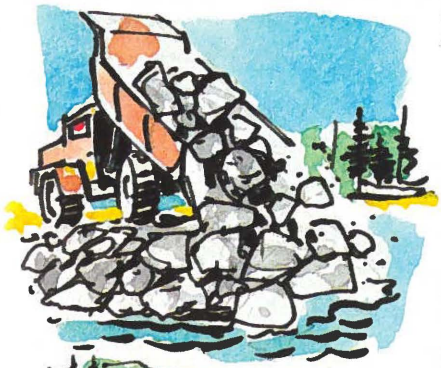
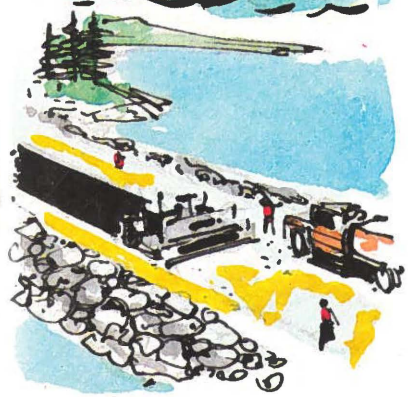
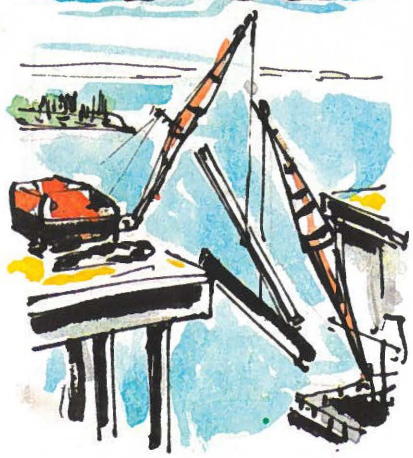










Souvenir

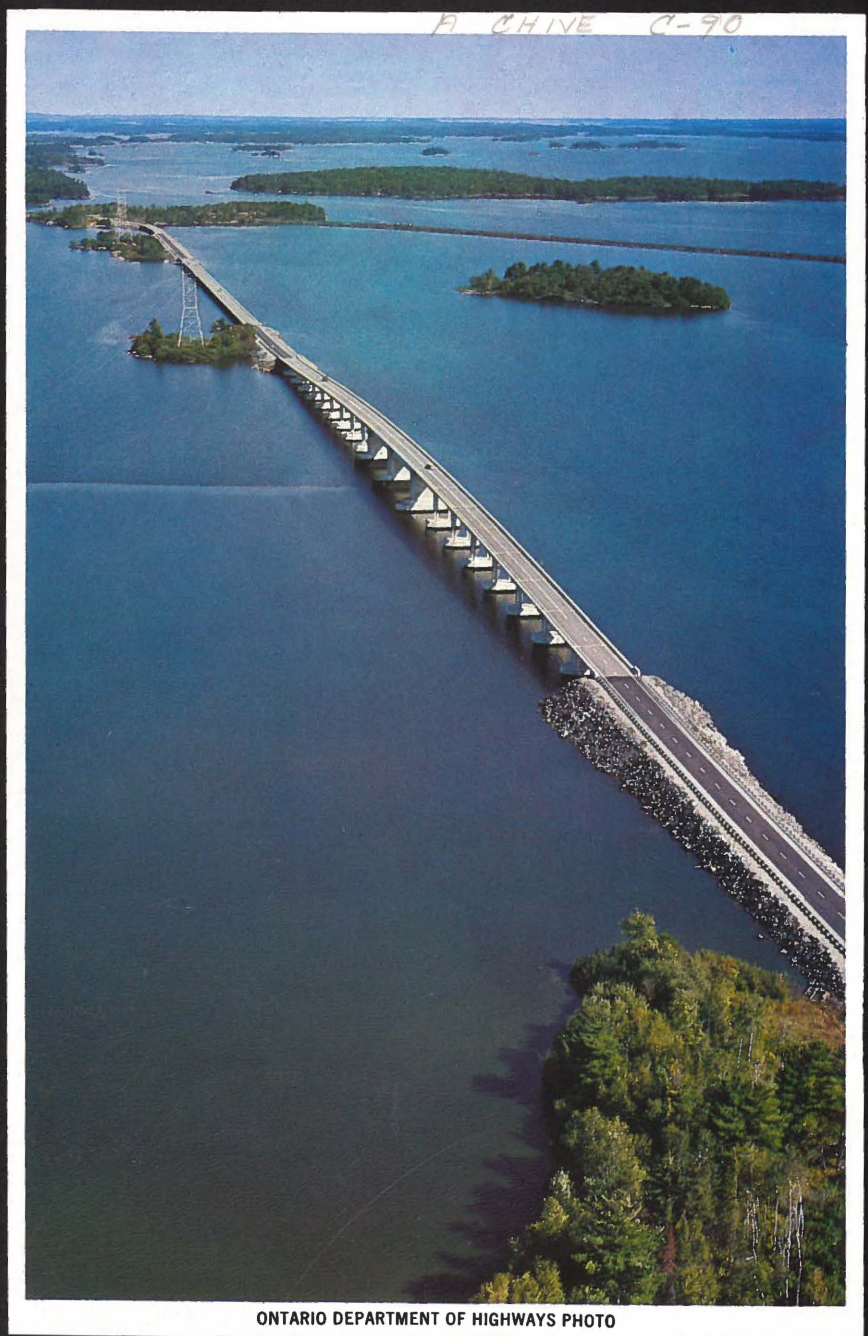
DEDICATION CEREMONIES AND

OFFICIAL OPENING

ATIKOKAN - FORT FRANCES SECTION

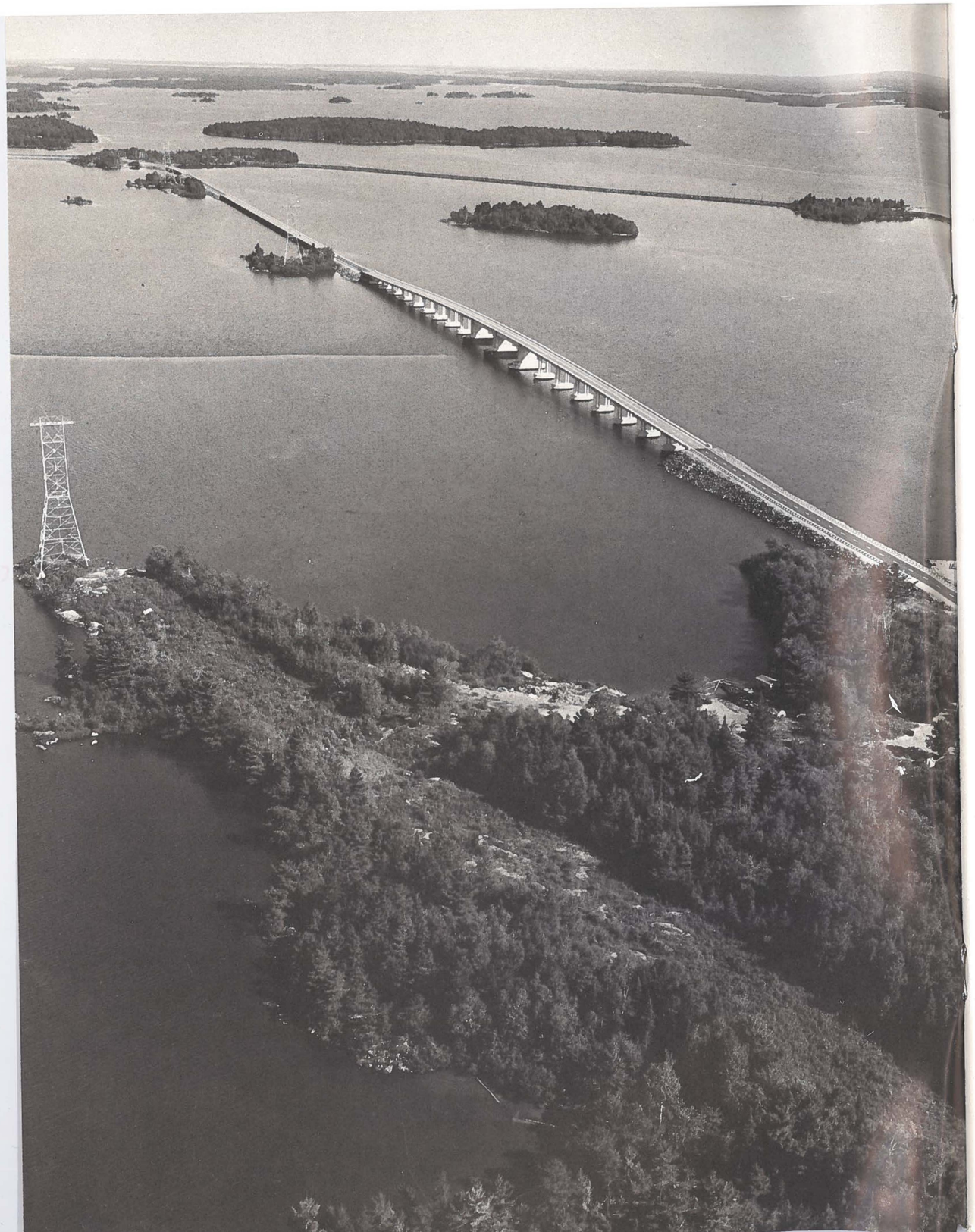
HIGHWAY No. 11

JUNE 28, 1965



ONTARIO DEPARTMENT OF HIGHWAYS PHOTO

Special Supplement Fort Frances Times and Daily Bulletin



ONTARIO

OFFICE OF
THE PRIME MINISTER AND PRESIDENT OF THE COUNCIL

It is with great pride and a feeling of achievement that I join you in this official opening; another giant step in the development of Ontario's vast Northwest.

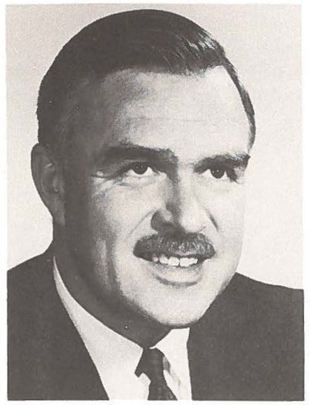
Now, with this newly complete 87 mile stretch between Fort Frances and Atikokan, Highway 11 becomes a second trans-continental road link across Northern Ontario. For 1,056 uninterrupted miles from Toronto's waterfront to Rainy River, the adventurous motorist can follow an exciting new circle route through villages, towns and cities and vast regions of northern wilderness, connecting with the Great River Road of the United States.

The outstanding achievement that has made completion of this highway possible is the "island-hopping" Noden Causeway. Three and a half miles in length, it is the longest pre-stressed concrete project of its kind in the British Commonwealth.

This also marks a major step forward for Ontario's rapidly expanding tourist industry. Great River Road travellers can now extend their journey along a highway that parallels the route of the Voyageur taken by early 17th century explorers. At long last we can point with pride at the ease with which the tourist can reach the unspoiled beauty of Northwestern Ontario.

John P. Robarts

Prime Minister of Ontario.



HON. JOHN P. ROBARTS,
PRIME MINISTER, ONTARIO

"Today we are living in an era when the expansion of the northland can be compared to the great push westward in early Canadian history. . . . The people are turning a promising dream into a reality. They are working to attract more people, more industry and to develop the land and its resources to the fullest extent."



HON. C. S. MACNAUGHTON,
MINISTER,
DEPARTMENT OF HIGHWAYS, ONTARIO

Living and working daily amidst the heaviest highway traffic in the province, the minister, with his colleagues is ever mindful as well of the need for highways in the less densely settled north country, where roads mean economic development and where northern development benefits all of Ontario.

More and Better Roads for Ontario's North Country

Ontario is a very large province. It borders not only on New York State but also on Minnesota and extends northerly to James Bay encompassing Northeastern and Northwestern Ontario.

Obviously the building of roads to provide communication links between various parts of the province is a big job. In the southern part of the province large urban industrial centres require modern highways to handle ever-increasing volumes of traffic and first-class roads are also necessary in the sparsely settled areas of Northern Ontario to further the development of this region. The Department of Highways program encompasses all types of road facilities and in the 1965-66 fiscal year $329,000,000 will be expended on the construction and maintenance of roads throughout the Province.

The official opening of Highway 11, costing close to $20,000,000 for the new 85-mile section between Atikokan and Fort Frances, constructed through extremely rugged terrain and over an almost impossible water barrier is a sample of the way new roads are opening large areas of the province for recreation and development.

The scope of the Department's 1965-66 construction program for Northwestern Ontario also attests to this fact. In addition to the opening of Highway 11, construction is well advanced on a new resources road extending Secondary Highway 599 southerly from Savant Lake to connect with Trans-Canada Highway 17, near Ignace, and this 80-mile extension is scheduled for opening before the end of this year. Construction is also under way on a new resources road leading north from Central Patricia at the northern end of Secondary Highway 599 opening another large area of Northwestern Ontario. Under this year's program the reconstruction of Highway 105 — better known as the Red Lake Road — is being carried forward. To date 49 miles of this route have been completely reconstructed and paved and the reconstruction of the remaining 63 miles will be under way this year. The reconstruction of Highway 71, Ontario's portion of the Great River Road, is also slated for reconstruction between Highway 11-17, and the first contract marking the start of this important project will be awarded this year. Work continues on sections of Trans-Canada 17 through Northwestern Ontario to bring this important transcontinental route to the high standard required for all Trans-Canada Highway mileage. Another important Northwestern Ontario project now in the planning stages is the Controlled-Access Urban Expressway around the twin cities of Port Arthur and Fort William. The new expressway will be approximately 32 miles in length and will be subsidized by the Department of Highways on a 75 per cent basis.

In addition to the building and maintaining of Ontario's King's Highway system the Department participates in the building of Development Roads, Mining and Access Roads, Industrial Roads, Roads to Resources, Roads in Unorganized Territories and Municipal Road-building programs throughout the Province.

In some respects, these roads are as important to the economic development of Ontario's northland as the primary King's Highways. They provide for extended communications, trade and commerce, which, in turn, helps provide more and better jobs.

Highways are the lifeblood of commerce, trade and recreation. Their importance for the development of the sparsely populated north country is recognized by the Department of Highways of Ontario right along with the servicing of the densely populated areas in the southern part of the Province.

Ontario Men of Vision

who played prominent roles in getting Highway No. 11 completed

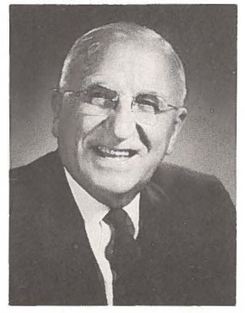


HON. LESLIE M. FROST, Q.C.
Prime Minister 1949 to 1961

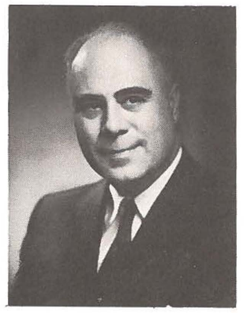
Acutely aware of the potential benefit for Ontario which lay in the development of the Northern portions of the province, Hon. Leslie M. Frost, Q.C., during his tenure as Ontario's Prime Minister, led the way. Among other tasks he sparked the completion of No. 11 Highway, as well as the Trans-Canada and other important Ontario highways and access and industrial roads that Ontario might grow economically stronger and move forward for the benefit of all its people.

These Three Men Were Ontario Highways Ministers

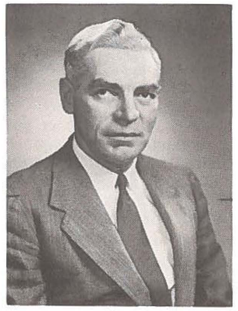
During the Completion of the Atikokan - Fort Frances Connecting Link of Highway 11



HON. JAMES N. ALLAN
Minister 1955 - 1958

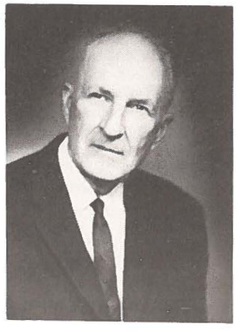


HON. FRED M. CASS
Minister 1958 - 1961



HON. W. A. GOODFELLOW
Minister 1961 - 1962

Reams might quite easily be written to describe the important parts played by each of the men pictured on this page. Deeds and actions speak louder than words. These are the men who, during the "closing of the gap" in this economically important highway link were in places of responsibility where decisions were made and where action resulted. Now the job is finished. The whole area moves another step forward. Virtually all of the people affected appreciate what has been accomplished.



W. G. NODEN, M.P.P.
Hardworking Member for Rainy River

Highway to discovery reaches Fort Frances

From June 28th, 1965, the Highway 11 extension from Atikokan to Fort Frances will be in full service. This new stretch of road will open to prospectors a triangle of country lying between Highways 11, 17 and 71.

The land within this triangle is good prospecting country. Soon Highway 11 will be in use by prospectors armed with the tools of their trade — and the hunt will be on.

In this way, Highway 11 will be making an important contribution to one of Ontario's vital industries. Intensive prospecting is one of the foundations on which the success of Ontario's mining industry is based. And the importance of this industry to the country can be judged from the fact that, last year, Ontario's mines earned $911,098,372.

The Ontario Department of Mines wishes to congratulate all those who worked to bring Highway 11 to Fort Frances. Their labours have given a valuable impetus to the future prosperity and progress of this province.

THE ONTARIO DEPARTMENT OF MINES

Hon. GEO. C. WARDROPE: Minister of Mines D. P. DOUGLASS: Deputy Minister

TORONTO - CANADA

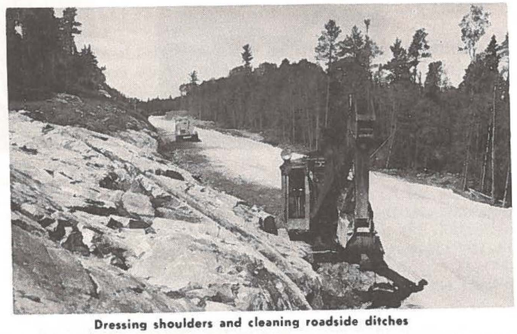
Picture Story of a Road



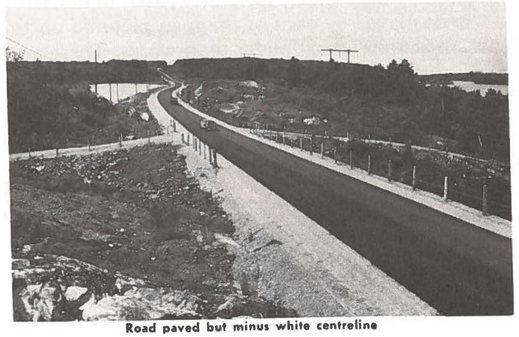
Roughing out right-of-way and road bed



Filling, levelling and packing road bed



Dressing shoulders and cleaning roadside ditches



Road paved but minus white centreline

NEW ROAD, SO WHAT?

So you've got a new highway, so what? There's roads and highways all over the world. So what's so special about this Highway 11 that there's all the fuss about?

A road's a road! So why the big hullabaloo?

Yes, a road's a road, and you drive your car over it to get from here to there. But is that all there is to it, just something you can drive on if the desire prompts you?

To the people of the District of Rainy River particularly and to those in all Northwestern Ontario in a lesser degree, this completion of the final 85-mile link of Highway No. 11 is an event of rather special and far reaching consequence.

Granted this is a spectacularly beautiful highway, particularly along the Rainy Lake shore line.

But the beauty alone of the terrain traversed would scarcely warrant the 20 million dollar expenditure this stretch of exceptionally well built highway and water crossing has cost the people of Ontario.

Nor would the fact that we could go for a pleasant drive when we felt thus inclined warrant such a large sum of money being spent.

They are, in fact, only the by-products, the bonuses, if you will, of a far greater useful and rewarding purpose.

MORE AND BETTER JOBS

When one realizes that much of the $20 million for the 85-mile piece of new highway and causeway was spent on wages, over the past five to seven years — and when one realizes that much of it went to persons living in the District of Rainy River, or in the Canadian Lakehead vicinity, it may be difficult to imagine that this road, in future will have the effect of producing even more and better jobs than those which it created during the construction stage — extensive and important as they have been.

Should you be one of the few persons in the area, competent to work, but without a job, this new highway may quite well create a job for you or for some one or more members of your family. If you have a job, it may in all likelihood create a better one for you, or other things being equal, it may well create a wage increase for you.

How does this come about?

In the vast area of so-called wilderness between Rainy Lake and Atikokan there are extensive out-croppings of minerals. Geological mapping and casual prospecting indicates the area is highly mineralized. In fact the new road has already prompted some staking of mining claims.

Ready access to these areas, now provided by Highway Eleven, will obviously stimulate a wider, more extensive and more diligent search for these minerals. The new road will make it much less costly, less time consuming, to get men and materials into these mineralized areas and search for and locate this hidden wealth. Obviously jobs will result for willing and industrious persons.

Just as pulpwood and saw log timber has been rolling over Highway 11 west of town to the mills at Fort Frances so will also timber be rolling in from the east. This will mean more hauling for truckers and quite likely more jobs for pulp cutters. From a number of areas east of Fort Frances pulpwood will be transported to the papermill at less cost than watered wood.

In the clay and sand-clay areas in the Mine Centre, Glenorchy and Flanders vicinities profitably operated farms are quite likely to emerge, now that it becames easier to get the farm produce to market. The producing areas of west Rainy River district should now likely be brought more closely into contcat with the consuming markets of the Canadian Lakehead and Atikokan. This will create more jobs for more people in agriculture and transportation.

The construction of this new road has inspired a substantial increase in the building of summer cottages and lakeshore year-round residences both for Ontario and United States residents. But what has already been done in this respect is but a foretaste of what is to come in the future. As a consequence there has been a larger sale of building products which will substantially increase. Moreover many jobs will be created to build these lakeshore homes or cottages and the roads leading from the highway to them.

In such a magnificent vacation countryside the new road is bound to inspire the building of new tourist outfitters camps, new resorts, motels, etc. thus further increasing sales of building products and jobs for building construction and related trades.

It is quite probable more jobs will be created by catering to the ever expanding tourist industry than by any other facet of industry.

Enterprising young men and women will build outfitters camps, tourist resorts, roadside or lakeshore motels, gasoline service stations and service garages, restaurants, stores, coffee shops, a rock shop or two perhaps. A small army of people both men and women, will be required to help operate these establishments. Winter resorts will also likely come into the picture within a few years.

MONEY SAVED TOO

Then there's the possibility of savings for those who live along this highway. Competition will become keener as the isolation factor disappears. Certain foodstuffs will be brought in over this highway from eastern supply centres which should have the effect of lowered prices on those items.

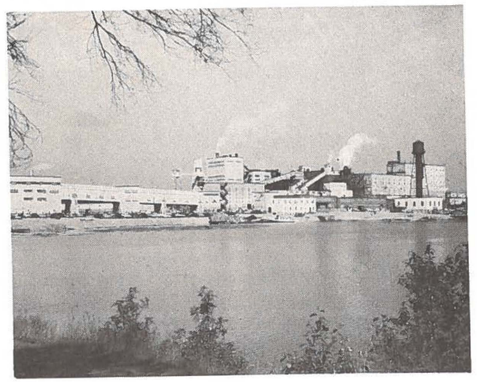
Salesmen, from both east and west, who have heretofore by-passed Fort Frances, and as a consequence also by-passed Rainy River, will now call at these towns having the effect of increasing competition or enlarging available choice of merchandise or services.

The Lakehead cities which in some respects should be a logical wholesale source for the western portion of the Rainy River district, will now have ready access to this market. The service which will accrue should be a benefit to the people of the district who live west of Atikokan.

