

Temiskaming Abitibi Heritage Association

A HISTORIC WALK THROUGH "SAWDUST CITY" (LATCHFORD)



Main Street south 1905, looking west, from the Empire Lumber Co. property

George L. Lefebvre

This advertisement will guide you to the most up-to-date
store in town.

D. MCGREGOR

Wholesale and Retail Dealer in
Bread Groceries Provisions
Prospectors' Supplies Egg Powder

Goods delivered on Boats and Train FREE.
Canoes and Outfits Stored.

At Boat Landing, Second Street.

LATCHFORD

Ads included in Gall's Guide & Directory of the
Silver North 1909, by Wm. Gall

The Leading Grocery and Dry Goods Store of Latchford.
The right Place for Prospectors and Tourists to buy

Provisions and Supplies

Done up in cotton bags without any extra charge
Cooked Meats for Lunch, Ham, Bacon, Pork and a full line
of Fresh Groceries always in stock.

JAMES DOIG

Bet. Post Office & Bank of Commerce, Latchford

"LET'S WALK THROUGH SAWDUST CITY"

Introduction

The Town of Latchford, while envisioned as an ideal location for a townsite during preliminary surveys for the Temiskaming and Northern Ontario Railway (T&NO), had its earliest recognition for human activity by aboriginal Canadians. These travellers of the Montreal River called this prominence of land, surrounded by Bay Lake on the west and the Montreal River on the south and east, "Que Che Cheng" which was Ojibwa for "the outlet" or where the river left the lake.

The location had the hydro generating potential of the rapids, as well as the access that the mighty Montreal provided for the harvesting of the vast timber stands that lined the river and its many tributaries. This caused the T&NO to survey out the townsite which they originally named, "Montreal River Station". The formal name of Latchford was adopted in 1905 to honour the Honourable Francis Robert Latchford, Minister of Public Works for Ontario who turned the first sod to commence the construction of the railway in North Bay in 1902.

The standard lot size for the newly surveyed townsite was one chain by two chains which converts to 66 feet by 132 feet. The first lot sales recorded by the T&NO Railway were lots number 169 & 173 on Main Street to Robert Morrison on July 19, 1905, for the sum of \$100 each. The Honourable Francis Robert Latchford is recorded as having purchased lot 86 in his namesake town on January 6, 1906, for \$80. By the end of 1906, over 200 lots had been sold in this growing little frontier town, by the railway that had founded it.

A petition, signed by the required number of male residents, resulted in Latchford being incorporated as a Town on July 15th, 1907.

This status has dignified the community since that date and has never had to be relinquished despite numerous economic down-turns and a diminishing population.

THE EARLY TRAIL:

Travel through the present Town of Latchford in its earliest form was via a portage around the then uncontrolled rapids on the Montreal River. While its exact location probably changed with the seasonal flow rates of the river, a good approximation of the Bay Lake landing would be at the west end of Mortson Avenue, from the Bay at which the steamers originally docked in the early years of this century.

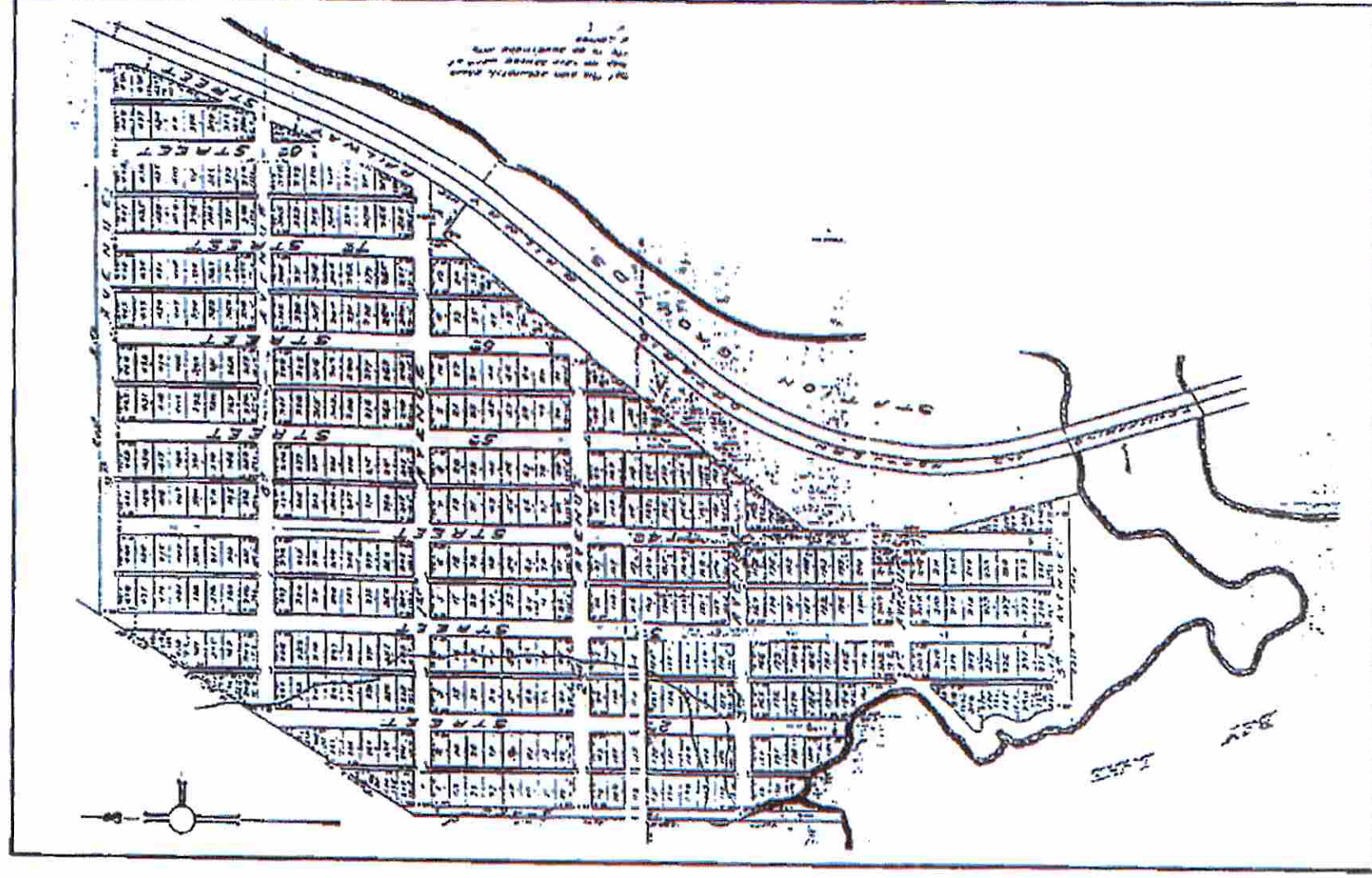
The overland route would have brought them to a point immediately down-stream of the site of the original Empire Lumber Company sawmill. That site was also occupied by the first two of the three sawmills that the A. J. Murphy Lumber Company owned and operated in Latchford.

Travel over the portage would have been well canopied by the tall Pine and Spruce trees covering the future townsite of Latchford during this period.

THE STREETS & AVENUES; THEIR NUMBERS & NAMES:

When the future Town of Latchford was originally surveyed, its boundaries extended from Gillies Limit (not yet a township but rather a timber limit) in the south, to Coleman Township in the north, with both contributing relatively equally in land mass to this settlement in "New Ontario".

The Streets were numerically identified from west to east with the numbers one through eight. Avenues were numbered in a southerly direction with the present day Sullivan Avenue being First Avenue and the most southerly one being Seventh Avenue on the very lower edge of the Town



Latchford Map 1906, showing northern portion

boundaries, running east from the shoreline of Grant's Bay. The Avenue numerical sequence was again picked up running north from Sullivan, with the two north of it being numbered Eighth and Ninth.

The area south of the Montreal River was removed from the official plan of sub-division about 1913, its title being returned to the Temiskaming & Northern Ontario Railway.

In the early 1970s, Council of the day deemed it appropriate to rename the streets and avenues of Latchford to honour historical family and business names. Council appointed a committee of local citizens who perused the names considered worthy, selected from primarily pre-1910 residents and businesses of Latchford, then had them approved by Council. Those are the street and avenue names that are in use today. Following is a list of the names and a brief explanation for each.

FIRST/PROULX STREET

A relatively short street of just over a block in length on the most westerly edge of the original townsite, it is named for Napoleon (Paul) Proulx and his wife Dina, who arrived about 1908. They became the owners of the only tract of land ever deemed to be a farm plot in stone infested Latchford.

SECOND/MITCHELL STREET

Another one-blocker plus a bit, named in honour of William and Rohemia Mitchell. William, an early Latchford baker, succumbed to typhoid before 1910 but his descendants still reside in Latchford appropriately, on Mitchell Street.

THIRD/KING STREET

Archie King proved to be a man of multiple talents, successful in businesses ranging from

livery stable, launch charters, boardinghouse, pool room to barber shop. He and his wife Amelia arrived in Latchford with the very early settlers and raised their family here.

FOURTH/MAIN STREET

While many will argue with the very generic name of our main thoroughfare, which also doubles as No. 11 highway, it makes it easy to find until something considered more appropriate comes along.

FIFTH/EMPIRE STREET

If ever a town was indebted to a company for establishing it, then Latchford is indeed indebted to the Empire Lumber Company. While it only lasted a few years, it left a legacy of substantial buildings throughout the community which are still in use today. Also, from its workforce, Latchford was provided with its first Mayor, J. J. McNeil.

SIXTH/HILLVIEW STREET

The committee must have started to feel a little guilty for over-dosing on local history when it got to this street. Just being developed at the time, they named it in recognition of its location on the crest of the hill on which Latchford is built.

SEVENTH, EIGHTH AND RAILWAY

While Seventh and Eighth remain undeveloped, Railway, the only street given a proper name on the original plan of subdivision, has a long history. Meandering along parallel to the railway tracks giving it its name, it originally provided service as the road to Cobalt.

Over the years it has afforded access to a couple of small gravel pits, a long unused municipal dump, firewood for local residents,

some great blueberry picking and a discreet drop-off point for bootleggers or blind pigs.

It rejoins Number 11 highway at a point approximately one kilometre north of Marcotte Avenue and can be still walked its length from its beginning at the eastern end of Sullivan Avenue.

FIRST/SULLIVAN AVENUE

During Latchford's first few decades of settlement, this was the most northerly avenue of development and the only one on the west side of Main Street. It is named to honour Thomas and Lena Sullivan, early Latchford residents who raised their family one lot south of the corner with Main on the east side.

SECOND/MOWAT AVENUE

If any family has the honour of being called Latchford's first family, then it would be the Mowats. James Mowat was the Factor of the Hudson's Bay Post at the north end of Bay Lake from the late 1880's until 1897. His son Duncan and wife Jean raised their family on the northwest corner of Mowat Avenue and Empire Street.

