HISTORY OF THE PIC RIVER AREA

by

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(Prepared for Marathon Corporation)

November - 1946

The Peninsula has looked down for centuries from its rocky heights above an island-studded bay, watching Indians, French explorers, British traders, French Canadian voyageurs, and travelers of many nations and races come and go. It was seen by a white man as early as the 1650's, for a map drawn before 1658 and now in Paris shows the general shape of all Lake Superior in fair detail. Before 1670 it was clearly delineated on a map published by the Jesuits and based on Father Claude Allouez' circumnavigation of Lake Superior in 1667.

Just when the first trading post was established in the immediate vicinity is uncertain. None is mentioned by Alexander Henry, a famous English colonial explorer and trader, who visited the mouth of Pic River in June, 1775 and reported his impressions of the "Pijitic" River, as he called it; "a band of Wood Indians" living on the river, "who are sometimes troublesome to the traders passing"; and the general aspect of the countryside. By 1790, however, there must have been a fort at the Pic, for Count Andreani, of aviation fame, was on Lake Superior that year and reported that the Pic district produced "30 bundles of fine peltry". In 1793 a clerk of the North West Company, John Macdonell, mentions "Pic River, where there is a trading post belonging to Mr. Cote and associates situated within half a mile of our encampment." This was probably Gabriel Cotte, who with John Grant and Maurice Blondeau was trading on Lake Superior at least from 1779 to 1785 and perhaps earlier and later. Fortunately a detailed picture of Cotte's post can be formed in our minds because of a document discovered in Edinburgh in 1938. It is an inventory written in French sometime between 1794 and 1804, which describes the buildings and lists their contents. It shows that the cleared land about the post amounted to about 193 feet in width and three-fourths that number in depth. About it stood the "fort", or pickets, nine feet above ground. There were two buildings of Cotte's, -- a warehouse 36 feet by 12 feet, made of round cedar logs laid horizontally, roofed with cedar bark, and with two little glassed sashes that opened and shut; and the residence, 30 feet by 20 feet, built similarly, divided into two rooms, and with two similar windows. Inside the residence the enumerator found tin plates, tin kettles, a copper kettle, eight goblets, a frying pan, two large wooden platters, twelve chairs, two little tables of poplar wood, a desk of the same material, and "two miserable

bedsteads". By the time the inventory was made there were buildings of three distinct periods: Cotte's, the "old firm's", and the "new firm's". The old firm's structures consisted of a shed 24 feet by 15 feet, the "big house", forty by 21 feet roofed with boards and divided into five rooms with eight glass windows and one fireplace; and the stable, 15 by 6 feet, which held carefully enumerated tools. The new firm's establishment consisted of a large warehouse, 48 by 18 feet; a "big house", 40 by about 19 feet, a little forge building, and a cellar serving as a powder magazine.

Cotte was succeeded by a trader named St. Germain, perhaps Venant Lemaire St. Germain, who as early as 1777 in partnership with Jean Baptiste Nolin bought the fort at Michipicoten from Alexander Henry. Then came one who has preserved his memoirs of a long and exciting life as a trader for many companies and in many areas as widely separated as the Illinois, upper Mississippi, and Albany River regions. This was Jean Baptiste Perrault, who served twice in the Pic district — six years for the North West Company, 1799-1805; and again for the winters of 1810-1811 and 1811-1812 for an American trader and for the Hudson's Bay Company respectively. This later sojourn was inland on the Pic River and on the watershed between Lake Superior and the Albany River. Perrault has left several very interesting sketch maps showing the posts and the canoe routes in the region between Lake Superior and James Bay.

Perrault was succeeded in the North West Company post by still another famous trader, Dr. Henry Munro, who was at the Pic post in 1805. From 1807 to 1809 Charles Chaboillez was in charge of the post. He was followed by Alexander McKenzie, a nephew of Sir Alexander Mackenzie. When Perrault returned to the district in 1810, he found the scion of one of France's great colonial families in his former fort — Pierre Rastel de Rocheblave, son of Phillipe Rastel de Rocheblave, the governor of Illinois who capitulated to George Rogers Clark in 1778.

In 1812 and 1813 the trader was John Haldane. For the next two years James Grant was there. In 1817 the famous Astorians, Gabriel Franchère and Ross Cox, passed the Pic on their way from the mouth of the Columbia to New York and Montreal respectively. Both mention the fort in their accounts of the trip, Franchere calling it "a little

establishment," where he dined. Cox says of it, "The house is handsomely situated on the shores of a small bay. A proprietor was in charge. He was on the beach when we approached shore; and on seeing us disembark, he turned on his heel and retreated into the fort. This movement foreboded anything but a hospitable reception; and we therefore pitched our tent, and prepared for breakfast." One of Cox's companions visited the inhospitable gentleman, but not Cox, who left without an invitation to enter.

In North West Company days, especially while its offshoot and rival, the XY Company was in opposition, there was quite a complement of men at the Pic fort. Thus in 1804 there were three clerks, William Harris, Philo Lewis, and Henry Munro; one interpreter, Louis Boileau; and ten voyageurs, Louis Antolle, Charles Lefevre, Augustin Girard, Pierre Normandin, Francois Alarie, Joseph Vermette, Pascal Rocque, Louis Lafleur, Joseph Pontbriand, and Joseph Roy, called Portelance.

A Catholic missionary, Bishop Joseph N. Provencher of the Red River Settlement, visited the Pic post and baptized one child in 1822. Two years earlier Colin Robertson of the same settlement, one of Lord Selkirk's men, was detained at the Pic fort a full month by North West Company men on his way to trial at Montreal. This was the period of intense struggle between the Hudson's Bay Company and the North West Company for the control of the fur trade of western Canada, when both sides were seizing their opponents and taking them down to Canada for trial.

In 1823 no fewer than three travelers of note visited the Pic post and have left us their impressions of it: Major Stephen H. Long, Major Joseph Delafield, and Dr. John J. Bigsby. The last writes: "The River Peek takes its name from an Indian word, signifying mud, as it pours out an ash-coloured, and when swollen, a reddish-yellow water, tinging the lake for a mile or two round its mouth, and derived from beds of yellow and white clay some distance up the river." Major Delafield describes the Pic as "well-picketed", with "A capital dwelling house" and refers to "several other houses, &c. within the pickets" and to "Mr. McTavish" in charge of the post. This was Alexander McTavish, who was stationed at the Pic in 1821 when he and the post were taken over by the Hudson's Bay Company at the merger of the two rival fur companies. On his return trip along the north shore of Lake Superior, Delafield stopped to visit McTavish and was

given a breakfast of fish and potatoes raised at the post. William H. Keating of Long's expedition refers to the post as a "trading house of the Hudson's Bay Company....This establishment is called the Peek, which is an abbreviation of the term Pekatek, used by the Indians."

In 1827 the man in charge of the fort was Donald McIntosh, whose long report of that year to his Hudson's Bay Company superiors has been preserved in the extensive archives of that corporation in London. It is quoted here by kind permission of the governor and committee of the company. It describes the Black and the White rivers which united to form the Pic River. Today this is confusing, because the White River enters the lake farther to the southeast. Both Perrault and McIntosh, however, seem to indicate that the main Pic River above its junction with the Black was called the White River on occasion.

McIntosh's report describes the mountainous terrain, the barren soil, the Indians, the furs, and so forth. The natives, he wrote, lived chiefly on rabbits in winter and on fish in summer. They made blankets and even capotes of rabbit skins. The former are wrought with so much art and skill that they are as lasting and much warmer than any European manufactured blankets." He describes in detail the Long Lake post in the interior. The men at the Pic post "subsist mostly upon Salt Trouts and Potatoes during the winter," he writes. The Indians of the district consisted of 72 men and lads, 50 women, and 116 children. He describes them as amiable and docile.

From 1828 to 1830 John Swanston was the clerk in charge of the Pic post. From 1831 to 1834 Thomas McMurray, a chief trader, was in charge. On May 23, 1832, he wrote to a friend, "I passed an agreeable winter at this place.....No Returns this year in this Dept." The explanation was the disappearance of rabbits, probably in one of their cyclic declines. He mentions his "good wife & bairns." He was in charge again from 1837 to 1841. In 1836 William Clouston had charge. In 1841 Cuthbert Cumming, the son-in-law of McMurray, was appointed to the post. The following year and until 1849 Erland Erlandson was the clerk in the district, with Louis D. de Laronde his subordinate. The latter was put in charge in 1849. Charles Begg then took over and remained the post master till the middle sixties at least. The Company's records for the post seem to end about 1865,

but an old lake captain at Fort Arthur remembers calling at the "Hudson's Bay Post" at the Pic in 1881. This is Captain Harry Nicholson, who will be mentioned again later. He recalls four buildings, forming a hollow square, but no stockade. He saw three or four papooses and dogs, but he found there was a contagious disease prevalent among the residents, and so he did not enter the establishment.

Erland Erlandson was a Dane, who had reached England as a prisoner of war during the Napoleonic wars. He entered the service of the Hudson's Bay Company in 1814 as a laborer and lived in the Hudson Bay and Labrador districts until 1840. He was appointed clerk at Michipicoten in 1842, was in charge at Long Lake, 1842-43, appointed in charge of the Pic during 1843-45, and of the Pic and Long Lake from 1845 until his retirement in 1848. Sir George Simpson, who kept a sort of "index" to the characters of all his men, gave him one of his few glowing tributes.

From 1823 to 1825 Lieutenant Surveyor H. W. Bayfield, later Admiral Bayfield, was making the first scientific survey of Lake Superior. His great manuscript map, so avidly sought by all early mariners on that otherwise unchartered and treacherous inland sea, has been preserved at Ottawa. It is interesting to find "Peninsula Harbour" and "The Peninsula" on it in some detail, as well as Pic Island and River, and much other information of interest to those now living in or near Marathon, Ontario. Accompanying the main map is a smaller one entitled "Track Survey of the Pic River by Mr. Philip E. Collins Mids[m] and assistant surveyor." It shows the Pic River, with soundings, up to a little distance above the junction with the Black River. There, at the junction, the "Woods principally of Tamar and white spruce" are mentioned. Lower down, on the left bank of the main stream, the terrein is described as "Sandy Cliff". On the right bank, sand dunes are indicated just where they are today; and the fort itself is seen on the site of the Marathon Corporation's buildings. There were obviously six buildings inside one picketted enclosure, but three other adjoining areas seem also to have been fenced in, in some fashion. Beside the fort occur the words, "H B Company's Trading Post." A gate is indicated on the river side of the fort.

In 1838-39 a famous Wesleyan Methodist missionary spent the winter near the Pic. This was James Evans, known especially for his work among the Cree Indians northeast of Lake Winnipeg, for whom he invented an alphabet and printed some devotional material. A

Hudson's Bay Company chief trader of importance, John McLean, who was Evans's son-in-law, states in his reminiscences that Evans "and his brother missionaries (Thomas Hurlburt and Peter Jacobs, an Indian) began their operations by raising with their own hands, unassisted, a house at the Pic; themselves cutting and hauling the timber on the ice."

Evans's unpublished diary of 1838-39 devotes a few pages to his fearful autumn journeys to Michipicoten and back from the Sault in a bark canoe. The next April he records, "Thurs. 24 Made the Pic Establishment about 8 oclock where we were most hospitable received & entertained by Mr Mc Murray the Co Factor. There are here 120 indians and 180 at Long Lake many of whom often visit this Fort. The Ind have never been visited by any missionary & are rejoiced almost to tears to learn that they may expect one....I & Br J. spoke awhile in Eng & Ind....promising them a Mission as early as possible." At noon that day he "left the Fort....& pulled through a dense fog & against head wind about four miles where we encamped on the worst ground we have found since we left home."

Next morning they crossed, with trepidation, "a bay of 15 miles in breadth & open to the lake." This was surely Heron Bay. Next day they were windbound. Then, on the following morning, "crossed a ten or twelve miles bay all open to the sea....When about six miles from our old encampment we perceived a smoke on the point behind us, and in a short time three large Montreal canoes hove in sight. As we carried sail & they carried none, it took them some time to overhaul us but having 15 paddles constantly plying cheered by the boat song, and animated by the idea that they can pass anything like the wind we could see them paddle in rapid motion & even the gentlemen passengers were....helping in the chase. The wind falling about 3 oclock, we honourably laid on our oars & waited for them & had the pleasure of dining with my old friends & winter associates once more."

The next July he was back briefly on his way to Canada. Here he found that since his departure, "the Indians have been visited by the Am. Rom. Priest — who used every persuasion to induce them to be baptized." Even the anxious father of a sick child refused. "God spared the childs life & I had the pleasure of baptizing it with about 16 others before leaving these anxious & attentive people. Never did I see any poor people so thankful for & attentive to the word of life."

Actually there had been two Catholic priests at the Pic during Evans's absence. One was the Austrian, Franz Pierz, on a journey from his post at Grand Portage to the Sault. One sentence of his letter written in German from the Sault on July 2 reads: "Continuing my journey through the Pick and other villages, I baptized several Frenchmen and half breeds, but few adults Indians and their children." The other priest was Georges Antoine Belcourt, the French Canadian missionary of the Red River Valley, en route from Quebec to his post. He writes, "On rounding the Pic, we met the schooner, the White Fish, coming from Fort William." At the Pays Plat "we joined a Methodist minister, who had spent the winter for nothing at Michipicoten." It is hardly necessary to point out that the missionaries of different faiths were not precisely cordial to one another even in the wilderness.

In 1847 a young English gentleman, Frederic Ulrich Graham, passed up Lake Superior on his way to hunt buffalo and grizzly bears on the western prairies. Sir George Simpson of the Hudson's Bay Company accompanied his party during much of the Lake Superior journey. Of him Graham wrote, "Governor ran into the Pic Fort about four; and after crossing the bay we dined on a rock." Next morning he wrote, "Friday, May 28th. Off at 3 a.m. Lovely day. A swim in the lake before breakfast....We had some fresh meat, having picked up half a calf and some eggs at the Pic."

At the very end of the 1840's Louis Agassiz, the renowned scientist, and quite a party of men passed up the north shore of Lake Superior from Sault Ste Marie, stopping en route at the Pic. His printed volume reporting this trip states: "The Pic is a post of the Hudson's Bay Company, the smallest of the three on the lake; the name is derived not as we at first supposed, from the pointed hills across the river, but from an Indian word, Peek or Naepeek....The same word occurs in Neepeegon....The establishment consists of a number of whitewashed red-trimmed buildings of one story, like the fishermen's cotteges of our coast, ranged round a hollow square and surrounded by a high palisade. The ground inside of this courtyard is covered with plank, and a plank road, also enclosed by a palisade, leads up the slope from the river to the gate-way, which is surmounted by a sort of barbican."

By 1850 there were several missionaries on Lake Superior, and a few steamboats

and many sailing vessels were bringing miners and some settlers to her shores. Some of the vessels put in to the mouth of the Pic River. After 1858 the Rescue, a twin-screw propellor, stopped regularly at the Pic on her trips as a mail carrier between Collingwood and Fort William. The Ploughboy also stopped after 1859. There was much prospecting for copper and other metals after 1845. The opening of the American locks at the Sault in 1855 meant that steamboats could now operate between Lake Superior and the lower lakes. Travel by canoe ceased rather abruptly, though occasionally a graceful birchbark canoe, like that of Mrs. Edward Hopkins in 1870, could be seen on the lake. Mrs. Hopkins' oils and other pictures of canoe travel on Lake Superior are deservedly renowned.

By the early 1880's a railroad was being planned along the mountainous north shore of Lake Superior from Heron Bay to Prince Arthur's Landing, now Port Arthur. There were few habitations and no ports.. The Hudson's Bay Company's post at the Pic persisted at least till 1865, but how much longer its post, or at least a post, lasted there is problematical. When William Van Horne actually began the Herculean task of building the Canadian Pacific Railroad along the north shore west from Heron Bay, it was necessary to have a dock, to which rails, ties, other supplies, men, and provisions could be taken. Peninsula Harbor, because of its great depth and protection from winds was chosen. Remains of the pier could still be seen when present operations at Marathon were begun. To this pier came the well remembered vessels of many Great Lakes lines, both sailing vessels and steamboats — the Ontario, Ocean, Argyle, Prussia, Kinkadin, E. M. Foster, and many stragglers carrying lumber for bridges and trestles, and rails. Then there were Smith and Mitchell's meat vessels, The Butcher Maid and The Butcher Boy. Captain Nicholson was master of one of them and remembers well how the cattle and other meat on the hoof were carried by vessel to Peninsula, as the C.P.R.'s main camp on the picturesque bay of the same name came to be called. Here the cattle were driven from camp to camp as required. Slaughtering was done at the destination of the individual animal, and carcasses were wrapped in cheese cloth and hung up on neighboring trees till required.

Captain Nicholson also recalls how the navvies were always passing to and fro, mainly between Port Arthur and Peninsula. Three gangs, it was commonly reported, were required on the railroad job, "one coming, one going, and one on the job."

Besides the dock there was a warehouse, and soon a railroad station went up at Peninsula. Houses sprang up among the hosts of tents where the business part of Marathon now is. A hotel was erected. A photograph of this motley village of about the year 1885 is still in existence. Twelve thousand men and 1500 horses were employed in constructing "two hundred miles of engineering impossibilities," as William Van Horne, its indomitable Yankee builder termed his Herculean task.

Van Horne chanced to be in Ottawa on a seemingly fruitless task of trying to bolster the dying credit of his undertaking, when the second Riel rebellion began in 1885. He was clever enough to see his chance to get public support of his railroad building. It had taken from March to August of 1870 to ferry troops from eastern Canada to Prince Arthur's Landing and Winnipeg in the first Riel Rebellion. Van Horne offered to move them this time in eleven days from Ottawa to Fort Qu'Apelle, on two days' notice. His offer was accepted.

Then little Peninsula witnessed an odd sight. Soldiers were brought to the end of the rails in midwinter weather on Lake Superior. The official report comments: "About 400 miles between the west end of the track and Red Rock or Nipigon — 66 miles from Port Arthur — had to be passed by a constantly varying process of embarking and disembarking guns and stores from flat cars to country team sleighs, and vice-versa. There were 16 operations of this kind in cold weather and deep snow. On starting from the west end of the track on the night of 30th of March the roads were found so bad that it took the guns 17 hours to do the distance (30 miles) to Magpie Camp. On from there to the east end of the track by team sleighs and marching 23 miles further on; on flat cars (uncovered and open) 80 miles, with thermometer at 50 degrees below zero. Heron Harbour, Port Munro, McKeller's Bay, Jackfish, McKay's Harbour were passed by alternate flat cars on construction tracks and in teaming in fearful weather round the north shore of Lake Superior. Nipigon or Red Rock was reached on the evening of 3rd of April. The men had had no sleep for four nights." The C.P.R. construction camps, however, had supplied them with copious draughts of coffee and hot food.

Van Horne fulfilled his promise and got the money he needed. In the end it took twelve million dollars to build the two hundred miles of difficult North Shore tra

Gradually fill-ins replaced the long timbered trestles that were required in so many pla over otherwise impossible terrein. Building came to an end. Transcontinental trains sped past little Peninsula — and few passengers then or now dreamed of the drama that the high promontory, the Peninsula proper, had witnessed so recently. Gradually all traces of the railroad ~~station~~ TOWN died away. Only a small railroad station — one of two of the original stations still extant — a water tower, a post office, and a very few houses remained.

Just before World War I the place was examined as a possible coaling station, but the idea was given up in favor of ~~Portchuron.~~ JACKFISH After the war a black granite quarry was opened, but it closed down during the depression. Finally, during World War II, the present building program of the Marathon Corporation was begun, and almost overnight the busy construction scenes of 1885 were re-enacted. This time, however, there will be no reversion to the wilderness in a few years' time.

THE FISH AND FISHERIES

OF

CANADIAN LAKE SUPERIOR

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Fisheries also became owners of Gauthier's plant at Mamainse. This company continues to operate from Mamainse Harbour and remains one of the largest Canadian companies on Lake Superior.

2.2.2 PORT COLDWELL (COLDWELL)

Like so many small northern Ontario towns, Port Coldwell sprang up as a station along the newly completed C.P.R. line. Although the village's "raison d'être" lay in its valuable position as a railway supply depot, it became evident that the snug harbour was also ideal for sheltering fishing boats.

The pursuit of the fisheries began around 1880 when Ben Almos entered into partnership with a Frenchman named LeSarge. (Almos subsequently moved to Jackfish and became one of the first fishermen in that village; see section 2.2.3). Around 1887 T.B. VanEvery brought his entrepreneurial talents to Port Coldwell and in 1889 erected a large ice house (with freezer), employing six boats and crews to fill it (Fort William Journal and Thunder Bay Mining News June 15, 1889). Catch records from these early years are, unfortunately, not recorded. The Algoma Miner and Weekly Herald (Oct. 20, 1888) anticipated, somewhat over-optimistically, that the success of VanEvery's enterprise would double the north shore fish trade inside of two years. Nevertheless, it is apparent that grounds in the immediate vicinity of Port Coldwell yielded VanEvery abundant produce, which he "shipped all over" by rail. A fleet of 11 or 12 boats docked at the harbour, and a small station was maintained on nearby Detention Island (Anderson 1889).

eight resident fishermen and the firm of "VanEvery and Co." (Case and Co. 1892;. Might Directories 1893). Fishing in the vicinity of the village in 1894 were M. McInnes and A.B. Sutherland with their tug "Ida", and Robert Jackson and A. and John Morrison with the tug "Orcadia" and a hired crew of five men. These fishermen also introduced pound nets to the area and, along with John Kerr (formerly of Port Coldwell), fished seven nets east of the village in 1896 (Canada. Department of Marine and Fisheries 1894-1898a; Duncan 1899). Federal government reports indicate that the average annual catch from two tugs and two boats between 1895 and 1897 was 13,060 kg (28,800 lb) of whitefish, 100,470 kg (221,500 lb) of lake trout, and 2040 kg (4500 lb) of sturgeon.

The pace of settlement accelerated after 1900, and by 1904 the fisheries employed 14 men (Duncan 1904). From Port Burwell (Lake Erie) came Captains Foster and E.D.M. Titus, soon to become the first owners of an ice-making machine on Lake Superior (Cron 1978). One of Captain Titus's earliest employees was A.W. Nuttall, subsequently a pioneer of the Black Bay fisheries, and eventually fisheries overseer for northern Lake Superior (Mrs. N. Thrower, pers. comm. 1978; see section 2.2.5). The pre-World War I years also brought William Dampier (fishing from Heron Bay and Port Coldwell around 1900), Charles Miller, Allan and Donald Murray, and Charles "Tink" Winterton (Mountain 1976). In the year 1911 only, many Rossport fishermen also chose to fish from Port Coldwell; George Gerow, for example, maintained a camp at Morrison Harbour

equipment for the Canadian waters of Lake Superior (Ontario Department of Lands and Forests 1925-1934).

The "Bessie M" was the first Nicoll tug, the "Coldwell" the second; both were vessels of 75 tons. After the "Bessie M" sank it was replaced by the "Strathbelle" (formerly the "LaSalle"), and the smaller "Nigig" was acquired somewhat later to replace the "Coldwell" (Mr. F. Legault, pers. comm. 1979). The "Iris" belonged to Harry England (and not to the Nicoll brothers as stated by Mountain 1976), who may have begun fishing before 1920. He held a license for 21,950 m. (24,000 yd.) of net and sold his fish to the Nicoll Bros. Fish Co.

In the 1920's gill net licenses restricted fishing to the general vicinity of Port Coldwell. By the 1930's the burgeoning industry was finding the home grounds incapable of always filling the nets, and a sort of "pioneering spirit" developed as tugs sought more distant waters. In quest of lake trout, the Nicolls dispatched their tugs southward toward the Otter Head, stopping to set nets at Morrison Harbour, White Gravel River, Simons Harbour, and Oiseau Bay. Names such as Nicoll Cove and Gid's Harbour (near Oiseau Bay) preserve the memory of the company's presence. Occasionally a Nicoll tug would journey as far as Michipicoten Harbour, although the usual range was eighty km (a distance which still necessitated that one or two nights be spent sleeping on the cold deck of the Strathbelle). To the west, Port Coldwell fishermen met those from Jackfish when setting nets along the Slate Islands in the fall of the year.

are left standing in the town, but only one family remains on a permanent basis. One or two fishermen continue to dock their boats in the harbour.

2.2.3 JACKFISH

The Department of Marine and Fisheries records a fishing station at Jackfish as early as 1876, and fishermen were already well established when Ben Almos and his brothers John and Fred arrived in the 1880's (Mr. A. Almos pers. comm. 1979). The "large" fishing industry of Jackfish, noted by the Algoma Miner and Weekly Herald (Oct. 20, 1888), grew even larger in 1889 when the ambitious Alex Clarke of Collingwood "built a set of fishing houses" (Fort William Journal and Thunder Bay Mining News June 15, 1889). A. Alexander, John Kerr, Ben Almos, Paul Almos, Alex Olsen and Co., and H. Anderson and Co. were pound and gill net fishermen in 1894, their numbers augmented by Jacob Hendricks in 1897 and Peter Dahl, Sr. in 1900 (Canada. Department of Marine and Fisheries 1894-1898a; Dahl 1921). However, according to Dominion Fisheries Commissioner, Prince (1896):

> "...the fishing has never been very extensively carried on upon this part of Superior, partly because the coast is very rocky and stormy and partly because in former years very destructive and wasteful fishing was pursued by U.S. poachers and the supply was seriously depleted."

