

SAND AHEAD!
by
ALLAN SHAW

*simple tale of the old-time logging camps
in the era of men and horses only.*

**Kenora, Ontario
December, 1976**

DEDICATION

To that hardy and loyal breed of men, the pioneer workers of the woods. It was their efforts in the many varied lines of work that blazed the first trails for industry and commerce in the district, during the early years.

Allen Shaw

December, 1976

FOREWORD

Allan Shaw was born in 1894, in Keewatin, Ontario. His father, T.A. Shaw was the last "Factor" of the operations of the Hudson's Bay Company Post in Keewatin which was closed in August 1894.

He was well known throughout the area in the lumber industry. He was an employee of the Crown Timber Department of the Ontario Government in Kenora and moved to Dryden in 1945 when he became a partner in JAN Timber. He returned to Kenora in 1955 and remained active in the lumber industry until retirement.

Throughout his entire life, Allan was a history "buff". He spent a great deal of time with many of the pioneers of the industry, in the local library and in the archives of the Department of Lands and Forests (which later became the Ministry of Natural Resources). His greatest enjoyment was taking what he learned and putting it down on paper.

His first book "The Days Between" was 'produced' in 1973 with assistance from Edgar Strain. This book traced the early days of Keewatin and was dedicated to "all Citizens of our Town – Past, Present and Future".

My grandfather spent numerous hours over many years doing the research for this second book. The handwritten manuscript has been sitting in a box until this year, when the Forest Capital of Canada 1999 Committee expressed an interest in it.

I am sure Allan would have been pleased to know that through the committee's great effort, his work has become a fixed part of the recorded history of our area.

Pamela J. Osborne-Brett
December 1999



The Forest Capital of Canada 1999 Committee would like to thank the family of Allan Shaw for allowing the original handwritten manuscript to be printed so that this history of forest harvesting in the Kenora area can be shared. Copies of "Sand Ahead" will be made available to the Kenora Museum, and both the Public and the School Libraries so that students of history, of all ages, can access this first-hand account of the early days of the logging industry.

Jack Pearson, Chairman
Forest Capital of Canada 1999 Committee
Kenora, Keewatin and Jaffray Melick



This story or history of the lumbering days in the Kenora district begins in the summer of 1879 when John Mather and his crew of experienced lumber men stepped ashore at the west end of Portage Bay on the north shore of Lake of the Woods where they were to build the first sawmill in this area, which was still a part of the District of Keewatin of the Northwest Territories at that time.

John Mather with his crew had just arrived on the north shore of this large inland lake from their former homes in the Ottawa Valley in eastern Canada.

This history, in general, will deal only with the logging and sawmilling phase of the woods industry in the Kenora district.

An attempt will be made to describe the lumber woods of the early days, the large bunkhouses and other buildings all made from logs, to house large crews, from 100 to 150 men in a camp.

This was the general pattern of logging camps all thru the district in the era of logging when only men and horses were used in this type of work. Also described will be the methods and procedures in the lumber woods at that time. and the accepted way of life in the old time logging camp.

With the hope of making the history of the industry as a whole, a little clearer to the reader, the several sections of the district have been dealt with in separate chapters.

The logging and sawmilling era in the district from the time of the first production of lumber by the "Mother Mill" in 1880 till the closing of the last sawmill in the area in 1941 covers a time period of just over 60 years.

In this history of the lumber woods and the logging camps in the Kenora district I did have a part, first as a worker in the woods in my younger years and later as an employee of the Crown Timber Department of the Ontario government; in all a total of over thirty years.

Over those years my work took me to all parts of the district and I saw some of this history in the making. I knew many of these men who were part of this history, many of whom left their mark on the industry in one manner or another.

In this history of lumbering, altho I wrote at some length about two men whom I felt had each played a major part in the industry in their time and also mentioned other names in direct relation to certain events, this history is meant to be a record of events rather than of men.

Allan Shaw December 1976

On a fine day in August of the year 1879, a lone man walked westward from a point on the west bank of the western branch of the Winnipeg River. Here the waters of Lake of the Woods, the source of this storied river, their long westward and northward flow winding and turning thru untold miles of everchanging scenery, forests, rock and muskeg, to the Arctic Ocean. In the early days, the River's takeoff from the Lake of the Woods was known to the "voyageurs" employed by the fur trade as the "Gateway to the North".

Altho this man walked alone, he was in no way lonely. He had a problem on his mind that rendered him oblivious to even the loveliness of the day or the beauty of the area he walked. Very important and urgent at the time, his solution of it was to prove far-reaching to a certain section of this area in the years to come.

He was following a recently cut survey line which was to be the roadbed for the Ocean to Ocean rail-line, as it was known when the project was first originated by the Conservative government of that time, under the leadership of Sir John A. Macdonald. Shortly after the first Riel rebellion in 1870. Work had gone ahead in building bits and pieces of the line in several widely separated locations and under many difficulties, mostly political. After the defeat of Sir John A. by Mackenzie in 1873, little if any work on the project was carried on. On Sir John A. Macdonald being returned as Prime Minister in the election of 1878, work on the completion of this rail line across Canada was activated once more, but under different methods. The entire contract was given to a newly formed syndicate, Canadian Pacific Railway, under negotiated terms, finally agreed upon between the syndicate and the government. The C.P.R. was by the year 1879 actively proceeding to rush the railroad to completion and vast areas of new parts of our country were being opened up in the process.

The man who walked west that pleasant and rather lazy afternoon was one John Mather, aged 56 years, lately arrived at the Lake of the Woods from Ottawa, Ontario, an experienced lumber man who had operated in the trade, in the Ottawa Valley for many years.

The area he travelled that August day was immediately west of a very important and long established Hudson's Bay Company post, situated on the north-westerly reaches of the Lake of the Woods, approximately a mile east of the westerly outlet of this large inland lake.

The area around this Hudson's Bay Company post was later, in the fall of that year 1879, to become the village of Rat Portage, by

reason of the fact that the Dominion Government engineers engaged in survey of the location lines for the proposed railroad moved their headquarters camp, including the post office of "Rat Portage" with official stamp, to the immediate vicinity of this Hudson's Bay Co. Post, referred to as Poste Portage Des Rhats.

This railroad construction camp referred to above had been established two years or more before this date, at a point about four miles to the west, called Darlington Bay; the west extremity of what was known in general as Mink Bay, a backwater of some miles in extent, running due west from the northward flowing Winnipeg River.

This new site of the engineers camp, was to become the permanent general headquarters of the railroad construction in the area. With this impetus, it quickly grew into a settlement, a village and then a town, in a very short span of years. At a later date, its citizens became disenchanted with the name Rat Portage and petitioned the government for a change of name. This was granted and in the year 1905 the name was changed to Kenora.

Now back to John Mather. His problem was to find a more suitable site for the sawmill his Company was to build in this area that was to be opened up by the proposed new continent spanning railroad, now in the first stages of being built.

The first proposed site for this mill he had picked at random from the only available map of this area at the time, before he and his crew had left Ottawa. This site was on Steep Rock Island, later to be renamed Tunnel Island, now part of Kenora.

This mill was vital at this time, for the new railway needed all classes of timber for construction purposes - piling, square timber, dimension timber for the trestle and bridge bracing and other types of lumber for many varied uses. Also, other developments that would naturally follow the building of the railroad, would provide a ready market.

This mill would be the first in the area; its location would become the area known to posterity as the "cradle" of an industry destined to play a longtime and important part in the economy and growth of the entire district.

As he continued his walk to the west that afternoon, he thought of many things. What had started him thinking of this new land, he mused? Why had he become interested when he had read of the new railroad that would open up vast areas of new country far to the west of his home in Ottawa? He was a middle-aged man, already retired from an active life in the lumber industry.

Nevertheless, here he was, by his own choice, accepting the challenge once more, in the same industry, though in a new land of

virgin timber tracts. There was one thing in his mind that so far he could not resolve, neither could he put it out of his mind and forget or ignore it.

That was the imp of doubt that had intruded so often as he made his inspections of the site he had chosen at random, from a map, for the site of his mill.

Today he had decided to give this doubt a little "rain" and follow the urge to look elsewhere. He knew one thing for certain, it had to be to the west.

As the afternoon wore on he walked the survey line watching and hoping for he knew not just what exactly, maybe some change in the lay of the land that might augur well for his need of a possible water power sight for his mill, more to his liking.

The first hint of dusk of a summer day appeared just as he rounded a slight curve in the brush bordered survey line, just after he had descended a hill which someday would be a rock-cut, thru which the rails would be laid.

This curve in the line had brought him closer to the water of the lake as it narrowed to its end. He had just been about to give up hope when as he came out into a clear space in the line where he got a view of the bay's end, he stopped in mid-stride; his eyes took the whole scene in at once, and he knew there it was, a fall away of the west bank as the bay narrowed quickly to an end, with a little rivulet flowing between low banks leisurely but surely, the land sharply fell away to a small bay of the backwater from the Winnipeg River, to a perfect place for a water power tailrace.

He stood gazing in thankful wonder for some minutes quickly taking notice of the several aspects of the water levels and the land on both sides of the narrow bay.

Immediately he was sure this was the place he had been looking and hoping to find. This was it!

Remembering the faith of John Knox, in which he had been raised as a boy, in his highland home in Scotland, he removed his hat and looking up to the sky offered his thanks to his God, for leading him to this place.

As he looked up into the sky and gave his thanks he saw faintly a "star" which seemed to be right above him, just barely visible as the dusk deepened. Then he remembered and knew now why that little imp of doubt had arisen and persisted even as he had kept his men at work getting the original site he had chosen, ready for the building of the mill.

He had not been in the right place; his "dream" or his "vision"

perhaps it could have been, had not been coming true, but here was the place of his vision. To him what had happened some time before, now became clear; he remembered it well. On the first night out on the boat on the Great Lakes, at the start of their trip to the Lake of the Woods, John Mather had been alone on deck rather late. Looking to the west he had noticed a very bright star and as he gazed at it, he most surely believed he had heard a far off of faint voice tell him that under that star he would find what he sought.

It afterward seemed to him akin to a dream; or could a person have a vision? He had pondered that occurrence as he often remembered it, but with time that memory dimmed.

He had told no one of this at any time, but now he was sure he had not just dreamed it. Here to him was proof in reality. Here was the land under the star as in his dream. This was his land, it was here his work was to be.

He walked down towards the water after a few minutes and with the ax he carried he cut three lines crossing each other at the centre, to form a six pointed star, on a small pine tree close to the water's edge.

He then returned to the survey line and with a light step returned thru the gathering darkness to the site on Steep Rock Island. John Mather slept a dreamless sleep that night; there was no imp of doubt to fret him.

The next morning he informed his crew of his decision to abandon the site they had been preparing and went on to tell them of the new site. They collected their tools and equipment, loaded the boats once more, and rowed west to the turn of the channel, northward into the end of that bay and from there west to the end of that bay about one-half mile distant.

This was the first look that the crew had of the country to the west of Steep Rock Island, as they rowed the laden boats westward to the end of the bay. they must have looked with interest at the almost unbroken stretch of trees and rock thru which the survey line of the new railroad ran, hugging the lakeshore in general. This was to be the future home of most of these men for many years. John Mather had also seen the same country, for the first time, just the day before.

Just at noon hour the boats reached their destination at the extreme west end of this bay, where it narrowed to but a few feet wide between the banks. As the boats touched the shore on the north side, the story goes that John Mather stepped ashore and turning to his crew said, "Boys, now we are home." He then walked to a tree close by and with his ever present ax put a long blaze thereon, and producing his pocket knife carved the date into the blaze. Many men

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recalled later that this tree stood on the property for many years. Prophetically the blaze faced southeast, the direction in which the town developed in later years.

The tree and also the mill are long gone; the land "under the star" has long since returned to nature, with growth probably identical or very close to the same, as the day John Mather first stepped at that spot. There remains only a few mossed over scars on the rocks walls of the blasted out channel to deepen the tailrace, to show that man once here interfered with nature for his own purposes. The little rivulet still leaves the bay quietly and gently, altho with a little more volume in times of high water in the lake, due to that long ago deepening of the channel.

Today it draws but little more attention to its departure from the Lake than it did that August day in 1879, when John Mather first saw it in the early dusk of a summer day.

Stranger by far than all this, appears to be the fact that no person present that day passed word of the date carved on that pine tree, nor was it ever recorded. I just wonder if John Mather blazed the same pine tree as he cut the star into.

To understand what had led up to John Mather's problem and search that summer afternoon long past, we will have to go back to events that happened some few years before, in places far removed from the place the reader finds this man that August day in 1879. In 1871 when the Lake of the Woods area and for many miles east and west was still part of the District of Keewatin, of the Northwest Territories ; a Mr. Fuller & Associates of Hamilton made an application for timber cutting rights on an area on the east shore of Lake Winnipeg, to the Dominion Government in Ottawa, which had jurisdiction over this area, including the natural resources at that time. Permission to cut this timber, as asked for, was granted to them by Order-in-Council in January of 1872.

In November of the same year another application was also made to the Dominion Government by the same Associates headed by Fuller, for timber cutting rights on certain islands and parts of the mainland of Lake of the Woods.

Shortly after making this later application, Fuller received the report of the cruise he had ordered of the area on the east shore of Lake Winnipeg, right to which he had already been granted by the order-in-Council of January 1872.

As this cruise report showed clearly that there was no appreciable amount of timber of commercial value on Lake Winnipeg site, this first application was cancelled and permission was asked to allow the order-in-council already issued, to apply to the application for cutting rights on the Lake of the Woods areas instead.

In June 1873 it was recommended by the Dept. of Interior, to the Govt. that this be done. So in July 1875 the order-in-council was amended to apply to all islands in the Lake of the Woods, north of Dawson Narrows and certain locations on the mainland or on waters tributary to the Lake of the Woods. This was agreed to and necessary permission was signed by the Minister of the Interior of the Dominion Govt.. In total an area comprising approximately 60 sq. miles, in this grant of rights to cut the timber thereon.

Available records do not show any further activities in this matter from that date until Mather of Ottawa entered the picture. On December 1878, an assignment of the Fuller lease was registered in Ottawa by the Surveyor-General of Canada to John Mather & others.

This assignment presented to the Dominion Government, recorded a transfer of the cutting rights on the Lake of the Woods, in the District of Keewatin, of the Northwest Territories, from Fuller et al to Mather and Associates. Also attached was an agreement by them to form a stock Company under the name "The Keewatin Lumbering & Manufacturing Company Limited" to operate this lease. Incorporating charter of the above named Company was issued on January 18, 1879

and signed by the Minister of the Interior.

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From this point on things moved forward swiftly under the direction of Mather. Arrangements were made for procuring the machinery for the mill that was to be built as called for under the operating conditions of the lease and getting it started on the long roundabout journey via St. Paul, Minn. to its final destination, the Lake of the Woods. More about how this was accomplished later in this chapter.

Mather, the principal stockholder in the new Company and its first president and General Manager, now arranged for a crew of experienced men in the trades, mostly former employees of his in the Ottawa Valley, to accompany him on the westward journey into the unknown, or at most, little known new country of the Lake of the Woods. They must take everything for the journey with them - boats for transportation, food clothing, bedding and necessary tools to get on with the work on arrival.

In the late summer of 1879 (exact date not clear from the early records available) the party arrived at the Hudson's Bay post on the north shore of the Lake of the Woods. They came via the Great Lakes to the west shore of Lake Superior, thence by way of the Grand Portage on the Pigeon River, the boundary waters thru to Rainy Lake, across that lake to Alberton Falls (Fort Frances), and down the Rainy River into the Lake of the Woods.

This same route had been travelled for many years by the voyageurs of the North West Company, the Hudson's Bay Company and other traders to get to their posts west and north. This route was also used by the Wolseley Expedition from eastern Canada at the time of the Riel Rebellion in 1870.

Altho to the best of my knowledge there is no written record of the trip of the Mather party from the Ottawa Valley to the Lake of the Woods, I have heard bits and pieces of the trip that some of the original members spoke of later and these have passed down from person to person thru the years.

Recalling some of the incidents as related by some of the men who came with Mather and later spoke of the trip to the men who worked with them for Keewatin Lumbering and Manufacturing Company, I have been able to reconstruct, at least to a degree, the trials and difficulties encountered and overcome, from the point where they began the trip from the east to their destination, the Hudson's Bay post on the most northerly reaches of the Lake of the Woods. In a general way contemporary history as written by several travellers over the route support these statements of the Mather crew as they travelled the route the summer of the year 1879.

The conditions of travel at that time from Lake Superior to Rainy River were at best, very primitive and hazardous. Across lakes,

down rivers, thru rapids at great risk, across portages, in general rocky and rough with plenty of stumps and windfalls to trip them up. The low swampy areas sparsely poled or corduroyed with all sizes and lengths of timber that were available to the site. All waterways either by oar, paddle, or poling power. Thru heat, rain, or possibly unseasonable early or late snowstorms, a minimum amount of overnight camping equipment and the plainist food. No place for any but the hardiest. Long and hard days under all conditions, the order being forward, ever forward, till night fell.

Altho I have seen nothing in the record to verify it, I would suggest that Mather and crew, being men of many years of experience in the woods and on the many turbulent rivers and streams of the Ottawa Valley, would come equipped much better than many of the other travellers on the route, especially in the line of boats and portaging equipment. Their boats would be sturdy and of the type adapted to both lake and river use, and among his crew there would be experienced boat men to handle them, which would allow them to make better time than most, by reason of their past experience.

Being self-contained they would not require help from any of the outfits set up under contract with the Dominion Govt., to assist travellers stationed on the route (if there were any such at that time), but could and likely did travel at their own speed and convenience. All in all tho, it must have been an onerous, hard trip, for they, by necessity, would have more tonnage than the usual traveller by reason of the equipment they would have to bring with them in connection with the planned work, most of which would likely be unobtainable in a newly developing area, The Mather crew were to build the first sawmill in the Lake of the Woods region.

Anent the lack of any record being available in connection with this trip, this could very reasonably be explained by the fact that the majority of Mather's crew of men, quite possibly, never gave a thought to the fact that the rigors of this journey, tho longer in time and distance, were to but a slight degree, different from their experiences on similar trips into new timber areas, in the early era of lumbering in their native valley of the Ottawa River and tributaries in their younger years. As all his crew of approximately 25 men were mature men and experienced in that trade or work, they looked on this as part of a season's operations. After arriving on Rainy Lake, across it and down the wide expanse of Rainy River and thence across the island-dotted Lake of the Woods (except for the first 25 miles to cross the Traverse; so named for the unbroken expanse of water) would be more in the nature of a summer picnic, compared to the first part of their trip west, the country between the shores of Lake Superior and Rainy Lake, commonly referred to as the Boundary Waters.

The only map available of this part of the country was one produced in the year 1877, by the Dominion Land Office and signed by C.S. Dennis, Surveyor General of Canada. It showed this area as part

of the Northwest Territories. This map was drawn on an odd scale, 5 statute miles to the inch.

It showed Rainy Lake and tributary waters, also the Rainy River, with Dominion Govt. township surveys, bordering the north shore; the Indian reserves on the Lake of the Woods, also the Wild Land Reserves, one at the outlet of Rainy River, one north of Northwest Angle Inlet and the third one north of Shoal Lake. In addition it mapped and listed the areas surveyed by the Dominion Govt. for Timber Berths and allocated to the following men or groups, with the number of square miles involved:

- 100 sq. miles to W.J.Macaulay
- 100 sq. miles to S.H.Fowler
- 18.64 sq. miles of mainland, plus islands in the Lake of the Woods north of Dawson Island to Fuller and Company

The last listed area on the mainland and islands in the Lake of the Woods, 60 sq.miles in total, became the operating areas of the Keewatin Lumbering & Manufacturing Company, (the Mather interests) at Keewatin, Ontario. These Fuller limits were all either on the Lake of the Woods or on waters naturally tributary to this lake. Part of the Macaulay limits were tributary to Lake of the Woods while the balance of them were tributary to or in the Rainy Lake watershed. The Fowler areas all were tributary to Rainy Lake. On the same map, Big Island, Lake of the Woods, was shown as being surveyed into townships. I would presume this was done with the idea of making the island available to settlers, as it was directly on the steamboat route, Rat Portage to the Rainy River country and Fort Francis. This intention never did develop to any extent, as far as I am aware of.

Altho this map did not show much detail except the surveyed areas up to the end of the year 1876; it does show the water systems from the then undetermined boundary line between Ontario & Manitoba area, east to the Wabigoon Lake and Wabigoon River system, with remarkable accuracy in general. Considering the limited sources at that time, this map was well done.

In studying this map it seemed a great amount of time and reasonable expert interpretaion of the notes made by early explorers, survey parties and travellers thru the areas, collected over a long time, went into this effort.

I understand it was from this map that Mather in Ottawa, had picked the tentative mill site on the Lake of the Woods, an area situated on the west end of Steep Rock Island (later renamed Tunnel Island) at the western outlet of Lake of the Woods into the turbulent Winnipeg River.

Now getting back to the Mather party. With this map of the Lake of the Woods to hand, the party would not, in my opinion, have encountered any difficulty in navigating the last lap of the

journey from the mouth of Rainy River across the Lake of the Woods. It would be a direct route north on the astronomic compass bearing, albeit changing of course slightly and often to avoid the numerous islands that dotted their source. Altho I have found no record of the date they arrived at the north end of the lake, my best guess is around the first of August 1879. This particular area of the lake was unnamed at this time; it was known only as the Hudson's Bay Post at "Le Portage des Rhats", so named by the french voyageurs who merely translated to french the Indian words meaning the same thing, "where the muskrats portage".

No time was lost by Mather and crew in establishing their campsite on the property on Steep Rock Island, for which he had applied and had received a License of Occupation from the Federal Department of Crown Lands. Here they began to clear the site of the proposed sawmill, clearing off the timber, stumping and levelling the ground the mill was to be built on. While this preparatory work had been proceeding Mather had been inspecting and considering the rest of the site in regards to the possible fitting of all features into his plans for the whole operation of the mill.

He now had serious doubt about this site that he had picked from the only map available of the area. His on the ground inspection had already revealed reason for it to be unsuitable for a mill site, in fact several reasons. The first was the problem of getting on or off this island except by water transportation.

The alternative was the building of adequate bridges and he realized this could be costly in time and money. Time was of the essence, in getting the mill built and in operation, to produce the square timber and dimension material for the bracing requirements in driven piling and square timber structures; to bring the (then building) railroad on to and off Steep Rock Island, across which the railroad bed would run. The piling that would be needed was easier to supply; this material could be delivered in the round and in come-by lengths cut on the nearest available timber area under license to the Company and towed across the lake and delivered to bridge sites.

Another serious matter of concern was the cost in money and time to construct a dam to drive water- wheels to power the mill. This work would be very costly by reason of the width of this outlet. Also in testing the depths of water across the outlet, he now found a solid bed-rock reef extending completely across this channel and continued some distance down the river. The top of this reef was a very few feet above the surface at mid-season water level, which would mean very little flow in time of lower levels of the lake. To correct this condition would require the removal of a large amount of bed-rock. The cost of such operation in time and money, would be prohibative. All in all, the site had few if any good points to recommend it; in fact, it was definitely negative as a water powersite for a sawmill.

As well, there had been another persistent thought in his mind all along that kept bothering him. The mill should not be built on the island or on the narrow peninsula, extending for approximately two or two and a half miles westward from the lake outlet. This narrow peninsula was formed by the north shore of the Lake continuing due west and in parallel a short distance north, existed a back-water from the Winnipeg River, which continued even farther west than the northwest point of the Lake. At a few places this peninsula was over a quarter of a mile wide, and cut at several places by overflow streams from Lake of the Woods, thus forming islands. The alternative was to a more suitable site, and quickly. Hopefully, one with at least the essential first requirement, a site at which a small waterpower could be developed to power the mill, at a great deal lesser cost than his rough estimate for the same purpose at the original proposed site. This was the problem in John Mather's mind on that bright August afternoon of the year 1879, when in this "tale", the reader first meets him in action.

Writer's Note:

Apropos of Mather's conclusion reached that afternoon in 1879 in relation to the futility of attempting to generate any significant amount of steady power, at the western outlet of the Lake of the Woods, under conditions as they existed then, without removing a large amount of bedrock from the channel to give an increased depth of flow out of the Lake.

This conclusion was proved correct in 1923, 44 years later, when the Backus interests (successors to the original Keewatin Lumbering and Manufacturing Co.), in agreement with the Federal Government, completed the job of removing 47,000 cubic yards of rock from this western outlet channel, in the development of the Norman Dam, to produce electrical power for their proposed pulp and paper mill.

With the same purpose in mind that of powering by electricity a pulp and paper mill, this dam had been proposed by Mather and finally built by his Company The Keewatin Lumbering and Manufacturing Company, in an earlier agreement with the Federal Govt. in the depression years of 1892 to 1895. This dam was about one mile downstream from the outlet of the lake. Over the years it had been used as an aid to control, to some extent, the lake levels.

From 1923 to 1925 work had gone ahead on the installation of generators to produce electric power to operate the initial pulp mill built by the Backus interests in Kenora. During the intervening years this dam had been put under the control of the International Water Commission, under an agreement worked out between the Federal Govt. of Canada and the United States. This Commission controlled the water levels on all international waters. During the years of operation of this authority the natural levels of the Lake of the Woods had been raised, as to the minimum and maximum by some feet. Even with this raise in levels, which

increased the steady flow, the engineers in charge recommended this rock removal to assure that adequate power could be generated with reasonable assurance, at the Norman Dam, to meet the demand of this original pulp mill and at the same time be capable of increasing the capacity of this plant to produce a maximum amount at a later date, to power a paper mill that was in the plans to be erected, to complement the pulp mill.

After the Norman Dam was built by Mather's, The Keewatin Lumbering and Manufacturing Company, in conjunction with the Federal Govt. of the day, Mather organized another Company under the name of "Keewatin Power Company" and acquired the rights to develop this site when needed, still with the same purpose in mind, as the successor Company The Backus interests later brought to completion, with a viable operating pulp and paper mill.

Even some years before the Mather sawmill was destroyed by fire, the companion Company, Keewatin Power Co. made a determined effort to interest American paper mill operators in a proposed mill adjacent to the dam site. Reproductions of these letters written by R.A.Mather, acting as president of Keewatin Power Co. to American pulp and paper interests will appear attached, as verification.

Even when the Keewatin Lumber and Manufacturing Co. sold their logging outfit, also timber holdings and cutting rights, to Backus and Brooks, after fire destroyed their mill at Keewatin in 1905, they did not sell the Keewatin Power Co. rights to either the water power at Keewatin or the Norman Dam. It was not until 1913 that their successors The Backus interests (the new Keewatin Lumber Company) acquired these properties thru purchase of the Keewatin Power Company.

Writers Note: In the letters and memoranda reproduced herewith, as stated in foregoing paragraphs, full information is given re the sale of Keewatin Power Company and with it the power sites they controlled.

Ending Chapter One we left John Mather and his crew at the new mill site, about noon hour on the day in August 1879, that he had abandoned the first mill site in Steep Rock Island, which he had decided, for several reasons, was totally unsuited for his purpose of building the sawmill. He had moved bag and baggage to the new site he had located at the extreme west end of the north shore bay of the Lake of the Woods, about three and one half miles west of the Hudson's Bay Co. post near the original canoe portage used by the fur trade voyageurs referred to as Le Portage Des Rhats.

This new mill site was to become the following spring, the settlement of Keewatin with an official post office termed by the Federal Govt. post office department at Ottawa, as "Keewatin" in the Keewatin District of the Northwest Territories. It was to become Keewatin, Ontario, till a date some years later, when the Ontario-Manitoba Boundary dispute was settled by decision of the Privy Council, in London, England, in 1884.

The bay on which the new sawmill was to be built was shown on the only map available at the time, as Portage Bay, later to become known thru common reference locally, as Keewatin Bay. This site did prove ideal for the type of mill Mather had in mind, a medium capacity water power at a reasonable cost in money and time, to power the sawmill and planing mill, with little upkeep costs beyond the original cost of the "timber dam" to control the head of water and the removal of a small amount of rock to increase the efficiency of the "tail-race".

There was also the cost of the water-wheels to produce the power; there were seven wheels in all, two of them homemade, built of wood, on the site. This water-power could and did produce approximately 600 horsepower with a maximum flow of water, in times of normal high water in the Lake of the Woods.

There was another timber dam fitted with stop-logs, about a quarter mile upstream from the mill dam. It was buttressed downstream by log piers, loaded heavily with rock ballast to withstand the pressure of the water on the upstream side, when the water level of the lake was at maximum in abnormal high water years. This dam acted as a regulator of water levels in the log pond of the mill and when logs were sluiced into the pond from the bay above the dam it provided a natural pull of current when full flow was at times purposely allowed thru this dam for this purpose. At all times of course, there was a steady controlled flow of water thru this dam, regulated to the requirements of the main mill dam to feed the water-wheels which powered the mill. This steady flow of water thru the dam upsteam served a double purpose. The slow steady current generated between the dams served to keep the logs moving in the channel leading to the "jack-ladder" at the mill. John Mather was correct in his judgement that summer evening he first

looked upon this site. It was perfect for a water-powered sawmill. The upper stream dam was planked and railed on top and served as a roadway to connect the two sections of the village at a later date. It still is in use this day in 1976.

These dams were built in the winter of 1879-80 by Mr. Demarias, an experienced, practical, dam builder, one of the original members of the crew that accompanied Mather from Ontario.

Writer's Note: This upstream dam had another very important part to play; we school boys found it very useful for another purpose. By crawling under it from the downstream side and horizontally thru between the logs forming the cribs above the rock ballast, we could overlook the stream passing thru the log sluiceway. This vantage point was right to spear suckers during the spring run.

I am running a bit ahead of myself, chronologically at least, in the phases of the building of the first sawmill in the area, in the foregoing. I had better get back to the proper beginning, to the late summer of 1879.

The site was reasonably well timbered, I understand. The first chore would naturally be the clearing. Some of the larger timber was hewn by broad-ax into square timber for the mill dam structure and for mill building footings. The smaller timber and debris was burned as the clearing progressed. The mill structure was to sit astride the original small creek which ran out of this west bay only in times of high water conditions, in the Lake of the Woods. Part of the preliminary work was removal of a small amount of bedrock and some earth that formed a low barrier thru which this small stream had worn its way over the years. This was not a natural outlet except in times of high water, the natural outlets of the Lake of the Woods were only the two; around either side of Steep Rock Island, approximately three miles to the east.

The records show that the winter of 1879-80 was very severe, and men working on the construction of this mill must have had problems with the conditions, but apparently work went apace throughout the winter, for by spring the structure was ready for installation of the machinery. The Mather crew were fortunate in one way; in that isolated part of a new territory, Mather had found a place where his crew was able to be housed and fed during that winter.

To the east of the mill site about half a mile, a young man by the name of Gardiner, who had come into the area a couple of years before from the west, in the wake of the first survey crew engaged in the preliminary plotting of the ocean to ocean rail-line, had built a log building on which he was running a small trading post at that time. He agreed to shelter and feed the crew while they worked on the construction of the mill.

The dam building was the first job to be undertaken, a "coffer dam"

to seal off the flow of water was built a short distance east of the first and upper dam site. The main or "mill dam" was built first, then the construction frame of the mill was started over the top and across the face of the dam. The tail-race was also blasted out thru a rock ledge to allow the water from the water-wheels to clear quickly with a quick fall-away into a part of Mink Bay.

As the "end of steel" in the eastward progress of railroad building from Fort Garry, was still at this time, in the year 1880, forty miles west of the mill site at or near Cross Lake, this caused a problem in needed supply. All material except dimension building timber and common lumber needed for construction, which could be produced by a small portable mill, already arrived, had to be toted by team and sleigh the 40 miles from "end of steel", delivered there by "work train". This toting was contracted out at 73 to 75 units per 100 pounds. The Lumber Co. records of the time show 160,344 pounds of freight delivered to the mill site in this manner during the winter of 1879-1880. All of the machinery and other needed equipment to construct and equip this project, had to come by way of St. Paul, Minn., via the Red River to Fort Garry and later in the fall and winter, by C.P.R. work train to "end of steel" at Cross Lake.

Some of this material to begin construction, during the fall of 1879 had come by team and wagon over the Dawson Trail, from Fort Garry to the Northwest Angle on the Lake of the Woods, by steamboat and barge to the mill site.

This tote road in the winter of 1879-1880, from Cross Lake to mill site was over, frozen muskeg, uphill and down dale, between lakes, across swamp creeks roughly poled in the fall, to the west end of Clearwater Bay, then east on that bay to the end of White Partridge Bay, across the Mackenzie Portage, from there to the mill site. At least a two day trip in winter. Some of the heavier mill equipment must have at least required four horse teams to move it over that uphill and down dale type of tote road. It surely did require a lot of hard work and ingenuity to do that type of job, in that era. Apparently, these tote teamsters were tough and determined men as the mill building continued all winter without a hold-up.

During the winter the mill was built D.L.Mather, son of John Mather, who had come west in 1879 with the original crew, was in charge of the first logging operation, constructed to feed this mill when it was ready to start. By early summer the mill was approaching completion. Part of the logs that had been cut during the winter had been towed, sluiced thru the upper dam into the log pond; there was a supply of logs ready to go. I am not sure of the date of start-up; all I can find on record is the information that it was the late summer of the year 1880, that saw the first "rocking of the cradle" of the infant industry, that was to grow to a healthy maturity in the area, in the years to come.

The mill on start-up would have only a limited output and I believe ran only a day shift the first season. The mill started with a circular saw with a carriage on one side and a twin saw slabber that cut "cants" for a small gang saw, on the other side. The estimated capacity of this type of mill was approximately 80,000 feet of lumber in an 11 hour day. Total lumber production for 1880 was approximately one and one-half million board feet, in a short season. I would presume they would, as all mills generally do, have the usual "run-in" troubles and hold-ups, which would result in a low daily average output. They would likely just get everything running smoothly when closing down time would arrive in the fall.

Apparently, by the records this mill ran for two seasons with this initial saw rigs, then in the winter of 1882-83, a new carriage and feedworks were installed on one side, and this proved more satisfactory and increased output. Two years later, the twin circular slabber and gang saw were removed and were replaced by another single circular saw, carriage and improved feed works.

In 1889-90 after having considerable trouble sawing the large white and norway logs they installed a nine foot band mill, the first saw rig of that type to be placed in operation anywhere in Canada west of the Great Lakes. Four years afterward in 1893-94 the original circular saw was taken out and replaced with a Waterous 8 foot band mill. These bandsaws were operated with rope "feed works" and proved very satisfactory. No further change was made in the set up of this mill; it was, after the last changeover, a modern bandsaw mill. So as that type of mill with maximum production assured, it continued to operate every sawing season for over another decade till it was destroyed by fire in October 1905.

The record shows that the lowest seasons cut for this mill was the first year of operation: 1880- 1,498,777 ft.B.M.. The highest year, 1903- 18,758,554 ft.B.M.. Total production for the 25 years of operation, 266,327,526 ft.B.M.; a yearly average of 10,665,000 ft.B.M.. This production was from the following log supply: Minnesota saw logs- 133,650,000 ft.B.M.; Canadian saw logs- 132,677,000 ft.B.M..

Writer's Note: A very creditable overall production for a two band mill in that era. Once more I have departed from my avowed intention of recording all happenings in this history, in the proper order, but hoping to make clearer to the reader, the overall operation of this first mill, I have followed thru to its end, in a condensed version: Some readers may, and not without reasonable cause, wonder why I have written at length in detailing the harsh conditions and other situations that Mather and his crew had to bear and overcome in the fall of 1879-80.

I will defend this action by pointing out that this mill was the first project undertaken in this virtually untouched wilderness.

miles away from any source of supply of help in many lines of emergency. They were the forerunners of any group by at least a year or more who made any attempt to open up this unknown part of the country by any type of industry.

For that reason alone, I would suggest the Mather and his worthy crew deserve a lot of credit for accomplishing what they did in a harsh land in the severest part of the year. Working with nothing but their hands, their determination, and the few tools of their trades that they could bring with them on their long hard journey over a rough course, they accomplished a job in a period of time that I would venture to say would be commendable under much better working conditions and source of supply. The source of supply came closer to the area in the following summer, no other mill came into production for nearly two years. The coming of the railroad into the area in early 1882, made things easier for everyone concerned, but withal they could all be called pioneers.

As admitted I have in the foregoing got out of my sequence of timing re events. I now have to step back to the fall of 1879, while the mill was in course of being built, re an event not connected with lumbering. The happening was in relation to the establishment of an official post office for the then settlement of the "Mather Mill".

As noted previously, this post office officially came into being on March 1, 1880, as Keewatin, Northwest Territories. John Mather was appointed Postmaster. Now to record the proper story of how and why this office was established.

Previously in this history it was noted that the new railroad had an engineering and right-of-way clearing crew camp headquarters set-up on Darlington Bay, about one mile or more west of the Mather mill site. The post office attached to this camp was listed as Rat Portage, Keewatin District, Northwest Territories. (The ownership and jurisdiction of the area was still vested in the Dominion Govt. at this date.) Mather and crew were having their mail addressed to "this railway survey camp" Post Office up to this time. Later that fall of 1879 this railway headquarters together with their post office moved approximately 4 1/2 miles east to the vicinity of the Hudson's Bay post on the north bay of the Lake of the Woods.

This left the Mather crew at the mill site in a bad position with regard to mail. There was a crew at the mill of 25-30 men, most with families in the east; it was important to know that they could keep in touch and also the postal service was needed for Company business. They now had to send a man 4 1/2 miles, over a freshly cut survey line, with makeshift river crossings to forward or receive mail. Mather wrote Ottawa in the matter, explaining the situation. In a short time he had a reply from the Postal Dept. that a post office would be granted for the mill site. They asked him to suggest a name; he chose "Keewatin" taken from the Company

name. It was agreed to, thus, the post office and village or settlement of Keewatin came into being.

There came a time in the 1880's when Rat Portage, quickly grew to quite a size, due to the mushroom-like growth during the railway construction headquarters days which added considerably more people to the town's population, then became for awhile quite a lively construction town. Later it quieted down as the railway construction moved east. Then came the peaking of the "Gold Rush" that had been building up over the years. Now it brought them world attention for a time. After this "dream of gold" faded the town became a staid and settled community. Shortly after the turn of the century some of the citizens became disenchanted with the name "Rat Portage" for their growing town, presumably objecting to the rodent connotation that might be suggested to the public.

The contention of one faction of the citizens of Rat Portage was that thru error or otherwise the post office seals had become crossed when Keewatin and Rat Portage were granted post offices. In the first application to the Dominion Govt. for a change of name it was pointed out that the factual portage that the muskrats used in their annual spring migration to the Winnipeg River was definitely in Keewatin Bay and the suggestion was made that the two towns should trade names, as for that reason the Town of Keewatin should rightly have by physical fact, been named Rat Portage.

The controversy that ensued embroiled the citizens of both towns and became quite the topic of the day for some time. It waxed serious and hot at times, even involving the local press of the neighbouring communities, even some incidents between the citizens of each community, among themselves.

From this episode evolved many, many fabrications, suppositions and myths. The most colorful version, finally generally accepted by the outside world it appeared, was the charge of "skullduggery" orally preferred against John Mather, President and General Manager of the Keewatin Lumbering firm, by the citizens of Rat Portage. (Mather was the first Postmaster of Keewatin.) The story went that the official seals for Rat Portage had been forwarded to Mather together in the same parcel. He, by chance, being thus given the choice of names for his post office immediately chose Keewatin for his little village and forwarded the reject name, Rat Portage willy-nilly and without the opportunity of choice to the neighbouring community. This also put forth the fact that any of the citizens of Keewatin possessed of normal eyesight would by looking at the topography of the north shore know for certain and without the least doubt the place that any self-respecting "rat" would portage. This story has been accepted and repeated by several historians, over the years, up to the present. The outcome of the episode happily. was that in 1905, "Rat Portage" was officially renamed Kenora.

In Chapter 3, a capsule history of the first sawmill that started the lumber industry in this area was given, that of the Keewatin Lumbering and Manufacturing Company Limited, in the settlement of Keewatin, Northwest Territories, at that time; in later years to become the village of Keewatin, Ontario. In the history this Company is often referred to as the "Mather Interests" for the reason that the Mather family, John Mather, the father and two sons, R.A.Mather and D.L.Mather were the largest shareholders and the active management of this Company during their operations over the 25 years of the Company's existence. In the previous chapter, only the building of their mill, in the fall and winter of 1879-1880, the changes in equipment to improve efficiency and the total cut of lumber over the 25 years of operation, was gone into.

In this chapter I will attempt to give in more detail the part this Company and the Mather family took, both in the industry as a whole and the build up of the village and later the town of which they were the founders.

In the first place the Company was off on a fairly sound basis in the matter of practical experience in the lumber business. The man directing the Company, John Mather, had years of experience in the business already behind him and both his sons were mature men and were also no strangers to the business. His second son D.L.Mather, had come west from the Ottawa Valley with his father and hand-picked crew of experienced loggers and mill men from their native Ottawa Valley. On two counts the Company was on a sound business footing; first with practical knowledge of the work they were engaged in and sound and ready financing.

While John Mather took personal charge of the mill building and water power development to power it, D.L.Mather was given charge of the logging end to produce the logs necessary for the anticipated start of lumber production the summer of 1880.

The first year's cut of this mill was sold to a ready buyer, the C.P.R., at that time in the first stages of laying temporary track for the moving of material both ways from east and west from the Hudson's Bay post, 3 1/2 miles to the east, at what was by then the base of operations for the railway, This construction headquarters was really the start of a settlement that is at present time the Town of Kenora, Ontario.

Large square timbers, dimension timber and planking were badly needed in the railway construction to cross both outlets of the Winnipeg River and bays of the Lake of the Woods where the survey of the roadbed hugged the lake shore. This could be done only by temporary pile bridges and trestles till materials to build permanent steel bridges could be brought in by work train. Also these work trains would have to haul rock and gravel ballast to

replace the temporary timber trestles along the lake shores and in the muskegs.

Altho the record does not show it, I believe that D.L.Mather did for the first two summers keep some of the Company contractors cutting bridge piling on main shore licensed areas and on some of the islands. These operations would be on areas known as "shore chances" where the timber would be cut and skidded to the shore, there to be collected in booms and towed to sites on the railway to be transported to sites where needed for bridges, via "push car" on temporary track laid on rough grade.

The balance of lumber and smaller dimension stock of the first summer's cut, also pine shingles made, were used to build much needed housing for the Company employees or boarding houses for the single men and housing for the married men whose families had started to arrive by way of St.Paul, Minn., down the Red River to Fort Garry and from there over the Dawson Trail to Northwest Angle by team and wagon, then steamboat and barge across Lake of the Woods to Keewatin. Some also came from Fort Garry by C.P.R. work train to the end of steel and walked the cleared right-of-way to Keewatin.

The mill site was at the extreme west end of Portage Bay where this bay was separated from the waters of Mink Bay by a narrow hog's-back of rock, thru which the tail race had been blasted. So the closest available land that housing could be built on with the least work in clearing was across the C.P.R. right-of-way to the north. This area was a sizeable point, mostly rock, which was their source of water supply. Here the Company erected some small family houses to accommodate some of the families that were by then arriving from the east.

Some other houses were built privately by men working at the mill; they were on a rocky ridge extending east from this Company housing. This area was a narrow strip between the C.P.R. right-of-way and Mink Bay. There were several sizeable family home built on this area within a year or two.

This first housing was built in a rather forced hurry, mostly for the reason that lumber, shingles, were not available till the late summer and fall of 1880. The mill had got a late start that first sawing season and was hard put to fill all the orders they had received. The main reason for hurry was that fall was approaching, so housing was urgent. Somehow by Company and private effort every one was housed before the winter moved in. Some of the housing built in that first year was minimal for room for family accommodation and convenience but it sufficed for the time being and filled an urgent need that first winter. The Company built a boarding house and a large bunkhouse near the upstream dam to take care of some of the single men.

The following summer the townsite on the south side of the bay was surveyed, streets were laid out, blocks and lots surveyed and the townsite was ready for an orderly development of the town. Immediately it was opened, this area began to build up; many who had occupied the first housing built their own homes in the new area and the new arrivals occupied the original Company built housing.