THIRD/BRADLEY AVENUE

Ira. B. Bradley was a distinguished early member of the Latchford business community, serving on the first Council and was the Town's only Magistrate during its boom years. He served many years as Post Master of Latchford in the building which also housed his General Store, where he and his wife Helen raised their family.

FOURTH/MORTSON AVENUE

Another prominent early Latchford family in business and community, restaurateur Angus Mortson actually had to resign from Coleman

Township Council upon the incorporation of the Town of Latchford. His brother Wellington and wife Elizabeth raised their family in the home that stands on the northeast corner of Mortson Avenue and King Street.

FIFTH/MCLEOD AVENUE

Dan and Emma McLeod arrived in Latchford to work for the Upper Ontario Steamboat Company, then decided to open their own "King George Cafe" at Pork Rapids. Upon the cessation of the steamboat runs, they moved to Latchford where the family owned and ran a boardinghouse until the early 1940s.

EIGHTH/COSENS AVENUE

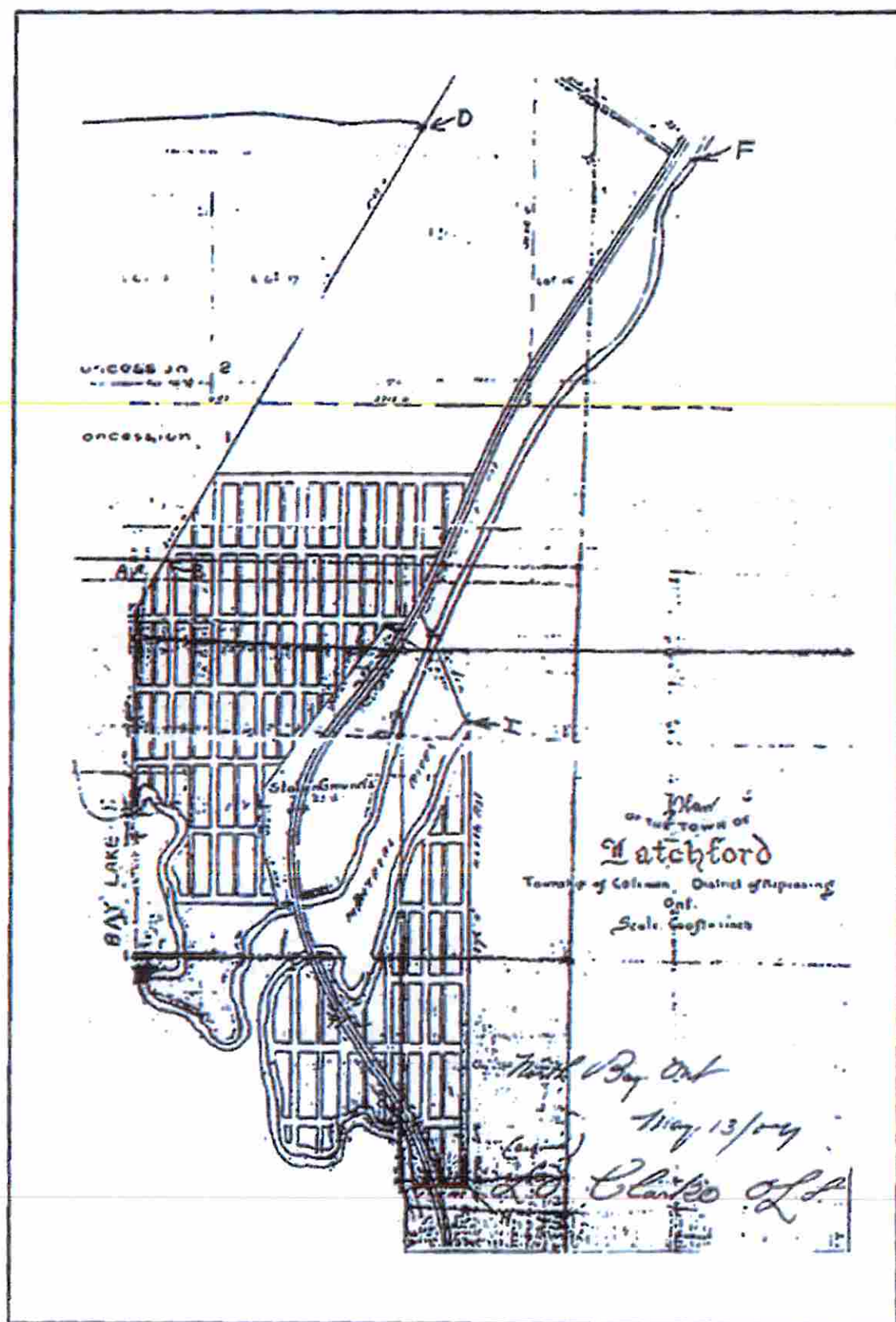
While a late comer to Latchford, his heroism during the Second World War warranted this Avenue being named after him. Sergeant Aubrey Cosens, V.C., was posthumously awarded the Victoria Cross for valiantry that cost him his life while fighting with the Queen's Own Rifles in Mooshof, Germany on February 26, 1945.

NINTH/MARCOTTE AVENUE

A widowed mother, who struggled to successfully raise her young family, left an indelible impression on those who knew her. It was in consideration of this, and the many other French Canadian families who contributed greatly to making early Latchford a success, that this Avenue was named.

TAKING A HISTORICAL STROLL!

When walking back into early Latchford, or driving if it is more suitable, it is appropriate to divide the walk into two segments. The first and shortest, will begin on the west side of the railroad tracks at the end of Bradley Avenue.

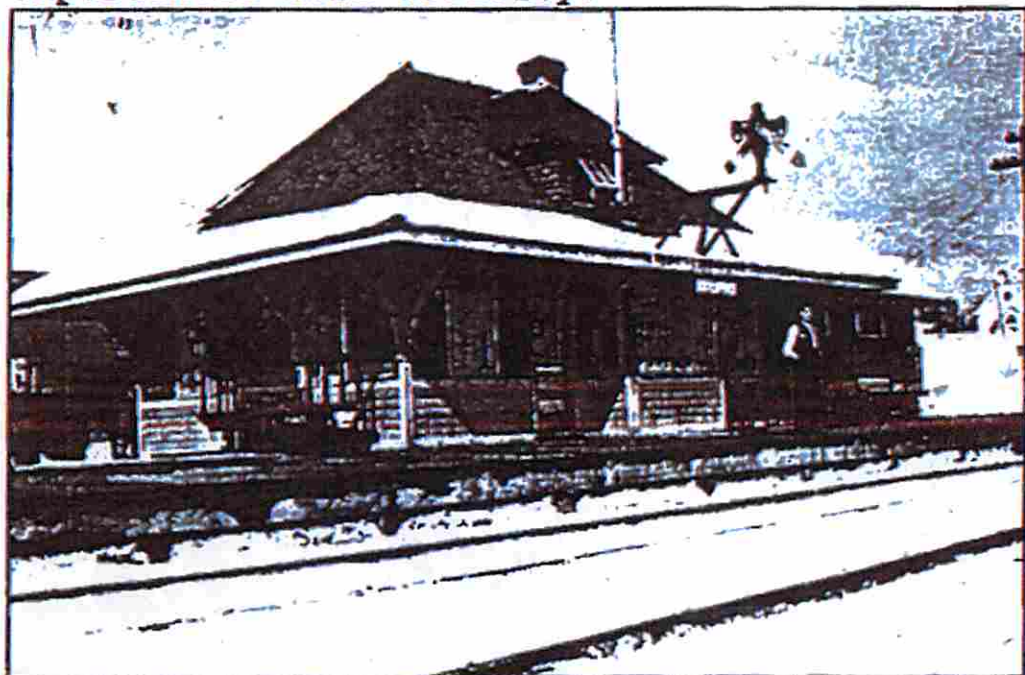


The second segment originates at the intersection of Empire Street and Sullivan Avenue.

It is important to remember when following this tour, that all Streets in Latchford run in a North-South direction, all Avenues run in an East-West, with the exception of Railway Avenue which just meanders as does anything named a Road.

WALK ONE, "THE PROSPECTOR'S STROLL"

Appropriately, you are standing on the location of the T&NO railway's station and freight sheds. During its heyday, from 1906 until 1912, only the Cobalt station experienced more activity.



T & NO Railway Station

Operating 24 hours a day during the rush up-river to "Elk City", it boasted 27 employees at its peak. The only remnant of this once hectic period in the life of Latchford can be viewed by looking north. There, nestled among tall willows, is the former station agent's



T & N O Railway Station
Agent's Home

residence.

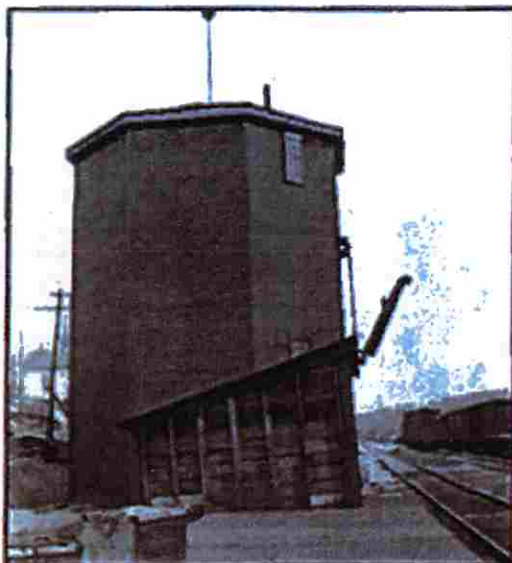
Constructed in 1905, it remains a testament to the substantial construction methods utilized by the early Temiskaming and Northern Ontario Railway in providing accommodation for its employees. As well, it is the last of many railway company buildings which once occupied this area of Latchford.

Just to the north of this home, where the terrain suddenly rises above the grade of the railway tracks, stood the water tower that provided replenishment for the empty tenders of the steam locomotives. Beyond it, on the gentle upper slope of the hill, was the section foreman's residence, first occupied by the family of Warner Switzer.

From this point, the former station location, if one looks slightly south east to the shores of the Montreal River, you can view the remains of Latchford's first major sawmill, the Empire Lumber Company. The crumbling foundations yield little indication of the substantial activities originating on this site



T & N O Rlwy. Section
Foreman's Home



T & N O Rlwy. Water Tower

in 1905, which continued with successive mills built by the A. J. Murphy Lumber Company beginning in 1917 and operated until 1957 when its last steam mill was destroyed by fire.

The countless millions of board feet of predominantly white and red pine lumber that were cut at these mills, lined the banks of the Montreal River for drying. They were then loaded into railway box cars for shipment to far-flung customers.