Tugs were not a feature of the Jackfish fishery, which was conducted mostly from rowboats and later gasboats. A single rowboat fishermen equiped with 7,320 m (8,000 yd) of net harvested, on the average, 5,900 kg (13,000 lb) of lake trout annually (Mr. A. Almos, pers. comm. 1979).

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THE MARATHON IMPROVEMENT DISTRICT

3. HISTORICAL NOTES

THE FUR TRADE

It is a little less than two centuries ago that the first white men carried their canoes across the portages along the St. Mary's River, and ventured out into Lake Superior. Soon they were followed by others. Catholic priests, filled with religious zeal, sought new converts to their faith. Explorers sought new lands to claim for their country, winning as a result fame for themselves. But in most cases, those who followed were traders seeking new sources of supply of the valuable furs which brought such high returns in the European markets.

As these men journeyed along the rugged Superior coastline, they sought out favourable locations for trading posts, and soon a number were established. As early as 1765, three canoes passed the Mouth of the Pic and stopped there for a period. The posts so established soon banded together into a partnership known as the Northwest company, and for many years this company controlled most of the north shore country. Later, however, it was absorbed by its chief rival, the Hudson's Bay Company.

To tap the rich area north of the Lake, the early traders sought out main water routes, such as the Pic and the Nipigon. For many years the Pic was an important avenue of commerce for the fur trade, and evidence even to-day remains of this era. At Middle Falls, a wide wall-beaten portage is a mute reminder of the days when the York boats of the traders were carried round the Falls.

The fort at the mouth of the river -- known as Fort Pictric -- was in use up until the turn of the present century, and its remains can still be seen to-day.

RAILROAD DAYS

Towards the end of the nineteenth century, British Columbia entered Confederation on condition that a railway be built from Eastern Canada to the Pacific. By Christmas

of 1882 the C.P.R. construction crews had laid the rails as far west as White River, and early in 1883 they reached Lake Superior at Heron Bay. The need for a port through which to bring supplies during the summer months brought about the building of a construction and supply camp at Peninsula. For several years the area was a hive of activity as the year's construction supplies poured in, and it was not long before Peninsula had the reputation of being the wildest and wickedest spot in Northern Ontario. However, as the railway was pushed westward, Peninsula's importance diminished. It soon became a ghost town, and a memory, with only the name on the section house to indicate its past glory.

LOGGING
1916-36

Not until midway through the first Great War did logging become an important industry in this region. In 1916 the Pic River Pulp and Timber Limit was created, and on December 1st of that year it was sold by tender to J. J. Carrick of Port Arthur. Between 1916 and 1923, the limit changed hands a number of times. First, on July 5, 1918, Carrick transferred it to two Upper Wisconsin lumbermen, Alstead and Seaman. On November 5, 1919, James Whalen of Port Arthur secured an undivided 16-2/3 interest in the limit, but soon afterwards transferred it to Seaman. The latter in turn transferred his interest to Alstead in 1922, who retained it until on Nov. 8, 1923, Great Lakes Paper Co. obtained full control of the limit. During this early period operations were confined in the main to the area along the river. People who have resided in the Lower Pic area for a long time recall the barges being floated upstream to where the cutting was taking place, and being loaded there.

From 1923 until 1937, the Great Lakes Paper Co. held the lease on the Pic River Concession. However, most of the cutting on the limit during this period was done by Pigeon Timber Co. under agreement with the Great Lakes Paper Co. Cutting during this period continued to be mainly a high grading proposition, with the areas cut

being those readily accessible from the river, or from tributary streams. Spruce was the species most highly desired and hence formed the highest proportion of the cut. As a result, most of the stands in the river valley show a high percentage of balsam and white birch, and only a very small percentage of spruce.

PENINSULA QUARRIES

Around 1930, some quarrying was done for black and red granite in the area just north and west of the Peninsula section house. The material quarried was highly desired as a building material, and was shipped in considerable quantities to the Eastern parts of Canada and northern United States. The operation, however, was not large, and its life was short.

TRANS-CANADA HIGHWAY

During the early 1930's, at the height of the depression, the Ontario government began construction of a highway from Port Arthur to Sault Ste. Marie, following closely the Lake Superior shoreline as far east as Heron Bay. This highway, undertaken as a relief project, was never completed. However, throughout most of its length the right-of-way was located, cut, and subgraded. In the region of Marathon, this highway is from two to three miles back from the lake, and except for a short stretch near the airport is not at present useable.

GENERAL TIMBER

In 1937, a general reallocation of timber and pulpwood limits was made by the Ontario Government. In this reshuffle, the Pic River Concession passed into the control of the General Timber Co. on March 31. This Company continued to operate the limit until 1943 when its cutting rights were cancelled by an

Order-in-Council of the Ontario Government. Wood cut along the Pic River was driven to the mouth of the River and then made into rafts and towed across Lake Superior to be utilized by mills in up-state Wisconsin.

Most of the wood cut during this period was taken from areas along the Pic River beyond the boundaries of the Improvement District. However, a depot was maintained at Peninsula and a road built from the depot to the Pic River at Camp 19 to service the camps upstream.

ANGLER

During the last Great War, German prisoners of war were employed in bush operations in the Thunder Bay District. To serve as a distribution point for these men, the Dominion Government built an internment camp on the sand flat behind Angler section house, five miles west of Peninsula. This camp was in operation from 1942 to 1946, and only recently has been demolished.

FUELWOOD OPERATIONS

During the war years, the Dominion Government requested that birch fuelwood be cut for use in certain sections of the country which were threatened by a fuel shortage. This cut was completed in October of 1943, but because of a mild winter no great urgency was shown for the delivery of this wood. As a result, this wood was not delivered to the railway until the winter of 1944-45.

MARATHON PAPER MILLS

On March 6th, 1944, the agreement between Marathon Paper Mills of Canada Limited and the Crown regarding the Pic River Limit came into force. Under the terms of this agreement, the Company undertook to build a mill at Marathon. The first ground was broken in April of 1944, and the mill began operations late in 1947, the first digester blow occurring in September and the bleach plant beginning operations in

December. At present the mill is operating at peak capacity, providing approximately 300 tons of bleached sulphate pulp per day. With the coming into production of this mill, no further rafting of wood from the Pic Concession to Wisconsin has taken place.

Within the confines of the Improvement District, woods operations have not been extensive since 1944. At various times during the construction period, small operations to obtain sawlogs were carried on, and during 1947 and 1948, a pulpwood cutting operation was undertaken around Camp 14.

AIRPORT

To provide facilities for aircraft service for the town of Marathon, an airdrome was constructed in the summer of 1946 at the junction of the Trans-Canada Highway and the Camp 19 road.

IMPROVEMENT DISTRICT

On January 1, 1947, the Improvement District of Marathon was incorporated to administer the territory in and around the mill and townsite. Sufficient area has been set aside to allow for expansion of the present townsite, and to prevent the building up of shack towns and other undesirable areas on the outskirts of the community.

H I S T O R I C A L S K E T C H

of

DEVELOPMENT OF 'BIG PIC' LICENSED AREA

by

Marathon Corporation of Canada Limited
Woodlands Division

IMPROVEMENTS

The main industry within the Improvement District is, of course, the mill at Marathon. In the past some granite quarrying has been done in the area north of the town of Marathon, but at present these quarries are not being worked. The railway maintains section crews at Marathon and Angler to maintain the road bed and also freight and passenger staff at Marathon to handle business in these fields. During the summer months the small gravel pit south of Marathon is operated to supply ballast for railway road bed maintenance.

THE MILL

With a daily output at present in the neighbourhood of 300 tons of sulphate pulp, the mill requires about 600 cords of pulpwood each day. Most of this wood comes from the Pic River Concession, driven down the Pic and rafted from the mouth of the Pic to the woodyard booming grounds in Peninsula Harbour.

Mill installations include facilities for handling, barking and storing this wood until needed, reducing it to chips and thence by various chemical processes producing bleached sulphate pulp for shipment to various mills in the States and Canada. In conjunction with the mill, a steam power plant is operated. This furnishes power not only for the mill proper, but also for the adjacent townsite.

To handle the large stocks of coal brought in by lake boats during the open water season, a large coal dock has been constructed adjacent to the mill. Storage for fuel oil is also provided.

MARATHON

On a gently rolling sandflat immediately west of the C.P.R. right-of-way stands the town of Marathon. Built to house those who work in the mill, it contains a shopping centre, bank, theatre, recreation hall, curling rink, a large hotel, two churches, one school, police and fire hall and railroad station. The town is very modern in layout, having been built during the last five years.

Recreational activities in the summer months are carried on in the playground across the C.P.R. from the town, and picnic facilities have been provided along the lake north of town. In addition, a large outdoor swimming pool has been built in town for the use of the children.

PENINSULA

Immediately north of the business section of Marathon lies the older settlement of Peninsula. For many years following the boom days of the railway construction era, Peninsula's only buildings were the railway section men's homes. Later with the opening up of the Lower Pic Valley for pulpwood cutting, a depot to service the camps upstream was established here. This depot is still in use to-day, providing a centre of operations for woods activities in this area.

ANGLER

The section crew responsible for maintaining the road bed north and west of Marathon make their headquarters at Angler, five miles north of Marathon. During the war a large internment camp was built here, and prisoners of war were sent out from it to various logging operations in the surrounding district. This camp ceased operations in 1947, and has since been demolished.

C.P.R.

Linking Marathon with the rest of the country, the Canadian Pacific Railway provides twice daily passenger service in each direction. A well-equipped station and express office take

care of the needs of those travelling. Freight shipments to and from the mill, however, provide the bulk of the business for the railroad, and to facilitate its handling, the railway has constructed several storage tracks and switching layout. In addition, a long passing track enables mainline meets to take place here, and a large capacity standpipe allows railroad engines to replenish their water supplies.

Gravel for roadbed maintenance is obtained during the summer months from a gravel pit about three miles south of Marathon, operated by the railway.

COMMUNICATION

Communication with the outside world is available through the facilities of the C.P.R. Telegraphs, and also through those of the Longlac Telephone Company, whose lines are linked with the Bell Telephone Company's transcontinental lines. The town itself is provided with telephone service through the Mill Division switchboard, and the area beyond the town by the Wood's Division bush telephone lines. The latter are single wire ground return lines which radiate from the Woods Office - at Peninsula - to Port Munro in the north, Mouth of the Pic in the south, and the Lower Pic valley via Camp 19 in the east and north-east.

In addition, the Company's radio communications network links the mouth of the Pic, the Tug Peninsula, and various radio stations in the Lower Pic region with Marathon. In an emergency, an additional radio circuit is available on the Marathon-Stevens link. High frequency Frequency Modulation Radio is used in this work.

ROADS

The road system within the District is based upon the woods roads servicing the operating camps in this area. These roads radiate from Peninsula, to the north-east to the airdrome and Camp 19, to the south-east to Camp 14, and to Penn Lake.

The main road is the Camp 19 road, which is approximately five miles long

and loads from the C.P.R. at Peninsula to Camp 19 on the Pic River just south of the northern boundary of the Improvement District. This road for the first three miles -- to the airdrome and the Trans-Canada Highway crossing -- is a good gravel road wide enough for two cars to pass at speed. It has a fairly steady climb from Marathon, but no exceptional grades.

Beyond the Trans-Canada, the road narrows, and is not nearly as good a road. It has more and sharper bends and the grades coming up from the Pic are in several places quite stiff. However, almost all of the way the road is an all-weather road. During the summer months traffic on this road beyond the airdrome is barred by an iron gate. This is to prevent travellers from going too far afield during fire season.

The road to Camp 14 landing is also an all-weather road except for the last mile near the river where, due to the clayey nature of the soil, travelling is difficult in wet weather. The rest of the road is well gravelled, but is narrower than the Marathon-airport section of the Camp 19 road and has some rather sharp turns. This road provides access to Camp 14, the Pic River at Camp 14 landing, and to Three-Fingered Lake.

Serving Penn Lake, a road leads from Peninsula past the town gravel pits. It is a fairly rough road, due to the heavy loads of gravel which have been carried over it. Beyond Penn Lake, the road becomes little more than a bush haul road and is entirely unsuited to light vehicular traffic.

TRANS-CANADA HIGHWAY

The Trans-Canada Highway from Port Arthur to Sault Ste. Marie, begun during the last depression as a relief project, has never been completed. However, it is in a fairly well advanced state of construction and requires but a little additional work to complete. In the section which traverses the Improvement District, two short stretches of the roadbed have been utilized, but elsewhere no use has been made of it. It is hoped that

a start will be made to complete the section linking Marathon and Terrace Bay, present end of the highway from Port Arthur. A possible extension to Heron Bay has also been discussed.

AIRDROME

On the flat sandplain north and east of the Trans-Canada Highway -- Camp 19 road junction, the Marathon Paper Mills established an airdrome in 1946. Two runways 3000 feet long and 300 feet wide were bulldozed and levelled and a small shelter and windsock built. This airdrome provides wheeled aircraft in summer and ski-equipped aircraft in winter with landing facilities at Marathon.

Company aircraft make use of these facilities from time to time in the course of company business.

FIRE PROTECTION IMPROVEMENTS

To prevent ground fires from spreading to the town from the bush, or from the town to the bush, a fire guard around the town and mill has been established. This completely isolates the inhabited area from the surrounding forest. A firebreak approximately 100 feet wide has been cut out, and all inflammable material removed. This is to be then ploughed for a width of 10' to 20' to form an effective ground fireline.

In addition to the actual clearing of the firebreak, in many spots it has been thought wise to thin out the forest on either side so as to make it difficult for a ground fire to crown.

DRIVE IMPROVEMENTS

Within the District, two main drive improvements have been installed. One is the Boom at Camp 14 landing -- built in 1948. A powerful gasoline winch set back 200 ft. from the river on a concrete foundation has been placed to control the opening and closing of the big catch boom at this point. At Camp 27, a similar boom has been established to assist

in the control of the movement of the wood downstream.

LOGGING CAMPS

At present the only camp operating with the district is Camp 14, a small shacker operation in the Pic Valley. Here a barn and stable and two or three homes comprise the camp. During the periods of the Drive, Camp 27 and Camp 19 are occupied from time to time.

At Penn Lake, until this winter, a shacker operated cutting fuelwood for the town. However, his contract has been terminated and the buildings are no longer in use.

HISTORICAL SKETCH OF DEVELOPMENT OF 'BIG PIC' LICENSED AREA

by Marathon Corporation of Canada Limited - Woodlands Division

*

1944 Marathon Corporation signed Agreement with the Department of Lands and Forests:

(a) Giving Marathon cutting rights on the 'Big Pic' Concession, the Nagagami Concession and the Algoma Townships, and

(b) Marathon agreed to build a Sulphate Pulp Mill with a minimum capacity of 200 tons per day.

Previous to this date all cutting was done on the lower portion of the Pic River, and the pulpwood was exported to U. S.

1944-45 - Camps operated along Lower Pic, some using prisoners-of-war.
- Development of Upper Pic started out of Stevens.
- First cutting done at Camp 1, on White Otter.

1945-46 - White Otter driven for first time, Spring 1945.
- Pilot camp opened at Hornepayne to train men for Mechanical Logging.
- Four camps operating in Stevens District.
- Mill started operating September, 1946.
- First aircraft purchased.
- Airstrip laid out at Marathon.

1947 - 2nd week of June holding grounds at Mouth of Pic washed out in Spring flood. An estimated 70,000 cords were swept out into Lake Superior. This was largely salvaged due to favourable wind and water conditions. Raft was estimated to be 45,000 cords and is believed largest ever towed. This accelerated the program of flood control planning and dam building.
- Caramat site selected.
- Permanent camps first recognized in planning at Caramat. (Forest area reserved for cutting from each permanent camp.)

1947-48 - Logging Operations closed down on the Lower Pic except for clean-up.
- Pilot camp at Hornepayne closed and men and machines moved to Stevens.

1948 - Klinestiver Road reached Manitou Falls.
- Infirmary opened in Stevens.
- First 'drive' over High Falls - a drop of 116 ft.

1948-49 - Two camps fully mechanized.
- LeMay Road completed.

1949 - LeMay Road connecting Stevens and Caramat via Camp 5 by road, completed.

1949-50 - Bundle Yarding, which was to become standard method of handling small diameter wood, was first tried.
- Butcher Shop and Laundry built at Caramat.
- Propane gas used for cooking purposes.

1950-51 - Horse operation at Camp 2 was last of horses for logging on Pic.
- Introduction of large 2-story, H-type dormitory, at Stevens.
- Night operations in slashing and bundle yarding tried and proven practicabl

1951-52 - Location of Hillsport Working Circle headquarters (future Camp 25) and start of camp construction.
- Headquarters for Stevens Working Circle moved from Camp 2 to Stevens (Camp
- Start made on Harkness and Conley Roads.

1952-53 - Slashmobile built in shop at Caramat first tested - very successful.
- Geco Mines staked, much activity over whole limit.

1953-54 - Radio Yarder-Signal to replace the lines strung along the ground, tried at Camp 24 and found successful.

1954-55 - CNR constructed Spur from Hillsport to Manitouwadge.

1956-57 - Completion of Camp 54, with closing of Camp 53.

1957 - Highway connection completed between Caramat and Highway 11.

1958 - First delivery of Chips from sawmill residue.

1959 - Illegal strike in Woodlands operations - January - March.
- Hydro Electric Power available at Caramat.

1960 - Sub-Division at Caramat registered and sale of lots possible.
- Opening of Service Station in Caramat Sub-Division to service public.
- Intensified investigation into logging methods and equipment:
  a) Yarding tree lengths with small tractors - Camp 25.
  b) Hauling in tree length to dump - Camp 25.
  c) Spruce Harvester
  d) Small Yarders
- Hydro power extended to Stevens and Mouth of the Pic.

1961 - Marathon signed first 'Industrial Road Agreement' with Department of Highways.
- Exchange of Boyce and Clavet Townships for area north of Hillsport.

Geo. R. Sonley
Port Arthur
August 2, 1961

HISTORY OF THE PIC

as told by Peter Moses

date

Peter Moses was born at Angler over 75 years ago. The Mouth of the Pic was then known as Fort Pictic. It was developed under the auspices of the Northwest Fur Trading Company which was later taken over by the Hudson's Bay Company. Long before the Iron Horse, the Great Lakes Wheeler plied up and down Lake Superior.

It was a gala day for the Mission when the great steam powered Side Wheeler docked at payday for the Indians of the Mission. The Indian Agent would start out with his money bags from Sault Ste. Marie and call in at Garden River, Michipicoten, Fort Pictic,(which is now our rafting camp) Pays Plat, Nipigon and Kaministiquia (Kaministiquia meaning Bad Waters). The big Side Wheeler would then return,calling at the same ports.

Peter Moses has made at least six trips in the early days from Pictic to James Bay, to get badly needed supplies; also to bring in shipments of precious goods from James Bay to Pictic, hence on to other points such as Nipigon, Prince Arthur Landing. It would take at least six weeks to make the trip up, or we should say down, after reaching the Height of Land. The route taken was to go up the Pic River, then on up the White Otter, portage over to the Nagagami River to the Kenogami and hence on to James Bay. The only food carried by the travellers was dried or smoked fish. The rest of their fare was shot or caught while travelling. The return trip was always more difficult because the load carried by the Indians was always much heavier and the portages steeper and harder to climb.

The waters of the North Watershed were faster and more rocky, and many times the paddles were useless and the voyagers would be pushing their boats and freight canoes up the turbulent waters with long poles. They packed their loads over rough and rugged portages. Many an Indian would finish a day's trek with the blood running down his face where the tump line had cut his forehead.

The return of the voyagers to the Mission at Pictic was always an excuse for a grand celebration. The fear of the overseer or father of the Mission at such celebrations, might provoke a war dance to which there seemed no end.

The days before the building of the C. P. R., white man and Indian alike were at times forced to live on potatoes, fish and wild game. There was no sugar, no salt and no beer.(at this point Peter smiled). There were lots of beaver, mink, martin and lynx, also millions of rabbits. There being an abundance of game, the lot of the Indian was much easier than it is to-day. Peter shrugged his big shoulders, on which many a packsack has rested, and with half a smile said, "White man he spoil country. He scare away beaver, mink and martin. The rabbit pot she no more got rabbit. White man not only scare away Indian big game, he cut down tree, make desert where nice forest should be." Here Peter goes on to tell of the first pulpwood cutters who came in from across Lake Superior. Among the first white men to

cut pulp at the Mission was Joe Whalen. This pulp was loaded onto old-time barges at Pulpwood Harbour. Next to come was Joe Beggs, who cut right at the Mouth of the Pic. Most of this wood was shipped across to Ashland, Wisconsin. At this point Peter nudges Philip Twance, who claims to be older than Peter and was born at Manitoumsh Lake. Peter says, "Philip you remember long time ago Pic River she get mad at white man. She no bring wood for white man, she keep ice. I think this year, maybe, Pic River she keep her ice 'til May. Peter then asked the interviewer, "You see my wife? She work for Marathon, at my birthplace, Angler". Peter smiled, grinned as the photographer flashed his bulb to take his picture. Upon taking leave of Peter, he made the photographer promise he would get a picture of himself. He also wanted the name of the big boss so he could get a job. His parting words were, "Me work good. Young Indian like young white man, he lazy."

* * * * * *

INTRODUCTION

HISTORY OF LOGGING ON THE PIC AREA

The attached draft copy is the work of several authors. N. Kissick started the work by gathering and classifying relevant data on forests, opening-up plans, and logging. Norm left the company before completing the project.

Later Dave Mason gathered up the threads and completed a draft copy dealing with the area from the beginning to and including the year 1956-57. Several copies were made and distributed to the "Old Timers" for comments, additions and corrections, of which almost none were forthcoming.

In the Spring of 1968, Ralph Birston spent a short time reviewing and classifying the material available from the Marathon Couriers. He had to leave for the summer field work and never did get an opportunity to return to this project. I do not believe that all the information has been exhausted from the Couriers. The notes which Ralph made are on file in the Forestry Section.

Early in 1969, it fell to my lot to pick up the threads again. Mason's manuscript to 1957 was accepted and work started on the period 1957 to 1968 inclusive.

For the four-year period 57-60, there seemed to be a shortage of recorded historical facts. However, it is hoped that there are enough incidents to recall others to those who read this and that they will take the time to report them so they may be included thus adding to the history.

7. Roads
8. Safety
9. Health - (hospitals, doctors, nurses, ambulance, airplane, e
10. Unions
11. Strike
12. Education - Schools and teachers, busses, Manitouwadge, Geraldton
13. Community Clubs
14. Move from Stevens to Caramat
15. Hydro at Caramat & Stevens
16. Fish Camp
17. Purchase of Sawmill chips

To accomplish this, I think it would be best to ask individuals who are knowledgeable about a subject to prepare a report. For exam Mike Tateishi might be asked to write up early days of mechanical logging and safety; Len Devine scaling; Mrs. Hupka - Health; Bud Black - Fire Control, etc.

G.R.Sonley
May 26, 1969

Geo R Sonley.

MARATHON CORPORATION OF CANADA
LIMITED

INTER-COMPANY MEMORANDUM

USE SEPARATE SHEET FOR EACH SUBJECT

File 203

FROM D. C. Mason TO P. V. LeMay

SUBJECT Pic Logging History DATE February 1, 1957

The attached rough draft of Pic Logging History has been put together from material gathered over the past few years by various personnel. Annual operational reports and production reports were used to obtain much of the information. The "Courier" was a ready source of notes throughout the years.

The History, such as it is, is by no means complete. Before continuing along any one trend, it is felt that what has been written to date should be reviewed by various Company personnel. Your criticism of the History in its present form would be appreciated, as well as suggestions for improvement, by way of contents, form of presentation, etc.

Production reports on a yearly basis have been set up and summarized up to and including 1955-56. Maps of camp cuts have also been completed for this period.

Once the final form of presentation is agreed upon or set, it will not be difficult to add each succeeding year's activities to the History.

D. C. Mason.

DCM:nj
Enc.

cc: Please review and pass on as listed:

Port Arthur - W. E. Mair M.
G. R. Sonley
W. Forrester F.

Caramat - W. D. Harkness
J. H. Jamieson
E. A. Lunam
N. Husak

Mar 21/57

Form 27

PIC LOGGING HISTORY

HISTORICAL

Fur Trade:

A little less than two centuries ago, Lake Superior was reached by the first white men who portaged their canoes along the banks of the St. Mary's River. These explorers, out to win fame for themselves, sought out new lands to claim for their country. In the wake of these followed the priests and traders, the priests seeking converts to their faith from the Indians in this vast region, and the traders seeking new sources of fur for the large and valuable market in Europe.