The main street of the town running in an east-west direction from the waters of the channel leading into Keewatin Bay, to the western end of the town proper, was named Ottawa Street, in honour of the Mather family's home town, I would suggest. This street name, I think, was the lone reference to the founders of the town. On this street were built three larger home of a typical type that was very popular in the Ottawa Valley. John Mather had brought plans of it with him from the east. The two Mather sons occupied two of these houses; the third one became at a later date the residence of the local manager of the Lake of the Woods Milling Company after the first flour mill was built in 1886-87. It continued to be just that, the residence of each succeeding manager until this Company's mills were phased out in the area.

The settlement went thru the usual changes from a settlement to a village. A school was established very soon after the sawmill started; in fact, it was 1882 that the first teacher was hired and a one-room school started. The location of this first school is not clear in any record.

There is one thing that I must mention here. It appears from the record that John Mather had personally established the school and had engaged the first teacher. Also, until a school board could be elected so that settlement's elected officials could levy taxes, his Company took over the expenses of the school. This shows up in the Company ledgers expenses re school.

The town site south of the bay grew very quickly as more people came in, for by 1887 there were two industries to employ men.

I have wandered away from the growth of this Company to the growth of their settlement in regard to housing. Each family home built was an achievement to be proud of.

The early settlers in the then settlement of Keewatin, of course, with a few exceptions were all employees of the lumber mill. They were practically one large family in reality and for that reason the Company was interested in the welfare for, as the people fared, so went the Company and business. Content men are good men. Now back to the lumber industry and to the fortunes of the first operating mill in the area.

They had rather a short sawing season the first year and would have have to prepare for a much larger logging operation the coming

winter to ensure enough mill feed for a full season's sawing the following summer. These first years they depended on contractors to produce the logs from their licensed areas, for they had no Company logging department set up as yet. From the records they were able to find enough contractors to deliver the required amount of saw logs for mill feed in the first years of operation. The end of steel was coming a bit closer from the west and for this reason supplies of all kinds were a bit easier to get.

I believe that for the first two or three winters they logged some of the closer main shore licensed locations and some of the smaller islands for summer logging chances. They seemed to have no trouble getting contractors for either winter or summer logging for the first two or three years but they were experienced enough in the business to know the many pitfalls they might encounter in being dependent on contractors alone.

The railroad had arrived from the west in 1882; by now all supplies could be more readily procured. The Company began to assemble what they needed and by the fall of 1884 they had their own logging outfit ready to go, but in fairness they continued to use contractors in addition to the Company camps. The Company logging operations also were an added benefit; they supplied winter work for many of their sawmill employees, which gave them year round work.

John Mather acted as active manager of the Company till the fall of 1884 when his elder son, R.A.Mather, came to Keewatin to take over the position of General Manager. John Mather then concerned himself with other business interests, spending the summers in Keewatin and the winters at his home in Ottawa.

As referred to previously, in the first years the Company procured all their log requirements from the licensed areas on the mainland shore of the Lake of the Woods and from some of the larger islands of the Lake of the Woods to the north of Dawson Narrows. All these islands were included in the lease granted by the Dominion Govt. in 1875. Altho all this Canadian timber was of good size for ordinary lumber stocks, the C.P.R. contractors kept pushing them to supply larger dimension square timber for bridge and trestle work. So early on they began to look into the possibility of securing some of the larger red and white pine that grew on the northern slope of Minnesota whose water drained to the Rainy River down which streams this timber could be driven. Once this timber was in the waters of Rainy River which were international boundary waters this material could be boomed and towed by tugboats across the Lake of the Woods to their mill at Keewatin.

As supplying the C.P.R. contractors with large dimension square timber was a large part of Company business in the early years, they began to take action that would give them ownership rights to areas of this larger Minnesota timber, especially red pine which is

preferred for dimension square timber. To this end they sent one of their timber men to Minnesota to explore fully the situation in regards to obtaining cutting rights to these tracts of timber. He spent some time going into the matter from all the angles and in his report stated that this timber could be bought for delivery on the waters tributary to the Rainy River from any of the several contractors who owned stumpage rights on these timber tracts. Also, that stumpage rights could be bought from any Company holding these rights, from the State under certain conditions. First, only a Company incorporated under the State of Minnesota laws could purchase stumpage rights. Second, that title had to be held to these timber tracts by an American citizen.

This suited their requirements. They immediately formed a Minnesota Company under the name of R.A.Mather, arranged banking facilities with an American bank and proceeded to purchase pine timber from several of the contractors who held these rights, also, from some of the homesteaders who had settled in certain townships.

This American operation started I believe in 1883 or 1884, as those years were the time that the railroad needed this type of timber for their construction work and I believe the demand for this type of heavy dimension timber was sustained for some years after those dates and this timber was shipped both east and west from Keewatin. Altho the first trains were running over certain sections of the line by this time the railroad required many years of work before it was completed.

I rather think, it was in 1884 that the first Minnesota timber came down Rainy river and across the Lake to the Keewatin mill. From that time on the log supply for this mill was about an even split 50% Canadian logs from the Lake of the Woods area and 50% were American logs from Minnesota. This Minnesota operation was supervised by D.L.Mather for about the first five or six years but after that time Donald (Dan) McLeod was put in charge of the operation. That would be about 1890. McLeod remained in charge of this Minnesota operation up to the time the mill was destroyed by fire in the fall of 1905.

In the meantime, around 1899 they had purchased stumpage rights in Minnesota from a firm that was going out of business, due to the fact that it was hard to find contractors to log this tract of timber they were forced to put together a logging outfit for their own and to operate Company camps. This operation continued from the winter of 1900, till the spring of 1906 when Mather interests ceased business, due to the loss of their mill at Keewatin by fire in the fall of 1905.

The total amount of Minnesota timber that came across the Lake of the Woods, to the mill of the Keewatin Lumbering and Manufacturing Company at Keewatin in the approx. 20 year period of Minnesota operations was just over 136 million ft.B.M. Scribner rule log

scale. Total includes timber bought from settlers, logged and delivered on landings by contractors plus 48 million feet logged by the Company on Minnesota timber tracts on which they owned stumpage rights. Of this total amount, 15 million feet were in booms in storage near the Keewatin mill or in booms on the Rainy River in the spring following the loss of their mill.

This Minnesota operation by the Keewatin Lumbering and Manufacturing Company in Minnesota was interesting from many angles. Altho the red and white pine that was native to the Lake of the Woods area was big timber, the Minnesota pine was apparently larger, by all records kept, due to the productive type of land it grew on. From one fact on record this must have been so, as in the early files of the Mather mill it mentions that a change of saw-rigs had to be made in the early years to handle the big Minnesota timber.

As the railroad was not built thru the Rainy River valley till well after the turn of the century the only way to get to the Rainy River country was by steamboat in the summer, in the winter, by horses and sleighs across the Lake of the Woods with a couple of overnight stopping places en route. One of these overnight stopping places was on Big Island and many revealing tales were told of those days. That of course is another story, but I do know it was a tough trip in winter.

One of the reasons that I will give the reader; the total cut of the Keewatin mill over their years of operation and the percentage of Canadian and American logs involved; is to hopefully explain and discredit the myth, that has received some credibility over the years thru repetition mainly, that of the charge that the mills on the north shore of Lake of the Woods, each Company being named in turn, had "stolen" millions of feet of Minnesota timber, driven down Rainy River and towed across the Lake of the woods, to be sawn in their mills, in the early years, 1880's to the early 1900's. The only authentic record in existence today of any of the companies being thus charged, which would tend to refute this, is included in the memoirs of Donald McLeod, formerly of Keewatin. He included full business records of the Keewatin mill from 1879-1906. By these records the charge can surely be proved to have no basis in fact whatever, especially in relation to this Company. In fact, they include in their records a reference to at least one other legal purchase of a tract of timber in Minnesota in 1899, by one of their competitors, The Rat Portage Lumber Company. McLeod, who wrote the memoirs, was an employee of the Keewatin Lumbering and Manufacturing Company for about twenty years. During the latter fifteen years of his employment with this Company he was in charge of the Minnesota operation. These records as given in detail in his memoirs serve to substantiate his contradiction of this charge.

This myth has been taken up and perpetuated in print by both Canadian and American writers, at different times, over the years.

To question the probability of intended theft, a little scrutiny from a business point of view on the basis of profit and loss, can be revealing. In the matter of comparative costs of actual production of both Canadian and American logs, these figures are taken from the files of the Mather Company circa 1880-1906. These figures are of record. Minnesota agreements between the Company and the contractors called for the delivery of logs to booming grounds on Rainy River for the going contract price of \$8 to \$9 per 1000 ft.B.M., Scribner scale. Proof of stumpage rights, plus specifications as to diameter and length were the only standard requirement. These were actual cost prices per 1000 ft.B.M. for logs landed at these booms at several points on the Rainy River. There were no State of Minnesota timber dues on this timber; these were included in the stumpage rights paid when these tracts had been sold to the original purchaser of the timber rights. Comparative prices for the Canadian logs delivered on landings on the Lake of the Woods were on a lower level. Depending on the length of haul, contract prices were from \$3.50 to \$4.50 per 1000 ft.B.M. plus \$1.00 per M. Crown Dues.

There was another item that raised the price of the Minnesota logs. That was the extra cost of towing the logs from the mouth of Rainy River to the Keewatin mill, rather than the shorter distances from the northern end of the Lake of the Woods. It would seem to me that a charge of theft could hardly be suggested where the product they were "stealing" was costing them just about double what they could produce it for in their own back yard. On the face of it, this Minnesota operation looked to be a poor business proposition financially, as Canadian logs could be produced and delivered to the mill at much less cost, but there was an angle or two that the Company were aware of. In the early years, there were not many mills in production that could produce that size of square timber needed, and that were along any completed sections of their railroad, from where it was loaded for shipment east and west to locations where it was urgently needed.

It would naturally follow that the bulk of all C.P.R. lumber orders would go to the Company that were supplying the heavy stock they needed and as the Mather interests had moved early to acquire an adequate supply of this large Minnesota timber they were able to hold the bulk of lumber orders in those years. In the early 1890's I really think this was the reason this Company never felt they had to join the amalgamation or combine of the other six mills into one large concern under one management to save overhead costs, in the years lumber prices steadily dropped to an all time low, on account of stiff competition from American mills close to the border and other economic reasons.

There is attached as an addendum to this chapter, a price list of standard grade 2 by 4 dimension, upon which lumber prices were based. Lower grades were lesser while the standard grade in larger dimension increased in price. Therefore, the extra large dimension

timber that the C.P.R. contractors were in need of for bridge and trestle work, brought a price to offset the extra cost of logging and towing this Minnesota timber. The Keewatin Lumbering and Manufacturing Company carried on this Minnesota operation right to the time that they ceased operations in the area.

Altho I would think that some of the other mills on the north shore of the Lake of the Woods did get some of the American timber, I doubt that these mills were equipped to handle this larger timber. Not until the new combine was formed in 1893 under the name of Rat Portage Lumber Co. and the Western Lumber Co. mill was operated as the parent mill, does any other Company from this area show up operating on the Minnesota side, until the Rat Portage Lbr. Co. brought stumpage rights in that state around that date.

That about finishes up the story of Minnesota timber coming across the Lake of the Woods to the Keewatin Lumbering and Manufacturing Company sawmill in Keewatin, Ontario.

Now we come to the Canadian limits from which they produced the balance of logs for mill feed each season. As mentioned, after the first two or three seasons operations, only about half the logs required to feed the Mather mill came from mainland locations and the islands in the lease granted Richard Fuller, et al, by the Dominion Govt. in 1875. This lease was later transferred to the Keewatin Lumbering and Manufacturing Company Ltd..

In 1890 title and right to this area west of Lake Superior was transferred by the Dominion Govt. to the province of Ontario after the boundary question or controversy had been settled in favour of Ontario, by the Privy Council in London, England in 1884. The province of Ontario also acquired jurisdiction of the natural resources of the area with the transfer of ownership. All existent timber leases in the area had been granted by the Dominion Govt. Lands Dept. some years before as ownership and jurisdiction in this area was, up to that time, still vested in the Dominion Govt., as part of Keewatin District of the Northwest Territories. After the transfer of control, the Ontario Crown Lands Dept. moved quickly to bring all timber operations under the Ontario regulations concerning the cutting of timber and the payment of dues. Due to this change in jurisdiction there was little that affected the operators in this area and there was no disruption whatsoever in their operations. Additional areas of timberlands were offered for sale in the different sections of the new territory added to the Province. Each of the operating mills bid in the timber berths offered for sale in their operating areas and the lumbering business was on a sound footing as far as timber supply went.

The Mather mill in Keewatin, in the years of their operation cut mostly white and red pine, with the balance of the cut being tamarack which was used for the production of railway ties which were in great demand by the railroad. At that time, they were the

preferred tie on account of their long lasting qualities when buried in the sand and gravel ballast of the railroads in those days. There was a fair margin of profit for the lumber firms in ties as they just had to be flatted on two sides and could generally be loaded in cars for shipment direct from the mill as they were sawn.

The type of stock that brought the highest prices was the top grades of white pine. There was always a good market for the select grades of this white pine stock; even in times of low general prices of lumber, a mill that could produce a good supply of this type of material had a little edge in the lumber trade. All in all, we were fortunate in having some good stands of pine timber in this area. The original Keewatin Lumbering and Manufacturing Company's mill cut over the 25 years they operated, I would say would be somewhere in the range of 80% pine timber.

They continued to operate their mill each season. Altho the old records show that in the late 1880's the lumber industry in general in this area was in trouble due to over-production, by reason of the building of six mills in a period of 5 or 6 years after the Mather mill had started their first lumber production. Also at this time, competition from several American mills close to the Canadian border had become very keen. Apparently, conditions grew worse over the next two years. Six of the mills in the area were forced by financial troubles to form a combine or amalgamation into one Company with one management set up to save overhead expenses and avoid bankruptcy of some of the mills. The story of this action is gone into a following chapter. The Keewatin Lumbering and Manufacturing Co. did not join this combine. In this Company's record there is direct mention made of a depressed business cycle in those years.

These events could be the basis of a story that was told and was believed in my boyhood days in Keewatin, in relation to the Norman Dam. The story went that in a depression era in the early 1890's the Norman Dam was built by the Keewatin Lumbering and Manufacturing Co., in an agreement with the Govt. of the day, to give winter relief work to the unemployed men of Rat Portage and Keewatin. In Donald McLeod's memoirs, part of which are based on the old records of the Mather mill operations he gives the real story of how the Norman Dam came to be built.

The story reaches back a long number of years before the actual building of the dam and is rather involved. As before mentioned, the first timber lease was made to the Keewatin Lumbering and Manufacturing Company by the Dominion Govt. in 1875, many years before this area was added to the Province of Ontario in 1890. this lease, in part, gave cutting rights of timber on all islands in the Lake of the Woods, north of Dawson Narrows. In 1883 or 1884, just a few years after their mill had been operating, there was some of the timber, for a portion of mill feed, being cut on some of the

islands. The Dominion Govt. began negotiations with the Company, thru John Mather, Vice-President and active General Manager, concerning the matter of relinquishing their cutting rights on the islands. Cause for negotiations in the matter of surrender of these rights was never recorded nor do I really have any idea at all as to the reason for this request. (It surely was too early for any "conservation" group to have become interested in this newly opened country.) Apparently no decision in this matter was reached and it was left in abeyance at that time. I would think that the matter must have had some political significance.

Whatever the reason behind it, the matter came up for negotiation again, within a year after this area was handed over to the province of Ontario. This time the approach was made by the Lands Dept. of the Ontario Govt.. At these negotiations, John Mather, still vice-president of the Company, represented his Company and presented their case in the matter in the same light as previously; To Wit: They had received this lease in the usual manner that was the custom of the time.

They had paid in the required sum of money stipulated by the Dominion Land Dept. plus dues of \$1 per M.ft.board measure as the timber was cut. Further, his Company at no time had concentrated their operations on the islands. They had cut at least as much, if not, more on mainland locations included in the lease. They also stressed the fact that if they had cut their total requirements for the mill operation on the islands, all of them, to a large extent, would have been "cut-over" by this time. He also had another point that would prove hard to dispute, it was that no time limit was mentioned in any of the conditions of the original sale at the time of purchase, that indicated any date for the removal of this timber. In fact due to this omission they had cutting rights in perpetuity.

The reason for John Mather's vigorous defense of the rights of his Company in this matter, shows up clearly in the outcome of the negotiations. He had much larger things in mind for the future, and this was the lever by which he might get more important rights, in his mind, that he wanted.

The results of this meeting must have been very rewarding to John Mather. The agreement reached by these negotiations was that his Company would retain the right to cut on the islands for a period of 10 years from that year 1891; modified by a clause in the agreement that the cutting would be confined to the larger islands only, which would require sleigh-hauling logs some distances from the interior of these islands. A more costly operation but to which he raised no serious protest. Another provision that islands less than a specified acreage would not be cut. To this he also agreed. Now comes the aim of it all. In return for giving up the right to cut the pine on all of the islands at the end of the ten year term, also to then release all title of right in the islands to the

Crown, he asked that he be given the right to develop a power site in the western outlet of the Winnipeg River, also to develop power at the site when the need for it developed. Apparently, John Mather was looking quite a long way into the future, but even at that time he must have envisioned the use that he thought was not too many years away.

To these conditions the Govt. agreed. In late 1891 an agreement awarding these rights was signed by the Ont. Govt. and the Keewatin Power Co., John Mather, President. (To be incorporated.) Among the other conditions, the new Company agreed to provide and spend the sum of \$250,000, on water power development; at least \$150,000 of it within three years of that date. In 1892, work started and continued till 1895 when the original Norman Dam was built. From all accounts of these years it would seem they were depression years and I have an idea that either the Ontario or the Dominion Govt. did contribute further funds to help provide work during those hard years in addition to the Company money being spent. I understand it was all surely needed as the depression deepened. I have seen no record to say that this work was continuous on the dam the year around, but here again I am repeating a story that I have heard about the work on the dam being done in the winter seasons only to provide work when needed most.

While the dam was being built, on application by John Mather, President; The Keewatin Power Company was incorporated by letters patent on June 3, 1893 and on Sept. 22, 1893; the former agreement dated November 24, 1891 between the Keewatin Power Co. and the Ontario Govt. was ratified to this Company.

No stop-logs were provided for between the piers of the Dam until 1898 when an agreement was made with the Dominion Govt. for use of the Dam at that time for the regulation and control of the water levels in the Lake of the Woods. This event started the Norman Dam in the role of water control for the Lake of the Woods levels and down river flow for many years past and likely for many years in the future.

The Keewatin Power Company, also was successful in negotiations with the Ontario Govt. in securing the rights to an area or areas on waters tributary to the Lake of the Woods for the first pulp concession awarded in this area of Northern Ontario. An addendum to this chapter will be copies of a series of letters exchanged in 1901 to 1903 with American interests in an effort to get a pulp and paper mill started in the vicinity of the Norman Dam at which the electric power to operate the mill would be generated.

I would presume John Mather's idea was a little too early for large investments of American money so far from the market, as nothing developed thru the attempt. Later the rights to the pulp concession were cancelled when the term of the lease ran out, for non-performance, by the Ontario Govt..

The Keewatin Power Co. continued for many years to hold these rights to two water powers, one at the site of the Mather sawmill in Keewatin, also, at Norman Dam. These power sites were not included in the sale of assets by the Keewatin Lumbering and Manufacturing Co. to the new Keewatin Lumber Co., their successors in 1906. In fact, it was quite some years later that these Keewatin Power Co. sites were sold to E.W.Backus for the same purpose that John Mather had in mind during negotiations with the Ontario Lands Dept. over the island timber cutting rights, in 1891. Apparently, some men see clearly a long way ahead.

Over the years there had been no interruption of any consequence in the operations of the Mather Company. Both good and bad times were taken in stride. They had always had their own fleet of tugboats. In 1880, they had built a small boat called the "cruiser". In 1882, a 100 ft. long, double stack boat christened the "D.L.Mather" was built for towing the longer distances and bigger waters of the Lake of the Woods, encountered when towing from Rainy River. Then in 1891, another tugboat, 70 ft. long called the "Keewatin" was added.

The Company survived the bad years, apparently with little trouble, possibly due to good management and an experienced crew .

In 1893, there was a change in one department of management. D.L.Mather, for reasons not recorded, left his father's Company and moved to Rat Portage, where, from what I have learned engaged in the mining business which was at a high point of activity at the time. What part he took in the industry I am not sure, but I knew he remained in Rat Portage till the early 1900's when he went back to the lumber business in his own right.

He had operations at several points along the C.P.R. east of Rat Portage. He continued in the business for many years; the previous 20 years up to about 1933 or 1934, when he retired, he had operated under the name of the Indian Lake Company at Osaquan, a point on the C.P.R. about 5 miles west of Ignace, a terminal point on the C.P.R.. He left Rat Portage and had established residence in Winnipeg when he went back into the timber business in 1902. He actively supervised these operations for many years, but finally only periodical trips during the last few years. I saw him quite frequently during the last ten years he was active, as my work with Ontario Crown Timber Dept. took me into his camps regularly. He was well on in years when he finally closed out at Osaquan and retired.

Finishing out the original "Mather Interest" business, R.A.Mather, the older son who came west in 1884, actually was in charge from that time on as General Manager of the operation. From what information exists, John Mather did not spend much time at the mill after the late 1880's, except when some of the other ventures in the town brought up on an inspection trip. He did build quite a roomy summer house on the island in Keewatin Bay, but how much time he spent there I have no idea.

The Company also owned quite an area of land in the point on the east side of the channel into Keewatin Bay. In fact, most of it was within the west boundary of Rat Portage. It was at these locations that the Company's last building project took place. At the request of several tie contractors, who, in former years had been delivering hewn ties. This tie mill was built in 1903. It went into operation the spring of 1904 sawing two hundred thousand ties for the contractors that summer and three hundred and fifty thousand in the summer of 1905.

Also at this site in 1904 was built thir last and most powerful tugboat. This craft was an all steel boat except that below the waterline it was oak planked. It could handle larger tows than any other boat on Lake of the Woods and it was the only steam driven boat to be fired with coal rather than wood. It did have one bad feature; the steel decks and superstructure made it the hottest boat to work on during the summer months when the hot sun beat down, as it moved slowly with a heavy boom of logs in tow. It served as a tug on the Lake for about 40 years.

In the early 1900's, the original Company and the original mill of 1879 was a solid successful industry; in fact, their sawing records shows that 1903 was their record year of lumber production. Their agreement with the Ontario Govt. re the island cutting had been honoured by both parties. The last island cutting had been on Big Island where two camps were operated during the fall and winter of 1901-02.

Incidentally, that was the year that the incident of a smallpox epidemic occurred in the district and Big Island was the locale. there is a note in Keewatin Town Council notes in early winter of 1902 by Dr.Beatty M.H.O. for the Town of Keewatin reporting this outbreak of smallpox on the Indian reservation and the lumber camps on Big Island. There was a further note advising that it was a serious situation.

I must step back here a bit in the history of the Town. In the summer of 1894, altho the growth of the residential section had mainly been in the surveyed area of the original Mather townsite, south of Keewatin Bay, the business section had remained clustered together in one area west of the first flourmill of the Lake of the Woods Milling Co. and north of the C.P.R.. Sometime in the early summer of 1894 this street (if you could call it that) was completely destroyed by fire early one evening. It burned completely in a very short time as all buildings were of lumber construction and built shoulder to shoulder, so the bucket fire brigade had no chance at all.

After this fire the business moved and rebuilt in the built up section south of the Bay. The town now had grown to a population of 1200 people, I would suggest, as it had been a two industry town since 1886. So the town grew and prospered with little thought of

anything changing the easy tenor of their ways. Suddenly, disaster struck our first industry. On the night of Oct.5, 1905, the Mather sawmill was burned. Altho we younger generation gave it little thought, the sudden change in the economic situation must have given the responsible generation quite some worry for certain. Suddenly, as era had ended in our town. The story of the rebuilding of the lumber mill and the addition of another flour mill, to ease and strengthen the economic situation of our Town is of course, another story, or maybe two stories.

After some consideration, it was decided by the "Mather Interests" not to rebuild. John Mather was, at this time, far beyond any possible active years and R.A.Mather, the only one of the family taking an active part in the direction of the business, was also close to the time of thinking of retirement. The older men who had come west with the original crew were either retired or near retirement years, so the final decision was made to sell the assets. It took some time to get matters of selling these assets of the Company to the successor company, Backus & Brooks, an American company based in Minnesota. After this was well on to completion, there was the balance of the townsite property and several other items of Company business to wind up, so it was on into the year 1907 that R.A.Mather and family left the town that John Mather had founded. R.A.Mather retired to the City of Vancouver, B.C. and out of the lumber business.

The Mather family had left their mark on the town and were a part of it for many years, also well remembered for many more. Even yet many names in Keewatin such as, Ottawa Street, Mather's Dock and Mather Island are reminiscent of the Mather family. Of course the events of which I write here took place many years ago, just close to 70 years have passed since the Mather era ended and with it went the connotation of Keewatin as a lumbering town, the "trade" or "business" on which it was founded.

After the building of the second flour mill, it was not long before it became known as "flour town" of northern Ontario. Both important industries in their day in this area, both in their turn long ago gone. We can only salute the men who made them possible and regret their passing.

In previous chapters I have covered the history of the first sawmill built and producing lumber, on the north shore of the Lake of the Woods, that of the Keewatin Lumbering and Manufacturing Company Ltd. (the Mather interests) of Keewatin, and have carried it thru the first 25 years of operation, to the time of its destruction by fire in October 1905. I feel that it need only be mentioned in this history from here in, when it bears directly on a relationship between the Mather interests and a later event.

At this point in this "tale" an anomaly appears. In previous trial outlines of certain chapters, it was found to confuse a reader where strict chronological order was maintained, as on the start of the industry in the area, so many events by so many different people or groups of people, were accomplished in such a short span of time, that to relate them in a strict time related manner caused some confusion in attempting to follow the rapid sequence of events. For this reason, from here on, I will attempt to describe each related operation or operations of a certain person or group, thru to completion of the initial stage, but all consecutive and within a certain time period, when of a like type.

I have thru research into certain phases of activity in the early days of industry and work associated with it, found many memos in the form of letters, notes and even short histories of certain events, by several people, either written at the time or at varying lengths of time after the events. I find in these memos, many contradictions as to time, place, and even persons, connected with the same happening. I have, therefore, tried to evolve a system or means of judging the veracity of each item of record. I have decided to rely firstly, on articles written as memoirs based on reliable records. Secondly, on personal letters between parties and signed by men whom I know, from my own knowledge or from reliable sources, were part of the industry in those early days. Last of all, and only in areas of last resort, on research articles, written much later in time after the occurrence.

In addition to the Mather mill, there was one other mill in Keewatin. It was built by Macauley in 1881, to the best of my information. This W.J.Macauley apparently is the man whose name appears on the list of three men who were awarded cutting rights in the Rainy River and Lake of the Woods area, by the Dominion Govt. in the year or previous to 1876. He is listed as the owner of a lease comprising an area 100 sq.miles in extent. Part of this lease was tributary to the Rainy Lake watershed. This Macauley, altho he built the second mill in Keewatin, powered it with a good water-power blasted thru solid rock, certainly at some cost, never did operate it, for what reason I do not know.. This mill was later operated by Dick & Banning, who were, at the time, a Fort Garry, Manitoba based firm of lumber dealers.

Macauley, by events that transpired at the time and in later years, must have sold Dick & Banning some part of his timber holdings, areas located on waters tributary to Lake of the Woods and also some area of his lease that was tributary to the Rainy Lake watershed. The reason I feel fairly sure of this is, that after they abandoned their Keewatin mill in approximately the year 1895, (again depending on information personally related to me, on the happenings at that Keewatin site in 1897) they moved to the Rainy Lake area, east of Fort Frances, settled and built their mill at a place that became known later as Banning, Ontario, a station on the branch of the Canadian Northern Railway that was built thru the Rainy River Valley, 1904-08.

The next mill to follow this second Keewatin mill was (again to my best information) the Bulmer mill at the village of Norman, (later to become the west ward of the Town of Rat Portage) in the year 1882. Following the Bulmer mill, was a mill originally built by R.J.Short Sr. in 1883, the site on what was known afterward as Cameron Bay, also a part of the village of Norman. This mill was taken over the next year by the Imperial Bank, who arranged for the operation of it, under the name of Cameron & Moffat. (Cameron, later was to be known as the Hon.D.C.Cameron, a one time Lieut.Governor of the province of Manitoba) The Moffat involved, I rather think, was at the time, the local manager of the Imperial Bank in Rat Portage. The following year, 1885, Cameron and a partner Kennedy, took this mill over from the bank and continued to operate it until it became part of the combine in 1893.

We now shift location to record another mill, this one in Rat Portage, in 1883. This mill was reputedly built by the Rainy Lake Lbr.Co. but it operated under the name of Western Lumber Co.. It was located well within the town proper, at the junction where Laurenson Creek enters the bay of the Lake of the Woods.

We now return to Norman to record the building of the next mill, that of the Minnesota & Ontario Lbr.Co. in the year 1885. (More about this mill later, in this chapter)

Again we shift east to the town of Rat Portage to record the last mill to be built within this limited time era. This was the Ross, Hall & Brown mill, built in 1885 or 1886, on the extreme south side of Rat Portage, in a bay to the southeast outlet of Rat Portage Bay.

All this activity resulted in a fast build-up of lumber production. There were now 7 mills within a distance of 4 miles, east to west direction roughly, all built within 6 years, all on the north shore of the bay that was the extreme northerly reach of the Lake of the Woods. It must have been quite a sight to behold, for people cruising the bay on a summer evening after dark; the leaping flames and billows of smoke issuing from seven tall mill waste burners, the reflection lighting up the night sky, with the

mirrored replica in the calm surface of the lake almost turning night once more into day. All this accompanied by the orchestrated sound of innumerable bandsaws biting into the large red and white pine, as they whined thru the logs, to produce the lumber to build the towns springing up thru the western wheatlands many miles to the west, as that area was being opened up by the coming railroad.

A good question arises here, in the matter of timber supply for these seven mills the north shore of the Lake of the Woods. All these mills were built and operating by the year 1886. They were all good sized mills and each one would require a fair number of logs to feed them for a full season's cut each year.

This area was at that time still under the jurisdiction of the Dominion Govt. in the matter of timber cutting rights in the Rainy Lake and the Lake of the Woods watersheds as attested to by the only compiled map of this part of the Keewatin District of the Northwest Territories, dated in the year 1876. This included all the area from the western end of the Great Lakes to the then undetermined eastern boundary of the new province of Manitoba.

As listed in Chapter 2 of this history these leases were granted under three names, two of these three were individuals, 100 sq.miles to a W.J.Macauley and 100 sq.miles to S.H.Fowler. The other one of the 60 sq.miles was to Fuller & Associates. Only the last grant listed was tributary to the Lake of the Woods. This lease was operated only by the Keewatin Lumbering and Manufacturing Co. of Keewatin, the Mather interests, of whom Fuller and Associates were a part.

As mentioned previously, this Macauley who built the second sawmill in Keewatin, later selling it to Dick & Banning, also transferred to them cutting rights to a part of his lease tributary to the Lake of the Woods and also part of the area tributary to the Rainy Lake watershed. W.J.Macauley, to the best of my information, became involved with others in building the mill in Norman under the name of Ontario & Minnesota Lumber Co. and again to the best of my information transferred the balance of his timber lease, some of which was tributary to the Lake of the Woods and other acreage tributary to Rainy Lake, to this company. Also, the third lease granted at approximately the same time by the Dominion Govt. to S.H.Fowler, which was an area wholly tributary to Rainy Lake was transferred at least in part to the Rainy River Lumber Co.. They built a mill on Rainy River and were the parent company of the Western Lumber and Ross Hall and Brown mills in Rat Portage.

There are no records available to substantiate this splitting up of these early leases made by the Dominion Govt. in the area, but it could be quite probably the answer to the timber supply for at least four of the mills on the north shore of the Lake of the Woods, for two good reasons. The first being that for a market for timber produced from these leases the mills producing the lumber

had to be on a railroad line for shipping to that market and the C.P.R. line built thru Rat Portage and Keewatin was the answer, as the railroad thru the Rainy River valley was not built till the early 1900's, a full decade later. The second reason was that according to the records, no further timber leases were issued by the Dominion Govt. in the area until the transfer of jurisdiction of the area to the Ontario govt. in 1890.

As it was a viable operation to drive logs from Rainy Lake down the Rainy River and tow them across the Lake of the Woods, it was another needed source of supply of log timber to feed the many mills operating on the north shore of the Lake of the Woods in the early days. I would doubt that the timber on the Lake of the Woods watershed could have supplied enough timber to keep that number of mills operating for many years. Shortly after this western area was turned over to the province of Ontario in 1890 by the Dominion Govt., economic conditions brought about the necessity of several of these mills on the north shore being phased out. (This happening and the events that led up to it will be gone into the next chapter.)

In retrospect this large amount of timber cut in the Rainy River watershed and necessarily driven down the Rainy River, to get it to the Lake of the Woods, to be towed across that lake, milled into lumber by several of the mills located on the north shore in Keewatin, Norman, and Rat Portage thru the years of the 1800's and into the 1900's would create in the mind of anyone who saw it, a memory of a vast saw-log industry on the Rainy River.

We do know from the records of the Keewatin Lumbering and Manufacturing Co. (which have been recorded in Dan McLeod's memoirs) that this company, during this same era, were buying from contractors and also with legally purchased stumpage rights, were logging with their own logging outfit, timber on the Minnesota side of Rainy River which also went down the Rainy River and across the Lake to Keewatin mills. From these combined operations could have come the basis for these stories in later years of the wholesale theft by Canadian mills, of Minnesota timber as referred to in Chapter 4 of this tale. It could have been so.

In the foregoing conjectures, re the timber supply of these early mills in this area. I have not mentioned the Cameron and Kennedy mills in Norman. (They had taken over the Bulmer mill a short time after it was built). There is no record in this matter to give any lead; they may nevertheless have acquired a part of the lease of Macauley or Fowler. They may also have logged on Crown Lands under permit from the Dominion Govt..

As I mentioned previously in this chapter, I now return to the Minnesota & Ontario mill in Norman. I have for the record, a letter written many years after the event by an old friend of the early days, R. Murray to Donald (Dan) McLeod in answer to a letter of his,

asking some clarification in the matter of the building of this mill in Norman. This man R.(Bob) Murray was an early resident of the village of Norman; he was also closely connected in the very early days with the lumber industry in a responsible position with one of the operating companies at that time.(Just what company I do not know.) In his letter he states that this mill was first erected in Rat Portage by two men named respectively, Jarvis and Burrage in the year 1884. It was erected on land bordering the lake at the south end of Matheson Street. He goes on to say that it was on the site later occupied by the warehouse and place of business of Cameron & Heap Wholesale Grocers in Rat Portage. (This site was later to become part of the holdings of the Rat Portage Lumber Co..) He continues with this information that this mill was bought the next year in 1885, by Minnesota & Ontario Lumber Co., dismantled and moved to Norman, where it was operated by this company for many years.

Also in the written records to hand, this same mill is mentioned in memos by two or three different men. There is confusion as to the name of the owners of this mill. In these memos it is referred to under three different names, "Minnesota & Ontario", "the Macauley mill", and "the Ryan mill", three different names in relation to the same mill.

You will possibly have noted that I mentioned previously that in the record, there is noted the name, W.J.Macauley as registered owner of a 100 sq.mile in extent, timber lease, granted by the Dominion Govt. in 1876. In regard to the Macauley name mentioned in connection with this mill in Norman with the three different names the writer naturally assumed this Macauley to be the same man that built the second mill in Keewatin. But here my confusion becomes more confused.

Upon reading some other writings of the early days by a real old time citizen of Rat Portage, who arrived here in 1881 as a young boy with his family, namely Agar Fitzgerald who later worked in one or two of the north shore mills for years. I find the statement that a man by the name of R.J.Macauley also had some part in the building of a sawmill on the waterfront at the south end of Matheson Street, then dismantled and erected on the point south of Norman; again the same location as described in R.Murray's version of the origin of that mill in his letter to D.McLeod many years later. Fitzgerald also adds an extra touch, he says that this "Macauley" had a young son whose name was "Norman" and that before the village was named, he on completion of the mill, ready to operate, named that particular piece of real estate "Norman's Mills". From that circumstance, the village of "Norman" took its name.

At least on record during negotiations between all the lumber companies about the years 1892 and 1893, this mill appears in the minutes as the Minnesota & Ontario Lbr. Co. with the name of the

President as S.D.Ryan. The only point or conclusion any reasonable minded person could come to after reading about the one mill with the three definitely different names (depending on which record you had read about it) would be I presume, that history written by different people, making an honest effort to record it as they recall it or "to tell it like it was" can result in well mixed up versions some years after the actual occurrence of the events.

Writer's Note:

A little wisp of memory in the foregoing to me personally; when I learned that this mill was the last of the mills in Norman to be phased out under the combine or in other words the amalgamation of six operating lumber companies in the area, that took effect in 1893. The fact is this mill was the one that I do recall, due to the "job" that I had as a boy of 10 or 11 years old. I drove the delivery wagon for Stewart's Bakery in Keewatin from spring to fall and full time in the school summer holidays. One of the regular trips was to Norman where I recall delivering bread to the large boarding house run by this company.

Beyond knowing that it was a sawmill I have no memory of any name of a company attached to it, nor the name of anyone connected with it. In fact my interest was only in the family who operated the boarding house where I delivered.

The ownership of these several companies on the north shore of the Lake of the Woods was clear-cut in the case of only one company that I could be certain of according to record. That was the Keewatin Lumbering & Manufacturing Company Ltd., the Mather interests. This company's shareholders were all Canadian and all residents of Ontario. These men owned all the issued stock and I think the actual control of the company lay with the Mather family. One other company that I am reasonably sure of being all Canadian was the firm of Dick & Banning. Both of these companies operated in Keewatin, altho the latter firm did after some years move to another area in Ontario east of Fort Frances, continuing to operate under the same firm name for many years.

Two of the mills in Norman were, to the best of my knowledge or record, all Canadian owned and controlled; Cameron & Kennedy, also the mill originally called the Bulmer mill, after getting into financial difficulties was taken over by Cameron & Kennedy and operated under the name of Safety Bay Lumber. From the very few records regarding the other mill located in Norman, the Minnesota & Ontario mill (the mill with the three names) records are not too clear as to ownership. From all I can find from the somewhat contradictory record of this plant. I can only come to the conclusion that it was partly at least, American owned.

Whether the "Macaulay" who figured in building of the second mill in Keewatin and was the original licensee under the 100 sq.mile timber lease, granted by the Dominion Govt. in 1876, was the same man credited by one historian as building the "mill of three names"

I cannot prove or disprove. The name W.J.Macauley is given on the Dominion Govt. issued timber lease. Agar Fitzgerald, the historian of the area's early days, refers to the man he credits with building "Norman's Mill" in his record, as R.J.Macauley. If the reader happens to own a crystal ball I shall leave him to pass on the evidence. There is tho, one particular record at least, that definitely lists this mill under the official name Minnesota and Ontario Lumber Company, naming as company president, S.D.Ryan with an American address as head office. Macauley could have been the holder of the original lease and turned the lease over for shares. The ownership of Western Lbr. Co. and Ross Hall & Brown are also not clear in the record, as to content of Canadian and American ownership. I have learned from the records available that the mill erected at Rainy River under the name of Rainy River Lumber Co. included American interests. As the first sawmill built in Rat Portage was an extension of this same company, it would therefore come under the American interest, at the managerial level.

Now I make a deduction, as at least part of the slate of officers of the Ross Hall & Brown mill, the second mill on Rat Portage in that era, were also officers of the first mill to be built there, the Western Lumber Co. plant. I would suggest both these mills were mixed as to ownership, part Canadian and part American but working under the Fowler lease. The reason I bring my version of this matter in general to the readers attention, is to show that altho we did have some American interests, right from the start in the growth of our lumber industry, it did not develop the one condition that in general is detrimental to an industry, that of absentee ownership. To my knowledge, a majority, if not all of the officers of these several companies worked and lived in the community, brought up their families and performed their part in the building of the towns.

With talk of the expansion of the timber industry into another phase, that of pulp and paper mills, there were many voices in our area, raised against the takeover of our natural resources by American interests. This form of protest developed quite some controversy for a time. What was lost sight of in this case was that it was that it was still the same mixture of interest we always had, only on a much larger scale and all in one piece. The circumstance of dual interest we always had, even in the early days of the lumber industry; some degree of American interest as an understood fact, in the build-up of that industry, was not recalled.

It was a natural sequence in a newly developing area, money for promotion of industry was needed and our location was too distant from our national money markets in the east to look attractive to investors there. Where was another source of the necessary money? Our neighbours across an invisible boundary, and they better knew what we had to offer and were willing investors. Some of our original people in the timber industry knew this need in the first

days and invited American interests to help finance the development of the foreseen potential of the industry, long before it took place in this area. This history will show that on the record.

There were other mills of another type, producing mainly "flattened ties" which began operation in the 1900's. I believe the Bulmer or Safety Bay mill, as it was later known, was taken over by R.F.Kendall in the early 1900's and Jack Short built his own tie mill about 1907. The site of this tie mill was adjacent to the C.P.R. tracks at the eastern outlet of the Lake of the Woods where McLeod Park is today. That about winds up the "set" or larger sawmills in the area.

There were also numbers of semi-permanent and portable sawmills in the outlying townships. Pellatt and Umbach townships, north of Keewatin and Jaffray Melick and Redditt townships, north of Kenora. Also, there were several such mills at different locations on the Lake of the Woods during the early gold mining operations in the 1880's and 1890's. These were too many to attempt to name them all due to the long period over which they operated. Many of them also changed ownership many times thru the years. Their numbers I would not even guess at. In the term of years that this history is presumed to cover 1879 to 1945, their number was really legion at any time. Their production over that span of years, must have, in aggregate, been millions of feet of square timber, dimension and common lumber.

Of this production, a large percentage was used on the home places and supplied to the neighbours, built hundreds of the family farm homes, barns and even country schoolhouses throughout our district. Many men and women now out in the workaday world or the business world, who grew up in the townships will have memories of this home industry and possibly fondest recall of the time "our new house" was built, on the "home" farm.

There was another type of mill, this one in Keewatin. I might say here, that it was the only one of its kind in Northern Ontario. It was part and parcel of the flour milling industry in that town. It was termed a "stave" mill. The machinery required to operate this type of mill was altogether different from the usual sawmill. Also the procedure was in no way comparable to sawmill operation.

The species of timber used for manufacture was the "lowly" poplar, exclusively. In general, only the first two log lengths in a tree were logged in the woods, as the end product, barrel staves, did not allow for knots which when thoroughly dry would be shrunken and would drop out, rendering that stave cull.

The green timber or logs went up a jack-ladder and in the mill were cut to proper barrel stave length with a "butting" saw. From there the bolts were carried by a type of jack-ladder chain, forward to a splitting saw. Here the round length was split thru the centre.

As these half logs were carried further by the chain, flat side down the centre. You now have each round bolt cut into four quarters. From that point the quarters are carried by chains along a flat deck and were piled into steam boxes approximately 4 ft. wide and 6 ft. high. The steam proof door of each box was then closed and the control valve turned to "on" position, live steam being forced in under pressure. This same procedure is repeated down the line of about 12 boxes.

The aim of this steam treatment is to loosen the thick bark of the poplar quarters for removal by long handled steel spuds, also to soften up the inner wood for making easier the lengthwise "slicing" of these quarters into varying width staves by steam-powered horizontal heavy steel knives, honed to a razor-sharp edge. These barrel staves, if my memory serves me correctly, about three-eighths of an inch in thickness.

These staves when made, were then hauled by a single horse wagon to piling sheds, piled in stave length square, ventilated piles and left to air dry till the next season. They were then further processed and used to make an orderless, tasteless barrel, to be used as a flour container, for shipment overseas, for many years. Net weight when packed was 196 pounds of flour per barrel.

This stave and heading mill and "cooper shop" where barrels were made, operated in Keewatin up until the early 1920's. Barrels for overseas shipment of flour were gradually phased out and replaced by approximately the same weight of flour, packed in heavy jute sacks.

The logging of this popular timber as raw material for this one mill, was also part of the logging woods operations or industry.