The Empire Lumber Company, 1905

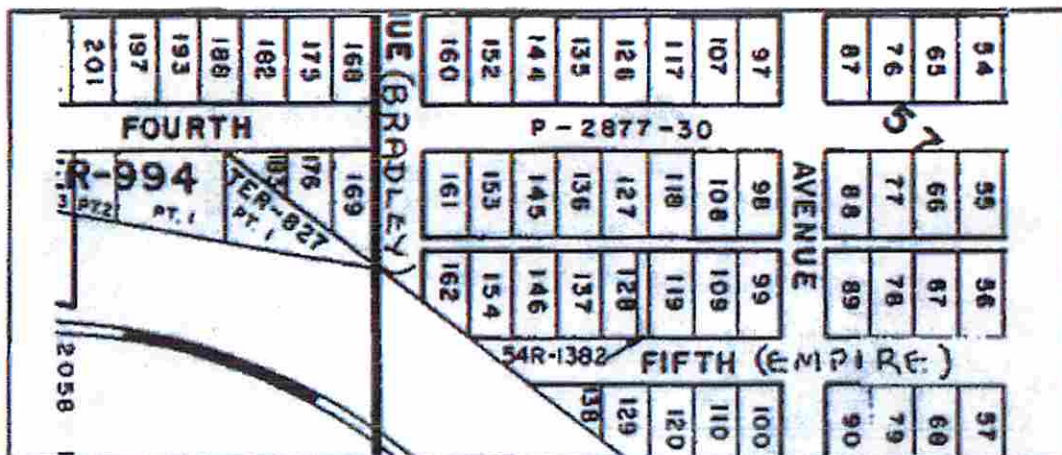
Behind the station and freight sheds, in the area presently occupied by the cul-de-sac, was one of Latchford's first athletic fields, where residents played games such as fastball



A. J. Murphy Lumber Company's first sawmill, 1920s

until the 1930s. It was on this site that many circuses visiting early Latchford would pitch their tents to entertain the bustling community.

INTERSECTION - BRADLEY AVENUE AND EMPIRE STREET:



We have now reached the intersection of Bradley Avenue and Empire Street. If one looks north up Empire, on the left hand side at the crest of the hill, one sees the only remaining example of the Empire Lumber Company management homes. An early resident was the family of A. G.

Smith. His role with the Empire Lumber Company is unclear but he did serve as General Manager of the Montreal River Navigation Company for four years.

The family of Frederick Thorne lived there for a few years but it is best known as the "Conroy Home". Prominent Latchfordites, Ed and Nellie Conroy came to Latchford in the waning years of the First World War (1917) and raised their family in this home. It is still occupied by one of their descendants. Two lots north of it was the second large management home which survived into the early 1970s before being dismantled.

Heading west, the first building one comes upon on the north side of the avenue is the former Empire Lumber Company office on lot 162. Over the years, it has provided service as the Latchford Post Office, but was primarily used as a private residence, save for its recent transformation into a variety store.



(Left to right) Hotel Alexandria, King Edward Hotel, Bank of Commerce, Empire Lumber Co. Building, Empire Lumber Co. Store

On the south side, directly across the avenue, stood the three story wood-framed Alexandria Hotel. Built by Robert Morrison in 1906, it was a prosperous business until its destruction by fire in February, 1908.

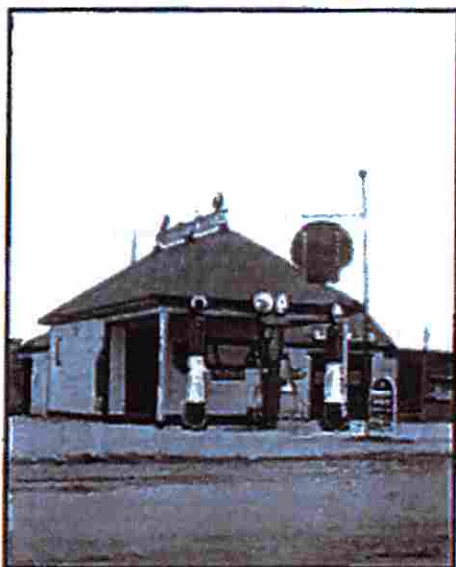
Extending west from it was a wood framed structure that housed Tuck's barbershop as well as other businesses which adjoined the east wall of the two story, wood framed King Edward Hotel belonging to J. D. Kingston, all being built that same year and jointly destroyed in the same fire. These buildings were erected on lots 169, 176 and 183.

The fire then jumped to the north side of Bradley Avenue and destroyed the Empire Lumber Company business block located on lot 161.

This business block was home to George Gardiner's Tailor Shop, Dr. J. F. Buller's Office and McCaffery & Co., General Merchandise Store as well as G. A. Carlson's Tailor Shop. Additionally, at the rear of the Empire block on the same lot but in a separate building, was the Mine Recorder's Office for the Montreal River Mining District and an Assay Office, both victims of the aforementioned fire.

James. D. Kingston, not deterred by his loss due to fire, immediately set about reconstructing the King Edward Hotel on the southeast corner of Bradley and Main, covering all three lots. A most substantial building of brick construction 3 stories high, this was undoubtedly the largest and most impressive building ever erected in Latchford. It featured upwards of 60 rooms for accommodation alone on its upper floors, and boasted its own gas works in a separate building south of the hotel. Water was piped to it from the Empire Lumber Company.

While both the north and south areas of this corner, on the east side of Main, lay unused for many years, they were eventually utilized. Lot



Harold McDermid's
Service Station

161 and 153 immediately north of it, became the site of Latchford's first service station which was constructed here in 1932 by Harold McDermid.

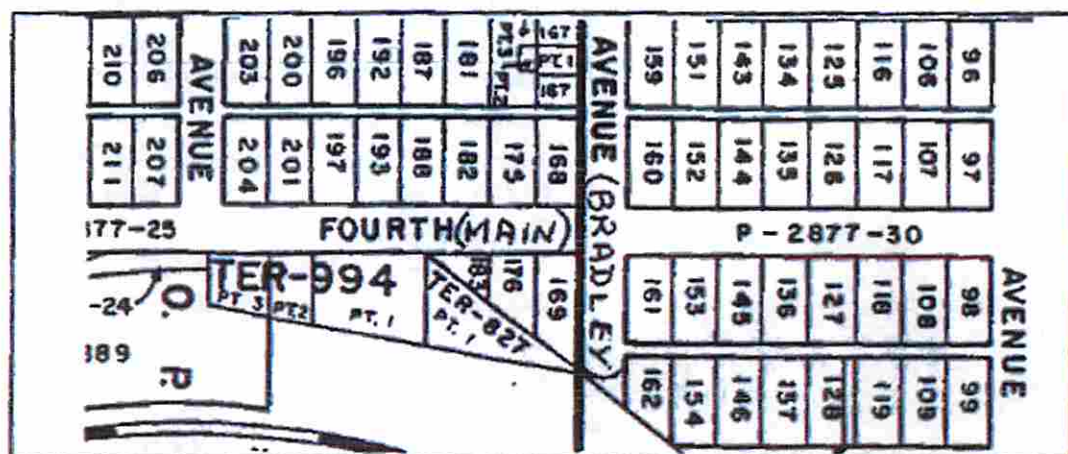
On the southeast corner was the upper extremity of Donald McLellan's lower lumber yard. The lumber was hauled up on high-cars from the mill on standard gauge railway track by horses, for piling and drying in this area. While the tracks and the piles were on top of part of the crumbling foundation of the King Edward Hotel, they were still quite visible up until the construction of the present service station in 1968.

Alex B. Gordon acquired a small shunter engine and extended the tracks into the north end of town as far as present day Cosens Avenue. An excellent example of the former track roadbed is evidenced on the property immediately north of the former Empire Lumber Company office.

INTERSECTION - MAIN ST. AND BRADLEY AVE:

At this juncture of your walk or ride, you are at the intersection of Main Street and Bradley Avenue.

Its neighbour on the northwest corner of the same intersection was the Bank of Commerce situated on lot 160. Housed in, what was then a unique concept for buildings, a prefabricated structure built in British Columbia and re-assembled on the site, this handsome bank even displayed a large mounted



wolf in its business area, with upstairs accommodation for the manager and his family.



Bank of Commerce

The conclusion of the riverboat runs to Elk City in 1912, combined with the closure of the Empire Lumber Company that same year, resulted in Latchford's banking requirements no longer justifying its own branch. The building was then dismantled, shipped to Schumacher where it was re-assembled once more to serve as a bank branch, leaving in its wake only its very substantial

foundation.

R. H. Brown acquired the lot in 1913, relocated his hardware store from lot 224, on the east side of the south end of Main Street, to this site. He operated there as a General Merchant until 1919 when he sold the business to I. B. Bradley.



I. B. Bradley's Store

Mr. Bradley, the former Magistrate of Latchford, went into the General Store business, then acquired the Post Office and the two were operated by that family for over five decades at this location. Most recently used as a restaurant, the basement still contains remnants of the bank vaults which were last used in 1912.

The southwest corner of this intersection, lot 168, was a "speculator's lot" owned by the Empire Lumber Company during Latchford's initial development and housed the library tent for a brief period.

Commercial buildings were then erected which housed David Menard's Restaurant, David Suddy's General Merchandise Store & Restaurant,



Main Street Latchford 1906, looking North

N. Savard's Butcher Shop and Arch Lepage's Barber Shop.

At the rear of this lot, from 1908 until 1912, was Latchford's only recorded "Chinese" Restaurant. Operated by Sue Shue, its prosperity ended with the steamboat era, prompting Mr. Shue to post a sign reading, "Closed until further notice," whereupon he is reported to have headed up-river for Elk City to open another such establishment.

This property was acquired by Archie King in 1910 and he constructed a barbershop and pool room on it in 1911. It also housed James Birnie's Bakery at this time.

The two story frame building accommodated the Latchford Oddfellows Hall on its second floor and remained as such until the late 1920s when it was purchased by Tom and Eglantine Lafleur who turned it into a grocery store. It operated as such, through subsequent owners, until 1987 when it was transformed into apartments.



East side of Main Street, 1906, looking north

Continuing west on present day Bradley Avenue, Lot 159 on the north and lot 167 on the south (east side of King Street) were both originally purchased by the Empire Lumber Company for the construction of employee homes. While no record of employee homes being built there exist, the present dwellings date back to the early years of Latchford and up until the 1970s, shared this single lot with a third private residence.

Lot 167 was also home to a restaurant operated by Mrs. Victoria Burns during the 1940s and '50s, now converted into the private residence on the corner.

INTERSECTION - KING STREET & BRADLEY AVENUE

We have now reached the intersection of King Street and Bradley Avenue.

Across King, on the south side, lot 166, stood another grand business, the Royal Hotel. This three story frame structure, owned by Abraham Kalil and Frank Aboud, bustled with

7038 NND	84	85	86	87
7038 NND	94	95	96	97
7038 NND	104	105	106	107
7038 NND	114	115	116	117
7038 NND	123	124	125	126
7038 NND	132	133	134	135
7038 NND	141	142	143	144
7038 NND	149	150	151	152
7038 NND	157	158	159	160
7038 NND	165	166	167	168
7038 NND	173	174	175	176
7038 NND	183	184	185	186
7038 NND	190	191	192	193
7038 NND	198	199	200	201
7038 NND	202	203	204	205
7038 NND	206	207	208	209

activity for a few brief years. While originally presumed to have been torn down, the author was advised by Margaret "Toots" (King) McDermid, that she well recalled the Royal Hotel burning to the ground on New Year's Eve, (probably in 1913 as records show it being vacant in 1914) when she was quite young. Eventually, a couple of private residences were built on this lot, but are now demolished.



