.

For all the growing pains, Sudburians were among the richest people in Canada. The average family in Sudbury had an annual income of \$6,289. But along with the new wealth came increased taxation. Citizens demanded to know where their tax money was going and criticized frivolous civic spending.



A fire on Durham Street in 1950 that gutted Levine's Ladies Wear and Fairmount Shoe Store and severely damaged the Dominion store, Martin's Men's Wear, the Imperial Life Assurance office and six apartments. Damage was \$350,000. No one was killed but several people were injured.

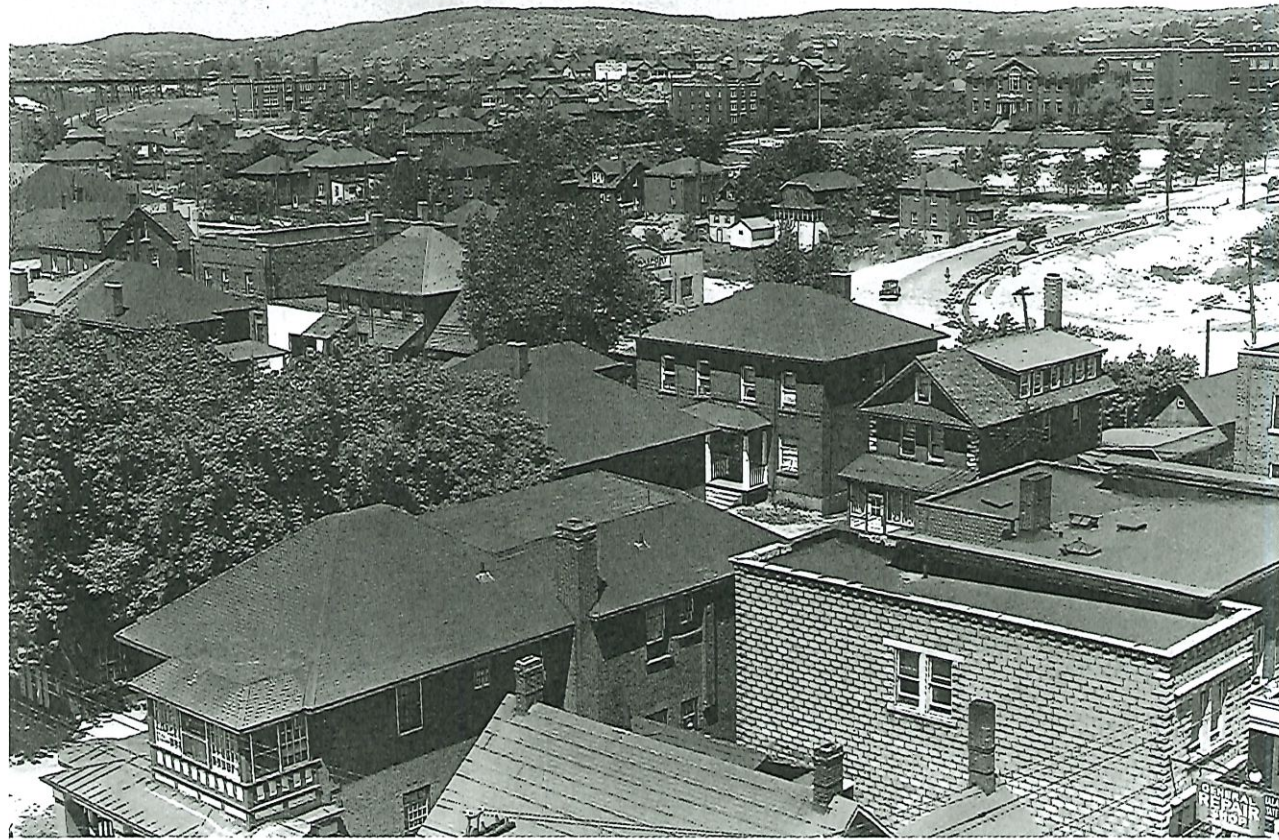
– D. Farmer



Stobie Garage on LaSalle Boulevard at Notre Dame Avenue c. 1950. The signpost indicating Garson, etc., is pointing east.