It is recorded that as early as 1765, canoes passed the mouth of the Pic. Trading posts were established at favourable locations along the lake shore to carry on trade with the Indians. One of these was Fort Pictic, established at the mouth of the Pic, the remains of which can be seen to-day. Many of these "cote fortes", as they were called, banded together and came to be known as the Northwest Fur Trading Company. For many years, this company controlled the north shore country, later to be taken over by its rival the Hudson's Bay Company.

To tap the vast inner regions of this country, rivers along the shore were explored and the Pic was one which gave access to Hudson Bay. Evidences of these old routes can still be seen up the Pic at Manitou and High Falls. Routes varied and one could go up the White Otter River from the Pic, portaging over the height of land to the Nagagami, thence to the Kenogami and Albany Rivers to the Bay. Another route was up to the headwaters of the Pic, across to Pagwachuan Lake and down the Pagwachuan River finally joining the Kenogami River. Still another called for a portage from the head of the Pic over to LongLac and so on to the Bay.

It is said these trips took six weeks of hard life and struggle to complete.

Meantime, on Lake Superior, side wheelers plied the lake making ports of call at the various missions and posts along the north shore. Starting at Sault Ste. Marie, the side wheeler made its way up as far as Kaministiquia, calling at the ports on each trip.

Railroad:

C. P. R. - Early in 1883 the C. P. R. reached Lake Superior near Heron Bay. This railway was constructed as a condition on British Columbia's entry into Confederation in the latter part of the nineteenth century. Peninsula was built as a construction and supply camp to fill the need for a port through which to bring supplies during the summer months. Peninsula grew and became a hive of activity as the railway construction supplies poured in and the road pushed further west along the north shore. The wildest and wickedest spot in Northern Ontario was Peninsula's reputation during these years, but it soon dwindled in importance and became a ghost town leaving only a memory and its name on the section house to indicate its past glory. Peninsula lay to the north of the present Marathon business section.

C. N. R. It was just before the First Great War that the C. N. R. constructed its South line. This became the mainline when Nakina and LongLac were joined and its the line which serves the Upper Pic area to-day at Hillsport, Stevens and Caramat. Mining development in 1953 in the Manitouwadge area eventually brought about a C. N. R. spur line from Hillsport to Manitouwadge. This line was joined at the mine area with the C. P. R. which came north from C. P. main line.

completed?

Quarries:

Around 1930, some quarrying was done for black and red granite in the area just north and west of the Peninsula section house. This granite was highly desired as a building material and was shipped in considerable quantities to the eastern parts of Canada and northern United States. This operation was not large and the duration of its life was relatively short.

LOGGING HISTORY:

Logging 1916-1936:

It was not until midway through the first Great War that logging became an important industry in the Lower Pic region. In 1916, the Pic River Pulp and Timber limit was created, and on December 1st of that year it was sold by tender to J. J. Carrick of Port Arthur. Between 1916 and 1923 the limit changed hands a number of times until on November 8, 1923, Great Lakes Paper Company obtained full control of the limit. From 1923 to 1937, most of the cutting was done by Pigeon Timber Company under agreement with the Great Lakes Company, with areas cut being those readily accessible from the river and from tributary streams.

General Timber:

In 1937 a general re-allocation of timber and pulpwood limits was made and the Pic River Concession passed into the control of the General Timber Company on March 31st, 1937.

This newly acquired subsidiary of the Marathon Corporation began logging the Lower Pic Area to supply pulpwood for Marathon's mills in Wisconsin. The early logging operations never extended more than forty miles distant from Lake Superior at any time. Typical too of these early operations was their proximity to the Pic River and its tributary streams.

The majority of the pulpwood from these operations was driven to the mouth of the Pic, made into rafts and towed across the lake to be utilized by the mills in upstate Wisconsin.

These operations were centred about a depot established at Peninsula and a road was built from the Depot to the Pic River at Camp 19 to service the camps upstream.

An Order in Council passed by the Ontario Government in 1943 cancelled the cutting rights, and Marathon Paper Mills of Canada assumed control of the logging operations and entered into an agreement with the Ontario Government.

Marathon Logging History:

It was during 1943, then, that Marathon logging history began and the course of the Company's progress shall be followed from this point in chronological order. Early records are not too numerous, and voids in the history will doubtless appear throughout the early years.

1943-1944 Marathon Paper Mills of Canada Limited entered into agreement with the Crown for the Pic and Nagagami Concessions early in the year. The agreement concerning the Pic River Limit finally came into force on March 6th, 1944. During this period of negotiation, an official party of the Company inspected the site and tentatively located the proposed Sulphate Mill. Preliminary layouts and engineering designs were initiated in September of this year. The construction of the mill was one of the terms in the agreement by which Marathon obtained the Pic River Limit.

Meanwhile, logging operations were continued. Originally started this year by the General Timber Company, Marathon assumed control of the operations in the fall. Although actual logging history is scant for this year, there are one or two interesting notes.

During the war years, the Dominion Government requested that birch fuelwood be cut for use in certain sections of the country which were threatened by a fuel shortage. This cut was completed in October, but no great urgency for delivery of this wood was shown due to mild weather. As a result, this wood was not delivered to the railway until the winter of 1944-45.

Approximately one hundred German prisoners of war were accommodated in Camps 34, 35 and 37 during this year. These men, with their Army guards and civilian staff were taken up river to the camps by scows. In the camps, they learned on the job the arts and skills of a bush cutter taught by patient instructors.

Production was not extensive and approximately fifteen thousand cords were produced on the Pic River and its tributaries. This wood was the last to be driven and rafted to Ashland, Wisconsin.

Meanwhile, in the Upper Pic, the invasion of the White Otter River area had started. A party had established themselves at what is now Stevens and originally called Stevens Spur on the establishment of the Depot there. As the Depot was in process of construction, a road was pushed almost due south toward the White Otter River.

1944-1945 In April of this year, the first ground was broken by the Foundation Company for construction of the mill. A considerable portion of the year's work was devoted to camp construction, road and railway facilities were laid in and permanent housing in the townsite was the keynote in this year's construction. Work on the mill proper was limited during the fall and winter.

Peninsula began to boom with the construction activity going on once again in its midst. However, Peninsula was doomed and in October the name was officially changed to Marathon.

While interest was high and mounted daily, with attention focused on the new mill and town being carved out of the wilderness, activity in the woods was no less important. The Woods Division set about its task of supplying the raw material to feed the digestors of this new-born mill.

Holding grounds were in the process of construction at the Mouth of the Pic, for here all the wood produced on the limit and driven down the Pic would be handled before delivery to the mill. Piers and cluster pilings to support the heavy cable booms were installed. The tugs "Handy Andy", "Ella H" and "Obabika" were being prepared for the drive which would handle this year's production from the Lower Pic and White Otter. 300

Meanwhile, woods operations were being carried on in the Lower Pic area. Seven camps opened up, three of them for prisoners of war, with an estimated total cut of 42,000 cords. Contracts were let out for 3,000 pieces of piling to be used in the mill construction and a sawmill was set up to supply the necessary lumber. These two operations were expected to bring another 4,000 cords of pulpwood.

A phone line had been installed from Peninsula to Camp 19, and the line was cut out to extend this service to all camps. Plans were made to complete the road from Peninsula to Heron Bay and the Mouth of the Pic.

At the same time, the Stevens District was a hive of activity. Most of the original buildings were built this year. A sawmill had been set up 1½ miles south of Stevens and was producing lumber for the construction of buildings at both the depot and the camps to be built later in the year. The road was pushed further south and reached the White Otter River in the summer. Cruising carried on in the area and a survey was made on the driveability of the Chain Lakes which approximately parallel the Klinestiver Highway. During the summer months, the White Otter was improved for driving, the drive of '45 was to be the first time this section of river had been driven.

Camp 1 was located at the end of the Klinestiver Highway beside the meandering White Otter River. Built in August, the camp soon rang with the noise of axes and saws as the cutters arrived to take out the first cut in this district. The late summer cut was made in the Jackpine stands north of the river and east of the highway. The winter cut was on both sides of the river, east of the camp in the White Otter Valley and as far as Reeves Brook on the south side of the valley.

A few months later, in October, Camp 2 was completed at a point approximately mid-way between Stevens and Camp 1. This was operated as a contractor's camp with the first cut being taken immediately east of the highway near the camp and south thereof.

Wood from this cut was dumped on Ramsey Lake and Camp 1 dumped onto the ice in the river.

Stevens Spur became Stevens in January of 1945 with a mail stop east and west, each day but Sunday.

In February, the first issue of a monthly paper was published. "The Marathon Courier" was put out "by and for employees of Marathon Paper Mills." It was not a new venture by any means, but was probably the first one of its kind in the pulp and paper industry at the Lakehead.

An early step toward mechanization of logging was taken at the close of this operating year. A small area near Camp 2 had been set aside for a trial operation of the "tractor and arch" skidding method of logging. Trees were felled and limbed in the regular manner but not bucked up. The tractor-arch combination skidded out the tree lengths which were bucked into 8' bolts by a wheeled Lowther saw. The bolts were loaded directly onto sleighs and hauled to the landing.

1945-1946 The drive this year was accomplished in good order. One hundred miles of river were driven, sixty of which had not been driven before. The

Also during this period the system of reporting has changed from an operating year to a calendar year. This results in some apparent errors when referring to volumes cut and dates some projects were started or completed.

Over the years with changing personnel and conditions, it is evident that there has been a change of emphasis in reporting. Kissick's purpose was to record the forest management data of significance such as volume and area cut annually in each working circle. This ~~si~~ is supported by maps, lists of supervisory personnel and other data. Mason was more general in his reports. ~~while~~ I tried to ~~direct much of the information available from other reports and~~ record only those items which show the development through the years, for example, the change from manual operations to cable yarders to wheeled skidders, etc. Data relative to volume cut and delivered are available from other sources and need be mentioned only occasionally to advise the reader of general trends over the years.

In future I would suggest that each year's performance should be written up at the time the annual operating reports are prepared. Most of the significant items should be mentioned in the Department Reports. I would also suggest that as well as a chronological record, as this is, there should also be chapters written on such projects as:

1. Fire Control
2. Forestry, Mapping, Cruising
3. Regeneration (agreement, + tubelings $\leq k$)
4. Management by working circles
5. Mechanical Logging - Marathon's part in developing
6. Wood measurement including butt scaling, weighing, cruising, EDA, regulations, domestic licence.

White Otter, improved during the previous summer, proved to be an easy stream to drive. With most of the wood on the ice in the Pic and White Otter Rivers, the drive was underway early in the year, the first raft being delivered to the mill pond on the 22nd of April. The final raft reached Marathon on August 27th and straightaway the crew began maintenance of boats, and booms for the next year. Over the winter months, two new piers were put in place along with some pile clusters. Most of the piers were sheeted on the upstream face this winter also.

Operations were carried on in both the Lower Pic and White Otter. While the emphasis was tending to swing toward increased production in the Stevens District, the Lower Pic was once again very busy. Five small contractor camps were in operation again and three P. O. W. camps were producing pulpwood. A new camp, Camp 50, was completed by August and a sawmill was set up there to produce 500 thousand feet of lumber.

Camp 14 was the smallest producing camp and approximately fifteen hundred cords were truck hauled to the mill. One camp was producing sixteen foot wood and most of the 35,000 cords produced were dumped on the Pic River while Camp 47 dumped on Cirrus Creek.

With a quota of 65,000 cords, the White Otter district was very active with camp and improvement construction. Camps 1 and 2 were again producing, Camp 4 was constructed at Ramsey Lake and Camp 3 was built on the White Otter in August. In late winter, Camp 5 was started, but did not produce to any extent other than what was required for camp site clearing.

Camp 1 cut was again manual with sleigh haul. Some clean up cutting was carried on along the Klinestiver Highway north of camp in patches of timber left adjacent to the previous year's cuts. The bulk of the cut, however, was south and east of the camp in the stands of timber south of the river. Although the cut in some places extended about a mile or so back from

the river, most of it was relatively close to it.

Opening at first as a company camp, mid-June found contractors taking over the Camp 2 operations. Landed on Ramsay Lake, the cut was taken from the area east of the Klinestiver Highway and north of Ramsay's baseline.

As the Klinestiver Highway was pushed to the south, a branch road to the west was built to reach the White Otter River. Construction started in July and the Camp 3 cut was underway in late August. Carried on until spring break-up, the cut was taken from the east slopes of the White Otter and the area adjacent to the flats. An eight-foot cut with sleigh haul to the river, the cut was scattered due to handpicking of the best of timber.

Camp 4 was constructed in mid-June and was operated as a contractor camp. Situated on Ramsay Lake near the dam, the camp's cut was taken from the area east of Ramsay Lake and north of the White Otter River.

Camp 5 as mentioned earlier, was built late in the year and construction over the winter months saw it nearly completed by spring. Some twenty acres were cleared for the camp site and the wood thus produced was the only production during the year.

As usual, most of the wood was landed on the ice. The haul which began the first week of December was completed by early March. Only a few storms and two days of rain held up the haul.

With production efforts gathering momentum, development of the White Otter District was essential. New camps were being constructed. Camp 1 found carpenters busy building forty portable camps. Built on skids, these buildings would be towed by tractor to newly cleared camp sites. Lumber for these camps and other construction was produced by the Stevens mill which in December completed its second 500 Mfbm contract.

The Klinestiver Highway was pushed further south. Started in June, five miles of road plus a mile of branch road was completed by October.

Late winter found the road extended to within seventeen miles of Manitou Falls. Over the winter, the right-of-way was cut out in preparation for construction the following year.

Over the year, too, several dams were completed or were under construction. Ramsay Lake, White Otter and Stilwell Lake were started and plans for a survey and construction of a dam at Kagiano were made. Actual construction on Kagiano began in the New Year, and due to its location, most of supplies were flown in.

A twin engined Cessna aircraft was purchased from War Assets in December. Two runways were laid out at Marathon and a base was made at Ramsay Lake for the float-equipped aircraft.

The establishment of a special training camp near Hornepayne where war veterans would be taught methods of mechanical logging, was undertaken by Marathon in co-operation with the Department of Veterans' Affairs. Built during the fall at Government Lake southwest of Hornepayne, the camp received its first group of trainees in February. Object of the five-month training plan was to attract young men to woods operations by mechanizing every operation possible. Machines of latest design were included in the school's equipment.

1946-1947 The drive this year was a difficult one. With lots of wood and little water the drive crew had a difficult job delivering the wood. One jam in mid-summer at Camp 50 was said to be 15 miles long. A large fire at Camp 50 marred the summer too, and the smoke was seen for many miles around.

To aid in the delivery of wood from the Mouth of the Pic to the mill, the company purchased a retired naval tug. One hundred and four feet long and with a 1,000 H. P. diesel engine for power, the newly christened Peninsula was put into service by mid-June.

Woods operations were geared this year for production of 130,000 cords from the Lower Pic and White Otter districts. In the Lower Pic, nine camps plus a shacker operation at Heron Bay produced in the neighbourhood of 36,000 cords

Camp 50 was the largest producer with close to 12,000 cords.

In the White Otter District eight camps produced close to 96,000 cords. Four new camps were in production this year - 5, 6, 7 and 9.

Operations in the Camp 1 area were carried on south of the river and west of the Klinestiver Highway. Produced manually all wood was delivered to river landings by horse drawn sleigh.

Camp 2 operations this year were taken over by the company. Taken mainly from the area east of the Highway and north of the camp, most of the wood was hauled to Ramsay Lake again while some was landed on Nifty Lake. International wheeled tractors (ID-9s) were used to haul sleighs from concentration points to the landings on the two lakes. (Camp No. 11

Carrying on from the previous years cut, Camp 3, under company control this year, cut along the east bank and slope of White Otter north of the camp. Some patches left from the previous year's cut were cleaned up. All wood was landed on the river and cutting carried on until late March, 1947.

While production was mainly a 8' manual operation, Camp 4 this year carried on a small experimental cut using tractor and arch techniques on the sand plain west of the camp and adjacent to the Camp 4 road. The main cut was taken from stands south and west of the camp with some cutting north of the previous year's cut.

Two fires marred the Camp 4 operations. In July an open fire made by a cutter burnt some 100 acres of cutover and the stands around the south-east and east shores of Ramsay Lake. The second fire occurred in August destroying the cookery and warehouse.

Camp 5 operated as a company camp, cutting stands adjacent to the river north of Everest Creek and east of the White Otter. A manual 8' operation, the wood was sleigh hauled to landings along the banks of the river.

Early in the summer, portable camps built at Camp 1 were towed over the road extended eastward from Camp 4 to establish Camp 6 on the banks of the White Otter. A jobber camp, the cut was taken from stands immediately north of the river and west of the camp. Horse and sleigh haul landed the wood on the White Otter landings.

During the summer and fall, a bridge was built over the White Otter and a road built to the south-west of Camp 6. The road was extended approximately 2½ miles and Camp 7 was built on the shores of Reeves Lake. Operated as a contractor's camp, the wood cut from the soft wood stands north and east of the camp was sleigh hauled to the Camp 6 landing.

Jobber camp

Built on the Klinestiver Highway approximately a half mile north of Camp 5 forks, Camp 9 was a manual camp, cutting north and west of the highway. Two haul roads were pushed to the northwest and the wood was landed on the east bank of the White Otter River.

The pilot camp at Hornepayne was in full swing. The road to Government Lake was rebuilt to ease transportation difficulties. By late December, the first Nesco slasher was delivered and ready for trial operation. Power saws were being used for felling and cat-carts and sulkies were used for hauling the wood from the bush.

Improvements were carried on, more dams were completed and the road pushed further south. Rocky Lake dam north-west of Camp 5 was completed and also the White Otter Lake dam, although this project was held up in the spring due to weather conditions.

Stevens was expanding. A school had been built this year and ten new residences were completed by Christmas.

Woods workers went on strike in the fall during contract negotiations. The operations were shut down completely for approximately ten days and

all personnel except the necessary staff left the camps. Once the contract with the Union Local was signed, the men soon returned to work.

1947-1948 The early part of the year saw the drive being accomplished normally. In the second week of June, however, continuous rains over the Pic Watershed caused the river to reach flood proportions and at one point the water was 35 feet above normal summer level. Piers in the holding ground were undermined and were swept away allowing six thousand cords to float out into the lake. The evening saw the Camp 50 boom give way and 20,000 cords went rushing down the river. The next morning the wave of wood and water hit the Camp 14 boom breaking the cable which had a strength of 119 tons. This allowed an additional 56,000 cords to pour out into the lake. Although booms up the Pic at Manitou Falls, Mouth of the White Otter and Camp 5 were closed, the force of water and wood against the boom at Manitou caused it to lift and release several hundred cords. This performance was repeated and later it broke, allowing more wood to escape. All told, it was estimated that 70,000 to 75,000 cords of wood washed out into the lake. With the aid of tugs from other companies, the Peninsula was able to gather up most of the wood in booms of forty and fifteen thousand cords. The remainder of the wood was picked up without undue loss of time. Conditions for this salvage work were favourable. Had they not been so, the wood could have been scattered far and wide on Lake Superior and the loss could have been considerable.

Except for one small operation of 2,100 cords and some salvage and carry over clean up, the Lower Pic operations were almost closed out this year. The White Otter District, however, was in full production with ten camps operating. Camp 8 was built on the Klinestiver Highway approximately mid-way between Camp 5 and Manitou Falls. With only a small manual winter cut, most of the wood was produced from the highway right-of-way clearance using drag line and trucks.

1946-47

1947

Camp 11 was built north and east of Camp 4 on the shores of Nifty Lake. A manual cut taken from the stands mainly south of Nifty Lake, the wood was landed on Nifty Lake and Stillwell Creek.

Mechanical logging techniques were deemed sufficiently advanced to move operations from the Hornepayne Pilot Camp to the full camp stage. Camp 2 was the location chosen and upwards of 22,500 cords were produced in this manner. The broken outwash sand plain centred about the Klinestiver and Camp 4 roads was very rough due to the numerous kettles which had prevented a manual operation. The operation consisted of tractor-arch yarding and the flying skidway slasher. Hauling was by truck to the landing.

Camp 3 had a five thousand cord mechanical operation along with the regular manual operation which was taken out of the stands on the west side of the river. The mechanical operation was conducted in a predominantly poplar stand, which had been chemically treated the previous year. Beginning in the early days of January, 1948, tractor-sulky yarding with a flying skidway slasher were used.

The remaining camps produced manually and by mid-February the total cut was some 110,800 cords with 84,000 hauled. The year-end report gave a total of 136,000 cords which with the 9,000 cords of purchase wood was the production of the Woods Division.

Development of the White Otter District was increased. The Klinestiver Highway reached Manitou Falls in January and on the eight of January the first truck drove in. Portable camps from Camps 6 and 9 were moved and the road camp moved to Manitou in late January. Camp 108 hauled to Manitou Falls in the latter part of the year.

An 8-bed infirmary with a full time doctor was established at Stever to look after sickness and accident cases.

Name? Doctor Henry

Begun in 1945, the radio network was increased and covered the following points: Stevens, Caramat, McKay Lake, White Otter Lake, Kagiano, Manitou Falls, Marathon, Mouth of the Pic and the tug Peninsula. In later years the system was changed about and each main operating camp was equipped with radio communication.

In November, 100 Displaced Persons were landed at Stevens. Taken to Camp 108, these European people were instructed in woods work and soon adapted themselves to bush life.

After the June flood of the Pic River, a study was made of the Pic and the water control problem was examined in full. Although at the end of June twelve dams were already constructed, it was proposed that ten more should be built. Some of those already built and some in the proposal were discarded due to the small reserve of water held back by them. Along with the proposed dams, improved holding grounds on the Lower Pic were suggested. The trip booms at the strategic point up the river were to be powered by large winches and the booming and rafting arrangements at the Mouth of the Pic were to be improved.

Increased wood requirements of the mill at Marathon necessitated further development of the Pic Limit to meet the demands. Accordingly, in August, '47, plans were laid to open up the Upper Pic area and at the same time close the Lower Pic operations. Briefly, the plans were as follows: (1) Locate and build a new Depot; (2) Six to eight miles of haul road to be built; (3) Improve the Upper Pic River for driving and (4) Construct one or two operating camps.

The December, 1947, Courier reported that the development in this district was progressing as follows: (1) Caramat - the chosen depot site had been surveyed and laid out; (2) Construction of buildings was beginning; (3) The road location south and to the Pic River was O.K.'d and clearing was to begin shortly; (4) McKay Lake dam was under construction and the flowage wood was to be cut the next summer; (5) Waboosekon dam site located.

The development of the Caramat District was to continue during 1948 and 1949 and eventually lead to the opening of the Kagiano District. At the same time, Manitou Falls was to be the location of a new camp in the Stevens District.

1948-1949 This year's drive saw the most wood yet delivered from the Pic and White Otter rivers in spite of the fact that because of fire the drive was closed for a period of twenty-six days in mid-summer. It was during these fires that Camp 41 was destroyed. The large winches to power the holding booms had been installed at Manitou Falls and the Mouth of the Pic in time to be in service during the drive.

Operations in the Lower Pic area were again very small. Slightly over 3,000 cords were produced this year through contractors and a small shacker operation at Heron Bay.

The White Otter District was in full production, producing over 131,000 cords, while the Upper Pic in the process of development and opening up produced some 19,000 cords. Operations in the two districts were mixed, that is some were wholly manual, some wholly mechanical operations and others were a mixture of both methods of operation. Mechanized operations produced close to 65,000 cords this year and the balance was produced manually from camp operations and various construction projects.

Manual camps were as follows: - 4, 6, 11, 12, 52. Camp 12 had been established at Manitou Falls and although a quota of some 20,000 cords had been set, production here was only 700 cords due to a cut back in production. Camp 52 was a new camp established in the fall on the Pic River about a mile below McKay Lake.

Two camps were wholly mechanized, Camp 2 and Camp 51 established at Caramat in September. In addition to the tractor-sulky skidding to the slasher

attempts were made to yard tree length to the slashers directly by means of yarders.

Mixed mechanical and manual operations were carried on at Camps 1, 3, 5 and 8. Due to a shortage of skidding equipment, Camp 5 used horses to skid tree length to the slasher. Camp 8's cut was on both sides of the highway in the camp area and it continued to clear the right-of-way to Manitou Falls landing most of the wood there.

The development of the end haul late in operating year was an innovation which was to change mechanical logging considerably. This new end haul was to allow stockpiling of tree lengths by yarders well in advance of the slashir The end haul was the means by which the tree lengths would be taken from the stockpile and placed on the rollway of the slasher. Because of this, tractor and sulky skidding was soon to disappear from the operations.

During the year, the LeMay Highway which was to join Camp 5 and Caramat was under construction. By December, the road gang working from Camp 5 had pushed past the High Falls trail and were approaching Haggerty Creek, seven and one half miles from their starting point. Meanwhile, a crew was working from the Caramat end of the road, and although a frozen road, travel from Camp 5 to Caramat opened on March 19th.