The Royal Hotel

Immediately south of this lot (173) stands the home built by Archie King for his young family in Latchford's early years. Looking further south to the next lot (180), Mr. King built a large boardinghouse, which the family

operated until the 1920s, when it was sold to McCarthy "Cap" and Victoria Burns. They, in turn, acquired a license for it, and the business functioned as the "Lady Evelyn Hotel" until the mid '60s before the building succumbed to age.



The Lady Evelyn Hotel

The north lot, 158, was owned by a C. W. Jessop and boasted one of the many warehouses that dotted this part of early Latchford. Used to store equipment and materials destined for the up-river town of "Elk City", this lot and those north and west of it were all flooded and transformed into swamp with the completion of the Latchford Control Dam in 1912.

Only with the plentiful amount of fill created by the installation of water and sewage services in 1975, was Latchford able to reclaim this abundant amount of land from its watery past.

At this juncture of your walk, it is necessary to visualize that Bradley Avenue continued west for another 175 feet before turning south on Mitchell to the docking facilities for the river boats.



Corner Bradley Ave. & King St. looking North

Walking along here during that era, one would have passed the warehouse of R. P. Boniskill, situated on adjoining lots 165 & 172, on the east side of Mitchell, in the area just south of the present recreation building. Across Mitchell Street, on lot 164, W. H. Stewart had a butcher shop. Two lots south on 178, James Birnie opened a bakery on the very edge of the lake, which he operated until 1909, when he moved to 168 Main Street, whereupon the bakery on this site was taken over by Charles Stevenson.

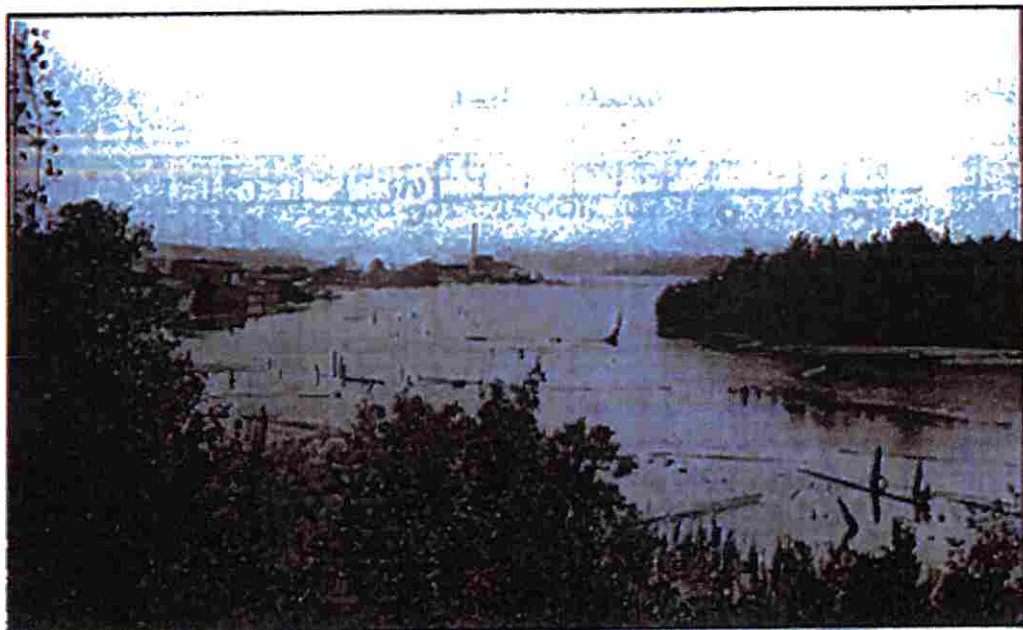
South of this building, lots were purchased purely on speculation, but W. J. Bauldry chose correctly and was able to sell lot 189 to the Upper Ontario Steamboat Company for the construction of its dock and warehouse. This lot now lies totally submerged, just out from the present town swimming area.

W. G. Carr bought lot 185, just east of the Upper Ontario's facilities (now also completely submerged), and sold it to Duncan McGregor who operated a General Merchandise Store there until the cessation of the steamboats. The other lots in this area all seem to have accommodated warehouse or rooming house facilities.



The Upper Ontario Steamboat Company

Nevertheless, this brief walk you've just taken to arrive at the waterfront, was one taken by countless thousands of early century travellers as they wended their way up-river to access their dreams of immense wealth in Elk City, Gowganda and the Maple Mountain mining areas of new Ontario.



Lakefront at Latchford, about 1920, with McLellan's Mill in background, tin house on left

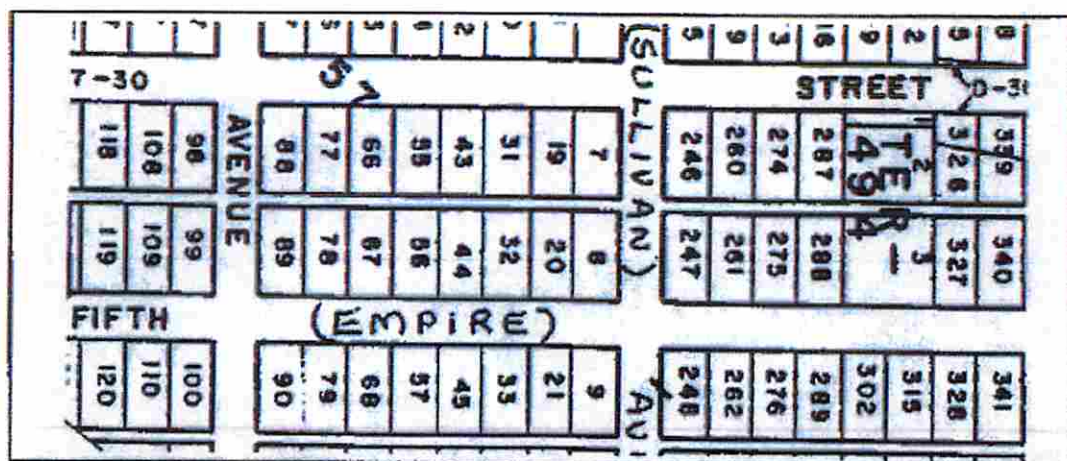
While here, a short distance west across

the bay, lies "Rabillard's Island", named after Pete & Edith Rabillard who constructed their home there in the late 1940s. It was on the western shore of this island that the municipality's uncompleted efforts to bring water from Lake Anima-Nipissing into Latchford, by gravity feed in 1910, was to enter the town. A pressure control plant would have been required to actually limit the flow of water into the town's system and the foundations for it are still in evidence, on privately owned land, I might add.

It should be pointed out that there are those who claim that these foundations were actually built by P. J. Grant about 1920, and this will be explained in a later part of the tour.

At this point, one should retire to the pavilion and review what you've just witnessed on your walk. Check the photos in your walking tour book and just soak in the scenery, as you imagine it to be 1909 and you are waiting for the St. Antoine or one of the Booth steamboats to arrive dockside, to transport you up-river to the riches that surely await you in "Elk City".

WALK TWO, "DOING MAIN STREET"



While our goal is Main Street, this trip actually begins at the corner of Empire Street and Sullivan Avenue.

From this spot, one can view the lot, now the parking area for the Royal Canadian Legion, Sgt. Aubrey Cosens Branch 629, where the first Roman Catholic Church was erected in 1909. When it burned down in 1929, it was immediately replaced by another one that served its parishioners until 1966, when it was replaced by the modern structure located two lots north.



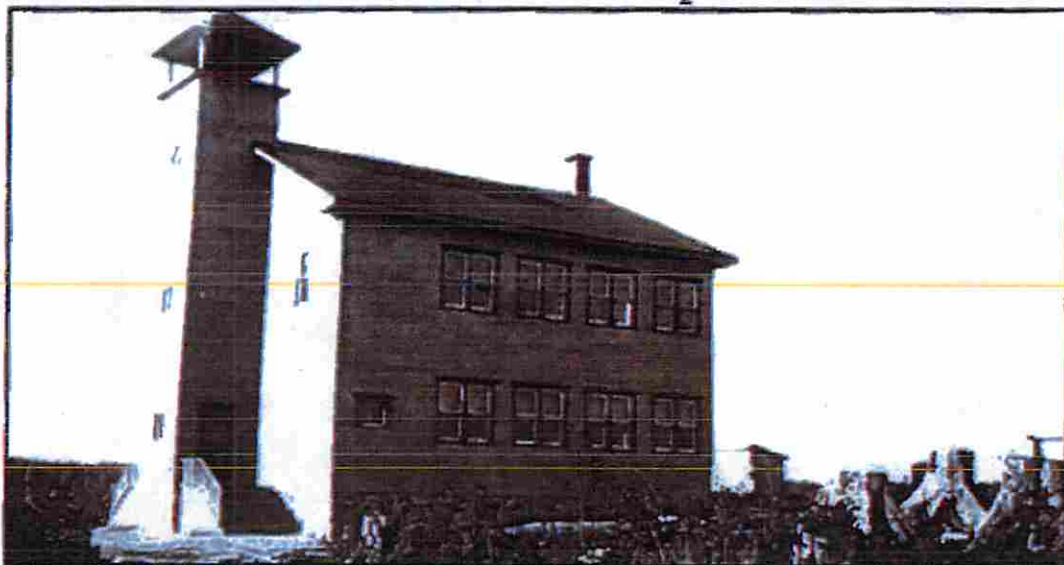
First Roman Catholic Church

On the west side of Empire, one lot north of the corner, is the original Roman Catholic Separate School, long since converted into a private residence. It operated as a school for that brief period of "boom days" in Latchford which ended with closure of the Empire Lumber Company and the conclusion of the steamboat era.

While at this corner, it is worth viewing one of the few remains of Latchford's first efforts at putting in water in 1910. The ditch running south along the west side of Empire Street was originally dug by hand that year, but never saw the pipes which were intended for it. It has served a very useful existence as a drainage point for the area along Empire since that date.

Heading west on Sullivan Avenue, we "walk

down" to Main Street and pass the present "Fred Keenan Municipal Centre". It was on this site in 1909, that the two story, frame, four room Latchford Public School was opened. It provided education facilities for three generations of Latchford children until its replacement in 1963.



Latchford's Third Public School 1909

While stopped at the corner of Sullivan Avenue and Main Street, which was the northern extension of any buildings in early Latchford, one should glance north. On the east side of Main Street, four lots up, is the present day "House of Memories" Museum.