Thus, the opening of this new section of highway for traffic in a sense heralds a new era in the life and history of the District of Rainy River, and to a lesser extent for Northwestern Ontario.

To ride in an automobile over its surface, amidst majestic natural beautiy is one reward for those who traverse this road. But it is much more. The new road is destined to create more jobs and better jobs, to enable business enterprises to arise, (and with proper management) to flourish. In short, it will mean a better and a more rewarding life for a great many people.

You can have your cake and eat it too . . .





. . . in Ontario's Great Northwest!

Photos Ontario Department Tourism and Information.

A region of scenic grandeur and rich in historic values tracing back to the era of exploration is opened by the new Fort Frances-Atikokan section of the Voyageur Highway.

Twentieth century explorers — the young in heart and adventurous in spirit — will come in their myriad numbers to enjoy its lakes and streams, its quiet forests and sun-splashed beaches.

But the new highway will do more than open a gateway to a natural wonderland. It will be an economic lifeline linking the Districts of Rainy River and Thunder Bay, developing new commercial relationships and providing new opportunities for growth.

Opportunities for growth! Where else in our much-blessed land is there a brighter prospect for the good life, happily balanced between productive labor and enjoyment of the great outdoors.

Yes, sir, within minutes of most of Northwestern Ontario's communities — right at the back door — the wonderful world of unspoiled nature beckons. Every season has its special recreation and fun for the whole family. There is a zest to life and our people work hard and play easy.

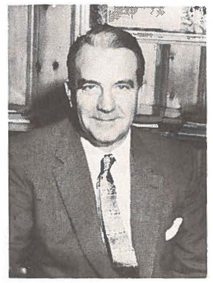
Industry, commercial concerns, individual entrepreneurs will like this part of Ontario too. You are invited to visit us, to investigate our potential and join us in building a greater Northwest.

NORTHWESTERN ONTARIO DEVELOPMENT ASSOCIATION

ROOM 201, NEWS CHRONICLE BUILDING

PORT ARTHUR, ONTARIO

Keystone in the Arch of Canada



By Alexander Phillips

GENERAL MANAGER, NORTHWESTERN ONTARIO DEVELOPMENT ASSOCIATION

Northwestern Ontario hails the opening of the Voyageur Highway as a major milestone in the region's march toward greater growth and development. It will bring many benefits to the area but its paramount utility will be an economic lifeline serving and stimulating the commercial and industrial progress of the Northwest.

Regardless of its bountiful natural riches, neither our region nor any region, can achieve its potential unless it is accessible, enabling swift communication, commercial rapport and exchange, intercommunity and social relationships, and basic transportation. All are involved in the opening of this new avenue linking the heartlands of Rainy River and Thunder Bay Districts.

The Voyageur Highway is an investment in the future of this tremendous northwestern half of Ontario. It will pay rich dividends in the years to come. That has been the pattern of the past; it will be emphasized in the decade ahead. More than 5,000 miles of highways and roads now serve the Northwest and wherever a new link has been constructed, development has followed in the wake of the bulldozer and the engineer.

For proof, one need refer to only a few general figures on the region's advance in the past 10-year period during which the area's highway system has been extended and improved. The Northwest's population increased approximately 50,000 to about 230,000. Motor vehicle registrations almost doubled, from 36,500 to more than 66,000. Cheques cashed doubled to the billion-dollar mark. Our forest industry soared beyond $210 million in value of production, up $60 million, while the mining industry tripled output of new wealth to a total of more than $108 million. Manufacturing increased to more than $280 million, a $50 million gain while construction — industrial, commercial and residential — rose to $30 million, nearly three times the total a decade ago. Twice as many telephones are in service now, 74,000 compared with 37,000 a decade ago.

Currently, it is conservatively estimated that more than $100 million is being invested in capital projects embracing the whole spectrum of development in the Northwest: resource industries, manufacturing plants, utilities, commercial enterprises, educational and hospital facilities, transportation and communication services. Other major projects are nearing the announcement stage, auguring well for a continued sharply upward slant on the growth graph of the Northwest.

Gratifying as recent progress has been, however, its impact is scarcely discernible on the great, rugged face of Northwestern Ontario, a 213-000-square-mile province within a province. We still are an under-developed and under-populated region in the very centre of the nation whereas we see our destiny as the keystone in the arch of Canada, cementing East and West in economic strength and stability.

We have every reason to believe this. Few areas on the globe are blessed with so much and so varied a treasure of natural resources: forests that color the map green beyond vision and beyond horizon, base and precious ores, arable land by hundreds of thousands of acres, immeasurable volumes of pure water. We possess three quarters of a million horsepower of developed electrical energy, natural gas piped from the West, seaway ports linked by water lanes to the markets of the world; rail, air and road transport services, dazzling communications and an educational system built to the university level. And, beckoning from the backdoor of every community, is the world of the great outdoors, the natural and unspoiled wonderland of lake and river, of granite headland and conifer-carpeted island, most of it unchanged since the first explorer ventured westward.

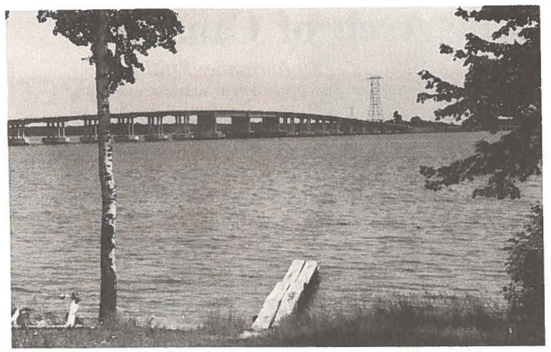
And now we have a new highway that inevitably will draw together in closer business and social ties the peoples of two great districts. Rainy River — termed the most beautiful of Canadian place names by Peter Stursberg — is a district 7,276 square miles in extent with soil, water and minerals on a lavish scale. Within its borders are more than 26,000 people deeply attached to their urban and rural communities. The population is spread among two towns, 12 townships and an improvement district with a total assessment exceeding $25 million. Of the larger centres, Fort Frances is the home of the Ontario-Minnesota division of Boise Cascade Corporation, one of the giant pulp and paper mills of the Northwest; Atikokan is the hub of iron ore mining on the Steep Rock Range which already has produced more than $300 million in mineral wealth. Soon, most of us will get to know much better the friendly communities of Rainy River, Emo, Barwick, Stratton, Pinewood and other rural communities where the beef industry is growing steadily each year.

Thunder Bay District, 52,471 miles in area, has a population of more than 140,000, two-thirds concentrated at the Canadian Lakehead. The district has two of Ontario's important cities, one town, 10 townships and seven improvement districts with a combined assessment of nearly $200 million. Fort William and Port Arthur are the transportation crossroads of the nation, western terminus of the seaway, largest grain ports in the world and third in total tonnage among Canadian ports. They are the centre of a growing complex of resources and secondary industry. Adjoining the Lakehead are the productive rural areas of Shuniah, Neebing and Paipoonge. To the east are the four important forest products communities of Red Rock, Nipigon, Terrace Bay and Marathon. In the interior is the model mining community of Manitouwadge and on the northern Trans-Canada Highway are Beardmore, Geraldton, Longlac and other mining and forest centres.

Rainy River District already is linked with Kenora-Patricia District via the north-south Great River Road, reaching into a huge domain of 153,220 square miles that extends to Hudson and James Bays. Its population of more than 55,000 is distributed among four towns, four townships and three improvement districts with a total assessment of more than $36 million. Of its large centres, Kenora is queen of the beautiful Lake of the Woods area, a forest products hub and important pulp and paper mill town; Dryden is a fast-growing paper manufacturing community in the geographic centre of the Northwest. Sioux Lookout a rail and forest community, Keewatin a flour-milling town, Red Lake and Balmertown growing communities in the great Red Lake gold mining area. Sioux Narrows and Nestor Falls are enchanting tourist centres.

Such is Ontario's Northwest, a spacious and splendid domain, offering unlimited opportunity for venture capital, for venturesome enterpreneurs, and for millions of vacationers on wheels who simply seek relaxation or recreation in the scenic environment of its hospitable embrace.

Be sure to see more of our great Northwest via the Voyageur Highway this year!



The Armstrong Companies of Fort Frances . . .

. . . the management, supervisors and the men who operated the machines, trucks or otherwise worked on the jobs, are extremely proud to have had the opportunity of playing such a prominent part in the building of the final connecting link of Highway Number Eleven, including work on the Causeway across Rainy Lake.

The Armstrong Companies Work Included:

One general road building sub-contract (for 10 miles on the Atikokan (or east) end of the Atikokan-Fort Frances section).

One general road building contract (12½ miles, east and west of Bear Passage Bridge).

Another general contract including building the rock fill and gravel approaches to west end of Causeway high level bridge structure and east end of low level structure.

- And several other sub-contracts, including:
  ALL of the ready mixed concrete for the Causeway bridge structures and underwater and above water supports.
- Also, sub-contract for lifting and placing into position the massive 65-ton high-level deck and support concrete girder components from the ice surface in winter (ice had to be more than 3 feet beyond normal thickness to carry the immense weight).
- Also road construction and bridge cement aggregates (sand fill, gravel and crushed rock, etc.)

The George Armstrong Company Limited

Fort Frances Equipment Limited

GENERAL ROAD BUILDING CONTRACTORS

Road Construction Aggregates — Concrete Aggregates — Washed, Screened or Pit Run Gravel, Sand Fill for Roads — Earth fill for Homes and Industrial Yards — Batch Plant Ready Mixed Concrete to any specifications, for any purpose required — Rock Blasting — Ditching — etc.

300 PIT ROAD 2 — FORT FRANCES, ONTARIO

Area Code 807 — 274-3294

Armstrong Did Lots of Work on No. 11

There is a saying that a prophet is without honor in his home territory. Another saying suggests that an expert is someone who comes from a far-off place.

We do not normally like to concede that one or more of our close acquaintances may possess special aptitudes. It is a trait of human nature to take for granted our neighbors and the persons who we know personally and meet frequently.

George Armstrong was a farm boy, who grew to manhood in the District of Rainy River. George Armstrong, as a result of the two companies he operates and manages in Fort Frances has reached the stature in the road construction business where he was a prime contractor on a 12½-mile stretch of Highway Number Eleven both west and east of Bear Passage bridge. The total work, involving two contracts, No. 62-222 for road bed construction, and No. 64-242 for readying it for paving, to over 100 per cent compaction, involves something over two million dollars. He was also general sub-contractor for the first 10 miles of road west of Atikokan. In fact, through being low bidder the Armstrong Companies worked on Highway Eleven as contractor and sub-contractor for seven years.

The two companies fulfilling these contracts are the George Armstrong Company Limited and the Fort Frances Equipment Limited. Persons who today drive over the sections of road he built can judge for themselves that he is a qualified and competent road builder.

George, as we all know him, is a most energetic and aggressive operator, a competent manager, a hard worker and his interests are by no means confined to highway building.

In west Fort Frances he has a large gravel deposit from which he provides for his customers crushed rock, gravel, sand and also earth fill. Moreover, across Highway 11, north from his gravel pits he operates a batch mix concrete plant from which he can supply and deliver ready-mix concrete to any specifications required by his customers and can guarantee that all deliveries will be to specification without variance.

From this plant, incidentally, Armstrong supplied every yard of ready-mix concrete that went into the causeway. both below and above water. Obviously that is a lot of cement. He also provided the concrete for other structures on the highway.

George got his start in road building about 25 years ago, back in 1940, when he built his first bush road. It was a good road, yet economically built. Then three years later Steep Rock Iron Mines Limited were developing the Steep Rock Lake iron ore property. George helped build the road from Atikokan to the mine, and also hauled quite a lot of iron ore. He also built eight control dams for the mine, doing three of them in the winter of 1955-56, which was a $175,000 contract. He built five dams in the fall of 1959, the cost of which exceeded $100,000.

A decade earlier, in 1948 he constructed the roadbeds for several spurs in the Canadian National Railways yards at Atikokan.

He also built the radar station at Atikokan. The development of the mine required the building of a town. As a consequence Armstrong dug many of the sewer and waterworks trenches, laid the "mains," and built the streets.

Since a lot of new homes were being built to house the influx of workmen and businessmen and their families into Atikokan, much of the ready-mix concrete was supplied by Armstrong. He also built a dam at the headwaters of the Atikokan river which controls the town's water supply.

One of Armstrong's more spectacular road construction feats occured at the causeway. Look up at the girders and deck of the high level structure. Note how high they are — over 40 feet above water level. He took the sub-contract for lifting and placing those huge 65-ton concrete girders in place up there He did this unusually difficult job in winter, using the Rainy Lake's ice surface as a platform for his cranes and hoists. To make the ice strong enough to carry this immense weight he increased the ice thickness three feet over all of the working area.

No man anywhere, certainly not in the district, has walked more miles over muskeg, swamp, hills and valleys, through the roughest terrain, in search of gravel, than has George Armstrong. He probably knows where every gravel deposit in the district of Rainy River is located, whether or not it is accessible and what it would cost to move it.

And speaking of moving, George's crew moved a massive 2-storey frame building, 128 feet long and 30 feet wide, from the Canadian National freight yards, along the railroad to the Frog Creek crossing, thence over the railway tracks and onward to his gravel pits where it is now a huge warehouse, etc. It required about a half million dollars worth of equipment to do this job. There was 145 thousand board feet of lumber in the building.

George has attracted to his organization an extremely competent crew of men who work well as a team. He is a very hard worker and so are they. He is unstinting in his praise of his men and gives them credit where due.

Always alert to making a dollar where possible, George recognized, in one of the rock cuts a mile east of Bear Passage on highway 11, that copper was present. There was a good showing. He staked the grounds, contacted a mining company, received a deposit and option, and the company started drilling, with further investigation contemplated this year.

George advises that 95 per cent of his crew are from Fort Frances or Atikokan or other parts of the Rainy River district.

Chapples

In our 57th year of service to Northwestern Ontario

We're Fort William's largest, most modern department store and we're proud of it. We're also proud of the complete selection of quality merchandise we carry for every member of the family, for the home, garden and sportsman. You'll love our gift shops too!



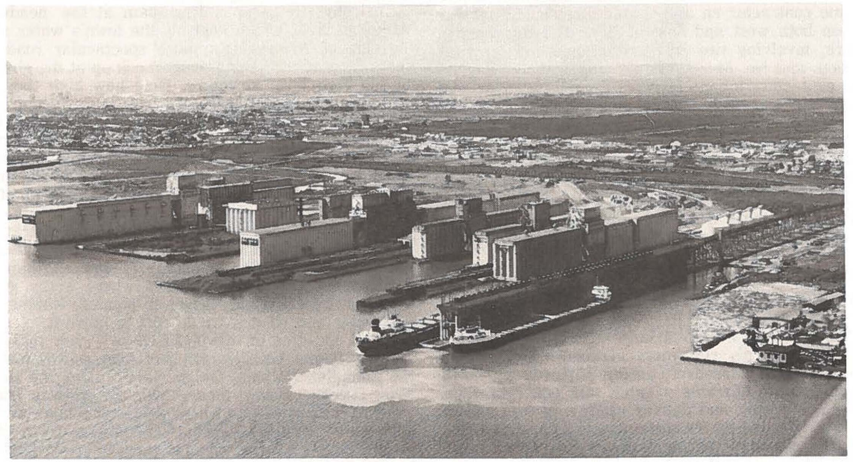
Fort William Stores in the Heart of Town

STORES IN FORT WILLIAM — RED ROCK — SCHRIEBER — BEARDMORE — GERALDTON — MARATHON

COME TO THE . . .

Canadian Lakehead

FORT WILLIAM ONTARIO PORT ARTHUR



Twenty-six grain elevators dominate the waterfront at Port Arthur, Ontario, making it the greatest grain storage area in the world. The elevators have a capacity of 110,000,000 bushels. The cities of Port Arthur and Fort William, are known as a Head of the Lakes, western terminus of the St. Lawrence Seaway. (Canadian Government Travel Bureau Photo.)

A Metropolitian Community of Over 100,000 People!

★ Excellent accommodation
★ Big city atmosphere
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★ Game fish trophies

For further information contact —

LAKEHEAD CHAMBER OF COMMERCE

BOX 2000, PORT ARTHUR - FORT WILLIAM, ONT.

Road Contractors Save Money For Taxpayers

Roads cost a lot of money but on the other hand good road beds with first rate surfaces to economically carry motor vehicular traffic involve a lot more work than meets the eye.

Besides the actual construction of a first class highway, of which the newer portions of Highway Eleven are samples, there is the planning, surveying, cutting timber for right of way, engineering, supervision, etc., etc. All this in addition to the actual construction or building of the roadbed, provision for proper drainage, and paving of the road surface.

Because this highway through the eastern part of the Rainy River district traverses extremely rugged terrain a lot of rock blasting was necessary, a lot of rock had to be hauled, and a lot of sand and gravel had also to be hauled, some of it for considerable distances.

Consequently only those road building contractors with a lot of heavy equipment were competently equipped to do this kind of a job satisfactory to the rigid inspection of the Ontario Department of Highways.

These requirements for tremendous capital outlay for equipment, combined with "Know-how" in economic use and proper maintenance of this large and expensive machinery, narrows down the field of road building contractors who are competent to bid on these kinds of jobs.

Nevertheless competition is keen, and bidding is at times extremely low in consideration of the work involved.

Road building contractors are in business to make money. But they can only make money if they are working on road building jobs. To get one of these jobs the road contractor has to be a low bidder. He has to know, or ought to know in any event, how he can do a job for less money than his competitor and still make a profit so that he can stay in business.

Once a road contractor's bid is accepted by the Ontario Department of Highways the contractor is required to fulfill the contract according to all specifications involved, which in the case of Highway Eleven between Fort Frances and Atikokan means a first class highway in every respect.

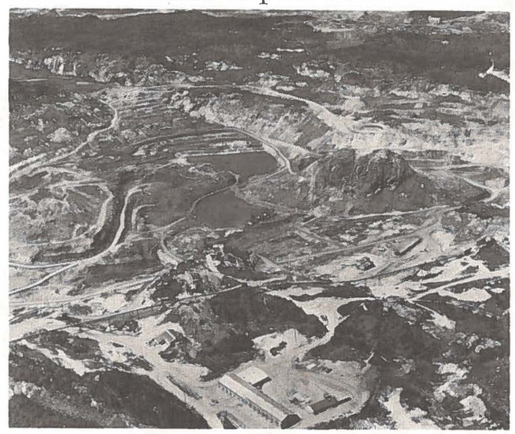
Unforseen difficulties encountered in the road building job can nullify a contractor's intended profit; on the other hand some work, because of ideal weather, or other factors, can move ahead more readily than anticipated and a profit larger than anticipated can result.

In the main, however, the road building contractors, with their immense investment in equipment, the know-how of their management and supervisory staffs, and the loyalty of their men, results in substantial dollar savings to the taxpayers in the building of their highways.

Caribou RESORT
Motel & Cottages

Fully Modern Motel and Housekeeping Cottages—4 piece bathrooms
On Sylvan Lake, Highway 11, 5 miles east of Atikokan
Safe swimming beach—Dining Room overlooking lake
Boats, canoes, motors for rent—Outfitting—Guides
Centrally located for the many scenic and fishing lakes
Phone 6888 Box 1390 Atikokan, Ontario
YOUR HOSTS, BEN AND VI EYTON

We hail the opening of the new highway as an economic stimulant to the area and a tribute to those who made it possible.



"By the end of 1965, more than 10 million tons of iron ore will have been mined from Caland's open pit operations. The mine started production in 1960."

Caland Facts:

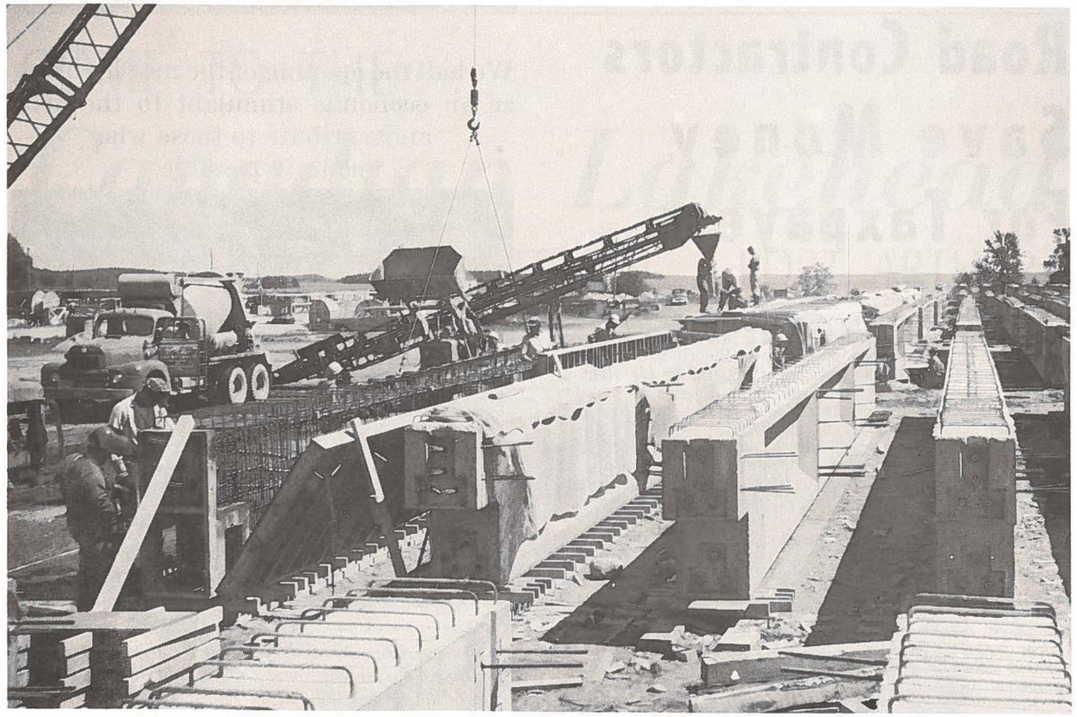
Annual wages and salaries	$ 2,500,000
Annual costs of goods and services purchased in Northwestern Ontario	$ 1,500,000
Annual cost of other goods and services	$ 2,750,000
Annual rail freight cost	$ 4,500,000
Capital investment, including $15 million pellet plant under construction	$75,000,000

Film available telling the Caland Story

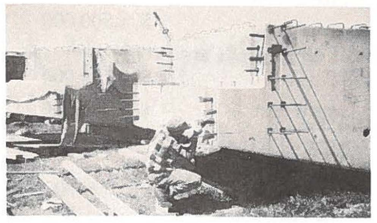
CALAND ORE

COMPANY LIMITED

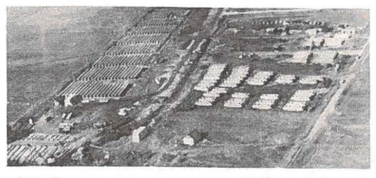
ATIKOKAN, ONTARIO



PRECAST PRESTRESSED BRIDGE SECTIONS BUILT by PITTS for RAINY LAKE CAUSEWAY



Pier caps, placing cone in anchorage at opposite end to jack



Air view of concrete girders and pier cap boxes.

Under contract for the Department of Highways of Ontario C. A. Pitts forces precast and prestressed by post tensioning, 256 concrete bridge sections for the Rainy Lake Causeway, located three miles east of Fort Frances, Ontario.

The complete contract called for 168 — 65-foot girders, eight — 81-foot girders and 80 precast boxes for pier caps, and was completed well within the scheduled period.