Summer of this year saw crews surveying, clearing and laying out a new townsite at Stevens. Located about three quarters of a mile from the depot, the new townsite boasted water, electricity, and full cement basements. The homes from the depot were moved in the fall and placed on the foundations, the move being completed in the early spring.

With the close of operations in the spring of 1949, Camp 1 operations were merged with those of Camp 2 and physical plant at 1 was closed up and in part dismantled. Portable buildings were moved to Camps 5 and 12 and over the

next few years permanent buildings were diamantled. Two buildings were left for storage warehouses for surplus equipment.

At the same time, Camp 3 was closed down and over the years dismantled. Materials salvaged from both Camps 1 and 3 were used in various construction projects about the limit.

1949-1950 Before the start of the operating season and in fact before the drive was open, meetings were held over a period of a week or so with key personnel attending. Operating plans were discussed, mapping and aerial photography were studied and the newest developments in mechanical equipment were observed. This was the first annual Woodlands Meeting which was to be carried on in the years to follow.

For the first time in history, a drive was taken down the Upper Pic and over High Falls, a drop of 116 feet. The improvement work done on the river and falls the previous year aided considerably in the successful first attempt. McKay Lake dam was completed and gave the added surge of water required to drive the wood through the narrow lakes and many rapids which predominate the upper reaches of the Pic River. The White Otter was full to capacity with all the wood produced in the Stevens' District.

One of the new developments was the end haul on the slasher. Tested late in the 48-49 operating year, the end haul having been proved successful, was adopted and installed on all slashers for the new operating season.

The number of camps operating this season were fewer due to the shutdown of several camps at the close of the previous operations. Camps 2, 5, 12 and 51 opened the cutting; in October Camp 11 reopened as a manual camp and Camp 52 started on the area about the McKay Lake flowage. A new camp, Camp 53, was opened in late January but its production was quite low and was the result of the opening up of the new area.

Camp 2 operated in the area west of Chain Brook from the camp itself south to northern boundary of Camp 1's 1948 cut. Tree length operations accounted for over 23,000 cords, bundle 1,236 cords and a straight manual operation in the large black spruce swamp produced over 17,000 cords. This was the largest single production for any one camp to date. Landings were on the banks of the White Otter River near Camp 1 and on Ramsay Lake.

This was the first year that Camp 5 acted as a compartment headquarters with the result that there was a considerable increase in the year's cut. Operations were carried out in two areas, one west of the camp adjacent to the previous year's cut and the other east of the Klinestiver Highway and south of the Camp 5 forks. Tree length operations augmented in some cases with horse skidding to the slasher produced over 18,000 cords, and the manual and mixed operations produced some 7,200 cords. Most of this wood was landed on the White Otter landings near Camp 5 and also at old Camp 3's landing.

Late in the fall of '49, the bridge over the White Otter River at Camp 5 was completed. The LeMay Highway was now fully graded and gravelled, and access between the Stevens and Caramat Districts complete.

As mentioned earlier, Camp 11 opened in October as a manual camp, operating in an area directly east of Nifty Lake. Landed on Nifty and Ramsay Lakes, the sleigh haul moved some 9,500 cords from the strips. This was the last year of operation for Camp 11 and again various construction projects took the lumber from the dismantled buildings.

Camp 12 was in full production this year, with tree length production over the 34,000 cord mark. The balance of the 38,000 cord cut was produced manually. The cut was south of the camp, and the Klinestiver Highway. It was during the latter part of the year the bundle yarding was tried out at Camp 12.

This new logging method used the tree length yarders to move the cord pile to the front of the strip and load it on a truck in one operation.

Though proven successful at this trial, it was too late in the season for bundle yarding to be adapted over the entire limit.

In the Caramat District, development of the depot and operating camp continued. Camp 51 operations took in three areas. A small area at the end of Lunam Lake Landing Road was cut out to enlarge the landing area. The bulk of the cut, however, was taken from the west of the LeMay Highway about 1½ miles from the depot and another cut paralleling the track, south and east of the depot. Tree length operations produced nearly 21,000 cords, while the eight-foot operation was just under the 2,000 cord mark.

Various construction projects produced some 4,000 cords by way of land clearing for road and dam construction.

Camp 52 at McKay Lake dam opened in October and produced by a manual cut nearly 9,000 cords in an area just east of the Pic River and parallel to it. At the close of the haul, 52 closed down and all personnel and equipment were moved to the depot.

Approximately 15 miles below Caramat and a ½ mile to the west of the LeMay Highway, Camp 53 was being opened up. This location in the Kagiano Compartment was a temporary one until in later years the road to the west was pushed closer to the centre of the Compartment. Manual production here for some 6,700 cords was concentrated in an area bounded by the Pic to the west and the road from the LeMay to the Pic to the north. Landings were made along the banks of the river.

The two depots, Caramat and Stevens, developed steadily over the year. At Caramat, a new butcher shop with large walk-in refrigerators was built next to the warehouse. A laundry which would service all the camps was construct next to the cookery. Even the cookery was the scene of experimental work for propane gas was tried out here for cooking purposes. This innovation in camp cook stoves proved successful and was soon to be adopted throughout the limit in 1950-51.

Below Caramat about 20 miles, a crew was busy building a dam at the outlet of Waboosekon Lake. Completed in early '50 the flood of water released from it aided the drive of wood through Kawapeti Rapids and on to High Falls.

Stevens, too, was busy with new construction. A cookery was built several hundred feet east of the present one and was made to accommodate approximately 200 men, when Camp 2 moved to the depot the following year. A large school was built in the Townsite. A wooden fire tower located about three quarter of a mile south-west of the depot was put up to replace the Department of Lands and Forests tower which was moved to Hourglass Lake near Camp 12.

At the end of the year, Marathon's logging operation was 75-80% mechanical. The trend and development of new ideas was to continue over the succeeding years.

1950-1951

This year's operation saw several improvement projects carried out and completed. At Stevens, a large two-storey H-type dormitory with a capacity of 160 men was built. Hardwood floors, two-man cubicles with lockers, drying room oil fired central heating were some of the features of this new structure. Also at Stevens, a new welding shop was built near the garage.

Ramsay Lake dam was rebuilt and was a concrete structure this time, longer and higher than the previous wooden one. The crew finished the dam in November and moved to Camp 1 to rebuild the bridge over the White Otter River.

A large infirmary was built at Caramat to replace the one at Stevens. A six-bed ward, two-bed isolation ward, nurse's quarters, doctor's office and surgery, were incorporated in the T-shaped building. Upon completion of this building, the infirmary at Stevens was closed down and equipment moved to Caramat.

On the operations, new innovations were thought out and tested. The bundle skidding which proved successful the previous winter at Camp 12 was tried under summer conditions at Camp 53. Operating in what was called a pulpwood orchard, the test of summer bundle skidding was successful and a record which stood for some while was set at 143 cords in an 8-hour shift. Later in the winter months, night bundle skidding proved successful. Floodlights on top of the A-frame illuminated the working area on the strip and the crew wearing miner's lamps had good light at the immediate working site. This system was soon to be adopted over the rest of the operating camps.

Another change in equipment was the change over to side A-frames. Yarders were originally built with the A-frame at the end of the skids at right angles to them. Now, the A-frame is set at the mid-point along one skid and parallel to it. This change aided both in tree length and bundle skidding making moves easier and the machine more stable once in position.

To aid in tree length yarding, spar trees were tested and used in several camps. Mainly single spars, the use of such a spar increased the lift on the lines and it also was a timesaver. From one set-up a yarder could skid in the tree lengths from a 180° arc without a machine move. One spar was set up on a sled and tested out. Although the use of spar trees did show considerable promis they were not used on the operations in the succeeding years.

Slashers had several improvements. The skyline was made adjustable, hydraulic system improved and the top loaders stand was pivoted on the slasher to allow for easier moving and handling. These with several minor improvements improved slashing in the overall picture.

In the fall of '50, a rail strike caused an airlift to be put into action. The Cessna aircraft flew many miles bringing in necessary supplies which were landed on the shores of a lake by truck transport. Later in the year, a DeHaviland Beaver replaced the Cessna aircraft.

A new tug, the Allagash, joined the woodlands fleet in the late fall. It took 34 days for the tug to make the 1,800 mile trip from eastern Quebec to Marathon.

The operational year opened with the drive in mid-May and on May 25th the Camp 52 boom was opened at the topmost point on the drive. The drive went smoothly with no great jams affecting the drive. Waboosekon dam completed in time for the drive aided the Upper Pic drive.

This was Camp 2's last year of operation, in the spring of '51 the men and equipment moved to Stevens Depot to form Camp 24. Over the following year buildings were dismantled and moved so that by '55 none of old Camp 2 was left. Camp 2 operation this year was also the last of any horse operation on the limit. Although some horses were kept around for odd jobs, none were used in an operational sense.

Tree length operations produced some 16,000 cords, while the bundle and manual operation produced nearly 12,000 cords. The operation was north of Camp 2, west of the Klinestiver and on both sides of the Chain Lakes.

Mechanization was sufficiently advanced so that the entire Camp 5 cut was produced mechanically. A total cut of some 35,000 cords, roughly half in tree length and half bundlewood, was taken from the area adjacent to the Klinestiver Highway where the Hillsport road starts and extended along this road for approximately 1½ miles.

Camp 12's operation was scattered through several areas but the bulk of the cut was south of the previous year's cut and on both sides of a narrow arm extending to the south. Tree length operations produced just over 18,000 cords and manual and bundle produced the remainder of the 33,000 cord cut.

Caramat District operated at full force this year. Camp 51 produced nearly 25,000 cords of which tree length was just under 15,000 cords and bundle the remainder. Operations were in two areas, one east of Caramat and north of

the track was the main area. The second part of the cut was a narrow strip on each side of Lunam Lake Landing Road to the west of the LeMay and a small strip north of this road and east of the LeMay. The flexibility of mechanical logging was shown in this area. A rough and rocky section parallel to Lunam Lake was cut for a bundle operation. By use of deadmen in the ice of Lunam Lake for corner block anchors, cables of the yarder were laid in such a way as to skid the wood directly onto the ice.

Camp 53 was in full production producing just over 45,000 cords. This was produced in an area bounded by the Pic to the west and the LeMay and Mair Highways to the east and south. Of the total, tree length accounted for over 17,000 cords and bundle the remainder with only 2,000 cords being a straight manual operation.

All in all some 172,000 cords were produced and landed this year, roughly 87,623 cords were tree length, 79,039 cords bundle and 5,338 cords manual. The woods operation had now increased to 97% mechanical, an increase of some 17% to 20% over the previous year's operation.

1951-1952 April 29th saw the drive opened and rafts began to be spilled into the mill pond soon afterward. High water in the river, although not reaching the flood proportions of the '47 drive, did give cause for concern during the drive. A landslide on the Lower Pic below Camp 12 delayed the drive for some time, but was soon cleared enough to allow the drive to continue without too much interruption.

Operations were carried on throughout the year. Tree length felling continued through 1951-52 right into 1952-53. Yarding in the latter part of the year was hindered by deep snow but once in the freshly felled timber it went much easier. Slashing continued 'til all '51-52 wood was landed and road conditions prohibited truck movement. Bundle operations ceased after the year's cut was out.

During the year, the training programme was put into effect, Camp 53 was the site of yarder training and instruction was given in all phases of the yarding operation plus cable splicing and machine maintenance. Slasher training during the late fall and winter took place on Camp 24's operation. In both yarding and slashing, the trained men were sent to camps as men were requested for these various crews. To receive fully trained or even partially trained men aided the overall camp crew situation.

One new idea appeared upon the operations scene this year. Developed and designed by field personnel, a tmuck mounted yarder was tested in both tree length and bundle operations. An Ocareo winch was installed on the frame of a KB7 truck. Powered by a 100 h. p. gasoline motor, the mobile yarder had a 34' tubular steel A-frame which could be lowered over the truck cab for moving purposes. Telescopic jacks at the rear of the truck aided the stability of the machine while yarding operations were being carried on. Although quite successful in the operations, this mobile machine did have drawbacks, low A-frame giving less lift and particularly poor moveability on the site, more so in the softer sites. The next step in this way was a trackmounted yarder.

To check on fire protection readiness of camp personnel, several smoke-bombs were released in co-operation with the Department of Lands and Forests in May. In every case crews were on the scene with equipment in a very short time. The test was considered a success even though the crews who packed equipment to the scenes of each "fire" were not too appreciative of the hike. Itdid, however, demonstrate that the fire suppression crews were prepared.

Throughout the Division improvements and new construction were carried on to increase general facilities. Among the construction jobs were the following - a cookery at Camp 12, workshop garage at Camp 5 and a Recreation Hall at Camp 53.

The largest project to start in recent years was Camp 25 located at Hillsport. In October, a survey party was sent in to make a level survey of the proposed site. Plans for the camp had been drawn up and soon afterward construction crews arrived upon the scene to begin clearing the site and start actual construction. A permanent camp, it was laid out in circular fashion, with the buildings lined around the circumference. Trees were left standing wherever possible, which added considerably to the appearance of the camp. A 160-man dormitory was under construction by the year end. Though similar in shape and size, the internal design provided two-man rooms rather than cubicles as used in the Stevens dormitory completed the previous year. Other camp buildings as cookery, office staff house and workshops were built during the course of the winter and following spring.

Camp 24 which opened this spring when Camp 2 closed down, operated in the area west of the Klinestiver Highway, Beaver Lake and Lone Isle Lake to the south-west of Stevens. The tree length operation which produced some 23,000 cords began about 3½ miles below Stevens near the Klinestiver. A start was made this year on the Caramat-Stevens road to the west which when completed would make a short route between the two depots. Bundle operations were mainly to the west of this road and produced nearly 11,000 cords.

The road to the east from the Klinestiver Highway and begun by Camp 5 in '50-51, was extended a further 1½ to 2 miles during the Camp 5 operation. This road eventually was to join with Hillsport Camp 25 operations in the years to come. The bulk of the cut was taken from an area south of this road and east of the '50-51 cut. Some isolated patches left in the '50-51 cut were picked up. Tree length operations were started early in the year and produced over 24,000 cords while bundle wood was over the 17,000 cord mark. Bundle yarding did not commence in earnest 'til around Christmas time when tree length yarding had been virtually completed.

Nama Creek, 4 miles east of the Pic, was the end point of Camp 12 road construction this year. The 43,000 cord cut was taken from the east and west sides of the main road south and extended only ½ mile away from the road on the average. Tree length operations were around the 35,000 cords while bundle was only over 7,000 cords.

Caramat's Camp 51 began to build the road west to join with Stevens. Beginning opposite the Lunam Lake Road, seven miles below Caramat, the road was projected eastward approximately 3 miles. The cut area was north and south of this new road, east of the LeMay Highway and extended about a mile eastward. Tree length operations accounted for 24,300 of 33,700 cords produced this year.

The Mair Highway was extended south and west from the Pic River for about 1½ miles by Camp 53. Operations, however, were centred in two areas; one directly south of the camp and west of LeMay Highway, was largely a bundle wood cut; the second area was north of the '50-51 cut, west of the LeMay and extended over to the Pic River. Tree length accounted for nearly 19,000 cords, while bundle wood produced just under 30,000 cords.

1952-1953 April 26th saw the first raft of Pic Wood for the year delivered to the mill pond. The drive this year was good with no tie-ups in the course of season and at the close of the drive 188,000 cords had been delivered. The Lower Pic was reared to Camp 50, while the Upper Pic was not touched at all and the White Otter was reared clean.

Construction was at a high point this year. The new camp at Hillsport was completed and a new dormitory at Caramat was constructed similar to the one at Hillsport. One house was built at Stevens Townsite, cookery at Camp 5, 3 houses at Hillsport completed that camp's facilities, two houses at 12. A school was built at Caramat to accommodate 35 pupils and storage garage at Stevens were among the major projects. Changes in the heating, water and electrical systems were made in several buildings and camps.

Several changes in mechanical equipment were made during the year. Five new Timberland machines were put into service. These were equipped with electr clutches, a new type which were actually proven on Marathon's operations.

The truck-mounted mobile yarder was again used this year and was fitted in for a training machine. Although showing good potential it did not come up to production standard.

Six slashers were overhauled with new timber sub frames and were mounted on a set of wheels and a skid pan. This change reduced wear and tear resulting in less breakdown and overhaul and also facilitated the movement of the slasher in the operations.

Thought over and planned for during the previous two or three years was a rubber tired self-propelled slasher. Designed and made in the Caramat workshops the Slashmobile as it was to be called, was tested on actual operations in January of 1953 at Camp 53. Soon afterward, the Slashmobile moved to Camp 24 and was put into the operation as a production unit. Of all steel construction, the slasher had an I-beam skyline, fully retracting loading apron, a swing saw hydraulically controlled and several other improvements. The one motor supplied both the moving power and running power during the operations. The Slashmobile proved more successful than planned. Reduced tractor time required for moves, greater potential production, soon indicated great savings over the year with this machine.

Although the labour supply over the year was good, weather conditions hampered the operations. Rain fell for 80 of the 163-day summer period and retarded both felling and yarding. The wet ground conditions in the fall, hampered road construction and slashing. By mid-December, 30 inches of snow slowed yarder production and without frost beneath the snow slasher roads were difficult to build. The original cut quota of nearly 190,000 cords was cut back some 5,000 cords during the winter.

The Klinestiver Highway was improved by Camp 24 this year. From Camp 4 cut-off to the White Otter was straightened to improve the curves and adverse grades on the old road through the kettle formation north of Camp 1.

The road to Caramat was extended approximately 2½ miles and the year's cut was taken from the area between the C. N. R. to the north and the Caramat Road which was built the previous year to the south. Tree length operations produced 21,000 cords and bundle wood was just under 9,000 cords.

During the summer months, a road crew under the Engineers built the road from near Camp 6 to Hillsport, a distance of 9½ miles. This gave the first truck access to Camp 25 and allowed materials and food supplies to be delivered by the Caramat supply truck rather than by the railway.

Camp 25 itself opened in mid-July and cutting began in very early August. Strictly a bundle operation, the camp produced nearly 14,000 cords. A record was made this first year with 207 cords yarded during a full nine-hour shift. Road construction was started below the C. N. R. on the newly completed road, and this was to eventually join with Camp 5's road in years to come.

Camp 5 extended the Hillsport haul road to within 2 miles of the eastern boundary of Rocky Compartment. The area logged lay to the north of the road, north and east of the previous year's cut, and south-west of Beaver-Cross Lake. Tree length operations were heavy this year, producing 31,400 cords while the bundle wood was just under 6,000 cords.

The bulk of Camp 12's cut was taken from a belt of timber about a ½ mile wide east and parallel to the '51-52 cut area. Tree length was nearly a 33,000 cord production figure while bundle was only 2,500 cords. A road was started to the west of last year's haul road about 1½ miles north of Nama Creek. Moving west for approximately 2 miles, this new haul road was to end at the Pic River where new landings were to be made the following year.

The staking of Geoo Mines at Manitouwadge Lake to the east brought a flurry of prospectors into the Camp area. Claims were staked over to the Pic on the west and at one point over 5,000 claims were known to be staked in the immediate area. A tractor road was built across country from Camp 12 roads to allow diamond drills, men and supplies entrance into the area. Camp 12 was the

base for Lunecho, and traffic between Stevens and Camp 12 was very heavy.

Extending the Caramat-Stevens road a further 1½ to 2 miles, Camp 51 operated areas north and south of last year's road construction east of the '51-52 cut. All of the cut was landed on the Pic River landing at the end of Lunam Lake Road. The total cut was slightly under 30,000 cords of which 20,600 cords was tree length operation.

Camp 53 cut an area on the east side of the LeMay Highway extending about 2 miles north and south of the Camp 53 turnoff. Depth of the cut from the highway varied from a ¼ to 1 mile from the highway. Also, a landing area was cleared up at the head of Kawapetic rapids near the old road camp as well as a strip along both the banks of the Pic through the rapids. The LeMay highway right-of-way was doubled by taking a two strip cut along the road from a point about 1 mile from the Camp 53 turnoff right through to meet Camp 5 crews working westward. Due to heavy snow, Camp 53 left 2,700 cords of tree length to be yarded, over and above its 24,700 cord tree length production. Bundle wood was under 8,600 cords, of which part was from the highway cutting.

1953-1954 A good drive started the year with 179,294 cords delivered. The Pic was reared from the upper reaches to High Falls and from Camp 12 to M. O. P. The White Otter was not touched because of the clean rear the previous year.

Camp 24 again had a two-fold road programme with 3/4 miles of the Klinestiver being relocated and completed and 1 mile extension of the Caramat-Stevens road completed. Along with regular cut areas, patches of bS swamp left in earlier manual cuts were cleaned up as well as an MS stand north-west of Camp 1 overlooking the White Otter. A further clean up was made in the stands south of old Camp 2 and between the Chain Lakes to the west and the Klinestiver to the east. The main cut was either side of the road, on the north a ½ mile west of the '52-53 cut, on the south a ¼ mile west of the '51-52 area. Tree length produced 17,300 cords and bundle just under 14,000 cords.

Camp 5 extended the Hillsport road 1½ miles to Candybar Creek and took its cut from the area immediately south of the road, and west of the compartment boundary. A total of 34,000 cords were produced, of which bundle wood accounted for 11,500 and tree length 22,500 cords. This wood was landed at Camps 3, 9 and 5 landings as in the past.

A new 1½ mile landing on the Pic River was made for Camp 12 with the extension of the west bound road started the previous year. The cut was taken in the area adjacent to and south-west of the junction of the landing road and the Nama Creek road. Tree length production of 19,300 cords was almost double the bundle wood production of 9,900 cords.

Hillsport operated in tree length for the first time this year. Production of each (tree length and bundle) was about even and a total of 28,900 cords was produced. Camp 25 landed its wood on the White Otter about 4½ miles east of the camp.

Producing just over 30,000 cords, Camp 51 operated north of Stevens-Caramat road and west of the previous year's cut. The road was extended 3¼ miles and continued in the general easterly direction. Tree length operations were just over 21,000 cords with the balance of the cut bundle wood. Nearly 4,000 cords were left on the ground to be yarded the following year.

Camp 53 operated in a triangular shaped area bounded by the Pic to the east and Nair Highway to the west and extending south to near the elbow of Waboosekon Lake. Landing some of its wood on the ice of the lake was hazardous as poor ice conditions prevailed throughout the winter. As many as three trucks went through the ice in one day. The year's largest cut was produced here this year with over 44,000 cords as a grand total of which just 7,300 cords was bundle wood.

The original cut quote was to have been 165,000 cords of which 30% was to be hardwood. Due to changes in mill production this was increased to

200,000 cords later in the year. Final deliveries fell somewhat short of this due to latecut poplar being held over.

Construction was not a major programme this year. One bridge over Burnt Creek and the conversion of a few portable bunkhouses to homes were the new works. Maintenance of buildings and service facilities was carried on throughout the year.

A small dam was put in on McKay Lake to hold a two-foot head. This did serve in aiding the drive in the Upper Pic to some degree.

An access road from Caramat and almost parallel to the C.N.R. to the west was surveyed to Seagram. The route was practical and was thought to offer potential savings in freight costs. The morale of all personnel would be raised if this road was built also.

By year end, staking had covered a large area of the licensed area, 70% of Manitou Compartment, 25-30% of Rocky Compartment, 10% of Stevens Compartment and possibly 10% of Kagiano. Diamond drills were operating on the limit and reached as high as fourteen in number at one time.

A new radio signal was tried out at Camp 24 on the yarding. With a receiver mounted on the yarder, a chokerman carrying the small 4-pound transmitter was able to signal more easily as with the regular whistle cord. Although a few bugs were to be adjusted, the set was deemed practical and successful. In years to come, all yarders were to be equipped with this signal system.

A second mobile yarder was near completion at year-end. Similar to a half track, moving power was supplied through a set of H-D5 tracks. Steering was by regular front truck wheels but with hydraulic power booster. The object of a mobile machine was to do away with the necessity of having tractors near the operation scene at all times for machine moves.

Further improvements were made to slashers in the mechanical equipment. However, the installation of wheels and skid pans reduced slasher

maintenance considerably. A larger stationary saw guard replaced the old saw guard on the pivot arm and changes were made in several bearings, chain drives and sprockets.

Two tandem drive trucks were purchased and at year end, it was agreed that the tandem would do a better job and give better service than the single axle trucks.

The Courier which was first published in February of 1945 ceased functioning this year, the last issue being in January of '53.

The '53-54 operation was considered a successful year. Quotas were met and planned deliveries to the mill were fulfilled.

1954-1955 The ice in the Pic began to clear on April 29th and on May 5 the first raft was delivered to the mill pond. On August 22nd the last raft was spilled and over the season 207,000 cords were delivered to the mill by water, of which 31,000 were purchase wood. Tie-blocks were sorted out at the mill jackladder and over 45,000 tie-blocks were processed at the tie-mill.