Writer's Note:

I think I should offer some excuse or reason, to the reader for writing at greater length than necessary, when listing just one more small mill operation, altho of somewhat different type.

It being not the kind of mill generally associated with the straight lumber industry, I took the liberty of taking up a little more of your reading time on the chance that some might be interested in a not too well-known "type" of the industry.

One other reason could also be offered, that like many of our older industries and methods, this industry (the making of flour barrels) has joined many more in their disappearance into limbo of long-gone and forgotten trades and crafts.

By the year 1886 there had been six more sawmills built and in operation, in addition to the original Mather Mill in Keewatin, all of these on the north shore between Keewatin and Rat Portage. There are no available records of daily output capacity of any of these mills except the Mather mill, the Keewatin Lumbering and Manufacturing Co. at Keewatin. Daily and yearly records of saw-cut were kept by this firm and from this record 10 million ft.B.M. shows as the yearly average over the 25 years of operation.

As I was a bit young when these mills were in their hey-day, the only one I did see in its late years in operation was the Mather mill in Keewatin, just casually and at a distance, of course, with not the faintest idea as to the amount of lumber produced in a day, a month, or a season. At a much later date I did work in the next Keewatin Lumber Co. sawmill on the point across the channel into Keewatin, where I had the chance to gain some knowledge of daily mill output. I learned enough to know that the production of 7 mills must have been considerable in total.

The heavy demand for timber and lumber by the railroad had, after a few years, been stabilized, of course, to a much lesser amount than in the earlier years of construction, plus some slow up of lumber demand in the newly opened wheatlands of the prairie provinces. This, coupled with competition from eastern and Minnesota mills, soon had the local mills in a bad way as to sales and prices.

As time went on conditions apparently worsened until toward the end of 1887, a meeting of the lumbermen of Rat Portage, Norman, and Keewatin was held at the office of the Minnesota & Ontario Lumber Co. in Norman. In an effort to stabilize prices and reduce competition between the local mills, a schedule of prices to be agreed to, was drawn up at this meeting. The prices were F.O.B. cars and were as follows:

- 2x4 to 8x8 / 12' to 18'	\$ 14.00 per M.
- 2x10 to 12x12 / 12' to 18'	15.00 " "
- First Common Boards s.i.s.	16.50 " "
- Second " " "	15.00 " "
- Cull " " "	11.00 " "
- First Clear White Pine S4S	32.00 " "
- Lath	1.75 " "

Out of this meeting also developed an association of the manufacturers, known as North-Western Ontario and Manitoba Lumber Association. All the area mills were members except Minnesota & Ontario Lumber Company. Inspection rules similar to those used by Minnesota mills were adapted and an inspector was appointed to work between the local mills to check grades, and prices were gradually stabilized and the policing of the local mills tended to lessen the

trend to cut prices among the mills, to get sales.

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The competition from the numerous mills in Minnesota, in Crookston, Little Falls and many other places close to the border was keen. Rough lumber and s.l.s.(surfaced one side only) stock was admitted into Canada duty free, another point that worked against the Canadian mills. In September 1891, in an effort to keep the lumber industry in this area competitive, a Western Retail Lumbermans' Association was formed, at a meeting held in Brandon, Manitoba. By April 1st, 1892 this association listed 130 active and 15 honorary members. The honorary members included all the mill owners in this area and as far east as the Lakehead, in addition to the eastern Manitoba mills. This arrangement was of some limited value but as prices remained low and competition from American mills increased, sales did not increase to a point of relieving the situation to any appreciable extent. The railroads were induced to allow a small reduction in the freight rates on lumber to competitive points, but again this did not improve the situation enough to lower the inventory at the mills or allow the necessary margin of operative profit.

When evidence emerged that some of the member companies within the lumber association had been allowing rebates and "high-grading" to increase their sales, a more effective method had to be found to avoid possible bankruptcy of some of the mills and the forced sale of inventory which would have been disastrous to the market in those years of close margins of profit.

To give the reader a comparative price to show the very close margin of possible profit, in the years from 1891 to 1896, the price list shows prices between \$12 and \$14 per thousand feet Board Measure, for seasoned and dressed lumber F.O.B. cars at the mill, for No.1 common dimension and 1 inch lumber. The survival of the majority of mills was very problematic under these conditions.

In early 1891, R.A.Mather, General Manager of the Keewatin Lumbering and Manufacturing Co. in Keewatin, received a letter from S.D.Ryan, president of the Minnesota & Ontario Lumber Co., advising him that at a recent meeting, some consideration had been given to the formation of a "trust" including all the operating lumber mills on the north shore of the Lake of the Woods. Nothing had been done about this matter at the time, but as conditions in the industry had progressively worsened, late in 1891. A committee of the lumbermen had been appointed to actively make a study of the situation. Early in 1893 the report was made by the committee. As the adverse conditions had not been reversed to any extent, they recommended that this trust or combine be proceeded with. The proposed name for this merger was to be, The Ontario and Manitoba Lumber Co. with a capital stock setup. Each company would receive capital share stock, to the value of their plant, equipment and inventory. Only the seven companies on the north shore of Lake of the Woods in Ontario were to be included.

Progress was apparently very rapid in the early negotiations as a memo issued on February 10, 1893, gives the information that an agreement had been entered into in Toronto, to form a company under the charter of the Keewatin Lumbering and Manufacturing Co.Ltd. with the understanding that the name would be changed to the Keewatin and Western Lumber Company, also a provision that the first suggested capital stock figure of \$2,000,000 would be lowered to \$1,000,000. Property of each company involved, to be transferred to the new company at a value to be fixed by expert evaluators. All assets of each company to be turned over to the new company including all timber berths, again at the value to this particular item of assets. There was one concession made to apply to all companies. Any member company that was not satisfied with the price set for "lumber in the pile" was at liberty to retain any part or all of the lumber on hand in their own lumber yard.

There was only one firm that made a "withholding stipulation" of any asset; that was the Keewatin Lbr.& Mfg. Co.. They would withhold from the new company, the Keewatin townsite and their Tunnel Island land. There were one or two holdups in negotiations caused by minor arguments as to the evaluators figures in one or two cases. The records are not clear on several angles, but at this point, the Keewatin Lbr.& Mfg.Co. withdrew from the amalgamation. The reason was not stated but there arose then and afterward several different versions of the cause of this decision. Shortly after this decision was made, amalgamation of the other six companies was completed on September 26, 1893, under the name of the Ontario and Western Lumber Co..

Everything looked as if the amalgamation was now a fact and the new company could get down to the business of bringing about the changes agreed upon to make the new setup viable and to put the combine in a safer condition financially; one large company rather than six smaller companies each with their own management and overhead expenses. The changed circumstances should allow the larger organization to be more competitive. But this was not to be, at this time.

Following the report of the appraisers, some dissatisfaction arose; the Ryan interests thru Dennis Ryan of the Minnesota & Ontario Lumber Company entered suit against D.C.Cameron in an endeavour to have the charter revoked, claiming irregularities in connection with application for granting charter, and particularly that the ten percent of capital was not paid in cash before the company started business. The new company held that the transfer of lumber stocks and other equipment, in lieu of cash was sufficient to comply with the requirement of the company's act. The courts later confirmed them in their interpretation of the act. Apparently some satisfactory settlement was made with Ryan and the Minnesota & Ontario Lumber Co. as the report of the trial states that "the parties who applied for fiat have shown a readiness to cease their attack upon the charter, if their own particular views are met."

In order that there might be no misunderstanding regarding validity of the charter and operations thereunder (on the recommendation of the judge), a new company was formed, under the name of the Rat Portage Lumber Company Ltd.. Under this name the combine of the six companies operated in this area up until 1916. They later also expanded , and for a time operated mills at Rainy River and Banning in Ontario; St. Boniface, Manitoba; Harrison River, B.C.; Vancouver, B.C.. The six mills in the group who entered into amalgamation were one by one phased out, two almost immediately after the new company took over, the balance at intervals over the next few years. The last one to close down, to the best of my memory was the Minnesota & Ontario mill in Norman, which operated till about 1904 or 1905.

This amalgamation was known and referred to locally for years as "The Combine". Officially it operated under the name of Rat Portage Lumber Co.. The Western Lumber Co. mill at the mouth of Laurenson Creek in Kenora was chosen as the "parent mill" and renamed The Rat Portage Lumber Co.. This mill will be remembered by many of the older residents of the area.

Also, another of the combine mills, the Ontario Minnesota mill, in Norman, the last to be phased out of the other five combine mills, will be remembered for one reason in particular; its open waste burner built on a masonry base out in the lake. It occupied the point where the present Kenora Rowing Club buildings are located at this time. It was quite a sight at night as the ferry that plied between Keewatin, Norman, and Rat Portage made its dock in Rat Portage on its final trip of the day to the home port of Keewatin. This burner could be seen a long way on the lake.

After the closing of this mill there remained only the two lumber sawmills on the north shore of the Lake of the Woods; the Keewatin Lumbering and Manufacturing Co., in Keewatin and the mill of the Rat Portage Lumber Co. in Rat Portage.

Even that plurality was not long to be, for the year 1905 saw changes in long time institutions. One of these was that the name "Rat Portage" was traded for a new name and "Kenora" came into being. The second change was the loss by fire of the Mather mill in Keewatin, in October of that same year.

Writer's Note:

After the original Western Lumber Company's mill, located at the outlet of Laurenson Creek into the Lake of the Woods, in the Town of Rat Portage at that time, was designated the "parent" mill of the company newly created by the amalgamation of the former six mills, it was renamed "The Rat Portage" mill, taking its name from the title of the new company created by the combine. This, in after years, created some confusion to persons not acquainted with the changeover. All the oldtimers of the area referred to this mill as the "combine mill" to anything connected with it, while the next generation referred to it as the "Rat Portage" mill.

In Chapter 6, I have followed thru on the six other original mills that operated on the north shore of the Lake of the Woods. Counting the first mill, that of the Keewatin Lumbering and Manufacturing Company in Keewatin, that completes the original roster of 7 mills that operated during the early era. Chapter 6 shows how, under the combine, these mills were phased out by the early 1900's and the new Rat Portage Lumber Co. mill alone of them all was left.

For a short time after the last of these 6 mills was phased out, there remained only 2 mills operating in this area, one in Keewatin and one in Rat Portage. Within a year the Keewatin mill was destroyed by fire and the Rat Portage mill was left as the lone survivor. This circumstance did not last long. the old Keewatin and Lumbering & Manufacturing Co. was taken over in 1906 by the successor Keewatin Lumber Co., a shortened version of the original company name. The company taking over was Backus & Brooks, American interests, based in the city of Minneapolis, Minnesota. The takeover represented a large investment by this American firm in this area. They had for years previous to that time had interests in at least one sawmill operation on the Canadian side of the Rainy River.

The Mather interests mill at Keewatin burned in October 1905 and by the spring of 1906, the purchase of the Keewatin Lumbering & Manufacturing Co. assets were well advanced. Included in this deal was the logging outfit, planing mill machinery and equipment (the planing mill had not been touched by the fire that destroyed the sawmill), steamboats and all other tools, livestock and equipment owned by them and used in connection with the operation of the sawmill, tie mill and planer. Also included was the property about a mile east of their sawmill site on which the tie mill had been built in 1903. This property contained 127 acres in the four surveyed locations it included. The original sawmill lands and the waterpower site, were not included in this sale. Further assets purchased were the Canadian Timber Limits, all tributary to the Lake of the Woods waters, containing an estimated 117 million ft.B.M. red and white pine and other species. A further 15 million ft.B.M. of pine logs in booms in Keewatin and on the Rainy River, were part of the sale, together with 76 million ft.B.M. red and white pine timber standing in Minnesota lands in which they owned stumpage rights. Assignment of contracts held by the old company for sawing ties at the recently built tie mill also went with the transfer of the assets, to the new Keewatin Lbr. Co.. Current contracts for sawing 400,000 ties at 6 cents per tie loaded in cars were included; this contract also gave the company all side lumber and slabs.

The new sawmill was in the process of building that summer of 1906. All men available were employed in this operation and in early fall of 1906 this mill began to saw with one bandsaw in operation.

Before the end of the season which in that year was the latest on record, November 30th, it had produced two million ft.B.M. of lumber. They had made record time in getting this mill operative. Work on the plant continued thru the winter and spring and the completed mill was put on line at the start of the 1907 sawing season.

The Keewatin Lumber Co. was incorporated in the province of Ontario September 7, 1906. The mill lost in the fire October 1905, had been replaced with a new mill in just one year. This mill was to run for many years. Its capacity was from 90 to 110 M.ft.B.M. in a 10 hour shift. It ran two shifts for many years. During the period of operation the mill produced approximately 490 million ft.B.M. of lumber and 115 million pieces of lath. The highest yearly production was approximately 30 million feet in 1910; the lowest 2 million feet in 1941.

The planing mill was built in 1907. It was equipped with the machinery from the original Keewatin Lumbering and Manufacturing Company's planing mill plant, which had been updated till the time of the fire in 1905, so were still the latest model planers. From time to time it had over the years, been changed and updated and was always a very efficient plant, with a capacity of from 150 to 250 M.ft. per day of 10 hours. The total set up, sawmill, planer and auxiliary plant were totally steam powered. The planer plant was finally changed over to electrical operation in 1940.

When the mill of the new Keewatin Lumber Co. began operations in 1906, there emerged a new pattern in the lumber industry on the north shore of the Lake of the Woods. Instead of multiplicity of mills there were only two sawmills operating in the area, Keewatin Lumber Co. and Rat Portage Lumber Co., both within the boundaries of the newly named town of Kenora. The Keewatin Lumber Co. plant being practically on the western boundary of the town of Kenora, was physically closer to the town of Keewatin, being separated from that town only by the narrow channel of the the Lake of the Woods as it entered to form Keewatin Bay.

Altho the new sawmill drew some of its workers from the town of Keewatin, and the name of the successor company carried the name "Keewatin" in the name it operated under, the town of Keewatin never afterward was a major part of the lumber industry to any appreciable degree, in relation to what it had been for many years up to and a few years after the turn of the century. Many of the older men of French descent who had come west with John Mather and many who had come to Keewatin later from their homes in the Ottawa Valley, now moved with their families to St. Boniface, the rapidly growing French community in Manitoba. Some of the younger French citizens of Keewatin did remain to work in the new sawmill and Keewatin did not lose its French culture for many years, in fact never completely.

The Keewatin Lumber Co. did run into some worrisome and non-profitable times in the span of years it operated, caused by many and varied conditions. In the first instance in the early years, the parent company, based in the state of Minnesota, was not prepared to put a lot of money at the disposal of the new company beyond the original investment and initial working capital. As a matter of hard-fisted monetary policy of the "parent", the young new company would have to carry through by its own internal effort.

About the time of the takeover the market for lumber was far from buoyant; competition by mills south of the border and some Ontario mills to the east was keen and prices were low. As proof of this I quote from the official price list of dressed lumber F.O.B. cars at the mill. Average prices thru the years 1907 to 1915 were from \$15 to \$20 high. Total sales of the Keewatin Lumber Co. ran from a high of 31 million ft.B.M. in 1911 to a low of 9 million feet in 1915. The years between 1912 and 1915, I well remember, as depression years in the lumber industry, with but a few logging camps operating in those years in the district, possibly half of them smaller jobber camps producing hewn ties for direct sales to the railroads. At no time between 1916 and 1941 did prices exceed \$30 per M. except in the years of a slight booming trend, following the first war (1919-1921). In those years prices per M.ft. went from \$34 to start to an all time high of \$48 in 1921. From that year they dropped to the \$28-\$30 range until the last year, as above, 1941, when the listed price shows at \$32 per M.ft.B.M.. A close margin business. Sales after 1911 never did come close to the 30 million ft.B.M. mark. In the succeeding years sales gradually decreased for the next three or four years, "by millions" into the high twenties, then into the low twenties, then from there to the 15 million area and progressively lower ranges, till the last twelve years up to 1940, when sales in millions fell to the single digit range, down to two million in the last year, 1941.

For the general lumber industry, over the whole gamut of 35 years you could not rightly refer to depression "years", by and large, you would have to refer to that length of time as a depression era. In those years I worked either in the camps or in later years in close connection therewith, I often pondered the fact of the lumber companies surviving under the conditions as they existed.

The last truth of the matter is that with the exception of the original Mather mill in Keewatin, one company only that operated in this area ever bested the conditions and survived until the supply of log timber finally decreased to the point that it was impossible for any sawmill, except a portable or semi-portable mill with but a few men, to be viable. That company was the Keewatin Lumber Co., which operated from 1906 to 1941, with a diminishing supply of saw log lumber in the final decade, allowing only the day shift operation from about the year 1925. Continuing fall off of this timber supply resulted in this mill operating for shorter seasons

each year until 1941, when the log supply decreased to the point where it was economically impossible to continue the operation of that sawmill. I would say that the span of years that the Keewatin Lumber Co. operated their mills was, in total, a period in which the industry of logging, producing and handling lumber, was a small margin-of-profit business; a business in which the management and all the crew had to be practical, experienced men, ever alert as to constant improvements in operating techniques and elimination of waste in all departments. The Keewatin Lumber Co. was very fortunate in having such men in all departments in general.

A good share of the credit for the survival of this last operating company must go to the experience in the business of their many loyal and long time employees and the business acumen and integrity of their general manager thru the entire 35 years of their sawmilling operation, Mr. Donald (Dan) McLeod. This lengthy operation of the Keewatin Lumber Co. mill, is the top record for continuous operation of any mill in the area and also in the Kenora district.

The Keewatin Lumber Co. built and operated another lumber and tie mill in the later years at Hudson, Ontario, about 12 miles west of Sioux Lookout, on the north line of the Canadian National Railroad. It was built during the winter of 1927-1928, and began operations in the early summer of 1928, continuing thru to 1931. Then, due to the depression, resulting lack of demand, also low prices for both railway ties and lumber this plant remained idle from 1931 till 1937, when it was started again and operated for the next 4 years. It was then closed, not to operate again.

In 1917, about one year after the Rat Portage Lumber Co. closed operations in Kenora, the Keewatin Lumber Co. purchased their idle mill and former lumber yard site, also the remaining timber berths they held, situated in the Lake of the Woods watershed. The box factory section of this plant was reactivated in 1921 for a part of each season until it was closed for the last time in 1924.

A rather strange note is recorded in some memos written by Mr. McLeod in summing up, in general, the lumber sales of his company over the years of operation. It refers to the fact that during the years of operations of the original Keewatin Lumbering and Manufacturing Co. and the first 10 years of operation of their successors, Keewatin Lumber Co., the lumber sales were principally to the prairie provinces. After 1916 the trend changes entirely and the bulk of the sales was destined for eastern Canada and the United States consumption. Most of the latter years' business was with the industrial trade, which had a distinct advantage in that orders were large enough to allow full carloads of one grade or dimension; whereas in orders shipped to the retail yard trade each car contained several grades and sizes of dimension. Also another advantage was that in the industrial trade, purchases were generally discounted within the allowed time.

It might of interest here to some readers to see tabulated the gross amount of lumber shipped from the operations of one company, the Keewatin Lumber Co., over their 35 years in the lumber industry. (Note:"M" denotes thousand.) Total lumber sold in board feet measure 551,958 M.bd.ft.. Total dollar value of above sales-\$13,833,090.42 which works out to an average rate of \$25.06 per M. plus lath sold 118,583 M.pcs.. Total dollar value of lath sales \$416,879.90 an average of \$3.51 per M.pcs.. Quite impressive figures at first glance but when total years of this operation are considered, one would have to concede that logging and lumber manufacture was in any manner an excessive profit business.

Tabulation of the total timber supply of the Keewatin Lumber Co., during their 35 years operation of their mills shows that 33% of logs sawn were American and 67% were of Canadian origin. The last American logs to come to the Keewatin Lumber Co. mill in Keewatin was in 1913 with the exception that in 1919 one last tow containing two million feet of fire-damaged saw-logs came to Keewatin mill from the American side of Rainy River.

Altho the sawmilling era was finished prior to 1945, the cut-off date of this history, the Keewatin Lumber Co. Ltd. was still an active incorporated company of Ontario. They still held timber limits in the Lake of the Woods area, even some of those purchased from Mather interests the Keewatin Lumbering and Manufacturing Co. Ltd.. They also held a limit at Ignace, Ontario in the eastern end of the Kenora district. This limit was purchased from Walsh Tie Company about the year 1922. There was still some timber uncut on these limits in 1945.

Some years previous to 1945, when it was apparent to all that the end of an era was in sight, that the operations of the long-time lumber industry were fast drawing to a close, and another phase of the woods industry, the pulp and paper section, had already made progress, in the takeover planning, anticipating this diversification, application for a pulpwood concession in this area had been made in 1913, by the Backus interests thru their parent company, the Keewatin Lumber Co. Ltd.. This move was made after an option to purchase their stock was given by the Keewatin Power Co., who were owners of the Norman Dam up to that time, to E.W.Backus control thru ownership, of the Norman Dam would give him a source of power for a pulp and paper industry, so he had proceeded with plans to that end. These plans met with some opposition from some lumbermen and tie operators in the area, also from some organizations in the town of Kenora. After several meetings with the Ontario goverment with representatives of both sides taking active part, argument waxed hot. Finally, tentative agreement was reached in the matter but before any definite agreement could be reached the first war had begun, and shortly after, due to the economic conditions, the matter was left in abeyance.

The Backus interests had purchased the Keewatin Power Company's

power sites with the pulp and paper industry in mind but the time had not yet arrived for further action. In 1916, the matter was again taken up. In the meantime two things had happened. The Ontario government, prodded by petitions with hundreds of signatures from people in the local area who would welcome the industry, in turn prevailed on the Backus interests to sign the tentative agreement made before the start of the war in 1914 and to proceed with the plans for the building of the mill. The cash deposit as guarantee of performance had been paid for by the Backus interests and everything looked ready to go. But another block to development surfaced. This time by the down river power interests and some other business interests of the province of Manitoba, centered for the most part in Winnipeg and that general area. Strong representations had been made by them to the Dominion Government and to the International Joint Water Commission, which was set up to control and regulate the flow of international waters thru the Norman Dam by a private company would prohibit the building of any more power developments down river and thus hog-tie development of further business projects in Manitoba, thru lack of electrical power.

The International Joint Water Commission had already advised the Backus interests that his development of power at the Norman Dam would not be advisable, as the Commission might recommend the expropriation of the Dam to be used for lake regulation purposes only. (Winnipeg and Manitoba interests were of course anxious to see this done.) The controversy waxed furious for some time, public meetings were held in Winnipeg and Kenora as the pros and cons were heatedly discussed and many bad situations occurred.

In 1919, the Backus interests were advised that if the Dam were to be expropriated, providing they could increase the capacity of their proposed plant, arrangements could be made, if necessary, for the development of the needed power at White Dog Falls. Agreement was signed with the Dept. of Lands and Forests of Ontario for the leases of White Dog Falls on Sept.30, 1920. This agreement also provided that the department would offer the area known as the "English River Pulp Concession" for sale. (This area had been offered for sale previously without any bids being received.) This was done and on Jan.7, 1921, agreement was signed covering this limit. Parties to the agreement were; The Minister of Lands and Forests of the Province of Ontario; E.W.Backus; The Keewatin Lumber Company and The Keewatin Power Company. It was decided to make a start and arrangements were made with the town of Kenora for the purchase of the municipal power plant on the eastern outlet of the Lake of the Woods. Two more units were added to this plant and it served as the initial power base for the building of the first units of a pulp mill. The preliminary work of renovation of the municipal power plant and the ground work in connection with the pulp mill got under way in March 1921, and the first unit of the pulp mill was started in 1923.

Agitation for and against development of the Norman Dam and the whole industry continued, and the Canadian newspapers got into the argument, some pro and others con, but sufficient power for the first phase was available at the renovated powerhouse at Kenora. Negotiations between the Dominion Govt. and Keewatin Power Co. continued. Finally a workable arrangement was arrived at and an agreement was concluded whereby the Dominion Govt. paid the company for removal of the rock ledge estimated at 47,000 cubic yards in the western outlet to the Norman Dam. In return, the company gave the Dominion Govt. the sole right of regulation of water thru the Norman Dam and the use of its works for this purpose. Both parties were content with the arrangement and the bone of contention was bare. From that point on, the work progressed without external hindrance.

At the present time this industry has been a viable and expanding operation, of great importance to the Town and the surrounding area for approximately five decades. Over twenty years before the cut-off date of this history, 1945, the first operations in the Lake of the Woods area for pulpwood to feed this plant had begun. Some few cords of spruce pulpwood had been taken out in 2 camps, in the Company saw-log operations in the winter of 1922-23, in all just over 200 cords. In the winter of 1923-24 at a company camp on Crow Lake run by Alex Orr, 1000 cords of spruce pulp were logged. This was really the first trial run in relation to method of cutting and hauling of this new (to us) woods product. I was the Dept. of Crown Timber Scaler posted to that camp that winter and it fell to me to "scale" the amount in cords, of this "pulpwood" that had been harvested. This was the first pulp operation, albeit a small effort in the Lake of the Woods area, but from then on it really expanded into an important part in the logging industry.

Altho the Keewatin Lumber Co. mill, the only surviving sawmill in the north shore of the Lake of the Woods, continued to produce lumber in diminishing quantities for over another decade after the start of diversification of the old lumber woods industry, this point was pretty well the start or beginning of the end of the old "log" camp as such, over our whole district. The old makes way for the new. The lumber industry's life had encompassed as appreciable length of time, measured in years. From the first production of lumber by the original Keewatin Lumbering and Manufacturing Co.Ltd. in 1880, till the practical cessation of lumber production by the last surviving mill of their successors, The Keewatin Lumber Co.Ltd. in 1941, a total of 62 years had passed, a fair portion of any man's life!

Again it maybe an interesting point to some readers to learn something of the final demise of the physical entities of the many mills mentioned in this history. Two of them were destroyed by fire while still in operation. The original mill in the area, that of the Keewatin Lumbering and Manufacturing Co. in Keewatin, burned completely the night of October 5, 1905, while still operating.

Another in this category was the Jack Short tie mill, located just east of the bridge over the eastern outlet of the Lake of the Woods, sometime during the first war 1914-1918. The year I am not certain of. The second mill in Keewatin, the Dick & Banning mill, was torn down about 1896 or 1897 to make the site available for a new industry, a water powered reduction works to do custom work for the mines. Built by John Mather and operated under the name of Ottawa Mining & Milling Co., this operation was discontinued about 1902. The building was dismantled, the machinery put in storage and a flour mill built on the site during 1905 & 1906.

The Cameron & Kennedy mill located in Cameron Bay, at Norman, I am not sure of; I do not know if the machinery was removed and then dismantled, or if it was burned. I do know it was phased out a few years after the combine was formed in 1893. The Minnesota & Ontario mill in Norman was phased out in 1903 or 1904 and burned in 1910, along with 6 private homes nearby. That was the very bad year of many dangerous bush fires all thru the area.

The Bulmer mill in Safety Bay in Norman, after being phased out as a sawmill in the late 1890's was taken over and converted to a tie-mill by R.F.Kendall about 1906 or 1907. I do not really know the cause of its disappearance or even when this happened; I remember it being there only.

The Ross, Hall & Brown mill was phased out by the combine in 1894 or 1895, all the planer equipment being removed at that time to enlarge the Rat Portage Lumber Co. planer on Laurenson Creek. Beyond that I have just no clue as to which road its demise took.

Next and second to last to vanish in the area was the Rat Portage Lumber Co. complex of sawmill, planer mill and box factory. The Rat Portage Lumber Co. discontinued business in Kenora in 1916. In 1917, the Keewatin Lumber Company purchased the complete plant and after operating the sawmill for four seasons up till the end of the 1924 sawing season, closed it down. The box factory end of the business was operated till 1925, then it also closed out. In 1931 the planer and box factory burned and 2 years later in 1933 the sawmill also was destroyed by fire.

Then the last of all the mills to operate, that of the Keewatin Lumber Co. situated at the west boundary of Kenora, burned in 1942, just after it had been finally closed out and the machinery was being removed for shipment elsewhere. With this last fire the last relic of the sawmill era was gone.

The incidence of destruction by fire as the end event of so many of the sawmills in the area did, quite naturally bring the connotation of insurance benefits to many minds. In the face of such happening in so many cases of this kind one could be a bit suspicious, without fault for so doing, in many cases. But in the actuality of each fire, when closely examined and the different circumstances

known, I would say that such inference did not surely hold true, as several very good reasons could be put forward in support of admittedly strange coincidence in the matter. Firstly, there is the fact that all these mills in general were of the same frame construction, timbers tinder-dry on account of age and exposure, very prone to fire thru many natural hazards, oil-soaked over the years by oil from dripping machine bearings year after year of night and day shifts operating. Combustible dust accumulation during the time of disuse and many oil-soaked wads of wiping waste, left scattered around or stuffed into many nooks and corners added to the hazard. Most, if not all of these shut-down mills were easy access by children looking for a place to play, or in some cases a place of refuge from the weather for periodical drunks or homeless men. Altho every mill I know of had regular watchmen, there were many places for anyone to remain out of sight during timed rounds of the watchmen. Add to all those hazards, the possibility of young people smoking, hidden from watchful eyes and just plain attempts at thievery of certain parts of equipment, and you have a high element of chance and opportunity of fire, despite all precautions. Also in many cases of mills with no hope of continuance or resale opportunity, insurance carried was nominal or nil.

I leave it to you. Any of these fires could have been accidental quite easily or again could have been planned. Another coincidence. I saw three of these fires of mills in the area, from 1905 to 1942. They were all of them evening or night fires, yet it never struck me, due to each circumstance, that any of them would have been arranged. The two I did not see were daylight fires.

Now I should prepare a defense to parry the accusation that I feel will be made by at least some of the readers of this history. The question I expect will be asked and maybe rightly so, "Why do you write at such great length of the mills and operations on the north shore of the Lake of the Woods?" Well, here is my defense, or reason or excuse, whatever you would like to term it! In the first instance the town of Keewatin was in reality and truth the "cradle" of the lumber industry in the area. This cradle and infant industry were first rocked during the season of 1879-80, in this newly opened and still hard of access part of the raw land of the Northwest Territories. In the second place, I would venture to say that at no spot in the new district from Lake Superior to the new Province of Manitoba on the west could you have found as many natural sites with so many mills financed by different companies operating in so small an area as on the Lake of the Woods. Also, the largest production of square timber and lumber plus the number of logging camps to supply the logs for these mills, in comparison to any other part of this district especially in the early years.

Lastly, this was my home grounds, my birth place and an area in which I was at least aware of the importance of the industry in the economy, even as a young boy. I worked in the industry, in the area lumber woods for quite a few of my first years out in the working

world. Later, I was to work for the Crown Timber Department of the Ontario Govt. in other capacities, but all still within the lumber industry. Lastly as further reasons, pride of home. Also, over a long span of years I knew so many of the men within the industry, great and not so great, some I worked for and others I worked with, so just possibly a wee bit of old-fashioned nostalgia plays a part. I would believe that angle.

In previous chapters, I note that in some of the early events I have referred to this area as being part of the Rainy River District and in other instances referring to it as Kenora District. It has occurred to me that this switch about at times might be a bit confusing to the reader. So, belatedly, I shall make an effort to make this matter a bit clearer.

Until the year 1880 all the area from Lake Superior west to the province of Manitoba, newly established as such, only a few years before, was part of the District of Keewatin of the Northwest Territories. Just about a year later, the Dominion Govt. in Ottawa decided to detach this area from the Territories and add a certain area of the whole to the province of Manitoba and the balance to Ontario. Without going too deeply and in detail into this matter, so much controversy arose between these two provincial governments over the hotly disputed boundary line between Ontario and Manitoba that the matter was referred to the Privy Council in London, England in 1883, for a ruling in the dispute. In 1884, they ruled in the matter and the boundary was established as between the two Provinces approximately 30 miles west of Rat Portage. For some reason that was never made clear to the writer, the Dominion Govt. apparently were not too pleased with the ruling and found reason to delay the transfer of jurisdiction in the new area to the province of Ontario until the year 1890, six years after the ruling was made. Until this transfer was officially made the Dominion Govt. collected timber dues on the timber leases that had been granted in the area.

While they waited for the official transfer of the area, the Crown Land Dept. of the Ontario Govt. jumped the gun a bit and sent a man by the name of William Margach, into the area with a watching brief, it could be termed, to keep the Dept. informed in the matter of land and timber activities. As soon as jurisdiction was handed over the Dominion Govt. representative was withdrawn from the area where he had remained over the years between the official ruling by the Privy Council and the handing over of jurisdiction to the province of Ontario. From all accounts he had not been too active in administration in the area, but had not been withdrawn.

As soon as the transfer of authority took place, Mr. Wm. Margach was then confirmed as the Ontario Crown Timber agent. His first headquarters was at Port Arthur. From the records he apparently had been in charge of the whole area. During the time he acted in this watching brief, before the transfer of title occurred. There are records in his first letter copy books that show him in the Rat Portage area as early as 1887 and 1888. The letter books show no activities by him as to issuing any permits to cut timber or anything of a like manner, except one instance which records him seizing some timber and logs cut by men who held no permission to

cut some from any authority. These logs were apparently put up for sale by sealed bid after seizure, so they would not be wasted. Whom received the proceeds from this sale was never recorded, altho I would think the proceeds would be paid to the Dominion representative who did have an office in Rat Portage, altho to all practical purposes it was inactive except to forward the declared returns of logs cut each spring by the two or three companies holding cutting rights under a Dominion lease.

Apparently, this situation did continue until the spring of 1890 when full rights to the Territory were handed over at that time to the Ontario Govt., by the Dominion Govt. the Ontario Dept. of Crown Lands, as it was termed at that time, under the direction of the Commissioner of Lands, moved at once to confirm all timber leases that had been entered into by the Dominion authorities, under the same rate of timber dues payable and other conditions of sale, within the area. Mr. Margach was left in charge of the total area. He established his office in Rat Portage for the western part of the area and apparently shortly obtained permission to establish a branch office with a Deputy in charge at Port Arthur to take care of the eastern end of the District. Arrangements soon went forward to put more timber berths in the new area up for sale at auction. As the C.P.R. was being pushed through, the country both to the east and west was opening up and a demand from many sources was springing up for lumber and square timber. This arrangement continued for some two or three years; then it became apparent that the area was too large to be handled as one district. So it was decided to create two separate divisions, one east division and one west division.

William Murgach apparently was still the Crown Timber agent for the whole area from the Great Lakes to the Manitoba boundary. He had established an office in Rat Portage but had a Deputy in Port Arthur and another in Fort Frances in the early 1890's. The old letter books show that he was responsible for all operations in the three areas.

Apparently the distances were too great between the east and west divisions and the mode of travel in those days took up too much time for him to supervise the three areas. In the late 1890's the east division was made into the Port Arthur District with a Crown Timber agent in charge.

I think in about 1897, a line was run north from the southern International Boundary waters, that cut across the C.P.R. at English River station and continued north for some distance which became the boundary line between Port Arthur and Rainy River District but for convenience a Deputy Timber agent acted in Fort Frances and Mr. Margach from his office in Rat Portage supervised that part of the district also. From the records this arrangement continued until the year 1909, when the District of Rainy River was judicially divided into two separate districts, the southern

portion remaining as Rainy River District and the northern portion becoming Kenora District.

Kenora District has one more large addition in square miles added to it since that time. In 1912 another portion of the Northwest Territories was separated and part of it was added to the northern part of Kenora District, officially known as the Patricia Portion of Kenora District. It was named thus, at the time of addition, in honour of Princess Patricia, daughter of the Duke of Connaught, who was Governor General of Canada at that time. This made Kenora District a very extensive District in the matter of square miles, with a large mileage of its northern boundary touching the salt water of Hudson's Bay and with many sq. miles of tundra in the northern section, beyond the timber line.

I have an early "memo" relating to, I presume, the first sawmill at Vermilion Bay on Eagle Lake that operated there during the construction of the C.P.R.. This mill closed down in the year 1885. The machinery was removed and shipped to a firm of lumbermen in Fort William, Graham & Horn. Three million feet of square timber and lumber remaining in their yard was sold to the Keewatin Lumbering and Manufacturing Company in Keewatin, the "memo" goes on to finish.

The next mill in the government records, in that general area, was also situated on Eagle Lake, south of Vermilion Bay, in the year 1902, the operator being D.L.Mather, a son of John Mather, President of the Keewatin Lumbering and Manufacturing Co. of Keewatin. The records are not too clear as to how many years this mill operated but I would guess that this operation was wound up about 1907. I also find a letter in the old files written by Newton & Davidson, Assignees & Accountants, of Winnipeg, Manitoba, in December 1905, re the taking over of the Chamberlain mill at Gull River. The same D.L.Mather shows as the new owner and operator of this mill, which was situated on the C.P.R., 8 miles east of Ignace, Ontario, in the year 1907. He operated there for another period of 3 to 4 years.

Then in 1910 D.L.Mather began to build a larger sawmill plant at Osaquan, 5 miles west of Ignace. Both of these sawmill sites were flag stop stations on the C.P.R. main line. one west and the other east of Ignace, divisional point of the C.P.R.. The east boundary of the Kenora district was at the English River, 30 miles east of Ignace. Mather operated at Osaquan under the firm name of Indian Lake Lumber Co. for many years up to the year 1933 or 1934. He was a man well up in years, at this time, long past the usual age of expected retirement. The mill was closed at that time, the machinery removed from it, sold and shipped east to another mill. The community that had built up around the mill, in a short time became a deserted village. When I had occasion in 1952 to make a trip past this site very little evidence of the former settlement was visible. Nature had pretty well taken over once more.

The retirement of D.L.Mather ended a long record of activity in lumbering of the Mather family who had been the pioneers of the industry in the Kenora District, with their mill built at Keewatin, Ontario in 1879. The name "Mather" appeared no more on the roster of timber operators in the district.

Writer's Note: W.A.Mather, at one time President and Chairman of the Board of the Canadian Pacific Railroad, was the only son of D.L.Mather.

Stepping back to Dryden, Ont. a town approximately 30 miles east of Vermilion Bay. Here the record shows a Mr.Wm.McMillan as operating a sawmill in the town of Dryden for many years, from the early 1900's. Just when this mill was phased out I do not know, but from what I have been told it did operate for many years and supplied lumber for many early building in the town of Dryden.

There was one other firm that was based in Dryden. According to their letterhead, that was Louis A. Fischer & Co.. I can find very little information re this firm except that they were in business in the early 1900's. From what little I have been able to find out I rather believe that they maintained only an office in Dryden and any work in the lumber line was done to the north of Dryden, in the building of the Grand Trunk Railroad. They carried on their letterhead, "Railway Ties and Lumber". As the only market for railway ties would be a railroad, I would think my surmise is probably correct.

There is one more company in Dryden in the same era; that was the Gordon Pulp & Paper Co. Ltd.. They operated a sawmill in connection with the building of their plant, but I think mostly for their own supply of lumber. It was not, I am quite certain, a commercial operation, as their timber concession from the Ontario Dept. of Lands and Forests, gave them rights only to use the timber for pulp mill purposes. There were some trial and error attempts here by this company, but overall it was not too successful and it shortly changed hands and became the Dryden Pulp & Paper Company.

Again before this new set-up became a viable operation on a firm basis, they also had gone thru a period of troubled times with many circumstances or happenings, that perhaps actually do not fit the main theme of this history, which so far had been sawmilling of the lumber industry in general. Nevertheless, as the pulp mill industry is a close cousin of the lumber industry by reason of both being timber industries with only some little difference in the end use, I will use this as a reason for stepping ahead a bit relating them. As many other mills thru the country did, the Dryden Paper also got into financial troubles and was forced into receivership. Mr. D.L.Mather of Indian Lake Lumber Co. was appointed as one of the Trustees in Bankruptcy. To make a long story short, Mr.Mather had great respect for the business acumen of one, John S. Wilson, originally of Kenora. He made the suggestion to the other trustees

re the appointment of J.S.Wilson as manager of the company, in an attempt to get back on a paying basis. Wilson, I believe, had held some responsible position with this company for some time previous to their getting into difficulties.

Wilson was a mechanical engineer, and also was a high pressure steam engineer, as an additional recommendation. From what I saw of him in action, he was also a very practical man. When Wilson was approached in the matter, he agreed to make the effort under one condition, that was that he could get the help he needed by appointing two former employees of the company to two key positions: Olie Olson, a long time papermaker, as superintendent of the mill, and Norman McMillan as woods manager, to supply the needed wood. Agreement was reached in all matters and the job proceeded.

As the community depended heavily on the one industry, good support and cooperation was given by everyone and conditions slowly improved. It was, of course, a slow task but the will was there. The whole story would be worth the telling and the hearing, but that story will never be heard now. Too many years have passed, the times have changed, also the conditions. The company and mill greatly enlarged, is now part of a large international organization. To these three men should go the major credit for the success of this mill today.

These men have all passed from the scene, but in their home town have not been forgotten and should not be as long as there remain some who saw their effort prove the success it did. I sometimes wonder. I saw some, quite some, of their work and the happenings of that time, due partly to the work I followed in those now long gone days and years. I would repeat here a story relating to those times and events, that I have often told.

When my work first took me to Dryden, I would often inquire casually from the different men I met, where or at what did they work. You generally got much the same answer, only three versions; "I work for Johnnie Wilson", "I work for Olie Olson" or "I work for Norman McMillan". Never for the Dryden Paper Co.. I do think that proves something.

Writer's Note: I just want to put it on record here that altho I knew all of these men fairly well thru the years, and one of them, especially well for a long number of years, I never did hear any part of the story from any of them. They were that type of men. It was from others and from my own observations at the time, that I know and recall part, a small part, of the story.

I have by-passed Oxdrift, eight miles west of Dryden in my geographical flittings. There were two mills that were in the commercial end of sawmilling, altho one of them advertises on his letterhead dated in the early days, as "custom sawing & planing".

This mill was operated by F.T.Brignall, whom I knew in later years, but not his mill. Another mill that has operated for many years there is the "Skene" mill, operated for many years by J.P.Skene and now by his son Tom Skene. The Skene family were a pioneer family in the area.

Now we double back past Dryden to Wabigoon, about 13 miles east of Dryden, Wabigoon was the "jump-off place" in the gold rush days just before the turn of the century, for the Gold-Rock & Manitou Lakes area to the south, across the waters of Wabigoon Lake. The record shows at least two mills as operating there, one of them Stewart & McLennan; the other being the mill operated under the name of J.T.Lepage, later under the names of Lepage & Pidgeon. Both mills operated in the early gold rush days. From what I have been told as I travelled that area in my work in later years, I rather think that the Stewart & McLennan mill was situated at Elm Bay, about half way between Dryden and Wabigoon, a bay on Wabigoon Lake's north shore.

There were several mines and mining prospects operating in the Manitou Lake area in the years of the gold rush, over a period of several years. The settlement of Gold Rock became quite a fair sized place by the end of the gold era. It later became another deserted village type of settlement. During its hey-day there was a surprising amount of activity generated, even to a regular steam boat line plying across and around Lake Wabigoon. Many of these mines, if not all, had at least a portable sawmill to produce timber and lumber for shaft timbering and mine buildings. Some of the mining companies had larger mills, of a semi-permanent type, many of them doing custom sawing for some of the smaller properties.

Thru all the eastern end of the District there was also another type of mill that operated as a tie mill only to produce flatted railway ties. Many of these mills operated on lakes at track side. There were several of these along the C.P.R. in the early days, when the demand for ties was heavy. Most of these track-side mills belonged to smaller operators who were known in the woods industry as "tie men". These mills would be moved as their "permit areas" became cut thru for tamarack and jackpine tie timber.

In the initial construction days of both transcontinental railroads, first the C.P.R. and later the Grand Trunk, it was the custom for these independent "tie operators" also to axe-hew flatted ties on "permit areas" and sleigh haul the finished product out for delivery on the railroad right-of-way, as soon as the lakes were safe for hauling. These were all horse hauls. This system assured the railroad construction crews a supply of ties as the rails were laid and work moved forward. It was also a favorable arrangement for the tie producers, as it allowed them to receive payment for their output month by month, to pay their current payroll and other expenses.