C.A.PITTS
GENERAL CONTRACTOR LTD.
TORONTO, ONT. ■ MONTREAL, QUE.

MARINE CONSTRUCTION, ROADS, BRIDGES,
PUBLIC WORKS, FOUNDATIONS, POWER DEVELOPMENTS

Bill's Barges Helped Build Highway No. 11

Back in 1911 or 1912 the late Bruce Lloyd commenced outfitting canoe excursions on Rainy Lake and its countless bays. The business grew until he had dozens of canoes on the lakes, some of them going as far north as Hudson Bay. In a sense it was the beginning of a rapidly expanding tourist industry for the Fort Frances area which has steadily increased year after year to the present day.

Ultimately in 1940 he had two large cruisers, the Belle Isle and the Cascadia, operating on a daily service to the Devils Cascades at the north end of Rainy Lake.

Roads, aircraft, tourist outfitters camps, motels, etc. entered the scene and strenuous canoe trips became less popular.

Mr. Lloyd's son Bill, who literally "grew up on the water," sensed that although canoes were dwindling in popularity there was an increasing need for equipment to carry freight by water.

His hunch paid off. Lloyds Tug and Barge Service has hauled much of the equipment to the construction sites along Highway 11 where there was no other feasible way to get it over to the job. Not only did he transport equipment and supplies for the Department of Highways survey crews but he also water-hauled much of that used by North Shore, Temiskaming and Hacquoil, all of whom were prime contractors on Highway 11 construction.

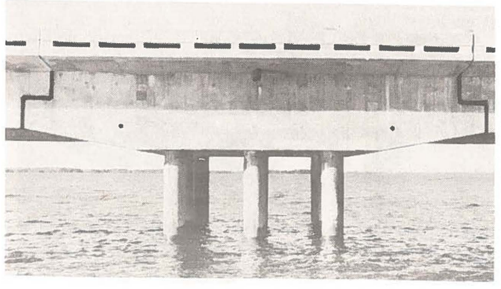
In fact he also transported on barges much of Hacquoil's equipment from Bear Passage to Little Grassy Lake, or in other words to Mine Centre. One barge load was valued at $126,000.

Bill commenced providing service on Highway 11 from the first day that Boyle Brothers started diamond drilling the lake bottom to locate a right of way on which to build the causeway across the lake. In fact even to this day, or a few days ago he was supplying barge equipment for divers who are improving the log glance dam directly north of the causeway. Purpose of this dam, perpendicular to the high level structure is to keep any part of a log boom completely out of the boat or ship channel.

Bill has also supplied service to Ontario Hydro, along this highway, to timber operators, tourist camps, private summer resort owners and others.

He also took members of the Fort Frances Chamber of Commerce and officials of the Ontario government directly along the centre line of the causeway when there was only a pair of surveyor's checkerboard signs on either side of the lake where the line actually was going to be established.

So it may truthfully be said that our first ride easterly on Highway 11, but over the waters of Rainy Lake, was in Bill Lloyd's big tug boat.



C. A. Pitts General Contractors Limited, Toronto, built or "poured" the pre-stressed concrete girders, etc., with expansion joints as shown above so as to provide for extreme temperature changes of the rigorous local climate.



One of Lloyd's barges moving some of Hacquoils equipment (a $126,00 load) from Bear Passage to Shoal Lake to the job location at early stages of building Highway No. 11.

We are extremely proud to have had a prominent part in Highway 11 construction through seven years' utilization of our water transporation service.

L L OYD'S
Tug and Barge Service
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FORT FRANCES, ONTARIO
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Besides Building Lake Terminal Elevators, Mining Structures, etc.

Barnett-McQueen Built Three No. 11 Bridges

One day in the late 1950's V. B. Cook, the young chief engineer of an old Lakehead construction company, returned from Toronto with three signed contracts tucked away in his briefcase. These contracts committed the company to the construction of the complete plant at North Coldstream Copper Mines; the very large and towering headframe at Geco Mines at Manitouwadge and the building of a bridge over Little Pic River, all in Ontario.

If at all needed, such documents provided ample evidence that the half-century-old organization, Barnett-McQueen Company Limited of Fort William, was still operating in the major leagues.

Findley R. McQueen a red-headed Maratimer from New Glasgow, Nova Scotia has taken some hard blows. The 1890 depression forced him to leave New Glasgow and head for Chicago. There he constructed the site and erected the buildings for the 1894 worlds fair. Another depression put him in contact with financier L. C. Barnett. Subsequently Barnett-McQueen, a Canadian company, appeared on the scene to build huge grain elevators at the Lakehead ports. The company is still in the elevator building, repair and expansion business, but their field today is much more diversified and Canada-wide.

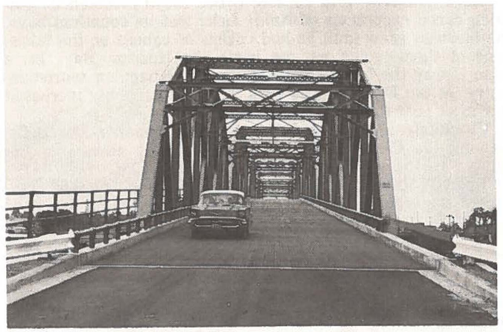
This came about largely as the result of H. Cook becoming part-owner in 1934. He went to war in 1939, was invalided out near the end of the war and a new generation of Cooks appeared on the scene.

An unusual family it is. P. R. Cook, president of the company is a 1943 Queen's University graduate. V. B. Cook, chief engineer, is a 1949 University of Toronto graduate in merchanical engineering. J. H. Cook, another officer of the company, who also handles J. H. Cook and Associates in Calgary and Medicine Hat, is a 1951 graduate from the University of Manitoba, with a degree in architecture.

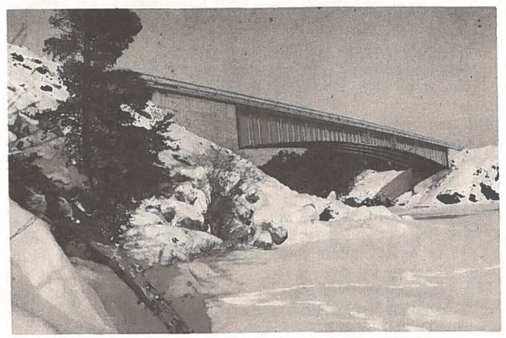
Chief engineer, V. B. Cook speaks rather wistfully of the war years. "We had a distinguished record," he relates, "and were one of the few Canadian companies to lose money during the war. My brother joined the company after the war on a temporary basis to see if he could get it on its feet. He did — and the Cooks have been in it up to their necks ever since."

Diversification beyond the traditional elevator business appeared to be a solution. They found it in erection of schools, hospitals and radar stations, then moved into engineering and erection of heavier type structures, including bridges. They've built three on Highway 11, the one at Rainy River, at Bear Passage (longest welded single span in Ontario) and at Crilly, (an entirely new type of structure, more or less A-frame, requiring substantially less steel than traditional bridges spanning comparable distances.)

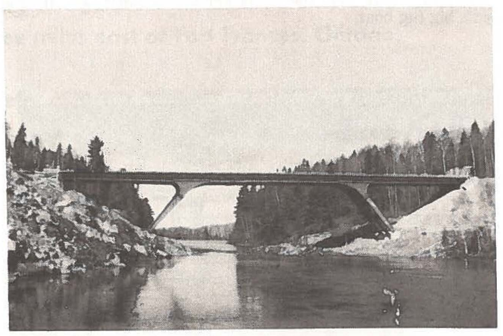
Each bridge, as do most of Ontario's bridges' possesses aesthetic qualities underneath as well as above. Persons travelling on the highway note the tops-side aesthetics while those traveling by boat toward these structures see architectural beauty in their abutments and undersides.



International bridge connecting Baudette on Minnesota Highway No. 11 with Rainy River on western terminus of Toronto to Rainy River, Ontario Highway No. 11. Note unique anti-snow bridge decking. A Barnett-McQueen (Fort William) bridge structure.



Bear Passage bridge 25 miles east of Fort Frances, spans Rainy Lake. It was a 1964 design award winner, featuring longest welded plate girder span built in Canada. The 491-foot bridge, including pouring of 1700 cubic yards of concrete counter balances is unique in Canada in that no piers could be erected to support the bridge structure. Erected under adverse conditions in middle of winter, to hasten highway construction, by Barnett-McQueen, Fort William. Magnificent scenic views.



The Crilly bridge across Seine River, is a unique structure in that because of its A-frame design it requires much less steel than normally would be required to span an equivalent distance. Erected by Barnett-McQueen, Fort William. Marvellous fishing here. Majestic scenery. — photo by A. J. Klause

The People of the MUNICIPALITY OF LAVALLEE

are extremely proud to participate in this issue commemorating the dedication and official opening of the final section of Highway No. 11. Being strictly agricultural, it is our hope this new road will help in more readily getting our products to market. We trust some of our produce will find a ready market at the Canadian Lakehead cities. An excellent municipality in which to live.

For information contact Municipal Clerk, Devlin, Ontario.

History of Highway Eleven

The Fulfillment of a Long Held Dream

"We've got to build a road connecting Mine Centre and Toronto."

That was the concensus of a group of members of the Ontario Provincial Parliament assembled in Mine Centre in 1898.

They had come from Toronto as far west as Rat Portage, (now Kenora) then boarded the Keenora for a trip south on Lake of the Woods, and past Morson, up the Rainy River easterly past the Town of Rainy River and on through the Manitou Rapids, on to the foot of Couchiching Falls, separating two rather insignificant river side villages of Fort Frances and International Falls. Thence to another boat, up Ranier Rapids and easterly on Rainy Lake to Mine Centre.

They had come all the way from Toronto to see first hand a roaring, most promising and producing gold mining camp. Mine Centre gold mining rated high back in those days.

Today, June 28, 1965, the highway, thought necessary in 1898, is being completed and is being dedicated for the use of public vehicular traffic.

Much happened in the interval. The Klondike gold rush attracted miners and prospectors from everywhere, including Mine Centre. The gold boom burst, and Mine Centre, in spite of sporadic efforts from time to time to revive gold mining there, ceased to be an important gold mining camp. Hence, no need for the mooted road.

Then in 1905 the railroad, which financially bankrupt its builders, came through the District of Rainy River, necessitating important divisional points in Rainy River and in Atikokan. A rail line south to Duluth mooted shortly thereafter and later its construction, had the effect of inducing the building of papermills at International Falls, Minnesota, and Fort Frances, Ontario, and attracted a large sawmill to be established with J. A. Mathieu, its manager, at Fort Frances.

Thus this town started gaining in stature and importance. Subsequently, high quality hematite (iron) ore was finally discovered near Atikokan, under Steep Rock Lake in massive quantities which resulted in two large-tonnage producing iron mines, Steep Rock Iron Mines Limited and later Caland Ore Company Limited, a subsidiary of Inland Steel of Chicago.

Even before iron mines started shipping ore from Atikokan, Fort Frances and Rainy River had reached a stature requiring roads that would carry reasonably heavy traffic. Moreover access by highway to other parts of Canada became imparative with the development of this area largely engendered by the expanding operations of the papermill at Fort Frances.

A road had meanwhile connected Kenora with Winnipeg. Later, in 1935, a road was continued on from Nestor Falls to Kenora, thus giving the paper milling, flour milling, sawmilling and recreational town of Kenora direct access to the United States tourist market.

About the year 1924 the Northwestern Ontario Chambers of Commerce was formed. Dryden had no access to the outside world. Fort Frances and the Rainy River district wanted a road directly east to the Canadian Lakehead cities. At Dryden, in that year, a compromise was reached that since Dryden was entirely without outside access by road while Fort Frances could go south over the papermill railroad bridge onto the Minnesota highway system, Dryden should be given priority by the Northwestern Ontario Associated Chambers of Commerce, and that the Rainy River district road be the next one to be promoted and built to the Canadian Lakehead.

And thus, once Dryden had a road for its people to travel east and west, now the Trans-Canada highway, the road from Fort Frances to Atikokan became the number one resolution at each convention of the Northwestern Ontario Associated Chambers, in fulfillment of the 1924 Dryden agreement.

Meanwhile Atikokan got such a shot in the arm from the iron mine development and ore shipping that a town of a few hundred people grew quickly to one of about 5,000 persons. The automobile age was now fully upon us. Obviously a road was a necessity — and one was built to Shebandowan, thus providing access to the Trans-Canada highway, and to the Lakehead cities, or elsewhere.

The years were passing, the 1924 Dryden agreement was partially forgotten by some sections of Northwestern Ontario, and the Fort Frances to Lakehead road fell from top priority at the association conventions to second place.

It is understandable that the Canadian Lakehead cities wished to shift priority to completion of the Lake Superior North Shore route from Marathon on through Wawa, to connect with Sault Ste. Marie, (a section of the Trans-Canada highway).

This road would give heavy tourist travel access to the Lakehead from the densely populated areas of northern Michigan and those adjacent. The effect on the Lakehead, when this road was completed for traffic, a few years ago, was electric. Some say it increased the Lakehead tourist traffic as much as 90 per cent in the first year following the opening.

Meanwhile, lacking top position priority in the Northwestern Ontario road program, which had once been generally promised by all Chambers, the project of spanning, with a first-rate highway, the 85 miles between Atikokan and Rainy Lake (five miles east of Fort Frances) was engineered, right of way cleared and section after section of the road was built over a period of about seven years, until today the highway is officially open for public travel.

It is a first-rate highway, complying to rigid Ontario Department of Highways standards. In some respects it is well that the building of this road was not done in the 1920's and '30's, because road construction standards of those earlier years were not as high as those of today, and it is conceivable the road might have had to be rebuilt. As it is, the present road bed is virtually permanent.

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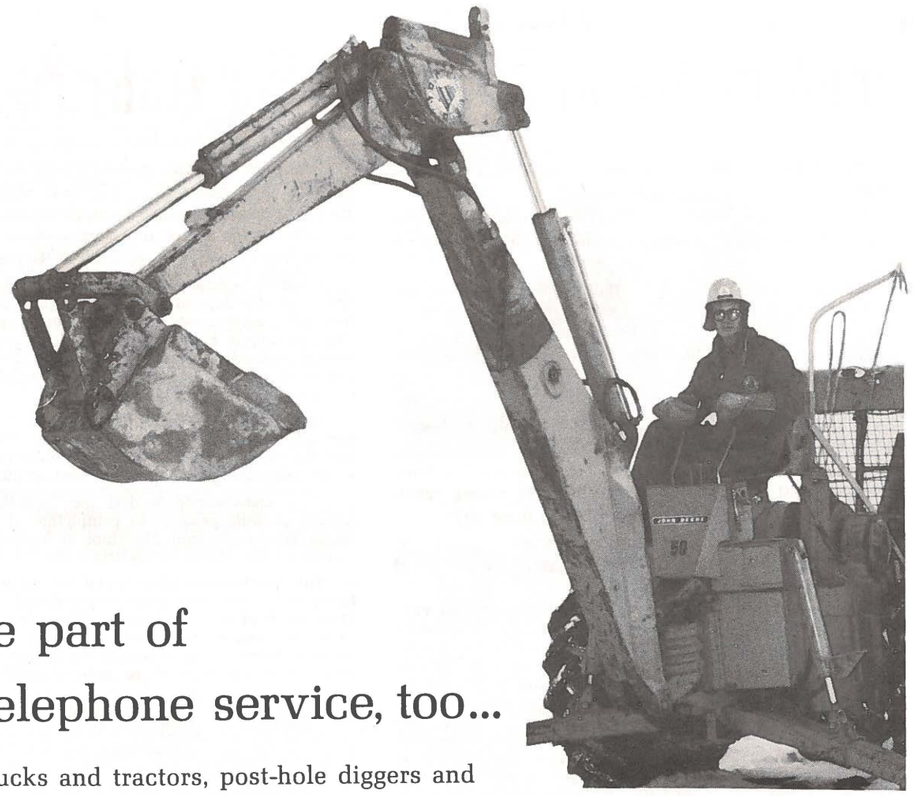
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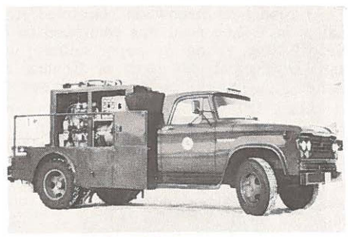
They're part of your telephone service, too...

Over 100 trucks and tractors, post-hole diggers and cranes — many purchased from local dealers throughout Northwestern Ontario — represent an investment of some $400,000. Their purpose: to help make your telephone service as efficient as any in Canada!

That means more than just *telephone* service, of course. A region as important as ours must be up-to-date in *every* form of telecommunications. That's the job these vehicles on the new Highway No. 11, and their Bell crews, are working at.

There are 300 of us whose homes are right here in this region. And we're all living by that little word which you may have noticed in our Bell crest. It says: "Service".





THE **BELL** TELEPHONE COMPANY OF CANADA

Built, managed and owned by Canadians

THE TOWN THAT THE MINE BUILT

and the economic influence its development had not only on Northwestern Ontario, but in hastening Highway Eleven

by R. H. Larson

It required but a single day to complete the entire task. It was back in 1935, just 30 years ago. The Fort Frances Times required more subscribers and one of the ways to acquire them was to visit people's homes and ask them to subscribe for our newspaper. This I did one day in Atikokan in 1935 — visited every home there at that time in a single day. It was then but a Canadian National Railways roundhouse terminal in the steam engine era.

But that was before the discovery that iron ore lay under the waters of Steep Rock Lake rather than around it, as prospectors had assumed. The late Dr. Mackenzie of Fort Frances had spent a lot of money, and many prospectors spent many hundreds of hours, and money too, unsuccessfully seeking the huge iron ore deposits which they were sure lay buried in the vicinity of Atikokan.

Neil Edmonstone, vice-president of Steep Rock Iron Mines Limited often comments that the reason these earlier prospectors failed to discover the main ore body is they were afraid of getting their feet wet.

At any rate the late Julian Cross, wet feet or dry, concluded that if the ore was not to be found on the shores of Steep Rock Lake, the showings were so strong that it obviously had to be under the deep waters of the lake. He reasoned correctly. Subsequently several ore bodies were found, each under what had once been the lake.

Ore, under 80 to 300 feet of water and as much as a 200-foot depth of underwater silt, is of little or no economic value unless it can be mined. Shaft mining at the outset proved unsuccessful because of the water pressure and fractured structure of the rock which resulted in flooding the mine.

What to do now? M. S. "Pop" Fotheringham, who was on the scene living in a tent when operations first started, and now is president of the Company, concluded the ore would have to be extracted by the open pit method, for some years at least.

This meant obviously that the lake had to be drained and all of the underwater silt and boulder overburden removed so as to get at the valuable and high grade hematite ore. To accomplish this colossal feat required the construction of dams to isolate the portion of the lake in which the ore bodies lay, the diversion of the Seine River around the lake through the man made Esker Cut, a series of rock and gravel cuts, the elimination of a hydro-electric power house, and finally the pumping out of Steep Rock Lake to reach the ore.

The silt overburden had to be pumped out by electric dredges that is, provided you continued mixing enough water with the silt and rock so that the dredge pumps would suck it up, boost it through huge flexible pipe lines to the shore pump which in turn boosted it high up over the rocky shore and over into a dewatered bay. Dredging was not only by far the cheaper method, but also the only feasible one.

At one time the combined requirements of all the barge and shore pumps equalled the total output of a hydro-electric power station on the Nipigon River.

This extremely costly development program in order to get at the usable iron ore, required fabulous sums of money. Through the efforts of Steep Rock's former presidents, Joe Errington and Donald M. Hogarth, Cyrus Eaton, Cleveland financier, was brought into the development of Steep Rock and raised most or much of the development capital required, which accounts for his interest in this venture.

It has been a good venture for a lot of people in the District of Rainy River, as well as for those of the Canadian Lakehead cities, and in fact for much of Northwestern Ontario generally.



Crilly Bridge under construction — final piece of work on Highway 11

Following the original exploration, drilling and major engineering studies from 1929 to 1942, and the river diversion project from 1943, the Steep Rock range was brought into production in 1945. Ultimately a town of about 5,000 people; now 7,000 was brought into being. These people required access by road to the outside world. Thus, Steep Rock Iron Mines Limited was in effect responsible for the building of a road which would connect Atikokan to Shebandowan, which in turn was connected to the Trans-Canada highway by a winding bush road, now completely rebuilt, and thence on to Fort William and Port Arthur.

The economy of Atikokan, and indeed of the Rainy River district and the Lakehead, in particular, was bolstered further when Caland Ore Company, a subsidiary of Inland Steel of Chicago, came into the picture in 1953 as the result of a royalty agreement consummated between Caland and Steep Rock.

It was interesting to note that, over the years many thousands of people benefited directly and indirectly as a result of the Steep Rock range development, which incidentally produces more tonnage of iron ore than any other part of Ontario.

Many new businesses came into being; a few went broke for various reasons. Aside from actual mining and mine development work, hundreds of new jobs came into being, and hundreds of persons who had jobs, received larger pay cheques, partially as a result of the development of the Steep Rock iron range.

The money Steep Rock Iron Mines received for the sale of its iron ore was widely distributed as it passed on through the hand of employees and suppliers (not to mention taxes) and service industries, then on to other service industries, and their employees, and so on ad infinitum. Not only did Northwestern Ontario benefit in the exchange, but to a lesser degree other provinces as well.

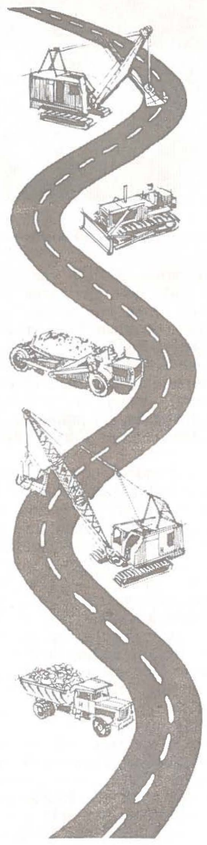
Management personnel of the Steep Rock Mine worked constantly and in closest harmony with people of the west end of the Rainy River district to urge earliest possible completion of the "missing 90 mile link" in Highway Number Eleven which would, among other important advantages, unite the district in a single unit and thus ensure and encourage vital closer contact.

Some companies specialize in being good corporate citizens. My experiences and observations involving Steep Rock Iron Mines Limited lead me to place this particular company in that classification.

Not only is Atikokan a town that the mine built; the benefits overflowed beyond a single town and in some degree stimulated the economy of a large and important sector of Ontario.

Building Better Roads

for the Future of Northwestern Ontario



HACQUOIL CONSTRUCTION LIMITED are proud to have played a major role in the building of Highway Eleven, uniting the Western and Eastern sections of Rainy River District and for the first time truly joining this progressive industrial, tourist and agricultural area to the Canadian Lakehead.

Good Roads require good men, good equipment and know-how . . . we are proud to possess these qualifications, assuring the people of Ontario the highest standards of road building for their tax dollar . . . building roads that will carry Northwestern Ontario through the prosperous future of the next quarter century.

May the many benefits which will accrue from the completion of Highway Eleven be reflected to everyone who lives in this area.

FACTS ON HIGHWAY 11

(from Trans Canada junction to Fort Frances)

- Hacquoil's constructed in excess of 75 miles of Highway Eleven from Shabaqua to Fort Frances.
- Over $2,000,000 of road construction equipment was employed on various jobs on Highway Eleven.
- Our payroll on the project exceeded $2,500,000 — most of which stayed in Northwestern Ontario.
- Paving of the Noden Causeway is an example of the fine paving we have done in this area.