The first track-mounted mobile yarder was put to test under operating conditions. This machine proved successful and a second machine was planned to be fully tracked. This mobile yarder was to be made in Caramat shops also.

Two new slashmobilesmanufactured by a Lakehead firm (Nasco) from Marathon plans brought to three the number of completely mobile machines. These machines have proved out well on the operation showing that the original design was good.

Radio signal units were increased to six this year. With only minor troubles, the sets were proving able to do the job.

Also during the year a new butt rigging to be used on bundle wood operations was designed which permitted the elimination of the ropeman from the crew.

Construction projects consisted of two new houses, a duplex construction, staff quarters at Camp 5, and renovations of several other buildings over the limit as offices and quarters. The bridge at Camp 4 below Ramsay Lake was replaced with a permanent structure of treated wood and concrete.

The original quota of 185,000 cords was increased to 200,000 due to increased mill production. In all camps except Camp 12, the average haul was about 2 miles longer. Good weather throughout the year aided the operations.

The C. N.R. constructed a spur into the Geco mines and this line went through 18 miles of the licensed area. The Improvement District of Manitouwadge extended into the limit for an area of approximately 75 square miles.

Camp 5 crossed into the Hillsport Compartment to assist in opening up that working circle. Extending the road to Hillsport a further 1½ to 2 miles the cut was taken from an area north of the road and east of the compartment boundary. A small bundle chance was taken from south of the road and west of the boundary. With construction of the C. N. line to Geco Mines, operations were hampered considerably particularly in the western side of the cut. A fire caused by a defective power saw burnt over 5 acres in the tree length operational area. A total of 34,000 cords was produced of which nearly 26,000 cords were tree length wood.

Camp 12 operated an unusually rough area north of the Pic landing road. An eastward extension of the road was stopped when the Manitouwadge Improvement District was set up and cutting prohibited in the area. Rented trucks were used to deliver about 35,000 cords to the landing - bundle wood accounted for 10,000 cords and tree length about 25,000 cords.

The road to Caramat was extended approximately ½ mile beyond

Lauri Creek this year by Camp 24 crews. A total of 34,400 cords was produced from an area north of the road on both sides of South Gamsby Creek. Logging conditions were poor again this year. Of the total production, nearly 22,000 cords were tree length production.

A total of 32,000 cords was produced by Camp 25 from the area west of the 1½ mile road extension to the south and west. Tree length production this year was almost triple the 8,500 cord bundle wood production. Rented trucks were used again this year.

Camp 51 constructed seven miles of new road, some of this was on the Caramat-Stevens road and the remainder was made to the west and just south of Caramat to the Pic where new landings were made. Travelling some 15-17 miles to work, the crews produced nearly 32,000 cords from an area both sides of the Caramat-Stevens road. Tree length production of 14,000 cords with 18,000 cords of bundle wood made up the total cut.

Camp 53 extended the Mair Highway a further 1 to 1½ miles and cut out the southbound road to the Kagiano damsite. The bulk of the 35,000 cords produced were taken from an area north of Mair Highway in extensive windfall stands, near the end of last year's road extension and west of it. The 28,000 cords of tree length and 7,000 bundle wood were landed on the ice of Waboosekon Lake and on dry landings made during the summer.

1955-1956 The drive of '55 commenced two weeks earlier than the previous year's. An early surge of high water followed by a lack of rain made the drive difficult. By the end of the season over 50,000 cords were left in rear in the Upper Pic. The first Pic raft was in the mill pond on April 22nd and although rafting of purchase wood continued until mid-September, the last Pic wood raft was spilled August 22nd. All told, 257,000 cords were delivered to the mill of which 203,500 was Pic production. Over 50,000 tie blocks were sorted out at the jackladder during the summer run.

Over the year, the labour supply was adequate and average weather conditions prevailed during the late summer and fall. However, heavy snow in November and December caused tree length yarding to cease and over 20,000 cords of tree length were left on the ground. Delivered production amounted to just over 189,000 cords on the bank and in the water.

Construction and development was up this year. At Caramat, seven houses of 3 and 4 bedroom design were built. A rowhouse containing 4 units was constructed at Camp 5. Quarters for the drive crew at the mouth of the Pic were improved with the construction of a new bunkhouse.

Beside the general road construction carried on in the camps, ten miles of the LeMay Highway were re-surfaced and Nama Creek was bridged in the Manitou Compartment.

Kagiano Dam, originally built in 1946 of rock-loaded unpeeled log construction was replaced with a concrete dam in the fall. Construction was completed by Christmas. McKay Lake and Stevens Townsite dams were repaired.

Radio signal sets were increased to 30 units so that now all but two yarders were equipped with radios.

The second track-mounted mobile yarder was completed and put into the operations. Fully tracked the machine was much improved over the half-track model. Later in the year, a Skagit trackmounted yarder was purchased to add to the number of mobile machines.

Camp 5 produced and delivered just over 33,000 cords this year from an area south of the Camp 5 Hillsport road and immediately south of the previous year's cut. The western boundary was about 700 feet east of the C.N.R. right=of-way. No further work was done on the Hillsport road but preparations were made for the next year's operation. Starting at Camp 8, a road was built in a westerly direction and north of Slingshot Lake to the Pic River where nearly a mile of landing was cut out and partially prepared.

With the bridge completed over Nama Creek, Camp 12 added 1 mile of road to the southbound main road. Producing nearly 37,000 cords of which 20,000 were tree length, Camp 12 operated in the area south and east of the junction of the new landing road built in '52 and '53 and the southerly extension of the Klinestiver. The cut extended to the east along the road for nearly two miles and was bounded on the south by Nama Creek.

The Caramat-Stevens road was completed this year when Camp 24 joined up with Camp 51's road at the end of the '54-55 cut. This new route reduced the Caramat to Stevens route by some 20 miles. Nearly 14,600 cords of tree length were produced in the total of 28,900 cords from an area north of road and east of the '54-55 cut. The scattered stands along with the 17-mile haul made operating very difficult this year.

Hillsport extended the road to Camp 5 a further 1½ miles and cut out the right-of-way for another ½ mile. The area operated was west of the road and south of the '54-55 cut. Producing just over 26,000 cords, 16,500 cords were tree length and 9,800 cords were bundle wood, The landings on the White Otter River were again used and Camp 25 had its longest haul of some 12 to 13 miles.

Camp 51 produced just over 26,000 cords of which nearly 15,000 were tree length. Heavy cull in the overmature poplar caused the leaving of nearly 5,000 cords in the operating area. The bulk of the cut was taken south of the new landing road which was built in '54-55. A narrow strip was taken south of the '49-50 and '48-49 cuts and reached the LeMay Highway approximately 2½ miles south of Caramat. Road construction consisted of re-surfacing ten miles of the LeMay Highway.

Camp 53 produced 38,400 cords this year of which nearly 30,000 cords were tree length. The cut area was south of the '49-50 and '51-52 cuts and was bounded on the west and south by Waboosekon Lake. One new venture was

attempted this year. Due to a shortage of suitable landing areas, the truck loads of wood were skidded out onto the ice by a yarder set on the opposite shore. Some 10,000 cords were landed in this manner but proved to be difficult in breaking up for the drive. The road into Kagiano Dam was completed late in the fall and the road to the Camp 54 site was completed. Camp 53 set a new record for slashing this year with 183 net cords produced in one shift.

D. C. Mason.

Port Arthur, Ont.
January, 1957.

1956-57
LOGGING HISTORY

Some 273,000 cords were delivered from the Pic Drive and purchase rafts to the mill during the 1956 drive season. *The first raft from the Pic River was run on May 6th by the tug Strathbogie and rafting continued until October 11th when the last raft was completed at Mouth of the Pic. *(A large overun from the Pic forced a further 17,000 cords to be stored at the Slate Island storage area.) Reasonably steady water levels made driving considerably easier. Tie-blocks sorted out of Pic produced jackpine amounted to some 43,722 pieces, with 752 cords of rough slabs being returned to the mill from tie mill operation. 120 facing [illegible]
Labour and weather conditions had adverse effects on operations throughout the year. An acute labour shortage disrupted production schedules. Cold, wet weather throughout the summer hindered hauling and road building, while heavy snowfall in November and December forced the leaving of some tree lengths unyarded.

Overall production scheduling called for 208,000 cords to be produced during 1956-1957, of which 50,000 cords were to be poplar and a further 3,000 cords of birch were to be cut on an experimental basis at two camps. At the end of the year, actual production was as follows: 184,200 cords delivered to water, 3,300 cords delivered to rail and 12,400 cords were left in the bush due to heavy snow conditions.

The major construction project was the building of Camp 54 which would replace Camp 53 as the Kagiano Compartment operating centre. The new campsite had been cleared the previous year and the area was soon ringing with the tools of the carpenters. Several new innovations were utilized in this construction project. The dormitories for 184 men consisted of 3 two-floor units with a capacity of approximately 60 men each. Also, all camp living quarters, cookery and office were built on concrete slab foundations and roofed with aluminum sheet roofing.

Caramat saw five new bungalow residences completed while a new service store was erected at Stevens.

Six new yarder radios were put into service, greatly increasing working efficiency by allowing a spare unit to remain in the camp for emergencies.

A survey for a new dam at White Otter Lake in the Hillsport Compartment was completed with construction planned for the 1957-58 operating year.

Working in the area immediately east of the Pic River and south of the Camp 8 landing road, which was completed the previous year, Camp 5 produced just under 28,000 cords of which over 22,000 cords were tree length production. At the same time, a road in an easterly direction was made for approximately 1½ miles east

of the Klinestiver Highway near Camp 8.

Continuing the southerly extension of the Klinestiver, Camp 12 completed one mile of 1¼ mile right of way. In an area directly east of this new road and last year's road, and south of Nama Creek, over 14,000 cords of tree length were produced along with some 10,000 cords of bundle wood.

Camp 24 had the largest cut this year, producing over 39,000 cords. The area operated was east of the Klinestiver as far east as Stilwell Lake, Nifty Lake chain, and south of 2½ mile post on the Klinestiver. Along with straightening some sections of the Klinestiver between Stevens and mileage 3, Camp 24 pushed along 3 miles of road north and west of the C.N.R. at Stevens. This new road was to be the start of a new link to Caramat.

The road from Hillsport to the Camp 5 area was completed this year when Camp 25 joined up with the Camp 5 end of the road. The camps' operations were south of this road and south west of the 55-56 cut. All told some 23,400 cords were produced, of which nearly 19,000 cords were tree length. During the year also a road was started eastward toward the Nagagami Area from a point about 4 miles south of Hillsport, on which over a mile and a half of right of way was cleared.

Camp 51 in the Caramat District worked on the northern route to Stevens. Beginning at the 50-51 cut, 2½ miles of right of way were cut out and approximately 2¼ miles of road were completed. 34,000 cords of pulpwood were produced from an area east of the Pic River immediately north of the Upper Pic landing road. Of the total production, nearly 13,000 cords were produced as bundle wood.

Camp 53 operated from its present location for the last time. The operating area was mainly east of LeMay Highway bounded on the south by the Pic River and on the west by the 55-56 cut over. Nearly 37,000 cords were produced, most of which, 20,400 cords, were bundle wood production. Road work consisted of ex tending the Mair Highway beyond the Camp 54 site.

Seagram road was started. Winter trail only.

D.C. Mason.

1957

Seagram Road was completed which connected the company network of roads to Highway 11 and the outside world. This was regarded as a great event for those working and living in Caramat, Stevens and the other townsites.

Camp 53 was closed and replaced by Camp 54 in a new location. Camp 54 is the newest in design - built on concrete slabs with aluminum siding and roofing.

White Otter Dam was rebuilt.

192,000 cords were cut and 204,000 cords delivered to the drive.

1958

187,000 cords were cut but only 98,000 cords delivered to the drive. This year may be regarded as significant as the first chips manufactured from sawmill waste were purchased.

Additional buildings were erected in Caramat.

1959

213,000 cords round wood were delivered to the jack ladder, of which 135,000 were produced from the Pic.

The outstanding event of the year, however, was the wild cat strike called by the Lumber & Sawmill Workers Union on January 5th. The workers were out until March 23.

Waboosekon Dam was rebuilt.

Experimental work was done towarding mounting a Hiabob on the slasher to replace the end haul.

The subdivision in the N.E. corner of parcel JK 320 at Caramat was completed, which opens the way for sale of lots for erection of privately owned homes and businesses.

1960

186,000 cords were produced on the Pic. Chips are assuming a large proportion of wood supply.

Work was done on designing and manufacturing a Tree Harvester - a machine that limbs, tops, and cuts and bunches tree lengths.

Tracked skidders were tried out experimentally.

Cafeteria system was first installed at Camp 51.

More bungalows were constructed in Caramat townsite. The construction of steel Recreation Halls at Caramat and Stevens was started. Caramat was completed and Stevens will be completed next year.

Pic management plan was revised.

The fish camp was located on an island in White Lake. This is the first year for the camp in this location.

A Texaco service station was erected on a business lot in the new Caramat sub-division.

D-R-A-F-T

1961

Forestry

Relatively normal year for Forestry & Planning with section providing cruising, mapping and other forestry work required by the company and the Department of Lands and Forests.

Effective April 1, 1961, Marathon exchanged the townships of Boyce and Clavet with Kimberly Clark for an equivalent area north of Hillsport. This should be to the advantage of both companies.

A program for compiling cruise data by IBM was completed and it is expected to run a portion of next year's curising on this program using the IBM data centre at Montreal.

The first large commercial planting project was carried out in the autumn at Camp 51. All the cutters were placed on the planting job for 5 days and 100,000 seedlings were planted in the areas cut over earlier in the year along the Clairmont Road in the vicinity of Arms Creek (Map Sheets Q15 and 16).

The "Operations" Forestry Section continued to provide the services required - A Short Term Operating Plan was completed, time and control studies were carried out, air photography of cut over area and block piles was completed.

Engineering

The following construction was completed during the year:
Hydro line extended from Caramat to Stevens from the Indian Reserve to the Mouth of the Pic.
The Manitouwadge Industrial Road agreement was made and the beginning made to construct the new road required.

At Caramat - 3 low-rental houses
2 apartment teacherage
installation of a new water system

Cafeterias were installed at camps 5, 24, 54

At Camp 5 - a one-room school and teacherage

At Stevens - new type root house
- remodelling the dormitory
- relocation of water supply for the townsite at First Lake

LeMay Road - 15 miles, from Caramat to Camp 53 was upgraded.

Bob Hamilton, Divisional Engineer, resigned and John Babcock was appointed to replace him.

Operating

This was another year when much effort and thought was given to developing a new system of logging - Camp 25 took out their cut with John Deere crawler tractors in place of cable yarding. Studies were started on the use of wheeled skidders and some wood was hauled tree length to the landing where it was slashed into the water. Further work was done on the tree harvester, changing the mast from an IHC to a ¾ yard Lorraine Crane base.

The original quota was

102,776 cds SW
48,400 cds HW

151,176 cds

This was reduced to

125,605 cds SW
51,871 cds HW

177,476.cds.

30,317 cds SW and
14,013 cds HW

44,330 cds total were purchased. This includes 3,000 cords of bundled slabs.

62,078 b.d.tons of chips were purchased.

The Fish Camp operated on the island in White Lake again for the last time from White Lake.

1962

Forestry & Planning

The news of the year affecting the Head Office Staff was the move to Marathon. All the staff with the exception of A.Allan of purchasing and Forestry moved during the year. Winters, Johnson and Mrs. Thrower of the Forestry staff resigned as did all the Accounting staff.

Amidst the atmosphere of moving, the Section maintained liaison with the crown, land use permit was secured for use of an island in Kagiano Lake as a "fish camp". A 5-year Third Party Agreement was negotiated, giving Henry Selin authority to cut 12,000 cords per annum from designated areas in Sched. B. Routine cruising and experimental forestry work was carried out. Cruise data was compiled at Montreal IBM Data Centre using programs we had worked on.

At Caramat the operations forestry completed a revision of the Short Term Operating Plan and assisted camps with layouts. Time studies were carried out on the John Deere, Tree Farmer and Timberjack skidders operating under winter conditions. Studies were also continued on tree length hauling, harvester, and the Marathon forwarder.

Cruising as a means of determining volume in place of scaling was tried out. This is in preparation of developing a new system of logging in which there would be no opportunity to scale 8' bolts.

The mechanical section were active

- through a major reorganization all major work will now be done in the Caramat Garage, which was enlarged by moving old 53 Garage to Caramat.
- Mark I Harvester operated for the year
- Mark II Harvester ready to start work next year

- Tree length trailers were tested
- All other mechanical equipment - slashers, yarders, wheeled skidders trucks, - performed satisfactorily.
- Development of the forwarder still a problem.

Engineering - J. Babcock

Projects completed during the year

- At Caramat
  - new two room school. This is so designed that an extra 2 or 4 rooms may be added when and if required
  - two low rental homes and two medium priced homes were built
- At Stevens
- Modifications were made to the dormitory to provide for cooks, cooke and Camp 24 office.
- A new street lighting system
- Camp 54
  - Relocation of water supply

Roads - 5½ miles of LeMay Highway in the region of Edna Lake were upgraded

- Industrial road was opened.

Routine maintenance of all utilities which, while not spectacular, consumes much time and is an important function in keeping the operation moving.

Accounting

The move of the Accounting office to Marathon resulted in 6 separations which resulted in some re-organization of the system. Stevens is now functioning as a camp since most of its "depot" functions have been moved to Caramat over the years. Cal Lee was made Corporate Secretary.

Operating had a good year with wood supplied to the mill from the Pic, purchased wood, slabs and cores and almost 62,00 b.d.tons of chips from sawmill residue.

The 44 hr. week was introduced into the woodlands

1963

The Forestry Section and A. Allan of Purchasing started the year in the office at the Plaza and then moved to 235 Bay St. when the company had an opportunity to lease the Plaza office. The move to Marathon was the last of August, when we moved into the upper floor of old Dorm 7 which had been remodelled into offices. The offices are quite adequate.

Routine field work was carried out during the summer. One innovation is compilation of cruise data by IBM.

Cruising in lieu of scaling is being followed up. While simple in principle, it becomes involved to administer.

The operations forestry has been stabilized at 4 men. Dick Harkness moved to Marathon as co-ordinator of Research & Development. A big part of the work of the group is to report on the performance of new equipment and new systems of using old and new equipment. With the many changes being introduced, this requires a fair proportion of the section time. Studied this year was the following: tree length hauling, harvesters, skidders, incentive bonus, and wood measurement, including weighing wood.

Operating

This is the year of trying out many systems and new equipment on a camp basis. Some of the equipment tested was

- Camp 25 - cut, skid and deck tree length with John Deere tractors
- Camp 5 - cut, skid, buck and pile with Timberjacks
- Camp 24 and 12 - Conventional yarder-slasher operation
- Camp 54 - cut, skid, buck and pile with Tree Farmers
- Camp 51 - Harvester and 8' bundler operation

18 miles of Class 4 road was built by the camps in addition to ghzg built by Engineering.

EMPLOYEE RELATIONS:

Company's program for the selection training and appraisal of undergraduate foresters and/or forest technicians was discontinued.

A fully equipped ambulance including a two-way radio was received from Ontario Ministry of Health at no cost to American Can.

On September 26, a two-year agreement with wage increases of 8½% each year was signed with Local 219.

On February 2, a two-year agreement with wage increases of 34¢ per hour first year and 33¢ per hour second year was signed with Local 2693.

The following changes in supervisory personnel took place:

M.M.Tateishi - Co-Ordinator Safety & Training promoted to Superintendent, Mechanical Maintenance - 3/2/73

G.R.Villeneuve - Foreman Production to Coordinator Safety & Training - 3/1/73

V.Pagura - from hourly payroll to Foreman Production - 4/16/73

J.J.Luby - from Truck Driver Instructor to Foreman Production - 4/16/73

A.U.Carignan - from hourly payroll to Supervisor Shops - 8/1/73

W.Hupka - from hourly payroll to Supervisor Shops - 8/1/73

R.J.Wregitt - Supervisor Camp - title changed to General Foreman - 10/1/73

L.J.Dee - Supervisor Camp - title changed to General Foreman - 10/1/73

R.G.Sutherland - Supervisor Camp promoted to Supervisor Operations - 10/1/73

G.Baryla - Foreman Operations to Foreman Production - 10/1/73

A.J.Blakie - Foreman Production to Senior Forest Technician - 11/14/73

Olga Christie - Communications Clerk promoted to Employee Relations Clerk - 12/10/73.

J.J Rolick - Catering Supervisor to Foreman Production

Resignations:

D.J.Curry - Superintendent, Mechanical Maintenance - 3/2/73

E.DeSilva - Foreman Operations 3/30/73

D.W.Mutch - Foreman Production - 4/30/73

R.J.Leblanc - Supervisor Camp - 4/20/73

A.L.Hogue - Supervisor, Mechanical Automotive -retired - 7/31/73

A.Campeau - Accounting Clerk - 7/27/73

C.R.Birston - Senior Forest Technician - 8/10/73

R.W.Arnott - Foreman Production - 9/28/73

D.V.P.Moffitt - Senior Forest Technician - 11/23/73

V.R.May - Foreman Production - 12/31/73.

MILL OPERATIONS:

Marathon Mill production was 150,782 ADT S.W.pulp and 28,600 ADT H.W. pulp, for a total of 179,382 ADT.

Wood fibre usage was 296,444 BDT S.W. (300,105 cords) and 40,712 BDT H.W. (46,243 cords) for a total of 337,156 BDT (354,590 cords).

J.Tocheri:lr
April 29, 1974

OPERATING YEAR - 1974

General Summary:

The year 1974 was characterized by serious shortages in all categories - capital equipment, labour, stores and materials - accompanied by unprecedented cost escalations throughout, resulting in:

- Pic production falling consistently short of planned volume
- The average planned strength falling short by 20 men
- Deterioration in equipment availability
- Chip and roundwood purchases falling short of plan
- Spiralling chip and roundwood costs.

Accounting:

A year of extremes due mainly to:

- Inflation and energy crisis requiring more reports and more cost estimates
- Unqualified labour imposing a greater work load
- Consolidation at Camp 15 meaning some changes and adjustments for all
- Travelling to and from Caramat making overtime work awkward
- Monthly reporting on energy consumptions
- Monthly forecasting introduced by Greenwich
- Considerable time being devoted to Task and Steering Committees
- Preliminary ground work being completed in order to prepare a booklet listing property insured and terms.

On May 15, 1974, we were saddened by the sudden death of Ester McIlwraith.

Debbie Talarico was hired on June 10, 1974, as secretary.

Jim French was added to the department on September 19, 1974 as a General Clerk.

Operations:

The first operating year at Camp 15 was marred by extremely cold weather during January and February, followed by above-normal rainfall. These conditions, along with an unusually high turnover of people, hampered production performance.

Fell-Skid-Deck produced 108,623 cords, down 12,463 cords from plan, at a rate of 21.0 cords per shift.

K.W. operation produced only 44,406 cords of 54,255 planned at a rate of 23.0 cords/shift, due to major breakdowns.

Slashing produced 93,530 cords of planned 114,394 cords, due to abnormal ground conditions, at an average rate of 192.7 cords/shift.

Load and Haul continued to improve, loading at a rate of 272 cords/shift and hauling averaged 33.9 cords/shift, a new high.

River drive commenced on May 3, with water levels good, which benefitted the bank cleanup before rearing.

Mechanical Department were again plagued by manpower shortages, spiralling costs of parts, indefinite delivery dates, and older machines.

Services had another busy year accomplishing the following:

- Completed Recreation Hall Complex
- Moved and erected old Stevens Curling Rink
- Completed Dorm No. 4
- Partitioned the three warehouses - one going to Services, Accounting and Forestry and the other two to Operations and the Garage
- Roof on the Cookees' Quarters and Cafeteria were treated with an aluminum process which should make them cooler
- The Hillsport Power Saw Repair Building was moved and located at the south end of the Machine Shop
- Four residences from Hillsport, along with one from Camp 5 were moved and set on basements at Camp 15
- Small building moved from Caramat to store camp fire fighting equipment at Camp 15 Water Treatment Plant
- A Repair Maintenance Garage for the K.W. operation was built
- Two static fuel tanks from Camp 5 and two from Hillsport were moved and set up at Camp 15
- Repairs were made to Caramat Welding Shop to house Powell Equipment
- Major portion of Stevens Storage Garage torn down and moved to Camp 15.

Meal costs increased throughout the year due to increased food costs

Tape deck was installed in the Dining Room and napkins were supplied.

Present cookery staff - one first cook - two second cooks - seven cookees.

A ladies Fire Brigade was set up at Caramat and given training.

No forest fires were reported on company limits during the year.

Egon Steudle was again in charge of road construction and was plagued by wet weather. Beaver Meadow curve was blasted and straightened.

Safety performance was disasterous suffering 23 L.T.C.'s and 71 M.A.'s during the year.

Employee Relations:

Ted Aho was transferred to Safety & Training on July 25, 1974.

The company's program for the selection, training and appraisal of undergraduate foresters and/or forest technicians was discontinued.