– D. Farmer

Looking northwest from the roof of the Grand Theatre in the late 1940s. Mackenzie Street is on the right. The city library has not yet been built; the barricades may indicate the beginning of its construction. Sudbury High School and the Mining and Technical School can be seen at the top right, and Lansdowne Public School at the top left. The open area to the left of Lansdowne is on Frood Road. – D. Farmer



An exhibition game between Fort Wayne, Indiana, and the Sudbury Wolves at the Sudbury Arena c. 1952. In the centre is Red Barrett; on the right is Yacker Flynn. – D. Farmer





The Manhattan Restaurant on the north side of Cedar Street between Durham and Elgin in early 1950s. Many Sudburians fondly remember its good food and unique interior. – D. Farmer

The CPR yards and station in the early 1950s. The yards have always been the centre of activity in Sudbury. The tank on the right stood on a part of the yard that has now disappeared. – D. Farmer



This steam engine, No. 1219, was the last built for the CPR. The diesel engine was about to be introduced. This Pacific-type engine is approaching the Riverside Drive crossing in the late 1950s. The passenger train leaving the station was known as the "Milk Run" train, because it stopped for anyone who flagged it down. It was not the train to take if one was in a hurry. – D. Farmer





Three churches at the northwest corner of Beech Street and Notre Dame Avenue. From left to right, Christ the King (English Roman Catholic), St. Anne's (French Roman Catholic) and Saint Mary's (Ukrainian Catholic). Saint Mary's has been torn down and replaced by a Holiday Inn.

– D. Farmer



The Nickel Belt Coach Lines depot at the southwest corner of Elm and Young streets in the 1950s. It was owned by the Barbeau family for many years and was the hub of transportation in and around the city. Greyhound and Voyageur also used this building as a depot.

– D. Farmer

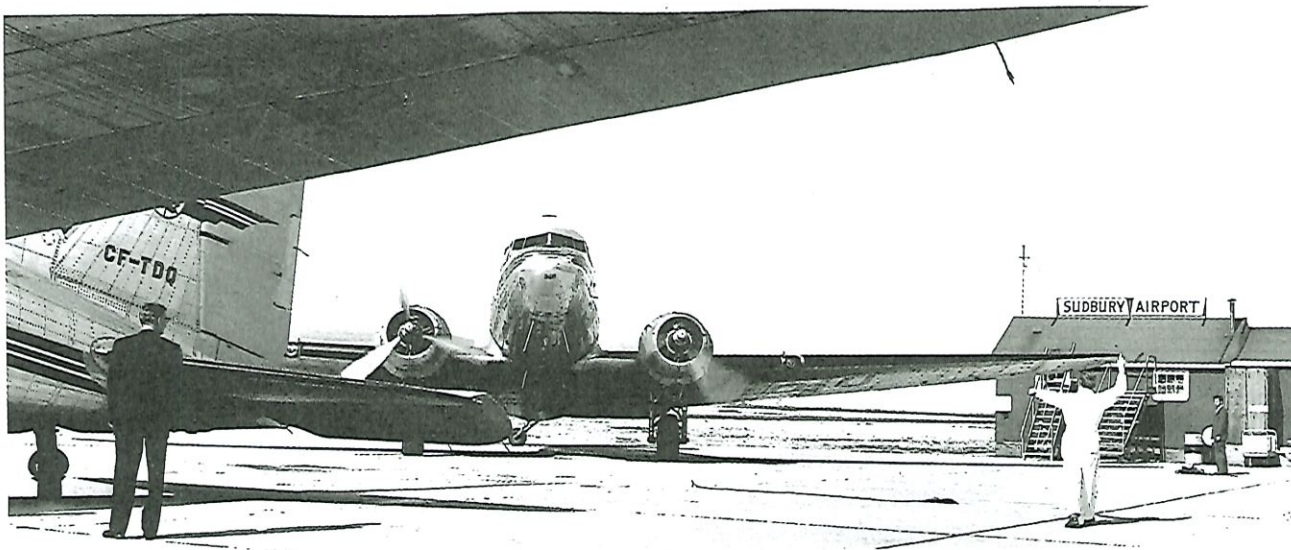


Looking west on Elm Street in the early 1950s, from the balcony of the Nickel Range Hotel.

– D. Farmer

Sudbury Boat & Canoe, on Ramsey Lake at the foot of Elizabeth Street c. 1953. Boats and canoes were also sold here. The cars in the parking lot are from Austin Airways, the local bush airline. – D. Farmer





Sudbury's new airport opened near Falconbridge in 1954, with Russ Alexander as manager. It had two runways, built at a cost of \$85,000.