Hacquoil CONSTRUCTION LIMITED

MONTREAL STREET – FORT WILLIAM, ONTARIO

MEMBER: ONTARIO ROAD BUILDERS ASSOCIATION

BRIDGES • HIGHWAYS • PAVING • SEWERS • BUILDING CONSTRUCTION

The Voyageur's Highway

Why call Highway 11 the voyageurs highway?

Because, that in effect is what it was. Early fur traders came down from Fort Albany (the oldest continuously inhabited settlement in Ontario) to the Longlac-Geraldton vicinity, across to Lake Nipigon, down to Lake Superior, (or westerly by more northern routes) along the north shore of this largest fresh water lake in America, to Prince Arthur landing, later Port Arthur and Fort William.

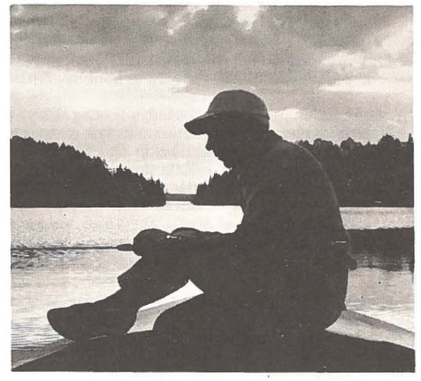
They then took a southerly route to about Pigeon River, walked the Grand Portage, and paddled westward along what are today international boundary waters to Fort Frances and westward. When the government of the United States started collecting duty on Canadian furs transported over that route the Canadian traders chose a more northerly route to avoid United States customs collectors. They went from the Lakehead via Dog Lake, Lac De Mille Lacs, Pickerel Lake, through what is now Quetico Provincial Park and westward to the east arm of Rainy Lake.

It is this route which Highway 11 closely parallels, and so, as you travel this route and if you feel you're partaking of a bit of early Canadian history — well, that's most assuredly your privilege.

Speaking of voyageurs, they were the men who paddled the big freighter canoes, and singing their French Canadian songs while they were paddling. (We of today would probably be content with puffing to regain our breath or conserve our energy.)

It is said that a voyageur must be strong in muscle, yet short in stature, not over five-foot-two. The reason was astute and economic. These were freight canoes, the shorter the paddler the more room there was in the canoe for freight. Moreover, it is said he was required to carry two 90-pound packs on foot in each single trip over a portage. Some men! And they even sang while they worked! It is further recorded that nearing the end of long portages they ran foot races, carrying the two packs to see who would be first to reach the end of the portage! How this was accomplished over a single foot path we will never know. Perhaps there were multiple paths.

A parade of 1965 vintage voyaguers under the causeway is a feature of highway dedication ceremonies. None of them are required to carry either one or two ninety-pound packs.



Lake trout fishing at sunset on Eva Lake, just off Highway 11

Canadian Lakehead, Mecca for Millions

The Twin Cities of Port Arthur and Fort William, commonly known as the Canadian Lakehead, nestle around the shore of Thunder Bay in almost the exact centre of Canada. A seaport of renown, being the third largest in Canada, it is known as the Granary of the World, because of its 26 huge cement grain elevators extending around the harbour.

In addition, 4 paper mills contribute huge quantities of newsprint for export to world ports. The forest cover of Northwestern Ontario hides untold fortunes in minerals as well as the wood used in developing forest products including lumber, paper, plywood, etc.

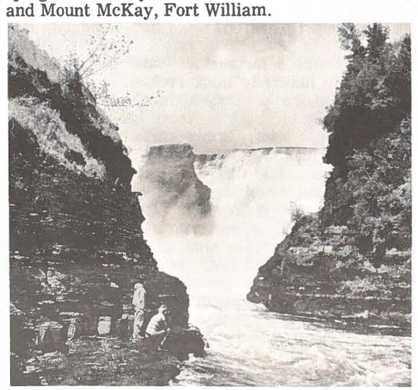
During the summer months the Lakehead and area is a mecca for the ever increasing numbers of travellers who find the fishing good and also the clean fresh air of the north country. Scenery is fabulous and awe inspiring to the city dweller. Roads are now in excellent condition and lead into a wilderness area of lakes and streams off the main highways. Trans-Canada highway circles the north shore of huge Lake Superior and continues through the Lakehead on its way to the Western prairies.

Fall weather brings hunters from far and wide to stalk the mighty moose and the agile deer. Perhaps the largest known reserves of moose are in the area surrounding the Lakehead. In the midst of the hunting season the tree leaves change colour, bringing a new loveliness to every hill.

The fun seasons run their full course, as the snow flies for the first time in November and thickens up at Christmas to create the best skiing conditions east of the Rockies. Four ski hills within 10 miles of the cities' centres, give easy access to pleasurable and modern recreation.

The Lakehead area is steeped in historical lore. Fur traders and voyageurs paddled the north shore of Lake Superior to land at Prince Arthur's Landing (now Port Arthur) and Fort William, in preparation for their stream and lake paddling through the wilderness to Winnipeg and the west. A focal point for trans-shipment to the west in olden days, it remains so for the modern ships of today.

"Nanabijou" the Sleeping Giant, guards the harbour of the Lakehead. Legend says this Indian sleeping giant guards a tremendous silver mine at the end of the Sibley. There is much truth in this, as the Silver Inlet Mine was the first in the area and gave up much wealth before being reclaimed by the waters of Lake Superior. A panoramic view of the harbour and the Sleeping Giant may be seen from Hillcrest Park, Port Arthur and Mount McKay, Fort William.



Majestic Kakabeka Falls, 16 miles west of Canadian Lakehead

W. G. Noden was Highway 11 Spark Plug

Via the moccasin trail, the word was getting around that a boy was born in a log house in Quetico Park to Mr. and Mrs. Sam Noden. They named the boy William. Some years later Sam Noden fulfilled the final subcontract on the building of the Canadian National Railways causeway which crosses Rainy Lake, starting five miles east of Fort Frances. Rock fill for this job was blasted out of the C.N.R. "borrow pit" to the east of what is today about the midway point of the now internationally famous and renowned 3½-mile highway crossing or causeway.

When the work was finished, some unused black powder had to be destroyed for reasons of safety. Sam Noden's son, Bill, carted the unused black powder, in many trips from the "borrow pit," in a wheel barrow, and dumped it into that part of Rainy Lake now lying between the highway and the railway, at a point where the railway originally crossed the lake.

Some years later William married a young lady, one of the Sherriff girls, Kate, of Fort Frances. It was a most natural thing that their honeymoon should be in Quetico Park. While paddling their canoe along the international waterways separating Canada and the United States. An Ontario forests (for recreation) policy was clearly evident even at that time. The American shores were nude of trees (they had been cut right to the water line) whereas the Ontario shores were lush green forests for as far back as you could see from a canoe — for 300 feet at least.

Among his other activities William G. Noden was a hardware merchant in Fort Frances. His partner was another civic-minded person dedicated to public service for his home town — Ralph Gillmor. While Bill and Ralph were on opposite sides of the political fence — the arguments were truly something to hear — nevertheless when there was anything which either of them could do for Fort Frances, or for the District of Rainy River, arguments ceased and action resulted.

When in the 1940's, Bill Noden was prevailed upon to allow his name to go before the district Conservative convention, he pledged then, and to this day has never wavered from that pledge, that he would use every effort at his command and every persuasive ounce of energy he possessed to see that a road connecting Fort Frances and the Canadian Lakehead was built. Thus would the District of Rainy River, in truth as well as in name, become effectively an integrated part of Ontario.

There are but four members representing Northern Ontario in the 90-member Ontario Provincial Parliament — and even those four did not apparently see eye to eye concerning the building of this highway.

First there was the road to Atikokan. Bill pulled his weight on that project. He had a tremendous assist from the economic fact that the Steep Rock iron range had come into being, resulting in a town of about 5000, and a 77-mile highway outlet for these people was a further economic fact with which the government quite naturally must reckon.

But the extension of that highway westward 85 miles, including a 3½-mile crossing of Rainy Lake to the west shore was quite another matter. True enough it would connect and make of the political or administrative unit of Rainy River district also an economic unit. The population was small; in some areas the road would traverse it was virtually non-existant. The distance was appreciable. The water crossing over a lake with an unstable bottom was hazardous and extremely costly. Much of the terrain was granite-hard pre-cambrian rock, with high ridges and deep gorges, and muskeg valleys.

To convince the other members of the legislature, the ministers of various departments, and the civil servants involved that this project must be undertaken was no small task.

Bill Noden certainly had his work cut out for him. Obviously he did not accomplish this colossal feat alone. He would be the last to claim all of the credit. There was on hand to help him, even to precede his entry into the fray, the various district chambers of commerce, political associations and municipal councils. The Northwestern Associated Chambers of Commerce played an extremely prominent part over many years in convincing the government of this economic necessity. The union of municipalities of Northwestern Ontario, formed something over a decade ago, and the Northwestern Ontario Development Association also played a part. The newspapers of the area, particularly those at Rainy River, Fort Frances, Atikokan and the two Lakehead cities devoted many pages of sound and constructive argument as to why this road had to be built.

Each member elected to the Ontario Provincial Parliament is quite naturally expected to exercise his ability as a representative of his constituents to see that their interests received due consideration. This is democracy in action. It is to the credit of many members that they also possess a wider perspective and work and legislate in the interests of Ontario as a whole, looking to the future as well as serving the present. Were this not the case it is doubtful if this dedication ceremony today of the opening of another new and impressive highway would be possible.

In this respect particular credit should be accorded the Prime Minister and his immediate predecessor, the Minister of Highways and at least three or four who also preceded him in this high office, the various members of the treasury board and the treasurer himself, not forgetting those men in the Department of Highways who make, or help make the decisions as to which Ontario highways are to be built today and those which will be built another day.

Obviously, as may be seen, the dedication of this highway as a thoroughfare of the finest type of construction, now open to public travel, is the result of an infinite amount of co-operation and teamwork involving members of the legislature, both government and opposition, members of the cabinet, of civil service and the general public, including individuals as well as organizations.

But, to keep everything moving in a co-ordinated manner toward the desired end, a "spark plug" was needed.

That man was the member for Rainy River, W. G. Noden, who around the legislature halls of Queen's Park, in recent years became facetiously, yet affectionately known by members, opposition as well as government, as "Causeway Bill."

C. A. Pitts Prefabricated Prestressed Concrete Girders Etc., for the Causeway

A lot of people have benefitted from the actual construction of Highway Eleven. This includes the Indian band who live on Couchiching reserve adjoining the northeast edge of Fort Frances.

C. A. Pitts General Contractors Limited, Toronto, required a large and level land area comparatively close to the site of the causeway on which to construct the prestressed concrete components which, a year or two later, were to be assembled to form the causeway bridge structures. There were about 300 of them as shown in a photo in the C. A. Pitts advertisement in this picture supplement of the Times-Bulletin.

To acquire such a large land area the C. A. Pitts people and Department of Highways rented a field from the Indian band, constructed gravel roads, a portable railroad, office buildings, warehouses, etc. When the job was finished and all bridge components moved to the causeway, the area was converted back to an agricultural field.

The fantastic part of this work was that these huge components and girders, some as heavy as 65 tons, were moved by portable railway to the lakeshore, loaded on huge barges, and FLOATED over to the causeway site.

The Indian band also benefitted financially through sale of large quantities of gravel for the causeway road approaches.

Engineering Breakthroughs accomplished by

Foundation Company on Causeway Engineering

By P. F. Andersen, P. Eng.
Foundation of Canada Engineering Corporation Limited

Although the demand for the Atikokan-Fort Frances highway is as old as the communities it will now serve, Rainy Lake has always remained the main obstacle and only recent developments in Northwestern Ontario has justified the expenditure for the crossing.

Following preliminary soil investigations conducted by Geocon Ltd., the Department of Highways of Ontario selected a route across Rainy Lake at its narrowest point in the vicinity of Rocky Inlet. Subsequent design of the causeway and adjacent highway, and supervision of construction for part of the embankment fills and all of the structures on the lake crossing were performed by the Foundation of Canada Engineering Corporation Limited.

PHYSICAL CONDITIONS PROVIDE CHALLENGE

The physical conditions of the 3½-mile lake crossing provides an interesting challenge to engineering skill. The average water depth encounter was 40 feet. The lake bottom consisting mainly of soft varved clay, in places 50 feet in depth, overlies bedrock.

The causeway consists of two miles of rock embankment and one mile of bridge structure. Rock embankments were built by end dumping in shoal areas where the bottom clay depth did not exceed 20 feet.

In order to obtain full stability, it was necessary that the embankments would displace the underlying soft clay.

To ensure displacement, sticks of self-propagating dynamite were detonated in the clay providing enough energy to remould the clay and lower its shear strength.

A MILLION YARDS OF FILL MATERIALS

Containing almost one million yards of fill materials, the embankments are 38 feet wide at the crown with a 22 foot wide paved driving surface. Steel beam guide rails on either side of the roadway extend the full length of the embankment. Much of the fill was placed during the winter when the ice sheet on the lake reached thickness of 3 to 4 feet allowing tremendous loads to be hauled over ice roads, which were being constantly maintained during the hauling of the fill by pumping and spraying large quantities of water over the ice surface continuously.

The bridge structure, 6017 feet long, is divided into three separate units by two islands. The west half of the bridge, known as the High Level Section of the bridge structure, provides 40 feet of clearance for large boats. The central, and east half, known as the Low Level Section, clears the water by 8 feet.

The substructures for the bridge consists of vertically-driven, concrete-filled, steel tube piles, founded on rock. The average pile length is 80 feet, with pile diameters ranging from 16 to 24 inches.

Except for two 150 foot centre spans in the High Level Bridge, the distance between pile bents is 97 feet throughout.

The superstructure consists almost entirely of precast,

(Continued on next page)

CHALLENGE MET BY FENCO

Twenty-five-and-a-half miles of roadway, including the key three-and-a-half miles of causeway, was the challenge met—and conquered by FENCO engineers. Today Rainy Lake Causeway bridges the new Ontario Highway No. 11, opening the way to progress and development in Northwestern Ontario.

Foundation of Canada Engineering Corporation Limited is proud to have been entrusted with the design and supervision of this multi-million dollar undertaking — another of the projects on which we serve government, industry and commerce.

Complete Engineering Services from Consultation to Construction

FENCO

A member of the Foundation Group of Companies

St. John's — Halifax — Fredericton — Montreal — Hamilton — Toronto — Vancouver

More About Causeway

(Continued from preceding page)

prestressed concrete units designed to encourage economical mass production.

The first task undertaken for the bridge program was the preparation of a storage area for the bridge components. For this purpose, 15 acres of flat land adjoining the Lake were drained and serviced with roads and power lines.

The part of the storage yard nearest the lake served as a casting yard for the heavy precast units, some of which weigh 65 tons, in order that the haul from the storage to the erection barges be as short as possible.

All piles were driven by scow-mounted pile drivers. Most of the precast units were also erected by floating equipment, although the precast girders for the High Level Bridge were erected in the winter from the ice, which was increased to almost double its natural winter thickness to withstand with safety, the heavy load.

The prestressed girders for the two main spans were cast in place, the supporting falsework being a steel truss which was moved and reused eight times.

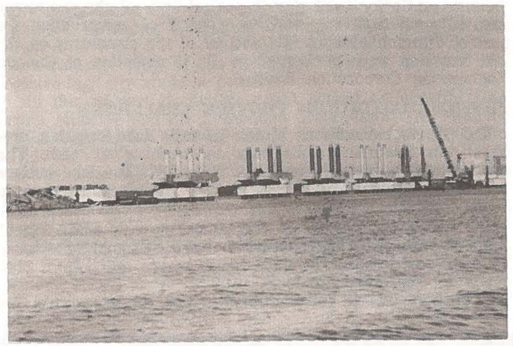
The tolerance on dimensions for precast units, on pile driving, and on the control survey required that the utmost accuracy be applied to all phases of the work. The reinforced concrete deck slab was cast in place.

The road width is 28 feet with an asphalt wearing surface and three-foot wide curbs on either side.

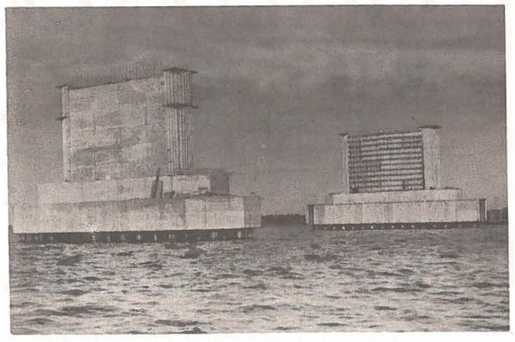
The bridge contains approximately 28,000 cubic yards of concrete, 3500 tons of steel piling material and 9000 feet of aluminum guide rails.



A mountain of rock was reduced to shattered rock and rubble with a single blast when W. G. Noden, M.P.P., second from right, pressed down the detonating plunger. Per Andersen, author of the accompanying article, is at left following blast, minus safety hat which apparently Mr. Noden must have borrowed.



West End of Causeway High Level Bridge structure under construction.



Piers which carry the superstructure at the highest portion of the high level bridge partially completed.

Fort Frances is a Good Town for Shopping

Normally one identifies the better shopping centres with the larger cities. This, to some extent at least, is generally true.

Fort Frances is not a large city. Population is slightly under 10,000 so it is only a town.

It is, however, one of mid-Canada's most important ports of entry for motor vehicles and one of the largest in all Canada for aircraft entry and exit.

The impact of this substantial amount of United States tourist traffic has had the effect of stimulating good merchandising in attractive premises by competent, courteous and helpful sales persons.

Although this is the stimulus which has had the effect of "smartening up" Fort Frances stores, it constitutes by no means the major volume of business. Sales to local district and townspeople constitute, we would estimate, 80 per cent of total business volume.

Yet, this added 15 to 20 per cent to annual sales has helped provide the revenue needed for better and smarter stores, clean and well lighted premises, excellent varieties of merchandise priced for the home market rather than for a transient tourist trade.

On any visit to Fort Frances you are indeed most cordially invited to call at the various modern up-to-date stores and see for yourself what is available and which of your needs can best be supplied in Fort Frances.

Acknowledgements

Obviously we acknowledge with genuine gratitude the assistance which has been provided by select advertisers in the purchase of space, without which this somewhat unique publication could not be produced. Special appreciation is accorded to the Ontario Department of Travel and Publicity and Department of Highways for substantial assistance and loans of excellent photographs.

We further acknowledge most useful photographs taken by Willard Price of Fort Frances, of which above three are examples. Appreciation is further extended contributing authors of several excellent articles.

Rainy Lake Hotel Is Decided Asset to Fort Frances

Many towns today would be better towns if they had a better hotel.

Fort Frances is extremely fortunate in having on its main thoroughfare, in the very heart of the shopping district, and with ample down-town parking facilities, a smart, well-operated, modern, 60-room hotel. Most rooms have private baths and all have telephones. The hotel is situated right on Highway 11.

The Causeway Room, focal point of the hotel, with its large, colorful wall mural of the causeway, is quite widely and most favorably known for—the finest cuisine and the ultimate in service. Add to this room, the Canadian Room, the Sportsman's Room, the Windsor Room, the Club Room and the quite large Ballroom and you have a hotel that provides well for the needs, comfort and pleasure of its community residents and transient guests.

With these several rooms of varying size, the Rainy Lake Hotel serves as the focal point of the town and district for club luncheons, afternoon teas, evening and daytime meetings, banquets of varying sizes up to nearly 200 persons, dances, conventions, wedding parties, family dinners, and similar gatherings.

Fort Frances counts itself indeed fortunate that it can boast of a hotel that so well serves the needs of its many thousands of visitors and also those of its own residents.

Fort Frances is one of the fortunate towns which has a good hotel.

Historical Sites along No. 11

For those who like to see and stop at places which in earlier days were of significance there are several places to visit near Highway 11.

Coming from the Lakehead you drive over either Red River Road from Port Arthur or the Dawson trail from Fort William, routes which were travelled by early settlers of the Red River valley (Winnipeg today) and points intermediate and beyond.

Approaching Atikokan, and before you come to the Dawson entrance to Quetico Provincial Park (25 miles east of Atikokan) you come to Windegustigwan lake where the foundations of a trading post were discovered almost intact and where it is proposed that it will be rebuilt. This is part of the water route taken by early voyageurs from Lac de Mille Lacs to Pickerel Lake and westward ultimately to Rainy Lake. There's also Dawson Trail entrance to Ontario's second largest provincial park, probably the best known of all North American canoe country to United States residents.

In Fort Frances there's a replica of Fort St. Pierre, winter headquarters, in the early fur trading days, of Pierre La-Verendrye. In search for a Northwest Passage his party came upon the Missouri River, erected a plaque on the banks near what is today South Dakota's capital city, Pierre, named after the Montreal fur trader who headquartered on the shores of Lac la Pluie, now called Rainy Lake.

In the westerly part of Fort Frances, one block south of Highway Eleven, on the shores of Rainy River, there is a cairn marking the site of Athabaska House. Here, in earlier days the fur traders came all the way by canoe from Saskatchewan's far northern lake Athabaska to exchange their furs for supplies which they took home with them. The canoe trip required almost an entire summer. Meanwhile they were met by fur traders and voyageurs from Montreal who had come via the St. Lawrence river, the Great Lakes, and "The Voyageurs Trail" to Athabaska house, bearing in their canoes supplies for themselves and for western trappers and returning with furs to Montreal headquarters.

Bills of lading were meticulously recorded as if they were shipping by rail or sea-going vessel today. Moreover the canoes adhered quite rigidly to time schedules.

On another site, about 35 miles west of Fort Frances, has been discovered the largest mounds ever to have been built by the mound builders in Canada.

If required permission can be obtained, extensive investigation by a competent and fully equipped archiological party, either federal or provincial, or both, is contemplated. What is found could conceivably result in establishment of a national park which would have the effect of being a substantial source of income for a band of Indian residents nearby, as well as being an economic boon for the whole district.

In every town there's THE hotel . . .
. . . in FORT FRANCES it's the

Rainy Lake Hotel

60 Rooms with Private Bath . . .
. . . telephone in each room

ENJOY DELIGHTFUL MEALS and relaxing comfort in the . . .

CAUSEWAY ROOM
Excellent Cuisine — Good Service

CANADIAN ROOM
Licensed under the Liquor License Act of Ontario

SPORTSMAN'S ROOM
Mens Public House

WINDSOR Room • CLUB Room
for dinner parties, afternoon teas, meetings

The BALLROOM
for banquets, dances, meetings

The ultimate in good service and good food.

Dry Cleaning Service

. . . with daily pick-up and delivery

For tourists, and others, there is
SAME DAY SERVICE ON REQUEST
Also, Laundry Service

Agents for Peck's Furs, Winnipeg
CLEANING • GLAZING • STORAGE

Sanitary Dry Cleaners

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Downtown Office • 122 Scott St. • Phone 274-3714

Official Highway Opening Programme

Central Daylight Time

A.M.

9:00 Cavalcade leaves Lakehead.

12:00 Buffet Luncheon — Atikokan.

P.M.

2:00 Cavalcade leaves Atikokan.

4:30 Official Opening of Highway 11
Honourable John Robarts, Q.C.,
Prime Minister of Ontario —
Officiating.

5:15 Unveiling of Plaque of Causeway
Honourable Chas. S. MacNaughton,
Minister of Highways — Officiating.

6:00 Reception and Western Style Dinner
at Fort Frances Memorial Arena.

Program of events:

Early Morning: Start of cavalcades from Duluth-Superior, Dryden, Kenora, Rainy River and other points.

12:00 Noon Cavalcades from the west join Atikokan following official program there.

1:00 Causeway closed to traffic until after opening ceremony.