Deputy Chief Ranger's Home

It is housed in the former Ontario Department of Lands and Forests Deputy Chief Ranger's residence and is well worth a visit. It was erected in 1929, and was originally intended for the then Deputy Chief Ranger and his wife, George and Grace Adair. A change of government resulted in a change of Deputy Chiefs, with the outcome being that the first occupants of the

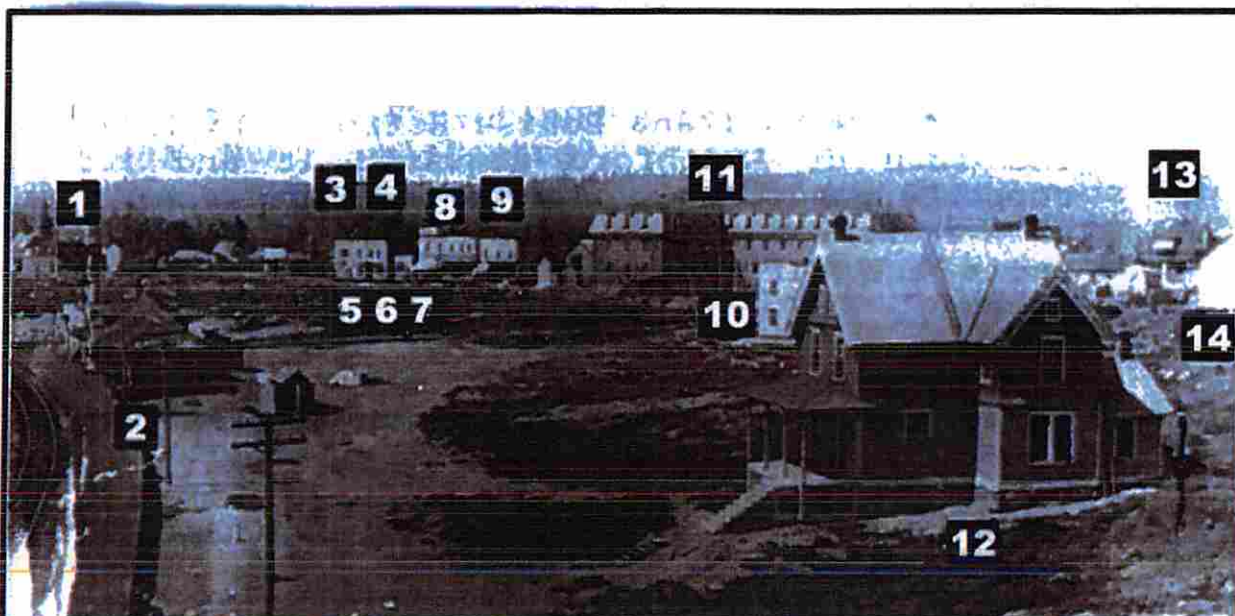
Behind it, the former warehouse and garage once used by the Ontario Department of Lands and Forests, now provide the facilities for the "Ontario Logger's Hall of Fame", another "must-see" on your tour of Latchford.

INTERSECTION - SULLIVAN AVE. MAIN STREET

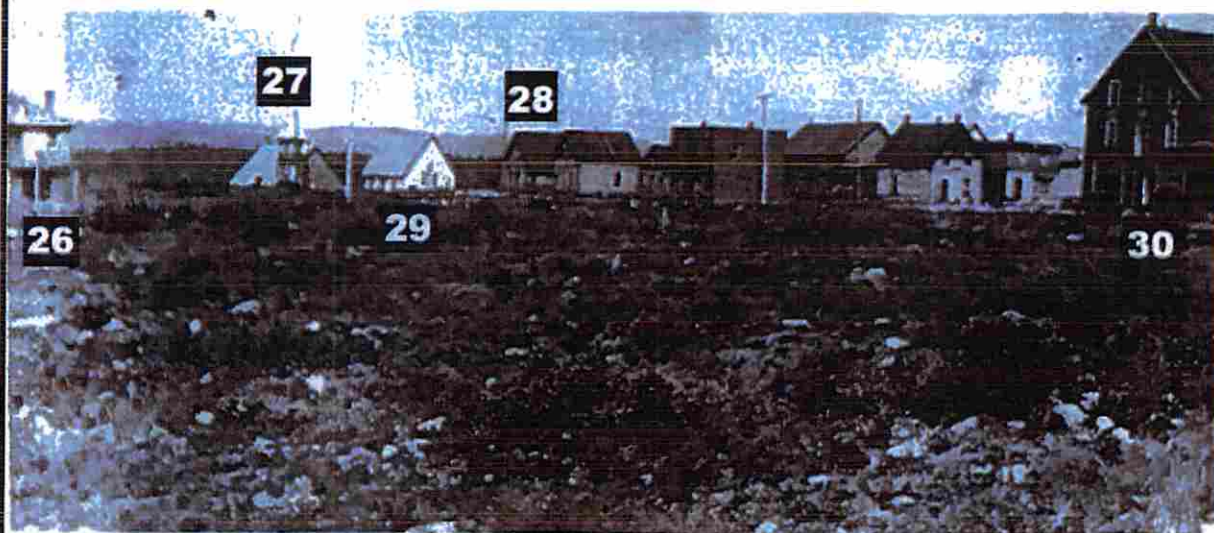
350	351	352	353
EIGHTH			
337	338	339	340
324	325	326	327
311	312	313	314
298	299	300	301
285	286	287	288
272	273	274	275
258	259	260	261
244	245	246	247
SULLIVAN AVE			
5	6	7	8
17	18	19	20
29	30	31	32
41	42	43	44
53	54	55	56
64	65	66	67
75	76	77	78
86	87	88	89
MAIN STREET			
D-30-T			
AVENUE			
96	97	98	99



27

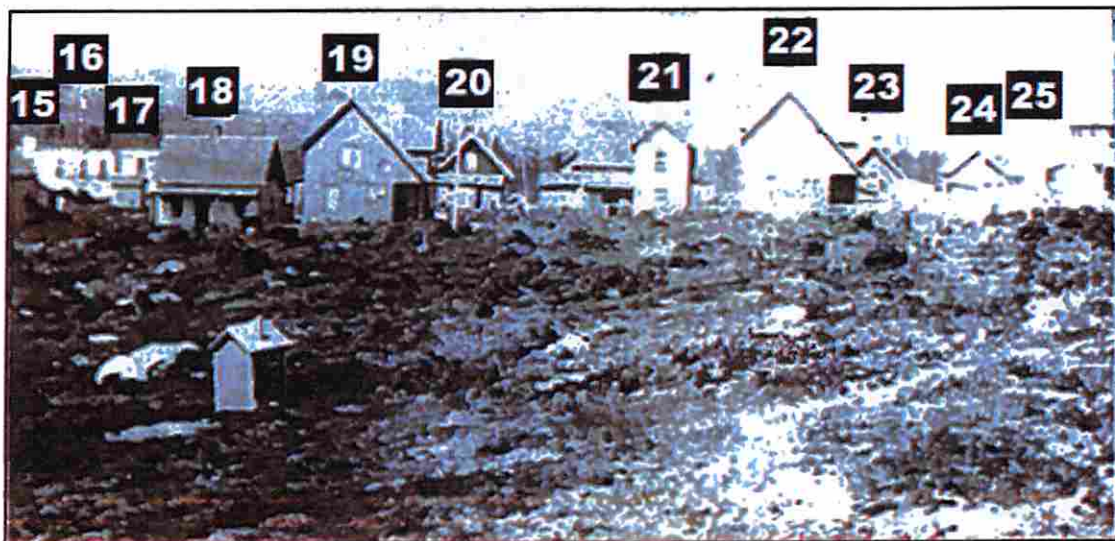


- 15. James Doig's Grocery
- 16. J. S. Davis' Law Office
- 17. Todd's Drug Store
- 18. Dr. McNally's Office
- 19. A. G. Smith - Empire Lumber Co. home
- 20. Alan McDonald's home
- 21. Jerry Lefebvre's home
- 22. W. J. Kett - Empire Lumber Co. home
- 23. D. J. McDonald - Empire Lumber Co. home
- 24. Latchford Fire Hall



The view from the T.N.&O. Water Tower, 1911. Taken

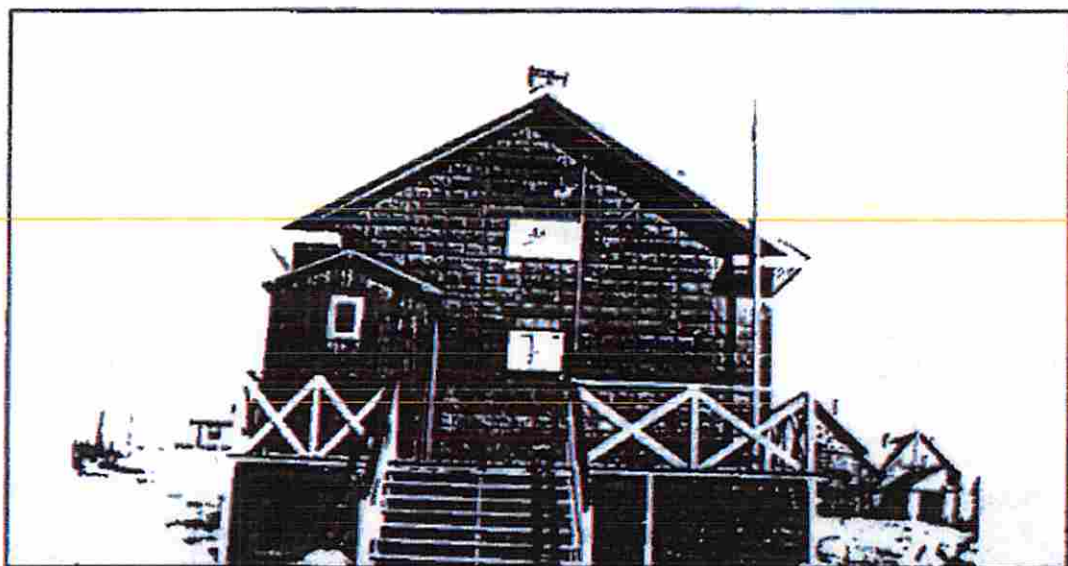
1. Patterson's Boardinghouse
2. T & NO Railway Station
3. Bradley & Hawkins Hardware
4. Ayoub's Store
5. Scott, Scott & McGregor Law Offices
6. Jack Hong's Laundry
7. Jamieson Meat Company
8. Chamandy's Store
9. Temiskaming Hotel
10. Empire Lumber Co. Office
11. King Edward Hotel
12. T & NO Station Agent's House
13. Bank of Commerce
14. Captain Casselman's home



25. Latchford Town Hall
26. Robert Morrison home
27. Presbyterian Church (United)
28. Margaret Gould's home
29. English Church (Anglican)
30. Massey Boat Works

by Ralph Switzer, Courtesy of Harvey Switzer

While still at the intersection, if one looks west across Latchford Creek, one can see a building of considerable historical significance. On the northeast corner of Mitchell Street/Murphy Mill Road and Sullivan Avenue, stands the second public school to serve the students of Latchford.



2nd Public School - Old Town Hall

Erected on lot 41, 58 King Street, it was in service as a school at this location from 1907 to January of 1909, when it was replaced by the one on the site you have just left.

It was then moved to lot 108, 46 Main Street where it became the Latchford Town Hall, a distinction it held until 1977, when it was moved once more by Branch 629, Royal Canadian Legion to its present site. It served as the Branch Hall until they relocated to their new quarters in 1984, and is presently being used as a storage warehouse.