It might be well at this point to explain, for possible benefit of the reader, the policy of the Crown Timber Dept. of the Government in regard to the type of each woods operation. In the case of companies or private individuals who had permanently located sawmills for producing square timber, lumber, lath, railway ties, etc., on a year round basis, the timber supply for these mills was arranged on a reasonably permanent set-up. This was done by the Timber Dept. of Ontario, providing periodically, certain Crown Land or areas or "timber berths" for sale by public tender or "bid". Cutting rights were allowed the successful tenderer or bidder by a lease for a certain term of years for the completion of the cutting of the commercial timber on the area. All classes of timber on these timber berths were included under the conditions of sale. A cash deposit was required also to ensure compliance with the conditions of sale in each case. The other method was the "permit system". Under this system the applicant made a written application to the local Crown Timber agent for permission to cut certain species of timber on a specified area.

In many of the cases, the Crown Timber agent made the decision on his own knowledge of the area applied for. In any doubtful cases as to the species of timber or the amount obtainable on the portion applied for, the agent would detail a "woodranger" of his field staff, to make an inspection and report on that particular tract. If all was in order the permit to allow cutting was issued. If in the event of the report being adverse for certain reasons, the application was forwarded to the Deputy Minister of the Dept. in Toronto, for his ruling in the matter.

One of the rigid regulations under the permit system was that no white or red pine be cut under any permit. These species of timber were the more valuable class of the natural forest growth in our district, and therefore were directed to more useful and beneficial commercial use. In any area where either or both of these species comprised a significant percentage of total forest cover, no permits would be issued. This tract would be "cruised" and then put up for sale as a timber berth on a bid basis. As the timber regulations of the Dept. practically prohibited the use of either of these species as tie timber, these timber berths were bid in by sawmill operators. In exceptional cases where the report showed only a very small percentage of these species scattered thru the area applied for, with a good possibility of these few trees never being harvested if left standing, a permit might be issued with the proviso that other use be made of this pine. In all such cases the application and the report would be referred to the Deputy Minister for his decision. In the year 1919, the permit system for commercial timber was discontinued, except for fuel-wood operations only. All timber areas after that year were estimated by "cruises" and put up for sale by tender as timber berths.

This about winds up the history of sawmills in the eastern part of the district. A few tie-mills did operate at different times during

the following years at points east of Ignace along the C.P.R.. Also hewn-tie operations continued for some years afterward in the eastern district, but only on areas that had been "cruised" and put up for bid as timber berths. Most or all of these timber berths were in jackpine country where the timber was tie size only. When cut clean of the timber these areas reverted to the Crown and would be later put up for sale as pulpwood limits. If there were any stands of red or white pine on these areas this section of the area would be delimited and sold as a saw-log timber berth.

The railroads were always willing to accept hewn ties even long after most of their ties were being sawn by most contractors. This worked to the advantage of the smaller operator who wanted to take out only a few thousand ties a year so as not to deplete his timber berth too quickly and give himself and his small outfit, work for another few seasons.

These operations were viable in this manner, to provide work in the depression years, due to the constant demand by the railroads for replacement ties at least, necessary even in depression times. Depression times had curtailed the demand for pulpwood also, in line with the fall-off of business in general. Therefore, some of the lumber companies took limited tie contracts to supply at least some work for their usual logging outfit.

Thus went the woods logging scene, thru the many years of changing phases in the industry. It has also had its ups and downs, maybe to a greater degree than many other lines of industry.

CHAPTER 9 MILLS OF THE NORTHERN PART OF THE DISTRICT

The last part of the District of Kenora to be opened up, was the part adjoining to the north and to the south of the Grand Trunk Railway. This line roughly paralleled the line of the C.P.R. in a general east to west direction, but the new line was to the north, separated by some miles of country in between, varying by several miles at places. This rail line was put thru our District about 18 to 20 years after the C.P.R. was completed. The Grand Trunk (to be referred to from this point on as the (G.T.) started construction in these parts in the early part of 1904 and was completed about 1908 or 1909. The country they built thru could be rated, to a degree, a bit more corrugated than that followed by the C.P.R.. They had the same intangibles to deal with, swamps, seemingly bottomless muskeg, deep lakes and mountains of rock to cut thru, the last, the most definite as to estimated cost to overcome.

The builders did have one advantage over their counterparts in the building of the C.P.R.. That was in the area of general supplies and the materials for construction. There were tote roads built north from the C.P.R. that allowed them to bring in a big percentage of their needs at a reasonable cost over shorter distances. These connecting roads thru the woods and over the frozen lakes in winter, to pick the easiest going. In the summer these same roads, with some improvement for summer travel, could connect up with some of the larger chains of lakes for steamboat and barge hookups to forward the needed material. These tote roads were no way up to standard for comfortable travel but they sufficed for the job. Many stories were told at the time and in later years by the "tote teamsters" of that era, of some of their experiences as they travelled these roads. On some of these northward running roads, horse drawn stage lines operated, providing service for passenger and mail transportation, winter and summer. Hotels sprang up at several C.P.R. points for convenience of the men employed on these roads and any of the travelling public who had need of them.

The Govt. of Ontario thru their Crown Timber Dept., set aside a strip of land 18 miles in depth on both sides of G.T. survey line for timber supply needed in construction of the railroad. In fact, at certain points they had cruised and surveyed blocks of timber on which the railroad was given interim cutting rights for construction timber, they were known as G.T. "blocks" and designated by numbers. These blocks were resold after the railroad was completed and were later a source of revenue retained by the Ontario Crown Timber Dept.. This line is now known as the north line of the Canadian National Railway.

Besides the privilege of being able to hire their own contractors to log these "blocks" for their timber requirements, any private contractors producing ties for this railroad could be granted permits on any part of the reserved area of the 36 mile wide strip adjoining their survey line. These permits were for tamarack and

jack pine tie lumber only. The right to cut white pine or red pine was still withheld in this reserve also. This condition was strictly enforced by woodrangers and scalers of the Dept..

Some of the main contractors working on the construction of the G.T. included Foley, Lock & Larson, Eastern Construction Co. (the McDougall interests) Swanson & Peterson, Anderson & Johnson, Dutton & McArthur, etc.. Many local groups sub-contracted certain phases of the work from the main contractors. There evolved quite a history in the building of this second transcontinental, political and otherwise. The Dept. of Crown Timber of Ontario, thru their local Crown Timber agent, Mr. Wm. Margach, had several scalers at work the year around measuring the timber cut and used in construction of the line. They were supervised by "woodrangers" in charge thru our District. These men also acted as fire rangers in the summer season to guard against and to act in incidents of fires, from many causes. Fire was a hazard and many bush fires raged at times in the whole area. a distance of approximately 350 miles of main line, plus about 60 miles of the Superior Junction-Port Arthur branch line, were included within the east-west boundaries of Kenora District, J.D. Smith, then a woodranger, (later to become second and last Crown Timber agent) of the Crown Timber Dept. of Lands and Forests of Ontario, was in charge the year round, under Mr. Margach of the Kenora office, of all the scaling and fire ranging service, for several of the years of this operation. Much controversy arose at times over causes of fires along this line, between the Department and the engineers in charge of construction. Some of the correspondence that ensued over this matter, is very interesting to read in government files of those years.

Later after the rail line was completed and operating, the timber reserve granted on the 36 mile strip was cancelled and the area reverted to the Crown. Timber berths in this area were cruised, surveyed and sold by public bid. This reserve area was now opened to new companies for logging and sawmilling business in the area, made more accessible by this line.

Some of the operators along this line in later years, within the boundaries of Kenora District were:

Sawmills- Eastern Construction Co., Ontario Contracting Co., National Tie and Timber, Twinn Falls Lumber, G.E. Farlinger, J.B. Simpson, Simpson & Short, J. Short, Otter Lake Lath Mills, E.E. Wallace, Schriere Lumber and Rock Lake Lumber.

Tie and pulp operators: J.T. Horne, Wm. & O.R. Greer, Hudson Tie & Timber, George Wardrope, Bawlf Cartage, P.P. Elliot, A.B. Evans, C.J. Atchison, Scott Lumber, F.H. Maxwell, Jas. Glover, F.S. Andrews, M. Woulk, L. Hatskin, and C.V. Dougherty.

G.E. Farlinger at Sioux Lookout built the largest mill that operated over a long period of years. I believe it originated as "McDonald and Farlinger" in the days of construction of the G.T.. This firm

later became G.E.Farlinger Ltd. and operated till 1935 or 1936. From then on they continued operations under the name of Patricia Lumber Co. and became involved with pulpwood.

To the east of Sioux Lookout there were several quite large mills that began operations shortly after the rails went thru the area. The most of these operations were wound up in the late 1920's or 1930's. After that date about all the smaller mills that operated to the eastern end of the district were located along the branch line to Port Arthur. Again, most of these operations were finished in the middle 1930's. In fact, I am not sure as to the companies that did operate in that area after that, as the Sioux Lookout area was detached in 1935, from the area supervised by the Crown Timber office.

There is one other company that operated along the C.N.R. in the early days. I think, from what I have been told in later years, this was near Good Lake, in the Richan area. There is very little information in the preserved Govt. records re this operation and I have only a faint recollection of it.

The Minaki area operations were all phased out in the late 1920's.

The balance of the operators were in general tie operators, either hewn ties or portable mills. Several of these operators were located west of Minaki and as this area was not included in the transfer to Sioux Lookout area, they remained under supervision of the Kenora office. The record shows that several of them were still operating in 1945.

Excepting some of the smaller operators who operated under permits in the early days, all of the operators mentioned in this history of the lumber industry have worked on licensed timber berths, which had been put up for bid by the Crown Timber Dept. of Ontario or the original leases from the Dominion Govt.. Ontario regulations provide that when these limits or berths have been cut over for the removal of all merchantable timber on the area, the licensee may make application to abandon the limit. A further "cruise" of the area involved was made by a woodranger of the Dept.. If all conditions of sale had been complied with, the cash deposit made at time of sale by the licensee was returned to him.

The "permit system" was on a different basis. Each permit issued was for a designated amount of material, i.e. number of railway ties, Bd.ft., in thousands, of saw-log timber, pieces of piling, cords of fuelwood, etc.. The species of timber to be cut under this authority, also a definite price per unit, was stated on each permit issued. Dues on material cut under permit were in general arranged to be collected from the purchaser of the end product. A clearance was issued by the Crown Timber agent, as a receipt to the payee of the dues. Until this clearance was issued the dues remained a charge against this material. The product thereof was subject to

seizure by the department if dues had not been paid or guaranteed. Persons of companies had the privilege or right to apply for a permit for all the species of timber except white pine or red pine. As recorded previously, there were exceptions made in some cases, as to the ruling concerned with these two species of pine.

It might be helpful here to explain the disappearance of tamarack timber of commercial size from our forests in this district at least, to my knowledge. As early as 1909 it is recorded that the tamarack species began to die from an infestation of European larch fly. This pest made rapid progress and in a few years, green tamarack was about finished as a product of our forests, in any appreciable amounts. We have since that time a good natural regeneration of the species but in very few instances do you find any of commercial size now. Apparently, the species will grow, in its natural habitat, in low land, to a certain age, or size and is then subject to attack from its natural enemy, which apparently survives for years in a state of dormancy.

While it was obtainable, tamarack was the preferred species for railway ties, due to the toughness of its wood and lasting quality, in the natural state, when practically buried in ballast used in the railroad bed. Altho the Dept. moved to have all the green tamarack cut by the lumber companies and tie operators, before it became unmerchantable, this could not be done altogether. Many stands remained and in a very short time this species became dead and dry on the stump. It stood for many years in that condition; it was really tough. As a result many housewives reaped the benefit of this disaster, in having a good supply of dry stove wood for use in the wood-fired stoves, used in the early days for all baking. Dry-on-the-stump tamarack wood was a top heat producer but was hard on the cast iron stove grates, warping them beyond use in a short time, but still desired. The lowly jack pine then at once became the species used for railway ties, and is to this day, the type of tie used generally, throughout the area.

I saw the disappearance of tamarack from our woods scene in Kenora District. The first winter I worked in the lumber woods, in a camp of the Rat Portage Lumber Co., in the winter of 1910 I drove a cross-haul team in a chain-decking operation of tamarack tie logs in long, high skidways, ready for loading on the haul sleighs. If my memory serves me correctly there were approximately 25,000 tamarack logs produced from one swamp that winter. That was the last sizable cut of tamarack I saw. In the following years that I worked in the woods, on several other timber berths in different localities in the Lake of the Woods country, there were but few tamarack logs cut, due to the speed at which this infestation killed off the tamarack. There may have been a sizable production of tamarack in the immediate years after that date, that I was not aware of, but there was practically none left growing shortly after. In the complete recap of timber cut in the period of 25 years, 1920-1945, in the Kenora District, from Dept. records, only

17,000 pieces of tamarack were cut, 13,000 pieces of the total were cut on one limit of the Twinn Falls Lumber Co. at the extreme easterly end of the Kenora District, in about 3 seasons cut, in the early 1920's. The balance of the 17,000 pieces were in amounts ranging between 200 to 700 pieces in several locations, also in the early 1920's. Just a few spots where the "pest" never stopped for dinner!

In rounding out this record of the lumber and logging industry, along the north rail line, I must not forget a "short history" of a very interesting area; the village of Hudson (or earlier Rolling Portage) on Lost Lake, leading to Lac Seul and Pine Ridge or Goldpines later, on the western reaches of lonely Lac Seul. This spot was the final jump-off place, on the route to Red Lake, the renowned hub of the "gold rush". The formerly little known Pine Ridge became overnight a typical gold-rush camp, within days after the magic word "gold" had come out of the north country once more. From the once sleepy village of Rolling Portage and from other points immediately west and east, along the C.N.R. north line, hordes of men from near and far raced to be the first to the "promised land". This was in the last weeks of the waning year 1925.

They arrived by train, by foot, any means of getting to the take-off point. They tumbled off every train and thru every lake and portage route from all points of the compass. They came equipped, unequipped and all stages between those two states of preparation. Some with sleighs, toboggans, carry-alls or what have you. To power these conveyances there appeared dogs of all sizes and breeds, an odd horse or two and other intended means of transportation for men; piles of bedding, grub and equipment such as prospecting tools etc.. Many involved were men with former experience and practical equipment; in other cases equipment weird and useless, some of great imagination and hope. All were impatient to get started on the long gruelling trip over portages and across the wind swept, snow drifted expanse of Lost Lake and the well named (Lonely Lake) Lac Seul, a distance of 70 to 80 miles, northward and westward into the early setting winter sun. Their destination was the jump-off point at the western end of Lac Seul where the waters of this large inland lake thundered over a series of rapids and foaming falls to join the ever turning English River on its long flow to the Arctic Ocean.

"Pine Ridge" in a short time became a typical gold rush tent town with hurriedly cleared sites and twisting trails cut out of virgin bush that covered the site, for tent and lean-to space to shelter the incoming hordes of men and animals in a snow covered land in the grip of winter weather, with few available creature comforts. A hastily built stopping place, a restaurant and a refreshment booth, built mostly of poles and canvas served to pick up the spirits of the multitude of exhausted, weather beaten men who arrived at all hours. It served as a welcome spot for a much

needed, tho possibly short rest up, after the wearying first lap of their journey across Lac Seul, to the land of riches, many miles to the north. To repeat history again in the search for gold. So Pine Ridge grew to "Gold Pines" a place that was to become famous (or maybe a bit infamous) in the next few years, as the gate to a gold field.

I write this Pine Ridge offshoot tale, mostly from memory of stories related to me, by men who were there in the eventful early days. They were told to me generally of an evening, sitting around our camp fire in front of our tent on a cruising job, as I worked with them in the years between the events they relate and the time I left my work with the Crown Timber Dept. of the Ontario Govt.. The Crown Timber Dept. really had an active part in these early gold rush days at Pine Ridge. Another woodranger from the Crown Timber agent's office was sent in there in the early days of 1926, in charge of the timber end of the business, to issue permits for needed timber for buildings, docks etc. in building up the new settlement at Pine Ridge (later to become Gold Pines on later maps). He also made trips into the new mine developments to the north to keep account of and write permits for the operating companies for needed timber to produce lumber for the development and buildings at different sites, also to measure up the timber cut, for the payment of dues. His first headquarters at the "Ridge" in the first winter was, (in common with the others) a tent. The next summer a log building was put up to be used as an office and living quarters. It served in that capacity for five or six years or possibly longer.

In the spring of 1928, I was detailed to cruise the timber that was to be flooded in the proposed raising of the water level in Lac Seul, by eleven feet, to act as a reservoir to feed the development of power sites in the English River, to supply electric power sites on the English River, to supply electric power for the developing mines in the Red Lake area. I was posted to the survey crew sent from Toronto for this work. I worked with them in that job from early spring till late fall, eight months on Lonely Lake. (Seul) Only it was not lonely that summer; at any given time you could look out from any vantage point and count up to 20 or more craft of all shapes and sizes and in any condition. The only criterion required was, would they float, hopefully to complete the trip? There was a steady stream of these craft towing a barge or barges of supplies to the transfer point at Pine Ridge. They streamed past our camp sites, day and night, seven days a week, still moving in unabated numbers, into the days of late fall when our survey crew finished. The job of moving all that tonnage into the gold fields, over portages and lakes was a tremendous job.

Pine Ridge was a lively, jumping and wide open place still, at that time. We generally ran up the Lake every Sunday for a change in the survey camp monotony and a meal at the new and crowded log "hotel" at Gold Pines. So I did see some of the later action at Gold Pines;

some of it, to say the least real zany even at that date. Not a dull moment day or night. Albeit thru it all a rush of plain old back breaking hard work went on. Strange stories of some of the trips by some of the unbelievable type of weird craft that plied the lake are almost past belief, and all, in retrospect, laughable. I like as an example the story a lumber camp cook told me, a few years after the event. This happened in the early summer of 1926, while the rush was still going strong. He was approached in Winnipeg by an enterprising man who suggested that he join him and his partner in a restaurant business at Pine Ridge on Lac Seul, of some fame already as the jump-off point in the gold rush then going on. Being single, foot-loose and fancy-free, he was ready to go. In a few days thence they arrived in Hudson by train. It was a beehive of activity and bustle. They proceeded to look up transportation for their brand new restaurant equipment and themselves across the 90 or more mile length of Lac Seul with many large open wind-swept stretches enroute. No craft seemed available, and finally they had, in desperation, accepted the offer of transportaion from a man who said he owned a powered barge. The deal was made, their outfit and supplies were loaded and a bright, sunny afternoon they set sail.

At the outset the trio of "landlubbers" were a bit dubious of the sea worthiness of their ancient looking barge. Their combination engineer-captain assured them there was no need of worry at all in that score. Taking a long pull from the trip christening jug he informed his passengers that all was well, they were as good as at their destination right then. Again he passed the jug. The sun shone brightly, a gentle cooling breeze barely rippled the waters of the lake. Doubts were stilled. Things were soon to change real soon. After an almost unbelievable series of events, a badly leaking barge, repeated engine breakdowns, birchbark and haywire repairs, high winds, stormy, cold and rainy long nights, no fire for heat, running aground on hidden reefs, wind-drifted off course into deep bays for lack of power - you name it, they had it. Finally, the worn-out engine gave up the ghost. After a 6 day wait, a returning steam tugboat saw their signal fire on a rocky shore where they had finally washed up, away off course. He towed them twenty miles into Pine Ridge, their destination, two full weeks after they had so hopefully left Hudson. In spite of their almost water-ruined brand new kitchen equipment and spoiled supplies they quickly got a tent restaurant going and their nightmare trip was almost forgotten in their new business effort in those eventful times.

Then the story of the ancient craft came to light. It seems that this "barge" after it had passed its life of usefulness and became unfit for service on the great wind-swept and often hazardous waters of Lac Seul, had been pulled up on the shore of a bay on Lost Lake and abandoned by the owner who some time before had left the area. It had been launched again by their psuedo-captain just a day or so before, due to the demand for transportation at that time. To end it all. the tired old barge had sunk after being

beached at its last port and had been towed away and left to rest in a marshy bay nearby. I believe the "captain" sailed those waters no more.

Only a few more lines in regard to Hudson, then we leave it to the comparative quiet and uneventful tenor of its life today, a full half century after those stirring days of the start of the gold rush in the late months of 1925 and thru 1926 and many years beyond.

After the summer I put in on Lac Seul with the survey party in connection with the plan to raise the water levels, I did, for the next few years travel that area in connection with timber cutting, incidental to my work with the Crown Timber Dept.. Hudson continued for many years to be the point of supply of all material of any type, from a case of soap to the heavy mining machinery, by boats pulling strings of barges, tractor trains in winter over lake and portage and rivers, also by hundreds of teams, sleighs or wagons and larger and larger planes, all based in Hudson the busiest "little town" in Canada. All for the development of the gold field in the hinterland, many miles to the north, as the fortunes of the mining industry ebbed and flowed. During the summer many of the "husky" dog teams based in Hudson took their well-earned rest, basking and sleeping in the warm summer sun. Literally hundreds of these big dogs supine on all the village streets, long station platform, docks, anywhere the sun shone, oblivious to all activity around them or machines. The perfect life to them, well fed by their owners as valuable workers come freeze-up. They dreamed the summers away.

Of one of these dogs in particular I have a story to tell. Joe Keneally, who had become a well known figure in the early boom days and for many years afterward, was an active, outgoing and friendly younger man when he arrived in the first days of the rush, to set up a stopping place and soon a restaurant business, He also owned the first dog team for hire in Hudson and drove them himself. The big leader was an experienced dog used to the winter trail. Joe had got him from Pat Colfer, the R.C.M.P. officer in Kenora, a first class trail man with a good string of well trained dogs. The big dog was a first class leader and a good worker on the trail. Joe had often told me some interesting stories of his behaviour on the trail, of his almost uncanny sense in keeping the faint trail and his forewarning of anything unusual on the trail ahead. A perfect leader, but with one unusual habit. On the trail he was content to sleep in the snow with his team, but when he returned home no matter at what hour, he then demanded his special right to sleep on the rough board floor of Joe's Hotel. He was so vocal and persistent about it that Joe finally gave in to him.

The evening train from Winnipeg, which I boarded at Redditt or Quibell, passed thru Hudson in the late night or early morning hours. You raced for the hotel to try for an upstairs bunk most of

which were occupied. The other choice was the floor of the lobby and hopefully to get near the 4 foot long barrel-shaped wood burning stove. There "Mr. King" would be stretched full length, taking up all that one side of the stove. He just could not hear you when you begged him to move around the other way and share a bit of heat. The only remedy; take him by the hind legs, drag him around at right angles, to get a place to lie on the floor and a little heat. "King" merely opened one eye during the proceedings, looked very sorrowfully at you in the dim light and went to sleep again with a deep sigh. He was very agreeable but non-cooperative, even if you spoke to him nicely. That was his rightful place; never mind the \$2 you owed Joe for sleeping on the floor. That was the way it was.

Writer's Note: During Joe Keneally's last illness in Kenora hospital, less than two years ago, I visited with him quite often. He was still in character to the end. He loved to talk of the long past "Gold Rush" times and events. He was in his advanced 80's when he took his "last trail". A happy and contented man withal.

I will not attempt to write in any detail in regard to the mining industry as such, but only in matters concerning this industry where the incidents and events touched or were part of the woods industry. The paths of the men of the two industries often crossed; they travelled the same woodlands and used the same waterways. Often in the summer evenings many of them met around each other's neighbouring camp fires and became acquainted with each other. They met often on the portages or at the stopping places, as the "cruisers", survey crews and other men on the log drives plied their trade and the prospectors roamed the hills, the lake and river banks with their packsacks and steel pick hammers searching for the elusive gold that just might be around the bend or atop one of those hills ahead. They exchanged the latest news including rumours, gave mutual help wherever they could. Aside from those amenities their work diverged. The prospectors were not too much concerned with any damage done to the timber held under license by the companies, through their use of dynamite etc.. Some of the lumbermen claimed the prospectors or the miners caused fires on mining properties they were developing, but that would be questionable in my opinion. As to the question of damage to timber, I have had reference in another chapter to a specific incident at a working mine in the area, where the Keewatin Lumbering and Manufacturing Co. did detail two of their employees to guard against damage to large white pine timber in an area on which they held timber rights. Overall tho, there were no incidents that developed into anything serious in this matter.

The earliest of a series of gold excitement interludes occurred as the incomplete records show, in the late 1880's, in the Lake of the Woods area, centered pretty well in that area. From what I have heard, after the first excitement, with no occurrences of special of extraordinary strikes, the interest waned for a time till the sudden upsurge of the "gold fever" hit again in the late 1890's, triggered once more by some exciting discoveries of the "metal" that stirs men's spirits. The cry of "gold" was heard far and wide; Rat Portage, a reasonably quiet place as frontier towns went, at that time, suddenly became a gold rush centre, hard put to accommodate the hundreds who arrived with high hopes and visions of fame and fortune in every eye. They tumbled off every train from both directions, day and night. The town was bursting at the seams; I would presume that as I have been told even some of the long time residents had some thoughts of their town mushrooming from a small town to a metropolis, many in wonder, but also many with doubt. Many histories of the events, more interesting and more reliable and knowledgeable than I could even attempt to do, have been written and are of record somewhere. I have been told that these were exciting and stirring times for all caught up in the fever. I was quite a young boy at the time, resident in that quiet, pastoral and rather remote village, three miles to the west. I have few recollections of all the excitement in our neighbor town of Rat

Portage. I may have noticed a more brilliant reflection in the night sky to the east at times, due to the already brighter lights burning later; I do not remember.

I will credit at least one phase of those fevered times that I have heard repeated again and again; that is the usual game played with "stocks" in instances of similar nature, and for some reason thru the decades that magic word "gold" has always caused a "boom" of some dimension. As in all cases of booms the unscrupulous stock "salesman", (peddler would possibly be a more fitting word) gets into the act, with dire results for many of his customers, who unhappily had been caught up in the excitement of the times. I often wonder how much of this type of proof-of-gullibility "paper" lies in the bottom of trunks or in safety deposit boxes today. (I have to admit I have a bit of the same; tho of much later vintage.)

The last mining activity lasted over a long period of years, and actual mining operations continued over a much longer time, This activity spread over hundreds, or maybe thousands of square miles, measuring the perimeter of all operations, north to south by east to west- from the Manitoba boundary, to English River station; from the south boundary of the Kenora District to well beyond the C.N.R. north line. Scattered thru this vast area there was great development effort; some paid off in a reasonable manner, others made brave and long-lived efforts to survive, but in the end the results have been of a pattern, final closure.

I am in no way any kind of an authority on mining matters, but in after years I have been told by men who should know that the reason for the lack of success lies, to a great extent, in the difficulty of hard rock mining and the extraction and recovery of the total gold it contains, from the typical ore of this District. It would astound most people I am sure, if they saw the rough estimate of the millions of dollars that have been invested by the mining industry thru the area, over these many, many years. In my work connected with the logging and lumber industry I have covered considerable area in the District. In my travels, a great many miles of them by foot and canoe, I have seen evidence of these expenditures in the most unexpected places. One instance in our far-flung District. While running compass for "cruiser" Norman McDonald of the Ontario Crown Timber Dept., in the area south of English River station, on the C.P.R. east of Ignace, we surprisingly came across an old fashioned mechanical "shot drill" still set up on its tripod, miles from the railroad track. Close to it was the remains of an old wooden shack containing dozens of heavy jute bags, each containing (or had originally) at least 100 lbs. of B.B. size lead shot. The "shot" drill was the forerunner of the air powered diamond drill of today. I remember we did sit down at the spot and conjectured a bit about the incident, the cost of transporting that tonnage in equipment and camping necessities to do this work and leaving that costly piece of equipment on the site. It makes for wonder.

On the same "cruise" later that summer we cut across at several places, the once first class gravel road built at tremendous cost, between Bonheur station on the C.P.R. and the Sawbill Mine on Sawbill Lake a distance of 30 miles thru virgin bush, over hill and across deep muskeg, was a first class gravelled road, with squared timber corduroy 16 feet long for stability across the wet muskegs in summer, ditches both sides, with a built up roadway on the higher lands. The storied "lady" who ran the company owned hotel at the mine, a halfway stopping place and another hotel, about a mile south of Bonheur station, travelled between these establishments via a fancy curtained windowed coach complete with coachman and baggage rack. The reputed cost of this excellent road was five thousand dollars a mile. A lot of money 80 years ago. Clearly visible was the skyline caused by the original cutting of the right of way, by removal of tall timber thru which the road ran. The gravel road itself was by this time grown up with mainly alder brush about 10 or 12 feet high, especially in the low land. At that time we figured the road had been abandoned between 25 and 30 years, when we saw it in the summer of 1925. The story of the closing of the Sawbill mine is very intriguing but that is another story.

The only other time that I was impressed or even aware of the amount and value of the work done on mine properties, and then abandoned as they stood, was in the summer of 1913, I think it was, when I worked as a fireranger with another man as a partner. We did what was called "canoe ranging", two men to each canoe, with tent and grub travelling the water routes, on and thru the Keewatin Lumber Co. timber berths. Our route was on the Lake of the Woods east shore, thru to the west arm of Eagle Lake, then south via the old C.P.R. portage route to the Dryberry water, and from there thru Lobstick Bay to the Whitefish-Lawrence Lake route. That summer we made rather a pastime hobby of visiting all the old mine workings we ranged thru and it was really surprising the stamp mills, the steam plants, offices with their testing apparatus, scales, gold brick ladles, moulds etc., bunkhouses and cookhouses apparently as they had been left. For some years watchmen were kept on the premises but then they were completely abandoned, one good example being the old Virginia Mine, American owned, just up stream a short distance east of Whitefish Dam, where two brithers were living were still doing guard duty that summer. The total value of all the machinery, buildings etc. we had seen on our travels must have run into hundreds of thousands in dollar value. Even at that time a lot of these places had been raided by people passing thru on camping, fishing, hunting or work trips and many of the portable things were gone. In other cases it was plain the raiding was deliberately planned with certain ends in mind.

In later years I visited a few of these same places, but everything had disappeared by that time, and nature, as is usual and natural over the years, had nearly hidden even the sites themselves. If we had been more history minded then, the notes of the different mines

and workings would have made interesting reading today. You could also get an idea of the amount of timber cut by the combined mining industry for housing, timbering mine shafts, fuelwood to stoke their steam plants, and many other uses. The fuelwood consumption alone to fire the steam boilers at dozens of operations thru the District would add up to an unbelievable total. You can get some idea of this matter by checking the figures on the many applications from mines for permits to cut the needed wood requirements for the next year.

The mines were in the habit of giving out contracts to two or three wood cutters for the year's estimated requirements in cords, to keep their steam plants going. These fuelwood cutters used #4 to #5 single bitted chopping axes to axe cut all the fuelwood. All this wood was cut during the winter. In the contract to cut so many hundred cords of wood there was a standard clause holding back a certain amount of money per cord, until the total amount of the contract was cut. It was surprising the number of cords these experienced wood cutters could chop and pile in a day. A former clerk of a mine, who generally scaled each man's weekly cut as part of his duties, told me a story of one cutter who figured he had enough wood cut to complete his contract. He came into the office one Thursday evening and asked to have the final scale made on Friday afternoon. The clerk did go out late Friday afternoon and scaled up the cutter's wood, finishing the scale as the cutter finished piling the last of the day's cut. He came in to the office that evening to get a settlement, as he figured on catching a ride when the tote teamster left Sunday morning for town. The clerk's scale showed he was 10 cords short. The cutter was disappointed of course as there would not be another tote trip to town before another weekend. He made the clerk a proposition, if he would supply a man to pile the wood he would chop the 10 cords by dusk Saturday. The deal was on, bets were made, the cutter started at the usual time. As arranged, the piler started his job; he caught up, but the cutter kept on. With a bit of daylight to spare, he had chopped the ten cords. I will note here that the wood was the usual species used, as it was more plentiful and of limited value, green poplar. It is good chopping material but ten cords of wood chopped in a short winter day I think is a record.

I shall name a few of the better known mines in different parts of the District. Some of these names will be familiar to some of the readers of this tale of things past. To others it will bring no memories. Many years have passed since these were well known names. In their hey-day they brought the names of Rat Portage and the Lake of the Woods area quite some worldwide attention:

In the Lake of the Woods and Shoal Lake area: Sultana Mine, The Mikado, Cameron Island, Olympia, Black Eagle, Regina, Wendigo (more recent).

And in the Wabigoon Lake area: Manitou Mines, Contact Bay, Gullwing Gold, Reliance, Little Master, Anthony Blum Gold, Glass Reef, 20th Century, Jack Fish Lake Mine, Jack Lake Gold.

In the several areas of Kenora District many, many more, developed to some degree, others to small production. They dotted the area, many of the names long forgotten. The development of the mining industry in the Kenora District, did have an effect on the administration of timber, as all lands in the District of Kenora were open to prospecting except land patented under certain statutes. This also included all Crown Lands under timber license, which right applied only to timber, not to surface or mineral rights. When a location became patented under the Mining Act of Ontario, it carried surface and mineral rights plus rights to timber other than pine, which was reserved to the Crown. Under these conditions there were certain incidents where conflict of interest occurred, as a case where pine lumber rights had been awarded to a lumber company previous to patent. These cases had to be decided by the local agent of the Crown Timber Dept.. No serious incidents ever developed in this District thru any dispute in matters of this kind, that I am aware of. A little cooperation between the parties concerned generally avoided the issue.

One case of this nature that I became involved in as a Department scaler, was in connection with islands in Crow Lake, where license to cut pine lumber was carried in an early license. Another area where care had to be taken was in the issuing of permits or laying out other timber tracts for sale by public tender, of cutting rights. All patented mining claims within the area covered by these timber berths or permit areas would have to be listed separately by survey prefix and number and be declared as territory not to be encroached upon, under authority of the license or permit concerned. The practical result was that a woodranger of the Department would be sent to the area to locate these (often several in number) mining claims, check out the original survey lines, re-blaze them so they could be seen and trespass on them avoided. This could, at times, run into several days work, often also at quite some distance to travel to reach the locality. So quite a few problems and situations could arise, in the following the regulations and keeping everything in proper order and under control.

Altho there was no separation of timber cut for mining purposes in the timber records of the Crown Timber Dept. over the years, I would venture to say that if it had been kept in that manner, the sum total of timber cut and used in the development of the industry throughout the Kenora District, over the years would have amounted to millions of board feet in square timber and lumber, also into the tens of thousands, in cords, of fuelwood used to keep their steam plants producing the steam to power the plants. In dollar value, the total would have been at least, a very significant part of aggregate yearly income from timber dues, in the District.

There was a point to note, the mining industry in general or any section of it in particular, never did ask for special rate consideration to assist in the development of the industry. They

were willing to pay all rates of timber dues set by the Timber Dept., in all cases; win, lose or draw. In the overall picture that emerges, there was never any serious conflict of interest incident with any company or persons of other industries, on Crown Lands.

When the first group of lumber men from the valley of the Ottawa River neared the end of their 1500 mile journey (as the crow doesn't fly) thru lakes, down rivers, portages, over high hills and deep muskeg, to by-pass shallow rapids and leaping falls, finally across the comparatively tranquil waters of island-studded Lake of the Woods, they noted much sameness and much that was different from their native valleys and mighty rivers in eastern Ontario and nearby Quebec. Some of the things home-like were the virgin timber stands of pine trees, the straight-armed spread of gently wind-swayed branches of the stately white pine, the tall red pine, with their high up tufts of upward reaching limbs pointing skyward, their long clean trunks with smooth red bark, which made for the commonly used name. All reached high into the sky, dwarfing somewhat the other forest species, their near family relation the jack pine, the highland white spruce and the denser growth of the black spruce in the low lands and their tough cousin the tamarack, in the same habitat; not forgetting the lacy patterned, soft foliage of native cedar, the lowly poplar, the white birch, ash, elm, and the dozens of other species of other leafy growth that give us the beautiful coloured mosaic of early fall, also some that provide us with the small tasty wild fruits of the forest. This was basically pine country in the early years and far beyond. For five decades and into the sixth, from 1880 till the early thirties, pine was, to a gradually lessening degree, the important and sustaining part of the lumber industry. In the later years the other species have come into their own, in useful purpose and dollar value in the everchanging phases of the woods industry.

Based on the few records and other memos of the early days it appears for many years that white and red pine timber made up, at the lowest, an average 80% of mill feed for all the sawmills operating in the north shore of the Lake of the Woods, also for the mills in the eastern part of our District, along with C.P.R.. The pine cut in the whole area was heavy in the balance of total timber returns of the jurisdiction and the administration of the Ontario Government's Crown Lands and Timber Department, are not on record. Later in this chapter I will attempt to make, from information that is of record, for the Mather mill during its years of operation, an estimate, by comparison in terms of capacity and years of operation of the earlier mills; of pine timber cut in the district. It could be informative here to make a note that in common reference the word pine meant in early years, only white or red pine timber. Also, in any department rulings the word pine was intended to convey the same interpretation. It was not until many years later the Department made a clear ruling that "jack pine" was to be also classed as "pine". This was brought about by controversy in the matter of pine reservations in the patents of mining claims, Veteran Grants and in regulations governing the allocation of "free grant" homestead land in some of the early townships opened up for settlement. So, finally, the lowly jack pine became equal with the

older brothers of the pine family.

You will have noted in a previous chapter that under the permit system, tamarack and jack pine were the only classes of timber considered for the making of railway ties, either hewn or sawn into the finished product. This business had grown over the years of the building of the the first transcontinental railway, the C.P.R., in the early 1880's thru this area, and two decades later, the building of the second such line, the Grand Trunk Railway, roughly paralleling the C.P.R., but at varying distances in miles, to the north of the first built railroad. There was a constant demand for railway ties from this area to supply these railways, from 1880 steadily onward as the C.P.R. built the main line and branch lines into the wheatlands in the prairie provinces and again more were called for as the C.P.R. double-tracked its main line from the head of the Great Lakes to Winnipeg in the years 1904-1906 to handle the fall flow of grain that funnelled into that Manitoba city railyard. While this new C.P.R. work was in progress, the Grand Trunk line began to push thru the northern part of our District. The demand for railway ties for these two rail projects, actually coinciding for about two years in the Kenora District, pushed the usual demand for ties to an all time high. Tie contractors had a busy few years before the combined demand slackened. In fact, the tie production end of the industry became really another division of the whole. The straight bandsaw type of sawmill did not supply but a small percentage of this demand, concentrating mainly on the production of the lumber market, for many years. Apparently, the market for railway ties slacked off temporarily in this immediate area around the years 1907 and 1908 as I find a "memo" in my notes re a letter written in 1907 by Walter Ross to the Superintendent of Grand Trunk Western Division, offering to supply 50,000 to 100,000 ties F.O.B. cars at Norman, Ontario for a price of 67 cents for No.1 ties and 61 cents for No.2 ties, for shipment to their Saskatoon to Edmonton branch. This Walter Ross, formerly of the then defunct firm of Ross, Hall & Brown; lumber mill operators in Rat Portage; must have had some interest in one of the tie mills in Norman.

Apparently, this situation in the tie market must have been temporary as another tie mill was erected in the outskirts of Kenora the following winter. The tie production business remained reasonably steady over the years until the recession years 1912 thru the early years of the first war. In an attempt to correct this matter to some degree the Ontario Dept. of Crown Timber cut back on the issuing of permits to hewn tie operators who were working on long term lease timber berths. This gave the company mills a better chance to increase their year-round operations, camps in winter, mill work in summer, by the production of ties from the smaller species of timber on their limits for a better overall market.

By this time the stands of pine were diminishing to a degree and the secondary types of timber were being cut in larger proportion,

to clean the limits of all saw-log timber as regulations required. In fact, after the post war boom had levelled off in the late 1920's the sawmills used tie demand as a "balance" to guide their type of production. If lumber prices fell off, a larger proportion of ties were produced; if prices held, lumber was the production. Tie prices were almost forced to hold with less fluctuation, as a certain number were necessary for the tie renewal program as standard practice by the railways.

It would be practically impossible to arrive at any total figure of railway ties produced in the Kenora District over the years from 1890 to 1945 (the cut-off date of this history) which spans a total period of 55 years. For the last 25 years of that period, from 1920 to 1945, there are timber records for the Kenora District available. From these records come the figure of approximately 11 million ties delivered to the railways, in that period. As there are no existing records of the tie mills or hewn tie operations, either in contemporary history, personal memoirs, or in government records, for the first 30 years of this type of operations in the Kenora District under the administration of the Ontario Govt., and practically all of the straight tie mill operations were finished before the time the available records commence viz: 1920; there is no base whatever for more than an approximate estimate for ties produced in the district for that span of years. There were some hewn tie operations after the time that tie mills as such, ceased operations continued till the 1930's. These cuts are part of the 11 million ties figure that was mentioned, the balance an estimated production of ties by sawmills. Even if we stayed within the east and west boundaries of the Kenora District and estimated the ties required for the original work in the construction of the two railroads thru our District, plus the renewal ties for the unrecorded years, up until 1920, (when the existing official records commence) the estimate for total ties used by the two railroads, even at an approximate rough figure would have to be 30 to 40 million pieces. That figure would not include any percentage shipped west of ties needed to "tie" the prairie sections.

The average reader might well wonder where all that material came from. The estimated total production from 1880 thru 1945, could well have been 50 million ties; the forest lands of the District did supply them year by year. That number of 8' ties laid end to end would reach - no, let's leave it right there!

Now to make a partly educated estimate of the millions of feet board measure, of saw timber cut from the forests of the Kenora District from 1880 till the year 1920. From that year on the cut-off point of this history (1945) the record gives the actual Timber Department scale of all timber cut in the District during that period. Therefore, there is a more factual "base" to work from to arrive at an estimate of the amounts involved, from certain facts contained in memoirs and other memos written by men engaged in the timber industry in the early days, there can be reasonably

informative deductions arrived at. Some short contemporary histories that are of record also give some help in certain instances. From Mr. Donald (Dan) McLeod's well written and documented memoirs the full and complete history of the first sawmill to operate on the north shore of the Lake of the Woods (in fact, the first mill in the district) gives reliable information in many departments men, companies, methods of operation, outlets for the production etc.. During at least the first two decades of lumbering in the District of Kenora, the largest concentration of mills in the District were on the north shore of the Lake of the Woods, all based on the shoreline of this bay, within a distance of approximately 3 miles, at Keewatin, Norman, and Rat Portage, fairly evenly divided between the three (at that time) villages. It would be quite safe to say that these seven mills in this area produced 90% of the square timber and lumber in the District in those years.

In his history of the Keewatin Lumbering and Manufacturing Co. Ltd. (the Mather interests) Mr. McLeod gives the figures for the total cut of the Mather mill, for the full 25 years it operated, from 1880 till 1905. From these figures it is possible, with an allowable margin of error, to estimate the amounts of timber cut by the other six mills in the area, by comparison with the Mather mill, as to capacity of each, and the number of years each, and the number of years each one operated. The resultant figure, in millions of board foot measure, for timber required to feed these mills, between 1880 and 1920, works out to 864 million feet B.M. cut on the Lake of the Woods and tributary waters up to the year 1920. This figure is minus the timber cut off Minnesota lands tributary to the Rainy River, which made up the balance of mill feed required by these 7 mills on the north shore of the Lake of the Woods.

Now to arrive at the full estimate for the District total of saw-log timber of all species cut during the years 1880 to 1920. To the approximate figure of the estimated 864 million feet for the mills that operated in the Keewatin-Kenora area, add 250 million feet of saw-log timber cut in the eastern and northern parts of the district, over the same period of time as mentioned above. Then for the years 1920 to 1945 from the Crown Timber records of those years, the tabulated figure is 166 million feet, for all species of saw log timber for the District. Adding these figures of the full amount of estimated production for the unrecorded years plus the actual figures for the recorded years, gives a total of 1280 million feet B.M. saw timber cut over a 65 year period from 1880 till 1945.

The larger proportion of this timber cut in the early days was red and white pine. A good percentage of these two species of saw-log timber in relation to the total cut was still being produced thru the 1920's and into the 1930's. The Crown Timber Dept. records during the period 1920 to 1945 show a total of more than 50 million

ft.B.M. white and red pine cut even in that late period of the industry, the largest part of it being produced from the Lake of the Woods area and waters tributary thereto. After the 1930's the percentages of these two species fell progressively lower in the annual cut each year until the last existing sawmill of the north shore of the Lake of the Woods, that of the Keewatin Lumber Co., finally closed down in the fall of 1941. It was fortunate that over the years the mills in this area had these two more valuable species of timber available in good supply, as it kept them competitive in both the Canadian and American markets. Another fortunate circumstance for the District, in general, was the gradual change-over to a new phase of the woods industry, that of pulp and paper manufacturing starting in the late 1920's. The division has been, over the years, a very steadying factor in the economy of the District and lessened the impact of the phasing out of the lumber industry over the next decade.

