

# Whole District Suffers By Rainfall of Four Inches

### Highways and Railway Suffer Damage When Storm Hits District Roadways, Culverts and Embankments Are Washed Out and Traffic Delayed for Several Days

With a rainfall of over four inches in less than 48 hours last week, the damage to roads, bridges and embankments on both the highways and railroads was the greatest that has been experienced from a similar cause in the history of the North Country. The worst of the storm apparently centred around this immediate district, as both north and south the trouble was not so great in Temiskaming. Further west, in the Sudbury area, similar conditions existed, however, but there the washouts were responsible for a considerable loss of life, while here only two deaths are reported as a result of the flooding.

The greatest damage in this immediate neighborhood was to the main line of the T. & N. O. Railway, when the fill at Dickson's Creek, between here and New Liskeard, was completely washed out when the stream, swollen away beyond its normal proportions, went on a rampage. A gap of some 200 feet in width and 60 feet in depth was left in the railway. Fortunately, the washout occurred early in the morning when there were no trains at the point and there was nothing more serious than the damage to the road. The whole fill in the big ravine moved right out, taking with it the concrete culvert at the bottom and crushing down trees in its progress towards the lake. Apparently no one witnessed the biggest part of the flood, but those who were first on the scene had a view of the chasm that was left in the railway with the rails and ties still in their places stretching across from one bank to the other. Some pictures were secured before the rails were cut by workmen, who were rushed to the scene and these views tell the story better than it can be done in words.

When the rush of water down the ravine reached the Ferguson Highway a large portion of that thoroughfare was also washed out and into the lake. The cement bridge which spans the creek at that point remained intact, but the road on either side disappeared and left a gap that required a temporary bridge before motor traffic could be resumed. This took the greater part of Friday.

A smaller bridge at Moore's Cove was also washed out and an embankment on the T. & N. O. above the Cove went down into the woods and required considerable filling before it was possible to get work trains up to the

main break. The Nipissing Central tracks did not suffer so severely, with the exception of the break at Dickson's Creek, although there was a bad spot at Stop 19 which could not be crossed during the early part of Friday. Two cars were in between there and Moore's Cove and a service was kept up by transferring at 19, between Cobalt and the pulp mill.

On the Ferguson Highway to the south there were some places that had to be closed. At Goward the road was flooded to a depth of about four feet and between Cobalt and Latchford there were floods. At the week-end, however, it was possible to get through, although the going was still far from good. To the north of New Liskeard there was only minor damage to the highway. On Sunday morning at least one motorist drove down from Elk Lake and reported the roads not so bad. Slight rains this week have prevented the roads from drying up to any great extent, but the floods are receding. Some washouts occurred on the

## NO SERIOUS INJURY IS SUFFERED BY MAN WHO FELL FORTY FEET

Frank Gauvreau, a workman employed on the construction of the trestle over Dickson's Creek to bridge the gap in the T. & N. O. Railway, had a narrow escape from serious injury when he lost his footing on the framework of the trestle on Monday evening

and fell some forty feet to the bed of the stream. As his frightened comrades on the job rushed to his aid he clambered out of the creek and started up the slope. Gauvreau fell into the water which it is believed was sufficient to break his fall, although the stream has receded to somewhere near its normal proportions. He was taken to the hospital and examined by Dr. W. C. Arnold, who found that there were no bones broken as a result of the fall.

South Lorrain branch of the T. & N. O. and resulted in the cessation of traffic. This was responsible for the slowing up of operations at the Upper Notch, as it was impossible to get freight in, but the tracks are being repaired and traffic will be resumed in the near future.

## I. O. D. E. Street Fair to Be Held Wednesday Next

The annual street fair of the I. O. D. E. will be held on Wednesday next, July 9th, when a somewhat similar entertainment to that held last year will be pro-

vided. During the afternoon and evening a portion of Ferguson Avenue will be closed to traffic and there will be booths, amusements of various kinds and street dancing.

The good works of the I. O. D. E. are well known and it goes with-

out saying that the citizens of Haileybury and the district will respond to the call and will turn out to make the event a success. If the weather is such that outside entertainment is impossible, arrangements have been made to hold the fair in the Arena.