From this same location, one lot down from Main Street, at the southeast corner of Sullivan Ave. and King St., (62 & 64 King, lots # 5 & 17), one sees the property acquired by the Salvation Army in 1905. No record of any buildings on the property exist but they did hold title through Latchford's boom years.

As we now start south on Main Street, we pass homes that have served countless families through many years. On the east side, lot 19 (62 Main) was the site of the original Sullivan home. Back on the west side, directly below Lot # 42 at 57 Main, is lot # 41 at 58 King Street, the original site of the former Public School/Town Hall you've recently viewed.

Further south on that same side at 54 Main (lot 66), Lester Joy erected a large livery stable in 1906 which he sold to a Mr. Raycroft the following year. The venerable Archie King is also recorded as a partner with Raycroft in the livery business during those years of hectic activity from 1908 to 1912.

When this stable was torn down at a later date, this site became the first hard ball park in Latchford, where young people played quite aggressively, much to the consternation of Mr. Tom Sullivan, whose opinion was that these young ballplayers had no respect for his well-kept and much toiled garden. He finally resorted to keeping the ball once it had landed in it far too many times, an act which caused quite a stir with some townspeople at the time.

As an aside, when this author was erecting a home on the adjoining southerly lot # 77 (52 Main) in 1969, I was assured by Duncan Mowat that my well would provide ample water for my family's needs, as the one on the adjoining lot had provided for upwards of twenty teams of horses that had been stabled there. This lot was originally used to provide a residence for the Church of England minister but as church property is not assessed or taxed, no confirmation could be found to indicate an early dwelling on this lot.

Directly across the street from the livery stable, on lot 65, was the small home

that housed the Fiddler family. The last factor at the Post situated at the mouth of Portage Bay on the island named for him, Robert Fiddler died on July 1, 1907. Following his demise, his widow Rachel (Mowat) Fiddler moved to the home at this location to raise her three children.



Mr. Dunc Mowat, son of James

Immediately south, on lot 76, stands the original home of Andrew Napier, barber and businessman. Acquired by the Public School Board after Latchford's downturn, it became the residence of the Public School principal until the mid 1960s when it was sold to a private owner. The last principal to live there was Fred Keenan and his family.

Looking east across the street, one views the former Church of England (Anglican). This is the first Church to be erected in Latchford (1906) and still stands virtually unchanged, save for the fact it is no longer a Church. Its last active days as a Church ended in the 1970s and it was sold into private ownership in the late '80s.

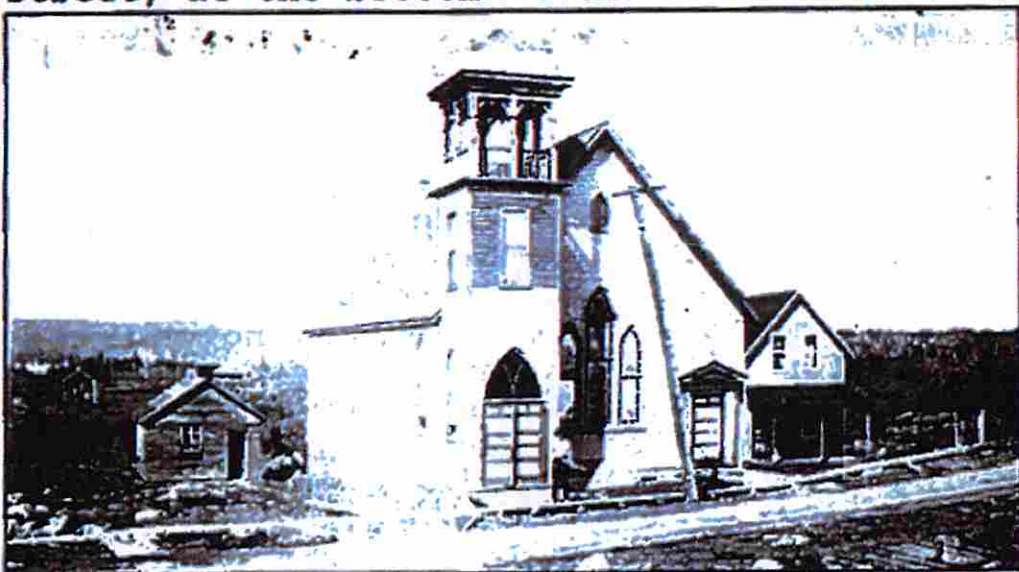
You have now progressed to the present day United Church. This lot originally housed the Presbyterian Church, a much larger structure complete with bell tower. It was dismantled in 1929, rebuilt into the present edifice using much of the original building's material, and was



Church of England (Anglican)

officially dedicated on Sept. 21st, 1930. If open, its interior architecture makes a visit most worthwhile.

As you stand on the corner of Mowat Avenue and Main Street, you can look west on Mowat, past the covered bridge and at the western end lies the property of the original "Proulx Farm". As your eyes retreat towards Main Street, at the bottom of the hill is the



Knox Presbyterian Church (United)

junction of King Street and Mowat Avenue. On its northeast corner is lot 86 (50 King), originally purchased by Francis Robert Latchford in 1906.

While unable to be seen from this location, if one were to go east on Mowat for a block and a half, you would come to the former site of the Methodist Church. Erected in 1906-07, this building bustled with worshippers until 1912 when it too, fell victim to Latchford's rapidly shrinking population. It was then dismantled, moved to Cochrane, re-erected and serves that community to this day.



Latchford Methodist Church 1906

Now crossing Mowat, we come to 47 Main Street (lot 97), the location of one of three remaining Empire Lumber Company employee homes. Minor architectural changes render this one as the best example of the three as to originality. This was home to the family of Wellington Mortson in Latchford's early years but is best known as having housed succeeding generations of the Anderson family, long prominent in the Latchford logging and lumber industry.

On the two vacant lots on the east side of Main Street, for many years, stood Latchford's administrative centre. The previously referenced

Town Hall, which housed the Town Clerk's office in the rear, was of course the focal point. During the early years, it was ably supported by the Town Jail, situated to the rear of the hall and the Fire Hall, immediately south of it on the same lot # 108.



Main St. looking south, showing Empire Lumber Co. homes

The Fire Department was rendered redundant with the arrival of the Ontario Department of Lands and Forests in 1928, and the jail sat idle and unused until the early 1950s when it was dismantled with its material being used in erecting a residence.

Immediately south of this property is lot 118 (44 Main), another example of Empire Lumber Company homes. The Macdonald family lived here while the company was in operation, followed briefly by Dan McLeod's family, then the Harry Inglis family moved in for many years. The Latchford Post Office was housed at this location briefly in the late '60s, early '70s.

Across Main Street at 43, lot # 117, is the final of the three remaining examples of



Latchford Fire Hall

Empire Lumber Company employee homes. Despite considerable renovations by Harold McDermid about mid century, it still retains the basic architecture of these homes. Early families in the home included that of Bill Mitchell followed by Ernie Moore's family who resided here for the better part of four decades.

On the east side, at 42 Main, is the original Orr home, best known locally for having housed succeeding generations of members of the Johnston family. South of here, on Main, were two additional homes belonging to the Empire Lumber Company, one having burned in the 1920s (lot 144) the other having being torn down in the early 1960s (lot 136).

As we walk south into the business section, one prominent home that does not date back to Latchford's earliest years should be noted. At 39 Main (lot 135), stands the home built in 1938 by Harold McDermid, former Camp Clerk, operator of Latchford's first "service station" and long-time Latchford Dam Keeper, for himself and his wife, the former Margaret "Toots" King. This home has been resided in continuously since that date by the McDermid family.

Prior to the McDermid home, this lot appears to have represented the northern extremity of early Latchford businesses. Joseph Clusiau who

ran a General Merchandise business here beginning in 1907, and was joined on the lot by Carmichael & McLelland, who operated a pool room there briefly during boom days. It was also the site of Latchford's only recorded shoemaker with both William Reid ('09) and J. Day ('10) carrying out this business. The last commercial assessment on the property was in 1910.

Moving south past lot # 144 (the north part of the present day motel property) we reach lot # 152. During the early years, this property accommodated two adjoined buildings. The north half contained James R. Todd's Drug Store from 1907 until 1912. On the upper floor was Dr. McNeil's office and also briefly provided accomodation for J. S. Davis, Lawyer, in 1911.

The south half contained the Grocery Store of James "Jimmy" Doig from 1907 until 1913. When Mr. Doig left Latchford for Swastika (where it is reputed that he got into a grub-staking dispute with Harry Oakes) in that year, he sold the business to a former river driver William "Bill" Morrissey and his partner, Ira Burd.

By 1914, Bill Morrissey, with his new partner Harry Davis, transformed it into a General Store, and together they acquired the north half, and eventually turned the former drug store into an "Ice Cream Parlour". By 1921, Bill Morrissey had become sole proprietor of the business which he operated with his wife, the former Mary Switzer until the late 1950s.

With the automobile traffic being greatly stimulated by the construction of the Ferguson Highway (now Number 11) in 1928, they began offering gasoline for sale on the very edge of Main Street.



Inside Jimmy Doig's Store



Aerial view, corner Main St. & Bradley Ave.



Main St. 1908 looking west from behind the King Edward Hotel

We now pass through the intersection of Bradley and Main, an area covered during the first walk, and we'll now begin to concentrate on the west side of Main, which contained Latchford's most intense business activities until 1912.

One lot south of here, lot 175, south 1/2, was the Latchford Hardware Company owned by Ira B. Bradley and Harry Hawkins. One of a number of hardware stores and others selling canoes in Latchford, this outlet sold in excess of 300 one summer alone. Legend has it they were going so fast that they were being offered to customers right out of the box cars on the siding! On the second floor, Dr. Buller rented office space during part of 1908. While assessment records give no indication, early photographs show that C. H. Moore operated a drug store on the lower floor as well.

This structure, as well as others in the northern part of this block, were destroyed by the fire of February 1908, but were quickly rebuilt.



Main St. southwest side, 1905

Next, down at 27 Main (lot 182), Andrew Napier had his rather substantial building on the north 1/2 of the lot. Housed on the top floor were his barbershop and pool room. Sharing the upper floor was the J. S. Davis' law office and the Oddfellows Hall. It was in this area of the building that the first Town Council meetings were held. The Caley brothers, John and Robert, rented the lower floor for their hardware store.



Main St. looking north 1907

Tom Patterson also squeezed space out of this structure to run a grocery store from 1909 to 1912. With the downturn of Latchford's economy in 1912, the last tenant to occupy this building was Robert Morrison who operated the Post Office here in 1914.

On the south half of the lot, William Pollard opened a butcher shop in 1907, which appears to have been taken over by Alex Alice in 1908, then converted to a general merchandise store which he operated through to 1910.

We now come to 25 Main (lot 188), which was yet another split lot. On the north 1/2, Angus Mortson operated the King Edward Restaurant during the boom days. He shared the 33 foot frontage with J. G. "George" Metcalfe, Jeweller and the Jamieson Meat Co.