Now we are nearing the end of, or a little beyond, this tale of the era of old style logging camps, in our forests of the Kenora District, and of the sawmilling operation as a complement of the whole industry, which has played an important role in the economy of the towns and villages in our District and of their growth in the years that have come and gone. The passing years have brought the change that brings us to the point of time that we must say a nostalgic and fond farewell to the "old" industry and welcome the "new".

Anent the valuable stands of white and red pine timber that we were fortunate to have in our District, I well remember as quite a young man, the first year I went to the lumber woods. That year our camp on Pipestone Lake, at the extreme south boundary of the Kenora District, was operating in a fine stand of large white pine. An old "lumberjack" gave me what he figured was good advice for a young fellow just starting out. That was in 1910. His advice was short and to the point. "Get out of this business my boy. The pine is all gone; there is no future in this work at all. Get out!" Thru circumstance, not disbelief of this advice, I continued to work in the lumber woods, on the log drives, sawmills and in other phases of it. I have "followed the woods" thru its many phases, practically all my working years and I will say that in retrospect, the industry has treated me very well. I have no doubt that the old "jack" who gave me the "advice" probably also followed the woods to the end of his working years. Much has been written of the old logging and lumbering era, some factual and reasonably truthful, some imaginative, weird, or interestingly mythical, some tales even with a romantic tinge, few of them truthfully typical of those ordinary, common, hard-working years, some good, some bad. But all were to the same end, part of making a living.

It might be of interest before closing off this history or tale of the lumbering industry, from the several angles, to attempt a quick resume of the dollar return in timber dues income to the province

of Ontario and incidently to the people of the province as a whole. The record starts from Confederation up to the time of this area west of Lake Superior in 1891. From the time of Confederation in 1867 to the year 1891, the record shows that the then termed, Crown Land Dept. of Ontario Government, for that term of 24 years, received from their timber resources the sum of \$14,305,016.20. The next item, is the period between 1891 and 1910, a term of 19 years, collected by the Dept. of Lands and Forests for timber dues, the sum of \$22,138,833.76. In the following 10 year term, 1911 to 1921, they report the sum of \$21,374,154.61 from the same source. The last term reported on is a longer term of timber operation, the 24 year period starting in 1921 up to 1945. (Coincidentally this financial report terminates the same year as this history). In this 24 year period the timber receipts were a whopping \$82,712,223.

The first up in revenue can easily be explained by the addition of more timber resources, by the extension of the Ontario boundary approximately 300 miles westward, due to the ruling of the Privy council in the year 1884, after some years of dispute, re the boundary between Ontario and Manitoba. The second increase in revenue, practically the same total in just about half the number of years, I would venture to say was attributable to the fact of a closer control of field operations coupled with an increased rate of timber dues payable.

The final near doubling of timber receipts, figured on years covered and total income, could have resulted partly by the expansion of the industry on a second front, the pulp and paper industry and a percentage increase in timber dues rate, needed possibly to take care of increased staff in the combined administration, after amalgamation of all branches engaged in Lands and Forests Dept. in the year 1935. The yearly average of income in the total term of years these financial reports cover (54 years) works out at approximately 2 1/3 millions of dollars, or just a shade better, per year.

Now to put in the Kenora District's "2 bits" worth in the overall timber income of the province. On record is the complete scale record of all timber cut in the Kenora District from 1920 to 1945, except for a period of 10 years in the Sioux Lookout division, from the year 1935, when that division was made responsible for their own timber returns, to the Department. The dollar value of timber dues on the total cut over that 25 years, less the above reduction was \$5,660,455.50, a yearly average of \$226,418.22; roughly 7% of provincial timber revenue in that period of years. Include the best 10 year revenue of Sioux Lookout and it would exceed 8% for the Kenora District.

The derogatory charges that have been hurled at the oldtime lumber men in general, by some writers on both sides of the border, in several instances refer to these men as "timber barons", "timber thieves", "cut and get out gentry". None of these, especially, the

last mentioned, can in any manner be supported, in our area at least. Consider the facts: close, very close to a full century ago, to be exact, the year "1979" will close the century in relation to our three towns, or settlements to start with, on the north shore of the Lake of the Woods. Keewatin, Norman and Kenora were founded and grew, mainly by reason of the lumbering industry entering into the economic fabric of the area even as the first railroad work crews were starting to build the C.P.R.. Since that time other industries have added to the growth and prosperity of the area. They, in turn, have all grown big, shone and then faded to a small part in the overall economy of the district. One of the industries, once a big factor in our total economy has completely vanished, while others quite helpful in the economic build-up, have fallen to a negligible token contribution. I would suggest that over the span of this "near century" period of time, the timber industry in its several changes in form, has been and still is, the main base of our sustained area economy.

These facts at least to my satisfaction, clearly reflect these published and otherwise circulated allegations in reference to the oldtime lumbermen. Our towns are still here, maybe a bit diminished by the turn of the times and trends, but still holding a place in the map. I leave concurrence or the contrary decision with you readers.

Addendum to Chapter 11:

This history of lumbering in the District of Kenora in the general historical facts cover the years from 1879 to 1945. In the year 1890 this area became part of the Province of Ontario and all timber operations came under the jurisdiction and regulations of the Crown Lands Dept. of the Ontario Govt.. Regretfully, the records of the timber cut by the timber operators of the district in the early years is not of record.

However for the latter part of the period that this history covers, viz. 1920 to 1945, a term of 25 years, there are detailed records of all timber cut in the District in those years, in the files of the Crown Timber Dept. of the Ontario Govt..

With the thought that these figures detailing the amounts of each species of timber cut during this period of time may be of interest to some readers of this history, there follows the totals of each class of timber cut as given in these records. These totals as listed under the several headings will be approximate, to the extent that each will be rounded off and expressed in the usual term used to denote the unit of measure for each class of timber:

- White and red pine saw timber - 47 million feet Board Measure
- Jack pine saw timber - 91 million feet Board Measure
- Spruce saw timber - 27 million feet Board Measure

Other Species Combined: tamarack, poplar and birch saw timber
 - 3 1/2 million feet Board Measure.
 Jack pine tie logs and hewn ties - 11 1/2 million ties.
 Mixed piling timber - 238 thousand lineal feet.
 Mixed building timber - 900 thousand lineal feet.
 Mine logging timber - 400 thousand lineal feet
 - 43 thousand cedar poles
 - 115 thousand cedar posts
 1 1/2 million cords spruce pulpwood
 3/4 million cords jack pine pulpwood
 340 thousand cords poplar stave bolts
 290 thousand cords of fuelwood

It is to be noted here that it was in the years between 1920 and 1945 that saw the start of the diversification of the forest industry in our district. This is shown up in the middle 1920's by government scalers' reports of timber cuts in some of the lumber camps, a new class of product is being harvested from the forest, pulpwood now appears as well as saw logs in some camp operations.

By the end of the 1920 decade the last stands of white and red pine were depleted and only smaller classes of timber were available to provide logs for the few sawmills still operating in the district. the day of the sawmill and lumber production were close to their end.

The second phase of the forest industry that of pulp and paper manufacture had taken over, and within a very few years was to become the major factor in the woods industry in our District.

CHAPTER 12

A MAN OF INDUSTRY

As in every line of endeavor, the timber industry had in the ranks of those who "followed the woods", many men who left their mark on the trails that were trodden, in the search and development of techniques necessary for progress in the trade of logging, the manufacture and sale of the products of our forests. Some became strong men in the industry; a few became leaders, valuable, reliable heads of the company that employed them.

The man I write of here, the late Donald (Dan) McLeod of Keewatin and in later years, Kenora, Ontario, was one of that breed. He came to Keewatin with his family, as a boy of 15, from his former home in Victoria County, in eastern Ontario. His first work in Keewatin was with the (just completed in this area) Canadian Pacific Railway, as a workman on the section crew, shortly after arrival. He remained at this work but a short while, then started with the Keewatin Lumbering and Manufacturing Co. in their local sawmill. In the winter of 1886 he was on the payroll of that lumber company as a clerk at one of their logging camps, at which his uncle "Black Dan" McLeod was foreman.

He remained at this work from that time on, returning each spring to Keewatin and his work in their sawmill each summer, learning every phase of sawmilling from the log going up the "jackladder" sawn, edged and trimmed into common lumber, dimension stock and square timber, and on out to the rear of the mill onto the "greenchain", for sorting. After two of three years as camp clerk, he was chosen to go up the Rainy River country each winter to buy and scale (measure) the logs being bought by the company from the settlers in the then opening homesteading townships on the north slope of northern Minnesota.

This timber was large white pine and red pine and was of first quality, larger by far than any of the timber available in the Lake of the Woods area. This was by reason of the good rich soil on which these vast stands of pine grew. The waters of this north slope of Minnesota drained to the north and the lakes and rivers all were tributary to the Rainy River and the Lake of the Woods. This timber would naturally haul with the run of the waters to the rivers tributary to the Rainy River and there was a ready and competitive market for these logs by buyers from the developing mills on both American and Canadian sides of the border.

The Mather mill in Keewatin was very anxious to get as much of this large pine as they could, to fill orders they received from the C.P.R. for large dimension timber for use in railroad bridge building and also for the excellent grade of white pine for select grades for shop stock and other uses; dimension stock, was in good demand in our fast developing country and across the line to the south. The Mather management set up an American incorporated company under the name of R.A.Mather, to buy stumpage rights on

Minnesota tracts of timber lands and began other timber activities in Minnesota such as making contracts for delivery of logs, dimension and boom timber, thru American contractors. During the early 1900's they also operated logging camps on their purchased timber tracts in Minnesota. All business was done thru American banks, with banking arrangements made thru the Bank of Ottawa in Keewatin.

Mr. Dan McLeod was in personal charge of these combined Minnesota operations, as operating manager of the American company. During the full 15 years of this operation, Dan McLeod returned each spring to Keewatin where he had become a sawyer in the mill and in the last few years of this mill's operation acted as an assistant to the manager of the Keewatin Lumbering and Manufacturing Co. Ltd.. He continued in this position with the company until they ceased operations in the spring of 1906, after the loss of their sawmill by fire in the fall of 1905.

The total of Minnesota timber produced and sawn in the Keewatin mill during their years of operations amounted to approximately 121 million feet B.M.. There were an additional 15 million ft. B.M. of Minnesota timber in booms in the Rainy River and in Keewatin after the 1905-06 logging season, when the company went out of business.

When the assets of the Keewatin Lumbering and Manufacturing Co. were sold to Backus & Brooks Co. of Minneapolis, Minnesota, the spring of 1906, Dan McLeod was one of the few former employees of the original company, hired by the successor firm. He was appointed as logging superintendent by the new Keewatin Lumber Co.. He remained in that position for less than two years. In September of 1907, after the resignation of the first appointed General Manager of the new company, Dan McLeod was asked to take charge temporarily. He was appointed to the position of General Manager a few months later and was continued in that office for many years. In retrospect, it is my opinion that Mr. McLeod, after having given the matter some thought, agreed to take in the job of General Manager of the new company for two reasons, both important to him and others, at that time. The first would naturally have been, continuing in the industry in which he already had 20 years experience in the area. The second, a forced issue to some extent, a challenge to his ability thru experience to make a success of the new company under different and very restrictive conditions of operation, as laid down by the parent company. In addition to these were the usual hazards of all business in those days, due to the far from buoyant state of the economy of the country in general, and of the lumber industry in particular.

Another angle that I am sure he had at least some bearing in his decision, was the effect the closing out of the long established lumber mill, that of the original Mather plant in Keewatin, area in general and Keewatin in particular. On the success of this mill would rest the chance of continued employment for the many

experienced men he had worked with in the Mather mill. They would be good men for him to have; they would be dependable employees to bank on and he felt sure of their cooperation. So the wheel turned; he assumed the responsibility. The years proved the success he made in his chosen "niche". In his case, it was not solely the ultimate success of his efforts that have projected the aura of respect, or the memory of his accomplishments by the many men who worked with him that created wholly his stature in the industry. There was as well the personality of the man and the methods he used to get the end results, that make for colour and interesting incidents in the overall history of the industry to which he contributed so much of his life and talents, as he left marks that endure, well beyond the time he passed that way.

Hard times demand hard ways. The paternalistic tinge of the old company would or could have no part in the new regime; absentee ownership in general demands dollar return on their investment. That was the way it was to be. Dan McLeod understood to the full what was demanded of him when he accepted the position of general manager of this company. If it was to reach that far-off point of light called success, hardly discernable at that time, it was for him to lead the way, as "captain" of the team. He was committed. Success of the company was the goal; if experience in the industry plus ambition and determination often inherent in his Scottish family lineage, was to help carry him thru, another of the characteristics oft imputed to his breed - thrift - would have to play an important part. Like it or not, that must be the pattern. From this decision, he never retreated thru the years of his connection with the business. Also from this came the warp and woof of the fabric of the story and legend that emerged. Many of the stories had some basis in fact, some were exaggerated, others concocted. None of them, in any of the three categories, were ever told or repeated with malicious intent or overtones. In fact, in later years he told some of them on himself. In retrospect, they in fact added colour as a type of bas-relief in the retelling of some of the worrisome situations encountered in the history of the company. Overall, these oft repeated stories and legends possibly gave an untrue picture of the man, but in the opinion of many, the thought remains that in the latter years he rather enjoyed the reputation that had been built up, story by story, in relation to his practice of super-thrift, otherwise known as "tightness".

He did have the happy faculty of having good personal relations with the majority of the company employees; he was on a first name basis with all of the long time members of the crew, and with many of the younger members, whether in the woods, around the plants or in many other departments. He always made time for visits to all divisions of the work, not forgetting the logging camps of that era. He was particular in having a word with many regardless of position. He did have all thru the years, a habit of turning up without notice right in the middle of a job. He was very practical and also thru his earlier experience he had, in many areas, first

hand knowledge of how the job should be done. Nor was he at any time backward in giving advice gratis; he was far removed from the office prototype of manager. In the later years, when the industry developed into new phases, he was diligent in acquiring the knowledge of the subject that would enable him to talk on the new type of work with reasonable understanding. As the industry changed and grew, he made the effort to grow with it. He never lost touch.

I must advise the reader at this point, not to be misled by the foregoing rather eulogistic comments on Mr. McLeod's abilities into thinking that the writer is of a set opinion that the man I write of was a paragon of the business world. I had great respect for the man but was not unaware of the fact that, like all men, he had his foibles, chinks in his armour. He was human; he had them. A small, tho persistent one was his unusual impatience with tardiness in employees. In this area he was early to work and the last to leave. They tell a good story on him to illustrate this: In the time that the accepted office opening hour was at eight A.M. he had noted that several were hurrying in from 5 minutes to 15 minutes late frequently. He posted a notice on the office bulletin board calling attention to this matter. All went along in an improved basis for a time after this notice was displayed, but soon some had fallen back to the old habit. He decided to be more emphatic about it. One morning after he had noted the time of arrivals he went out to the floor and called for their attention, then proceeded thus: "I notice some members of the staff still not getting into the office at the appointed time. This will have to be corrected." Then holding up a shortened finger (which he had suffered before in an accident in the sawmill) for emphasis, an old habit of his, he continued: "When I said 8 o'clock is the time we start work here, I meant 'ten to eight' not 10 minutes after eight."

In general, he played no favorites for any reason. His criterion of a good employee was the way the job was done. He was sparing with praise, but respected independence in a man who knew his work. He secretly enjoyed a good argument. It is a known fact that he at times deliberately provoked one. He liked his instructions to be followed but apparently did not like "yes" men, altho there were some few odd cases smacking of this element, which could not be reasonably explained.

Altho I, of course, was not a contemporary of his, nor in any manner a confidant, I knew Mr. McLeod over a stretch of many years. As Keewatin was my hometown and he having been a resident of the same place for over 35 years, he was no stranger to me as I grew up. After my first year spent in the lumber woods and on the drive I returned home for a short time in the early fall. While there I met Mr. McLeod on his way back to his office after lunch hour one day. We stopped to speak together for a minute or two and he said to me, "Well Allan, I hear you were lumberjacking last winter." I agreed I had been in a camp of the Rat Portage Lumber Co.. He asked me how I liked the woods work. When I said that I liked it well

enough, he inquired if I thought I could handle a clerk's job in one of his Company camps. I quickly assured him I thought I could do that job just right (it seemed to offer a better opportunity to me than cutting logging roads, which I had worked at the winter before). He then said, "If you want to try it, be at the mill dock tomorrow morning at 7 o'clock. You can go up as 'clerk' at camp 4. He and the crew will be leaving by boat at that time." When I arrived at their dock at five minutes past seven the next morning, the boat and barge were pulling away. Fortunately, I was able to jump across the space onto the barge. Someone came out of a shack on the dock and yelled, "Here, catch! Those are your camp books." That opportunity in a way decided me to continue in the work in the woods for many years. That was in the fall of 1911 or 1912, I am not too sure. I worked for the company till the early years of the First War, then once more in the middle 1920's, at that time on a job that brought me in daily contact with Mr. McLeod. I was afforded an opportunity of seeing many sides of his actions and thinking during that time. I felt I understood him a little better.

Mr. McLeod had many sides. He was approachable to any of his employees; he listened and generally gave a direct and concise answer if possible. He never gave a promise that he did not intend to keep. He had one dependable characteristic; I never knew or heard of him going back on his word. He did have a rather unusual line of thought in one area, this in relation to men staying with the firm. I would think this was based on his pride in the Company he headed. His thinking seemed to be that any employee with no declared complaint, would ever leave to take up other work elsewhere. He always appeared mildly surprised when this happened. I could never fathom that angle in his thinking. He was an easy and pleasant visitor when he happened to drop in to pay a casual visit on his way to or from the office.

He at times liked to recall some incidents in his early Minnesota work. I always thought of his best stories of those days was about one of the local oldtimers nicknamed "Black Jack" and his rather odd outlook on life. It seems that in the early days in Minnesota there were established logging villages or rather settlements in some of the well timbered areas. The families had winter homes in the settlement and the men went each day to the logging operation and returned each evening. They congregated at the company storage warehouse to proceed to the job, and while waiting to leave, local events or happenings were a topic of conversation. In one instance a young man's wife had died after a short illness and after the funeral the next day to go to work, he was reviving many expressions of sympathy from his fellow workers. After they had moved off, Black Jack still sitting by the stove, said to Mr. McLeod, "Dan, why all this talk over a man losing his wife? Nothing unusual about that. Happens every day and I can't understand all the fuss and talk about it. I been married three times, lost them all, but never had the pleasure of burying one of them."

Getting back to the operations of the Keewatin Lbr. Co.. When Mr. McLeod took over as General Manager in 1907 things were pretty tight in the lumber business and never at any time in the span of years up till 1925 when the woods operations began to diversify did they improve to any point of buoyancy. Many changes in the economy occurred. A noticeable recession took place in the 1911 to 1914 years, then the first war years did not improve conditions. There was a short boom after the war for two of three years, even that improvement offset by higher costs. Then into the drab days of the longer and deeper depression of the 1930's. All phases of the woods industry got into difficulties before the upswing began. They survived, but the early 1930's were really the beginning of the end of the straight lumber business. From those years on, the Keewatin Lbr. Co. mill, in most years, ran only a day shift for the next two or three years as the stands of log timber were fast becoming depleted. In the last few years, they were able to run the one shift for only part of each season, as nearly all their log supply was the saw log size timber they were picking out of their pulpwood operations, permission for this having been granted by the Ontario Dept. of Lands and Forests. These short season operations were producing only a few million feet of lumber per year. When in 1941 the total of lumber produced was less than a million board feet, the end of the line had been reached and "finis" had to be written, when the single bandsaw had made the final cut in the last small saw log.

Over the total period of time, from the year 1880, when the Mather mill in Keewatin began operation, to the closing of the last mill on the north shore of the Lake of the Woods, that of the Keewatin Lumber Co., many mills of many companies had operated in the area. Most of them, except the first Mather mill, gave up the ghost for financial reasons. Of them all thru that 55 year span, the Keewatin Lumber Co. mill, which closed finally in the early summer of 1942, due to lack of available saw log supply for a viable operation, was the lone survivor. I would suggest that a large share of the credit for the 36 year term of operation of this last mill to close out, must go to Dan McLeod for his business acumen and careful management of the business, thru those years of many "ups and downs" of the changing times in the lumber industry.

During the years of his management of the Company, Dan McLeod was known under many "cognomens", especially among the Company, none of them derisive in any manner, all of them stemming from some incident, manner of speech or business creed, some with just a tinge of harmless envy or secret admiration, albeit there were a few cases where harsher descriptive names were substituted, over particular incidents, which happen in life. The last time I worked for him he got into the habit of strolling into the woods warehouse where my work was, around 7 o'clock or a little after on his way to the office. He would spend a bit of time chatting of different happenings, especially in the bright morning of spring. One especially bright, balmy morning, I was standing in the big loading

doorway as he came around the corner from his home. He stopped beside me and I said to him, "Well, this is a real lovely morning. Reminds you of a passage in a book where the author describing such a morning, ends up by saying, just a morning to make you thankful you are alive; just makes one feel mellow and carefree." He was silent for a minute, then said, "Yes Allan, guess that's about right, but I have to be careful about showing it. If they think the old man's in a good humour, many of them think it's a good time to hit me for a 25 cents a day raise. No, just got to be careful, or they will impose on you."

Another story I like to remember and often have told on him, was in the times when he used to make a visit at least once every winter to every bush camp of the company. Depending on the time of his arrival in the camp at some point, generally at morning or afternoon tea time, he would wander over to the cook house and join the usual camp crew in a cup of tea and a chat. In general, he knew most of them. During the tea period he would produce a box of cigars and pass them around. The session generally lasted for twenty minutes or half an hour; men came and went, possibly one or two later on. When he returned to the office he would idly count the cigars left in the box, look at the foreman and say, "Tom, seems to me you got a pretty big camp crew. Do you need them all? They run the costs up, you know!" Just a hint about camp costs. I have seen him do this once more at least and possibly twice in the years I clerked in their camps.

Thru it all, the uphill plodding the downhill easier going, the bad times, the better times, the fewer comparatively good times, he stood steady as to his originally decided policy. He never panicked. Along the way he instilled confidence in many, built a backlog of loyalty among the rank and file of company employees attested to by letters received during his illness in the late 1920's, also in offers of help and cooperation tendered in the financial crunch of the early 1930's. He was very appreciative of these tokens of loyalty to himself and the company. In his memoirs written after retirement, he includes some of these letters and also graciously extends his sincere thanks and appreciation to the many, for their loyalty shown to himself in both personal and company crises.

After 60 years of service to the industry he followed thru practically all his working years, he retired as Resident Vice-President of the combined operations of his Company in Canada. He had seen one complete era and a good part of the succeeding era, of the woods industry in this district. He emerged from that long period of years with the crown of successful work, honor and the respect of all. Dan McLeod, starting as a young man, worked his way thru the practical side of the industry, the logging camps, the sawmill and lumber yard, thru to a supervisory part of the business, as manager of the logging operation on Minnesota, of the original Keewatin Lumbering and Manufacturing Company (the Mather

interests) in Keewatin. Shortly after the assets of the original company were taken over by American interests and became the Keewatin Lumber Co., he was appointed General Manager of the new company. In this position he continued for many years (in fact just an even 30 years) till 1937, when another long time employee was given the duties of manager, Mr. McLeod continuing on his position as vice-president of the amalgamated companies in the Kenora area, to which position he had been promoted some years before, when the new phase of the industry, pulp and paper, began in the early 1920's. He was later made Resident Vice-President of the combined operations in Canada and he continued in this position till his retirement in 1944.

Even after his retirement he kept abreast of the times, the changes in the industry he had followed in the changing face of the company he had headed for so long, and in current events. Throughout his long business career his interests had been his family, the business and his many friends. During his residence in Keewatin, he took an active part in the affairs of the community in many areas including town council for several terms and mayor for one or more years. After his change of residence to Kenora his duties did not allow the time for these activities, in so far as I am aware. Mr. McLeod had a sound approach to life as he thought it should be lived and on occasion he would speak of it. He never lost interest in the world in which he lived, neither did he lose his broad view of life as he saw it. This fact is proven in a letter he wrote, in his later years to a friend of his early years, then a resident of the west coast, in his retirement years. In this letter, after making concerned inquiries about some of their mutual friends of the early lumbering days around this area, also living in retirement in British Columbia, he went on to say how he really enjoyed so many of their friends dropping into the house on his birthday, New Year's Day, his seventy-sixth. He continued, how thankful to be in reasonably good health and very factually writing that he was not worrying a bit about his own future; he finished up by saying that he felt he had lived a good full and rewarding life in all its facets and was quite prepared to go when called, feeling sure, that some of those friends gone before, would have reserved for him, a good lower bunk not too close to the stove, in the bunkhouse of Valhalla: I should explain here that this was the hope of every old lumberjack; just that, a good bottom bunk, not too close to the stove, in the bunkhouse of their specially conceived Valhalla, which as you will know, in Nordic mythology, is what we call heaven.

In conclusion, I would like to remark that for a man, who thru the pattern of his life, the pine forests of our area had been so irrevocably woven, it is quite proper and fitting that on his family burial plot, a perfect memorial, a red pine tree, stands sentinel-like, spreading its string straight branches, protecting from winter snow and storm and shading from the hot summer sun, his resting place.

John Mather is the central figure in this partial story of a man's life. He was born in Montrose, Scotland, in 1829, the elder son of William Mather, a building contractor. At the age of fourteen he was apprenticed to his father, to learn the carpenter's trade. When he had finished his apprenticeship he joined the firm of Birnie Sawmills Ltd., later to become the manager. He was married at the age of twenty to Jean Low, also of Montrose. In 1852, Allan Gilmore of the lumbering firm of Gilmore Bros. of Ottawa, Ontario, visited Scotland, in an attempt to find a manager for the business they were operating at Chelsea on the Gatineau River, about 8 miles northeast of Ottawa, in the province of Quebec. Gilmore met John Mather, offered him this opportunity but John Mather refused it at that time. Gilmore returned to Canada without finding a man to suit him. A year later Gilmore wrote John Mather in this matter, making a more attractive offer. This time Mather accepted and in 1853 sailed for Canada. He left his wife and 3 children, Annie, Robert A., and David Low in Montrose. In 1854, he sent for his wife and family. He met them at Quebec and took them by boat up-river to Ottawa and finally to Chelsea, Quebec, on the Gatineau River, where their home was to be.

Apparently, on his first trip up the Gatineau River to inspect the timber holdings of the Gilmore Bros., he had noticed further land clearing operations on an area they were farming at their up-river headquarters, on which they were growing produce for use in their winter logging camps. On looking over this clearing he noted some large maple trees cut and piled for burning, as the business of the firm was only in pine at that time. He took note of this maple and told the foreman to have these trees cut in log lengths and send them down to the mill in the following spring drive. This was done. These trees were "birds eye maple" type; he had them cut in their mill and the lumber was rafted four miles down river to "Ironsides" where they had piling and drying yards. It was later rafted again and floated down river to Quebec, where it was loaded into ships for England. This was the first time that any maple had been shipped for commercial purposes. This Canadian maple was well received in the furniture making business in England and thus became part of Gilmore Bros. lumber manufacturing. This maple interested John Mather who knew the carpenter trade. He hand-picked some of this maple and had it shipped to Montreal to a furniture factory, where he had a bedroom suite made, which was quite elaborate; the bed being 7 feet long, just fine for a big man. The stock he had sent was a fine sample of bird's eye maple.

This combined operation at Chelsea of the Gilmore Bros. became, under Mather's supervision, a very profitable business. Later, he requested a percentage of the profits in addition to his yearly wage, after three years in their service. This, the firm assented to, so everyone was happy. John Mather remained with this firm another twelve years till 1867 when the elder Gilmore brother

decided to turn the management of the firm over to his son: John Mather then only 38, retired from the lumber business and moved to Ottawa. Two more children had been born to the Mathers during their residence in Chelsea, Quebec. They now had 5 children, three at least, teenagers. John Mather first bought a home in the west end of Ottawa, in an area called Rochesterville at that time. He remained in that area for about two years, then purchased a piece of property and built a stone house faced with brick on Theodora Street, which later was to be known as Laurier Avenue East. This property consisted of approximately 2 acres, from Theodora Street to what was Willowbroad Street. About this time, he became connected with the Bank of Ottawa in that city and also became interested in a trust company in an active manner. John Mather became a Director of the Bank of Ottawa and remained in that office for a lifetime.

Shortly after this time, he appears in a more active manner with the trust company. It is not stated in the family history just what the name of this trust company was or what position he held within the company. He was still engaged in these activities in about the year 1878 when his name appears (in an active role) in matters concerning a timber lease on Dominion Lands, 1500 miles to the west, in the vicinity of Lake Winnipeg and also, in the Lake of the Woods area, the latter area still a part of the Northwest Territories at that time. These leases had been applied for in 1871 and 1872 by a man named Fuller, heading a group from Hamilton, Ontario. Negotiations continued and lease for the timber in the Lake of the Woods area was granted in 1875, the Lake Winnipeg application having been withdrawn in the meantime. There had been little further activity in this matter until John Mather presented to the Dominion Government an assignment of this Fuller lease, to himself and others, accompanied by an agreement of intent to form a stock company to operate the same. This was agreed to by the Lands and Forests Department of the Dominion Government and the way was now open to implement this concession in a practical way. In this matter John Mather does not appear in "hired help" role or in any like passive manner. He comes into the action, with an impact that got things moving. An application for "incorporation" is soon presented thru the proper channels. In the articles of incorporation under the name of Keewatin Lumbering and Manufacturing Company Ltd., John Mather appears as the largest stockholder, (with over one third of the total shares) and in office of Vice President and General Manager. The application for charter was made in April 1879. While this was being processed, John Mather made the practical moves to implement the clauses and conditions that would be stated in the Bill of Incorporation.

He then returned to the Gatineau River area and hired a crew of experienced men in all departments of the lumbering trade. A majority of them were French Canadians, many of them former employees of Gilmore Bros., who had worked with him when he acted as manager of that company, I would surmise. Fully prepared they

began their long trek following the sun westward. Of their trip, their arrival in the shores of the Lake of the Woods in early August of that same year, and their subsequent work there, the reader will have learned in the previous chapters of this history, I hope.

The Dominion Charter of this company was signed in July of 1879, while the party were en route to their destination to pioneer in a new territory.

Writer's Note: My sole intention in detailing, a sketchy resume of John Mather's years and activities up to this point; was in wonder at what prompted or drove a man of his age, practically retired for some years, and apparently in sound financial standing, with wife and grown family, to start out once more in what looked like another career, in a far off, undeveloped part of the country. Maybe you have an answer; it could well be different to the one I have arrived at.

Now, back to my tale of a man and a town. His family history shows only that the new ocean to ocean railway, then building, was of great interest to him and he spoke often of the great opportunities in general it afforded in the opening of the west, and in particular in reference to the lumber industry, with an untouched supply of timber to fill the necessary demand that the building of the new railroad would create, in diverse ways. John Mather devoted all his time and considerable energy, determination and expertise during the fall and winter of 1879 and 1880 under very severe and trying weather conditions, to having the mill ready for production in the early summer of 1880. From the stories told and carried down thru the later years, he and his crew were necessarily tough and determined, to have been able to work under the trying conditions that arose in many ways; also they had to be great innovators due to the unavailability of certain needed material. It was a hard road they trod, but I would doubt that any had any regrets for their effort in the new country, including John Mather.

When, after a very few seasons, the new industry became well established and productive, John Mather passed on the management of the business to his two sons, R.A.Mather and D.L.Mather. He then turned his attention to other matters, new ventures in the area, all apparently for the welfare of the town he founded. From the available history of the town of Keewatin I am not sure just what time each year he spent in the town, after the first winter building the sawmill. I rather think he returned to his home in Ottawa for at least part of the following winters. He took a great interest in the town he founded. In the complete school board records which have survived, they record him as arranging for the first school room and hiring a teacher. This effort was financed by his company with only a small charge of 30 cents per month paid by each pupil. This was in 1881, and is verified by an entry in the company books in a later year, concerning an amount of \$681.06,

noted as an advance to school and written off. The first public meeting was called in September 1882, to form a school board. W.D.Lyon, the District Judge, of Rat Portage was chairman. At another meeting a few days later the first school board of Keewatin was formed, with John Mather as Chairman. A Mr.Fell was officially confirmed as teacher by Judge W.A.Lyon. John Mather was confirmed as school board chairman, each year thru 1884. After 1884 R.A.Mather who had succeeded his father, John Mather, as the manager of the company in that year, was the school board chairman each year till 1905.

John Mather did not spend the winters in Keewatin after 1881, but I understand that he did come for part of each summer , at least in the early years, to supervise other business ventures. He had a summer home on the island in Keewatin Bay (Portage Bay), in those years. He or his company owned this island and several acres of land in the mainland to the north and east of this bay, not a part of the original town site awarded to him by the Dominion Govt. in 1879. This area of island and main shore, altho in Keewatin bay were just a few feet to the east of the west boundary of the village of Norman. A very odd situation developed at one time, due to this circumstance. John Mather, by reason of not living in Keewatin the year around, had no other residence in the area. His summer home on which the taxes were paid to the village of Norman left him without a vote in the town he founded.

Altho he did not spend his winters in Keewatin, this did not halt his planning for the building of other industrial complexes in the town. In the spring of 1887 planning began, and after transfer of an area within the town site grant owned by his company, work started on the planned stone structure flour mill. The red granite used was hand quarried from two islands in Mink Bay, just a few hundred yards to the north of the mill site. This building stone must have been hauled across the winter ice as in that same year this building was ready for the installation of the machinery. The younger son of John Mather, Allan Gilmore Mather, at that time with an American flour mill machinery manufacturing company, came to Keewatin to install the machinery. In August 1888, the mill was ready to grind flour. This milling project was a very successful venture. The company built a block of double occupancy, terrace type housing for their employees. Altho the mills have been gone for a few years now, the houses then built are still in service. I omitted to say that this flour mill was also powered by waterwheels, the third manmade waterpower, in the bay at Keewatin.

The original Lake of the Woods Milling Co., still with John Mather as vice-president continued to operate this flour mill and another they had bought in the province of Manitoba at Portage la Prairie, up to the year 1903. It was in this year they sold the company to a Nova Scotia based syndicate. The Lake of the Woods Milling Co. head office still remained in Montreal.

Writer's Note: A well researched and well written history of the Lake of the Woods Milling Company Limited has been written by Damon Merridew of Keewatin, Ontario. He was assisted in this work by John Pearen, a long time employee and in later years the local general manager of this company. This history is available at the Kenora Public Library.

After the building of the first flour mill in the town, John Mather appears for some years as resting on his oars, just drifting with the current, in the line of new projects. A few years after this date he acquired the property on which Dick & Banning had operated a sawmill 1881. This was the site of the second manmade waterpower in that area. A W.J.Macauley had built this but never did operate, he had turned it over to Dick & Banning who operated it till about 1895. It was later acquired by John Mather, who, a year or so later developed a reduction works to crush ore and recover the gold, on a custom basis. It was called the Ottawa Gold Mining and Milling Company. There were many smaller mines in the area which did not have their own crushing and gold recovery plants. The Ottawa Mining and Milling plant had quite a large tonnage of ore to handle for a few years during the gold rush in the area. It was finally closed about 1901 or 1902. Again the site and waterpower were idle. This operation was to the best of my knowledge a private company. The title to the property remained in John Mather's name. A year or two after this ore crushing plant was closed, work once more began on the site. This time it was demolition; the machinery was removed for storage; the structure was then dismantled; the large square timber was salvaged and piled on the property; and the site was cleaned up and burned. Again the site lay unused; a small trickle of water ran over the stop logs that shut off the water from the water-wheels below. The site again awaited the next turn of the fortune's wheel.

Altho John Mather, at this time back in Ottawa, and again living at least a semi-retired life, was not thru yet. Thoughts of a good site with ample cheap waterpower in his town must have stirred his imagination; a good power site going to waste was not right. As was soon to be known he had done something about it. He had formed another company in eastern Ontario, the incorporated name being The Keewatin Flour Milling Company, the year 1905. A second flour mill in Keewatin! This mill was to be fitted with the improved type of waterwheels to generate maximum power with less inflow, preliminary work went ahead. This time he contracted the job out. It was to be a solid concrete mill and wheat elevator, with a circular storage bin. The capacity would be 5000 barrels of flour a day. It was a perfect site for a flour mill trackage right at the door, assured steady and cheap power, a lake to the front end and rear of the site, and no future traffic or road problems. Work went apace and by the end of the year the mill was beginning to take shape.

In the fall of the year 1905, the original lumber mill of the Mather interests was lost by an accidental fire. The village took

hope; here was another industry in the making. Lose one, gain one. But herein was a problem, and a tough one, for the other long time industry of our town, the other flour industry, The Lake of the Woods Milling Company, ironical by the fact that the first flour mill had been conceived, built and operated for the first 17 years by a company originated by the head of the company building a competing mill. Their main concern was that the Lake of the Woods Milling Co. under the first and also the second management had spent a lot of money, time and promotion in building an enviable and valuable reputation for flour manufactured in Keewatin, Ontario, the name prominently displayed on all their packaging, under the copyright brand names, especially valuable in the large overseas trade. What effect on sales was this going to have, due to the fact of a competitor carrying the name Keewatin, Ontario, on their packaging also? A problem requiring some thought!

To the best of my knowledge there had been no approach as to takeover or amalgamation made to the older firm by the new. It really looked like a straight squeeze play on the face of it. There were many people surprised at the way things were developing, as very good, warm relations had always been the rule between the two companies in the town, even after ownership of the Lake of the Woods Milling Co. had changed. The work went ahead. When the mill was approaching completion the word came out - the Lake of the Woods Millings Co. had purchased the new mill. Quietly without fanfare, the deal had been made. The even tenor of the citizens of the village continued as usual, disturbed only in a minor way momentarily. In retrospect, this is the way it seems to have been; at the time I was only a boy, understanding little of the matter, if at all, and as I remember, hearing few discussions in connection with it. It would be hard for me at this distance in time, to give any sensible reason to explain the apparent lack of concern taken of the event. The slight tinge of paternalism that existed in both company managements in regard to their employees, must have fostered the feeling that nothing disturbing would happen. At all times it had seemed both companies were in accord when any effort that would be to the public benefit was brought forward. In later years I heard and understood more of the implications inherent in that situation and I have evolved a theory that I can comfortably make to fit the happening. It could be close to the truth in the matter; I will let the reader decide.

I never knew John Mather, but from what I have heard in later years from older men who did know him, altho he was a sharp but fair man in a business way he never in any of these tales appeared as a man of avarice; nor is there anything in his usual way of life that is of record, or that I have heard, that would fit the picture of him as a schemer. From all evidence and deductions from facts, money did not seem to be the main aim; it seemed something else, hidden from others, must have acted as a spur to action. I suggest that John Mather still had a deep concern and interest in the town he founded, that there could be one more thing he could do that would

be an assurance of continuing industry in the place. Why not the use of the last waterpower site in the village for another flour mill? I also think he had already in his mind a carefully thought out plan whereby the existing industry could find it financially possible to acquire this added production to their present capacity, thus assuring their future command of the flour milling business in their town. As it turned out this was apparently correct, as proved out it was a profitable deal for the Lake of the Woods Co. and in turn for the town, thru the many years to follow.

I do now believe that his plan to build this second mill was a benevolent gesture right from the start, that at no time was there any thought of a squeeze operation. Just maybe in his mind this last venture rounded out his long conceived program of accomplishments, which I am convinced meant more to John Mather than monetary gain. There it is; I leave it to you; could it be so? If I am right John Mather should have felt his life's work was complete. He passed away at his home in Ottawa in 1907, at about the time his last mill was brought on stream in "his town", Keewatin, Ontario.

I grew up in the village of Keewatin, Ontario, the first settlement founded in the lumbering industry in this area. Each fall we boys of the town watched the preparation for the logging season, the loading of the barges with supplies for the winter's work in the woods. The men and horses for each camp were loaded and boat with barges started their trip up the Lake of the Woods to the winter camp sites. These barges were covered by large tarpaulins to protect the supplies and men from any rough weather they might encounter. The horses were also blanketed for the same reason. The tugboat could only accomodate part of the camp crew and they overflowed onto the barges towed alongside. Generally, it was in overnight trips to the jump-off place and a majority of the men slept under the barge tarpaulins, which was accepted cheerfully as part of the trip.

A full winter's supply of food for the men, hay and oats for the horses, plus many other items of supply needed to operate a lumber camp would amount to a minimum of close to 150 ton based on a 100-man camp. Horse feed alone would account for roughly half the tonnage, food, supplies and other equipment made up the balance. This, for each camp operated. Each company would operate 8 camps to 10 camps or more each winter. The "run" of these camps would be five or six months from fall to spring breakup in March. All needed supplies were taken with them each fall. The camps would finish up their logging season as the warm spring days played havoc with the iced haul roads. Crew and horses would return to town, leaving only 15 to 20 men to bring the log drive down the rivers and inland lakes to the main lake, in our area the Lake of the Woods. From there the logs would be towed, in booms, to the sawmills, there to be sawn into lumber. As young boys around the mill towns, we would watch the log booms coming into the mills. It is an interesting pastime. The tows were nosed into shore and snubbed secure by chain or cable, waiting their turn to be run into the mill ponds, and from there up the jack-ladders to the saws.

These booms began to arrive at the mills about the end of June or the beginning of July. It took generally, two to three months to get closer drives out to the main lake, where the tugboats could get them. Some of the longer distance drives might not get out till July or August, nearly time for some of the logging crews to be starting back for the camps for another logging season. For the men of our villages of towns who "followed the woods" this was the routine. This, in a nutshell, presents the logging operation, from the fall preparations to the finish of the drive and delivery of the saw logs to the mill. In between, there has occurred many operations that go to make up the whole.

In an effort to give the "lay" reader of the tale of the logging camps some kind of picture of the operation, in total, I will attempt to take them, in their mind's eye, on a trip. Starting with

the loading of supplies onto the barges at the docks in town, the outward trip on the lake to the jump-off point, the unloading of the barges at the first portage, the toting of the supplies by wagon or wooden "jumper" across that lake by barge; portage again and so we finally arrive at the winter camp site. The camp will be typical in style and method of the early 1900's era; say the fall of the year 1910 (which happens to be the date I took my first jaunt into a logging camp). We shall proceed thru the winter's work, on to the drive, follow the drive operations thru till the sluicing of the logs thru the last dam into the main lake. There we shall follow the towing by tugboat of these logs booms the many miles across the lake to delivery at the mill. Now I will describe each separate phase of the operation to the best of my ability.

I shall start with your arrival at the dockside the morning you start on the first day of your sojourn into the hinterland. Your clothes and personal possessions are in a packsack on your back and your blankets in a roll with you also. (There were days before the company supplied blankets in the camps.) Your two youthful friends who have come to see you off, give you a rather pitying look as they say goodbye, good luck and get your promise to write. You board the boat or the barge, you wave a goodbye and you are off on your adventure.

The day is bright; the lake is possibly calm; the trip is pleasant, in spite of the slight hangover you may have from the party the night before. Generally, you bedded down on the barge for the night, in full marching order. You landed some time the next day, the tents were pitched and the unloading began. From here on it would be work, seven days a week, from early morn till dark. You will have your part in the portaging of all the supplies by horse-drawn wagons as long as the road was dry. Later these rough bush roads across the portages would mud up badly in the low spots and became deeply rutted; wooden "jumpers" were then used instead of the wagons. These were made by the handyman from birch tree "crooks" for runners, wooden cross-bunks, axe-hewn and attached to the runners by "thole pins". (These are wooden, axe-hewn round pins driven into auger holes bored in the wooden runners.) These "jumpers" were then pole floored and provided a highly flexible type of wooden sleigh for toting supplies over the rough rocky high land and the low swampy areas of the bush portages. As the tons of supplies were moved across each portage, a small barge and power boat of some type was used in turn to ferry them across the next lake, up river or creek to the next portage; there unloaded and piled under the tarpaulins for protection from the weather. This portage and lake transport went on simultaneously till all the tonnage was in the next stock pile in each portage. The teams and tents were all moved upstream to the second portage; then the operation was repeated, the "supply dump" hauled across that portage in the same manner and stockpiled. So it went until all supplies were delivered to the winter campsite. This operation would take a month or perhaps six weeks, depending on the distance

Writer's Note: The reader may have noted the writer often repeats, "across the lake and up the river or creek" to the next portage. As we make our way into the camp we are following the "driving" route that we "drive" the winter cut logs downstream each spring. So we are really going "up" stream on our way back to camp for another season's logging.

