

List of Articles in 'Back to the Bay': Souvenir of Old Home Week, North Bay, August 2nd to August 8th, 1925, with a brief summary.

A Tragedy of the Lake (p. 51) tells the story of the sinking of the John B. Fraser in 1892 with the loss of all the crew but seven.

Characters (p. 59) refers to R.I.P. and Greeny, two local characters and tells a few tall tales.

Civic Records (p. 69), looks at the first council in 1890 and the first by-laws.

Educational Institutions (p. 71-79). This article looks at the tremendous progress made by North Bay in the 40 years since its founding and its one log school. The building of new schools, the organization of a separate school, the new high school, and the building of the Normal School are all part of the story. The current staff at the public and separate schools are given and a detailed history of the Collegiate, St. Joseph 's Academy, and the Normal School are included. That North Bay has modern and excellent school facilities is evident from the article.

First Things in North Bay (p. 23), identifies the firsts of North Bay the first school, the first teacher, the first policeman, the first white child, the first Member of Parliament, the first Board of Trade, etc.

Flecks of Foam (p. 47) is a short article which refers to the wonderful beaches around North Bay and lists must see locations as well as tells a few stories.

Historical Log of the Lake (p. 31) identifies 21 steamers which plied Lake Nipissing along with their owners and when they were built.

John Ferguson (p. 57). This short portrays John Ferguson, the founder of North Bay as a lad who came with the railroad while trying to escape his uncle's notice (Duncan McIntyre) but who then managed to buy a homestead at the exact location where the CPR would want its divisional point and was therefore called to Montreal to make an agreement with the railway magnates there for the sale of part of his lot. He went on to become a chief magistrate and mayor of the town and its first citizen. The extent to which Uncle Duncan favoured his nephew in this situation seems to be somewhat understated.

Mayors of North Bay (p. 69) lists the first mayors, with their occupation, from 1891 to 1925.

Nipissing District and the First White Men (p. 27) briefly identifies the first white men known to have traveled to Lake Nipissing : Etienne Brulé in 1610, Father

LeCaron and Champlain in 1615, Jean Nicolet, 'the original old boy' in 1620 and Fathers Claude Pijart, Charles Raymbault , and Rene Menard in the 1640s.

North Bay and the Great War (p. 51) gives a brief history of the two battalions which recruited from the area for WWI, the 159th with men largely from North Bay and the 228th with men from the surrounding area. The first was broken up the latter became railway troops during the war. It refers also the generosity of North Bay citizens as they filled troop cars coming from the west with food and refreshments.

North Bay Branch of the Red Cross (p. 53-55). Organized in 1916 to support the war effort, the North Bay branch of the Red Cross was tremendously active in the war years and raised over \$14,000 in its first three years. This money was used to buy materials which were then turned into items for the war effort by a large number of volunteers. It was inactive from 1918 to 1921 when it began supporting peace work such as relief for the town of Haileybury after their great fire. They also support a nurse who visits the needy in town.

North Bay Churches (p. 97-101). This article gives a brief history of St. John's Anglican, the Presbyterian Church, Trinity United, St. Andrew 's United, The Salvation Army, the North Bay Baptist Church , and the Roman Catholic churches.

North Bay Golf and Country Club, (p. 47) points out that the club which opened in 1922 and has over 150 members is seen as one of the most important developments of recent years by many.

North Bay Musically (p. 45) argues that North Bay has become a musical centre with good choirs in all its churches and with other musical organizations the chief of which is the Premier Band which won first place at the Toronto Exhibition. It also has a Veterans Band, a Boy Scouts' Bugle Band, excellent dance orchestras, a Collegiate Orchestra and the North Bay Community Orchestra.

North Bay's History Since Its Incorporation, (p. 65-67) gives a brief history of the town since 1890. Population figures and assessment values are used to show the progress of the town to 1925. The debt from 1907 to 1925 increased from \$246,151 to \$1,626,843 but a long list of civic improvements in the way of streets, sidewalks, sanitary and storm sewers, water works, bridges, schools and a lighting system explain this increase. The health of the town is notable, a reflection of the care with which the water supply is guarded and the efforts made for sanitary improvements. North Bay is also the judicial capital for the District, the centre for provincial bodies, an educational centre with the Normal School, a religious centre and a railway centre.