Little interest shown in First Aid Course. Only ten of eighty-one which indicated interest completed the course.

On December 20, 1974, a Memorandum of Settlement was signed with Local 2693 providing for a two-year contract with a general increase of 90¢ per hour September 1, 1974; 20¢ per hour January 1, 1975; and 65¢ per hour September 1, 1975.

The following changes in supervisory personnel took place:

M.D.King - title changed to General Supt. Operations	2-1-74
R.G.Sutherland-" " " Supt., Production	2-1-74
D.M.Matthews - " " " Supt., Services	2-1-74
L.J.Dee - " " " Supervisor, Production	2-1-74
R.J.Wreggitt - " " " Supervisor, Production	2-1-74
Roger Maillette - For.Tech. hired as Foreman, Production	4-8-74
James Casson - " " hired as Forest Technician	4-29-74
Robert McLeod - B.Sc.(Forestry) hired as Foreman, Production	5-13-74
Ted Aho, B.Sc.(Forestry) transferred to Safety & Training	7-26-74
Dino Reginato - Transferred to Fire Marshal	9-16-74

Retiring:

John Forest - Scaler 4-30-74

Resignations:

Doris Hennel - Employee Relations Clerk 1-23-74
Eugene Ichikawa - Fire Marshal 7-26-74
Don Karjalainen - Scaler 9-30-74

Forestry & Planning:

Two cruise jobs were accomplished using only permanent staff.

Quarry permit policy was instituted which will give greater protection of road building material sources.

Crown Dues were doubled in May, 1974.

Weldwood purchased [illegible].000 cords of aspen veneer logs but due to markets, did not produce under Third Party Agreement.

Marathon Timber was re-organized during the year and started producing lumber and pallet material from its sawmill near Marathon.

A course on air photos was carried on in April and proved quite successful.

Purchase and Delivery:

Generally, the prices of purchased chips was 12.3% higher in 1974 than that of 1973 due to excessive increases of all commodities.

Pressure on fibre availability in North Western Ontario was very apparent in 1974 due to expansion of Thunder Bay mills. Planned expansion at Terrace Bay will create a new demand.

Purchased chips for the year 1974 totalled 163,323 BDT from 9 suppliers, down 16, [illegible]77 BDT from plan.

Ice and water conditions caused a late drive start. First raft moved on May 5 by the Tug McLean. Woodyard commenced dewatering on May 7 and completed the operation on September 5.

Rob McLeod, Production Foreman, supervised the rearing of the lower river.

Two raftsmen, Downey and MacAdams received temporary Tug Captain Certificates.

In July, the buildings on the three barges at Camp 19 burned. Cause of fire unknown. The two small barges were sold to the Federal Park and company will retain the big barge.

Complaints were received regarding closing of Bamoos boom during hunting season and No. 1 boom M.O.P. restricting Heron Bay Band getting their boats home during most of the summer.

Industrial Engineering:

During the 1974 Calendar year, the main thrusts of Woodlands Industrial Engineering were:

- Staff Committee program
- Camp 15 and Phase II follow up
- General management and industrial engineering activities
- Capital administration and reporting
- Miscellaneous activities.

Negotiated the installation of a coin telephone for Camp 15.

Plans formulated to cover building improvements to Camp 15 residences, additions to Cook and Cookees quarters, and wash-room facilities and an exhaust system for the Machine & Welding Shop.

Purchased a Super 8mm movie camera to continue gathering appropriate film coverage of Woodlands operating methods and new equipment.

Mill Operations:

Marathon Mill production for year 1974 was 141,727 ADT SW pulp and 26,855 ADT HW pulp, for a total of 168,582 ADT.

Wood fibre usage was 298,794 BDT SW (302,484 cords) and 39,291 BDT HW (44,629 cords) for a total of 338,085 BDT (347,113 cords).

General:

All remaining homes at old Stevens Townsite were burned December, 1974.

All remaining buildings at Camp 54; Camp 5, Stevens and Camp 25, Hillsport, were either moved to Camp 15, sold for salvage or destroyed during 1974.

Pagwachuan Explorations Limited began clearing their mining claims north of Caramat, December, 1974.

A holding boom installed below Lower Camp 12 landing in the fall of 1973 was first used during 1974 drive.

Experiments using a tree snipper on a Hough Loader were conducted during 1974.

The 25 Year Employee Service Recognition 2nd annual social was held in the Moose Home on February 21/75 honouring 13 new members, bringing the total to 128 - 25 year members.

J. Tocheri
May 13, 1975

OPERATING YEAR - 1975

General Summary:

The year 1975, was again characterized by shortages in all categories - capital equipment, labour, stores and materials - accompanied by cost escallations throughout the year.

Other Highlights:

- Pic production was reduced from planned due to market conditions and wood inventory adjustments.

- Productivity was below planned in all areas with the exception of loading and hauling.

- Significant deterioration in quality and turnover of labour, reflecting in the safety records.

- Chip and roundwood purchases fell short of planned, again due to market and inventory adjustments.

- Substantial increases occurred in both chip costs and freight.

Operations:

The year 1975 was good, bad and frustrating due to an unstable work force, a shortage of experienced machine operators, and above average machine down time.

Fell-skid-deck produced 117,181 cords, down 2,869 cords from plan at a rate of 19.1 cords per shift.

K.W. operation produced only 37,439 cords, down 14,511 cords from plan at a rate of 20.4 cords per shift due to machine availability of 55.1%.

Slashing produced 136,921 cords, up 16,900 cords from plan at a low 156.7 cords per shift.

Load and haul continued to improve, hauling 176,555 cords, up 4,555 cords from plan.

River drive commenced May 2, with water levels good, but dropping fast, which could have posed a problem. However heavy rains in early June resulted in clearing all remaining wood leaving a very low rear of approximately 11,000 cords.

In early June a chain-flail delimber was fabricated and mounted on an older model "205" Timberjack. After testing and modifying the machine was working in conjunction with fell-skid-deck crews and doing a satisfactory delimbing job.

Also introduced into the tree felling phase was a mechanical shear mounted on the rear of a Timberjack skidder. The prototype machine was field tested for stability, flotation and general application to working conditions. As a result, a modified working model was constructed and placed in operation for further testing.

The shear-flail combination will hopefully replace a portion of our cut-skid-deck operation at a lower unit cost.

Mechanical department was again plagued by manpower shortages early in the year but this was rectified by year end. Spiralling costs continued which showed an over expenditure of $182,000 above plan. All machines in good shape with the exception of the six Koehrings. The Caramat to Camp 15 move was completed whereby all parts are now stored at Camp 15.

Services completed all planned work as follows:

- Erected warehousing for storage of parts
- Added four additional rooms to cookees quarters
- Added four additional rooms to cooks quarters
- Erected service building for employee vehicles
- Constructed new Ramsey Bridge
- Constructed new type of landing man shacks
- Constructed wheel type fuel tanks for power saws
- Installed washroom facilities in machine and welding shop
- Installed water line to machine and welding shop
- Ditched and graded roads in camp area
- Painting program was upgraded completing more work than planned getting this program back on schedule

Experienced four small bush fires and ten building and machine fires resulting in minimum acreage burned and losing one landing and one cutter shack.

Road construction experienced a much better summer completing all planned work including considerable upgrading and gravelling to industrial and regular roads.

Safety performance surpassed 1974 disastrous record, recording thirty-six L.T.C.'s and sixty M.A., for a frequency of 43.7. Plans were made and will be implemented January 6/76 re mandatory safety items to be worn.

Accounting:

A year of high turnover and retraining in the Marathon office and a time of settling in the Camp 15 location.

Frank Berger resigned as controller January 31. This position was held by Bob Rasmussen until April 21st when it was taken over by Don Ferguson.

Bob assumed responsibility for the accounting supervisors job left vacant when Pat Allan resigned April 15th.

On May 5th, Charlie Bond left the Woodlands to assume a position in the mill. This left room for upward movement within the office for Lynda Cooper and Debbie Skworchinski. The secretarial position was filled by Roslyn Sandles.

Employee Relations:

A very difficult year due to a high labour turnover and a low calibre of employee.

Ray Villeneuve was placed on short term benefit portion of the Disability Income Plan on December 23, 1975.

On June 27th a memorandum of settlement was signed with Local 219 providing for a two year contract with a general increase of $108.00 per month and $500 to $10.00 adjustment May 1/75; $54.00 per month September 1/75; $62.00 per month plus $5.00 adjustment May 1/76, and $31.00 per month September 1/76. C.O.L.A. clause established by company effective January 1/75 is producing $110.72 per month.

Travel allowance provided for the first time.

The C.O.L.A. clause enjoyed by Local 219 and Local 2693 creating a real problem with unorganized salaried employees.

1975 Staff Changes:

Resignations:

Frank Berger	- Controller - Jan. 31/75
Robert Wynn	- Production Foreman - Apr. 1/75
Lloyd MacIver	- Scaler - July 2/75
Roger Maillette	- Production Foreman - Sept. 30/75
Lillian Rail	- Clerk Stenographer - Oct. 31/75

Retiring:

William Sawry	- Laundry Supervisor - June 30/75
Keith Hogan	- Scaler - June 30/75
Ken Schwantz	- Scaler - Dec. 31/75

Hirings:

Don Ferguson	- Controller - April 21/75
John Smith	- Scaler - May 12/75
Wendy Grant	- 1st female compassperson - May /75
Eileen Laxdal	- Transferred to Supervisor Laundry - June
Kenneth Olmstead	- Production foreman - Aug. 8/75
Helene Walford	- Scaler - 1st female scaler - Sept. 23/75
Mary Kideres	- Clerk Stenographer - Sept. 29/75

Forestry & Planning:

Increased cruising in order to extend lead-time for operations planning, necessitated hiring a student. It is noteworthy that a female Forestry student was hired for the summer, a first!

During 1975 no aspen veneer bolts were produced for Weldwood. As an alternative Weldwood chose to operate for veneer on its own behalf through 3rd party agreement.

Marathon Timber relatively inactive due to problems of markets and manpower.

M. A. Opper delivered a paper dealing with American Can Woodland P.R. effort at the C.P.P.A. meeting in Montreal.

Purchase and Delivery:

Shortage of available chips becoming evident due to lumber market conditions.

Chip price increased January 1, 1975, F.O.B. sawmill from $28.50 to $40.00 to keep sawmills operating through the winter.

October saw only three pulp mills operating which caused sawmills to stockpile. By year end an estimated 100,000 tons of chips were stockpiled in Ontario and approximately 600,000 tons in Quebec.

In May C.N.R. increased freight rates 40% and C.P.R. by 25%.

The actual cost of 1975 chips was $52.95 for 149,665 tons, an increase of 25.4% over plan and a reduction of 12% in fibre receipts. The 1974 actual cost was $30.32 compared to 1975 actual cost of $52.95 a 74.6% increase per ton.

Roundwood purchases amounted to 11,879 cords.

Ice and a landslide at Mile 45 caused a late drive start. First raft was delivered on May 5 by the Tug McLean. Last raft delivered to Marathon August 28th. Total wood delivered: Softwood 116,000 cords; Hardwood 42,000 cords for a total of 158,000 cords.

Auxiliary boom installed above the Bamoos boom to assist hunters.

Department of Transport making major advances in planning a bridge at M.O.P. for the Federal Park.

Department of Transport receiving complaints of river blockage from Pic 50 Band. Channel being planned to allow boat access to the Band townsite. Demands for land, boat docking, road assistance and employment are being considered.

Tugs Martin E. Johnson and Polygon due for four year inspection and significant changes in tug structure to comply with the Canada shipping act.

Industrial Engineering:

During the 1975 calendar year, the main thrusts of Woodlands Industrial Engineering were:

- Staff Committee activities
- Capital administration, project work, reporting and budgeting
- Specific Industrial Engineering activities
- Meetings and management activities
- Camp 15, facilities and services
- Miscellaneous activities

A 10 year capital projection was prepared considering 3 possible operating alternatives.

1. No change in present operating system
2. Introduction of flail, shears, and grapples
3. Introduction of overland delivery via existing road systems

A film record is being maintained of flail and shear development and field performance in photos, slides and super 8 movie film.

Provided time and assistance to the following essential Camp 15 projects:

1. Garage exhaust system-air circulation fans and flexible hoses
2. Garage transformer - 75 KVA replacing 45 KVA
3. Sewage system - correcting water build-up
4. Water intake - spare pump with mechanical seal
5. Caramat water filter: Activated carbon water filter
6. Camp 15 emergency fire pump - diesel powered pump

Other Projects:

1. Sheepsfoot Compactor: Functioned well in new road gravelling.
2. Front Wheel Slasher Modification: Installed on slasher no. 16, making moving through field easier.
3. Pulp Truck Cab Protector: Greatly reduced damage to truck cabs and body.

Income Improvement did not reach planned objective of $70.0M annualized savings, falling short by $32.0M annualized.

Mill Operations:

Marathon mill production for year 1975 was 119,967 A.D.T. S.W. Pulp and 22,063 A.D.T. H.W. Pulp, for a total of 142,030 A.D.T.

Wood fibre usage was 263,481 BDT. S.W. (266,734 cords) and 32,741 BDT. H.W. (37,189 cords) for a total of 296,222 BDT. (303,923 cords).

General:

Caramat office sold to Norm & Marie's Texaco Centre.

Powell Equipment moved into Caramat machine and welding shop.

The 3rd Annual 25 Year Employee Service Recognition Social was held on March 6th, 1976, in the Moose Home honouring 18 new members, bringing the total to 146 -- 25 year members.

J. Tocheri/mk
March 31, 1976

OPERATING YEAR - 1976

General Summary:

The year 1976 can be characterized by soft pulp and lumber markets, an over-supply of wood and chips, continuing inflation at slightly moderating rates, and an outbreak of legislative activity.

Other Highlights:

- Pic production along with purchase wood and chips was reduced from planned due to market conditions and wood inventories.
- Productivity was somewhat variable throughout the year with the exception of loading and hauling.
- Labour supply less critical than forecast. Turn over is still high, with cutters and skidder operators, representing 65% of the total.
- Safety performance improved substantially over that of the previous year.

Operations:

The year 1976 was good and bad with certain activities being enjoyable to report and others not so enjoyable.

Fell-skid-deck produced 121,880 cords at a rate of production of 20.2 cords per shift up from 19.1 cords per shift in 1975. Included in the total is 12,200 cords mechanical prefell and flail wood. Credit for increased production due in part to S.I.S. system and good supervisory practices.

K.W. operation produced 41,029 cords. Down 2,630 cords due to extremely long travel distance, high turn over of operators and excessive down time on machines. Considerable thought has to be given to future plans for these machines due to their limited capabilities.

Slashing produced 129,731 cords. Down 1,610 cords from plan due to the months of January, February and March averaging less than 140 cords per shift.

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Load & Haul had a satisfactory year delivering 171,354 cords at a loading rate of 335 cords, and truck haul at 39.0 cords per truck shift, a record high production for this phase of the operation, due mainly to an exceptionally dry summer and fall.

River Drive commenced April 24th, and progressed well while water levels remained high. Wood from Camp 12 was not watered until late June due to lack of rainfall. Delivered 157,745 cords--leaving 12,000 cords rear.

Mechanical Department manpower remained quite stable throughout the year. Parts supply again a significant factor in down time and costs continue to spiral. S.I.S. system, injected into main shops, work order system, requisition of field supplies, inventory and control of parts in central stores.

Services completed all planned work on schedule as follows:

- New Nama Creek Bridge built.
- A 24' x 36' portable garage built to service Flail, Snippers, etc.
- Upgrading of Camp 15, yard, shops, dorms, & storage areas.
- Mezzanine floors in the Camp 15 garage closed in.
- Electrical services in all dorms upgraded from 100 amps to 200 amps
- Cement floor completed in the garage warehouse.
- Exhaust and down flow fans installed in garage.
- Twelve new cut and skid shelters were constructed.
- Filtration plant at Caramat upgraded eliminating daily backwashing to periodic checking.
- Light-lunch counter built in Camp 15 Rec Hall.
- Sewer line was run into the canteen portion of Caramat Rec Hall to facilitate washrooms.
- Painting program progressed well, bringing this project back on schedule.
- Sign erected to identify Camp 15 at the entrance road.

Cafeteria fed an average of 160 people daily with a staff of three cooks and five cookees. Meal costs increased about .09¢ per meal. Fire destroyed two cut and skid garages, one in January and one in October, along with two timberjacks.

Forest fires totalled seven, all small, with building and machine fires totalling sixteen.

Road construction due to dry ground conditions completed more miles of new road and upgrading of other sections than was planned.

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Safety performance improved over the disasterous experience of 1975, due to considerable time spent with supervisors and employees in safety training sessions. Wearing of safety apparel was made mandatory as of January 6th, 1976.

Accounting:

Manning was completely stable in 1976 allowing the undertaking of an extensive training program and several other projects.

A system of centralized warehousing has been installed which will bring together all inventories and encompasses the purchasing, receiving, stocking, issuing, and financial control of all goods in the operation.

A new agreement was reached with Local 2693 in November which allowed an additional two days to prepare the payroll.

The Gasoline Tax Branch conducted an audit in August and found that the system of recording gasoline and fuel oil are not adequate. An assessment of some $130M was levied against Woodlands which is being held in abeyance pending a further audit in 1977.

John Johnson was hired as an Accounting Associate to serve in both Woodlands and Mill.

Rental of a post office box in Manitouwadge has all but eliminated the necessity of a "meet" for delivering payroll to Camp 15.

Employee Relations:

A very busy year due to time consuming benefit programs, heavy turn over in the work force and the perennial lack of suitable housing posing a serious stumbling block in recruiting.

A memorandum of agreement was ratified November 25th with Lumber & Sawmill Worker's Union, Local 2693 in Thunder Bay, for a two-year period.

Absentee control program showing terrific results and proving its worth.

All first line supervisors were to be qualified in first aid by September 1, 1976.

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Ernie Ritchie resigned as Vice President of Local 219, Clerks & Scalers, due to ill health. He has been replaced by Ray Collum.

The C.O.L.A. clause enjoyed by local 219 continues to create problems with unorganized salary staff. Effective January 1, 1977, the C.O.L.A. clause will produce $166.08 per month.

The University of Waterloo, School of Optometry Mobile Eye Clinic, again visited Camp 15 and Caramat.

1976 Staff Changes:

Resignations:

Lionel Dee	-	Transferred to Mill Division, Marathon as Woodyard Supt., March 15, 1976.
Kenneth Olmstead	-	Production Foreman, March 19, 1976
Ted Aho	-	Production Foreman, November 15, 1976
David Jones	-	Production Foreman, December 17, 1976

Hirings:

Ray Villeneuve	-	On short-term disability, returned to active duty as Slasher Production Foreman, on July 5, 1976
Bruno Desilets	-	Co-ordinator Safety, January 5, 1976
Barry Stadey	-	Production Foreman, April 12, 1976
Arthur Douglas	-	Production Foreman, April 26, 1976
David Jones	-	Production Foreman, May 10, 1976
Timothy Knight	-	Production Foreman, May 10, 1976

Forestry & Planning:

Increased cruising in order to extend lead-time for Operations Planning, necessitated hiring two summer students. Eight cruise jobs were completed.

Applications for Beatty Cove wood storage and Blind Cove boom storages were processed.

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Construction of a boat channel at the M.O.P. was authorized.

Development of data sources connected with preparations of the Forest Management plan initiated and most programs are now viable.

No aspen veneer logs were produced for Weldwood during the year on the Pic area. Annual commitment supplied through 3rd Party arrangements.

Marathon Timber once again relatively inactive due to markets and problems with manpower.

The short term interval scheduling system (S.I.S.) of managing was introduced by Ritchie and Associates early in 1976 and now forms part of our normal operating procedures and reporting.

M.A. Opper received the J.E. Bothwell Award for his paper delivered at C.P.P.A. Annual Meeting of 1975, which dealt with the Marathon Conservation School.

A. Blakie was promoted and transferred to Camp 15 as Staff Forester.

J. Cassan was promoted to Forestry Assistant.

J. D. Smith transferred from Scaling Department to Marathon as Forest Technician.

Mrs. M. Kideres replaced by Mrs. E. Brydges on a temporary basis.

Purchase & Delivery

The 1976 river drive was reasonably successful in spite of unusually low water levels.

Pilings in the mill pond were replaced in August.

Notice was received that Pulpwood Harbour could not be used as a boom storage after 1977. Blind Cove, north of M.O.P., is being considered.

Problems with Pic 50 Indians continued through 1976 which led to a booming plan and boat channel being conceived by consultants, Lazier and Kennedy, construction to commence in January 1977.

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Chip freight rates continue to increase. In May, C.N.R. increased freight on Longlac and Hornepayne chips by 20%, causing all Kimberely-Clark chips being diverted to Domtar. C.P.R. increased freight rates by 14%, but is still competitive with truck rates. However, a saving of some $3.00 per ton is indicated using truck over C.N.R. rail.

Chip inventory problems continue to plague both sawmills and pulpmill strikes.

Industrial Engineering

The Industrial Engineering group of activities occupied the largest segment of time (30.2%) which involved the following major projects:

- Nama Creek Bridge
- Change in Logging Methods (Shear, Skid & Flail)
- Capital Asset Review
- Wood Fibre Study
- Carbon Water Filter for Caramat Plant
- Gasoline & Fuel Recording & Dispensing Equipment

The second largest segment of time (25%) was taken up by activities related to capital and included the following items:

- Capital Reporting (Quarterly spending)
- Annual Capital Budget
- Requests for Appropriations
- Implement new Capital Format
- Capital Forecasting (updated, ten-year capital plan and prepared a new five-year plan)

Meetings accounted for about 10% of available time and included:

- Weekly staff meetings
- Quarterly & Annual Staff Meetings
- National Logging Operation Group Annual Meeting
- Industrial Engineering Seminar (U.S.A.)

Less time devoted to staff committee meetings due to a reduction in emphasis on the task committee program and introduction of the short-interval scheduling concept by Ritchie & Associates.

Plans are to reactivate task committee program in 1977.

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Annual Staff Meeting was held on April 13 & 14th, 1976, at Camp 15.

Bell Canada is studying the Camp 15 telephone equipment and will present us with a proposal for a complete new system capable of handling telex, E.D.P. transmission, and normal telephone.

Major furnace replacement and updating program initiated.

Monthly detail of Koehring maintenance costs have been maintained and graphed for the years 1974-76.

Five I.I.P. projects were implemented for a total annual effect of about $24.0M which just met 1976 bogie.

Mill Operations

Marathon mill production for year 1976 was 122,064 A.D.T., S.W. pulp and 29,767 A.D.T., H.W. pulp, for a total of 151,831 A.D.T.

Wood fibre useage was 267,507 B.D.T., S.W. (270,810 cords) and 44,395 B.D.T., H.W. (50,425 cords) for a total of 311,902B.D.T. (321,235 cords).

General

The 4th Annual 25 year employee service recognition social was held on March 5th, 1977, in the Moose Home honouring 31 new members, bringing the total to 177, 25 year members (36 Woodlands and 141 Mill).

J. Tocheri:eb
May 5, 1977

OPERATING YEAR - 1977

General Summary:

The year, 1977, has again been one of soft pulp and lumber markets, an over supply of wood and chips, continuing inflation in areas such as provisions, fuels and capital equipment.

Other Highlights:

- Total reduction from plan of 17.5M cords was taken from the Woodlands cut to meet the reduced mill demands.
- Concentrated effort to curtail spending and operate with the highest possible rates of productivity resulted in an overall average of nearly 5.9 cords per manday.
- Reduced volume and high productivity reduced production, machine shifting and mechanical maintenance.
- New higher productivity gravel trucks and the need to access less wood kept road costs to a minimum.
- Gas and fuel have been increasing in cost, monthly, with no end in sight.

Operations:

The year 1977 was a year of volume reductions requiring cut from planned 170,000 cords to 152,568 cords.

Fell-skid-deck, which bore the brunt of reduced production, produced 113,468 cords at a manday production rate of 9.04 cords, best ever attained.

K.W. operation produced 31,353 cords at a production rate per machine of 17.9 cords per day. Operating costs continued to spiral forcing two machines to be withdrawn in April and August, with the four remaining machines withdrawn during the last quarter.

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Feller-buncher-flail operation commenced in August on a single shift and by year end there were five feller bunchers, one experimental grapple, six conventional cable skidders and a chain flail working double shifts. Production was over 7,000 cords at a rate of 24.6 cords per shift.

Slashing operation attained good productivity producing 109,298 cords using two machines double shift throughout most of the year--modifications included replacing swing cylinders with motors with further improvements planned for 1978.

Load and haul experienced another good year delivering 126,311 cords by reducing haul to one crew throughout summer and fall periods.

River drive commenced April 19th, with water levels ideal on the White Otter River making progress good until problems were encountered at the mouth. Delivered 151,000 cords, 12,000 cords were carried over on Camp 12 landing, plus 9,000 cords rear.

Mechanical Department's major project for the year was the innovation of the shear, flail, grapple skidder concept of operation, along with modifications to loader clams, off-loaders and slasher hiabob.