– D. Farmer



Looking north on Durham Street from the roof of the Coulson Hotel c. 1956. This shows the west side of Durham at Cedar, with the Bank of Nova Scotia, Bank of Montreal and Dominion Bank. The Nickel Range Hotel is on the left. The tall, dark building in the centre is the Grand Theatre, which at the time was a movie house containing the Plaza and the Empire theatres.

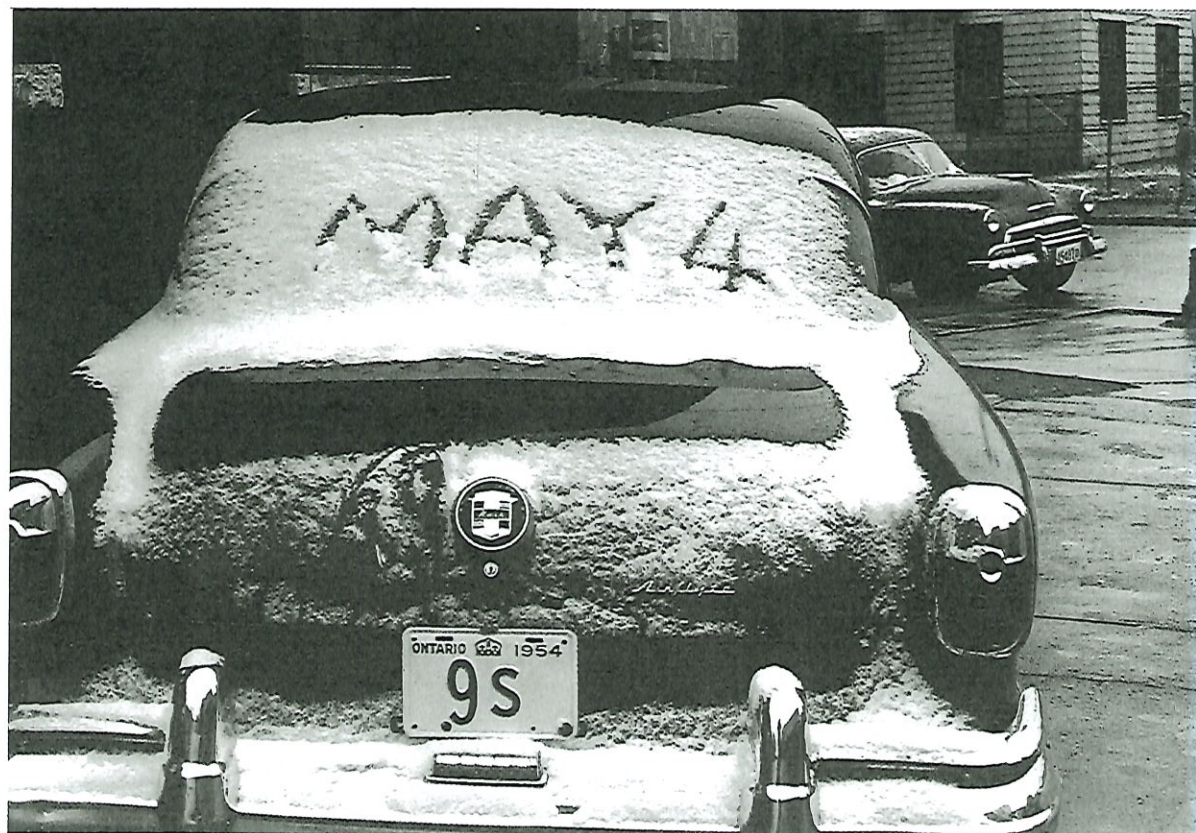
– D. Farmer



Tommy Whiteside operated this service station, at 1 Coniston Road near the east entrance to the city, for many years. Photos from 1955. Coniston Road is now called the Kingsway. – D. Farmer

It has always been a local truism that one should not trust good weather until the end of May. This snowfall occurred on May 4, 1954.

– D. Farmer





Left: The Merla-Mae Ice Cream Stand on the southwest corner of Lasalle Boulevard and Sunnybrae Street c. 1955. It was a popular stop for anyone going to the drive-in theatre, which was a little farther down the street. – D. Farmer

Below left: John Bazaar Jewellery at 83 Durham Street South c. 1955. – D. Farmer

Below: In 1959 Bob Alexander interviewed Mr. Hockey, Gordie Howe, for CKSO radio. The personalities of the day worked on both radio and television.