1:30 Street entertainment on Scott Street, Fort Frances.

3:00 Motorcade from Boundary Road starts parade through Fort Frances to causeway.

3:30 Colorful water flotilla starts off from Pithers Point to causeway.

4:15 Motorcade from Atikokan arrives at causeway. (Follow official program)

7:00 Crowning of causeway queen.

7:15 Awarding prizes school essay contest winners.

10:00 Gigantic fireworks display.

Cities, Towns and Villages along Highway 11

TORONTO
(Lake Ontario Waterfront)
RICHMOND HILL
AURORA
Bradford
BARRIE
ORILLIA
Washago
Gravenhurst
HUNTSVILLE
Novar
Scotia
South River
Powassan
Callander
NORTH BAY
Timagami
Latchford
Earlton

ENGLEHART
Tarzwell
Kenogami
KIRKLAND LAKE
Wavell
Ramore
MATHESON
Monteith
Porquis Junct.
Nellie Lake
Potter
COCHRANE
Driftwood
SMOOTH ROCK FALLS
Strickland
Fauquier
Moonbeam

KAPUSKASING
Valrita
Harty
Opasatika
Lowther
Reesor
Mattice
Val Cote
Hallebourg
HEARST
Long Lac
Little Long Lac
GERALDTON
Hardrock Mines
Jellicoe
Nezah
Beardmore
Macdiarmid
Orient Bay

NIPIGON
Red Rock
Hurkett
Dorion
Ouimet
Pearl
Loon
Mackenzie
PORT ARTHUR
FORT WILLIAM
Kakabeka Falls
Kaministikwia
Sunshine
Shabaqua Corners
Shebandowan
Kashabowie
Kawene
Quetico Park Entrance
Sapawe

ATIKOKAN
Flanders
Crilly
Mine Center
Bear Passage
Windy Point
FORT FRANCES
Crozier
La Vallee
Devlin
Emo
Barwick
Stratton
Pinewood
Sleeman
RAINY RIVER
International Bridge
Minnesota Highway No. 11

YOU WON'T NEED A

JEEP any longer to get over Highway Eleven!

BUT, as many of you know the JEEP played a prominent role in the building of Highway No. Eleven.

BUT, there'll be other places you want to go . . . .

and a JEEP WILL GET YOU THERE!

Deluxe smart automobiles too, like the JEEP WAGONEERS. See it, drive it at

FORT FRANCES BUS LINES LTD.

617 Mowat Avenue — Fort Frances — Phone 274-6255

Clarence Wright (sales)—James Froome—Delores Weir

An Obligation

to the community as well as to our customers

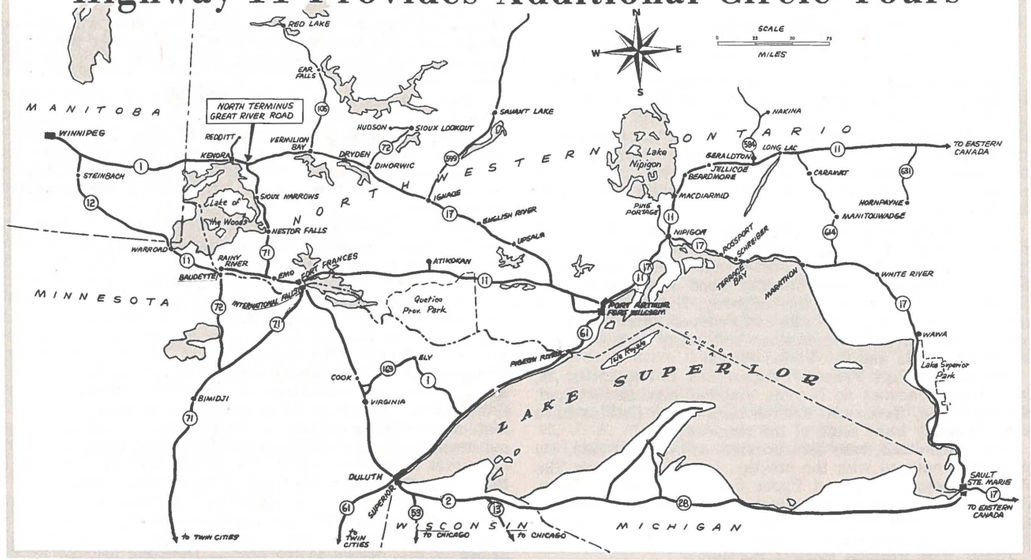
IN 1923, when R. V. Green opened his small furniture store in Fort Frances, he recognized that there was an obligation to the community as well as to his customers. For that reason, he was one of the many civic-minded Fort Frances men who worked unceasingly for the completion of "the road to the Lakehead." Today his son Van, his successor in managing the many-times enlarged furniture store, also is active in community projects because this obligation still remains. Both are happy in extending their congratulations to the Ontario Government for completing the road and to those responsible for building it.
TODAY, of R. V. Green Furniture Ltd., it can be said that it is 42 years old in experience and 42 years young in ideas. Quality and Service remain the cornerstone of its sales policy. You are invited to shop "at Green's" in Fort Frances.

R. V. Green Furniture Ltd.

516 Mowat Ave., Fort Frances, Ont.

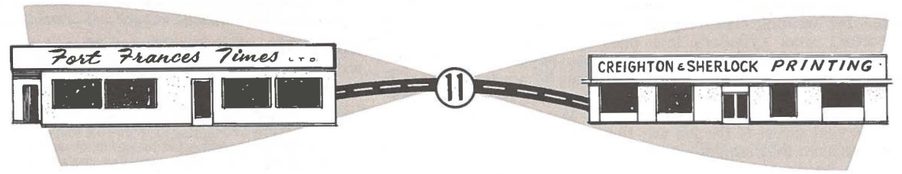
R. V. Green, president Van Green, secretary-treasurer

Highway 11 Provides Additional Circle Tours



The opening of Highway Eleven, Voyageur's Route, will as the above map indicates, provide for motorists several new and interesting and shorter circle tours in addition to those which were previously available in the Pre-Cambrian shield country of clean, clear, cold drinking water fishing lakes. For information contact Department Tourism and Information, Parliament Buildings, Toronto 5, Ontario, or Chambers of Comerce in communities you desire to visit, or drop in at the Department of Tourism and Information Centres located in larger centres.

UNITED *to Serve Northwestern Ontario*



FORT FRANCES TIMES LIMITED

111 Church Street Fort Frances, Ontario Dial 274-5373

Its publications in Fort Frances:
THE DAILY BULLETIN
THE (Weekly) TIMES, and
THE (Monthly) NORTHERN SPORTSMAN
(almost 10,000 U.S.A. anglers and hunters)

CREIGHTON & SHERLOCK LIMITED

324 Memorial Ave.—on Highway 11, Port Arthur, Ontario, Dial 344-2398

CREATIVE PRINTERS AND PUBLISHERS

. . . and all those on our staffs who work with and for us, extend sincere congratulations on a job well done and look to the future for more such expansionary feats to be accomplished in Northwestern Ontario.

Fort Frances Bids You Welcome

By John R. McVey
MAYOR OF FORT FRANCES

The completion of the Fort Frances-Atikokan link of Highway No. 11, bringing into reality the dream of a highway connecting the fertile valley of the Rainy River with the Lakehead Cities, is a tribute to the many men and women of Northwestern Ontario who have worked hard over many, many years, towards this goal. It emphasizes, once again, the value of co-operation among the communities which comprise this vast area.

It also is a tribute to the Ontario governments which have realized the need of this highway and have brought it into being. For that reason, we of Fort Frances are particularly pleased to welcome Prime Minister John P. Robarts Q.C., who officially will open the highway, Highways Minister Charles S. MacNaughton who will unveil the causeway plaque, members of the legislature and many of our friends from both Canada and the United States.

The name "Fort Frances" dates back to September 25, 1830 although Jacques de Noyons wintered here in 1688 and, since that time, thousands of birch bark canoe flotillas have traversed Rainy Lake south of the causeway.

The town, itself, was incorporated on April 3, 1903. Its growth was assured with the erection in 1914 of today's The Ontario-Minnesota Pulp and Paper Company Limited papermill. The network of railway lines and highways emanating from Fort Frances has emphasized its importance as a distribution and transpoprtation centre.

Today, Fort Frances looks to the future.

Fifty years ago Fort Frances began catering to the tourist industry and, as conditions have changed, its approach also has changed but we can say Fort Frances has supported and helped to advertise the recreation areas in Northwestern Ontario as they have devloped. While we, now, will turn our attention to this new vacation area and summer home sites opened up by this new highway, other areas will continue to receive our support.

One instance in this is the expenditure of some $1,950,000 on a sewage treatment plant which will help in cleaning up the Rainy River, described over the ages as "the most beautiful" on the original Voyageurs' Route. With the continuing co-operation of industry, this river once again can become one of our vacationland assets, especially to the down-river communities.

Additional millions are being invested in watermain and sewer extensions, paved streets, curbs and gutters, to meet the needs of an expanding building program within our town.

West of Fort Frances lies an agricultural area which is slowly coming into its own with beef and dairy cattle being the principal agricultural commodities. Needless to say, cash income also is realized by the sale of pulpwood to the Fort Frances papermill. The importance of this area to Fort Frances cannot be underestimated and we in Fort Frances are fulfilling our obligations to it. Many district residents turn to Fort Frances to educate their children in our modern high and technical school; to be restored to health through our medical clinic and modern LaVerendrye hospital, named after that intrepid voyageur who visited here in 1731; and to the many services which Fort Frances firms supply.

Fort Frances, closely linked to the western part of the District of Rainy River, now welcomes an opportunity of becoming more closely associated with the communities and people of this distrct to the east — formerly isolated by the broad expanse of Rainy Lake — and with our neighbors of Thunder Bay. We are looking forward to being able to visit you and, in return, to welcome you to Fort Frances, as we do on the occasion of the official causeway and highway opening.

Local Firm Welds 90-foot Causeway Steel Pilings

Others could do the job but nobody could touch West End Welders, now known as Fort Frances Steel and Welding Company Limited for the low price quoted for the sub-contract.

How did Art Busch do it so cheaply, and at a profit?

Besides being a good machinist, welder, steel boat and barge and pontoon builder, he is an inventor.

His formula for welding those big 16- and 24-inch 30-foot-long (or shorter) steel cylinders into piles as long as 90 feet (to support the causeway from bedrock base) was simple. He simply made himself all of the machines he needed, even to a truck that ran backwards instead of forward, to ensure speed, in movement of pipe and accuracy in placement for welding. The real secret of the job was that the welders did not have to move from their stations.

The pipes to be welded together merely rotated in complete unison and the welder welded with his torch in virtually a stationary position. The ingenious machine which could rotate in complete unison 90 feet or more, consisting of several sections of pipe was invented and built by Mr. Busch. Engineers from as far off as Britain were intrigued and did extensive photography of the novel operation.

There was much more to it, but the above suffices to indicate how Mr. Busch's crew welded all of the 856 steel pilings required to support the high level bridge structure of the causeway in a matter of a few weeks.

Fort Frances Steel and Welding Limited
5320 Front Street on Rainy River — Phone 274-6431
Steel Boats, Barges, Pontoons—steel fabrication of all types
Welding virtually any type of material.
Complete machine shop facilities — Prompt service.
Marine railway and large boat storage.

A wonderful place to stop and eat
SMITTY'S DRIVE INN
in West Fort Frances on HIGHWAY 11
Chicken • Shrimp • Fish Sticks • Hamburgers
Hot Dogs • Sloppy Joes • Sandwiches
Operated by Thelma and Dick Smith

Dick's Aluminum Sheet Metal Shop
408½ Armit Avenue — Phone: Area Code 807 274-6477
Fort Frances, Ontario Richard Siniarski
Highly specialized repair service, aircraft, aircraft floats, aluminum boats, etc.
with the opening of Highway 11, I am now available to go to the Lakehead, and beyond to provide quick service.
SERVICING ALL OF NORTHWESTERN ONTARIO

Congratulations

I wish to congratulate and sincerely thank Mr. W. G. Noden, M.P.P., George Armstrong Ltd., Hacquoil Construction Co. Ltd., and everyone who had a part in building our Highway No. 11.

George C. B. Smith, Smith Fisheries
Bear Passage

The Men Who Staged Highway Celebration

The dedication ceremonies for the official opening of the 85-mile final and connecting link between Atikokan and Fort Frances has an impact far greater than that being felt by these two communities. Virtually this ceremony heralds a new era in the progress of Northwestern Ontario.

It is therefore appropriate that the co-ordinating committee should be represented not only from Rainy River, the far western terminus of Highway Eleven, but also from the Lakehead where the impact of this road may be felt to an even greater extent than any other local communities being served by this new stretch of road.

The causeway, being the most spectacular portion of this 85-miles of new highway, it was quite natural it should be the focal point for the celebration. Fort Frances being but five miles from the causeway it quite naturally fell to the Chamber of Commerce to set in motion the arrangements for an appropriate event to commemorate such an auspicious occasion.

Because of the general impact of the highway opening on a large area, all communities along Highway 11 from Rainy River to the Lakehead inclusive, quite naturally felt it was appropriate that they should participate in this great occasion.

In due course the following were elected or appointed to serve on or to head up the various committees, as follows:

General Chairman: E. W. Wilkins and Manager, Don Plaskett.

The Steering Committee of the Fort Frances Chamber consists of: E. W. Wilkins, Chairman; R. Cousineau; R. Lidkea; G. Lockhart, chamber president and L. Hebert, acting secretary.

The Co-Ordinating Committee, comprised of representatives of communities all along the highway are E. W. Wilkins, Chairman; A. Brockman, Mayor of Rainy River; Mrs. A. Eustace, member of Fort Frances Town Council; A. Palmer, Rainy River Chamber; Owen Boland, president Atikokan Chamber of Commerce; G. Jackson, Reeve of Chapple; and Bryan O'Brien, Chairman Tourist Committee of Lakehead Chamber of Commerce.

Sub-Committees, drawn from the Fort Frances Chamber of Commerce include: Finance, C. Thorpe; Publicity, Don Fawcett; Transportation, Van Green, (Motorcades from the west) and B. O'Brien (of Lakehead Chambers), (Motorcades from the east).

Other Sub-Committees are: Housing, D. Battagelli; Entertainment, G. McTaggart; Programme, A. Tibbetts; Banquet, N. Johnson; Essay Competition, A. M. Halliday; Causeway Queen, D. Plaskett; and Concessions, W. McDonald.

When it was discovered early in the preliminary planning that a tremendous amount of work would be involved the Bell Telephone Company of Canada was prevailed upon to loan to the committee as general manager the company's district manager Don Plaskett, to devote the major portion of his time for two months preceeding the celebration on June 28 to the committee. This the company did in spite of an extensive expansion and construction Bell program in progress which would normally have required all of Mr. Plaskett's time and attention. Shifts within the company of duties and responsibilities were made so as to make Mr. Plaskett available to this committee.

Countless meetings, trips over the Crilly bridge on foot and by night, trips by boat across the Seine River from the Lakehead to Fort Frances and to Atikokan were made to prepare for the celebration in which all present are today participating.

It is worthy of comment to mention that W. G. Noden, M.P.P., came from a heavy schedule of business in Toronto to attend two of the earlier sessions, to return immediately after each to Toronto where the Provincial Parliament was in session.

The management and committees wish to acknowledge with appreciation the substantial contributions which have been made by the Fort Frances service clubs, some unions, The Couchiching Indian Band, and several other organizations, and countless private individuals who have pitched in to help make June 28, 1965 a memorable day indeed.

95-yr.-old Lumberman, Road Builder

To publish an issue about road dedication without mention of the district's early road system and its author, presently a 95-year-old Fort Frances sawmill operator at Rainy Lake, would be a gross omission.

"Build a gravel road to every farmer's house in the district." That was the philosophy of J. A. Mathieu when, as Ontario member for this riding, he laid out one of the finest road systems of any district in Ontario. It served his purpose: to get logs to his sawmill; and it served at the same time to develop the Rainy River District as one of the very good agricultural areas in Ontario.

"What good is a highway if the people who live in the district can't drive from their homes to it?" was the question to critics in the legislature when he was challenged on his road-building philosophy.

That kind of forward thinking may be why, although now 95, J. A. Mathieu, is always looking 10 or 15 years ahead, and thereby lies the secret of keeping going strong.

ERRATA

Both place and date are reported incorrectly in History of Highway 11, page 15. The place was Sault Ste Marie, not Dryden, and the year was 1930. It was referred in earlier days to the Dryden Agreement, because the late Alfred Pitt, prominent Dryden merchant, persuaded Fort Frances to forego its request for road, ahead of Dryden. The promise, and he saw that it was carried out, was that all Northwestern Ontario Chambers would support the Fort Frances appeal, after Dryden got a road. The late Colin Russell represented Fort Frances at that meeting.

You don't have to leave Highway 11 to shop at
WRIGHTWAY FOOD MARKET
in the west end of Fort Frances
500 COLONIZATION ROAD
The big Food Store right on Highway 11, featuring complete line of meats, groceries, fruits and vegetables.
Quality and Service the highest.

Millwork for Summer Cottages
Herrem Woodworkers Ltd.
TULLA TOYS
812 Victoria Avenue — Phone 274-6225



"The road you are asking for will be built"

Above is a picture of one of the several delegations who waited upon the Ontario cabinet to urge the completion of the highway connecting Atikokan and Fort Frances. Leader of the above delegation, in 1956, was Bert Forsberg of Fort Frances, president that year of the Northwestern Ontario Associated Chambers of Commerce. The above indicates in part why the Associated Chambers, under president Cy Binder, are holding the interim summer meeting in Fort Frances the day following the highway opening ceremonies. Above photo was taken in cabinet room adjoining the Prime Minister's office at Queen's Park. This is the delegation to which the then Prime Minister, Hon. Leslie M. Frost, made the commitment that the road would be built.

We've lived to see the day

Many years of work, personally by ourselves, by various organizations and by the government ultimately made a long held dream come true. Today we dedicate a highway that all of us who lived here knew must become a reality if this part of Ontario was to reach its ultimate potentiality.

Although frustrating at times as we now look back, there is a genuine satisfaction in having played a part in this important progressive step, through having had the honor and privilege of serving as one of the presidents of the Northwestern Ontario Associated Chambers of Commerce.

Visitors to Fort Frances and residents alike may be pleased to know we're still at the old stand — after nearly 40 years in business — with complete line of men's and boys wear.

FORSBERG & LINDBERG
LIMITED
Across from the Post Office • FORT FRANCES

Motorists Please Note . . .

Whether you are a Fort Frances resident or a visitor, you'll get

Marvelous Service from

THE
Tire Man

COMPLETE RANGE of TIRES AND TUBES
All Sizes • All Grades
WHEEL ALIGNMENT AND WHEEL BALANCING
GAS — OIL — SERVICE — (The Works)

COMPLETELY STOCKED **Firestone** STORE
MOWAT AVENUE AT FIRST STREET EAST
Conveniently located just one block off the main street of
FORT FRANCES

Before or any time after the official opening of Highway 11, be sure to make your headquarters at
the TIRE MAN . . .
For Service Deluxe!

A Papermill . . . A Highway

a Prosperous Town and District

By R. H. Larson

The construction of a new road, particularly up here in the north country where there are not many roads, is an event of momentous concern to the people of any community.

Certainly this is no less true of the completion of Highway No. 11. It will at long last unite the District of Rainy River into a single unit. It will connect the Town of Rainy River to the Ontario capital of Toronto with a good highway bearing a single number — No. 11.

The construction of a paper mill in Fort Frances was in its day a momentous occasion. It converted, at the outset, and over a period of years, a village of a few houses, trading posts, a few stores, some boarding houses which paraded under the name of hotels and mud streets where horse-drawn drays bogged down, into a very nice, clean town of nearly 10,000, with paved streets, attractive homes, fine churches, large well equipped schools, a memorial arena and other recreational facilities, library, etc., etc.

Not only did the paper mill arrive on the scene almost 60 years ago but it is still here today, and bigger than it ever was in size of plant and equipment, in personnel and in production and sales, thanks to the steady and enduring program of plant modernization, of improvement in technology through expanded research, of consideration for the welfare of its employees and of aggressive marketing of its products, followed by the former parent company, Minnesota and Ontario Paper Company.

In January of this year the parent company merged with one of the larger North American processors and distributors of forest products, the Boise Cascade Corporation, an event which offers even greater opportunities for growth and development.

The former Minnesota and Ontario Paper Company common shares became preferred shares of Boise Cascade Corporation and both the preferred and Boise common stock were listed on the New York and San Francisco Stock Exchanges on Wednesday, June 2, 1965. R. V. Hansberger, president of Boise Cascade, purchased the first 100 shares at a listing ceremony with Keith Funston, president of the New York Stock Exchange, which marked the start of trading. The ticker symbol is BCC.

The combination of the assets of these companies should substantially improve the position of their operations in a highly competitive market and should result in expansion of sales for the products of the Fort Frances and Kenora mills as well as for those of the entire company.

The basis of the economy of Northwestern Ontario is forest products, and more particularly their conversion to paper. This is no less true in the District of Rainy River which is traversed end to end — east to west — by the section of Highway No. 11 being officially opened this month. Without the paper manufacturing operations in Fort Frances, and the harvesting and transportation of wood from all sections of the district, there would quite probably be no Fort Frances or a need for the fine roads this district now boasts.

The paper company's mills are dependent upon the harvesting of a continuous crop of pulpwood. Through the application of sound forestry principles and orderly methods it strives to insure a perpetual supply of wood to meet its responsibilities to its employees, customers and shareholders and to the communities in which it operates, and in doing this the company co-operates closely with government agencies and forest associations in developing sound forest management practices on the Crown lands under license from the Ontario Department of Lands and Forests.

In Canada, family-type logging camps and bunkhouse camps are operated on the lands so held. This source of raw material for the Fort Frances mill is supplemented annually by purchases of pulpwood from about 650 residents of the Rainy River District. The sale of timber products made up 36% of the agricultural income in this district in the year 1964.

In order that district suppliers may share in the benefits to be derived from the application of sound forestry methods to their own lands, the company has established a Timber Management Advisory Service. To date, 74 management plans have been prepared for district residents, and there is a back log of applications on hand. These 74 plans recommend management practices covering 17,500 acres of farms and woodlots, of which 10,200 acres are wooded. Recognition of the benefits to be derived from proper forest management is demonstrated by 28 residents who have had lands certified as Tree Farms by the Ontario Forestry Association.

Poplar, you doubtless know, is considered a weed tree in many parts of our country. However, here many thousands of cords of poplar are utilized at both Fort Frances and International Falls. Probably no mill in Ontario utilizes a higher percentage of poplar than does the mill at Fort Frances. This is made possible by the integration of paper manufacturing at Fort Frances with the production of "Insulite" building products fabricated basically from wood fibre at the sister mill in International Falls, Minnesota, just across the international Rainy River.

Company management over the years has demonstrated its support for the development of a nice, attractive town with all possible amenities for a good life as a place for the homes of its employees. To this end, besides providing the town's and district's basic payroll, the company has assisted in many ways.