The south portion was shared during this period by an Adelle Bardwell, for unspecified reasons, as well as Feriss Alteen, Merchant, and Robert Lett, Restaurateur. The fire of 1910 appears to have damaged this building to the extent that commercial activity ceased after that year.



King Edward Restaurant

At 23 Main (lot 193), George Hassan, a member of the significant Syrian community resident in Latchford at that time, operated a boardinghouse which he called the "Temiskaming Hotel". Sharing the property with him for brief periods were Warner Switzer, who had a butcher shop and Bruce Morrison, who was in the restaurant business.

The Chamandys: Abraham, Nicolas, Assad and Habib, operated their general merchandise store at 21 Main (lot 197) throughout the boom years before moving to Cochrane, where they continued to successfully run similar businesses for many more years. Sue Shue had his first Latchford restaurant at this location, then his quarters were taken over by Jack Hong, who ran Latchford's only Chinese laundry for a number of years.



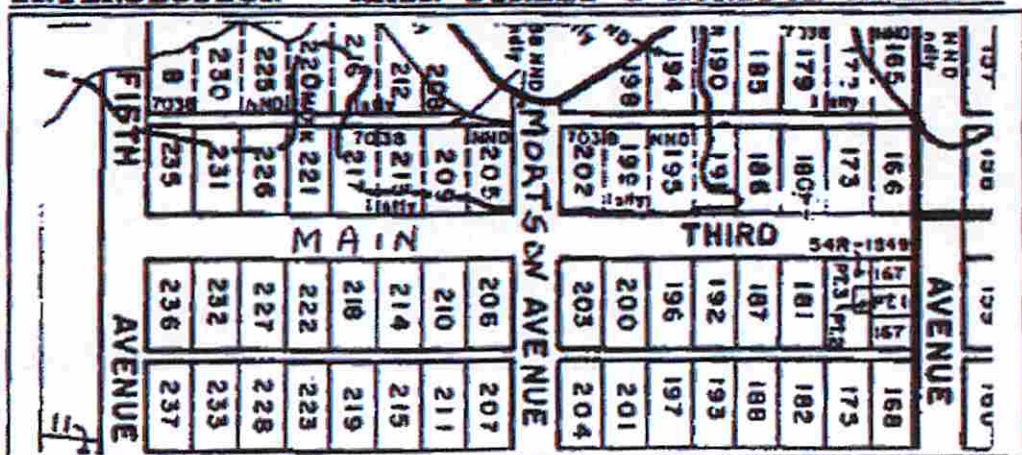
Main Street 1908, looking North

The vacant lot at 19 Main (lot 201) once accommodated lawyer J. P. McGregor, who also doubled as Latchford's first Town Clerk. Joseph Burrows briefly operated a butcher shop here and Chris Chas had a restaurant at this location. Mitchells ran a confectionary store here and Sam MacDonald remembered, as a young child, getting his first ice cream cone from it just a few short years after that delicacy was first unveiled at World's Fair.

We have now reached the last lot (204) on the block at 17 Main. It was on this location that Pipe, Taylor and Presley (later to become Pipe & Presley) had a large hardware store. One of a number that appear to have been operated throughout the north during the early part of this century, it eventually succumbed to fire. Ralph Switzer, former longtime resident of the present home, recalled digging containers of fused nails from the ground as he created a garden on the lot.

At this point, it is worth noting that many of the commercial buildings which once stood on this block and had managed to avoid destruction by fire, met a worthwhile end. James "Little Jimmy" Mitchell dismantled many of them, loaded the material on flat cars for delivery to South Porcupine where he re-erected and sold them for further commercial use.

INTERSECTION - MAIN STREET & MORTSON AVENUE:



We have now reached the intersection with Mortson Avenue and can look west and see Bay Lake or east to the Montreal River. It was in this general area that the original "high water" portage would likely have crossed Latchford.

Proceeding south, we move past three lots (207, 211 & 215) that do not appear to have any commercial activity after 1906, yet early

photos show such structures being erected on them. Records of who and what, have yet to be retrieved. Interestingly, T. C. "Tom" Patterson who operated a grocery store up at present day 27 Main, had his residence in those early years on lot 215, 11 Main.

Next is lot 219, home to George Gardiner's Tailor Shop during the very early years. Early Latchford records indicate that Mr. Gardiner was awarded the contract to fabricate the uniforms for Latchford's first police constable over a competing bid from fellow tailor, H. A. Carlson.



Looking west to Bay Lake on Mortson Ave.
From Main Street, 1907

Mr. Gardiner's stay on this lot seems to have been short-lived, as it was on this lot that the previously mentioned T. C. Patterson built a large, two story, frame boardinghouse. This establishment housed the workers from McLellan's Mill and later, A. B. Gordon's Mill for many years. The Pattersons sold it during the First World War to Dan and Emma McLeod who operated it into the 1930s, when it was then run by their daughter Bessie Switzer. The Switzers sold to the Groulx during the Second World War, and they continued its operation until Alex B. Gordon

closed his Latchford sawmill in the late 1950s.

Next down is lot 223 which has been vacant for many years but did have a residence on it during Latchford's early years. Directly across the 66 feet of original street allowance was the northern-most lot of 4 irregular shaped lots, lot 224. The other 3 lots were numbered 229, 234 & 238, first owned by a W. C. Simpson and considered to be the site of Latchford's very first Public School.



South part of Main St. 1905, looking north. First Public School shown on right.

This Public School, which appears in a 1905 photograph of Main Street Latchford, was, in all likelihood, the building that many of Latchford's pre-1960 residents will recall as "Dinny" Harrison's work shop. Prominent on this triangular shaped land was R. H. Brown's hardware store which existed here until 1913, when it was moved up to lot 160 and deposited on the foundation of the former Bank of Commerce.

This outcrop was leveled and covered with

the asphalt of present day number 11 highway in 1960, when the Sgt. Aubrey Cosens' V.C., Bridge was constructed.

We are now at 5 Main (lot 228), at the original home of hotelier James D. Kingston and his family. This cottage style home was sold to George & Kathleen Schneider (George being a longtime Latchford Dam Keeper), by the Kingstons when they moved from here after the sale of their hotel in 1914. Subsequent residents included the families of George & Belle Shaw and Farquhar & Marjorie McLeod.

Next down is 1 Main (lot 233 & 237), the original home constructed by Latchford's first Doctor, Hugh M. McNeil. The son of Latchford's first Mayor and General Manager of the Empire Lumber Company, J. J. McNeil, Dr. McNeil lived here until leaving for the "Porcupine Camp" in 1913. A bachelor during his Latchford years, Dr. McNeil never did finish the second floor of his home and it wasn't until the present owner acquired it in the late 1960s that it was used.

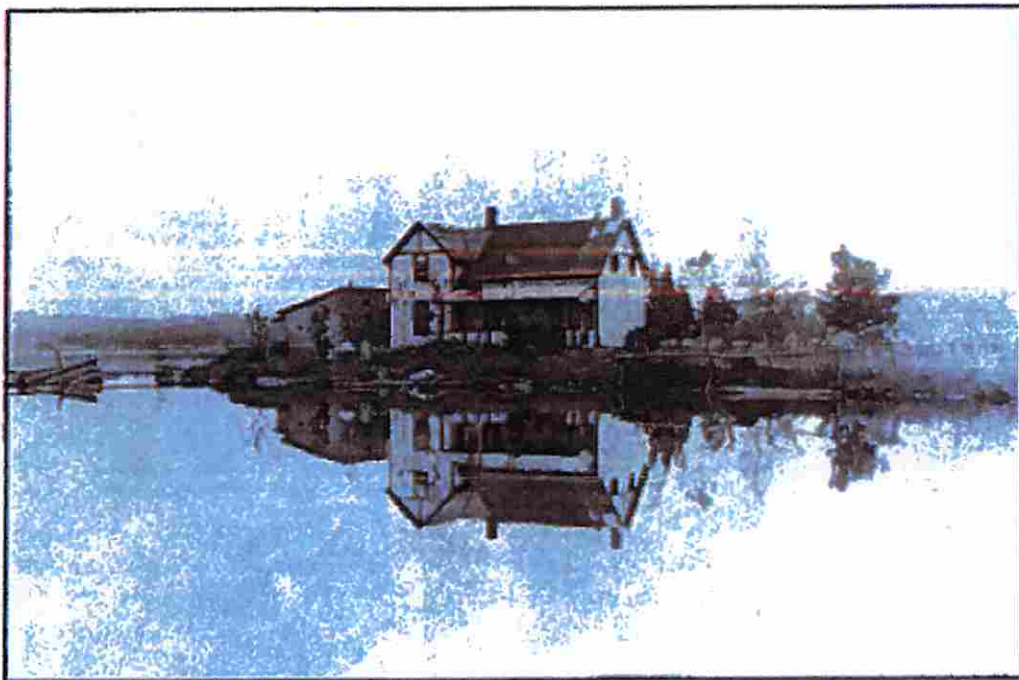


Building Dam at Latchford 1911-'12
Dr. H. McNeil & J. D. Kingston homes as well as Patterson Boardinghouse in background.

After Dr. McNeil's departure, the property was eventually acquired by Donald McLellan who constructed a sawmill here in 1917. Its primary purpose then became a place of accommodation for senior personnel from McLellan's and later, A. B. Gordon's sawmills. Longtime residents of the home included D. S. "Sam" McDonald, his wife Freda and family.

If you have stayed to the west side of Main Street, you are now on a prominence of land from which you can view the site of many early Latchford activities.

All of the land which is presently occupied by the Latchford Environmental Treatment Plant, was originally ceded as Park reserve by the T&NO Railway when it surveyed the Latchford townsite in 1905. This included that area now referred to as an island for, in pre-dam days, it was a peninsula.



Original home of Latchford Dam Keepers, the Michiels, the Schneiders & the Carters.

On the peninsula was located what is believed to be Latchford's first permanent

home. A log structure which probably pre-dated the turn of the century, it was the site of Latchford's first recorded Church service (Presbyterian) that was held for railway workers about 1903. It later served as the residence for Dam Keepers, the first to move his family there was Bill Michiel who, along with George Schneider, was one of the originals. The Michiels were followed by the last Dam Keeper's family to live there, that of Pete & Irene Carter.

An existing narrow roadway, passable by automobile only if you don't value it, leading off from the north end of the dam, will take you right onto the site of this original home.

This site is also depicted in early photographs as having hosted visits from the Indian Agents, where they met with members of the Temagami and Matachewan Bands to begin the process of dispensing "treaty money".



Park Point, Latchford 1906

It was on an area of this shoreline that J. J. McNeil acquired a lease arrangement with the railway which allowed him to build his home. He

was joined in 1909 and 1910 by the Montreal River Navigation Company who, prior to its amalgamation with the Upper Ontario Steamboat Company, had its docks and warehouse here.