– Basil Scully Collection







Far left: A fine aerial view, from the north, of downtown Sudbury c. 1958. Elm Street is at the bottom, Durham Street on the right. Both post-office buildings can be seen. The cornerstone for the new (and present) post office on Lisgar Street was laid by C.D. Howe on April 13, 1957. South of it, on Cedar Street, is the Bell Telephone building, on which renovations began in February 1958. Lisgar ends at Larch, on which there were many churches at the time. Starting from Larch Street and running out of the top of the photo is Minto Street. The church at Minto and Larch is the First Baptist Church. The building is Wesley Hall, affiliated to St. Andrew's United Church, which is the next building to the right with the twin square towers. Next is the Church of the Epiphany. The buildings to the right of it are Jackson and Barnard's Funeral Home and then Knox Presbyterian Church.

Left: A second aerial view, this one from the west, of downtown Sudbury c. 1958. Durham Street is at the bottom. This is an excellent view of the old post office. On the left is Elm Street; the entire left side of Elm has since vanished, except for the first building at the bottom left corner.

— D. Farmer photos

*Durham and Cedar
streets c. 1964.*

– Dionne Photography



*Downtown Sudbury
in the spring of 1968,
from the south. Cedar
Street is in the fore-
ground, running to
Vercheres Street. Notre
Dame Avenue runs
from lower left to
upper right.*

– Dionne Photography



IN THE 1960s, local support for the New Democratic Party, formed in 1961, began to grow. Meanwhile, the Liberal Party gained a foothold in the district with the election of Elmer Sopha to the Ontario legislature. "The major problem confronting all basin communities is the unceasing search for an adequate financial basis," Sopha declared. "The present city fathers have demonstrated too great solicitude for Inco and Falconbridge."

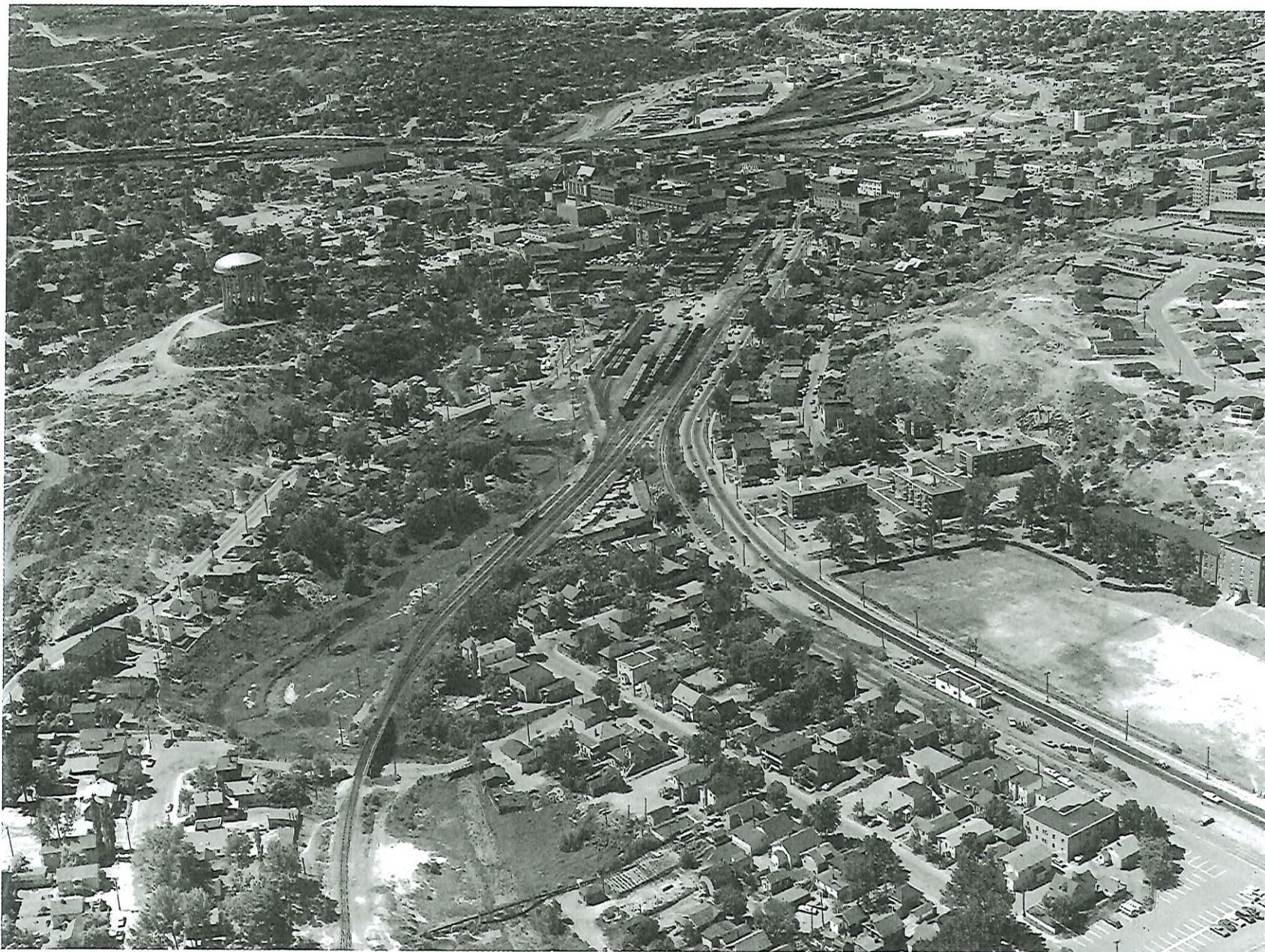
In the matter of fairer taxation, the best solution appeared to be to amalgamate the district's twenty communities and reassess the tax revenues paid by each. Municipal leaders tended to agree that a regional taxation system would be an improvement. At the time, each community was receiving an annual per capita grant from provincial mine-tax revenues; however, not all were happy with the amounts received, in light of the high cost of providing services for the huge mining work force.