A FEW STATISTICS
(Fort Frances and Kenora combined — 1964)

Payroll	— $11,000,000 plus
Local Pulpwood Purchases (Ontario)	— $ 3,600,000
Payments to Logging Contractors	— $ 1,400,000
Freight Payments	— $ 5,600,000

The Mayor, Council and Citizens of

KENORA

warmly congratulate the

Voyageur Circle Communities

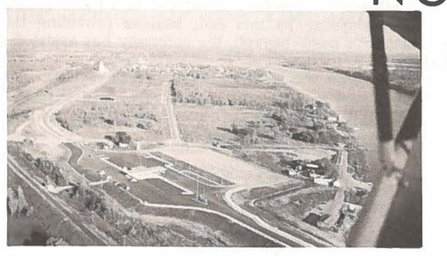
on the Official Opening of Highway 11
between Fort Frances and Atikokan

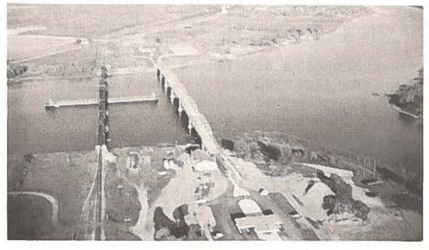
LONG AWAITED AND WELL DESERVED

TOWN of RAINY RIVER



WESTERN TERMINUS
of
ONTARIO KING'S HIGHWAY
NO. 11





RTR

Come to Rainy River, Ontario—to visit, to live, to build your industry.
Many small town advantages.
Hydro-electric, Bell telephone, sewer, water, sidewalks, paved streets — all add up to comfortable living.
New ten-room high school, all regular church denominations.
Fine sports centre — unexcelled community hall, hockey arena, baseball diamonds, three-sheet curling rink.
Good highway connections to Winnipeg — 4-hour daily bus service — C.N.R. passenger service thrice weekly to Winnipeg and Lakehead.
Clean, tree-shaded streets, riverbank park, lifeguard service.
Lake of the Woods — world famous fishing and hunting. — Provincial Park within twenty-five miles.
Bargains in real estate, low tax rate. Seek no further.

RAINY RIVER AND DISTRICT
CHAMBER OF COMMERCE
W. T. Matthew, Pres.
J. H. Hammond, Sec'y.

CORPORATION OF THE TOWN OF
RAINY RIVER
A. A. Brockman, Mayor
V. K. Croxford, Clerk

RAINY RIVER . . . *A lovely town*

Near magnificent, widely famous Lake of the Woods . . . Western terminus Highway 11; Toronto is Eastern terminus

"Rainy River . . . which I would nominate as the most beautiful sounding name in Canada." These are the words of Peter Stursberg, noted Canadian correspondent, journalist and news commentator in "Saturday Night," August 19th, 1961.

Casual visitors and former residents spontaneously agree that this small community nestled in a corner between the river of the same name and nearby Lake of the Woods deserves its beautiful name. A clean, tidy, little town, with more than the usual quota of paved roadways and plans underway for hard-surfacing the streets of all the principal residential section, it invites visitors to its tree-shaded streets and its neat riverside park. The present residents are determined to preserve and increase its attractiveness.

Providing all the requirements for pleasant, comfortable living it invites those who are looking for a place to settle and relax. Hydro-electric service, Bell Telephone, sewer, water, sidewalks, paved streets, expanding high school accommodation, most regular church denominations all are available. The town also contains a fine Red Cross Hospital and elementary public and Roman Catholic Separate Schools. Various service clubs and lodges are active.

An outstanding recreational centre with an unexcelled community hall, an excellent hockey arena, fine baseball diamonds and three-sheet curling rink provide varied entertainment for the sports-minded. For the lover of the outdoors, the Rainy River with a trim little park is at your doorstep. Within twenty miles is the magnificent Lake of the Woods, with is countless island beauty-spots and world-famous fishing and hunting, becoming increasingly popular for the establishment of summer homes. Lake of the Woods Provincial Park, with its excellent and extensive sand beach, being steadily developed, is less than twenty-five miles distant.

Ontario Highway No. 11, now officially opened, provides good connections with the Canadian Lakehead cities, only five automobile hours distant. Minnesota No. 11 and Manitoba No. 12, with its last fifteen miles of gravel to be paved this summer, place Winnipeg three and a half hours away. Grey Goose Bus Lines provides twice daily bus service in both directions in only slightly slower time. Canadian National Railways serve with passenger trains thrice weekly in each direction. An alternate route of the Mississippi Parkway or Great River Road leads from Blackduck, Minn. to Baudette and across the very beautiful international bridge, opened in 1960, to the Canadian Customs plaza and accommodations reputed to be the finest in Western Canada. It is indeed a beautiful and attractive entrance into Ontario. As this route becomes better known its use increases steadily.

Prices for real estate are unbelievable bargains when compared with those asked in cities and larger industrial towns. Taxes per capita are the lowest among the towns of Northwestern Ontario.

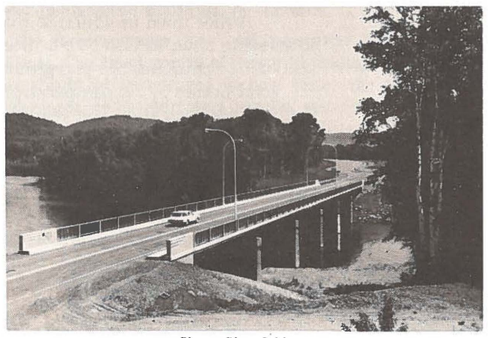
Being a small town there are no problems of transportation and distance. Bank, post office, municipal office, stores and business houses, churches, school, all are within ten minutes walking distance.

The economy of the community is based on the Canadian National Railways, two or three small industries, an expanding agricultural development, particularly in the production of beef cattle, and a steadily increasing tourist traffic.

Are you looking for a pleasant place to live? Here indeed is your answer.



Customs Building at Rainy River Bridge.



Pigeon River Bridge.

SNOW BRIDGE

It was away back in 1933. They were extending the road (now Highway 11) from the J. A. Mathieu sawmill eastward to what is now the five-mile dock.

There was no way of hauling gravel across the ravine and creek. No pile driver was available to build a bridge. It was a winter relief project and should not at all costs be discontinued because many from Fort Frances and district were depending on this work for their next meals.

It was Saturday and it looked as if the work would have to close down.

Harold B. Armstrong of Fort Frances was foreman of the job. On Saturday afternoon he authorized the men to haul snow into the ravine and pack it. By Monday morning the snow bridge had frozen sufficiently to carry wagon loads of gravel on its surface.

Thus work continued. The road to the dock was graveled.

Part of that road, from Mathieu's mill entrance, over the railroad, and on to the new paving just west of the Causeway was built with man and shovel, with team and wagon, hauling gravel over a snow bridge.

Don't feel too unkindly toward the fellow who today puts tickets on your over-time parked automobile. He helped build Highway Eleven.

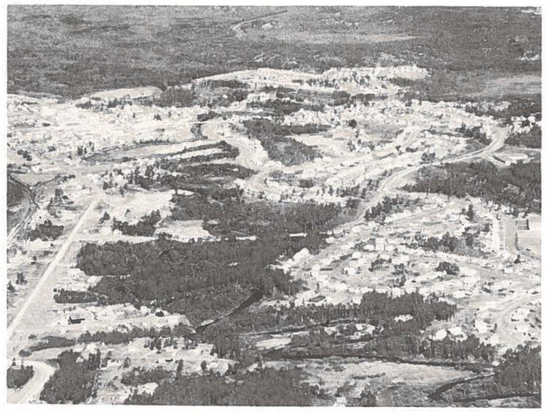
Atikokan

is honoured
to play host to visitors
for the official opening of
the Atikokan - Fort Frances
connecting link of Highway 11,

The Voyageurs' Highway

. . . Gateway to the
Internationally renowned

Quetico Park



The Iron Ore Capital of Canada

A nice town in which to live . . . and work . . . and do business . . . an interesting town to visit . . . a nice town in which to rear a family . . . good schools . . . churches . . . playgrounds . . . hospital . . . library . . . good streets . . . good homes . . . a comparatively new town . . . a clean town . . . lots of facilities for recreation the year round with emphasis on outdoor recreation:

Fishing . . . Hunting . . . Canoeing . . . Swimming . . . Waterskiing . . . Camping . . . Motoring . . . Sightseeing . . . Photography . . . Canoe Derby . . . Snowmobile Derby . . . Ice Fishing . . . Curling . . . good hotel, motel and tourist outfitter camp accommodations . . . good meals served . . . courteous service people to make your stay more pleasant . . . good retail stores where you can shop with confidence that quality and prices are right and variety is quite good.

Important Events In Atikokan In 1965

HIGHWAY ELEVEN OPENING AND DEDICATION

VOYAGEUR STATUE DEDICATION

MINING PLAQUE DEDICATION

INTERNATIONAL CANOE DERBY
Atikokan to Ely, Minnesota

ATIKOKAN, (Indian name for Caribou crossing) is a bustling, thriving mining town of 6,000, an enjoyable two hour's motor trip from the Canadian Lakehead cities, and about the same distance, silghtly less, from Fort Frances and International Falls, both located on the Great River Road.

Attractively laid out in lovely crescents, with nearly all homes comparatively new and modern in design, ATIKOKAN is virtually a jewel in the midst of a wilderness with crystal clear fishing lakes and good hunting territory in all directions from this lovely community. Excellent hotels, motels and outfitters camps for those who wish to stay in or near the town for hunting and fishing trips.

Whenever traveling Highway Eleven — The Voyageur's Route, for goodness sake, do stop in at Atikokan and say hello to your friends. They'll warmly welcome your visits — be they brief or lengthy.

Write for Fishing Map of the Atikokan Area.

The Improvement District of Atikokan

Reeve: S. G. HANCOCK — Clerk: D. R. BUIE

Councillors: Bert Booth, D. K. Hay, James F. Pringle, A. V. Slater

New World for District Sawmilling . . .

Jim Mathieu Limited uses every part of tree

It's a new world for the eastern Canadian lumberman. Big logs and big waste are out, and producers who operated under that concept have either left the industry or are on the verge of doing so. Today's producer must work with smaller logs, and achieve a far greater utilization out of the wood in each tree so as to compete in the world market place. This new trend has led to the resurgence of lumber manufacture in eastern Canada.

Located at Sapawe, Ontario, Jim Mathieu Lumber Limited has been one of the leaders in this new trend. Its new facilities are designed to fully implement the "maximum utilization" policy. Wood is harvested and hauled to the mill in treelength form where it is cut to log lengths for processing. All wood not used in lumber, including the tree tops (which are even smaller than conventional pulpwood) is processed into woodchips for use in the manufacture of paper products. This year will see lumber production which, if placed end to end, would reach halfway around the world, and chip production sufficient to keep the average paper machine busy most of the year.

Clearly lumbering is returning to its former place of eminence as a major district industry. Its products are presently marketed in Eastern Canada and a ten-state area in the United States.

The advent of the St. Lawrence seaway gives rise to the very definite prospect of lumber manufactured in our own Rainy River District eventually being used in construction in Europe, and the West Indies. When this happens, Rainy River District will, for the first time, become directly involved in world trade. Through our improved transportation systems of road, and water, we are no longer an isolated community.

Jim Mathieu Lumber Limited has the stated objective of sustained, planned growth for the betterment of the area. The proper utilization of our forest resources so that trees are harvested as they mature with the minimum of waste is a definite part of its planning.

Company development of market acceptance of jackpine lumber has given rise to considerable improvement in balancing the specie harvest in our district. Wood is our major renewable resource and this development is creating considerable employment. Indeed, this is the first instance of fully planned, proper multi-specie utilization in our area.

The forests create jobs and prosperity for all district residents. Continued growth of forward thinking forest resource firms should be encouraged to help foster the type of area development which ultimately benefits everyone.

A Unique "School" for Young and Old in a Wilderness Lakeshore Setting

How would you describe the Quetico Conference and Training Centre? It is doubtful if the directors themselves could adequately describe what it is, or its functions, or exactly how it operates.

They would probably be unanimous on one score — it certainly is different. It is in a wilderness. It is located on the shores of magnificent Eva Lake.

About 25 or so miles east of Atikokan a very good road leads off northward to what was once the railway siding of Kawene. The railway station is gone, but Quetico Conference and Training Centre is still there, only a mile away, growing and expanding each year.

From what was once a forest protection service air base the centre has grown in stature until today in educational circles it is one of the most interesting in Canada.

How would you describe it? There are art classes with the most competent teachers. There are courses for business management, and also courses for labour union officials — and labour relations courses. Here they teach classes in guiding fishing and hunting parties. There are courses for municipal councils and courses for Indian councils; courses in woodcraft, camp craft, canoeing, survival in the woods, for boys and girls. There are courses for unemployed persons who are paid to go back to school and improve their knowledge or skills; courses in handicrafts for Indians and for others alike; courses in souvenir crafts, mechanical and also strictly manual.

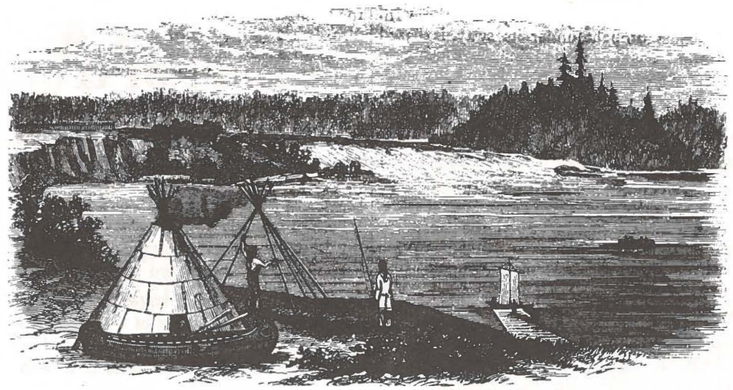
All this right out amidst the bush country. What is it, or what kind of school is it? There are adult classes and there are conferences for teenagers; even a political convention.

Toward its building there are businessmen who have contributed materials and there are labour union members from as far off as the Canadian Lakehead who have contributed their labour. One of Canada's largest industries has taken a great interest in its progress; another has guaranteed a substantial bank loan; yet one of the top officials of one of Canada's largest labour unions sits on the board of directors. What is it? You name it!

The Ontario government has made substantial contributions financially and otherwise!

Its functions, operations and purposes beggar description, yet there are rather fantasic results.

You should see it yourself. Only about three miles off Highway Eleven. If you stop long enough to observe classes, visit with those taking the courses and those teaching them. You may not be able to describe what you've seen, but you will come away with a feeling that here at Quetico Conference and Training Centre something truly wonderful is really happening.



ALBERTON FALLS
AT FORT FRANCES
ABOUT 1875

. . . . *the original Voyageurs' Highway*

FORT FRANCES, ONTARIO, inhabited since 1731 when Fort St. Pierre was erected at what is now Pither's Point Park (and being replaced today), received its present name on September 30, 1830 in honour of the gracious Lady Frances Simpson whose picture hangs in the council chambers. The town was incorporated on April 3, 1903 and enlarged on November 30, 1948 with the annexation of the Municipality of McIrvine. Today it has a population of 9473.

. . . . *the modern Voyageurs' Highway*

237 YEARS LATER, with the opening of Highway No. 11 between Fort Frances and Atikokan, the modern Voyageurs' Highway, the Town of Fort Frances extends its sincere congratulations to all those who made it possible — of great importance to this region as well as Ontario and Canada.

THE JUDICIAL, SHOPPING AND SERVICE CENTRE for the District of Rainy River, Fort Frances once again finds itself on a main East-West highway, adding to its importance as a transportation centre with its numerous highway and railway connections to the United States and Canada. A new $3,000,000 sewage treatment plant, sewer and water service programs as well as an extensive street paving program, together with a new industrial site, have added immeasurably to the development of the town. For more information, write: Industrial Development Department Committee, P.O. Box 38, Fort Frances, Ontario.

Pulp and paper manufacturing

•

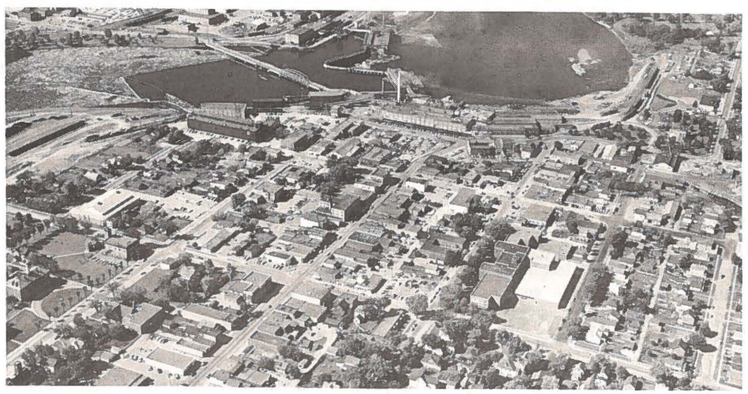
Popular Canadian port-of-entry

•

Entrance to famed Fishing and Hunting

•

Growing summer home population



FORT FRANCES
"FROM THE AIR"
TODAY

THE CORPORATION OF THE TOWN OF FORT FRANCES

Official Dedication Highway 11 Coinciding with

Hydographic Charting of Rainy Lake

Whether by design, or pure coincidence it is worthy of special comment that almost simultaneously with the completion of Ontario Highway Eleven that the Canadian Government hydrographic survey of Rainy Lake, crossed by the fabulous causeway, should get under way.

The trend today to small boat ownership has hit Rainy Lake with an impact such as never heretofore encountered. The large beautiful lake is a natural for boating pleasure, but a chart of its waters is needed to make boating on it safe as well as enjoyable.

To remedy this and to assist in attracting small boat owners to the lake, the Canadian Hydrographic Service of the Department of Mines and Technical Surveys charged one of its field parties this year with the task of charting the lake and of outlining shoals and other underwater dangers.

The party is under the direction of hydrographer, Austin Quirk, of Ottawa, and comprises hydrographers, L. V. Robertson and L. P. McIntyre, also of Ottawa, a student assistant and seven crew members.

Quirk and his men are carrying out a reconnaissance-type survey with emphasis on meeting the requirements of the small boat owner. The shoreline of the lake has been compiled from air photos and they are using survey control data obtained by the department's Topographical Survey two years ago during the testing of a new electronic distance measuring instrument, the aerodist, over the area.

Quirk's party hopes to complete the survey of the lake this year. They have been at work since mid-May and plan to continue well into October as long as weather permits. Their work will result in the publication of the first chart of the whole lake. Part of the lake — the area lying along the Ontario-Minnesota boundary — has already been charted by the U.S. Lake Survey.

The party is equipped with two-inboard-outboard runabouts with speeds up to 25 knots. Standard hydrographic launches are too slow for this type of survey and draw too much water. These runabouts are fitted with echo sounders and other gear equipped for the survey. Auxiliary vessels include a Boston whaler, a freight canoe and steel punts powered by outboard motors. During part of June and September, the party will use a Bell helicopter to spot shoals and other underwater dangers from the air.

The new chart of the lake, which should be ready in from 1½ to 2 years after the completion of the survey, will be in a format most useful to the small boat owner. The new strip charts being put out by the Canadian Hydrographic Service for this purpose are proving very popular.

FORT FRANCES IS

A GOOD TOWN for SHOPPING

Before or after the official opening and dedication ceremonies of the causeway and Highway 11, the Retail Merchants Committee of the Fort Frances Chamber of Commerce cordially invites you — any one and all of you — to call in and meet and visit with the store owners, managers, and clerks, and to browse around and see if we have in stock, items which you would wish to buy to supply your needs. Once you've been in our stores we feel quite confident you'll agree Fort Frances is a good town for shopping.

LIST OF MEMBERS 1965

Betty's of (F.F.) Limited
Bud's Office Supplies Limited
Brockie's Jewellery
E. E. Doman Limited
Del Hardware Limited
Esquire Shop
Silver Fur Shoppe
Forsberg and Lindberg Ltd.
Howarth's Home Furnishings
Veteran Electric
Tiny Tot Shop
W. J. Gagne Drugs Limited
R. V. Green Furniture Ltd.
Clinic Pharmacy Limited
Lerman's Department Store
Don Law Limited
Murray's Music & Gift Shop
McTaggarts' Men's Wear
Fort Frances Motor Products
Tire Man
Niznick's Limited
Garton's Jewellery
D. M. Taylor Electric
Rijnol Gift Shop
Mel Newman Limited
Canada Safeway Ltd.
Shop Easy Stores Ltd.

PROGRESSIVE PORT ARTHUR

Gateway to the Seven Seas

The new highway link gives Rainy River District a direct outlet to the major market of Port Arthur and a trading area of 150,000 population.

For Port Arthur, distributive hub for Northwestern Ontario, it provides swift access to a growing and important area, hitherto semi-isolated.

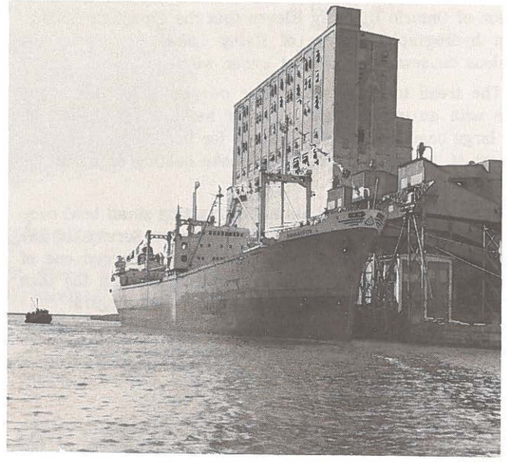
Even more, the new highway ends where the Seaway begins, linking another great region of the Ontario's Northwest with water highways to the rest of the world.

This makes Port Arthur additionally attractive as a location for industries, branch plants, sales offices and distributive depots.

On behalf of our citizens may I extend our best wishes and congratulations on this great occasion.

LILLIAN DENNIS
City Clerk

SAUL LASKIN
Mayor



CONGRATULATIONS

TO

ALL THOSE WHO

HAVE WORKED

SO LONG

AND

SO HARD

FOR

THE BUILDING

OF

HIGHWAY 11



Hon. W. M. (Bill) Benidickson
Member of Parliament
for
Kenora-Rainy River
and
Minister of Mines and
Technical Surveys

Gillons' Agency (Fort Frances) Ltd. Recognizes An Important Milestone In The History Of The Rainy River District

Friends and clients of the Gillons will perhaps be interested in knowing that James Thompson, great grandfather of Jack Gillon, was in the real estate and insurance business in Fort Frances from 1897 to 1901. Then, in 1924, Gilbert F. Gillon founded the present insurance business which has been serving the Rainy River District for forty-one years and which is now being operated by Jack Gillon.

ALL THE YEARS SINCE 1897
THE HIGHWAY TO THE EAST WAS A DREAM

N O W

GILLONS' AGENCY (Fort Frances) **LIMITED**

congratulates all those who worked to
make the new highway
"a deam come true!"

Insure with Gillons' Agency!

STILL THE BEST PLACE IN THE DISTRICT TO BUY INSURANCE

PORT ARTHUR SAYS:

HI, NEIGHBOUR!

by Mayor Saul Laskin of Port Arthur



On this historic and joyous occasion of the official dedication of The Voyageur Highway, Port Arthur proudly salutes sister communities of neighbouring Rainy River District. We now are linked in firmer bonds of mutual effort and action to achieve the aspirations of all our people from beautiful Lake of the Woods to mighty Lake Superior.

One cannot over-estimate the significance of this new highway link. Its functions will be many. It will be a corridor of commerce, stimulating the economic growth of the whole region traversed and served; it will be an avenue of access to a rich and largely virgin area hitherto remote and isolated; it will enable us to share with myriads of the motoring public from distant provinces and states with grandeur and the glamor of our Northwest; and, just as importantly, it will help us grow in friendship and in appreciation of the bountifully blessed domain that is uniquely ours.

Thousands of our Port Arthur citizens, in the months ahead, will travel on this new roadway to visit Rainy River District. They will penetrate a region made historic by the first explorers, missionaries and traders to venture into the western wilderness. Much of this land is unchanged, unspoiled and uninhabited since the bark canoe and the moccasined feet of the first nation-builders moved bravely toward the setting sun centuries ago.