North Bay 's Service Clubs (p. 49) looks at the work of two recent clubs, the Lions and the Rotary. The Lions, although formed only in 1925 had already contributed a park west of town for the city and the Rotarians were involved with work with

boys, juvenile delinquents, underprivileged children, and had assisted with various health concerns.

North Bay A Lake Port (p. 29) argues that the French River should be improved to link Lake Nipissing with the Great Lakes thus making North Bay a port. [This plan, known as the Georgian Bay Ship Canal was given serious consideration in the period before World War I. Although it had been dropped in other quarters, there were obviously still some in North Bay who would have liked to see it revived.]

North Bay An Industrial Centre (p. 45) suggests that North Bay is located in the centre of the province and is well located with regards to transportation but that if power development could also take place on the French River that this would assure its future as an industrial centre as well.

North Bay The Gateway City (p. 9-19) celebrates the white European pioneers who came with the railroad to build North Bay . It does not ignore the long period prior to this when the district was native land but romanticizes it and links Champlain 's encampment on the shores of Lake Nipissing in 1615 with North Bay . Almost upon this historic ground the city of North Bay stands today (p. 11). The defining moment of course is the arrival of the CPR in 1882. The first to arrive are listed under the heading Its Christening. The early days are looked at in detail and its future prospects are described in glowing terms. The key to the future is North Bay 's pivotal location as a gateway to the golden north.

North Bay The Health-Seeker's Hope; the Tourists' Paradise (p. 19) lauds the natural beauty of the area and the health benefits of a vacation in such a natural environment. Again links are made to Champlain and the native history of the area.

Notes on Early North Bay, includes three short memories of North Bay in the early 1880s when North Bay was a small settlement surrounded by forest and Main Street was still filled with rocks, stumps and puddles and Silas Huntington preached in a passenger coach. [Note: This story has recently been enshrined in public memory as one scene in a historical stained glass window at Trinity United Church formerly the Methodist Church of North Bay.

Our Indian Neighbours (p. 21) gives a romanticized history of the transition from native lands to the Robinson Treaty of 1850 and the creation of reserves for the Ojibway of the region. It refers to Frank Commanda and his followers and to Mrs. Dokis as the niece of Lord Strathcona. (p. 21)

Pioneer Personalities (p.61) refers to a few of the pioneers: Alex Doyle , John G. Cormack , William McKenzie, William Doran, D.J. McKeown, and Dr. J.B. Carruthers.

Temiskaming and Northern Ontario Railway (p. 81-83). This government railway was planned to reach the agricultural clay belts of Northern Ontario but with the discovery of silver, gold and other minerals along its route, it took on a different role. Linking to the transcontinental railway at Cochrane and eventually reaching James Bay , the railway has opened up new sources of wealth for Canada . The article does not link the growth of the T&NO to the progress of North Bay , but clearly its growth benefited North Bay which was its terminal point.

That reminds me of-- (p. 107) is a page of very brief stories.

The Canadian National Railway and North Bay (p. 35-43) looks in detail at the progressive march northward of first the Ontario, Simcoe and Huron Railway, later the Grand Trunk. The extension to Nipissing Junction was completed in 1886. First hand accounts of the difficulties faced in its construction are included. It entered North Bay by way of an agreement with the CPR to operate on its tracks. The Grand Trunk was later amalgamated into the Canadian National system after the war but the author suggests that this did not diminish North Bay 's significance as a railway centre. Looking forward optimistically the author writes: A great future awaits North Bay and the Northland.

The Canadian Pacific Railway and North Bay (p. 33) proclaims that the CPR and North Bay are one. Without the arrival of the CPR in 1882 the region would remain forest. It admits that an alternative route was considered and suggests that its situation relative to Lake Nipissing justified its choice as a divisional point. It avoids the usual references to John Ferguson in this respect.

The Old Timer We All Know, (p. 57) is about Dr. A. McMurchy , the first doctor in North Bay who came with the CPR and traveled constantly in all directions to do his work.