The emotional cost of amalgamation would be high, for no community wanted to give up its independence. The

highly charged debate on mine taxation, started by Mayor Beaton in the 1940s, made headlines throughout the 1960s.

Another 33,000 residents were arriving in the district, which made it time to launch more municipal projects in Sudbury. In 1964 and 1965, Junction and Nolin creeks were paved over. This was followed by an ambitious \$15-million urban-renewal project, launched in 1968, that saw the demolition of Borgia Street. Surrounding homes and businesses were forced to relocate, and the CN station was moved to Neelon Township. In that section of the downtown core were built new roads, public housing, a Holiday Inn, a modern indoor shopping mall and multi-level parking for 750 cars.

The building boom continued. Sudbury welcomed the arrival of Laurentian University and Cambrian College of Applied Arts and Technology. Neither was the first post-secondary school in the district. In this, the French community was a step ahead of the English — Sacred Heart College was already fifty years old.



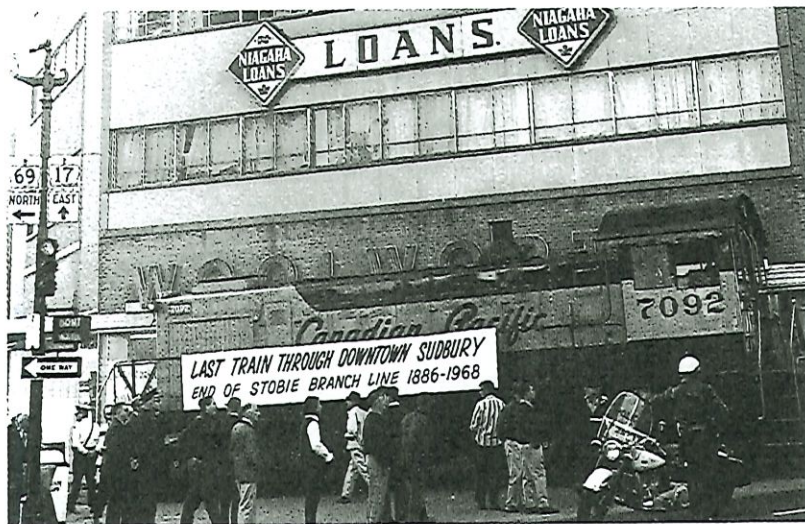
An aerial view, from the southeast, of Sudbury's north side c. 1966. The houses in the foreground are around Murray Street. Notre Dame Avenue comes in from the bottom right and winds its way downtown. The Stobie spur runs beside Notre Dame. The railway tracks coming in from the bottom are the CNR line; they run to the Borgia Street station. The large open area to the right of Notre Dame is Sacred Heart College. The part of the city in the centre of the photo was demolished under urban renewal. – Dionne Photography

Labour disputes continued, affecting the construction trades as well as essential services such as education, postal delivery and garbage collection. But the biggest dispute of all took place between the Mine Mill and the newly arrived United Steelworkers of America. The Steelworkers had gained momentum and, with a boost from the Canadian Labour Congress, was threatening to oust the Mine Mill once and for all. The dispute reached its peak in 1961, when leaders of the Steelworkers and the congress held a rally at Sudbury's arena. It turned into a riot. The building was evacuated and tear gas was used to break up a fighting crowd of 8,000. Ten people were hospitalized.