We know that a warmly hospitable welcome awaits our fellow citizens beyond the magnificent causeway that spans Rainy Lake. There will be much for them to see and do, not once but many times in the years to come.

In turn, it is our sincere hope that thousands from Rainy River District and the American states to the south will visit Port Arthur via the new highway on pleasure — or business — bent. The welcome mat is out!

Our roots, too, are imbedded deep in the historic past — more than 300 years to the explorations of Radisson and Grosseliers along the Lake Superior shore. The birth of Port Arthur is traced back more than a century to 1857 when Simon Dawson, pioneer pathfinder, built his base camp on the shore of Thunder Bay — The Station — from which he surveyed the first overland road to the Great West. Over it, ox carts and boats carried the first Canadian settlers to the virgin soil of the prairies. In 1970 Colonel Garnet Wolseley en route west to quell the Northwest Rebellion, named the tiny hamlet Prince Arthur's Landing. The final name change — to Port Arthur — was made in 1883 and the community incorporated in 1884. Port Arthur will mark the diamond jubilee of its status as a city in 1967, simultaneously with Canada's centennial celebration.

What of the city of today? See it now in the glory of Summer. View it from Hillcrest Park. From this vantage lookout on the heights, you gaze across the rooftops of our city, over our terraced streets, across the white caps of Thunder Bay to the Sleeping Giant, etched by eons in the recumbent posture of timeless slumber. The majestic panorama rivals the Golden Gate and the Bay of Naples. At anchor in the bay or berthed in the busy harbour are the lean leviathans of the lakes and the high-prowed salties that sail the seven seas and fly the flags of many maritime nations. A sight unforgettable, an lucation and inspiration for young and old.

With its neighbor municipalities of Fort William, Shuniah and Neebing, Port Arthur forms the Canadian Lakehead community of more than 105,000 population — one of Canada's important centres. Literally the crossroads of the nation, the Lakehead is the world's greatest grain port, the western terminus of the St. Lawrence and Great Lakes waterway, more than 2,000 miles from the Atlantic, and the hub of a growing complex of resource and secondary industry. Third port in Canada, the Lakehead handled more than 18 millions tons of bulk and general cargo in 1964. Its battery of 25 grain terminals, towering 200 feet above the harbor, can store 106 million bushels of grain. You could wrap the whole globe in paper from the prodigious complex of pulp and paper mills.

See and visit these industries. Cruise the harbour, enjoy our parks and flower gardens, golf links and quality stores. View the Lakehead University where your children some day will study.

We know you will agree with us that Port Arthur is moving forward, in the vanguard of the nation's progress, a fine city in which to establish an industry, build a business, hold a convention — or simply be an honored guest.

Highway 11 Should Assist Prospectors In Locating Indicated Mineral Deposits

Far from least of the benefits anticipated from the completion of Highway 11 and the opening of a direct route to Atikokan and the Lakehead is the opportunity of ready access which will be afforded to prospectors and others seeking economic deposits of minerals in that potentially rich area.

Although the country which will be traversed by the new highway has seen some limited prospecting and exploration activity, because of the difficulty of access and travel it has not been subjected to the same intensive search that has resulted in the development of most of Ontario's major mining areas.

It is reasonable to expect that, with this new means of access, steps will be taken to prove up some of the indications of mineralization in this area that are now on record as the result of geological surveys, the recent government-sponsored airborne magnetometer surveys and the past work of individual prospectors and exploration companies.

It could well be that the construction of this section of Highway 11 and the consequent exposure of the area to development will prove to be a real milestone in Ontario's mining history.



EMO . . . *a darn fine place to live!*

It is hardly likely that anyone would find a town with a shorter name . . . only three letters . . . EMO! They may be short on name but the people of Emo, both in the village and in the country, are long on hospitality and they're long on working together, too!

When they want something for the betterment of the community or for greater enjoyment of the people, they get it. Be it a Legion community hall, or a riverside park, or a curling rink, or an outdoor rink for safe skating for the municipality's youngsters, they get it by the simple expedient of everyone pitching in together, donating their work and materials and scraping up the necessary finances, and they get what they're after. By the simple expedient of helping themselves. Whether they live in or out of Emo village, it's all the same to them. They just pitch in and go to it!

That's perhaps why Emo, one of the oldest settlements in Rainy River district and on Highway Eleven has also, for a long time, been one of the most important centres of the district. Today it boasts a department of highways machinery, men and material concentration point, a Provincial Police detachment housed in excellent quarters, Liquor Control Board outlet, etc., a medical clinic and a Red Cross hospital, a fine new public school, and several nice churches. Extremely good service is provided motorists by the several modern, up to date garages and service stations.

Emo boasts one of the largest hardware stores in the district and a drug store superior to most in any town of similar size.

Magnificent Main Street alongside the River.

No town in North America can boast more magnificent views from its main street than Emo provides. Nestled high up on the river bank, a neat, tidy line of well built and well kept retail stores line the sidewalk and paved street, with modern lighting. Look if you will up the beautiful river; or down the magnificent river; or across the enthralling Rainy River into Minnesota; out comes your camera, for you must capture on film for all time the heart-throbbing waterscapes which thrill you!

They're installing new waterworks, sewers and a waste disposal system in Emo so that now there will be quite a number of additional lots with these services available. And at reasonable prices, too.

It is doubtful if there is better farming land anywhere in the fertile Rainy River valley than some parts of Emo municipality. It's the centre of agriculture for the district. The agricultural representative's office is in Emo. The district fall fair is held each fall in Emo. Many farm demonstrations and short courses are held there. The junior farmers have their headquarters building in Emo. Moreover, there's a quite large forest products industry in Emo. If you were planning to build a new home, lumber is less costly in Emo.

This progressive village is strategically located geographically so as to be the dual gateway to the famous Lake of the Woods and Clearwater Lake tourist areas and is the supply centre for thousands of visitors to this part of Canada.

Then, too, there is the future possibility of an iron mine in Emo. Important decisions in financial and mining circles concerning extent of development are currently being formulated.

Any way you look at it, Emo is a darned fine place to live, either on a farm or in the village. If you're contemplating a move sometime in the future, investigate Emo's possibilities before you make a decision.

For an enjoyable experience

VISIT **EMO**

20 MILES WEST OF FORT FRANCES

. . . A very nice little town with the amenities of a much larger town.

For Consistently Good Values

. . . New watermains and sewer services to village homes

SHOP in **EMO**

40 MILES EAST OF RAINY RIVER

For a nice hometown

LIVE in **EMO**

ONT. HYDRO . . .
GOOD BELL TELEPHONE SERVICE

EMO

In the heart of an agricultural district. Agricultural Representative's Office in Emo. A few good buys in good farm lands. Investigate.

If you're an agriculturalist

FARM in **EMO**

MUNICIPALITY

HOME OF THE DISTRICT ANNUAL FALL FAIR

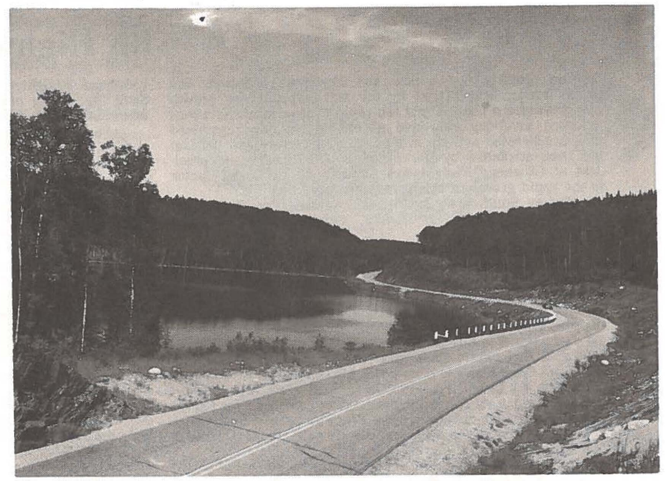
THE MUNICIPALITY OF EMO

Reeve — C. R. Ducharme Municipal Clerk — M. G. McComb

Councillors — Elder Jack, Douglas Carlson, Dennis DeGagne, F. M. McMillan

Nor-Shor Motor Hotel

A Nice Place to Stay While in Port Arthur



A scenic section of Highway 11 west of the Lakehead near Kashabowie and Shebandowan Lake areas.

"May we have a picture for printing which will illustrate how The Nor-Shor Motor Hotel appears to motorists traveling along Highway 11 or 17, the Trans-Canada as it traverses Memorial Avenue in Port Arthur?"

That was the query made by The Fort Frances Times publisher while enjoying a morning cup of coffee with Mike Zale in his beautiful Amethyst Room which is the very smart and artistically appointed dining room of The Nor-Shor Motor Hotel.

"But then, by the time we get the picture developed, you may be building and adding even more sections and we will have to take another picture to keep up to date with your expansion program," was our further comment.

The story of the rise and development of the Nor-Shor Motor Hotel in Port Arthur under the direction of its genial and very capable owner and manager, M. R. Zale, has been one of repeated expansion every few years, until today there are 104 rooms (the newest 45-room section opens in July 1965). In addition to the magnificent Amethyst Dining Room, there's the Jasper Lounge, featuring nightly live entertainment, and the Agate Ballroom. All three are air-conditioned. The guest rooms in the new wing are also air-conditioned.

Dining room guests in the lovely Amethyst Room comment enthusiastically about the miniature waterfalls and lighted pool (with gold fish) crossed by a stone bridge right in the centre of the room among the tables — with linen table cloths of course.

Besides the Amethyst, Jasper and Agate rooms (their names pay tribute to Lake Superior gem stones) there is also an attractively appointed and comfortable coffee shop featuring the ultimate in good service.

INDOOR SWIMMING POOL

The focal point and prime attraction of the Nor-Shor Motor Hotel is the indoor heated swimming pool (open year 'round) with colorful lights emphasizing its aesthetic appearance. A unique feature of the Nor-Shor Motor Hotel is the sauna or steam bath or Finnish bath. This is something which attracts many guests to the Nor-Shor.

Trade mark of the Nor-Shor Motor Hotel is the famous Nor-Shor clock overlooking Memorial Avenue (which is traversed by the Trans-Canada (No. 17) and the newly completed Highway No. 11). Under the famous clock is the slogan "Time to rest."

Traveling from the west, to reach The Nor-Shor you would pass through Fort William following Highway 17 and 11 and after crossing under the big Port Arthur Welcome arch, you would pass the Inter City Shopping Centre, cross under the C.N.R. Ore train overpass featured with the big red CN sign over the centre of the highway, and then watch for The Nor-Shor Clock on the left-hand side of the highway.

If on the other hand you drive in on highway 17A and 11A, after entering Port Arthur city limits proceed to the second stop light on High Street, turn right and proceed south on High Street, past scenic Hillcrest Park, (overlooking the City and Lake Superior) and proceed down the long hill, coming to a stop at The Nor-Shor just before High Street intersects Memorial Avenue and Highways 17 and 11.

If coming into Port Arthur from the east, follow Highways 17 and 11 through the business section, proceeding toward Fort William beyond the three-street intersection, where there are a number of stop lights, and onward westerly to the Nor-Shor Clock, which you will see several blocks before you come to the big red CN sign on the C.N.R. iron ore train overpass.

The Nor-Shor is situated conveniently in a large "V" formed with the intersection of High Street and Memorial Avenue, so there is ample parking on either side of this fine new motel advantageously located between and quite close to the shopping and business centres of both Port Arthur and Fort William.

The rapid growth and steady expansion of The Nor-Shor Motor Hotel is quite obviously the result of extremely fine accommodation, modestly priced, which in effect has made it the lakehead home for countless numbers of people from Northwestern Ontario as well as for those traveling from greater distances.

The Nor-Shor Motor Hotel is the obvious result of extremely nice accommodation, modest rates, superb service, personal attention to details by the management, and ideal location of the premises.

Incidentally, there are self-dial telephones in each of the 104 rooms — just another little service which guests appreciate.

Moreover The Nor-Shor Motor Hotel provides excellent accommodations for dinner parties, family gatherings, business conventions, nightly live entertainment, in some respects the very hub of Northwestern Ontario.

"What's Good for Northwestern Ontario is Good for us!" — HARVEY W. SMITH



...Lakehead Freightways Progresses with Highway 11

The construction of new and improved highways and access roads, accellerated by the steady population growth in Northwestern Ontario and the rapid expansion of the woods industry, involving pulp and paper manufacture, combined with accellerated activity in mining, manufacture and tourism has been attributed by Harvey W. Smith, founder and president of Lakehead Freightways Limited, as the major factor in the rapid growth of this transportation firm.

Harvey Smith grew up in Northwestern Ontario. In the early thirties he lived at Hudson, jumping-off point for the Red Lake gold rush.

He got a foretaste of modern transportation running tractor trains in winter and barges in summer hauling mountains of supplies to the Red Lake gold camp which was without road or railway contact "to the outside."

Not many trucking transportation company presidents get their start at the bottom. Harvey Smith did. Back in the '30's as a common labourer he helped build the "Heenan" highway, now Highway 71 connecting Kenora and Fort Frances. It is the self-same highway over which his company's cargo-laden transports roll today.

Following a stint as a timber hauling contractor he founded Lakehead Freightways in 1948. From its modest beginnings Mr. Smith's operations grew consistently with the development of Northwestern Ontario.

Imaginative planning combined with sheer hard work, exceptionally good service ought to succeed in the building of a successful trucking transportation company that was fully dependent and locally owned, reasoned Mr. Smith. Obviously this objective has been achieved.

With headquarters in Port Arthur, there are terminals in nearly all major communities of Northwestern Ontario. Lakehead Freightways franchises extend from Winnipeg to Sault Ste. Marie offering east-west freight service with total interchange with other carriers from coast to coast.

A north-south service also exists with United States carriers. An international bonded truck warehouse at Port Arthur allows the company to offer trailer interchange with American carriers serving most of the United States.

With the opening of Highway 11 the company can now offer fast, efficient and direct daily service to Atikokan and Fort Frances from Winnipeg and the Lakehead cities.

In the past year Lakehead Freightways Limtied operated 250 pieces of equipment to move 91,696 tons of freight over 1,265,916 miles of Northwestern Ontario highways. The company employed 127 of a staff earning $637,793 (approximately more than $5,000 per employee). The company's fleet consumed 348,292 gallons of fuel and produced, with licence fees and other taxes, $410.96 in revenue every day for 365 days for the provincial and federal governments.

A policy of Lakehead Freightways is to buy locally in Northwestern Ontario. Mr. Smith stated that truck-trailer purchases from the Fort William plant of Canadian Car has to date exceeded $200,000 and that this year their purchases from that company will be around $125,000.

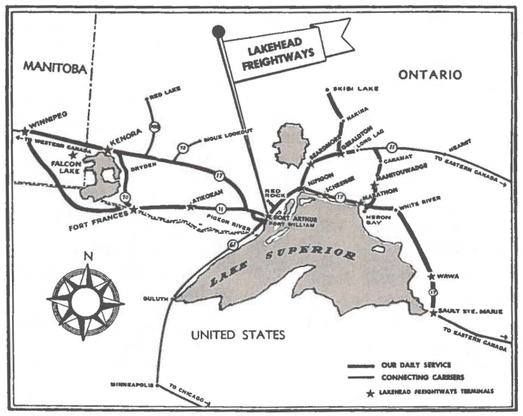
Mr. Smith insists Northwestern Ontario has been good to him and to Lakehead Freightways. To show his good faith Mr. Smith not only has been buying locally, but he and his staff are consistently providing top notch freight transportation service.

The net result is that Lakehead Freightways has become the largest locally-owned interprovincial freight carrier in Northwestern Ontario.

a significant step forward . . .

The completion of Highway Eleven is a significant step forward enabling us to offer Fort Frances, Atikokan and the remainder of Rainy River District a fast, direct daily express freight service from Sault Ste. Marie, the Canadian Lakehead and Eastern Canada as well as from Winnipeg and Western Canada.

Lakehead Freightways grew up in Northwestern Ontario and is owned and managed locally. We fully appreciate the varied requirements of our customers in this area and endeavour to provide them with the best service possible.



CONNECTING CARRIERS TO ALL POINTS IN THE U.S.A.

LAKEHEAD FREIGHTWAYS LIMITED

Head Office: 774 Fort Street Port Arthur, Ontario Telephone 345-6501

WINNIPEG - KENORA - RAINY RIVER - FORT FRANCES - ATIKOKAN - PORT ARTHUR - FORT WILLIAM and intermediate points - SAULT STE. MARIE

Bogged Down in Red and Grey Clay

By R. H. Larson

As we whiz along at "60 per" over a stretch of Highway Eleven road a few miles west of the Crilly Bridge (60 miles east of Fort Frances) it is difficult to surmise that this stretch of road through clay country should provide any difficulty to a road building contractor.

Perhaps if it had not rained nearly every day in the Spring, Summer and Fall of 1964, the situation might not have been quite as troublesome.

Both the Department of Highways and the contractor, Hacquoil of Fort William, had surmised that this piece of road would have been sufficiently completed by the Fall of 1963 to carry light traffic. But then the rains came, and kept coming, endlessly day after day, with no drying days in between.

I had heard they were having road building trouble down around Crilly last Fall but I could not conceive it was as serious as related to me, and so I took a jaunt down to have a look—by car over the highway to the Bear Passage Bridge—and over the highway, or right of way, by helicopter to the clay section a few miles west of Crilly.

Fortunately, just before getting into the chopper I put on my high top boots. When I alighted at the clay mud scene, I could hardly believe my eyes.

The huge scrapers were coming out of the clay side-hill "cut" with quarter-loads, and could not move even such small loads without assists from large crawler type tractors.

They would scrape off a little mud from the surface of the cut, and in doing so, would "chew up" the ground so badly that they had to haul rock back into the "cut" to provide traction for the scrapers. Even then, the huge scraper tires would cut knee-deep furrows with a single "pass." These would be filled with rock for traction and another quarter load of clay would be moved out of the cut and into the valley where the fill was required.

One wondered, while watching the desperate proceedings, whether they were not hauling in more rock than the clay they were hauling out.

Of course they were not, because this was to be a 14-foot deep cut and they had already chopped ten feet off the top of that particular clay hill, and this was accomplished in spite of the fact they had to haul all of traction-providing rock out of the cut which had been hauled into it. The rock was of course so mucked up with the soupy clay that it could not be re-used for providing traction and fresh rock would have to be hauled in.

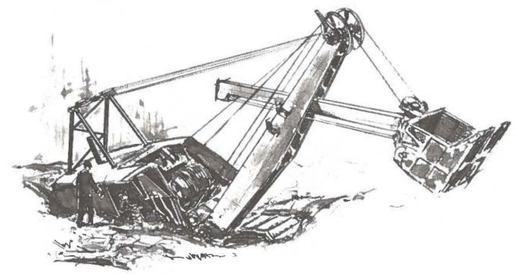
Even with rock for some sort of traction the big self-propelling scrapers were unable to propel themselves and, when loading, had to be pushed by big crawler tractors. Occasionally a scraper would get pushed almost crossways of the right of way.

To me it looked like a hopeless mess.

This was an oily type of clay, in alternating red and grey layers averaging from a half inch to two inches to each layer. The red clay, probably colored by iron, was extremely oily to the touch, and even when bone dry it feels oily.

Ultimately the frost came, and firmed up the surface. The other clay fills were gouged out during the winter with drag lines employed to fill the scrapers or trucks. To prevent the face of the cuts from freezing so hard that they could not be dug out the crews worked three shifts around the clock.

I suppose none of us, as we whiz along in comfortable automobiles on super highways, give any thought to all that must have been done by many people to make the road we travel a super-highway.



BOGGED DOWN—Artist's sketch of a Hacquoil Construction Ltd. 2½ yd. Northwest 80 D shovel which sunk in muskeg near Mine Centre. A second 80 D shovel lifting plus two D 8 Caterpillar tractors pulling recovered the huge machine after a back hoe dug out a trench which was filled with rock base.

THE HACQUOIL STORY

A LOT OF BIG EQUIPMENT, AND A LOT OF EQUIPMENT MAINTENANCE IS REQUIRED TO BUILD A GOOD ROAD

When you look out your car window and see a few pieces of heavy road-building equipment at work making a new road it is doubtful if one realizes how much heavy and other equipment actually is required for a contractor to be in the road construction business.

A trip out to Hacquoil Construction and their 28-acre plot (a former iron foundry) out near Canadian Car, on the shores of the Kam River (where huge lake freighters and some ocean going vessels can dock) gives a person some idea of the immense amount of equipment required, the variety of machines, and related equipment. One quickly realizes also that these big machines wear out or break some of their parts.

To keep these machines in first class working order so that they won't break down too often on the job, requires a mammoth machine shop equipped with a fantastic array of machines for specialized repair jobs and a large staff of competent and experienced machinists.

While Hacquoil's is perhaps not the largest road contractor in the business this firm is certainly far from being the smallest.

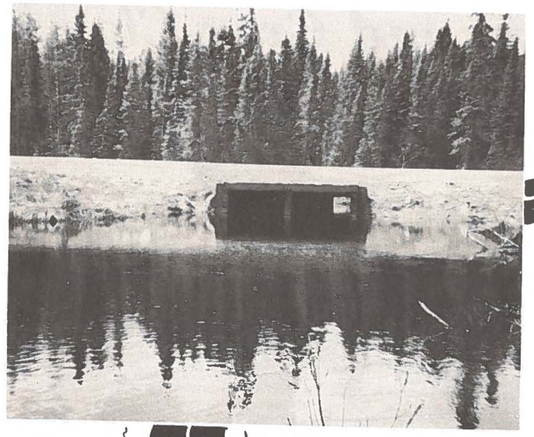
Wearing a hard hat we toured the maintenance shops this past Spring and as a consequence certainly obtained a much deeper appreciation for what goes into good roads.

The Hacquoil Company is owned and operated by three brothers Ozzie, Clifford and Vincent. Some refer to them as the "triumverate" because no major action or decision is taken by one without consultation with the other two.

It is apparently a good arrangement because, although a comparatively young company, started in 1950, it has grown to the largest road building and heavy equipment contracting firm in Northwestern Ontario, and in fact, the largest in all Northern Ontario.

This is attested in part by the fact that this progressive road building company, Hacquoil Construction, over the years built 75 miles of the new Highway Eleven from the Trans-Canada to Fort Frances. To do this work they employed upwards of $2,000,000 of equipment. Wages for the work they did is estimated at around $2,500,000, much of it being paid to people who live in the vicinities adjacent to where the highway was built. Thus much, or most of the wage money was received and spent in Northwestern Ontario.

To keep first hand check on their far-flung road building and other operations with a minimum loss of time, the Hacquoil Brothers have a Grumman Widgeon Amphibious airplane available at all times.



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TIMBER CULVERTS

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One of Lakehead's Largest Industries

Northern Wood Preservers Limited Boasts Coast-to-Coast Sales . . . . .

NWP A symbol proudly stamped on products produced by Northern Wood Preservers Limited.

The products from this industry, one of the largest at the Lakehead and of its kind in Canada, affect the lives of almost everyone in this country.

From thousands of track tries for our two major railroads to timber culverts, bridges and road tar for our highways, treated timber and pilings for our waterways, drainage systems for our airports, utility and telephone poles for power and communications distribution and lumber for construction, these things play an essential part in our way of life.

A traveller in our vast country can find the NWP sign from the Alaska Highway to Newfoundland.

Founded over a quarter century ago by the late R. D. Prettie, the company has expanded into the most completely integrated forest produce user in Northwestern Ontario with marketing and manufacturing facilities for spruce, jackpine, poplar, birch and fir species.