Services Department completed all planned projects as follows:

- painting at Camp 15 & Caramat
- electrical & plumbing upgrading--Camp 15 & Caramat
- new bridge over White Otter River on Lunam Road
- two field garages constructed
- new warehouse at Camp 15
- experienced "0" L.T.A. for the year.

Forest fires totalled thirteen, with building and machine fires also totalling thirteen.

Road construction crews worked seventeen miles of road although being plagued by wet weather during the third quarter.

Safety performance improved by 31% over last year due partly to a promotional program with supervisors and employees.

Accounting:

The year 1977 was a period of both achievement and shortfalls due mainly to changes in personnel and project work.

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Doug Sword retired from his position of Accounting Supervisor in March and Shirley Falls was hired on August 1st.

Other Personnel Changes:

Resignations:

D. Skworchinski	-	Bookkeeping Machine Operator
W. Demitrick	-	Junior Partsman

New Hirings:

D. Dafoe	-	Stenographer
W. Andruzko	-	Junior Partsman

Promotions:

J. French	-	Accounting Clerk
W. Andruzko	-	Senior Partsman
R. Sandles	-	Bookkeeping Machine Operator

Centralized warehousing system came through its first year in pretty good shape.

Major changes made in preparing and presenting budget.

Complete revisions made to Code of Accounts to conform with American Can Code of Accounts.

Automated gas and fuel meters were installed enabling us to become a fuel tax registrant, giving records of consumption by vehicle and reducing the opportunity of pilferage.

Major emphasis placed on personnel development throughout the year.

Employee Relations:

Labour turnover for 1977 was about half that experienced in 1976 generating some time to introduce the flexible benefit program and Manitouwadge housing program to our employees.

Memorandum of Settlement was signed with the O.P.E.I.U., Local 219 covering clerks & scalers on June 23, 1977.

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Hourly vacations were scheduled for the first time ever in the Woodlands in 1977 and went over very smoothly.

A policy on payment for overtime work and working on recognized holidays for unorganized salaried employees was introduced effective March 1, 1977.

An attitude survey was carried out through a cross-section of our employees by the Human Resources Institute from New Jersey.

Absentee control program generated a refund of $66,256.64 from our weekly indemnity program.

Staff Activities - 1977:

Resignations:

Mary Kideres	Records Clerk, Woodlands		Jan. 23/77
Peter Anderson	Mechanical Supervisor	(Hired)	May 16/77
		(Res.)	June 23/77
Michael Tateishi	Supt., Mechanical	(Retired)	Feb. 1/77
Timothy Knight	Production Foreman		June 16/77
Douglas Sword	Supervisor, Accounting	(Retired)	Aug. 1/77
A.J. Rotmark	Scaler		Aug. 12/77
H.B. Walford	Scaler		Aug. 31/77

Hirings:

Elizabeth Brydges	Records Clerk, Woodlands	Feb. 1/77
John Conley	Fire Marshall	Feb. 1/77
Erich Bogensberger	Supervisor, Services	June 16/77
Melvin Maronese	Mechanical Supervisor	July 11/77
Shirley Falls	Supervisor, Accounting	Aug. 1/77
Norman Gladish	Production Foreman	Nov. 1/77
Lionel Morin	Superintendent, Mechanical	Jan. 1/77
Barry Stadey	Supervisor, Mechanical, Heavy Equipment	March 1/77
G.C. St. ~~Aubin~~ AUBIN	Scaler	Aug. 10/77

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G.E. Rotmark	Scaler	Sept. 6/77
J.D. Little	Scaler	Oct. 12/77

Forestry & Planning:

Cruising program well in hand in conformance with three year lead time requirement. Six cruise jobs completed. Two female forestry students again hired.

Forest Management Plan scheduled for completion in 1977 missed target due to untimely acquisition of Ministry input and involvement with environmental assessment issues.

Dealings continue with Weldwood with third party agreements. Indications are that Weldwood will undertake tree length operations in the Kassagimini area in 1978.

Marathon Timber was unable to abide by the terms of the third party agreement and their contract was revoked.

Licenses of Occupation were secured for Blind Cove and Beatty Cove.

Kimberley Clark have formally applied to O.M.N.R. to pick up the northern end of the Little Pic area.

Great West Timber continues to exert pressure to purchase saw logs from our licenced area.

Entire licenced area has been completed with regard to "first pass" reproducible base maps at 1 inch = 10 chains with new age classes.

Purchase & Delivery:

Boat Channel around No. 1 boom, M.O. Pic was completed in April and operated successfully.

High water levels and the malicious cutting of Camp 12 lower landing boom cable, imposed a heavy load of some 45,000 cords on the Bamoos Boom. When released its impact on No. 1 boom caused a cross cable to break spilling some 3,000 cords of wood into Lake Superior. All wood was recovered.

The Mark Whitman was deliberately damaged in July by having mud and water poured down the exhaust stack which eventually caused the crank shaft to break.

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Majority of work required by D.O.T. completed on tugs Polygon and Martin E. Johnson.

All No. 1 boom sections were pulled from water during fall to replace the cables.

A new boom was installed at Camp 12 lower landing in October.

Chip availability was high due to increased lumber prices. Base price of chips did not change with freight rate increases held to a minimum.

Chapleau Lumber and Austin Lumber, two traditional suppliers, are now up for sale.

Sawmills concerned about chip sales are endeavouring to establish markets in the U.S.A. Some progress has been made but with freight rates high to the U.S.A., we should remain competitive.

Industrial Engineering:

White Otter River bridge on the Lunam Road, a 110' - 3 span bridge was completed in the late summer.

Preliminary planning and engineering have been completed for the Camp 5 bridge to be reconstructed in 1978.

Airless paint spraying equipment was acquired for large building and steel structure painting jobs.

Fire protection and detection systems were ordered for the following locations:

1) Generator building
2) Main garage
3) Welding & machine shop

Other Industrial Engineering studies conducted:

- Assess Koehring Harvesters as potential bunchers.
- Review Camp 15 facilities and requirements for expanded volume situation.
- Logging systems study.
- Administration of Woodland's capital program.
- Camp 15 utilities converting the primary distribution to 7200 volts.
- Tractor grader lease analysis.

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Six I.I.P. projects were implemented with an annual savings of about $113.0M.

Annual staff meeting was held April 13 & 14th, 1978, at Camp 15.

Mill Operations:

Marathon Mill production for year 1977 was 116,933 A.D.T. (plan 135,073 A.D.T.) S.W. pulp and 25,958 A.D.T. (plan 25,008 A.D.T.) H.W. pulp for a total of 142,881 A.D.T. down 17,200 A.D.T. from plan.

Wood fibre usage was 260,609 B.D.T. S.W. (263,827 cds.) and 39,228 B.D.T. H.W. (44,557 cds.) for a total of 299,837 B.D.T. (308,384 cds.).

General:

The 5th Annual 25 year employee Services Recognition Social was held on March 11th, 1978, in the Moose Home honouring 22 new members, bringing the total to 199-25 year members (40 Woodlands and 159 Mill).

J. Tocheri:eb
May 5, 1978

OPERATING YEAR - 1978

General Summary:

The year, 1978, started with a soft pulp market, strong newsprint and lumber markets, inventories in both purchased chips and roundwood high declining by year end. The soft kraft market was good depleting inventories and increased hardwood kraft production by 15,000 ADT.

Other Highlights:

- Reductions of 4,670 cords cut and 29,400 BDT purchased were necessitated due to high 1977 inventories and a pick-up of 24,000 B.D. tons from the river drive.
- Man-day productivity reached a company high of 2.71 cords/man-day.
- Increased production per man and reduced spending reflected savings to our Woodlands operation of $1,212,000.
- To meet increased hardwood pulp demands, overland deliveries of hardwood fibre began in late 1978.
- Study started on wood movement, river vs. overland, plus the ramifications of a 40-50 million board foot sawmill operating at Marathon.
- The first of a five phase new Management Reporting System was commenced.

-In the field of governmental legislation "privatization" the regeneration of Crown lands by the limit holder rather than by government became a very important issue.

Operations:

Fell-skid-deck produced 115,899 cords, consisting of 53,880 cords of conifer and 62,019 cords of aspen. Man-day productivity of 10.8 cords is highest ever in this function.

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Feller-bunchers produced 42,058 cords at a production rate of 29.6 cords/shift. Continuing problems with the carrier and cutting heads leave some doubt as to the future of the system.

Koehring Harvesters produced only 3,359 cords due to change in inventory requirements and cost of getting machines operational. Productivity good at 25.2 cords/machine shift.

KFB-3 system was introduced into system as an experiment producing 4,561 cords using a large 30" shear and a multiple 24" capacity shear. A JD-740 grapple skidder was also used averaging 78.0 cords/shift and a man-day productivity of 16.7 cords.

Slasher performance good throughout the year producing 151,349 cords at a machine productivity of 206.3 cords/shift. Modifications to Hiabob and off-loader swings and the conversions of two machines to K.W. drive system, a definite advantage which reflected on productivity per shift plus an increase in work days.

Load and haul experienced another good year both in loader productivity at 367.9 cords/machine shift and truck productivity at 42.8 cords/truck shift. Overland delivery of eight foot aspen to mill was introduced to the operation in December using three tractor trailers.

River drive commenced May 9th, with water levels remaining high eliminating a heavy rear clean-up. Delivered 145,000 cords leaving a rear of 11,000 cords and picking-up some twenty odd thousand cords of past volume discrepancy.

Mechanical department experienced another very busy year with major projects taxing our staff and tradesmen to the limit. New lathe purchased for the machine shop and parts department remains a problem area.

The services department completed all planned projects as follows:

- New bridge over White Otter river on LeMay Road.
- Demolished two residents at Caramat.
- Constructed new winch house at Camp 12 lower landing.
- Fire detection system installed on Camp 15 power plants, garage and welding shop.

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- Gates constructed and installed on road entrances to Camp 15.
- Catering services contracted out to Domco Foods.
- Painting program continued on plan.
- All other services as required.

Road construction crews completed 16.7 miles of Class "C" roads under the supervision of Art Pelky.

Safety experienced 18 L.T.C.'s fell short of planned frequency goal of 22.0, but did show improvement in M.A. cases by reducing same by 12. Accident review committee set-up to review all L.T.C. injuries, medical aids where light duty is concerned and motor vehicle accidents.

No forest fires reported on Limit during the year. One major slasher fire costing approximately $72,000 along with a number of smaller fires were attended to. M.N.R. conducted one prescribed wildfire burn.

Accounting:

The year 1978 was another year of disruptions due to staff changes and maternity leaves.

Highlights of the year included:

- Establishing a heating oil inventory.
- Purchasing a Burroughs L-4000 bookkeeping machine.
- Initiating the computerized F.A.R. IX system.
- Hiring DOMCO Caterers to improve catering services at Camp 15.
- Setting up a $1,000 petty cash fund for emergency and quick pay situations.
- Command Level Systems hired to develop a computerized chip program.
- Fueling of licensed gas and diesel vehicles from Gasboy Dispensers begun.

Bill O'Dell arrived in September to undertake cost studies on sawmill proposals.

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Employee Relations:

Labour turn over for 1978 was respectful 45.32% due mainly to the employment situation in the country and in our industry.

An incentive of $50.00 was offered to any employee completing a first aid course. Twenty candidates at Camp 15 and 15 at Caramat received certificates. Good labour relations maintained throughout the year with Union Locals 219 and 2693.

Absentee control program continuing to improve.

Staff Activities - 1978:

Resignations -

Dino Reginato	Production Foreman	January 20/78
W.D. Harkness	Woodlands Manager--Retired	March 30/78
J.D. Cassan	Forestry Assistant	April 14/78
J.D. Smith	Forest Technician	May 5/78
E. Mosindy	Topo. Draftsman--Retired	November 1/78
W. Hupka	Supervisor, Shop--Retired	September 1/78
A. Lavigne	Tug Captain--Retired	August 31/78

Hirings -

W.G. Goodfellow	Woodlands Manager	February 27/78
R.D. Fry	Staff Forester	May 15/78
E. Gardy	Production Foreman	May 1/78
H. Heikkinen	Forestry Technician	May 8/78
P. Tristram	Stenographer	August 23/78
G. Tuarau	Topographical Draftsman	September 5/78

Deceased -

J.E. Ritchie	Scaler	March 25/78

Transfers -

Diane Dafoe	Stenographer to Mill Division	September 11/78

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Forestry & Planning:

Cruising program went well considering a complete turn over in cruising staff and adverse weather. Permanent sample plots were re-measured and compiled.

Forest Management Plan was not completed due to terminations and changes in personnel, heavy involvement with unplanned project work and internal studies relating to sawmills, chippers, overland transporation, etc.

Dr. R. Yang, University of British Columbia, was hired under contract to develop a regeneration data base resulting from harvesting activity under a cooperative study with O.M.N.R. The Company's obligation is to provide raw field data and additional sampling. O.M.N.R. has tentatively earmarked $250M to fund the project.

There developed during the year, a couple of parallel programs for funding of road and bridge construction (D.R.E.E. & F.M.A.) which could offer relief to operations and wood costs.

Dealingswith Weldwood call for all poplar originating from the licenced area to be put in tree-length form.

Computer program was developed which will accommodate the major portion of clerical activity in the chip control function.

The Logging Chance Bank was completed, catalogued and mapped.

Study conducted for an overland delivery at a 180,000 cord level and a 270,000 cord level to incorporate a sawmill to supply 100% chips to the mill.

The I.I.P. program was activated on a regular basis beginning on August 1, 1978.

Purchase & Delivery:

Major repairs carried out during the winter on Mouth of Pic holding booms and approximately 200 towing booms.

The small boat passage at the mouth was completed and worked satisfactorily.

River drive progressed extremely well with water levels remaining relatively constant throughout. Art Douglas was drive foreman.

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Chips purchased totalled 137,192 B.D.T. at a cost of $57.26 per ton.

All sawmills enjoyed unprecedented lumber prices throughout 1978 and operated to the capacity of the timber available to them.

Due to an extremely high fibre inventory caused by the December 1977 mill closure, approximately 30,000 B.D.T. of chips were diverted to other mills.

Industrial Engineering:

Feasibility study evolved during spring of 1978 to look at:

- A truck trailer delivery of 16' logs and pulpwood from the Pic to Marathon.
- A 50MM FBM sawmill to produce dimension lumber and chips at Marathon.
- A pulpwood debarking and chipping plant capable of year-round operation.
- New chip storage and handling facilities adjacent to mill.

Camp 5 bridge, largest and most ambitious project in our current bridge rebuilding program, completed in early November.

Co-ordinated the I.I.P. program, emphasizing cost reduction awareness and communications which resulted in 1978 actual savings of $215M vs plan of $70M.

Other Industrial Engineering projects and studies:

- Chairing of a Task Committee (Recognition & Rewards) under the Human Resources Institute program.
- Assessing of the small feller/buncher flail project.
- Large Koehring (KFB-3) feller/buncher and a large John Deere (740) grapple skidder experiment.
- Hardwood truck haul to Marathon.
- Preliminary plans for replacement of Camp 53 bridge.

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General:

Annual Staff meeting was held April 13th & 14th, 1978, at Camp 15.

The 6th annual 25 year Employee Service Recognition Social was held on March 3rd, 1979, in the Moose Home honouring 17 new members bringing the total to 216--25 year members (46 woodlands & 170 mill).

Mill Operations:

Marathon Mill production for the year 1978 was 113,032 A.D.T. (plan--131,246 A.D.T.). S.W. pulp and 49,780 A.D.T. (plan 35,004 A.D.T.) H.W. pulp for a total of 162,812 A.D.T. Down 3,438 A.D.T. from plan.

Wood fibre usage was 263,286 B.D.T.--S.W. (266,538 cords) and 73,213 B.D.T. H.W. (83,159 cords) for a total of 336,499 B.D.T. (349,697 cords).

J. Tocheri/eb
March 16, 1979

OPERATING YEAR - 1979

General Summary:

The year 1979 was a complete reversal to that of 1978, that of a pulp market that was very strong. Total production was met in both operations and purchase fibre, but not at our budget costs.

Other Highlights:

- Operations delivered the largest volume of roundwood to the Marathon mill, 173,329 cds. since 1972.
- The sawmill overland study was completed in 1979 and has been put on hold.
- Management Reporting System developed extremely well and should be operating by June 30th, 1980.
- Legislation on the Crown Timber Act has been passed, allowing the government to legal contract an F.M.A. with an Ontario company.
- Best year on record in the field of accident prevention was obtained with compensation costs per hour being the second lowest in the Ontario woods industry.

Operations:

Due to poor weather conditions throughout the year, operations did extremely well in producing 158,719 cords of the budgeted 160,200 cords.

Other Highlights:

- Overland haul to mill totalled 21,902 cords including 1,844 cords of birch.
- 9,487 cords of hardwood hauled to Hillsport spur.
- Smaller American Can feller bunchers closed down due to continuing mechanical problems.
- Field trials conducted on two skid steer rubber tire loaders (barks 160 of Cat 215).
- Trials on Clark 668, John Deere 540 and John Deere 640 grapple skidders.
- Busing of employees to Manitouwadge commenced during Spring 1979.
- 1st time licensing of ½ ton trucks commenced May 1979.

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Fell-Skid-Deck produced 108,851 cords consisting of 48,410 cords conifer and 60,441 cords aspen, at a man-day production of 9.1 cords.

KFB-3 system which was new to our logging operation produced 35,407 cords at a production rate of 49.0 cords/machine shift.

Koehring Harvesters produced 7,659 cords at a rate of 20.8 cords/ machine shift. Two machines operated, working single shifts.

Slashing production was down at 140,322 cords from a planned production of 160,200 cord, due to low productivity, heavy snows, soft ground conditions and training of new crews.

Load and Haul production to river was down at 136,117 cords from a plan of 159,000 cords due to a change in mill requirements relating to hardwood production. Using five tractor trailers, 21,902 cords were delivered to the mill overland, along with 9,487 cords by rail cars.

River Drive commenced May 1st, with delays experienced because of high water levels and boom problems at M.O.P. - delivered 141,941 cords consisting of 92,150 cords conifer and 49,791 cords aspen.

Safety experienced a very good year having a lost time frequency rate of 17.6%, best ever since 1966 (15.9%). Joint safety committee very active throughout year holding monthly meetings, safety banquet, felling and filing seminars, bonus draws, etc.

Mechanical department experienced another busy year achieving all department goals including a number of unplanned repair programs. Major accomplishments included:

(1) Two Koehring Shortwood Harvesters overhauled and converted to feller bunchers.

(2) Built and installed large front wheel on 12020 Nesco Slasher.

(3) Modified all slasher offloader booms.

Services:

General annual routine work completed as planned along with the following new projects:

- New tool room was built in the Camp 15 garage.

- Moved and set up the former Fraser Brace office from Marathon to Camp 15 for operations, personnel, mechanical and services.

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- Gates were built and installed on roads entering Camp 15 yard.
- Moved first aid building to scrap yard and converted residence 674 to a first aid post.
- Constructed new bridge over Pic River on the Mair road.
- Renovations were made to the first floor of the office to provide for the computer and support system.
- Dormitory at Caramat was burned.
- Caramat laundry closed down.
- Row house was burned and 8 single dwellings were closed at Camp 15.
- Improvements made to Nama Creek hill.
- Roads completed during 1979 included Picarson, Dianthus, Phillips Creek, Middle Falls road access & 50% of Rockbound.

Accounting:

Objectives established for 1979 did not totally materialize due to increased work loads, staff changes, communications gap and maternity leaves.

Highlights of the year included:

- Computerized chip processing system inaugurated January 1979.
- Jack Christie was appointed Woodlands Purchasing Co-ordinator, effective June 1, 1979.
- I.B.M. 3741 keypunch unit purchased May 30, 1979.
- Major part of the Marathon Woodlands Management Control System was developed.
- Ray Collum promoted to Senior Partsman-in-charge.

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Employee Relations:

Employee Relations kept busy throughout 1979 due to turnover of staff at Greenwich, staff illnesses and increased labour turnover.

Highlights:

- Frequency Safety record of 17.6 accomplished.
- Labour turnover was high (58.66%) due to the number of hires for river drive and Pic operation.
- The Occupational Health and Safety Act became law in October 1979 which will effect our operations to some extent.
- The Company, through a contractor, built ten new homes in Manitouwadge which raised to 84 the number of employees residing there.
- Signed a memorandum of agreement with Local 219 on February 23, 1979.
- Signed a memorandum of settlement with Local 2693 on February 1, 1979.
- Major training courses of 5 week duration conducted for cutters & skidder operators.

Staff Activities - 1979:

Resignations:

John Conley	Fire Marshall	November 8/79
M. Milani	Communications Clerk	May 25/79
Michael Opper	Chief Forester	January 31/79
Ernest Gardy	Production Foreman	March 31/79

Hirings:

James McDougall	Acct. Supervisor - Camp 15	January 15/79
Glenn MacGillivray	Staff Forester	April 23/79
Gordon MacKenzie	Production Foreman	May 14/79
Fred Churchill	Foreman Shops	June 1/79
Susan Ryan	Communications Clerk	June 4/79

Transfers:

Shirley Falls	Accounting Supervisor to Greenwich	February 1/79
Gerry Ferguson	From Mill as Accounting Clerk	November 26/79
M.D. King	Manager Transportation - Marathon	September 17/79
Eileen Laxdal	Supervisor Catering - Camp 15	September 17/79

Promotions:

Dick Fry	Chief Forester	January 1/79
John Christie	Co-ordinator, Purchasing	June 1/79
Donald Matthews	Superintendent, Services, Road Construction & Maint.	August 6/79
R.G. Sutherland	Manager, Production	September 17/79
R.J. Wreggitt	Superintendent, Production	September 17/79
R. McLeod	Superintendent, Production	September 17/79

Promotions - continued.

J.D. McDougall	Supervisor, E.D.P.	December 18/79
W.J. French	Supervisor, Accounting Camp 15	December 18/79

Deceased:

Egon Steudle	Production Foreman	July 14/79

Forestry and Planning:

Cruising program and permanent sample plot program completed as scheduled.

Forest Management Plan completion was not accomplished due to significant revisions and vacancy of the staff forester position.

Involvement in the environmental guidelines study was heavy and revealed an extra cost to ourselves of approximately $3.54 per cord versus an industry average of about $5.26 per cord.

Application for DREE road subsidies were submitted for the proposed Pic River bridge crossing at old Camp 8 and the construction of the Hades Lake road.

An exchange of conifer with Ontario Paper took place along with a sale of Conifer to Abitibi.

Major regeneration program conducted in order to obtain data for the regeneration data bank project.

Purchase and Delivery:

Due to excessive rains the bow boom at the Mouth of the Pic broke spilling 18,000 cords of pulpwood into Lake Superior on May 10, 1979. Losses were minimal due to quick thinking of drive staff and wind change which drove half of the wood onto the beach.

Excessive lumber prices enticed sawmills to produce to capacity which caused us to divert chips to other mills. Price also increased by $2.00.

Chips purchased totaled 154,034 B.D.T. at at cost of $59.45 per ton.

Federal Park, after clearing all of its problems with the Indian Band at Heron Bay, commenced construction of a road which circles the reserve and a bridge crossing the Pic River.

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Industrial Engineering:

Woodlands industrial engineering activities covered a fairly large spectrum during 1979, which are highlighted as follows:

- Sawmill Chipper Plant - working with Bill O'Dell preparing submission for Bob Nelson.

- Overland Hardwood Truck Haul - preparing justifications for the purchase of tractors and trailers.

- Industrial Road Subsidies - meetings with MTC to re-evaluate subsidies which resulted in a $10,000 increase.

- Camp 53 Bridge - engineering input and purchase of construction materials.

- KFB - 3 Feller Buncher and large grapple skidder logging system:
  - Aided in implementing this logging system working with mechanical department and John Deere sales and engineering people.

- Income Improvement - During the year thirteen projects were implemented with an actual savings value of $299,500.

General:

Annual Staff Meeting was held April 19th, 1979 at Camp 15.

The 7th Annual 25 year employee service recognition social will be held on April 12, 1980 in the Moose Home, honouring 17 new members, bringing the total to 233 - 25 year members (52 Woodlands and 181 mill).

Mill Operations - 1979:

Marathon Mill Production for the year 1979 was 122,497 A.D.T. (plan 116,250 A.D.T.), softwood pulp and 73,890 A.D.T. (plan 50,000 A.D.T.), hardwood pulp for a total of 160,387 A.D.T., down 5,863 A.D.T. from plan.

Wood fibre usage was 282,815 B.D.T., softwood (286,308 cords) and 54,652 B.D.T. hardwood (61,395 cords), for a total of 336,867 B.D.T. (347,703 cords).

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American Can of Canada Limited celebrated its 75th anniversary with celebrations held in Marathon, Caramat & Manitouwadge.

Manitouwadge also celebrated its 25th anniversary during 1979.

A 100 ft. washout on the Industrial Road 4 miles west of Manitouwadge, necessitated the use of boats to cross.