T. & N. O. RY.—and—CANADIAN PACIFIC RY.

## Fourth Souvenir Pilgrimage

### STE ANNE DE BEAUPRE

and ANNUAL COLONIZATION EXCURSION to

## Ottawa, Montreal, Quebec Monday, July 7' 1930

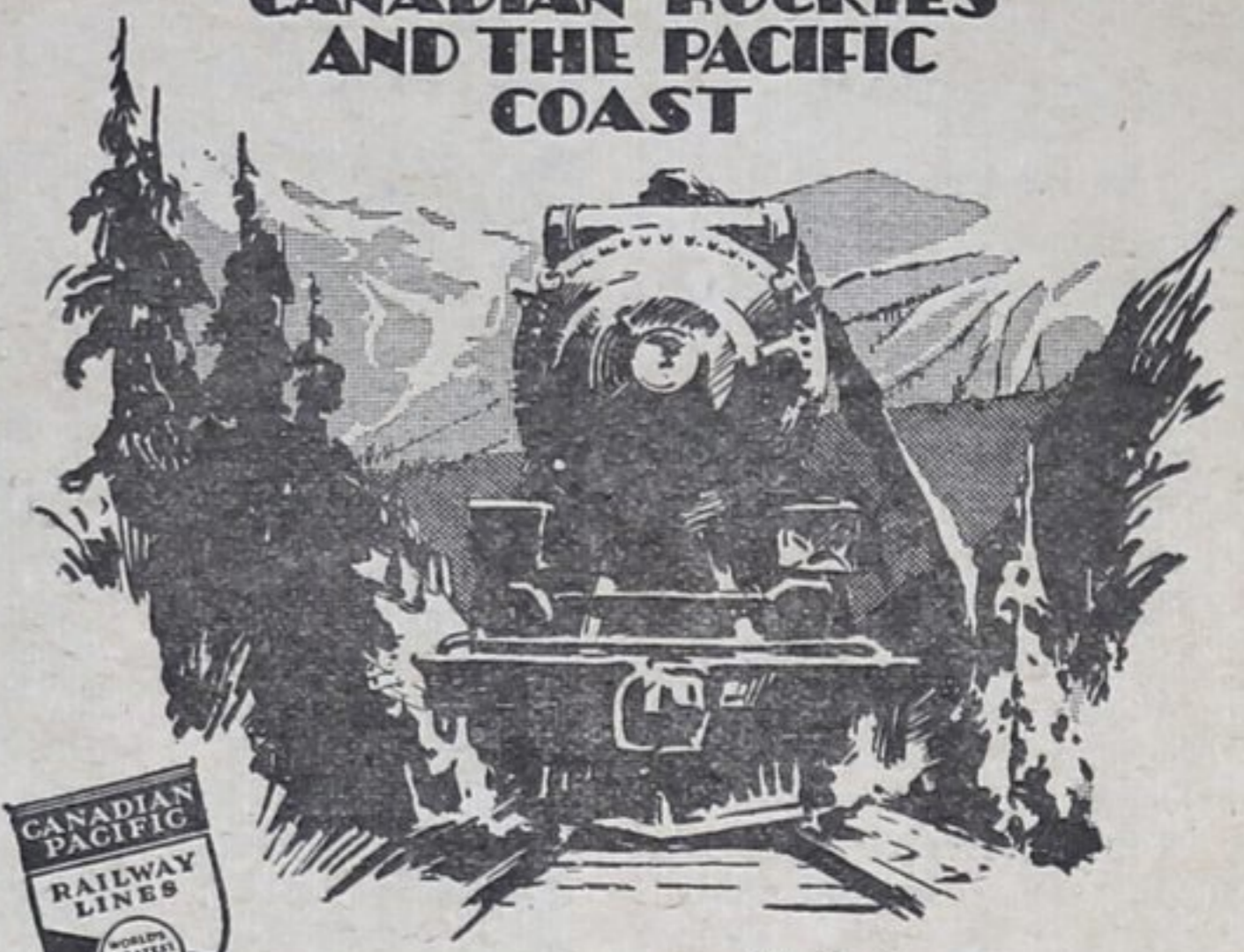
Under the distinguished patronage of Rt. Rev. D.J. Scollard

FARE FROM HAILEYBURY \$23.40

Proportionate fares from other points. Return limit, July 21. Stop-overs. Tickets good on all regular trains to North Bay, connecting with Special Train via Canadian Pacific Ry. leaving 10.30 p.m. Coaches, Tourist and Standard Sleepers. Consult local Agents for further details, or C. H. White, District Passenger Agent, Canadian Pacific Railway, North Bay.