Modern Progress

From these raw materials harvested mainly by Northern Forest Products, its wood division, products ranging in size from tiny pieces of lumber for box manufacturers to giant 100-foot poles for the department of transport; from rough utility lumber to highly detailed framing requirements for mine shaft timbers, anything in wood can be produced for the builder and contractor.

In 1952 a fire that destroyed the planing mill "sparked" a general overall modernization program that has touched every department in the company.

The rebuilt planing mill is one of the most modern in the country featuring two high speed planers, a timber sizer, two band resaws, automatic planer feeds, precision trimming and packaging equipment. Combined with such creatures as fork lift trucks and lumber straddle carriers the old cliche "untouched by human hand" could almost be applied to this whole operation.

Recognizing the value of lumber that is dry, three dry kilns are in operation around the clock. Increasing its strength as much as 20 per cent, labor saving and warp resistant, kiln dried wood is now demanded by the discerning buyer. All NWP lumber is kiln dried and grade stamped.

Automatic Sawmill

Producing at a rate of 8,000 FBM an hour, equivalent to the lumber required for one good sized home the sawmill seizes the debarked sawlogs and cuts, slices and trims them into the best commercial value to which they can be put.

Waste and edgings from this operation, are carefully steered to a conveyor that feeds all cuttings to a roaring chipping machine that chews up small and big pieces with ease and spews out carefully cut and screened wood chips directly into cars for shipment for making sulphite pulp at a paper mill.

About all that is left from the sawlog now is sawdust but even this is used to feed the three giant boilers adjacent to the sawmill, as are the shavings from the planing mill. From the steam generated, the heat for the dry kilns and the pressure plant is drawn.

A somewhat smaller version of the main lumber sawmill is the tie and stud mill.

Producing track ties at a rate of 2,200 per day, together with the recently advertised "Blue Chip" studs, the small mill is a welcome addition to the local wood manufacturing industry.

In a small booklet available at Northern Wood Preservers entitled "The Lasting Treatment" R. J. Prettie, President, makes this observation in a forward. "Properly treated timber will outlast untreated timber as much as 10 times. It takes from 60 to 80 years to grow a tree to Hydro or telephone pole size.

When pressure treated such a pole will last 60 to 80 years — long enough to grow another tree."

As the demand of wood increases with the growing population and industry, it is becoming ever more evident that our methods of using our harvest must become more efficient. From Mr. Prettie's statement, pressure treatments are playing a huge part in conserving our natural wealth. Together with other woods industries the company contributes in a very large way to the full utilization of the species found in our forests.

The result of over 100 years of scientific development, pressure treatments used by "Northern" have proven to be the most effective for giving truly extended life to all parts of the timber. The "Lasting Treatment" gives some astounding examples of "service life" from lumber and timber treated under pressure.

These include wharves, poles, track ties, culverts and pilings. C.S.A. specifications for all treatments are strictly adhered to in order that the treating industries' motto can be proudly upheld: "Treated Timber has service records unequalled by any other structural material."

Tar Plant

In conjunction with the treating plant is the tar plant which, by distillation of coal tar obtained from steel mills in Hamilton and Sault Ste. Marie, produces creosote, roofing pitch, road tars and pitch coke as well as the line of Tarcoate specialty products of waterproofing compounds.

The treating plant itself has recently completed installation of the second of its giant treating 7' dia. x 140' long treating cylinders, which has almost doubled its treating capacity.

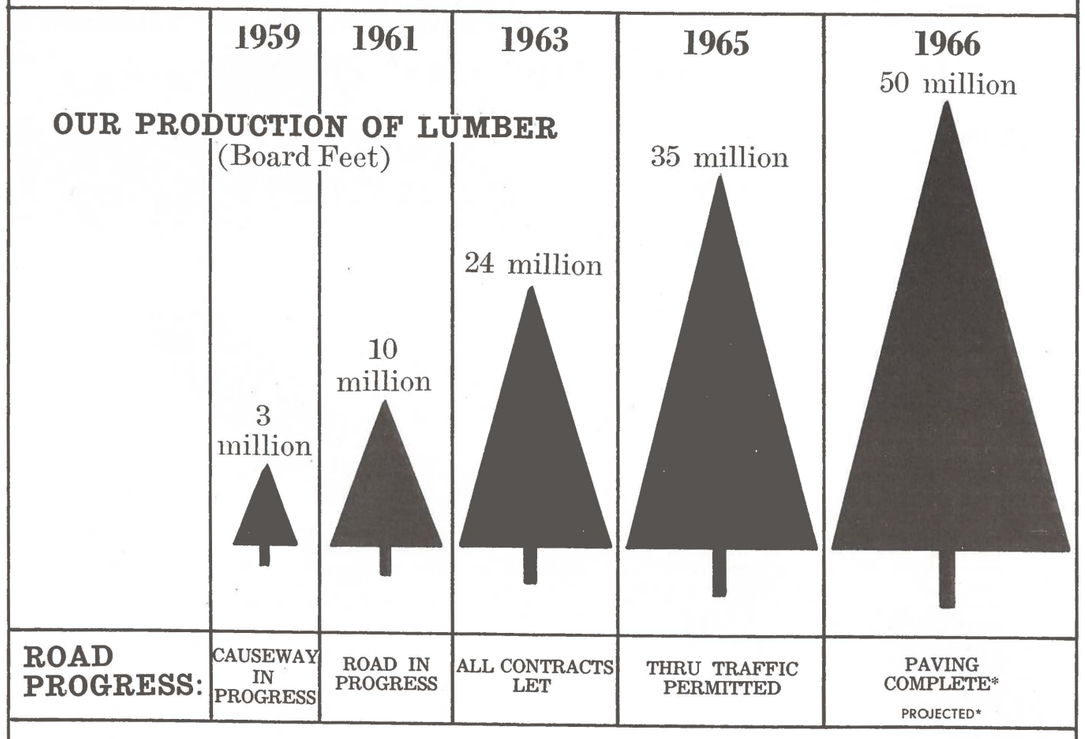
The framing department is capable of precutting timbers, large and small to detailed drawings to fit any requirements; cutting in this manner before treatment leaves no exposed surfaces.

The pole department machine shaves, cuts to lengths, and classifies utility poles. These are then stacked for seasoning before treating and shipping out. This department also produces thousands of smaller poles for farm building construction used extensively in Eastern Ontario.

With capacity of 100,000 utility poles, 500,000 track ties and millions of feet of timber and lumber each year, all from local forest products produced by local labor and processed with Canadian materials for Canadian markets, the company contributes substantially each year to our economy in wages and purchasing power.

"In 1964, the parent company of the organization, Northern Tar, Chemical and Wood Limited, acquired the distribution right to Koppers Limited products throughout Canada, as well as that company's plant at Port Arthur producing tar based pipe line enamels for the gas, oil and water industries. This new acquisition has increased our product base and meant the expansion of our office facilities at Port Arthur and the opening of a branch in Calgary, Alta. All this confirms our faith in the future of our great Northwest area and we hope will be only a beginning of better things to come," declares Mr. Pretty.

PROGRESSING WITH THE ROAD



The forerunner of progress is faith in the future of the area. It gives impetus to investment in development. Just as the government has invested tremendously in the area's future through completion of this new road, so also have industries tried to fulfill their role. Over the past six years JIM MATHIEU LUMBER has invested $2,500,000.00 in machinery, plant and equipment to make our growth possible.

WE BELIEVE IN THE FUTURE OF THIS AREA

JIM MATHIEU LUMBER LIMITED

HEAD OFFICE AND PLANT: SAPAWE, ONTARIO

CALAND IRON ORE LIMITED

Caland Ore Company Limited was formed in 1949 as a wholly-owned subsidiary of Inland Steel Company of Chicago. In that year Caland signed an option with Steep Rock Mines Limited to explore the "C" orebody of the Steep Rock Lake ore deposit. On January 1, 1953 Caland signed a 99-year lease with Steep Rock Iron Mines which permitted Caland to proceed with the development and mining of the "C" orebody. This property would provide high grade iron ore for the Inland Steel Company furnaces at Indiana Harbor, Indiana. The lease called for Caland to produce 750,000 tons of ore in 1960, with a gradual increase to 3,000,000 tons by 1969. The deposit was located at Falls Bay of Steep Rock Lake about five miles north of Atikokan, Ontario. Atikokan is about 125 miles west of the Canadian Lakehead cities of Port Arthur and Fort William.

During the seven-year period after the signing of the lease and prior to the first ore shipments in 1960, a tremendous amount of development work had to be completed to maintain the schedule. The orebody was overlain by silt to an average depth of 300 feet plus 100 feet of water. A dredging contract was let to Construction Aggregates Corporation (C.A.C.) of Chicago in 1953 for the removal of an estimated 160 million cubic yards of lake bottom material. Two 36-inch suction dredges were assembled at the site, along with piplines, booster stations and other shore facilities. The pumping began in March, 1955 and was completed on September 30, 1960 when 162 million cubic yards of lake bottom material had been removed. The bulk of the material was pumped a distance of 4 miles to the Marmion Lake disposal basin.

Another phase of the development work, carried out simultaneously with the dredging operation, was the construction of water control facilities to divert and pump run-off water from a 25-square mile drainage area surrounding the mine site. Through engineering studies it was determined that 60 per cent of the run-off from this area could be diverted to other watersheds by the construction of dams and diversion tunnels. In the South East Arm area of the original Steep Rock Lake, run-off from an 11-square mile drainage area was diverted into the Atikokan River watershed by the construction of the Hardy Dam and three diversion tunnels. At the mouth of the South East Arm of Steep Rock Lake, the Fairweather Dam was constructed to impound the run-off from an additional 3-square miles of drainage area, and to provide a railroad crossing over the old lake bottom. Both dams are earth-fill structures built on the silt and clay foundations provided by the original lake bottom.

To the north of the mine site the Grossman Dam, a 25-foot concrete structure with four sluice gates, was constructed to provide control over the amount of recharge water returned from Marmion Lake to the dredge pool. With the completion of the dredging, this dam now impounds run-off water from the North and South Twin Lakes catchment areas and diverts it northward to Marmion Lake. This water would otherwise run southward to the mining zone.

A total of 23 dams were constructed around the perimeter of the original lake, the last of which was completed in 1961.

In the summer of 1960 a complex surface pumping system was installed to handle run-off water from a 10-square mile drainage area where gravity drainage was not practical. This system, designed to handle a 1 in 20-year flood, consists of five separate pumping locations with a total pumping capacity of 26,700 U.S. gallons per minute.

As dredging lowered the water in Falls Bay, construction went ahead on the ore handling facilities. In 1957 a conveyor system running from the Lime Point Mine, at the north end of the ore zone, to the railroad loading plant was constructed. This consisted of a 36-inch belt conveyor in three flights, totalling 5,000 feet in length, with a lift of 480 feet. The lower



PROCESSING AND PELLETIZING PLANT NOW UNDER CONSTRUCTION

end of this system was relocated in the winter of 1963-64 to bring it closer to the actual mining operations in the main or central part of the ore zone. The revised system consists of four flights totalling 5,000 feet in length, with a lift of 680 feet.

An underground 8-compartment shaft called the Falls Point Shaft was sunk to a depth of 1,330 feet in the footwall granite. The sinking was completed in 1958. Three Swedish-made friction hoists, comprised of two skip hoists and one cage hoist, were installed and over 6,000 feet of lateral development has been done to date. Although the underground mining operations have been deferred, the shaft and skip hoists are used as part of a unique transportation system for handling open pit cre from the Mink Point Open Pit Mine from which first shipments were made on July 31, 1961.

A total of close to 60 million dollars has been expended on the development of the Caland property.

In 1959 Caland initiated an open pit mining operation in the Lime Point area at the north end of the ore zone. It was natural that this part of the orebody would be the first mined because it was the highest in elevation and consequently the first ore to be exposed by the dredging. On May 3, 1960 initial shipments of ore were made from the Lime Point Open Pit Mine. The table below shows shipments of iron ore from the Caland operations through 1964.

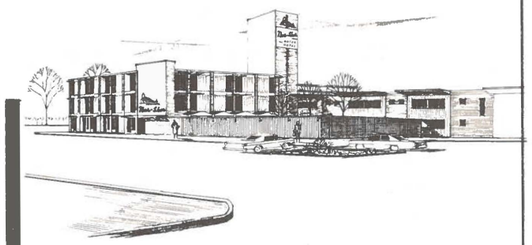
	Scheduled tons	Tons actually shipped
1959	—	—
1960	750,000	764,893
1961	1,000,000	1,009,356
1962	2,000,000	2,003,472
1963	2,000,000	2,002,918
1964	2,000,000	2,000,822
Total	7,750,000	7,781,461

In late 1963 the Company announced plans to build an ore processing and pelletizing plant. The plant is being designed to handle 2½ million tons of high grade ore per year. The ore preparation part of the plant will divide the ore into a coarse fraction consisting of particles bigger than 3/16" and into a fine fraction consisting of particles 3/16" or under. The coarse will be shipped directly to the steel mill without further treatment. The fines will undergo a variety of processing including drying, stockpiling, grinding, screening and balling before being fed into the pellet plant. These fines will emerge in the form of ½" pellets — about 1,000,000 tons a year. The addition of the ore preparation and pelletizing plant is an outgrowth of the steel mill's demand for ores with improved physical characteristic. Cost of the plant is estimated at 15 million dollars.

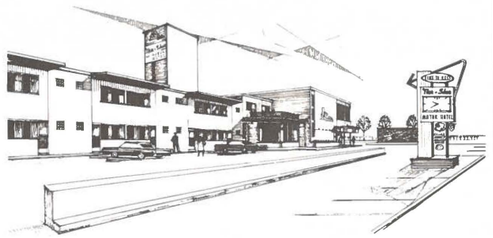
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at the Canadian Lakehead

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View of the 45-room new addition including enclosed heated Swimming Pool, Sauna, Coffee Shop and Dining Room . . . opening this summer.



View of Nor-Shor Motor Hotel as you enter Port Arthur from Fort William on Highway 11 and 17.

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BMQ
BARNETT-McQUEEN COMPANY LIMITED

We are pleased to have had the opportunity to contribute to the construction of the new section of Highway Eleven. This highway has brought the vast territory of Northwestern Ontario and its resources closer together again. The highway will prove to be of the greatest importance for the future development of our area and the Province of Ontario.

Barnett-McQueen Company Limited
Engineers and Constructors
Ft. William, Ontario

SPECIALISTS IN HEAVY CONCRETE AND STEEL STRUCTURES
Serving Northwestern Ontario for over 60 years

For better and closer communications

Highway Development and Bell Telephone Expansion Move Forward Simultaneously

The opening of the Causeway-Highway link between the Fort Frances-Rainy River area and the Lakehead might be termed a "LAND" step while others, like those the Bell Telephone Company of Canada has taken in the past 16 years might be termed "Investment" steps. Both the Highway link and the communications link are instrumental in harnessing this rugged north country's vast natural resources.

A 16-year tenure in the region has meant an annual investment of close to $2 million to the Bell. Today, the company's total capital outlay is well over the $27 million mark. It has been utilizing its financial, technical and manpower resources to provide modern communications wherever they are needed.

These needs have stretched all across the region — from Fort Frances in the south to Fort Severn on the shores of Hudson Bay, From White River on the East to Rainy River on the West. The Bell today serves a total of over 18,500 Telephones in 49 separate exchanges, as well as providing long distance service for more than 40 thousand other telephone users like the subscribers of the municipal systems of Fort William, Port Arthur, Dryden and Kenora.

Direct distance dialing (DDD) was introduced into the Thunder Bay — Rainy River region last fall. The system which permits telephone users to dial their own long distance calls to more than 90 million telephones on the North American continent will be extended to most of Northwestern Ontario within the next few years.

TWX, the Bell Telephone's "Dial-it-yourself" teletype system, which has served Northwestern Ontario for the last two years, was expanded in February to include an additional 188 thousand stations in 100 countries to the 60 million stations scattered over the North American continent. Unlike its predecessor, TWX, makes use of the regular long distance network, so that you can exchange typewritten messages with any other TWX machine, eliminating the need for a private line. Messages are sent as simply as on would place a DDD call.

Looking at buildings across the region, there are a total of 41 exchange buildings, four long distance centres and two work centres, which represent an investment (excluding equipment) of $2,090,000 over the past ten years. The newest work centre on McIrvine road, in Fort Frances, has facilities to store 30 vehicles, repair bays, and lunch and meeting rooms.

But with the Bell Telephone it's not just an investment of dollars and cents in Northwestern Ontario; it's also an investment in people.

For example, arriving in Fort Frances last fall as local manager, Don Plaskett quickly became involved in community projects to the extent that the Bell was asked to free him from his company duties to head a committee setting up arrangements for the official opening of Highway number 11 and the fabulous Causeway. A plan was worked out by the Company which allowed him to devote the majority of his time to the community celebrations for two months preceding the June 28 opening.





Pictured top is Bell Telephone dial exchange at Mine Centre. Below is Bear Passage dial exchange. Located east on Highway Eleven, the stations were built simultaneous with the highway; one in what was once a roaring mining town; the other in solid bush.

There are 299 other Bell employees like Don Plaskett scattered across the vast region, both building a better communications network and better communities.

In 1957 The Bell assumed responsibility for telephone service in Fort Frances, subsequently converted the system to dial operation and then embarked on a program of expansion and improvement westward to the Lake of the Woods. As a result, it now operates exchanges at Devlin, Emo, Barwick, Stratton, Rainy River, Morson and Nestor Falls. Similarly, Microwave facilities were extended from Vermillion Bay to Fort Frances in 1963, linking into the Trans-Canada network and across the border into Minnesota.

At present the Company is busily engaged in a program of what telephone people call "Dedicated Plant". Simply explained, it means a permanent circuit is established between the customer's premises and the switching centre.

Looking eastward along the route of the new highway, The Bell has already established two dial exchanges at Bear Passage and Mine Centre. With base station facilities at Fort Frances, "fringe radio service" is available to subscribers where there are no land lines. This Telephone-By-Radio permits users to contact any point presently served by Telephone on the continent.



Early stage of opening up the Roberts Open Pit lying between the Errington and Hogarth Mines.

SPEAKING OF HIGHWAYS

1. Canada's HIGHWAY TO PROSPERITY is exports. The Canadian Mining Industry plays a dominant role in this prosperity, accounting as it does for approximately 30% of the value of Canada's exports.

2. The new Lakehead-Atikokan-Fort Frances Highway is another HIGHWAY TO PROSPERITY. Its opening would still be generations away had it not been for the development of the vast iron deposits on the Steep Rock Range.

3. No other industry plays so effective a role as the mining industry in opening up the remote and otherwise unproductive regions of Canada.

4. A CASE IN POINT — ATIKOKAN — Population before development of the mines 300.

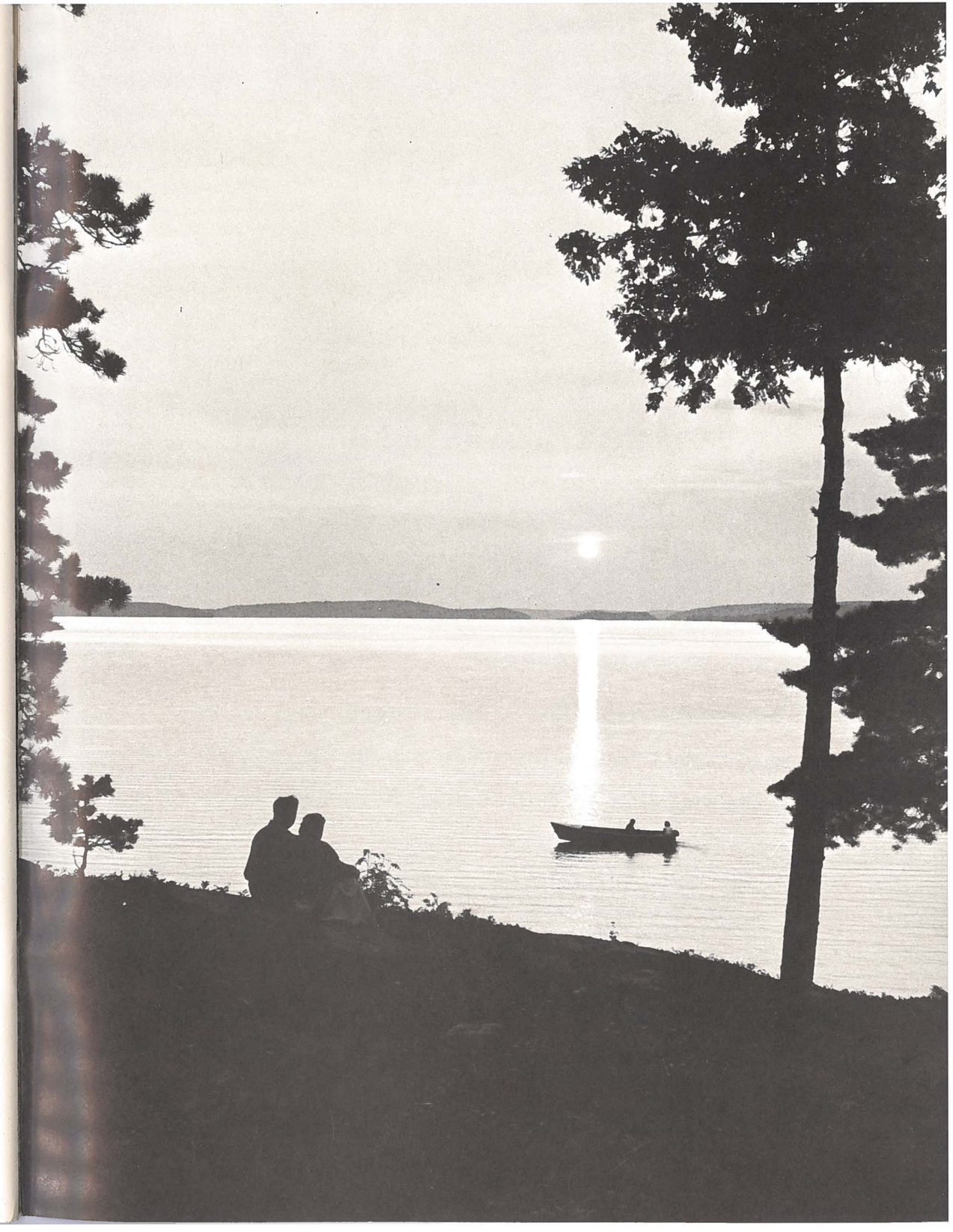
— Population after development of the mines 6500.

Mines' Payroll $5,500,000 Rail Freight $5,700,000

STEEP ROCK IRON MINES LIMITED

Mines and Exploration and Head Office

STEEP ROCK LAKE, ONTARIO





Approximately two thousand cords of wood for our Fort Frances mill are towed on Rainy Lake by O-M tugboat.

Congratulations to the Ontario Department of Highways and related departments on the official opening of the Atikokan to Fort Frances section of Highway No. 11

The Ontario-Minnesota Pulp and Paper Company Limited is proud of its contribution to the growth and development of this area. During the past 50 years the number of our employees has increased from 360 to more than 2,000, and the annual payroll of our paper mills and woods operations at Fort Frances and Kenora has increased from $260,000 to more than $11,000,000.

With the opening of this important link we anticipate continuation of the development of northwestern Ontario and look to the future with confidence.



NEWSPRINT—Many newspapers in the middle western states and prairie provinces use MANDO newsprint.



CONVERTING PAPERS—End uses for MANDO'S converting papers include business forms, adding machine paper, tablets and laminated foil.



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