In 1962 the Steelworkers were certified as the new bargaining agent for International Nickel workers. But the Mine Mill remained the agent at Falconbridge.

With nickel demand strong, the Steelworkers challenged International Nickel with two strikes in 1966. On both occasions, union demands went unsatisfied. However, in 1969, a four-month strike that cost the company millions of dollars ended with the nickel giant caving in to wage increases that met union demands. The Steelworkers had won their first victory, and in doing so made headlines in Canada and the United States.

In 1972 the Regional Municipality of Sudbury was formed out of fifteen municipalities and parts of eighteen townships. Copper Cliff, which had proudly maintained its independence for nearly one hundred years, fought hard to avoid amalgamation. It didn't succeed. On December 31, it lowered its flag before hundreds of solemn citizens as



The last train through Sudbury on August 28, 1968. The CPR tracks, long a distressing problem, were about to be removed from the intersection of Durham and Elm streets. This train — an engine, flatcar and caboose — was assembled especially for the day's ceremony, which marked an end to an eighty-two-year-old link between the CPR and CNR tracks. — Dionne Photography



The ceremony to remove the tracks on August 28, 1968. From left to right, starting with the man with his foot on the track: Jim Jerome, Grace Hartman, Jack Raftis, Baxter Ricard (bending), Joe Fabbro, Elmer Sopha. Ricard was head of the urban-renewal project.

— Dionne Photography

The Copper Cliff smelter and town from the air c. 1966.

The town is very green and the homes are well kept. The dark mound in the lower left is the Butte, where the first mine shaft was sunk.

Serpentine Street is on the left. — Dionne Photography



strains of “Auld Lang Syne” filled the midnight air.

Times were changing rapidly. What had begun as a scattering of small communities dependent on forestry, mining and the national railroad was now a united community of almost 150,000 people. And this all happened in the span of one human lifetime.

And what began as a mix of people from all over the world remained just that. The people of Sudbury are English, French, and “other” in roughly equal portions, and always have been. Few communities have enjoyed and benefitted from the special talents, languages and traditions of so many different cultures.

Corporate and political leaders of the newly formed region now faced an uncertain future. Inflation was rising, markets were becoming globalized, and technology was killing jobs in the mines and forests.

The struggle to diversify the economy while remaining self-sufficient is not new to the people of Sudbury. It is a very old struggle that has been lost and won, time and time again. It has traditionally been fought against American control of the region’s natural resources.

As the region prepares to enter the twenty-first century, it does so without a world nickel monopoly, or a booming forest industry, or a thriving national railroad, or many of the thousands of jobs that once grew from these. The struggle for economic independence is an old demon with a new face. The words of R.B. Kernighan are as precocious today as they were one hundred years ago:

*“A southerner never shall place his heel
On the Men of the Northern Zone.”*



Left: Joseph Fabbro in 1969. After serving as alderman for four years, he became mayor in 1956 after Leo Landreville resigned, and was re-elected in 1958. He was one of Sudbury's most recognizable politicians. – SPL

Right: James Jerome became the MP for Sudbury in 1968. A Liberal, he was re-elected three times. In 1974 he was appointed Speaker of the House of Commons; he held that position, under prime ministers Trudeau and Clark, until 1980. He was instrumental in ensuring that Sudbury received the most help possible for its urban-renewal projects. He also saw that the Data Taxation Centre was established in Sudbury. He later became a judge of the federal court. – Basil Scully Collection



A unique ribbon-cutting ceremony was held in 1969 to launch the construction phase of Sudbury's urban-renewal scheme. The participants signed their names in cement piles and then drove them into the ground with a piledriver. All levels of government were involved. The ceremony was broadcast live in the local media. On the stage are, from left to right, Joseph Fabbro (at the microphone), Elie Martel (MPP), D'Arcy McKeough (provincial minister), James Jerome (federal minister), Baxter Ricard (president of the Urban-Renewal Committee).

– Bob Keir

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