Now we take a rest from our labour for a bit. I should now give the reader a little insight into what a camp supply for a five or six month run for a camp that would employ approximately 100 men, would consist of. First, there would be the large quantities of grocery staples, plus meats and vegetables to feed the crew, down the list to salt, pepper and flavouring extracts. This estimate of needs was worked out on a "thousand meal sheet" basis; taking the average number of men per day to be fed, multiplied by the number of days the camp operates gave the answer as to what would be required amounts of each item. Re the vegetable supply; these were kept in bins in the old fashioned "root house" built in each camp, with access to them from the cookhouse. This was a very successful method, but care had to be taken to keep them from being frost damaged as they were transported to the camp, especially in the late fall. Only smoked meats such as bacon and hams, pickled pork in barrels, dry salt pork, bologna and canned corned beef, all meat that would keep, were part of the fall supplies. The frozen beef and pork would come in around the New Year when the extra teams for the sleigh haul would come into the camps from town, each team and sleigh loaded with frozen beef, pork, and beef sausages.

At this point, I will have to step back to finish out the many other types of supplies necessary in the operation of a logging camp. I have mentioned only what was necessary in the supply area to feed the men and the horses. There were many other items of equipment also to be included to complete the list of needed material. The ton or more of blacksmith coal, the tool still, the round and flat iron, welding compound, kegs of horseshoes and caulks, horseshoe nails, etc.. Blacksmith tools and woodworking tools for the shop handyman, barrels of different sizes of chain for skidding, loading and dining room equipment needed to feed the crew. To name all requirements necessary for this department alone would make a long list. If you were moving into a camp that had been operated the previous year there would be the cook stoves and heaters already there. The stoves and the steel beds were the only two items that were left in a camp when the crew moved out in the spring, if that camp was expected to be operated the following year. Mattresses had to be taken out each spring, as they could not be left in the camp over the summer as they were subject to rodent damage, so they would go back each fall. Another item and very necessary was the supply of coal oil for the lamps of the camp and the teamsters' lantern for use in the stable. There was also the camp "van" or in other words the store. Here was the winter's

supply for the crew of blankets, wearing apparel, including lumberman's jackets, heavy pants, shirts and heavy socks and underwear. All these items were woollen goods for cold weather use. Also overalls and smocks, mitts, both wool and leather, rubber footwear, etc.. Also toilet and shaving soap, writing materials and stamps. There was also a few of the old home remedies, painkillers and Minards Liniment etc., smoking and chewing tobacco, matches. These were the main items that come to mind. There was also a full line of horse medicines kept in the van.

Also, to increase the fall tonnage that had to be taken into the camp, was the drive equipment that would be needed the following year. The boom chains to use in the boom timber the following spring plus the peavies and pike poles, etc., added up to quite some extra weight. All these supplies had to go with you in the fall as no toting was done during the winter, on account of the cost. Generally, one tote team was kept going from town to the headquarters camp, after the lake ice was safe to travel, to bring mail and some few smaller things that were at different times needed in some of the camps, often for special reasons. Hay, oats, bran, etc., was a big tonnage item in the fall supply deal; probably half the tonnage going to each camp was the horse feed. A hundred man camp would have from 12 to 14 teams of horses from New Year's till the spring wind-up. I will clarify for you this "teams of horses" bit. We would start out with about 6 or 7 teams of horses and twenty-five or thirty men to do the portaging work on the way into camp. When we had all the camp supplies in the last portage en route, we would send about 4 or 5 items and twenty men into the camp to begin the falling and skidding of saw logs. The rest of the crew and horses would finish the toting of these supplies. Just about the time we were cleaned up in the last portage, more crew would arrive and we would all proceed to the camp and saw log production to capacity would begin. The cut and skid operation and preparation of haul roads would proceed, with full crew up until the end of December, or into the first week of January.

I must say here that there were very few factory made articles used in the logging camps in the early days. Axes, cross-cut saws, hard wood axes and cant-hook handles would be about all. Other than the items listed above, the blacksmith and the woodworking handyman made about all the needed tools and equipment used in the logging operation including split log snowploughs, road rutters, etc.. The blacksmith fashioned all the steel and iron work with forge and anvil. The woodworker handyman used only handsaw, plane, wood chisels, augers, drawknife, and axe. That was before the days of powered equipment and welders. All we had in the camps then was man and horsepower. One other thing I must make note of here would be in regard to the large sized (about 30 ft. square) waterproof tarpaulins needed to protect the supplies en route to camp in the fall. We, of course, had to have many of these as we had supply dumps on at least two portages at all times, plus covers for the

barges we used. During the fall rains and early snows and frost these tarps were quite a problem to fold in any shape to be moveable. New men learned a lot of really not nice words when this job had to be accomplished.

For fear of wearying the reader I have not described the rather rough living conditions in the way into camp in the usual fall weather. If we were going in on an old log driving route we might have the use of a pair of drive wannigans for cookhouse and sleeping quarters. Altho pretty crowded with the larger fall crew, they were more comfortable than the tents we had to use if we were opening up a new route. As mentioned previously in this chapter I will now attempt to describe each separate phase of a logging operation. Better pull your earflaps down; we may have some cold mornings ahead of us in the winter operation.

The logging operations that I will describe in this tale will of course be a saw log production effort. The production of pulpwood to feed the pulp and paper mills was still many years in the future at this time. Sawmilling with the resultant production of square and dimension timber, lumber, lath and shingles occupied the attention of the industry at that time. The largest percentage of logging camp cuts in the early years were of white and red pine timber. Large spruce was part of the makeup of the total cut with tamarack, accounting for the balance. This tamarack species, altho much in demand for the production of railroad ties at that time, which was the hey-day of railroad construction in Canada as the farmlands of the western provinces were opening up and many branch lines were being built to bring railroad service to new areas of the west.

The first step in the sequence of a logging operation was the felling of the trees and bucking into log lengths according to the species being cut. White pine was cut into even lengths of 10' 12' 14' and 16'. It will be noted here that nothing over 16 feet long was cut from this species of timber, the reason being that all select and shop white pine was never milled in lengths over 16' as standard practice. Stock cut from this class of timber, was with particular attention paid to "sawing for grade", as this white pine was the most valuable, dollar-wise of all the species available in our area forests. It was too valuable to be cut as square timber. Next in importance was red pine, a straight grained wood of good bearing strength. This timber was cut in multiples of 2 ft. from 10 ft. up to 24 ft.. This class of timber, in general, grew very straight and tall and it made first class square timber and heavy dimension. Spruce timber followed red pine very closely as to lengths in which it was cut, but again, in general, 20 ft. lengths were about the ultimate for this class of timber. A large percentage of common "inch" lumber was produced from this species. All classes of saw logs were cut 4" to 6" over length, to allow for "broomage" in driving thru dams and rocky rapids. Tamarack was cut as closely as possible in 16' logs, never over; as this length

produced two railroad ties of 8 ft. length it was the economical in which to cut this timber. As the diameter of this species was in general, much smaller than the other types of timber and tamarack lumber was not very much in demand, most of this species went into railroad ties.

The falling and bucking of this timber was done by 2-man saw crews, using axes for notching the tree, and a six-foot long crosscut saw operated by two men was the method used for falling the trees and bucking into log lengths. These saw crews also carried, as standard equipment, a pair of malleable iron wedges to relieve pinching, caused by the weight of the tree after the crosscut saw had progressed some distance into the trunk. They also carried with them a corked bottle of coal oil to clean off the pitch buildup on the saw as they made the horizontal cut in felling the tree. Each saw gang would produce from 50 to 75 logs per day in the white and red pine timber, depending in the average diameter size of the stand they were working in. There was an old adage among sawyers, all you required was a strong back and a weak mind. It was a real tough job.

The next phase in the log production scheme of things was the "skidding" of these logs from the cutting area to the skidways along the haul roads, by a team of horses in the larger white and red pine areas. Each skidding teamster had one or two "swampers" as co-workers, depending on the length of haul from the cut-over area to the skidway. If it were a short haul to the skidway on the road, one swamper could handle the job; if a long haul, it could require two swampers to have the trails cut for the fallen trees and the branches lopped off the logs. In white pine timber this branch lopping could be a time consuming job, as this species carried heavy branches down to a few feet from the ground. With red pine timber there are fewer limbs to lop, as in general red pine grows taller with more log lengths to a tree and just a cluster of branches high up toward the top. In general, stands of this pine timber, skidding these logs was hard work for a team of horses as they literally do skid or drag these logs along the trails cut thru the trees and underbrush on the ground. It can be quite rough going with plenty of snags and forest debris on the ground to impede the way until the skid trail was worn down and rutted into a trough in the dirt or a combination of snow and dirt, by the passage of a few logs to smooth it out, not counting the small rocks imbedded in these trails. These large pine logs are heavy to move in this manner, of course, varying in weight by the diameter at the stump and the lessening size of the logs as you proceed toward the top log. I may say that all logs are skidded "butt" first for the clear reason that with a short hold on the log with chain or tongs, attached to the doubletree, an upward lift is given the log as the team exerts forward pressure to move it. It is a fact that in some cases of butt logs the sharp edge of the butt had to be "rossed" before a team could skid them on account of the weight, the butt log being the biggest and heaviest section of each tree felled.

As a reference to weight of these green saw logs, a 16 ft. log 10" in diameter would weigh approximately 600 pounds, a 15" diameter log would weigh about 1200 pounds and a 20" diameter log would weigh up to a ton. All saw logs are measured for board feet contents at the small or top end diameter, thus the diameter reference. After the logs are skidded out to the skidway site on the haul road these logs were rolled or decked up into the skidways or piles from which they would be loaded on sleighs when these roads are graded, rutted and iced during the hauling season, beginning in the first week in January.

In the early years of the big timber cuts this "decking" chore was done with a small link chain, termed a "decking line". In this era when the timber being cut was white and red pine of large diameter and each log was of a good weight, a team of horses working on a cross-haul were used to roll the logs up into these skidways in skids placed at the proper angle. This decking crew consisted of four men; a teamster, a "top loader" (the man who worked atop the skidway who stopped and placed the log as it came up the skids) also two "senders" who passed the decking line around the log and guided each log evenly as it was rolled up the skids. This was done by the use of cant-hooks by these men on the ground, one at each end of the log. These skidways were high and long at that time, up to 1000 logs, or more would be on many of them. The sometimes long distance skid to make skidways of this size was offset by less road cutting up these valleys. The 30 foot wide graded roads built in the woods those days were quite costly per mile. The 30 foot width was needed for snow clearance when using 16 foot wide bunks on haul sleighs. All these separate phases of saw log production followed a set, well thought out and planned pattern. The gangs of sawyers were sent into an area and finished the falling and cutting into log lengths of all suitable timber in the area before the skidders were moved in to begin their part of the job, that of skidding the logs out to the skidways. These skidways all fronted on the road from which they would be loaded on sleighs and hauled to the landing, there unloaded or dumped on the ice of the lake, to await the spring drive. When the time of hauling came each of three branch roads would be cleaned of these skidways of logs in turn, starting at the back end. As each road was cleaned it was abandoned and therefore would need no more attention or upkeep.

The "straw boss" was in active charge of the operations of cutting and skidding of the logs, which went on simultaneously. You can see the reason for him being very careful in his planning that all his sawyers are finished with the falling of timber in an area before the skidders with their horses are moved in. That, of course, for the reason of injury or death to horses and men if fallers were still in the area when skidding began. The foreman of course, was in overall charge and kept the general progress of all departments in his mind by reports from his straw boss and "buck-beaver" as the work progressed. The buck-beaver was the man delegated in charge of the laying out, cutting and grading of the haul roads to be used

during the sleigh haul.

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This job of woods road cutting and grading might to the casual observer, be classed as a common joe-job, but anyone familiar either a saw log woods operation knows the real importance of roads and the responsibility resting on the buck-beaver in this regard. Roads, their proper preparation, and timing of availability were really the pivotal point on which success or failure of the whole sleigh haul hinged. A good foreman knows this and pays great attention to this phase of the winter work. From the early fall till the sleigh haul is well under way, the road gang is kept up to strength and if for any reason any other part of the work is held up for a day or so, any spare men are put to work on the road gang. It is also the work pool for the camp. If any number of replacement crew arrive in the camp they are, on arrival, put to work with the road gang, be they experienced woods workers or novices, until they are needed on other work. This was all to a purpose, for road planning must be kept to a schedule, at all times. There were exceptions to this rule of starting every incoming man on the road gang. These were men ordered from head office to do special jobs or the return of an old hand to his former job, but in general this rule held. The new men who had been placed on the road gang from the start in the fall and later picked from the gang to do some other type of work, always looked on this as a promotion. Still the road gang was a benefit for the novice. He learned how to use his axe and keep it in shape; also he learned of doing many things, one of them being how to dress and accommodate himself to working in the cold all day.

I well remember the first fall I went to the lumber woods. On our arrival in camp after the fall job of toting the supplies in over the several portages, I and another young fellow who had accompanied me on our first trip into the woods, were put to work with the road gang. Being greenhorns, the buck-beaver who was the boss of the road gang, put the other young fellow and myself to work on what he called a "special job". I rather think he termed it that just to make us feel important, as it sooned proved to be very monotonous and as the winter deepened, the coldest job on the road gang.

All the roads when laid out are centre blazed (marked by axe cuts) on trees. We were instructed to cut a trail on either side of this line of blazes 15 feet equidistant, as the blazed line ran. These trails were the perimeters of the road and the gang following would fall limbs and pile for burning all the rest of the timber and brush on the area between these two "rabbit trails" as they were called. As it turned out all we could do was to brush out a trail that could be seen to keep the rest of the road gang within the limits. There was time only to cut brush to keep ahead of the gang. On a cold day it was a very poor way to keep warm. You could not take the time to chop down any larger trees that might get the blood circulating, as the gang would catch up to you and have no

guide lines to keep them within the perimeter. It was a cold ^{job} on a forty below day. You had to do a lot of stomping your feet in the snow to keep them warm; it was a very cold and uninteresting job.

You were always happy when you could get ahead of the gang and be told to go back and boil the tea pail for lunch over one of the debris fires; it was a chance to get warmed up at least. To vary the monotony we two "rabbit trail" cutters devised a scheme to trade off with two more of the younger fellows whose job was to pile and burn debris. An enviable job. That cost us another axe to grind that night as a bribe for the change.

I might add here that the idea of the "double bitted" axe (a very unwieldy and awkward type of tool) used at that time for road cutting, was that when you dulled one edge by hitting rocks buried under the snow, you still were presumed to have one sharp side to still use. Each man sharpened both blades of these axes each night after supper on one of the grindstones in the sleep camp. We worked in pairs, one man turned the grindstones while the other fellow sharpened his axe and then the two reversed roles. As that was generally an hour's work. You did not have too long to spend doing anything else till lights out at 9 o'clock.

These bush haul roads constitute quite an endeavour when you look at the work required to complete them and consider that in the era I speak of all this work was done by handpower, using every simple and crude tools or methods; axes, grub hoes, shovels and the original "hand spike" to lever rocks out of places that would interfere with a sleigh. This 30' in width area had to be cleared of trees of all sizes with the stumps cut low to allow for snowploughing. For about 8 ft. in the approximate centre of this road all stumps were cut at ground level. At three feet equidistant on either side of a roughly staked centre line a strip one foot wide or better had to be cleared of all roots and stones down to a depth of a full eight inches. Any large boulders within this one foot strip on either side of the centre one which could not be pried out and rolled off to the side had to have the top broken off with a rock-hammer or a fire built on it to assure heat enough to crack the top of it off in layers when ice cold water from a creek or lake was poured on the super heated stone. This strip had to be cleared of all obstacles the required distance into the ground, to allow a rut 6" deep to be cut with the "rutter". These ruts later would be filled from the bottom up with ice when the water tanks would build up a 6" sheet of ice over the full eight foot wide centre strip of these roads. To finish this road off the rutter would again renew this rut 6" deep in the iced surface to give a 6" bearing of ice under the sleigh runners. This careful grading work was done on only the new branch roads each season as new areas for log cutting were opened up.

There were miles of branch roads required each year at best, as these new cutting areas were extended. The basic main road had been

built partly the first year of operation on that particular limit and added to each year as the operation continued.

There was another important phase in the overall operation that is worth noting here, that was in connection with the all important sleigh haul. In all other phases of the logging industry weather does not critically affect them. Ordinary snowfall will make little difference in the cutting and skidding operations of logging while a heavy snow season may slow up the same operations to an extent, but without too serious results except of lengthening by a few days the production time of the planned or expected quota of logs. In efficient operation of the sleigh haul, things are a bit different; weather here can be of more importance. Most winters that the writer worked in the lumber camp, in this area of Ontario, the weather ran pretty well to a pattern but sometimes there was an unusual break in the expected cycle of change. Then the foreman's experience and proven procedures pay off. There is one instance of an off-beat season that I well remember.

I had clerked for a foreman of a local lumber company for three years in succession and was well aware of his method of predicting the changes in weather, especially favorable conditions for "tanking" of roads to build up ice on them, preparatory to moving the haulers into a new area. This is an important point; the timing of getting roads ready as needed to allow the log haul to continue without interruption. In this regard it is really crucial that you have the next road ready to haul on at the exact time that you have figured to be finished on the current hauling road. This foreman planned all the preparations for the coming haul season on the phases or changes of the moon. He would get the pattern in the fall by observing the changes in the weather at the time the moon changed in the cycle every 7 or 8 days. He had explained his method to me the first winter I clerked for him.

In simple it was this; all moon changes are either morning or evening changes. In the early winter, at the time of winter solstice, he would note what change brought the cold weather, morning or evening change. He believed that pattern would prevail throughout the winter. The opposite changes would be in reverse. On that he planned his road tanking operations. As it is known in the trade, tanking roads unless it is really cold, quick-freezing weather, is only a waste of time and water as the milder days, water will soak thru the snow and into the ground. It has to freeze on impact or it will not build up ice. As he prepared the roads he was planning to haul in turn as the sleigh haul started, the calender was always checked for the next moon change regularly. If the change was favorable according to his set pattern in relation to the moon changes, he would order the tanks out for both day and night shifts to get all the water possible on the roads while the spell of weather favorable for tanking lasted. If the calender showed the next change to be in reverse he would order the tanks

Altho the moon changes in general follow the alternate morning-evening pattern every 7 or 8 days, there are times when the pattern changes will follow each other, without changing the tenor of the weather. But he would not change his pattern of tanking when the calender said the right change was due. His belief never faltered in the moon changes. In the years I worked for him he never missed hauling his total cut. He convinced me. I still believe you can predict the weather by the moon changes.

Writer's Note: In this day there are few calenders that give the time of moon changes.

This tanking procedure in itself warrants a description and may prove interesting to the reader. The tank used was an oblong homemade or rather camp yard built affair of 2" planking, either tongue and groove matched or the seams caulked with oakum. At times the inside walls and floor would get a coat of tar to minimize leaking when first put in use. These tanks were about 14 feet long and 4 feet high. We called them 40 barrel tanks and four-horse teams were used. In general, they hauled between 1400-1600 gallons to a load, depending on the conditions of the road. The gross weight of tank and load would be around 10 tons. They were mounted on double run tanks sleighs, that is the runners had curved leads on both ends. Also, they had a pole (tongue) on each end, held up by strong, long coil springs at the proper neck-yoke height. The reason for this was that the bush sleighs for log hauling and water tanks required heavy strong hardwood poles in keeping with the extra heavy sleighs and a team of horses could not support this weight on the neck-yoke all day, so the poles rode free for guidance of the sleigh by the neck-yoke ring.

The reason for the two poles on these water tanks was that they were too cumbersome and heavy to turn, even when empty. So when they had spilled the load of water on a road, they swung the four-horse team to the reverse end of the tank and retraced their route to the tank hole in the same lake. At times, when they were tanking a road that connected with a lake at either end of it, they kept going in the same direction after the tank was emptied and refilled at the next hole and then reversed their team and proceeded in the other direction. This procedure was repeated till the full length of the road between the two lakes had been watered to saturation point for that day.

The tank was loaded by means of an open end steel gas or oil barrel pulled up by chain and free running single pulley arrangement, the pulley suspended over the middle top side of the tank and operated by the lead team which would be unhooked from their position and worked on the cross-haul. For dumping the barrel and refilling it, there was a simple arrangement of two interlocked rings, one of them welded onto the barrel, the other one connected with the 12 foot pole. When the barrel dumped automatically by a stop block on the tank, the man handling the pole pulled it back down the ladder

arrangement and upended it for refilling in the tank hole, as the team backed up and slacked the loading chain. The barrel acted as a good sized dipper and the tank could be loaded in 10 to 12 minutes depending on the speed of the loading team. There were two 3" auger holes bored in the bottom of the tank, fitted with tapered round stakes with hand grips on the top end to control the spilling of the water on the road. There were two men on each tank, the teamster and the other called the "conductor". The "conductor" handled the barrel pole while loading and spilling the water when tanking. He controlled the long stopper stakes from the top of the tank. The spill holes emptied the water from the longitudinal centre of the tank a few inches to the inside of each rut.

There were two tank crews while preparing the haul roads; they operated two shifts when the weather was right for tanking, which usually lasted a week at each weather change. When not working in the roads they tanked the lake landing area to build up extra ice to support or carry the weight of the logs that would eventually be landed on it. This was standard practice over the years and very important in the scheme of things. It took a large area in a lake to hold all the logs a 100 man camp would produce and the ordinary natural depth of ice could not be expected to hold the unbelievable weight of a camp's cut. In fact, as soon as the ice made in the fall or as soon as it was safe to do so, a single horse dragging a log crosswise was put to work dragging the landing area to keep the snow packed down as it fell from time to time, so that the frost would penetrate and build as much natural thickness of ice as possible. Generally, a month before the sleigh haul would start, a tank with one team was put on to flood the landing, to build ice on ice. A sunken landing at anytime in the hauling season would be disastrous, in more ways than one and they would all be dollar wise. When you are landing a camp's cut of logs on a reasonable concentration area of lake ice, you have to be sure.

By mid December the log counts of cut and skid were mounting. As was usual, shortly after Xmas the operations of cutting and skidding were tapered off; only a few gangs would be left to finish up the balance of this phase of the work. By this time the planned quota of saw logs on the skids would have been reached, or if not, this end of the operation would be continued on a reduced basis as the haul proceeded. Depending on the size of the timber being cut on the area, a 100 man camp would produce in a white and red pine cut, between 40,000 to 60,000 logs per season. In terms of board feet measurement, approximately from two to two and a half million feet.

Preparations had been going on in the camp workshops, for some time getting the logging sleighs ready for the sleigh haul. Spare parts for replacements were stockpiled by the woodworking handyman; sleigh benches, runners, poles, sleigh bunks, sway bars, loading and load wrapper chains, etc.. All was ready for quick repair or replacement in his department. The blacksmith also, in his end of

the work, would have ready for replacements, horseshoes, cant hooks, king pins, corner binds, etc., anything required in iron or steel work. Also, a supply of new horseshoes would have been prepared as all sleigh and haul horses are required to be "sharp" shod, to work on ice roads. The barn boss also would have harness replacements in hand and in good repair, ready for the haul.

The sleighs used for this work would appear to the visiting townsman, gigantic affairs. The sleighs were tandem with a six foot run, 10" x 10" benches, generally hardwood, as also were the 4" wide 7' long runners with half round steel shoeing. Bunks were from 14 to 16 ft. long and at least twelve inches square, with 4" to 5" diameter pole sway bars. These wide bunks were for balance of the high log loads. The benches and runners were connected with heavy metal factory made castings. A complete sleigh would, at a guess weigh from two to three tons, quite necessary when these sleighs would carry from 20 to 30 tons, sometimes more.

The 6 ft. run allows the horses to walk inside the ruts of the ice road. These ruts are made by a homemade V-shaped log rutter with two 6" wide heavy steel cutting blades projecting thru the log sides of the rutter with half round cutting edges, on the same principle as a wood plane a carpenter uses. For pressure to cut, the rutter was weighted down with greensaw logs and pulled by 3 team of horses in tandem.

As mentioned previously, in reference to the reason for the careful grading, these ruts were now cut into the ground gauged to the width of the sleigh runners. When later, the water tanks began their work, the ice would be built up in the ruts and on the surface of the road to a depth of about 6". When icing was finished this rut was again shaped with the rutter, leaving the same thickness of ice in the rut as on the road surface. This rut acted as a guide trough for the sleigh runners, a type of inverted railway.

I must note here that in addition to the branch roads made in the new cutting areas each season, the older main road which had been cut and extended on the same limit for previous winter cuts, had to be re-rutted and iced for the haul, each successive season this limit was worked. In explanation re the limit as referred to; I will say that a limit could comprise an area from 10 sq. miles to 25 or more square miles. As the cutover area was extended year by year, the main haul road could lengthen from the original distance, depending on the location of the camp on the area and the lay of the land. In the days when the log hauling was done with only horse power available, the hauling roads must be built with the "run" of the water, as with the weight of equipment necessary to haul loads of logs weighing 20 to 30 tons and often more with horse power, the haul roads had to be carefully laid out to follow the flow of the water. To accomplish this purpose, haul roads could not be built directly from point "A" to point "B". These roads were laid out by

eye, by experienced bushmen by following the run of water to the landing on lake or river and picking the best gradients, to a point where the accumulated fall of that particular plateau could be compensated for by one steeper down-grade fall-away to lower the road down to the lower plateau; a similar concept as that of a waterfall lowering a stream to a lower level. This grade or hill down which the road would be built was referred to as a "sand hill". This downgrade or hill would be cut back or built up to a reasonable gradient and would be rutted in common with the rest of the road, to direct the travel of the sleighs and to ensure the safety of the teamsters and the team, these ruts would be sprinkled lightly or heavily with "hot" sand, depending again on steepness of grade, to retard the log load to a safe rate of descent. (More about the method used on this "hill" later in this chapter).

The men released from the cutting and skidding were all put on work connected with the sleigh haul, the loading crew, landing dump men, teamsters for the haul sleighs, the water tank crews, the snowplough crew, the sleigh repair crew, etc.. All the heavier horses went on the haul sleighs, and as snatch teams on the come-back road around the sand "hill" or "hills". A few of the road gang were left to service the iced haul roads. These men attended to any road repair work, also a couple of men had a "special" job, they with shovel and broom kept the haul road cleaned of horse droppings, which did not help ice roads. The men who performed the last named chore were nicknamed "chickadees" for an obvious reason.

The job with shovel and broom just referred to was always handed to a couple of the young fellows who had been working on the road gang, who were generally very content and willing to have any job at all that would be part of the much discussed sleigh haul. The foreman would never think of detailing any of the older lumberjacks who would consider the job as an insult to their dignity.

There was one other job that was special and in all cases reserved for an older and real experienced lumberjack. The oldtime foreman generally had his man picked for this one particular and very important job of "sand hill" man. He would always be an older, experienced hand and would come in with a crew in the fall, generally a man past his prime, also possibly with a bit of a health problem due to over indulgence in the cup that cheers, during the summer season in town. This was the type of man you had to have with the experience for a sand hill man. The foreman would have given him some light job with the camp yard crew just to have him available for the responsible job of "sand hill man". By the New Year and time for the haul to commence he would be in good shape once more, alert and with the expertise needed for the job.

On him would depend the safety of the teamsters and the teams as he controlled the descent of the heavily loaded sleighs down his sand hill. This was a job for a man with understanding of how a sleigh loaded with 20 to 30 tons of logs should be handled on downgrade

and with confidence that he could do it. It was done with hot sand in the ruts. Some sand has already been applied to the ruts. While still some distance away from the hill, the warning cry of "sand ahead" gives notice of his approach. As the load reaches the hill and starts down, the sand hill man with a pail of hot sand steps onto the roller bar of the sleigh and as the sleigh and load continue down the hill he controls the speed of the sleigh by application of real hot sand from the pail he carries held over one rut, ready when needed. The ideal control of a sleigh is for the team to go down the hill with slack tugs, exerting no pull nor any hold-back pressure, the teamster holding his team to a slow steady pace. A good sand-hill man can exercise the proper control to do just that. His is a demanding job with no place for nerves. He is proud of the job he does. He lives right at his work, in a one-man shack built near the hill and he keeps his outside fire at the sand pile going the clock around. He cannot fail; he must be ready with hot sand when he hears the warning cry "sand ahead" of the lead teamster, carried on the clear frosty air of a winter morning, often just at the break of day. This continues at intervals all day till the final warning cry of the tail-end teamster at the end of the day on most hauls possibly late afternoon of the short winter's day.

He will sand down between 16 to 20 loads a day on the average haul. Depending in the length of haul and the time gap between lead team and tail team he will work up to 12 hour a day, six days a week. On the return trip of the tail team on Saturday night he may return to camp, but will be at his post again Sunday evening. The food for his meals is sent out from camp about twice a week. His life during sleigh haul time is at his hill. He never seems lonely.

It may be an interesting point here for the reader to learn that the sand hill man can actually stop a load at any point on this hill with the proper application of sand, at least momentarily. Then as the steel shoeing cools from the friction created by the hot sand, the weight of the load will cause momentum again. Another precaution for safety on these sand hills is built in, that is the absence of any curve in the road for some distance beyond the foot of the grade; this is to guard against any chance of the lead runners jumping the rut in a last minute acceleration of speed after the sand man steps off. A jump in any part of the hill could cause a crushing pile up in the woods along the road with probable serious injury or possible fatality to horses or teamster. In the years I worked in the woods with this same foreman, a very experienced woodsman and a good horseman himself, I saw only one such pile-up. In this instance, the teamster was able to jump clear and a freak occurrence in the pile-up saved the horses from serious injury. As the logs shot forward when the steel kingpin snapped on impact, two or three of the log load had formed a bridge over them. In fact, one of the team "Old Sandy", an experienced sleigh haul horse for years, was having a quiet rest when the logs were logs were rolled away.

This technique of heavy equipment and adequate roads to move 25 to 35 tons of logs with one team of horses, with a surprising degree of safety for men and horses, had been nearly perfected when I first went to the logging camps. This had not just happened overnight by any means. There had been steady experiments over the years in the methods of moving these heavy loads of timber from the woods to the driving streams. It was a practical job done by practical men, who learned as they worked. It all started in eastern Canada in the early days, in the Maritimes, in Quebec and thru Ontario, where the big pine grew that had to be landed on the waterways that led to the markets. From the seaports in the Maritime provinces and from Quebec City on the St. Lawrence went the first square timber made in our forests from the large pine and spruce that grew in virgin state along our rivers and in the hinterlands beyond. The first square timber to be shipped overseas to France and England went in sailing ships from the port of Quebec on the St. Lawrence, the record tells us, came from the valley of the Ottawa River and tributary waters, then later from the north shore of the lower Great Lakes. This timber was floated in "rafts" down river to Quebec. These raftsmen were our first "river drivers" and contemporary history tells us they lived on these rafts of square timber as they were worked down river, steering them by long sweeps in the clear going and fending them off the rocks of the rapids as they went thru. Written accounts of old logging days say that this long large dimension square timber made by hewing with broad-axe in the woods of the north shore of the Great Lakes and the Ottawa Valley was skidded or dragged by multiple ox-teams, stick by stick to the river bank.

The first somewhat easier method devised in moving this timber was to make a wooden sloop (a small sleigh) from the natural crooks of certain tree roots joined together by a wooden bunk, on which the front end of each stick of square timber rested. It also proved a little faster procedure. From there this easier skid system advanced a bit further when some practical fellow thought of the idea of putting another such sloop under the stick toward the rear, which lifted the stick clear of the ground and cut the ox-team power needed by half. Then I would presume came the idea of widening and straightening the skid trail; thus came the first haul roads with packed snow as a base. That remained I believe, the accepted way of moving the timber to the river until the era of the sawmilling came in, when the cutting of the trees into saw log lengths became the "way of the woods". Then the economics necessity of moving numbers of logs on some kind of conveyance now appears.

The next log haul sleigh used was the farm twin-bob sleigh common to that day, I believe. Instead of the usual low-sided box arrangement for the use on the farm, the bushmen then substituted free swinging bunks a bit wider than the benches joining each pair of runners. Now they could load, by the use of a pair of skids the number of saw logs that a team could haul on a snow road to the river. Later again someone came up with the idea of following the

lower spots in the terrain to miss as many up-grades as possible. That I believe originated the system of hauling with the natural drainage system or run of the water. Better grading of roads brought in the hauling of more logs per trip with stronger sleighs with four horses, and so it went on. This method of using four-horse teams and flat iron shoeing on wider run sleighs on the snow roads carried thru for some years.

This system had one fault which proved serious and time wasting. As the logs increased in weight, these flat-shod runners had a tendency to slip sideways at spots in the road that were not too level. This "slew" took the load off the road and made it impossible to move forward. This tied up the road until unloaded and pulled clear. It was a problem until a blacksmith solved it. His answer was to round slightly the wood of the runners and use a slightly curved steel shoeing. This he suggested would concentrate the dead weight of the load in a smaller bearing on the snow road, thus causing a shallow rut by pressure. It worked. From there the advantages of icing the roads and pre-cutting of a rut soon led to the use of wider bunks to balance the higher and heavier loads that could be hauled on built up iced roads. With this improved technique a team of horses could handle log loads from 10 to 12 tons or more in weight. This method of haul was improved further by deepening the ruts to 6" or more ice under the runners. This proved its worth in cutting hauling costs by hauling more logs per load.

Over the years as this log haul system was improved to allow the hauling of still larger log loads, the cutting of costs in the hauling operation did help to keep the industry viable over the many years of close margin of profit times. On the record, the part of the sleigh haul performed in moving the tonnage of timber using only manpower and horsepower, was rather unbelievable to the casual visitor who watched the action. In value to the industry, it was the railroad of the woods. There was one difference tho. When you were finished with a road, there was no need of dismantling the track; the spring thaw would do that.

Of all the woods operations, the sleigh haul was the most interesting to all, the older lumberjacks and the new men alike. The effort on the whole was a pooling of the experience of the old hands of the crew, the loaders, the teamsters, the dumpmen the "sand-hill" man, barn boss, blacksmith, handyman, and the emergency repair men. All worked to one end, regardless of hours; get the logs to the driving stream was the aim. The foreman took over this part of the operation himself; he was here, there, and everywhere. Wherever there was trouble or holdups he was soon there in the middle of it. To some foreman sleigh haul time was a time of stress, doubts, and worry; to others it was a joy and a pleasure. The foreman I worked for three winters in succession, was one of the latter; he took great pride in his accomplishments and he was always there if they needed help. Altho he was on in years he could

take over temporarily any job there was to do except that of "top-loader" for which you had to be young and agile in addition to being experienced. To him sleigh haul time was the "proof of the pudding"; the hauling and landing of the winter's cut was the goal and he took pride in its accomplishment. He was a good foreman and always ran a good camp and was proud of it.

In the early years the job of loading these logs from the skidways in to the sleighs was or could be for those involved, a job with an always present threat of serious injury. The loading crew consisted of six men and the logs were loaded by means of a decking line which was a close-linked small-gauge steel link chain, about 75 feet in length and about an inch wide, the width of each very short link. Due to the way these short links were closely hooked up, this chain had about the same pliability as an inch hemp rope; also it was very strong and dependable. This chain loading of logs was powered by a team of horses working in a cross-haul. The chain was attached to a hardwood loading bar hung high on the horses' rumps with leather straps attached to the harness. The chain hook up had a quick release handle which the teamster tripped on the top loader's sharp command of, "come back", just as the log broke over from the 45 degree set skids up which the logs were rolled by the pull of the chain onto the load. This operation was timed to the split second by the skilled "top loader". The top loader had to be an agile man, quick on his feet and quick with his hands. The chain was passed around the log on the skidway over and under and the hook end was passed up to the top loader in the sleigh being loaded. He anchored it against the pull of the team on the chain, by driving this chisel-pointed "swamp hook" into a log already on the load, using the end of his short handled cant hook as a hammer to do this. The go ahead signal was then given and the loading team then proceeded to roll the log up the inclined skids onto the load. The top loader let the loading chain run through one mittened hand as the team moved forward to roll the log up. As the log broke over the top end of the skids onto the load, the forward pull on the loading chain was released by the top loaders "come back" order. The weight of the slacked chain would snap the anchored swamp hook out of the log by the reverse pull at quite some speed and if the top loader had a firm grip in the short end of the chain with swamp hook attached, it would wind harmlessly around his forearm, if he lost his grip by any mischance he could be struck by this uncontrolled loose end. This was one job where experience and confidence really counted.

The loading crew were the first out of the camp in the morning. On a two day trip a day haul road which would mean a 4 to 5 mile length of haul, they would leave camp between 5 and 5:30 a.m. and be ready to load at the skidway on their arrival at the loading area. The lead hauling team followed them out. In the short winter days, coal oil fed torches were used to give the loaders light to load the first early morning loads. The other sleigh teams would follow at intervals of roughly half an hour apart to allow time for

the team ahead to be loaded and ready to leave the skidway on their arrival. The first swing would be loaded by 10 or 10:30 a.m.. The loaders would then leave for the "lunch hole", generally centrally located in each loading area. In the meantime, the lunch sleigh had arrived; also the lead team back at the lunch hole from his first trip. After lunch, the loading of the second swing would begin, with the tail team being topped off about 3 or 3:30 p.m.. The leaders would then go back to the camp, their ten to eleven hour day finished. Except for their ride to and from the loading grounds they did not have many idle minutes except lunch time.

The teams would return to camp in the same order as they went out in the morning unless one of them had a mishap and had to be unloaded short of the landing. The dump-men would return to the camp with the last team at night. The dump-men really put in the longest day of anyone except possibly the foreman, who may have been out with the plough teams if it had snowed the night before. The sand hill man also put in a long day, from morning preparation for the approach of the lead sleigh, till the tail team in the dark of the evening. All connected with the sleigh haul put in between at least 10 to 12 hours as a working day, at times more. In this summary of working hours, I have forgotten the cook and cookees. They, of all, topped the list of hours on duty. From an hour or more before the loaders left camp till after the tail team was in, were their hours. A hot meal was ready for everyone as they came back in to camp, or left it. The barn boss also came in for longer hours during the haul time. He generally slept in the feed room that connected the stables so was on hand to make sure the early teams out were fed, and the late ones in, properly cared for, also to check all the horses for any cuts or injury.

That was about the schedule for the day when everything had gone along smoothly. There were other days when things did not go so well. Then a breakdown could throw the whole operation out of timing and extend everyone's day by a couple of hours or more. It was all taken in stride and there were few days in the hauling season that the usual full schedule of trips was not made, albeit some long days. Weather conditions could also hold up the haul for a few hours. Very high winds that would drift dry snow into the ruts on some of the lake part of the road could result in the loss of one trip due to time lost in running the ploughs and water tanks ahead of the loads. Otherwise, the horses could not cope with heavy lugging caused by this dry snow. Also, there was one time that a good foreman would not let the horses out of the barn. That was the morning that a light blue haze hung in the air, apparently about twenty feet above the lake, a sure sign that indicated the temperature was hovering around the 50 below mark. Horses were subject to bleeding at the nose on a pull, at that point of temperature.

If it snowed overnight during the time of sleigh haul the snowplough and the tank crews were sent out about 4 a.m. to plough

the haul road and wet the ruts ahead of the loads, from the back end right thru to the dump. The reason for this being, in the below zero weather of the haul season the dry snow in the ruts acted as a drag and the horses could not sustain the lugging it took to move the tonnage of sleigh and load. One water tank was kept at work on the night shift nearly all the sleigh haul season, keeping the ruts lightly wet down to maintain the usual depth of ice in them needed to carry the log loads. The ruts would wear some by reason of sixteen or more loads passing in a day and the sleighs returning for reloading. Only the branch road they were hauling was included in this night tanking. The main road took the steady wear and was tanked steadily. Branch roads were prepared for hauling in turn, one at a time. When each branch was cleared of skidways it was abandoned and the loading crew moved to the next newly prepared branch road. The night tanking also had another purpose, thru steady use the horses did cut up the road on account of their being "sharp shod". Water played a big part in the steady upkeep of these roads.

It was always interesting to note a first time visitor to the camp watching the log loading operations at the skidways; their attention was always taken by the one team hooked to the sleigh. The reason was plain, they wondered of course, as they watched the load grow, how one team was going to handle that weight of logs on that huge sleigh. When the load was finished they watched with interest the method of starting the load. The cross-haul team was hooked up to the pole ahead of the sleigh team, the sleigh haul teamster atop his load, the cross-haul teamster just back of his team and along side the pole team. The sleigh runners would be tapped to loosen their set in the rut by blows with a striking hammer, both teams were slacked back a step and at the command shout from the sleigh teamster, both teams hit the collars with full weight, the load snapped loose, the horses dug in for the first few yards and the load slowly moved forward. When it got going a few yards the lead team was unhooked on the move. The weight of the load would sustain the momentum; one team of horses would keep it moving without much lugging; ordinarily it would not stop again before it was on the landing.

Before I close out my listing of the several phases of the winter's work, I should give a run down on how the men were fed when they were away from the camp at lunch or dinner time, as it was referred to. In the first part of the winter, the work was divided into three sections; the road cutting crew, the log Sawyer gangs, the skidders, the swamper and the rollers at the skidways made up the third section. For each section of the work the system of lunching differed. The road gang carried two fair sized boxes that contained the materials for a sandwich type lunch for that crew. A five gallon tin pail was always at the work site to boil tea.

The sawyers, working in pairs carried a box with again a sandwich type lunch sufficient for the two men. They carried with their

lunch box a gallon tin pail for tea. They, of course, would lunch in pairs in a different spot each day on that type of work. The swampers, skidders and rollers lunched together, a hot meal being hauled out to this crew by a horse drawn sleigh or jumper, fitted with an insulated box. One of the camp cookees drove this outfit. This dinner or lunch place had a centre fire with log seats on four sides, again a five gallon tin pail for tea. At this dinner hole the tea would be made and ready when the dinner sleigh arrived. All men of the skidding crews would assemble here. The fire in the centre was kept built up during lunch hour as it gave the crew some warmth at least to temper the cold winter days. This dinner place was built at a central spot in each new skidding area. The horses were blanketed and fed at the skidway each gang was working on.

Now as we come to the men connected with the sleigh haul, there we have the gang type of dinner place again. There were again a few men who carried lunches some singly, others in pairs. The dump men carried a sandwich lunch to their job. The sand hill man and the teamster who drove the "snatch team" generally ate in the sand hill shack, as the snatch teamster worked on a go-back road that bypassed the sand hill. The "chickadee" or "chickadees" if two were needed, ate lunch wherever they happened to be. The road repair men worked in pairs and they also lunched together where they were working. The tank crews, of course, carried lunch and stopped at feeding time at any spot they happened to be at that time. Altho the tanks worked principally at night, they seldom met, as they worked opposite ways from centre during sleigh time. The loaders and the haul teamsters lunched together in the loading areas. This was again a different set up, due to the time differential between the first swing teamster's arrival in turn, at the dinner place. The horses were also fed and rested here.

Due to this reason the lunch or dinner time was spread over three or four hours, sometimes longer, if some had been delayed. This lunch place and feeding area was a bit more comfortable for eating and better protected from the weather as the haul horses, when they arrived, and were fairly well heated up. They were, of course, all blanketed when feeding. The "cookee" would arrive at the dinner hole about an hour before lunch hour. By that time the loaders would have the first swing loaded and away, also possibly, the lead teamster would arrive back. The loaders would be finished lunch and a smoke, while the lead team was feeding, the loading gang began to load the second swing of the day. It would be getting on in the afternoon by the time the tail of the first swing would be back to the dinner place. That is about the way it went from day to day. There were some bad luck days when schedules were hard to keep, but in general the usual trips were made, late or not.