# SUMMER TOURIST FARES WEST

## TO THE CANADIAN ROCKIES AND THE PACIFIC COAST



In effect May 15th, from Haileybury To Vancouver, Victoria, Seattle, Portland and return, \$109.55. Banff and return, reached only via Canadian Pacific, \$87.80

In effect June 1st Lake Louise and return, reached only via Canadian Pacific \$89.30 Return Limit October 31st. Stop-over allowed.

Vancouver Island West coast cruises From Vancouver and Victoria, six and a half days, meals and berth included. Fare \$39.00 Ask about all excursions conducted by the West

Let us arrange your itinerary. Illustrated literature will be gladly furnished by C. H. WHITE District Passenger Agent 87 Main St. West, NORTH BAY, ONT.

### CANADIAN PACIFIC



## EAGLE BRAND

CONDENSED MILK

is the ideal food for the bottle-fed baby because it is clean, uniform in composition, nutritious, most easily digested of all artificial foods and always ready for instant use when diluted with plain boiled water. It is used more often than all other artificial foods combined.

THE BORDEN CO., LIMITED  
140 St. Paul W., Montreal  
Send Free Baby Book to:  
NAME.....  
ADDRESS.....  
..... 203

## Temiskaming & Northern Ontario Railway TRAIN SERVICE

The CONTINENTAL LIMITED. Trains Nos. 1 and 2, between Montreal and Vancouver, daily, operating through Sleeper between Cochrane and Toronto. These trains use Canadian National Railways station at North Bay.

TRAINS Nos. 46 and 47—Through service daily, between Toronto and Timmins, also to Rouyn and Noranda, Que., operating Parlor Cafe Car Service between North Bay and Timmins. Through Sleepers operated between Toronto and Timmins, also between Toronto, Rouyn and Noranda, Que. These Trains use Canadian National Railways station at North Bay.

TRAINS Nos. 17 and 18—Daily except Sunday service between North Bay and Cochrane, operating through Steep between Timmins and Montreal. These trains use Canadian Pacific Railway station at North Bay.

LOCAL SERVICE between Cobalt, Fountain Falls and Silver Centre, Monday, Wednesday and Saturday.

Connections at Earleton Jct. for ELK LAKE daily except Sunday.

Connections at Englehart for CHARLTON daily except Sunday.

Connections at Swastika daily with Nipissing Central Railway for KIRKLAND LAKE, LARDER LAKE, CHEMINIS, ROUYN, and NORANDA, Quebec, and Intermediate Points.

Connections at Porquis Jct. for IROQUOIS FALLS, daily.

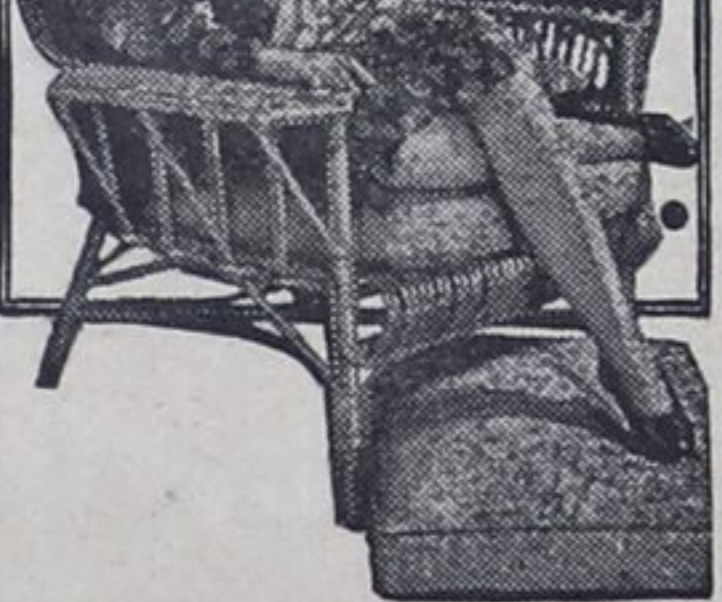
Improved service on the Porcupine Branch, making close connections at Porquis Jct. with Trains Nos. 1, 2, 17 and 18 for points east, west, north and south. This service will be in addition to Trains Nos. 46 and 47 and will provide three trains each way on Sundays. The establishment of this service will enable those desiring, to conveniently make round trip from Timmins to Cochrane on Sundays.