J. Tocheri;eb
March 25, 1980

OPERATING YEAR - 1980

GENERAL SUMMARY

The year 1980 was a continuation of 1979 and reflected in year end results. Production was down by 2400 cords with spending increasing by $1,036,000.

OTHER HIGHLIGHTS

- helicopter was used by supervisor on river drive this year which proved very successful.

- submission to the O.M.N.R. for 100% funding of a bridge ($700,000) over the Pic River was completed and accepted. Construction to commence in 1982.

- shortage of Capital caused serious problems on our operations resulting in the rental of key pieces of production equipment.

- four Ontario paper companies signed F.M.A.'s with the Crown in 1980. All forest companies will have to be signed by 1985 with American Can aiming for signing on or before June of 1984.

- our 21 year Management Plan, 1977-1998 was approved and signed by the M.N.R.

- completed 1980 with the best safety record ever for American Can, Canadian Woodlands, 1st place in the OPPMSA competitions.

- Camp 53 bridge destroyed by fire June 15, 1980.

OPERATIONS

The 1980 operating conditions were generally better than 1979. However, productivity was below budget plan in several functions due to an unstable labour force, use of old equipment and extreme fire hazard in June and July.

OTHER HIGHLIGHTS

- field testing of equipment continued which included TJ520 grapple skidder, 30 foot pulp trailer and a Cat 235 excavator.

- feller buncher system suffered badly due to mechanical problems producing 49,548 cords of a planned 58,000 cords.

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Other Highlights cont'd.

- fell-skid-deck productivity, which was a concern throughout the year, produced 6,785 cords over plan.

- slashing production was approximately 30,000 cords over 1979, producing 170,935 cords of a planned 177,921 cords.

- load and haul became somewhat varied from budget plan due to the dropping of rail spur activity necessitating diverting volumes to river drive or directly overland. Production good though hauling 150,201 cords, 8532 cords over plan.

- river drive commenced on May 1st, delivering 144,175 cords. Water levels dropped quickly due to low precipitation which made sweeping the rear very difficult.

- safety experienced a very good year obtaining a lost time frequency rate of 16.3%, a 2.9% decrease from 1979.

- tractor trailer haul experienced problems with the trailer main frames cracking and the White Truck motors.

- two separate training programs for cutters of 16 weeks duration carried out with 15 cutters graduating.

- bonus system introduced increasing productivity and improved operator attitudes on KFB-3.

- Drott system introduced, for small diameter winter black spruce stands, using two Drott feller-bunchers in conjunction with a Timberjack grapple and a flail.

- the Mechanical Department experienced another busy year with heavy maintenance and repairs on all types of equipment. With the loss during the year of some of our more experienced and able tradesmen, the knowledge level of our mechanical work force has dropped significantly.

SERVICES

General annual routine work completed along with the following new projects:

- new cut and skid garage constructed on wheels.
- rebuilt Camp 53 burnt bridge.
- 1000 gallon tank with a Gasboy diesel pump installed on bus chassis for cut and skid operation.

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Services cont'd.

- 1000 gallon fuel tank installed on truck chassis.
- four air conditioning units installed in the cafeteria.
- portion of large storage warehouse, Camp 15, converted to a repair garage for Powell Equipment.
- catwalks replaced on Waboosekon Dam.
- power line to old rowhouse removed and salvaged.
- Fire Marshall duties now handled by Services Dept. and Services Supervisor.
- two small fires at Boomerang Lake.
- total cafeteria meals served were 122,557 at a prime cost of $3.22 per meal under the supervision of Cafeteria Supervisor, Eileen Laxdal.
- bad year for Services safety with one fatality, one medical aid & seven first aids.

ACCOUNTING

The year 1980 was plagued throughout by operating problems, increased salaries and phasing in of computerization.

Highlights of the Year Included:

- computer received in February of 1980 at Camp 15 bringing the Marathon Woodlands Management Control System (M.W.M.C.S.) into operation.

- Inventory Control System established under the Chairmanship of R. Rasmussen and M. Laxdal.

- contract negotiated with Shell and Imperial Esso for the supply of fuel and lubricants.

- Capital assets reviewed with the intent of updating the recording of same.

- Communications Clerk position at Camp 15 eliminated.

- Roy White transferred to new position of Computer Operator, February 1, 1980.

- Lynn Szydlowski hired to fill in position of Woodlands Clerk effective February 25, 1980.

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WOODLANDS PURCHASING

The year 1980 was fairly stable in regards to materials which eliminated any extreme machine downtime due to a short supply of parts.

Highlights:

- inventory levels reduced with the gradual return of inventory to vendors.
- Lakehead Freightways weekly deliveries to Camp 15 remain satisfactory with Purolator Courier Service now available for small rush shipments.

EMPLOYEE RELATIONS

The Employee Relations staff were faced with a number of changes this year stemming from the retirement of Fred Williams, Manager Industrial Relations to the moving of Bruno Desilets into the field Employee Relations office and Bill Andruszko into the Safety office.

Highlights:

- employment office busy with an average strength for 1980 of 342, highest over the last five years.
- free transportation negotiated for the approximately 105 employees now residing in Manitouwadge.
- ratified a two year agreement with Lumber and Sawmill Workers' Union, Local 2693 on December 11, 1980.
- signed an addendum to the Local 2693 contract to cover employees hired to carry out seasonal silviculture work (reforestation).

STAFF ACTIVITIES - 1980

Retirees:

George Baryla	Production Foreman	July, 1980
Leonard Devine	Scaling Supervisor	August, 1980
Alex Doherty	Supv'r Drive & Rafting	Sept., 1980

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Hirings:

Milton Gallant	Production Foreman	February 4, 1980
Raymond Bellemare	Production Foreman	Sept. 22, 1980
Lynn Szydlowski	Woodlands Clerk (Camp 15)	April 1, 1980
Dennis Desilets	Junior Partsman	April 7, 1980

Transfers:

Don Ferguson	Marathon Woodlands Controller	July 1, 1980
Gerry Ferguson	Woodlands Clerk from Mill Accounting	January 21, 1980
William K. Andruszko	Co-ordinator Safety & Training	November 1, 1980
James McDougall	Manager Data Processing	July 1, 1980

Promotions:

William J. French	Accounting Supervisor, Camp 15	January 21, 1980
Arthur Wallace	Scaling Supervisor	July 1, 1980
Bruno J. Desilets	Co-ordintor Employee Relations	November 1, 1980

FORESTRY & PLANNING

The Short Term Operating Plan completion date of March 31st, 1980 was not met due to changed volume requirements.

Operational cruising program went well with a total of 13 square miles cruised.

Considerable time spent on the Regeneration Data Bank Project with another 3300 sample plots established.

Forest Management Plan for the Pic Area was completed and approved.

No tree length aspen produced for Weldwood during 1980-81 due to poor market conditions.

MNR authorized a change in scaling procedure with our stacked wood scaling whereby no minor species would be cubed out by our field scalers, but a species percentage from cruise data would be applied on all conifer scaled.

Metric scaling will be used in the 1981-82 period following Ministry requirements.

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TRANSPORTATION

New department formed in 1980 under the leadership of Mac King who formerly headed up the Woodlands production operation.

Highlights:

- seven new piling clusters completed at Mouth of the Pic.
- center pier of Parks Canada bridge across Pic River caused problems with wood flow.
- wood trapped at Bamoos Boom in the fall continues to be a problem with those wishing to use the river.
- Capital spending cutback in May to $235,000.
- Woodlands fixed asset book updated and completed.

FIBRE DELIVERY

Highlights:

- chip receipts for 1980 totaled 166,407 tons exceeding a planned 155,000 tons.
- in February 1980 the bottom fell out of the lumber market causing some of our suppliers operating problems.
- negotiated with the C.P.R. a new rate schedule and new open top cars for chips.
- competition for chips continues to increase and with the major fear today of sawmill failure, there is no major surplus available.
- roundwood purchases totaled 35,591 cords from a planned 14,500 cords at a reduced cost.
- shipping of frozen aspen found not viable necessitating the increase of aspen purchases.
- discussion held with two companies, Ontario Paper and Abitibi re: softwood fibre exchange.

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INDUSTRIAL ENGINEERING

Woodlands Industrial Engineering activities covered a fairly large spectrum during 1980 which are highlighted as follows:

- Marathon Optimization Program (M.O.P.). A study dealing with the new woodroom and overland delivery system for a tentative woodroom start-up in July 1985.

- Camp 8 Bridge Project. Gathering information and preparing a sub-mission requesting funding under the DREE program. Also working with consultants on preliminary designs, costs, bridge site, soil site analysis and hydrology survey.

- Feller Buncher-Grapple Skid Logging System. A detailed analysis & evaluation of this system was completed which indicated a savings of approximately $3.50 per cord versus our fell-skid-deck manual logging system.

- Wage Incentives. New wage incentive program developed and implemented for our mechanized logging system, including the field mechanic as part of the crew which has proved quite gratifying and successful.

- Short Trailer Experiment. Experimental testing found that the short (33') trailer to be as efficient as the tandem trucks at a potential savings of about $2.22/cord. Appropriations for six truck tractors and short trailer units being requested.

- Income Improvement Program - Probably the best I.I.P. performance ever achieved by Canadian Woodlands surpassing 1980 plan by 71%.

GENERAL

The 8th Annual 25 year employee service recognition social will be held on April 4th, 1981 in the Moose Home honouring 12 new members, bringing the total to 245 - 25 year members (57 woodlands & 188 mill).

MILL OPERATIONS - 1980

Marathon mill production for the year 1980 was 117,491 A.D.T. (plan 119,800 A.D.T.) softwood pulp and 40,270 A.D.T. (plan 47,400 A.D.T.) hardwood pulp for a total of 157,761 A.D.T., down 9,439 A.D.T. from plan.

Wood fibre usage was 271,021 B.D.T. softwood (274,368 cords) and 55,067 B.D.T. hardwood (62,548 cords), for a total of 326,088 B.D.T. (336,916 cords).

J. Tocheri/eb
March 24, 1981

OPERATING YEAR - 1981

GENERAL SUMMARY

The year 1981 was good for Woodlands with the injection of tracked Feller Bunchers to cut small black spruce and manoeuver in deep winter snows which increased our production plan, although leaving both Mill and Woodlands with an oversupply of fibre for 1982.

Other Highlights

- semi-trailer hauling of 8' to river incorporated.
- average cost/cord of wood delivered $85.59/cord to Marathon Mill.
- low drive water hindered drive operations.
- Camp 8 bridge design to be completed early in 1982 for tendering & construction.
- safety in our Woodlands dropped from 1st place in Ontario to 7th in total accident frequency.
- wood chip and roundwood actual prices were down from planned prices.
- Woodlands IIP program surpassed plan by 15%.

OPERATIONS

Changes in Operations staff personnel, organization structure and wood delivery methods the most significant happenings on Operations in 1981.

Other Highlights

- delivery to river bank by tractor-trailer units eliminated the use of tandem trucks for wood delivery.
- production for 1981 was as follows: fell-skid-deck - 114,136 cords; feller-bunchers - 74,018 cords & shortwood harvesters - 5,609 cords.
- man-day and machine productivity was under plan.
- the following equipment aided operations significantly: 2 new Drott 50 loaders, 7 tractor units, 10 "B" trains and 2 Drott 40 feller bunchers.
- Caramat village officially transferred to the Residents of Caramat in December 1981. It is to be known as Caramat Acres.

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Operations cont'd.

- a helicopter was again used on the river drive and proved extremely useful.
- low water levels which existed during the drive necessitated the hiring of extra manpower.
- river drive commenced on May 1st delivering 137,801 cords leaving 19,000 cords in rear.
- one slasher was converted to the larger K.W. wheels along with the capability of cutting 16' sawlogs.
- flail fabricated using an older model skidder for a carriage.
- physical inventory of all parts was made and computerized.
- turnover of mechanics was high - 22 hired and 21 terminated.

SERVICES

General annual routine work was completed along with the following new projects:

- dam logs replaced at Kagiano, Waboosekon, White Otter and Ramsey dams.
- Camp 15 garage - partsroom remodeled and two new offices built.
- Powell Equipment moved from Caramat to Camp 15.
- Suicide Creek culvert installed.
- garage for employee car repairs moved from old Camp 5 to Camp 15.
- new plug in rail built on Block B at Caramat Village.
- nine small forest fires occurred on our limit along with 19 building and machine fires.
- 5,500 feet of Surefire Hose and ten hose carrying packs purchased to upgrade fire fighting equipment.
- road construction went well with the use of new machinery and the use of a Cat 235 backhoe for building road bed.

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ACCOUNTING

The year 1981 was a challenging one for accounting with the implementation to an Area Accounting system, a stores inventory system and inter-department training due to illnesses.

Highlights of the Year Included:

- implementation of a Stores Inventory System.
- re-organization of all Accounting Departments to an Area Accounting System.
- installation of lightning arrestors at Camp 15 to eliminate lightning strikes damaging computer boards.
- all old files destroyed with the exception of all payroll data.
- some bugs in the computerized payroll and inventory systems required ironing out.
- monthly forecast system implemented.

WOODLANDS PURCHASING

The year 1981 was fairly stable with expected price increased and minor management changes.

Highlights

- overall reporting now direct to Woodlands Manager with day-to-day reporting to the Mechanical Superintendent.
- inventory reductions continued through 1981 in preparation for the computerized inventory control system.

EMPLOYEE RELATIONS

Another challenging year for Employee Relations staff caused by staff changes, absenteeism due to sickness, high average strength & turnover, deteriorated safety performance, and a noted deterioration in work ethics and attitudes of our staff people.

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Employee Relations cont'd.

Highlights

- W. Andruszko, Co-ordinator of Safety & Training, returned to his former position and Warren Kerr was hired to take his place.

- computer terminal installed and being used for personnel files.

- 13 mechanics were registered with the Apprenticeship Branch.

- good relationship enjoyed with Local 2693 and Local 219 throughout 1981.

- vacation program for salaried employees improved. Still don't have the supplemental vacation program enjoyed by Union employees.

- Woodlands slipped from 1st place in 1980 to 7th place in 1981 re frequency of medical aid injuries.

STAFF ACTIVITIES - 1981

Long Term Disability:

John Rolick	Foreman Production	January 1981

Retired:

Magnus T. Laxdal	Co-ordinator, Inventory Systems Development	May 1981

Hirings:

John McLaren	Foreman Production	February 1981
Warren Kerr	Co-ordin. Safety & Training	July 1981
Tim Leitch	Foreman Production	September 1981
John Gulka	Foreman Production	October 1981
Larry McDonald	Area Superintendent	October 1981
Frances Gowan	Woodlands Clerk	May 1981
Debbie McIver	Scaler	July 1981
Brian Kelly	Junior Partsman	September 1981

Resignations:

Milton Gallant	Foreman Production	February 1981
Mel Maronese	Supervisor Mechanical	July 1981
Robert McLeod	Superintendent Production	September 1981
Ginette St. Aubin	Scaler	June 1981

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Staff Activities cont'd.

Resignations cont'd.

Ray Collum	Senior Partsman	June 1981
W.A. Matson	General Manager & Vice Pres.	December 1981

Transfers:

William Andruszko	Senior Partsman	May 1981
Barry Stadey	Mechanical Supervisor, Marathon	July 1981
Carl Patey	Supt. Mechanical - Camp 15	July 1981
Bob Rasmussen	Accounting Supervisor, Area Accounting	July 1981
Lynn Szydlowski	Secretary Operations	May 1981
Doris Heitanen	Area Accounting	July 1981
Lynda Cooper	" "	"
Marlyn Graham	" "	"
Roslyn Sandles	" "	"
Lorne Mitchell	" "	"
Percy Sarazin	Foreman Mechanical	September 1981

Promotions:

Denis Desilets	Senior Partsman	September 1981
Gordon MacKenzie	Area Superintendent	October 1981
Roger Drolet	Supervisor Mechanical	September 1981
Gerry Ferguson	Employee Relations - Mill	June 1981
William Andruszko	Senior Partsman in Charge	September 1981

FORESTRY & PLANNING

The Short Term Operating Plan forecasting operations until the 1986-87 season completed and submitted to the Ministry.

Wildlife travel corridors, a new concept, introduced into the Operating and Annual Plan.

A complete review of the fibre availability from the Pic Licence area completed.

Metric scaling implemented on April 1st, 1981.

Camp 8 bridge agreement signed with the Ministry of Natural Resources on August 12th, 1981.

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Forestry & Planning cont'd.

The Master Agreement with Weldwood expired on March 31, 1981 and was not renewed.

TRANSPORTATION

The year 1981 was again a year of continued inflation and extremely high interest rates which affected materials, fuels and capital equipment.

Highlights

- major repairs made to booms and drive equipment.
- oil spill occurred on August 2/81 in the Marathon Harbour necessitating the use of M.O.P. crews for cleanup.
- tractor trailer units utilized to deliver wood, totalled ten tractor trailer units "B"-train and three 5070 International trucks.
- decision to lease equipment in lieu of purchase made during 2nd quarter.
- a study on the proposed relocation of Camp 15 to Manitouwadge was conducted, by J.M. Millar Corporation.

FIBRE DELIVERY

The year 1981 was a poor one for sawmill operators due to the price of lumber dropping to $192.00 with no demand.

Highlights

- Abitibi (White River) announced total closure of woods operations.
- chip receipts for 1981 totaled 168,475 tons exceeding a planned 155,000 tons.
- roundwood purchases totaled 51,437 cords exceeding a planned 47,500 cords.
- M.N.R. instituted accelerated cutting in the Lake Superior Park due to spruce budworm attack.
- purchases of wood becoming complicated due to "right of first refusal" agreement amongst suppliers.

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INDUSTRIAL ENGINEERING

Covered a broad range of activities and projects in 1981 which are highlighted as follows:

- program to optimize woodlands which involved a study of various alternatives of cutting and delivering tree length wood to the Marathon Mill.

- the Camp 8 bridge was a high priority project in order to maintain the necessary schedule to allow completion before the end of 1982.

- wage incentive bonus programs updated and developed for our production functions.

- Income Improvement Program active implementing seven projects for a 1981 savings effect of $470,200.

- the position of Logging Operations Group Chairman for the Central Region, Canadian Pulp & Paper Association, accepted by Don Finan along with the chairmanship of the Central Region for the 1982 season.

GENERAL

The 9th Annual 25 Year Employee Service Recognition Social was held on April 17th, 1982 in the Moose Home honouring 17 new members, bringing the total to 262 - 25 year members (62 woodlands & 200 mill).

MILL OPERATION

Marathon Mill production for the year 1981 was 115,500 ADT (plan 119,543 ADT) softwood pulp and 41,956 ADT (plan 49,200 ADT) hardwood pulp for a total of 157,506 ADT, down 11,228 ADT from plan.

Wood fibre usage was 267,835 BDT softwood (271,142 cords) and 64,648 BDT hardwood (73,430 cords) for a total of 332,483 BDT (344,572 cords).

J. Tocheri/eb
May 26, 1982

ONTARIO DEPARTMENT
OF LANDS AND FORESTS

file STOP-inmarket

Weekly Repor
DISTRICT OF
GERALDTON

May 7th, 1970

THE PIC RIVER by R. D. Fry

For the past twenty-five years the end of April has seen the start of the annual log drive on the Pic River. During this period of time over four million cords of spruce, fir, jack pine and aspen pulpwood cut from the Upper Pic area of the American Can of Canada licence have been driven down the river destined for the pulpmill at Marathon. From 1938 to 1945 a number of small drives were carried out on the lower stretches of the Pic by the General Timber Company which exported the raw wood to the United States.

Inevitably this drive will eventually be a thing of the past as the costs and complications of river-driving are over taken by the economi and ease of various overland methods of transport. Perhaps as a harbinger of things to come, a portion of this year's cut on the licence area will b railed from Hillsport to Marathon. When the log drive finally ceases, another chapter in the long history of the Pic River will come to a close.

Seven thousand years ago the Pic River did not exist. At that time the meltwaters of the rapidly-receding glaciers were flooding into the Lake Superior basin creating a lake much deeper and much more extensiv in area than today. The Pic and White Otter River valleys were natural depressions forming long arms of the massive lake reaching up as far as Hillsport and Caramat. When the glaciers disappeared the water levels in the Superior basin dropped in stages until the present level was reached

sometime during the past 1500 years. As the level of the water dropped, the long arms of the lake became narrower and narrower until they could no longer be called a lake. Thus the Pic River came into being.

The Pic is one of the major rivers emptying into Lake Superior. It stretches approximately 108 miles from its mouth near Heron Bay to its headwaters at McKay Lake. With its three majortributaries - White Otter and Kagiano Rivers and Nama Creek - it drains an area of approximately 1650 square miles. For a good portion of the lower stretches of the river it is a wide and relatively slow-moving stream and it is this feature that has figured prominently in the history of the Pic.

The earliest evidence of human life in the Pic area are the Puckasaw Pits - strange excavations of boulders which can be found in many locations along the North Shore. Investigations of these sites in 1955 indicated that the oldest excavations could be up to 3500 years old. Little else is known of the people who built and inhabited these sites except that it can be surmised that in their travels they must have known the Pic and probably travelled up the river in some of their nomadic wanderings.

The Pic enters Lake Superior at the head of a large bay exposed to the southwest. Such conditions were favourable for the build-up of sand flats at the mouth of the river and these flats, in turn, provided a good location for settlement by people using the river. Explorations in 1960 unearthed the remains of Indian campsites that date back to roughly 500 B.C. These sites were probably used by Indian bands as habitation during the summer months when bands from farther inland migrated to the North Shore to fish and get away from flies. In the fall they would head

inland to hunt and trap until the spring. Perhaps this village was one depicted on a map of Lake Superior published in 1632 in Champlain's "Voyages and Discoveries in New France".

About the middle of the 17th century the Indians of the Pic probably came into contact, directly or indirectly through trading with other bands with French fur traders. However it probably was not until 1790 that a permanent trading post was established at the mouth of the Pic. By the start of the 1800's the Northwest Company had acquired the post (later called Fort Pic) and had established another post near present day Longlac. With this the Pic River became a supply route bringing furs from the height of land and beyond to Fort Pic and thence to Montreal. In 1821 the post, along with other Northwest Company properties, was absorbed into the Hudson Bay Company empire.

The Pic River figured into three major canoe routes during the fur trade. The major route was the Grand Portage - Sault route over which most of the furs from beyond the Great Lakes were transported. Fort Pic, although a small post, was a main stopping point along the route, both for resting and for picking up furs from the post and north.

The second route was that from Fort Pic up the river to McKay Lake and from there into the Making Ground River to Longlac. This was normally traversed in York boats and involved only four major portages - one at Manitou Falls, one at Middle Falls (both relatively short drops of 30 and 25 feet respectively), another at High Falls and the last, the Summit Portage over the height of land, from Seagram Lake to the Making Ground River. Traces of the old corduroy over which the York boats were dragged are apparently still in evidence on the latter portage. At High

Falls, a precipitous drop of 116 feet, the boats were hauled, fully loaded, up a log track on the west side of the falls. As late as the mid-1940's traces of the track could still be found.

The third route was up the Pic and White Otter Rivers to White Otter Lake and through a chain of lakes and portages into the Nagagami River watershed. Presumably the portage was into Bound Lake for even in the winter the depressions of moccasin trails' can still be seen along portages just east of Bound Lake in spite of 30 inches of snow.

With the coming of the railroad to Longlac in 1914 the freighting on the Pic pretty well ceased. Even prior to this, in 1888, the post at Fort Pic had been closed and moved to Mobert.

When the log drive eventually ends perhaps the centuries old canoe routes of the Pic will again see service.

D. E. Gage,
District Forester.

UPPER PLC HISTORY

① McKAY LAKE LANDING (ABOVE BRIDGE)

FIRST USED 1948-49
2ND " 1949-50
3RD " 1956-57 (APPROX ½ MILE ABOVE BRIDGE ONLY)

② McKAY LAKE LANDING (BELOW BRIDGE)

CUT IN 1955-56 AND FIRST USED SAME YEAR.
USED UP TO 1962-63 CONTINUOUSLY AND FOR THE LAST TIME IN 1970-71 FOR APPROX 16,000 CDS.

③ LUNAM LANDING

CUT IN 1951 EAST SIDE OF RIVER
WEST SIDE FIRST USED IN 1964-65.

FIRST USED 1948-50 PART OF LUNAM LAKE.

LAST USED 1969-70 FROM MUSTELLA ROAD.
LAST " 1970-71 " AREA Q-10 (McKAY L. ROAD)

④ LANDING LAKE

1ST USED 1950-51
LAST USED 1962-63

⑤ WABOS LAKE

FIRST USED IN 1949-50 ON ICE AND BANK ON EAST SIDE OF RIVER ACROSS FROM THE NOW UPPER LANDING ON THE WEST SIDE.

FIRST USED ON WEST SIDE IN 1953-54 BELOW THE MAIN ROAD CUT IN 1952-53 WAS DELIVERED ON EAST SIDE.