There was one odd aspect to this "dinner out" angle. Naturally a cook had little chance of varying the menu when the meal had to be sent to the woods and eating the meal must be done outdoors at all times. Large containers of beef and brown gravy stew, pork and

beans baked in the "bean pots" that went in the lunch cart and stock pots of hot mashed potatoes were about the only items that could be cooked in bulk, and the large amounts needed to feed the crew helped to keep its heat by volume. Of course, there were always bread, cookies and pies. Types of cookies and different kinds of pie were about the only little changes that could be made in the menu. The odd aspect I mentioned at the start was the fact that no one seemed to tire of these nearly "ever-the-same" meals sent to the woods six days a week. In early fall, if the crew "dinnered in" for a time, it often occurred that in spite of the opportunity afforded for changes to be made in the daily meals, it was not too long before many fickle appetites began to appear. If a cook made the error of showing all his best wares in the first few weeks or so in the fall he could stall many of the crew, which took the pleasure out of meals for a long time. It often happened, but has always been hard to find the reason for it.

In the years I spent in the logging camps, I can not recall but few times the crew dinnered in for any length of time. Even starting operation on a new limit, it seemed that generally it was a very short time that the timber was close enough to the camp for the men to be able to come in to camp at noon. Soon the gangs were happy to dinner out. Under this arrangement the dinner hour afforded a little rest from your labour.

The camp crew of course, always ate in the camp; barn boss, blacksmith, handyman, bull cook, filer and clerk, There was always a joke told of dinner or lunch in the camp, it was always referred to at all times as a "resurrection meal" all the leftovers from the night before evening's meal. In this day it would be akin to cleaning out the frig for a meal.

When all was considered, and the jokes and weird stories discounted, the food in the lumber camps was actually very good. It was wholesome food in its natural state and the biggest part of it cooked in pots and in the oven. How would you like to bake bread for a hundred men or pancakes every morning for the same number? The cooks did just that. Most of them gave their very best. They are to be commended.

The haul generally took about two months or a bit more to complete, starting around the early part of January and finishing about the middle of March in the average season. Occasionally, there was an earlier spring break-up which forced the teams off the ice roads, but that happened very seldom. The majority of the men and horses would leave for town as soon as the haul was done. A couple of teams of horses and a dozen men would stay behind to "string" and "bore" the boom timber that had been cut that winter, hauled and kept separate from the logs on the "dump". The booms were then floated on either end for about two feet, a 3" hole bored with hand operated steel auger, midway of each flatted surface, then strung by team around the perimeter of the log dump, the boom chains put

in to form a continuous boom around the logs. After a few chain or cable snubs were hooked up to some trees on shore, the winter's work was done. The last of the winter crew would then head for town and the bright lights. Some of the boys would remain or return to camp to prepare for the drive operations when the ice had left the lake. The next phase was ready to begin.

"The Log Drive"

When the winter's work was done the saw logs produced in each logging camp had been landed on the ice of the driving streams that emptied into the Lake of the Woods, the main lake in our area. Most of our log driving routes were generally a chain of lakes connected by short rivers, some in rocky terrain each having rapids and small falls along their course. Over these, the logs and boom timber could be driven. There occurred a few "jams" at times, but never too serious a problem as we had few large turbulent rivers in this area. For this purpose, we needed the flood of water held in storage by wooden dams built at the outlet of each lake on the route. As each of the loggings camps were on or near one or another of these lakes our winter log dump would be on that lake, across which the log boom would have to be towed by some means, to get it to the first dam on the route. Cost wise it would have been impractical to have a steamboat (even a small one) on each of these lakes to tow the logs across that lake; a cheaper, practical way had to be devised to accomplish this. In the early years of lumbering in this area, this was done by means of a timber crib with a wooden revolving capstan or winch, powered by means of a turning bar. A two inch diameter hemp rope was used for a tow line, with a fluked anchor attached which hooked into the lake bottom when dumped from an oar-powered flat boat. This provided the "snub" to pull the tow by capstan power, forward. The anchor when overtaken, was pulled up onto a loading platform on the crib and from there run out for the next pull by means of this four-oared flat bottom boat. This was the method to be used till the early 1900's. In fact, this older system was used on some driving routes for some years after a changeover was made to another source of power for towing.

The first year I worked in the woods for the Rat Portage Lumber Co., I stayed on for the spring drive and a "horse crib" was used for towing on that route. If my memory serves me correctly that was in 1911. That drive was out of Pipestone Lake in the south end of our district. As far as I know that was the last of the "horse crib" drives.

Shortly after the turn of the century someone had come up with the idea of a new type of craft, an amphibian, capable of working on water, also able to pull itself across portages by a winch and cable. It was known as an "alligator" for obvious reasons. The hull was built like a barge of heavy hardwood planking with two 6" by 6" square hardwood timbers bolted thru the bottom planking for sliding over skids spaced a few feet apart on the portages. By use of the

steel cable and low geared drum winch it could pull itself across any portage by using trees on the sides for snubs. This new type of craft was powered by a steam engine and a wood fired steam boiler. It was equipped with twin propellers for running light and a low geared drum winch with a mile of steel wire cable for towing the log booms. It was equipped with a larger and heavier anchor for use with the steel cable and steam powered winch which was used for towing purposes. This new type of craft speeded up the towing process a bit by cutting the time taken to get the anchor run out and dumped for a lake bottom snub for the next pull.

This new way of towing did replace manpower and horse power by steam power. The "gator" ran the anchor out by use of the twin propellers, judging the distance from the tow for the cables length, drop the anchor from the bow overboard, then reversed direction, let the cable run out over the bow and under the boat, from the free wheeling cable drum, back to the tow, hook the short tow-line to the tow post on the rear deck, wind in the cable with the steam winch in low gear to advance the tow. When the anchor was overtaken it was again pulled up vertically onto the front deck and the operation repeated, with each pull advancing the tow once more the length of the cable. A double crew manned the gator, the clock around when the wind was favorable for towing. The towing operation depended on the wind to a large degree. A camp's total cut, which generally was in one boom, was of tremendous dead weight and could not be moved ahead against even a light head wind. It would have to be snubbed at several places along the shore to keep it from rolling back when "head wind" prevailed. Then it was a case of sit and wait patiently for the wind to change or to calm down. Much time was lost thru advance winds and all you could do was wait. When you approach a narrows that the boom could not be towed thru on account of width, slack boom timber would have to be run thru the narrows and hung at the far end to catch the logs as they were poled thru, aided by a bit of current. All the crew would work at this till all the logs were put thru and the towing began again. We welcomed this type of work as holdups for wind could get very monotonous at times.

I worked on two or three spring drives out of big Dryberry Lake. There were some big stretches to tow across on that lake and we were always pleased to get to the long narrows that led into the old dam on the original longer route of log drives, out of that lake. We always hoped for the right wind at that dam to get the tow sluiced thru to the next small narrow lake that led to Dryberry River proper, as from there on there was a considerable length of river driving on which good time could be made. It did not always work out the way we hoped it would. A rather unusual condition existed at this particular dam. This quirk was in relation to the wind, for what was a favourable wind for sluicing the logs thru the dam from the waters of the narrows where they left Dryberry Lake was a head or unfavourable wind below the dam where the logs entered the small lake below at a sharp turn. Due to this adverse

wind in the lake below, the logs would not clear below the shute. Under these conditions the dam could not be opened to sluice logs. We had to wait for the "right wind". Otherwise, the benefit of the flood when the dam was opened would be lost and this water was essential to carry the logs down Dryberry River, which was two or three miles long, and quite shallow in places without the water stored behind "Dryberry Dam". Otherwise, we would have to spend many long days "rearing" out into the stream the logs that would be left stranded in the marshes at places if the "flood" went down river ahead of the log drive.

I remember the last spring we "drove" that route, we waited a full week for the right wind to open the dam. I well remember the foreman getting up two or three times every night to watch for the wind change he needed. He refused to open the dam till conditions were right, despite suggestions from the bored crew to take the chance. He was too experienced in "driving" to take the chance of losing the "flood". I well remember the night at 2 a.m. that he came roaring into the wannigan to roll us out and get the dam opened; by five p.m. the same day we had the last log sluiced. The rapids were "reared" below before dark. We were on our way down river. We only had Berry Lake after that, one long open stretch. A couple of days and nights of favorable wind and we would be in the bay that led to the last dam on Berry Lake. From there to the waters of Lake of the Woods, it was all "river drive" from there on. A few short rapids and a couple of small falls to cause a few log jams and we were home free. The finish of another season.

The drive really was interesting. Along the rivers, we put in some long days but there were no monotonous holdups on account of head wind as encountered while you towed on some of the larger lakes. All in all, I would say that the boys who followed the drives enjoyed the work. Also the "driving" wages were a bit better than in the winter bush camp work. Fifty dollars a month and board was the general driver's wage, fifteen dollars a month more than the winter work average wage. Hard to believe now but it meant something in those days so long past.

Being the clerk in the drive gave me a change of work at times. It was part of my job to order the supplies for the feeding of the crew. From the town these supplies for all the drives came by steamboat and barge to Whitefish Bay headquarters on a set day each week. Fresh meat and eggs were part of the summer supply so a weekly trip from the drive to Whitefish was made by tote canoe each week to pick up these supplies. That was a welcome break for a partner and myself for this two day trip. Altho there were five portages on the route across which the supplies had to be toted, and it was hot, hard work at times. We enjoyed the change anyway, even more so when we had been wind bound for two or three days previous.

This was not uncommon at this time when towing saw log booms, as

any "head wind" did exert a strong drag pressure when the tow was in one large boom, we had no way of narrowing a tow and holding it in that elongated shape with cross-lines snubbed to the boom timber on both sides of the lengthened tow. This could not be done with this alligator type of craft as it did not have nearly enough power in its small "twin screws" to jam the tow against the shore to narrow it. The power of an "alligator" was centered in the winch and cable for towing power. With the tugboats towing log booms the long distances in the Lake of the Woods, it was a different matter. Their power was in the large propellers (screws) and with their bows, they could squeeze a tow against the shore to a narrow width allowing the cable cross-lines to be run by log men and snubbed securely to hold the tow solidly in a narrow oblong, which lessened resistance when turning and allowed the tow to be navigated thru narrows formed by adjoining peninsulas or between a group of islands.

It was a common sight up till some years ago to see these booms of saw logs being towed on the Lake of the Woods. Shortly after the shutdown of our last sawmill, the day of the once familiar steam tugboat was past. They are seen on the Lake no more. Thinking back it is hard for me to realize that the last saw logs were towed into the Keewatin Lumber Co. sawmill thirty-five years ago. That marked the definite end of an era in this area.

The forest industry is still important in the economics of the District but in another phase. The old logging camps, the drives, the steam tugboats and the large sawmill plants with their lumber piling yards have had their day. There will be some who will remember and many who will not. That era has passed into the limbo of almost forgotten ways and days.

The old logging camps were run on a different basis than any other industry that I have known of, for one thing there were different disciplines that were expected and accepted by all. They were in no way harsh, tho strict, they were not primitive. They were very necessary when you consider that in the old logging camps there were from 100 to 150 men living and working together from fall till spring in rather a demanding type of work, at least physically.

The "straw boss" and the "buck beaver" acted as assistants to the foreman in the woods operation, the straw boss in charge of the cutting and skidding of the logs; the buck beaver in charge of laying out the roads, also the cutting and grading of them. Both these men were housed in the bunkhouse, but any authority they exercised on the work ended when they returned to the bunkhouse after the day's work.

The office which housed the foreman and clerk was the business end of the camp. It was divided into two sections by a lumber partition with an open doorway leading to the rear section which was the foreman's abode. Also in this section, sleeping accomodation was provided by a row of double-decked single bunks across the back wall. The spare bunks were for company officials and other visitors to the camp. The front part of this building with a double set of camp windows was, the clerk's office, with shelves along the side wall for the camp "van" or store stock. A counter separated the clerk's work area from the front entrance space. Here the sawyers and skidders came each night after supper to give the clerk their count of logs for the day's work. Also, the men made whatever purchases they needed from the van each evening. The foreman's assistant also made their reports about the work and received any new orders the foreman had to give, in the privacy of the foreman's quarters. These quarters were not a closed section by any means. If any man in the crew wanted to see and talk to the foreman on a personal matter he had only to ask to see him.

This was part of the system of a camp operation that had been built up over the years and it really became an accepted procedure. The foreman of the camp had to be the undisputed authority in all matters in the conduct of the affairs of the camp. His authority in his camp could be closely compared to that of a captain of a ship at sea. His word was law and allowed for no dispute. This was all to one end, for the safety and well being of everyone in the camp. It is easily understood that a large crew of men living and working together without any other contacts all winter long, could cause situations that could be very disruptive to the work of the camp and even dangerous within the crew if not handled firmly.

There were certain long established laws, although unwritten were well understood by all who worked in the woods, in that era. The first important and most strickly enforced was the prohibiton of

liquor of any kind coming into the camp at any time. Another one, was any disagreement between the men that caused a fight in the camp or on the work site. In these cases, the decision was impartial and there was no defense, except that in the odd case the foreman knew from his own knowledge that one of the men concerned was an habitual aggressor. There were one or two other infractions that the foreman kept a close watch on personally. The result of breaking any of these laws was dismissal from the camp. There was no transportation arranged for these men involved in such incidents in camp. They hit the tote road on foot to the headquarters camp where they could get a tote team to town. In all such cases, they were told that they would be supplied by the kitchen staff with a tea pail and whatever food they requested for their journey out.

In just four other areas in the camp did the foreman delegate part of his authority in other matters. Each of his assistants in the woods work did have authority to dismiss men for cause. Also the barn boss had the right to report teamsters to the foreman for abuse of their horses. The other area was in the cookhouse; here the cook was king. Even the foreman was bound by the accepted cookhouse rules. The main rule that applied here was the "no talking" at meal time. The only exception was asking to have something passed to you, of which there was little need, except occasionally. If a man insisted in talking after being asked or instructed about the rule, the cook could order him out or report him to the foreman. Occasionally, there occurred a slightly embarrassing situation in the cookhouse when some visitor, unaware of the rule, took this occasion to make some conversation. As a rule he generally noticed something amiss by the hesitant answers. Of course, nothing was said in such cases.

The fourth and last area of delegated authority to a degree, was in the bunkhouse. Here the "bull cook" as he was known in lumber camp idiom, had some limited authority. In plain language, he was the male housekeeper; kept the bunkhouse in wood and water, the floor swept and as far as possible kept things neat and clean. He also cut and split the firewood for the cookhouse stoves, a fairly busy job. He controlled the fire in the four-foot barrel stove attempting to keep a reasonable even temperature for the comfort of both the lower and upper bunk occupants; quite a chore in a log building of that size. A good bull cook would be up two or three times a night to keep the heat as even as possible. If any of the men persisted in slovenly habits in the camp or repeatedly interfered with the heating routine, he would be reported to the foreman who would act in the case, generally resulting in dismissal. There were not too many of these various offenses, but a good foreman was ever on the alert for any disruption minor or major. Any foreman in a lumber camp had to be a man of experience, also very resolute and able. Anyone in charge of that number of men of all types, in a logging camp for the long winter months, had to be decisive at all times, also with some experience in handling men under these conditions, also to be capable of rough and ready

action in cases of accidents or sudden illness in his crew. 131

It was very surprising and enlightening to see what could be done in this field of rough and ready first aid without any training whatever and only experience for a guide. There were not too many accidents of a serious nature, or serious illness in the camps. In cases of minor accidents, they would be looked after in the camp with the help of the first aid kits left in the camps by the company doctor. In all cases of serious illness or accident, a team and sleigh would be sent to headquarters with the man. In all of these cases, the clerk would accompany the teamster as a further safety measure. At headquarters, there was generally a light driving team available for just such an emergency. The patient would then be sent to town and to the hospital. No time was lost in these emergency cases in getting the man to town for treatment. In the times I write of, this was the only way. There was no form of communication between the camps and town available except by horses and sleigh over the ice in winter and water routes in the summer. The company doctor made the rounds once every month but in the intervals this was the alternative.

I have strayed a bit from the story of the command that the foreman of a lumber camp had to have, necessary for good order and free of any disrupting or dangerous incidents during the long winter's work with but very little contact with other people. On my description of the system, I may have given readers a picture of the old time logging camp foreman as a necessarily withdrawn and unsociable man. If so, I must say here that this really was not the case. In his daily work in making the rounds of the woods operations, the sawyers, the skidding gangs and the road cutting and grading crew, from early fall till the first week of the new year, he would see all the men at this work quite possibly twice a week as a rule. There were few nights that he did not visit the bunkhouse for a social few minutes with the crew and he missed very few Saturday nights, which was the "free night" in the camp, when he paid longer visits to watch the games or to listen to the music and the songs, by which the boys entertained themselves to break the pattern a bit from the usual work nights. On most nights the winter thru, he saw many of the crew as he dropped into the cook shack for a sociable cup of tea or coffee before lights out, which was an established custom in all lumber camps over the years. After the sleigh haul began in the early January, of which he took personal charge as a general rule, he worked directly in personal contact with the crew till that part of the work was finished in the spring. No, the foreman of most logging camps was far from an unsociable man, despite the responsibilities that went with the job.

The cook shack was the social center of every logging camp. Here all were welcome at all times; here they all met on the same footing of an evening, socially over a cup of tea or coffee; crew, officials and all other visitors. Visitors were important, very important, in the logging camps. Company officials, doctor,

government officials, the travelling preacher dubbed the "sky pilot" from the "Shantyman's Association", the town tailor hoping for orders for new suits, the odd tote teamster from headquarters, in the early years often some members of the Sisterhood of the Grey Nuns, with a team and driver, soliciting donations in aid of their hospitals. With all visitors came mail for the camp from headquarters. In those days, all travel across lake and portage was by sleigh and horse team.

Most of our visitors, of course, used lighter driving horses for faster travel. The few winter tote teams were heavy work horses. Altho, generally, very little toting was done in the winter, there was generally one team at headquarters camp at Whitefish Rapids on the Lake of the Woods, to supply the camps with any commodity they happened for some reason to run short on. All visitors and officials of the company were housed in the office. Everyone was made welcome, for from them we generally got some news of events in the town and first hand news of the other camps in the area. On days we had visitors, there were more members of the crew in the cook house for the evening social cup of tea or coffee. Anything that varied the usual pace of camp life was really an event. So went the days, weeks and months of a winter in the lumber camps. The warmer days of spring were welcome after the long months of winter work, altho it meant some longer days' labour, perhaps even working a Sunday or two which was not usual, to be sure of getting the sleigh haul finished and all logs on the landing, which was the proof of the pudding. After that came breaking camp; and heading for town and the bright lights once again.

All in all, in retrospect, the old logging camp days were really not a bad way of life. Some men followed the woods for many, many, years, others for a few years only, till they settled down to some other line of work in the towns. In later years, I have heard many of them speak of those years in the logging camps with at least a hint of nostalgia.

As an after thought, it has just come to my mind that altho the general rules of "unwritten laws", as I called them previously, applied to all the large logging camps of that day. There were certain foremen who had their own different ways of handling men and incidents apart from the general rules that governed.

I remember one old time foreman, in whose camp I was the clerk for three successive winters, who had some private rules of his own for handling men. I must mention here, that favoritism was generally not a factor in the logging camps of that day of big crews. In any of the camps he ran it was definitely out. In fact, I thought he carried this to the extreme. There was an old saying in the lumber camps, to the effect that "only the horses are tied here". Altho I never heard him use the phrase he gave it literal application in his dealings with men. He in no way, by word or deed would intimate to any man that he would like him to stay, if a man asked for his

time, even one of his best men. In reverse, he acted the same, if any of the crew even questioned one of his orders he or they were fired on the spot. On the other hand, he had the greatest patience with new, inexperienced men. I have seen him spend time he could not really spare in showing a green man how to do a job. He was an overly proud man, but not in any way a bully. Underneath it all he was a kindly and helpful person in difficulties. He just could not bear any thought of being crossed or challenged. This worked to his disadvantage at times, but overall, he was highly respected and liked as a foreman. The majority of his old hands followed him each winter regardless of previous incidents. In some cases, men who had left or were fired returned to the camp after a short stay in town or in another camp. Nothing was said by either party at any time; the past in these cases was left in the past.

In thinking back to the foreman I worked for, or with, in other capacities over the years I "followed the woods", there was one trait they all possessed in common, at least to a degree. It would now appear that this common mark was a necessary part of their job, a pride in their capabilities as a foreman. I have seen many incidents to confirm this. There is one incident that stands out in my mind as an unusual example of a foreman refusing to be forced into a situation grossly unfair.

I had just arrived at the camp that I had been posted to as the scaler. I had caught the last trip of the boat and supply barge of the fall season. On the same trip we had brought about twenty men to complete the camp crew. The captain of the supply boat informed the foreman about this being the last trip of the fall, as the first ice in some lakes would rule out water travel. He would take any mail or men the foreman wanted or needed to return to headquarters or town, on his return trip the following morning. Of course, the word spread thru the camp. Many hasty letters were written and the mailbox filled up. About an hour later, after supper the cook walked in and asked to see the foreman. He stated that unless he was given a raise in his monthly pay rate he would be leaving with the boat in the morning.

The foreman had been helping the new clerk to arrange his reports to head office. He invited the cook into the quarters in the rear, where I happened to be putting away my equipment. He then quietly explained to the cook that the wage scale was issued from head office and he had no jurisdiction in the matter, casually adding, "Your time sheet will be ready for you to pick up in the morning." The cook departed and the foreman went back to assisting the clerk. Finally, he came back and sat down to talk to me. I had known him for years. In fact, I had worked on a drive with him one summer. He did not mention the incident, nor did I expect him to. Nevertheless, this more than unusual situation intrigued me. It would be at least a full month before even a light horse would be able to get in over the ice; we were the farthest camp away from town. There was just no feasible way to get a cook in. He had a

crew of 100 men to feed and there was the problem.

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The situation was new to me and I was curious as to the solution he had in mind. I had seen all the crew at supper; I knew many of the old timers and for sure none of them were cooks. I did not have long to wait for an answer. Just before lights out time, the cook came back into the office and the foreman invited him to sit down. The cook said he had thought it over and would stay if the foreman would agree to try to get him a raise later, also remarking he realized he was leaving the foreman in an impossible position, but was willing to talk it over. I knew right then he was not a lumber camp cook. It was the wrong approach; he had broken an unwritten rule. The answer did not really surprise me, nor should it have, knowing the foreman as long as I had. The answer was short and to the point, "Don't worry yourself in the least. Just be ready to leave with the boat in the morning." The cook left with a puzzled look on his face.

After he had gone the foreman quietly said to me, "Well, early up for me tomorrow. I think the cookees can handle breakfast and the hot dinner out tomorrow, but I will have to make sure. I will take over in the afternoon but I have a bit to do on the woods job tomorrow morning." To shorten this up, everything went along fairly well. I really should have guessed what was in his mind for I knew he had done a little cooking and at least was a really good bread maker, as I had eaten several times at their batching quarters on Regina Bay years before. Also, I knew he had fed some small gangs when he looked after that portage route for several falls. The older cookee in the camp turned out to be a big help as he had been at the job for some years in other camps and had learned from other cooks. Of course, the "walking boss" had known what happened when the cook turned up at the headquarter camp on the way to town. About three weeks later, the "walker" arrived with an Indian pony and driver over pretty tricky first ice with a cook, and all was back to normal again. That was I believe, in 1925, some time before you could get a plane to fly someone in.

That was also the winter of the worst snow year that I can remember. We had to leave some logs on skidways and pull for town early on account of bad ice in the spring, and could travel only at night the last 30 miles with the horses singled out. We were glad to hit the last portage that trip and the bare ground into town.

Looking back to those winters in the lumber woods of that time, now so long past, there was in memory much of the sameness but still something different in each and every camp that one has memory of. This is not due to any particular change in the matter of the usual system in the logging industry but more on account of the different men one worked with and incidents or events, sometimes so clearly remembered. The one thing that was seldom talked of was that some day this work would all be of the past.

"Horses in the Logging Camps"

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In every industry power of many kinds has always played an important part. In the logging and lumbering industry horses were always a part, over the entire span of years of operations.

Around the sawmills, horses were used in many of the operations. In the logging camps, horses were the only power. In the era and the area I write of, horses were the only power used for a time period of over 60 years. Only in the last few years of the era covered by this history did anything in the mechanical line appear in the logging industry. That was the use of trucks in hauling ties in some straight hewn tie operations.

Many of the horses used in the company operated camps were sent to the lumber woods when the mills shut down in the fall. Many more were hired from the farms in the west after the harvesting was done. Also, many carloads of horses were bought from regular horse dealers in the west and resold when the winter work was finished.

There was an old saying in the lumber camps to the effect that the horses were better looked after than the men. Of course, this was not true, but horses were a very important part of the woods operation. They were well housed, fed and looked after. Their work in the woods was hard, with the long days in that type of work. They were never abused in any way, and to assure this, there was proper supervision at all times. Also, the barn boss, generally a former teamster, and a man who knew and had plenty of experience with horses, kept a close watch over his charges for signs of illness or injury. Usually, he slept in the feed room in the centre of the the long log barn, so was aware of anything happening in the barn both day or night.

In the fall, it was always mill horses that were used for the toting on the portages. Extra horses and men were sent in just as we finished getting supplies into camp. From then on till early in the new year, all men and horses worked in the production of saw logs and preparation of roads. It was surprising to see what little direction the horses, even some new to the job needed in skidding the logs even after a short time. In the big pine cuts, where a team was used, the teamster did use the reins, more to steady them as they skidded this heavy timber. Some of the butt logs would weigh a ton or more and took a lot of power to skid thru snow trails that would soon cut down into the ground with roots and rocks to contend with. I have seen in cuts of large white pine where the butt ends of some large logs would have to be "rossed" or rounded off with an axe before a team of horses could skid them.

On the hillsides where the timber was generally smaller, the teams would be singled out to skid that area. The skid trails on these hillsides could be cut narrower for single horses but here, as the trails wound thru smaller trees as it zig-zagged down the logs at spots, would run ahead by force of gravity and it was interesting

to see how these unguided skid horses would sidestep to keep the log on the skid chain from hitting them on the heels. After the log slipped past them on these turns, they would then step past or over the log and continue on down to the bottom of the hill. It was really surprising to see how quickly they learned where the logs ran free on each new downhill skid trail. Many of these company horses went to the same camp each year.

When sleigh haul time came around, more horses were sent into the camp and the heavier horses were teamed up to go in the sleighs, the tanks and the snowploughs. Many of these skidding horses were old experienced sleigh haul teams; also, they always were put back on the haul each year and were replaced by some of the new horses if there was skidding still to do in January. I do not know what the signs would be, but some of the long time barn bosses did claim that the horses perked up, when sleigh haul time came around. Maybe horses have a language only old horsemen know. It could be so.

Altho I am far from being a good horseman I have at times driven horses in woods work and I do know that they are smart beyond belief, at times, as they do certain jobs. I have a story here that many will find hard to believe, but I actually saw this incident at the time it occurred.

This happened in the camp I clerked at for three winters. There was one team that worked on the tramways at the sawmill for many years and was returned to our camp each fall for those three years. They were a black team, Min and Nig, short for Minnie and Nigger. They skidded each fall thru to sleigh haul time when they were put on the sleighs. They were driven by a young fellow from Nova Scotia, known or remembered only as "Slim", each winter they were in that camp. Like most teamsters "Slim" was very attached to his team. In one way he really did spoil them. (If you did not happen to know it, many horses, if not all, really like tobacco in any form.) Slim had the old time habit of chewing tobacco and he often gave his team a piece of this tobacco as they waited while his sleigh was being loaded at the skidway. Each night regularly, he came into the office to buy a plug of McDonald Prince of Wales chewing tobacco, for himself and his team. In fact, it became a habit with them to expect a chew of tobacco every load.

This was a two trip a day haul. The Nigger horse was lighter than his mate Minnie and I think possibly older. Now comes the hardly believeable part of the thinking horse story. About a week after the sleigh haul started, the last winter I was in that camp, old Nigger apparently decided that starting these heavy loads of logs, which really took an all out effort, was just too much for him any more and he was just not going to do it. Now in starting a load of logs of that weight it was necessary for the pole team and the snatch team to hit the collars hard and at the same time to start the load away from the skidway. Nig well knew that if he was just a second or less late in hitting the collar, Minnie would be taking

the same time to start the load away from the skidway. Nig well knew that if he was just a second or less late in hitting the collar, Minnie would be taking more than her share of the heavy pull. Min also knew this, as after each try she would, with ears laid flat, reach across the pole and angrily try to bite Nig's neck. Finally, after a couple of tries and plenty of shouting at Nig another team would have to be unhooked from a waiting sleigh and hooked onto the back bunk to get the load started. After about two days of this performance, with Nig putting in a convincing show and Min getting really in a bad temper with him, it was decided that maybe Nig was too old for the job. Min was given a new mate and Nig was relegated to the chore horse job of skidding wood in for the bull cook and hauling the "hot dinner out" sleigh to the lunch hole.

Apparently, Nig had decided that it pays to think and maybe a little more of that would get him out of more work. Every time the young cookee went to the barn to get him to hitch up to the lunch sleigh, Nigger headed for the blacksmith shop, opened the door, walked in, and went directly to the corner where the tie rope was for horses brought in to get shod. He would stand there and then look over at the blacksmith. In would come the cookee, take him by the bridle and Nig would go along peaceably to the lunch sleigh at the cookhouse. This same routine would happen every day as the cookee stopped to close the barn door, till the blacksmith in fun would stand in the blacksmith shop door to keep him out. Nig would give him a sad look and just keep going to the cookshack. The cookee had got into the habit of giving Nig a couple of cookees each day after he hitched him in the lunch sleigh shafts. One day the cookee, sitting on the closed lid of the lunch sleigh gave Nig the word to go. No movement. He shook the lines and gave him the "giddup" word again, but Nig just stood looking at the cookhouse door. At last it dawned on the cookee; he had not given Nig his cookees. He jumped off. got the cookies. gave them to Nig, who took then took off quite willingly.

The cookee soon learned to unhook Nig from the sleigh on arrival at the lunch place, as the top served as a table for bread, cookies and pies, or Nig would take the sleigh with him as he insisted in making the rounds behind the men as they sat on the square of logs with the fire in the centre for a little warmer air while eating. Nig would poke his head between each two men begging something to eat from each of them. They surely spoiled old Nig badly after he became the camp chore horse.

On Sundays, as the days grew warmer getting on into early March and part of the crew would be out in the camp yard and around the barn and the roofed pole hay shed, the barn boss would turn the horses out in the yard for an hour or so after lunch. Most of the other horses would roam around in the brush near the barn, but old Nig would head straight for the bull cook's chip pile near the bunkhouse, where a lot of the men would be sitting around in the

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sun on the fuelwood log pile. There old Nig would lie down quite comfortably and someone would jokingly remark, "Old Nig thinks he is one of the crew." A real clown horse Nig turned out to be.

As far as I know, after that they never sent Nig to the woods again. I think they kept him around the barn at the sawmill as a chore horse there. As I think of him after all those years, what a good, big, gentle playmate he would have been for a big family of kids to ride around, in a big farm barnyard.

For anyone who has followed a particular type of work thru the greater part of their working years, there may have been many happenings, changes, events and incidents of note. Altho at the time of occurrence they did not cause one to think of taking or making particular note of them, in retrospect they appear in a different light as they, often unbidden, come to mind, in the years that follow. Some of the incidents, often in the light of later years, take on different tinges, some slightly ridiculous, some humorous, some enlightening, and at times possibly some slightly embarrassing. These events encompass a long period of time and many people, the writer included.

As the several sections or chapters of this "tale of the lumber woods" were written, these incidents did not at times fit or belong to just any area in particular. To have interspersed them as they came to mind, might have broken the continuity of the theme or the subject in hand. With that thought, it was decided to include them rather as a type of "pot-pourri", in a separate section: as titled above.

The centre of the action was the steamboat, with an oversize barge loaded with food, hay oats and all other needed supplies, tools, etc., for a lumber woods camp operation. The boat was ready with steam up, to begin the first trip up the lake to get the logging season away to an early start. All that was needed to be done was to load the horses and get the camp crew aboard. The matter of getting the horses aboard could be accomplished in a half-hour, but getting the crew of men assembled and ready for sailing was another matter altogether.

The accomplishment of this end took a lot of patient work by the "walking boss" and foreman. The problem was finding all the members of the crew who were saying their goodbyes to friends before taking off for the winter in the logging camp. Of course, the "farewells" were being said with one foot on the brass foot rails of the several hotel bars in the town. The wishful end result of all this hounding and coaxing by the walking boss and foreman was to get the majority of the imbibing crew to the loading dock at the same time, to get them aboard the boat and the barge ready to sail away. Men came and men went, the hours sped away. Finally, most of the crew were aboard. The boat whistled the last warning blast, the snubs were cast off. The trip to the hinterland and the logging camp for the winter had commenced.

For the two days it had taken to accomplish this finality, two young fellows who were leaving their homes for the first time and had hired on with this crew to spend their first winter lumberjacking had stood around the dock waiting. They knew the barge was loaded, the steamboat snubbed to the barge with steam up, waiting to go. They waited and wondered at the ways and delays of

the old time lumberjack. They were later to hear and learn about these customs and of a convention that must not be broken or questioned. This unwritten but honored "convention" implied that these men were not to be hurried in their farewells with friends after the summer's work in the sawmill.

To while away the long time of waiting, these two boys had talked of the new way of life they had decided to try out, after becoming disenchanted with their high school days up to that time and the dubious results that they might obtain from this onerous grind. They spoke of the chances of climbing the ladder of promotion in this new business they were entering. They had little knowledge at this point of how it could be done. They both assumed they would follow thru in this work in the years ahead. Each made a promise to the other to stick together and promote each other's welfare, if opportunity offered; their hopes were high, they were content with their resolves. Little did they know of what the future held for them. What gossamer threads are woven in the fabric of youthful dreams and plans.

Circumstance decreed otherwise in the plan of life for these two young men; their ways were to part after that first winter in the logging camp. Their lives crossed, but fleetingly again in the next few years, as one of them took up life in a city. Within very few years, the First War intervened in both their lives, once more changing the pattern and bringing them together again for but a short time; again their ways diverged thru circumstance, One of them never returned to the woods. The other continued to "follow the woods" as the years passed. Thru many changes in the industry and the emerging facets, he followed it, thru all his working years. The plan these two, then younger men, had made on that bright September day, to many years before, was carried thru, in after years by one only of these boyhood chums.

The next episode I must tell relates to the writer. It was a bit embarrassing at the time I will admit. It concerns the first job I was told to do after arrival in the camp that fall. As I mentioned in a previous chapter, every lumber camp of that day had an underground root house connected to the cookhouse, in which all the vegetables to feed the crew for the winter were stored. As potatoes were the largest bulk of the vegetable supply a "bin" had to be constructed to hold them as the sacks were dumped and the potatoes were looked over for rot. Another young fellow and myself were given axes and directed to a patch of small poplar trees just off the camp yard where we were to cut the poles to build this bin.

Now there is a technique in falling a tree that any lumberjack is presumed to know. That is, at which angle to cut the notch, to make the tree fall in a desired direction. I proceeded to fall my first tree, and to my surprise and horror, as my eye followed the descent of the tree, I saw that it was heading definitely for the roof of the camp office. I was correct, with a swish and a loud thump the

top of the tree with all the branches, did land on the tar-papered roof. A few seconds of silence, then the roar of the foreman who happened to be in the office where the impact must have been loud and clear. The door of the office flew open and out came the foreman and the clerk. The tirade directed at me for the next minute or two we will not go into here. His opinion, in general, I gathered tho, was to the effect that I still had a hell of a lot to learn before I became an acceptable lumberjack. I had stood speechless for what seemed a long time, then he walked over, took my axe and said, not unkindly, "Come on kid, I'll show you how to fall them the other way." I then got my first lesson on how "not to" fall a tree.

I had not at that time heard the hackneyed story concerning the novice lumberjack when being in the same position that I had been had the question put to him of where the tree he was cutting would fall? He just looked at the man who had asked the question and replied, "What do you think I am, a prophet?"

Another happening that comes to mind I also had a part in but I was not on the receiving end this time. It was a canoe partner who took the brunt, this time around. He and I were working on the log drive, out of Dryberry Lake that spring. As I was also the clerk in this drive, the job fell to me to order the supplies for the drive and make the trip down to Whitefish Rapids headquarters each week to meet the boat from town there, pick up the supplies and mail and return to the drive over the lakes and portages, a distance of about 18 miles. We toted by means of a canoe at that time. I always took the same young Frenchman with me on these trips which took two days. This young fellow was a good man in a canoe and also on the portages.

I think it was the middle of May when we were making our second trip of the spring season when this little event took place. We arrived at Whitefish the afternoon the boat had arrived, packed our canoe with the supplies, got the mail and were ready to set out the next morning for the trip back. In that era, many of the boys who worked in the lumber camps in the winter and some of them on the spring log drives, had taken locations on the Lake of the Woods, in the vicinity of Regina Bay and Lobstick Bay, where they spent their off time. Most of them, of course, I had worked with at times.

The following morning, as we were heading across the bay to the first portage into Berry River with our loaded canoe, we were hailed and waved in to one of these cabins along the shore, by a couple of these boys whom we knew. We headed their way to pay them a short visit, as we sometimes did. To make a long story short, we soon learned that they had just returned from town the day before and had brought back a good supply of liquor which they were bent on sharing with any of their friends, resident or passing by. As we both, my partner and I had been on the woods since the previous fall, it was pretty hard to resist the pressure to have just a

top of the tree with all the branches, did land on the tar-papered roof. A few seconds of silence, then the roar of the foreman who happened to be in the office where the impact must have been loud and clear. The door of the office flew open and out came the foreman and the clerk. The tirade directed at me for the next minute or two we will not go into here. His opinion, in general, I gathered tho, was to the effect that I still had a hell of a lot to learn before I became an acceptable lumberjack. I had stood speechless for what seemed a long time, then he walked over, took my axe and said, not unkindly, "Come on kid, I'll show you how to fall them the other way." I then got my first lesson on how "not to" fall a tree.

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mouth of these narrows. This only occurred at some very narrow spots where a boom could not be towed thru. There was one such place on Dryberry Lake called Scotts Narrows, where this had to be done with all tows. Altho I was officially the clerk on the drive, I often worked as one of the "gator" log men with the foreman on the night shift.

One night we had opened a pocket of logs and were poling them thru this narrows. It was then about 7 p.m. and getting dusk. The captain decided to go upstream for another tow to bring down to the narrows. He said to me, "You stay here and keep them moving thru, don't let them jam up. We will go and bring down another pocket. We'll be back before you have them all thru."

There was a round boulder about half way thru this narrows. I had been poling from this rock equidistant from either shore, This rock was not more than three feet in diameter, sloping and without any flat spot at all. I figured that would be a good spot to keep the logs moving; sometimes a log did hang up on it crosswise. It was a hard place to stand on with caulked boots as they did not grip on a smooth granite boulder too well and skidded easily. It was a good central spot but not to stand on for long. I knew there were not many logs left upstream, and would soon have them all thru.

It seemed to get dark quickly. Suddenly I noticed no more logs being brought down by the current, the pocket was empty, not a log to ride ashore and build a fire; the nights were still cold. There I was on a rock, a hundred foot stretch at least, of cold water from the rock to either shore. I waited. My rock was getting harder to stand on as time went on. I could not sit down without my feet and legs being in the cold water and couldn't move around on account of steel caulks slipping. Finally, I took my caulked shoes off. Wool socks held better, but I still had to stand. You must have guessed it, the "gator" had "pulled a chain" between two booms. They had to wind in their mile of cable, as they had just dumped their anchor for a new hook on the lake bottom. Then they had to sweep the last logs with one end of free boom before they could get going. About three hours later they arrived, seeing no fire they turned the searchlight on the rock. I was never colder in my life or happier to get next to a steam boiler. If you think I got much sympathy you are wrong. Just a suggestion or two about how dumb or bushed you can get or, "Could you not ride a log downstream?" I had to agree with them.

Many stories could be told of the hazards of travel over ice in winter in all parts of the Kenora District. As there were many lakes and rivers, winter travel into all logging areas had to be done with horses and sleighs. Altho the bulk of camp supplies was taken into the logging camps over the lakes and portages in the fall by the camp crews, there was always need of some winter toting such as replacements of men needed in camps, mail and some supplies that could not be taken in with the crew in the fall, or in some

instances some items that a camp had run short of during the winter.

For many years this toting and other travel over the lakes was accomplished with horses and sleighs. The heavy teams and sleighs for the transport of supplies for the mines, lumber camps, etc.. Lighter driving horses, cutters and sleighs for the faster travel, where only persons were being transported. This type of travel continued thru the years and up until the late 1920's and the early 1930's when cars and trucks began to be used for this type of work. Each type of travel had their peculiar difficulties but the always present hazards of travelling on ice were common with all methods. Severe weather conditions made trying conditions for both men and horses in that type of travel. Car and truck travel was more comfortable and faster, but it also had other areas of hazard.

In the days of travel by sleighs and team, the danger to the teamster or companions was minimal, but the danger of losing a team of horses by breaking thru bad spots in the ice of the lake was ever present. Altho every precaution was taken to prevent these accidents, such as marking out with small trees the safest route across the main stretches and thru narrows and the approaches to portages across land on the different lake routes, where currents play strange tricks at times, you could never be sure or certain.

Altho most of the men who drove these teams on the lake during the logging and mining days were, in general, experienced men at the business, no one could foretell the vagaries that might develop from time to time, thru action of current, frost cracks or changing water levels, at times even from day to day. It was a poignant, sad experience for a teamster to lose a favorite team of horses by drowning and at times able only to stand helplessly by. Thankfully, it did not happen too often, but it did happen.

"Bits and Pieces"

These next few pages will be just what the heading suggests, bits and pieces of memories that come to mind of rather odd happenings that occurred during the years that I spent in the lumber woods, in the logging camps and on the drives.

The incidents one and all mean something to the writer. Some of them may be of interest to some readers, to others, mere trivia. Some of them have a bit of a storyline; others are incidents that were seen in passing. All of them are true, although some will be only explanations of woods terms and their origin.

The first incident is one remembered for the reason of it being unusual. It had to do with the first log drive I worked on. It was the drive that I mentioned before as a "horse crib" drive, so called on account of the type of power used for towing the log boom across the lakes. This consisted of a large square timber crib with

a large wooden capstan or horizontally revolving drum to wind in the tow rope, and powered by horse walking in a circle, turning the capstan by means of a "start pole" about 6 feet long, to give maximum pull. The cookery and sleeping tents were in another square timber crib, attached by chains to the rear of the log boom and moved with the tow.

A member of our drive crew was a young man who taught school on a farming community on the Minnesota side of Rainy River. As the country schools closed down early in the spring when the farm work started, he would then cross over to the Canadian side and hire out as a river driver. He was an experienced driver and, unlike most river drivers, a very strong swimmer. He also was possessed of another very unusual ability that I had never seen before or since, that was the ability to sink to the bottom of the lake in any depth of water without effort, to lie quite motionless on the bottom, and stay under a remarkable length of time. He demonstrated this several times in very clear water lake where we could see him at least twelve to fifteen feet down. He could not explain this in any way but assured us that he felt no discomfort at all and as far as he knew, he never felt that he was holding his breath at any time. Unexplainable also by any of us who saw him do this.

"Denizens of the Woods"

I have been asked quite often if, in the logging camps, moose and deer were used as part of the meat supply. The answer is definitely no. In the first place, firearms of any kind were not allowed. It was also against all company rules to allow this practice in any of their camps. Altho in the early days both moose and deer were at all times plentiful, even hunters were discouraged in hunting anywhere in the vicinity of any lumber camp on account of danger to the men working in the area. In fact, at times and quite often, both moose and deer gave us some trouble. Horses in general are not comfortable with either deer or moose near them in the woods. I remember in a camp on Dryberry that I worked in for two winters, several moose kept appearing at the horses' feeding spots near the skidways and stampeded some of the horses several times.