TRI-WEEKLY SERVICE between Cochrane, Island Falls Jct., and Coral Rapids, leaving Cochrane 8.30 a.m., Monday, Wednesday and Friday, arriving Coral Rapids 2.55 p.m. same day, returning leaving Coral Rapids 8.30 a.m. Tuesday, Thursday and Saturday, arriving Cochrane 2.30 p.m. same day.

See current Time Table or apply to any T. & N. O. Rly. Agent for full particulars. A. J. PARR, Gen. Frt. and Pass. Agt., North Bay, Ont.

## PAIN Peculiar to Women

Periodic Suffering Headaches Neuralgia Neuritis Here's sure Relief!



THE next time a headache makes you stay at home—or the time of month has brought on pains which threaten to prevent your keeping an engagement—remember Bayer Aspirin tablets. Give them a trial, and you will be grateful for their comfort. There are so many aches and pains they will relieve promptly. There is never the slightest harm in their use. Genuine Bayer Aspirin can't hurt you! Doctors will tell you it does not harm the heart. The experience of millions of people speaks for these tablets. So don't suffer any needless pain. Bayer Aspirin will check your cold, relieve a headache or neuralgic pains.

## BAYER ASPIRIN



# WE DON'T HAVE THOSE OLD 8 mile speed limits NOW

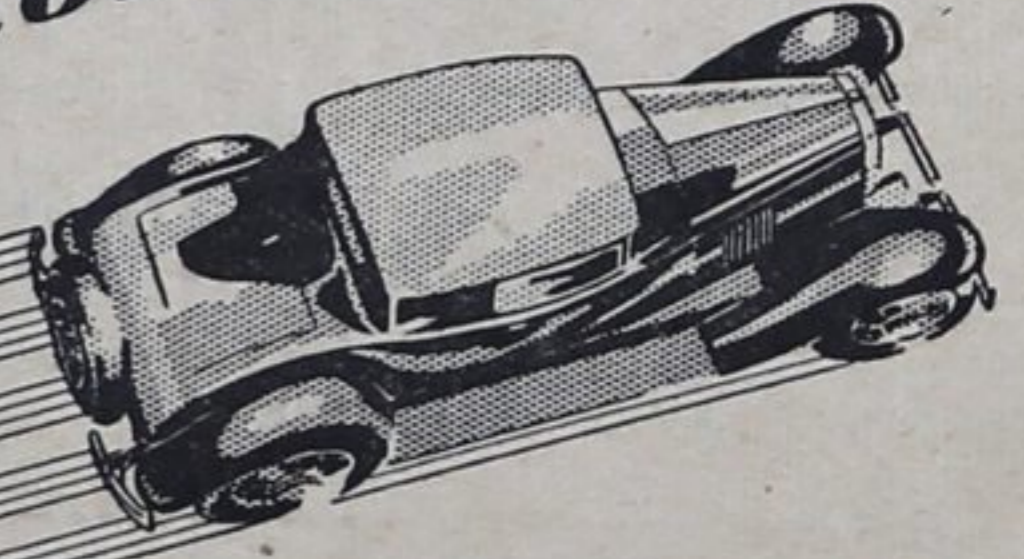
Many states prohibited driving in excess of 8 or 10 miles per hour in "built-up" communities. Twenty miles per hour was once considered highly dangerous. Improvements in the automobile and advances in traffic control have changed all that. Likewise the constant improvements wrought by Shell in motor lubrication have made higher speeds safe for the automobile engine. That's the important thing about Shell Motor Oil. It is always ahead of requirements... ready now for next year's car. Low-temperature refining preserves all of the rich lubricating elements of Nature's best-balanced crude. No emergency ever finds Shell Motor Oil lacking in protective qualities. No wonder so many motorists are turning to Shell.

THE SIGN OF THE SHELL IS ON THE AIR... Every Monday Night, 8:30 Central Time.



Be up-to-date, Shellubricate

# WHY BE SATISFIED WITH LESS THAN 1930 lubrication?



P. M. FLEMING, Haileybury, Ont.