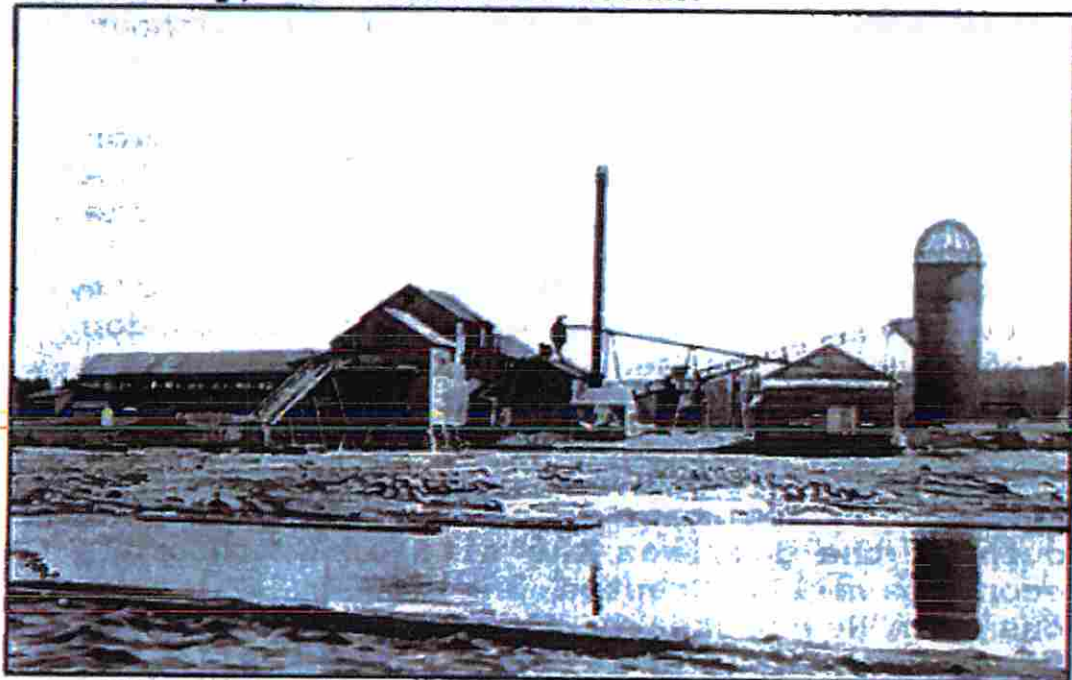
All evidence of McNeil and navigation company activities was removed with the raising of the water level in 1912 and the erection of Donald McLellan's sawmill in 1917. A sawmill operated continuously on this site until the late 1950s, when the A. B. Gordon Lumber Company ceased its operations and the mill was subsequently dismantled.

Looking south across the river, on a site several hundred feet up the shore from the mouth of the dam, was the site of Latchford's second sawmill. Erected in 1905 by Salmon & Sons from New Liskeard, they operated it until 1913 when it was sold to J. J. McNeil. Mr. McNeil ran it until his death in 1917, whereupon it was taken over by two of his sons who ran the business as the Auld Lumber Company until 1920. P. J. Grant then acquired the mill, upgraded from a circular to a double-cut band mill, and this lumber business continued until its destruction by fire about 1930.

For a brief period, the sawmill shared this site with an assay office which continued operation there until about 1911. Other activities which occurred on the far peninsula can be best viewed from number 11 highway south and we will get to those in a bit.

We have now reached the "foot" of Main Street and, if a little respite from your walk you seek, you are encouraged to cross Main Street for a brief rest under the pavilion of the Veteran's Memorial Park. Here you can review what you have read and seen, so as to compare long-ago photos with present day Latchford, while you listen to the cascading waters of the Montreal as they wend their way

to Lake Temiskaming, the Ottawa River and ultimately, the Atlantic Ocean.



Site of Donald McLellan's & A. B. Gordon's Mill

While here, one should avail him/herself of the opportunity to read the inscriptions on the plaques dedicated to Sgt. Aubrey Cosens, V.C., and to the construction of the Ferguson Highway.

WRAPPING UP WITH A SHORT DRIVE

Those of you with a keen interest and adequate conditioning may wish to continue walking, but no one should be reluctant to use a vehicle to complete this walking tour of Latchford, because we must now leave Latchford.

Considerable activity south of Latchford, between the tracks of the the T.&N.O. and the shore of Bay Lake, occurred during Latchford's early years, making a trip "down the road" essential. We have indicated appropriate "pull-offs" so as to make your trip a safe one.

Driving south from Latchford on number 11, one first crosses the Sgt. Aubrey Cosens Bridge and continues until the waters of Bay Lake lap at the edge of the highway. You should then pull-off at the first piece of land that juts out into Bay Lake.

You are now parked on "Grozelle's Point", so named for the last family, that of Roy & Margaret Grozelle, who lived here into the early 1940s. Looking north across the waters of the small bay, one can view the remains of P. J. Grant's last Latchford sawmill. Built in 1930, to replace the mill that had been lost to fire across the point of land, it operated here until its closure in 1942.



P.J. Grant's First Sawmill

Legend has it that P. J. was having a tough time convincing the railway to lease him this land, which could be served by the existing siding for his previous mill. It was only after threatening to relocate to present day Rabillard's Island, which would result in their having to construct a long and costly siding to access his lumber, that the railway gave in. Rumour has it that P. J. used the foundations that had been constructed 20 years before for Latchford's Lake Anima-Nipissing supplied water pressure control plant, as evidence of his intentions to build on the island and the railway officials bought this little deception.

Actually, industrial activity on this site pre-dated Grant's sawmill. It was here, in 1909, that the Hammermill Pulp Company constructed its pulp mill. A "rossing" or de-barking processing plant, it continued in operation for a few years. Then the Canadian Pulp and Lumber Company took

over the site with a similar business, which continued into the early 1920s. It was during this period that Latchford could boast of having 3 sawmills and a pulp mill operating simultaneously.

Looking back across the highway, in a northeasterly direction, one views what is locally known as the "Little Bluff". It was in front of this bluff that the Uptegraff home stood. Mr. Uptegraff was the manager of the Canadian Pulp & Lumber Company and his prominence in the operation resulted in everyone in Latchford referring to the this business as "Uptegraff's Mill", to the point that some old time residents even dispute it had another name.

It is worth noting that all the property previously occupied by the above mentioned is now privately owned and must be treated as such by not venturing onto it. While on Grozelle's Point, one can look south to your next pull-off, Howe's Point.

Back in your vehicle, you proceed south to Howe's Point, where there is ample room to pull off and park as compared to the rather cramped location you have just left.

It was on this point, with the advent of the railway, that the legendary John R. Booth Lumber Company established its depot. Having been active on the Montreal River prior to the railway's arrival, they undoubtedly welcomed the spur line.

the Martin Construction Co., when it was



Hammermill Pulp Company



Canadian Pulp Company (Uptegraff's Mill)

that the railway ran out onto the point, so as to bring supplies directly to their warehouse which had been constructed there. In addition to it, they also had some camp facilities as well as a two story depot office and dockage for their complement of alligators or "warping tugs". Soon after their arrival, they supplemented these boats by shipping in by rail, 2 large, steel-hulled, side wheelers.

The "C. J. Booth" and the "J. F. Booth" were used to carry men, horses and supplies up-river to the Booth camps. In 1909, they were leased to the Montreal River Navigation Company where they continued in service until 1912, while still supplying Booth's operations.



Looking south, Booth's Depot in background

Just north of Howe's Point, on the east side of the highway, was situated a check point for early travellers of the Ferguson Highway. It was required for south bound travellers to "sign in" and north bound to "sign out" when passing this check point. A similar control at North Bay minimized the potential for those availing themselves of this route to be marooned on this little travelled highway.



Howe Family Tourist Camp

After Booth wrapped up his Latchford based operations in the 1920s, the property was acquired by George & Sadie Howe, who established the first commercial tourist camp on Bay Lake and the Montreal River, on this point of land. The name of the point recognizes the Howe family's long tenure on it, which ended in the early 1960s. Now, onto our next and final stop.

Driving south from Howe's Point, you first pass a heavily wooded point, go over a small creek, past a slight protrusion of land and into your final pull-off. From here you can look south and view "Conroy's Cottages". This commercial tourist camp was started in 1947 by brothers, Cecil & Harry Conroy and continuously operated since then by Harry first, then Cecil and now Cecil's son, Wayne. But, it also has an equally significant earlier history.

It was at this location on Bay Lake that the Gillies Lumber Company established its depot. Railway records indicate a spur line also served this site and, while no known photographs of the depot exist, it is reported to have operated until the early 1930s. The site was next used as a construction camp in the early 1940s by

the Martin Construction Co., when it was contracted to "straighten out" and hard surface the winding Ferguson Highway, now number 11.

While at this pull-off, a glance east reveals the rugged prominence of the "Big Bluff". Now, you can appreciate why locals call the other one the "Little Bluff"!

Up the face of this bluff runs the infamous "Goat Trail", designed by God, and nature, to test the mettle of every Latchford boy (and a goodly number of girls) since the settlement of the town. At least, that is what all of us firmly believed when we were young.

A young lad (or lady) developed a certain swagger to his/her walk after conquering the trail and gazing out over the expanse of Bay Lake by not having to "go up the easy back way". My late mother did it, I did it, my wife did it, my brother and two sisters did it, my sons did it, all my peers and theirs did it; the magnetism (if you are a kid of Latchford) is irresistible, but once you get past your teens, the thrill of the climb leaves you.

IN CONCLUSION.

The foregoing, pretty well wraps up this effort at providing you, the reader, with a walking tour of Latchford through the eyes of a life-long "boy from Sawdust City", who only wishes he was young enough to, once more, climb up the "Goat Trail".

It must be recognized that it could be greatly expanded upon, but the effort to make what has been included accurate, has been considerable. It is the sincere hope of those of us who have helped to compile it, that all who have taken the time to read and follow it, have found it enjoyable and informative. This is the reward we seek.

10 GALL'S GUIDE AND DIRECTORY

ELK LAKE BRANCH

The Latchford Hardware Company

WE CARRY A FULL LINE OF

Miners and Prospectors Supplies
Heavy Hardware, all kinds
Drill Steel
B. S. Coal
Pipe and Pipe Fittings
Shelf Hardware
Stoves, Etc.

HEAD OFFICE - LATCHFORD

Ad in Gall's Guide & Directory of the Silver North,
1909, by Wm. Gall

I wish to acknowledge with appreciation the following for providing the photos included in this booklet:

Mr. Sam Trethewey, North Bay
Mr. Harvey Switzer, New Liskeard
The House of Memories Museum
The McDermid Family, Latchford
The late Edla (Mortson) Stewart
The Provincial Archives, Toronto
The National Archives, Ottawa
Mr. & Mrs. Max Michiel, Virginiatown
Mr. Mike Michiel, Kirkland Lake
Mr. Bill Howe, Latchford
The Murphy Family

The Latchford/Montreal River Heritage Preservation Society for allowing me to access their files for researched information included in this booklet.

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Editing, photographic insertion by Diane Remillard

One of a series of historical tour guides sponsored by the Temiskaming Abitibi Heritage Association, the printing of this booklet was made possible by a grant from the Ontario Ministry of Culture, Tourism and Recreation.