Several methods were tried to keep them away to no avail. Finally, the several skidders had to bring the horses with them to the central dinner hole and feed them there. Deer always did gather in the cut-over areas to crop among the tree tops and brush where the snow was not so deep, and in moving around would leap over snow banks left by the snow plows on the sides of the roads. Sometimes there would be six or eight of them together, much to the excitement of the sleigh haul teams using the road, especially when loaded. There was a danger with some teams becoming excited to the point of rearing back and letting the load stop which could create a troublesome incident in getting help to start it again. At one time that winter, they had to put a man on one particular stretch of road that was a favorite spot of deer for travelling back and

forth. His job was to keep the deer away from it till that branch was finished.

"The Water Tank"

Referring back to the "tanking" in connection with the icing of haul roads. Generally, the lakes, the main road traversed, were clear water lakes from which the tanking was done. In the really cold, snappy weather in which tanking was effective, this clear water tended to build up ice a little each day till the bottom, ends and sides of the tank would be built up to nearly a foot thick. This cut the effective water load and added dead, useless weight for the horses both ways.

Aware of this ice build up, inlet roads were cut and readied at several places along the main roads wherever a small muskeg lake could be found with water deep enough to load with the barrel loader. A tank hole would have been cut and ready as a length of road was being tanked. The iced up tank would be loaded from this muskeg lake for a day and a night shift depending on how much ice had been allowed to built up. By that time the tank would be completely clear of ice.

Something in this muskeg water, either mineral, chemical or higher temperature would do the trick. A good question here the reader may ask; why not tank altogether from the muskeg lakes? In the first place, they were generally a longer haul and more important, muskeg water does not make good ice for the 25 to 30 ton loads that went over these main roads.

"The Snatch Team"

Previously, in connection with the winter sleigh haul, I mentioned a "snatch team" stationed in the close vicinity of the "sand hill". The returning empty logging sleighs, weighing at a guess, from two to three tons, could not return up the sand hill, so in all cases a parallel comeback road was built within a short distance for the empty sleighs to by-pass the sand hill. It would naturally be approximately as steep a grade, and the purpose of the snatch team was to assist each returning sleigh team to haul the heavy (tho empty) sleigh up this heavy grade.

"Housing the Camp Crew"

In the early years, the bunks in the sleep camp were made of poles. The uprights and cross members were made of smaller poles, generally spruce as that species was straighter and much more easily peeled. The bunk bottoms were made of yet smaller peeled poles which acted as the springs; there was a little give to them which allowed a little spring. Over these poles was laid sheets of tar paper to keep the hay, spread in the bunk to serve as a mattress, from sifting thru to the lower bunk. Over the hay a wool

blanket completed your mattress. All bunks were double beds and there were both upper and lower. These bunks were built along both sides and the back wall of the bunkhouses. No bunks were built across the entrance end of the bunkhouses. Here was the wooden sink that held the wash basins the men used.

On the opposite side of the entrance door were the grindstones for sharpening the axes each evening. Around the perimeter of the bunk area were what were termed "deacon seats". These were made of split logs, flatted top side with a broad axe, the rounded side down and fitted with pole legs at an angle to steady the seat. These were driven into augur holes bored in the underside. The floors of the bunkhouse, feed room, stable and blacksmith shop were made of poles flatted roughly with an "adze". The roofs of all buildings were made of round poles covered with tar paper over which was a layer of earth about eight inches in depth. This thickness of earth acted as good insulation and the snow lay on it without melting. The wind naturally blew some of it off on windy days.

These were good cold weather camps, The long 4' heater stoves were placed just about centre of these bunkhouses, or possibly a bit closer to the front entrance. There was generally only one large entrance door. There were about four single camp windows in each end of the camp for light. Only enough lumber was toted in to floor the cookhouse and to build the working and dining tables. All doors in the camp buildings were also made of lumber.

The first year I went into the logging camps each man brought his own blankets with him. I remember I had two pair of Hudson Bay Co. three point blankets which were the envy of many boys in the camp. They were especially good and comfortable on the way into camp over the portages. A year or two after that the era of carrying your own blankets ended; the companies had started to supply the blankets for each man from the van when you left the camp each season.

The pole bunk was replaced in later years by the then new, commercially made angle iron beds with a steel angle iron spring made to connect up the two end pieces. There was also a mattress covered with a tough brown canvas. These first beds were all double beds, also double-deckers. They just replaced the pole double-decked double bunk but were an improvement by reason of a spring and mattress.

This type of bed was in use for some years but then was replaced by the single bed, also double-decked. The advantage they had over the old double bed was that the single bed assembly was much easier to move from camp to headquarters and back to camp again. Also, if a camp was to be used two years or more, only the mattresses needed to be moved as they were subject to rodent damage if left over the summer. The steel frames were really damage proof and could be left in a camp. Gradually, also, the camp crews were reduced to about 75 men and more camps were operated each year, which overall tended

towards operating the smaller camp more years to cut off the same area.

By the early 1920's the big camps with the 100 to 150 man crews were beginning to be replaced by the smaller crew camps. In some ways they proved to be a more viable operation. I still think the old time lumberjack favored the old time large crew as he was prideful of the big crew, the old days and ways and needed expertise. It was in this type of camp that many of the old legends of the lumber woods originated.

"Another Type of Logging Camp"

Apart and different from the larger camps run by the companies was the "jobber's camp". They were smaller camps with crews of from 15 to 20 men in general. Some could be one man operated, others operated by a pair of men as partners. Some were straight hewn tie operations either on permit areas or in later years, after the permit system was discontinued by the Department of Crown Timber of Ontario; on smaller timber berths put up for sale by public tender. These smaller areas contained jackpine of a size that suited an axe hewn tie operation.

There was also another type of woods operation where these smaller camps were used. In this case, they operated on some of the larger timber berths on which a company had operated large camps for two or three years, and there remained a small area still to cut. The company did not want to put in a small camp to clean the area off so would contract with one of the jobbers to do so. This type was generally a saw log operation. This clean up operation was necessary as in all sales of timber berths there was a condition that all merchantable timber must be cut before the area could be surrendered and the cash deposit returned.

This type of jobbing or contract suited many of the jobbers as it did not require as much capital outlay in the fall as the independent operator. Under these company contracts, it was in general agreed that the company would supply, on a rental basis, any extra equipment that the jobber needed. Also, food supplies for men and horses would be supplied at company wholesale prices. Money for other camp expenses would be advanced on monthly progress reports, based on the measurements of Crown Timber Dept. scalers.

All these jobber camps were run on a little different basis than the larger company camps. With the smaller crews, work was on a more personal basis. In many of these camps the jobber's wife looked after the cooking chores, and possibly others of the family also found work in the camp. Many of these jobber camps operated every winter in the district. Over the many years of logging operations, many jobbers appeared and disappeared; not all were successful, but with many it was a way of life for many years. Jobbers were recognized as part and parcel of the woods industry.

At some point in this tale of the logging camps I think mention was made of the fact that the horse medicine was always kept in the van or store of the office of the camp and not in the feed room of the stable. I shall now explain the reason for this.

In most liquid forms of these medicines such as horse liniment, colic cure, sweet nitre, etc., there was some alcohol content which was a strong temptation for certain men with whom addiction to the "cup that cheers" had been a way of life for many years. Close watch had to be kept on this stock for that reason. It sounds a bit unreasonable I know, to think that anyone could possibly make a palatable drink out of any of the above mentioned horse medicines, but I will relate one particular case that proves that at times it did happen.

I was posted to a camp as scaler in winter and as usual was housed in the office with the foreman and the clerk. The clerk generally was in the office all day with only short absences, at times to the cookhouse, sleep camp or blacksmith shop, except that once in a while he would accompany the cookee with the dinner out sleigh to the bush. The office door was never locked at any time as theft was never a problem in any lumber camp.

Next to the office in this camp was the saw filer's shack where he worked and also slept. That was his own little corner among the camp buildings. He was generally an older lumberjack, a little past his day for working out on the logging operation and a good saw filer was important to the log cutters.

One day I was just coming back to camp and on my way to the office when the foreman came out of the filing shack. We walked into the office together, and after we were sitting down at a small table there he said to me, "Have you been to the filing shack to see Jack lately?"

"Why yes," I replied, "I drop in quite often as I go by."

"Did you ever notice him a bit high?" he then asked.

I had to say no to that. He then went on to say that several times since fall he had been a bit suspicious when he had dropped in and he wondered if Jack had a "brew kettle" going at times. We left it at that and nothing more was said.

About a month after that about midnight one cold night, the barn boss came hurrying into the office with a lantern and I heard him tell the foreman he had a pretty sick horse and wanted a bottle of colic cure. We all rolled out and I got a bench and handed down two boxes from the top shelf of the van. One was horse liniment and the other colic cure, put up 24-12 oz. bottles to a box. By this time the foreman had the colic cure container open, the caps were on all the bottles, but as he pulled them out, each one was empty. Just then the barn boss remarked, "That's queer. This is the first case

of colic in the barn this winter."

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The foreman kept pulling bottles- 24 empties! The barn boss said, "Well, we get shipped a box of empties right from the warehouse!" He headed for the kitchen for hot water to make up a substitute treatment. The foreman never said a word but opened up the liniment box. Some thing- 24 empty bottles still with caps on. He looked at me, shook his head and said, "Never thought of it. There's Jack's brew pot."

The next order to headquarters, listed horse colic cure and horse liniment as shortages. As far as I know, the foreman never mentioned the matter to old Jack. He did remark, a few days later when I asked him if he had done so, "That would have done no good; I would have got only an innocent look and a negative shake of the head as an answer. We should both have guessed; we have known him long enough." I could only agree.

There was to be, for me, a humorous sequel some two or three years later. I had occasion in my work to visit another of the same company's camps and had arrived there in time for noon dinner at which there was, as usual, only the men who worked around the camp. We all sat at one table, cook included. Old Jack, getting to be well up in years, but still at the job of saw filing and as we all knew had not changed a bit, when opportunity offered.

As was an old lumberjack custom, I picked up the tea pot and proceeded to pour tea for those close to me. Jack sat on my left and as I offered to pour his tea, he put his hand over his empty cup and said, "No thanks," then went on to tell me very seriously, "... have quit drinking tea and coffee, got to look after my stomach you know. I drink nothing but milk now."

"Sanitation in the Logging Camps"

Sanitation measures in the old logging camps were really a minus factor. In the cookhouse, hot water and yellow soap were used everyday on work tables and dining tables which were all covered with white oilcloth. The lumber floors were scrubbed twice a week at least, as they had hot water for all purposes.

In the big bunkhouse it was different, the men washed with cold water and yellow soap. Heating water for a 100 to 150 man crew was at that time impractical, so there were no bathing facilities in any way. There was an old joke originated, I presume from the lack of facilities in the lumber camps of the early years, "a bath in the winter time, boy that could be real dangerous." It was to be some years later that the first crude version of the shower bath with facilities for heating water in a bath house, came into use.

From the very early years, there was always one rule strickly enforced in regard to each man washing his clothes, wool underwear,

socks and shirts. Every one slept in their woolen underwear. Each Saturday night, on retiring, you donned clean underwear, and on Sunday in a prepared outdoor wash place, water was heated over the outside fires, your clothes were well scrubbed with the aid of washboards, then boiled in large tins with yellow soap, rinsed and hung out on lines to freeze-dry. Clothes were always left out for a day or two till the frost soft dried them and then were taken in, folded and put on a shelf in your bunk till the next Saturday night. Anyone reported by the bull cook as not complying being warned was dismissed from the camp. The object of this rule was two-fold; first clean clothes and secondly control of vermin in the camp.

It could seem surprising under conditions as they were for many years in the logging camps, that in general terms there was very little illness in these camps, nor can I remember any epidemic in any logging camp in my time of connection with them, covering in terms of time, a span of at least thirty-five years. In retrospect, there could be cause for wonder at this apparent immunity.

"Animal Antics"

This is not intended to be a discourse on animals in their natural habitat, but rather the odd happenings in the animal world that I just happened to see, being in the right place at the right time.

I do not in any way suggest that other woods travellers have not seen the same happenings or others that would be just as interesting. The only reason I relate these stories is that, in each case, I have seen it happen only once. All but the first one happened in the years when a large part of my work was timber cruising.

The first one concerned a rabbit. Did you ever see a rabbit swim? I rather think your answer would be "no". With a little stretching of the actual truth, I really think I can say I did.

This happened in the first logging camp that I had worked in. I had stayed in the camp for that spring to work on the drive. The dam on that lake was right behind the camp, the lakes had just began to break up and there was a little piece of open water just above the dam with some logs floating free in the narrows.

I had walked down the path leading to the dam and stood watching two or three of the men working on the timber sluiceway of the dam. I noticed a rabbit hopping thru the brush along the trail, coming from the direction of the cookhouse garbage dump. She stopped as she came to the dam and seeing the men blocking her path across the dam, which I suppose she used to get across from her warren on the opposite shore. She hesitated a minute or two and then hopped out on the floating logs. In a few hops she ran out of logs. She hesitated a few seconds, looked around and finally hopped from the

last log and landed out in the water about fifteen feet from her home ground. From there she did make it to the shore. I could not really say that she swam that distance, floundered would be a better word for it. That was the only time that I ever did see a rabbit take to the water.

The next episode has to do with a large bull moose. We were on a cruising job southwest of Martin, a flag stop on the C.P.R. at the eastern end of our district. About five o'clock one summer day my partner and I were travelling back to tent camp by canoe. The lake was calm, a mirror-like surface, as we paddled along.

Suddenly, about two hundred yards away in a bay to our left, there appeared a large pair of antlers, breaking the surface of the quiet water. We had stopped paddling and were staring in surprise as slowly the head and shoulders of a very large bull moose appeared, with an indrawn breath that we could clearly hear. Soon, he spotted our canoe and slowly headed for shore.

He had been digging water lily roots and letting them float up to the top of the water, later to feed on. Moose digging water lily roots is not an uncommon sight and can often be seen where lilies grow, in shallow water of small lakes but generally without being fully submerged. The novelty and our surprise in this instance was that this little bay had been in our sight for at least some minutes and then the sudden appearance of the spread of antlers thru the glassy, quiet surface of the water. I have never really timed how long a moose can stay under water but it might be an interesting thing to know.

Another occurrence, and not too common, also has to do with a cow moose and twin calves, or at least I would say they were twins.

This was in late summer on another cruising job. We had stopped on a little knoll for rest and a smoke. We were sitting quietly when we noticed some little distance ahead of us the moose trio heading our way. For some reason, she was keeping one calf on each side of her and roughly abreast, and they were on a lower piece of ground than our knoll, but would come close to us in their line of travel.

The mother was keeping up a quite audible series of mooings or whatever you might call them; they seemed to change in pitch or tone as they moved along slowly, grazing as they came. At times, if one calf lagged or tried to cross over to be with the other one, she would use her head to urge it forward or put the calf back on its proper side; at these times the mooings were much louder. Whether the mother moose noticed us or scented us, she took no notice as they moved slowly past and continued on their way. We agreed and I do believe these mooings meant something and were understood.

The last story had to do with a black bear. This episode occurred

in early fall.

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My partner and I were cruising a block of timber. As we were crossing over a level sandy plain, we noticed this black bear lying flat on the ground, a short distance ahead of us. We, of course, stopped, curious as to the reason he lay there. We then could plainly see his head close to the ground and around it a large swarm of bees. His head was literally covered with them and many more were in the air about him. He lay there with one front paw covering his eyes; with the other paw he was scooping out of a hole in the sand, parts of a beehive, honey and sand all mixed together into his mouth. He kept right at it, and in a few minutes he arose and scampered away to one side, stopped, swung his head in our direction for a second or two and then loped off after his good meal. We gave the angry bees a wide berth and went on our way.

There were many other incidents that could well be recorded about these animals and birds in their natural habitat, the forests of this area. Altho they really do not follow the general theme of this "tale of the woods", I mention these few that I thought were a bit unusual.

"Chips from the Chip Yard of Memory"

The old steel triangle hanging just outside the cookhouse door, when brought to life for about two minutes steady when beaten by a cookee with a steel bar, was not very welcome music at about five-thirty on a cold winter morn.

There were no thermometers allowed at any time in the logging camps, for obvious reason. You could generally make a good guess at the temperature as you walked to the cookhouse lightly dressed, when the breakfast call was sounded.

Skidding horses could work in the woods in most any winter weather, but in sleigh haul time, no haul teams were allowed out of the barn when the temperature hovered around fifty below. On a heavy pull in that frosty air horses could bleed at the nose. There was really no need of a thermometer. In this part of the country, there is a sure sign in this matter. In the 50 below area days, a light blue haze would be clearly visible over the lake the camp was built on, at early dawn. (Incidentally, all logging camps had to be on a lakeshore for the purpose of adequate water supply.)

Still on the subject of sleigh haul horses. This haul work was, for reason, carried on in what were naturally the coldest months of the winter - January and February and into March. Altho all hauling was done "with the run of the water" and on rutted ice roads, the teams hauling these heavy loads of logs did have some heavy lugging to do at times. Consequently, they could get pretty well heated up. When they emerged from the protection of a bush section of the haul road onto a stretch of lake road, the wind here on a cold frosty day

could chill them quickly. To protect the horses against this sudden wind chills, many foremen made it a rule to have leather chest protectors with a thick felt lining made for all the sleigh haul horses. One foreman whom I worked with for three years, insisted on this for all the haul horses. It certainly paid off in terms of fewer sick horses.

Another very strict rule in most logging camps. Never, just never, be guilty of riding any horse that had been working, back to camp, after the day's work was done. That was a sure way of getting a one-way ticket down the tote road back to town.

"The Days of Slow Change"

In the old logging procedures significant changes came slowly. There was one such change that did take place during the first couple of years that I worked in the woods.

During those first years, the filing of the two-man cross-cut saws was done right on the job, in the woods each morning, carrying a spare saw over his shoulder, and his filing tools. As he made the rounds of the saw gangs he exchanged saws with each saw gang in turn and after making a temporary saw holder out of two smaller trees, he cut off at the proper height, he proceeded to file and set each saw he exchanged. He continued his rounds each day till all the saw gangs were serviced. He returned to the camp in the late afternoon. He repeated these rounds six days a week, in all weather, often 30 to 40 below. It was definitely the coldest job in the woods and a particularly demanding and bone-chilling one. Hard to believe that a man could do such a precise job with no protection from the cold.

Happily, the third winter I spent in the woods, the foreman had a sensible idea - a filing shack added to the camp buildings. Here a much better job could be done in the filing of the saws. With a proper saw-vise. to hold the six-foot long saw steady and working under comfortable conditions, a better cutting saw was the result. The new method proved to be a boon to the sawyers, as they could start out with a properly filed saw each morning; it made sawing, which was the toughest job in a logging camp, a bit easier.

This new filing procedure was a milestone in a slow-to-change industry.

The only other change of note in logging procedure, that of loading logs in the sleighs, was to come some years later. The old system of loading logs by decking line and a cross haul team, by rolling the logs singly up inclined skids, gave way to what was called a side "jammer". The word was in no way descriptive of the method, nor do I know how or why the word originated.

The new method was simply a pole tripod built on a pair of timber

skids which could be skidded along the road from skidway to skidway. It operated from the opposite side of the road from the skidway of logs, the jammer tripod was built to overhang the centre of the sleigh to be loaded. At the apex of the tripod hung a steel block or pulley and a matching steel block was anchored to the skid. A steel cable ran thru these blocks to give double lifting power. A crotched pair of chains was attached to this cable. These twin chains lifted the logs by both ends to allow balance when loading one or more logs depending on the size for weight. A bull-rope was attached to each of these chains to steady and guide the logs as they were hoisted by a team of horses onto the sleigh to build up the load, instead of rolling each log up the skids by chain cross-hauling.

This new method of loading was developed in one of the logging camps by a couple of practical men who thought it could overcome or lessen the hazard of accidental injury in chain cross-haul loading. It was tried out in this camp and it worked well enough. It was homemade by the blacksmith and handyman, at little cost. It very soon became the accepted method of loading logs.

This new method was not readily accepted by some of the older experienced loaders who were proud of their dexterity at chain loading and their skill in handling a "cant-hook", very necessary in the old type of hand loading. I really think, without realizing it in those terms, that there was an unrecognized feeling that somehow it detracted a bit from the professional aspect of the old method at which they were very proficient and of which they were proud.

"The Woods and the Farm Meet"

I would be remiss if, in this tale of the lumber woods, the empathy that existed over the years, between the farm boy of the western prairies and the lumberjack of the lumbering woods was not mentioned.

It may seem strange to some that this association was a reality. Thinking of it in another way, they had much in common. They were each, in turn, workers on the land, both in the great outdoors. One worked in the forests, the other on the plains. In another circumstance they were on common ground. In the era I write of, horses were the power used in both types of work. Many of the farm boys headed for the logging camps after the harvest was in and the season's work on the land practically finished. Some came with their own teams that were hired out for winter work in the lumber woods. Others to work at various jobs in the logging camps. Many a lumberjack, in turn, when the winter's work was done in the woods, headed for the farms in the summer, staying thru the harvest season. Many, many more of the lake and river drivers, looked forward to the harvest fields of the west when their summer's work was completed. In fact, many of the woods workers in this area went

On the drive there were other words in common use that would puzzle someone not familiar with this operation. One of these was "the loose". These words simply meant, logs running loose in narrows leading to dams or on the rivers, as the logs were being carried down these streams by the current, or in a booming ground where the logs lay free in the water. The phrase, "good on the loose" meant a man who was experienced, nimble and sure-footed getting around on these floating logs.

Another word was "homestead". This word referred to big logs that, on account of their size and weight, were very stable in the water and could be used safely to stand on while poling the other logs thru narrows and along wider stretches of some rivers where the current was not fast enough to carry the logs downstream, or any place where poling them was needed to keep them moving.

A "coon log" was another word, which denoted a hollow log which rolled very easily when you stepped on it as you moved across the logs in your work.

A "round foot" was a rather uncomplimentary word used in reference to a new man on the drive who lacked experience to work on logs without getting thrown off one that rolled when he stepped on it. Experience only is the teacher in this work, especially in the spring when the water is cold.

There were many more words used in connection with the logging and driving of the logs across the lakes and down the rivers. They of course, have faded out with the passing of the years that spawned them.

Altho the idiom of the lumber woods is heard no more, some of it had actually been preserved for many, many years in story and song based on the aura of romance woven thru these stories and songs in connection with the ever-present dangers of the sleigh haul and the river drives. Most of these stories and songs were based on episodes in the Maritimes, eastern Ontario, and Quebec. Others in the states of Maine, Michigan, Wisconsin and Minnesota; all connected and part of the lumbering industry in the early days around the turn of the century. In those areas arose many of the mighty rivers that flowed to the sea. Down them went the rafts of square timber to be loaded in ships for the overseas trade also the logs to be sawn into lumber for use wherever the market was, at home or abroad.

These legends, stories and songs were told and sung wherever lumberjacks gathered in the bunkhouses of the lumber woods. This custom lasted thru the era of the logging camp, till the reason for the large crews and the big bunkhouse faded from the scene. Some of the songs were sung in some parts of the country as folk songs, long after the industry on which they were based was little more than a memory.

Many of these old songs have been recorded for posterity by persons who thought they should not be allowed to join the limbo of lost ways and days. Some few years back, many of them were revived on a television show and proved of interest still. They were really a part of an industry and also a part of our history.

MEMORANDUM SHOWING SOME OF THE EARLY DAY ACTIVITIES OF
KEEWATIN POWER COMPANY IN CONNECTION WITH PROPOSED BUILDING
OF PAPER MILLS AT KENCRA, ONTARIO

On November 24th, 1891, the Keewatin Lumbering and Manufacturing Company made an Agreement with the Ontario Government for surrender of their Timber Lease on islands in Lake of the Woods.

The Agreement provided that the Company would purchase certain lands from the Government, including Tunnel Island and other lands south of the western outlet of the lake, approximately 373 acres, together with the water power in the western outlet. The Company agreed to expend \$250,000.00 in Power development, at least \$150,000.00 to be expended within three years from the date of the Agreement.

Work was started in the Fall of 1892, and continued until 1895, and what is now known as the Norman Dam, was built.

On June 3rd, 1893, the Keewatin Power Company, Limited, was incorporated by Letters Patent, and on September 22nd, 1893, Agreement with the Ontario Government, dated November 24th, 1891, was assigned to this Company.

There being no present demand for Power after dam was completed, stop logs between the piers of the dam were not provided until 1898, when an arrangement was made with the Dominion Government for use of dam by them for regulation and control of water levels of Lake of the Woods, for the purpose of improving navigational conditions.

The Company was active in trying to interest industry in the location of plants and the purchase of Power, and at one time considered the building of transmission line to Winnipeg, and agreed to do so if they could be guaranteed a market for 5000 H.P. (Records do not disclose price asked for Power).

They also acquired rights to cut pulpwood on certain areas adjacent to Lake of the Woods, but were unable to interest practical pulp and paper men, largely because of distance from markets and high rate of duty on paper entering the United States.

Pulp concession was finally cancelled by the Ontario Government for non-performance. Efforts to sell the properties at various times, were made, but the price asked was too high, and they were not able to interest prospective purchasers, (price asked was said to be \$1,500,000.00, gradually reducing to \$1,000,000.00).

At the annual meeting of Power Company, held in Ottawa in April 1913, it was decided to sell Company for par value of stock then outstanding \$513,000.00.

On May 5th, 1913, 60 day option was given to Mr. E.W. Backus and agreement to purchase was made at the end of the option period. Some changes in agreement and reduction in purchase price were made when it developed that power companies rights to water under their grant from the Ontario Government were not as extensive as the company had indicated.

Suit to determine these rights and the rights of companies using water through the artificial channels was commenced by the Company and was continued after Mr. Backus took over. This suit was finally carried to Privy Council in England.

Decision of Privy Council while to some extent unfavorable to Company, did define the amount of water, companies using water through the artificial channels were entitled to, as the amount which could be carried through these channels prior to grant by Ontario Government to Keewatin Power Company.

There still remains to be settled the division of water between companies using artificial channels and Power Company during periods when discharge from Lake is being curtailed by Government regulations. Junior Dominion authorities say that this is matter for the Ontario Government to decide.

There follows reference to interesting old letters showing Power Company activities in trying to sell power or arrange for its use. We quote undated memorandum, apparently draft used in preparing application for Pulp Limit, which the Invoice of Kerr, Bull and Rowell, Attorneys, would indicate was made in 1901:

" The Keewatin Power Company have endeavored to make arrangements with the Ontario Government for a supply of Spruce Pulp wood equal to one hundred and fifty cords (150) per day for Three Hundred (300) days per annum for thirty (30 years), 45,000 cords per annum or in thirty years 1,350,000 cords.

The Company has an opportunity of securing capitalists now in the paper and pulp business to assist in such an undertaking, which would involve an initial outlay for Buildings, motive power and Machinery of say one million Dollars, and one million Dollars for working capital, or two million Dollars cash. Such an undertaking would give constant work to (400) or (500) people at the mills and the taking out and delivery of 45,000 cords of wood a year, distributing a yearly sum of say \$250,000 per annum.

Such a sum would mean much to the prosperity of Rat Portage and the immediate district, as it would probably increase the population of the town by (1500) and would give employment in winter to many of the farmers and others living on the Rainy River district and around the Lake of the Woods.

Negotiations with the Government have proceeded so far in discussing the question of securing a supply of Spruce Pulp wood for raw material that they have offered to give it for twenty one years at current rates for Crown Dues, but without setting aside any territory to secure the supply, leaving it to be got from year to year from available Crown Lands.

Capitalists do not care at all for this arrangement claiming that an initial outlay of one million Dollars for machinery and buildings should be secured in raw material for at least thirty years, as twenty years would

"be altogether too short a time.

They also claim that instead of having to look yearly for liberty to cut so many cords for the current year, that districts should be selected and set apart as near the mills as possible containing the necessary quantity, they could then go on without any doubt or want of confidence in that regard.

We claim that this arrangement could do no harm in any way to the progress of settlement as the lands set aside would be wet and unfit for settlement as Spruce timber grows only on such lands.

We have proposed that the Government should grant such a concession without delay to enable us to negotiate for the capital with parties now in hand, that we should get the necessary tracts of Spruce lands set aside, selected by parties in the employ of the Government mutually with our employees, who would jointly estimate the quantity of Spruce on the lands, report and recommend the districts to be so set aside for the supply of the paper and pulp mills at the Norman Dam.

There can be no reason why this method should be condemned as without a security of an ample supply of raw material no capitalists will undertake such an enterprise, and as there are precedents in the grants lately made to the paper men on Sturgeon River, Spanish River, Sault Ste. Marie, etc. there can be no reason why a different treatment should be given to the Lake of the Woods District.

The only objection urged by those looking into the matter is the extra distance the site of the proposed works is situated west of Sturgeon River, Sault Ste. Marie, etc. being from 680 to 900 miles adding so much to the cost of freight which they claim should be considered in the rates.

They would be willing to make the current rates a basis but say that in justice a reduction should be made in the crown dues equivalent to the extra freight required to carry the product east to the Atlantic sea board where it would be on an equal footing with the products of other establishments in Canada.

Montreal to Sturgeon Falls	387
Montreal to Rat Portage	1291
Montreal to Sault Ste. Marie	625

Sault Ste. Marie having at least six months of navigation in its favour makes it possible on a level as to distance with Sturgeon Falls. "

" C O P Y "

Toronto, 17th April, 1901.

To: The Keewatin Power Company Limited,
Keewatin, Ontario.

IN ACCOUNT WITH: KERR, BULL & ROWELL

Telephone 589 - Office - 59 Yonge Street - Cable: "Kerbul"

1901

April 11/15 Re Lake of the Woods Pulp Concession

To Fee drawing, revising and settling Agreement
with Government for Pulp Concession, including
all attendances

\$100.00

.....

A comparison of the yearly sum it was estimated would be required to pay 400 to 500 men at Mills and in the production of 45,000 cords of Pulpwood, with amount required today is very interesting, particularly, as it was estimated that Paper production, as proposed in 1901, would be 40,000 to 50,000 tons per year.

Copy of Agreement covering Pulp Concession is not now available here but reference to it is made in letter written by John Jennings, Attorney, Toronto, dated November 19th, 1909. We quote:

" The Government at one time granted a concession of the Pulp Timber for five miles on either side of streams emptying into the Lake of the Woods except the Rainy River".

There follows copies of several letters which passed between W.G.Gilbert of Grand Rapids, Minn. and R.A.Mather of Keewatin, Manager of Keewatin Power Company Limited in 1902 and 1903, which are of more than ordinary interest, particularly Mr. Bossards' letter in which he says that to produce 40 to 50 tons of finished paper per day of 24 hours, would require a two machine mill.

November 17th, 1902.

W.C.Gilbert, Esq.,
Grand Rapids, Minn.

Dear Sir:-

I have a letter from McLeod in which he tells me that the copy of Pulpwood Agreement sent you through him did not reach you. I herewith enclose another copy and will be glad to hear from you if you can do anything in the matter.

You will notice that it gives privileges on all the streams tributary to Lake of the Woods except the Rainy River and with regard to the time for spending the money mentioned, I have no doubt that arrangements can be made with the Government for a reasonable extension.

Yours truly,

(Sgd.) R.A. Mather "

.....

Grand Rapids, Minn, December 9, 1902.

R.A.Mather, Esq.,
Keewatin, Ont.

Dear Sir:-

I have recently returned from Wisconsin where I had with me a copy of your wood concession and map of your power.

Mr. A.C. Bossard, Treasurer and Manager of the Itasca Paper Company of this place, who is a practical pulp and paper manufacturer, and myself, will be pleased to call on you at Keewatin shortly after January 1st next to view your power and to talk over the matter with you and your Company relative to the same. Kindly advise me, please, if it will be convenient for you to meet Mr. Bossard and myself at your place at some date to be arranged later, say about January 10th or 15th. We would call on you before the holidays but Mr. Bossard is quite busily engaged in placing his contracts for wood for next season's operation and cannot possibly get away at this time. I have delayed writing you in hopes that Mr. Bossard could get away before the holidays, but he tells me that it will be impossible for him to get away this month. He is very much interested and is very anxious to view your power and meet you.

(Sgd.) W.C. Gilbert,

P.S. If you wish I will return the map and copy of concession by express or will hold the same and bring it up with me.

December 12th, 1902.

W.C. Gilbert, Esq.,
Grand Rapids, Minn.

Dear Sir:-

I have your favour of the 9th instant and am pleased to learn that you and Mr. Bossard expect to be able to pay me a visit early in January.

I had arranged to leave here for Duluth about January 2nd, and would be there for a meeting on the 14th and had intended leaving on the 14th and coming up to Deer River to visit our camps and would possibly be at Grand Rapids about the 22nd.

If it would suit you to postpone your visit until that time or a little later, I could see you there and you might come up with me, or arrange to be here shortly afterwards.

Kindly let me know as soon as possible how this would suit you or if you have any other arrangements to suggest, as I would like to meet your convenience in the matter.

There is no need to return the map and the copy of Concession sent you.

Yours truly,

(Sgd.) R.A.Mather

.....

Grand Rapids, Minn.-December 3d, 1902

R.A.Mather, Esq.,
Keewatin, Ont.

Dear Sir:-

I have your favor of the 24th inst. and as I wire you today Mr. Bossard and myself will meet you at the Spalding Hotel, in Duluth, Saturday, A.M. 3rd. prox.

Yours very truly,

(Sgd. W.C.Gilbert

Note: Mathers' favour of 24th, referred to must have been wire, as no copy in letter copy book.

Grand Rapids, Minn. January 6, 1903.

R.A. Mather, Esq.,
Ottawa, Ontario.

Dear Sir:-

I hand you herewith letter addressed to me from Mr. A.C. Bossard, Treasurer and Manager of the Itasca Paper Company of this city. You will note by this letter that Mr. Bossard approximates the horse power necessary to produce the pulp and paper in the size of the plant contemplated by your concession to be from 6000 to 6500 horse. This will be for a plant to produce from 40 to 50 tons of paper per day of 24 hours, which would be a two paper machine mill. The mill of the Itasca Paper Company here is a one paper machine mill, having five grinders for the grinding of the wood, and the mill contemplated by your concession would have at least ten grinders.

Mr. Bossard and myself will be very glad to meet you here on the 23rd inst. and Mr. Bossard will take pleasure in showing you through their plant here and show you all its workings.

Yours very truly,

(Sgd.) W.C. Gilbert

.....

Grand Rapids, Minn. January 6th, 1903.

Mr. W.C. Gilbert,
Grand Rapids, Minn.

Dear Sir:-

Referring to our conversation concerning power necessary to operate a plant capable of producing 40 to 50 tons of paper per day of 24 hours, beg to say that you should have about 6000 to 6500 horse power.

You understand the greater part of the power required is to make the mechanical pulp to supply a mill of the capacity above mentioned and the power necessary to make pulp depends largely upon the grade of paper same is to be used in.

To produce from 40 to 50 tons of finished paper per day would require what would be called a two machine mill and the grade of paper to be manufactured would determine what is necessary to complete a plant of this kind.

From the information you have given me it would appear as though the location you have in mind is adapted to the manufacture of newsprint and my estimate is based upon that kind of a plant.

Yours truly,

(Sgd.) A.C. Bossard

CANADIAN PACIFIC RAILWAY COMPANY'S TELEGRAPH

Received at : Keewatin, Ontario,
From: Grand Rapids, Minn. December 31, 1902.

To: R.A.Mather

We will meet you Spalding Hotel, Duluth, Saturday, A.M.

(Sgd.) A.C. Gilbert.

.....

There is no Memorandum of what transpired at meeting at Spalding Hotel.

(D.McLeod)

.....

Grand Rapids, Minn. February 24, 1903

R.A.Mather, Esq.,
Keewatin, Ont.

Dear Sir:-

I am sending you under separate cover cancelled vouchers belonging to you that I received from Lumbermen's Bank here. I am sending these by registered mail.

In the matter of your abatement of interest of taxes, the matter is still up before the State Auditor, and the County Auditor advised me today that it will be allowed on this beyond any question and he will advise you as soon as it is acted upon. We have a new Auditor of State and he seems to be very much afraid to allow abatements, at least he is very careful about allowing any.

In the matter of Mr. Bossard and myself coming up to your place I regret to state that we will not be able to get up there before somewhere from the 10th to the 15th of next month. The winter season of course is a very busy time for Mr. Bossard at the paper mill in connection with the wood business, but by that time he will have matters in shape, his wood contracts will be out of the way, and I think beyond any question we can get up there by, say from the 10th to the 15th of March. I have been ready and anxious to go all this month but I do not like to make the trip without taking Mr. Bossard with me, and he is very anxious to go, but having been in business up to his eyes he just has not been able to go. Just as soon as Mr. Bossard can get away we will wire you three or four days before we start from here. I am also very anxious to have Mr. D.W. Winton of Thief River Falls, Minn. accompany us and he is also very desirous of going but is busily engaged with his logging at present but by the time I speak of I think he will be able to go. However, if he is not Mr. Bossard and I will make the trip.

Yours very truly,

(Sgd.) W.C. Gilbert

February 28th, 1903.

W.C. Gilbert, Esq.,
Grand Rapids, Minn.

Dear Sir:-

Yours of the 24th instant received today but the vouchers have not yet come. I presume there is some little delay on account of their being registered.

I am glad to hear that the County Auditor expects that the abatement of interest on taxes will be allowed.

I hope that you and Mr. Bossard will be able to get here about the time you mention and will be pleased to have a wire from you three or four days before you start. I may say that I mentioned your probable visit to Mr. Whyte, Superintendent of the Canadian Pacific Railway at Winnipeg, and he will be very glad to have a talk with you when you are up.

Yours truly,

(Sgd.) R.A. Mather

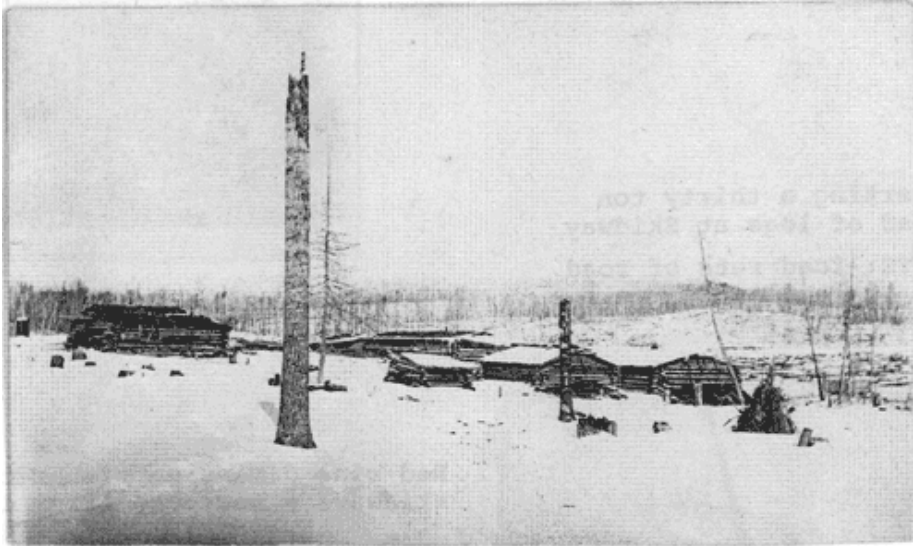
.....

There is nothing here to indicate what transpired following this correspondence but I remember talking with Mr. Bossard after he and Mr. Gilbert had visited Keewatin and he stated that the per ton cost of Pulp and Paper Mill of size contemplated would be very high and in his opinion duty on paper entering the U.S. with high freight rates on both Paper and Pulp would make it difficult to interest capital in development of Pulp and Paper Mills at Kenora at this time.

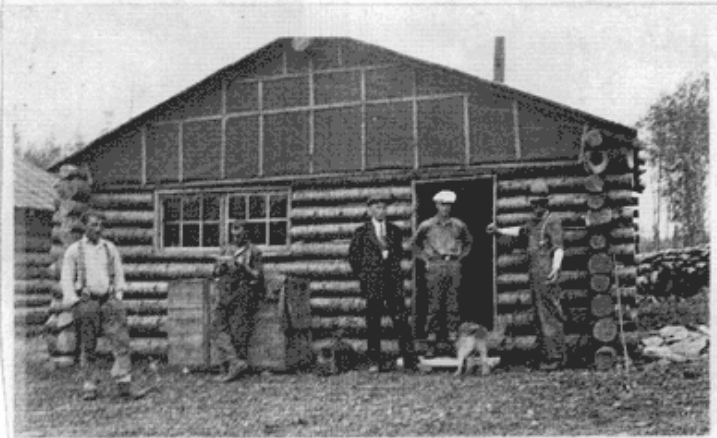
The office of camp 4 at
Dryberry Lake, 1912 -- writer
on left.



An old lumber Camp on Rowan Lake



The office of a lumber camp - early fall



A forty barrel water tank on sleighs for icing haul roads.



Loading sleighs with a side jammer



Starting a thirty ton load of logs at Skidway

NOTE: -iced ruts of road.
-loading "jammer"
on left.



Red pine dimension timber on "fly" skidways - Lawrence Lake, 1925.



Work trail on Lawrence Lake in Springtime -
Writer on right.



The writer in his "Woodranger days" travelling between lumber camps on his beat.



Camp crew and horses heading for town in spring. Strung out on account of bad ice.



Rolling landing during the 1930's



Bringing mail to a
camp. "lunchtime"

"Lunchtime" Canoe toting of
supplies to Drive-Berry Lake
1912.



Dinnertime in the woods. Blanketed sleigh, haul
teams, "gut" box sleigh on right, and smoke of
dinner fire in background.



Dr. Baker of Keewatin -
camp doctor. Travelled
Lake of the Woods camps
for 20 years, 1903-1923.
Photo. taken after ret-
irement at eastern Ont-
ario home.



The camp doctor with tram and cutter. Clerk with
single horse "carirole" - around 1910.



Log "dump" on Crow Lake, 1923.





JUL

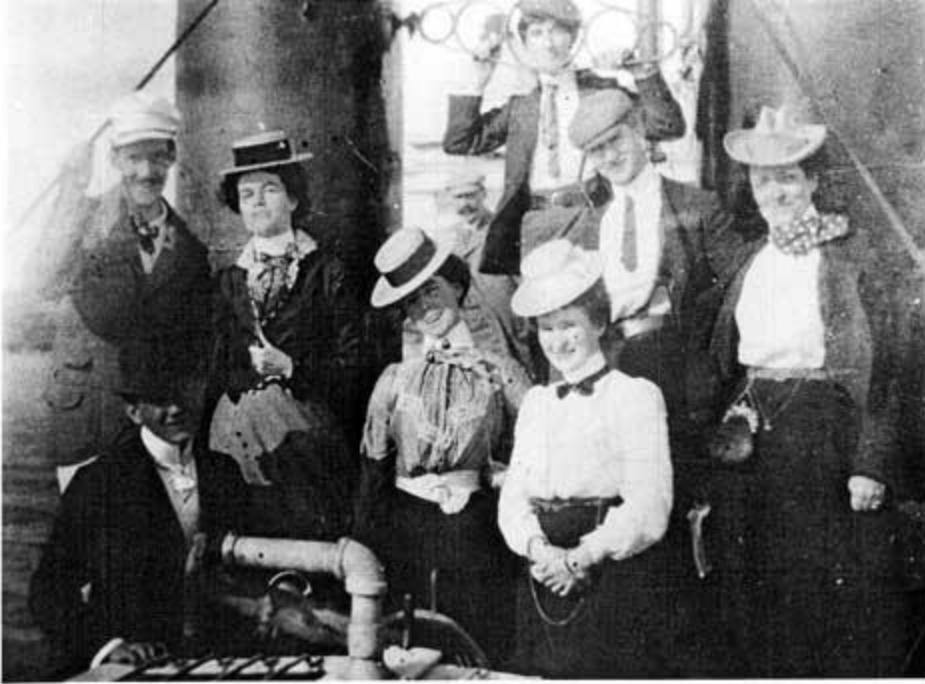
First Cameron Bay Bridge



LOGGERS ARE WELL-FED IN NORTHERN CAMPS. WAGES TO LABOUR IS BUT ONE OF THE NUMEROUS ITEMS OF INDIRECT RETURN FROM THE FOREST



Donald (Dan) McLeod



Mather Family-John and R.A.Mather



D.L.Mather House (615-1 Avenue South)



Mather House - Ottawa Street



Keewatin - Main Business Street
Entirely destroyed by fire-Summer 1894



The Mather Family (Present Day Mather-Walls House)







