THE KENORA-KEEWATIN URBAN AREA:

A GEOGRAPHIC STUDY

in two volumes

Volume I - Text

A Thesis

Presented to

the Department of Geography

University of Manitoba

In Partial Fulfillment

of the Requirements for the Degree

Master of Arts

---

by

John Ryan

March 1964

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Volume I - Text
Volume II - Maps

An Abstract of a Thesis

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ABSTRACT

This study of the Kenora-Keewatin urban area includes an examination of physical features, origin and development, and population characteristics. The land use has been mapped, and the resulting land use patterns have been discussed in relation to the functions of the urban area.

The Kenora-Keewatin urban area is situated in the Canadian Shield on the north shore of the Lake of the Woods in northwestern Ontario. It is a community of slightly less than 15,000 people, and its main economic activities are manufacturing, transportation, and tourism.

The site of the present urban area is on the old canoe route to the West, and a fur trading post was built at this location in 1836. The C.P.R. passed through this area in skirting the Lake of the Woods, and in 1877 the fur trading post became a railway construction camp. The settlement grew with the subsequent development of sawmills, flour mills, fishing, and mining. A pulp and paper mill was built in Kenora in the 1920's and this gave the urban area the basis for its modern development.

The most important economic activity in the urban area is manufacturing -- in particular, pulp and paper and

flour milling. The determining location factors of the pulp and paper industry have been the availability of local pulpwood, proximity to the railway, nearby source of hydro power, and American markets. Flour milling has developed as a result of availability of hydro power alongside the railway, and an arrangement whereby wheat could be intercepted on its way to eastern markets. Second in economic importance to the community is the transportation industry. Kenora is an important C.P.R. divisional point. The third largest industry in the area is tourism. The Canadian Shield topography and the abundance of fish and wildlife attract increasing numbers of tourists from the prairies and nearby American states.

The Kenora central business district is located on the site of the nucleus of the original fur trading settlement. The urban landscape reveals a pattern of public services, schools, churches and recreation facilities which seem to be adequate for the needs of the community. Areas of better class housing appear to be related to either relatively flat terrain or to scenic views along the lakefront. Districts of substandard housing are associated with areas of rough terrain or less scenic locale.

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Much of the study is based on data obtained from municipal records, and therefore I am greatly indebted to the cooperative spirit of the staffs at the municipal offices in Kenora, Keewatin, and Jaffray-Melick. In particular, special thanks are due to F.J. Hooper, Wilbrod Heppelle, and Jack Matthews in Kenora; Ed Holmes and Bill McLean in Keewatin; and Roald Stephenson in Jaffray-Melick. For the hours they spent on the project, the use of office facilities, the loan of records, and for their general interest I am sincerely grateful.

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J.R.

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INTRODUCTION

I. Nature of the Study

Geography has as its object the "accurate, orderly, and rational description and interpretation of the variable character of the earth surface."[1] Geographers consider urban communities as discrete phenomena in the general fabric of settlement of the entire earth. As such, urban areas can be studied geographically in much the same way as any other spacially distributed phenomena.

One of the interests of urban geography is the description and interpretation of the patterns and relationships that exist within urban areas. This approach deals with "the nature, extent, location, and interrelations of the various types of establishments which together form the physical and functional patterns of cities."[2] Mapping the land use and interpreting the land use pattern contributes to a deeper understanding of the form and function of an urban area. However, before it is possible to interpret the present-day

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[1] Richard Hartshorne, Perspective on the Nature of Geography (The Monograph Series of the Association of American Geographers. Chicago: Rand McNally & Company, 1959), p. 21.

[2] Harold M. Mayer and Clyde F. Kohn (editors), Readings in Urban Geography (Chicago: The University of Chicago Press, 1959), p. 261.

urban area it is essential to be fully cognizant of its site and situation, its origin, its development and economy, and its population characteristics.

Purpose of the Study

The purpose of this study of the Kenora-Keewatin urban area is twofold: firstly, to present its physical setting, its origin and development, and its population characteristics; secondly, to map the land use and show how land use patterns relate to the functions of the urban area.

Character of Study Area and Reasons for Conducting Study

The Kenora-Keewatin urban area is located in the Canadian Shield in the Lake of the Woods region of Ontario (Map 1). Although this is a community of less than 15,000 people, it nevertheless has a complex urban pattern.

In sharp contrast to most urban centres in the Canadian Shield, the economy of the Kenora-Keewatin community does not have a basis in mining or mineral processing. This was not always the case, however, since mining did play an important role in the early stages of the community's growth. Again, unlike many urban communities of comparable size, the economy is not dependent on a single industry. It is based on manufacturing, transportation, and tourism.

In keeping with its setting in a forest-rich hinterland, the Kenora-Keewatin urban area has a significant pulp and

paper industry. However, totally out of character is the existence of a relatively large flour-milling plant. In a region almost totally devoid of agriculture, more than a hundred miles from the wheat-growing prairies, and even farther from large markets, a flour-milling industry has thrived for over seven decades.

A sparse hinterland population precludes any significant regional transportation network, except traffic passing through the area. Nevertheless, the economic benefits from the transportation industry have always been of major importance to this urban centre.

In most Canadian communities the importance of tourism has only recently been fully recognized; however, the Kenora-Keewatin community pioneered in this field. Tourists and vacationers were of some significance even prior to 1890.[3] At present, annual visitors number over sixty thousand and come from almost all states of the United States and provinces of Canada.[4]

The Kenora-Keewatin urban area is a modern community situated in truly picturesque and scenic surroundings (Plates 1, 2, 3, 4).

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[3] The Canadian Historical Publishing Company, The New West (Winnipeg: The Canadian Historical Publishing Company, 1888), p. 33.

[4] Letter from Ontario Department of Travel and Publicity, Kenora, October 18, 1963.



Courtesy of Standard Realty Company, Kenora

Plate 1. Central and southern parts of Kenora, overlooking Lake of the Woods.



Courtesy of Standard Realty Company, Kenora

Plate 2. Central and northern parts of Kenora, showing pulp and paper mill and railway yards. In the distance is the settled shoreline of Rabbit Lake in Jaffray-Melick municipality.



Alex Wilson Publications

Plate 3. Eastern and northern parts of Keewatin, showing flour mills and Trans-Canada Highway bridge linking Keewatin with Kenora. Lower right shows a sawmill in western tip of Kenora.



Alex Wilson Publications

Plate 4. Central and northern parts of Keewatin.

In spite of its interesting nature, no attempt had ever been made to account for this community's particular form of development, its functions, or its land use patterns. This study is an attempt to fulfill this need.

Significance of the Study

Primarily this investigation has meaning for the field of urban geography as a single case study. No particular generalizations about cities may be drawn from this study; nevertheless if the over-all approach or any of the research or mapping methods are of sufficient merit, the study could perhaps be of aid in the investigation of other similar areas.

The main specific contributions of this study may be enumerated as follows: (1) an account of the general physical features of the urban area and its immediate hinterland, (2) an account of its origin and development, and its present population characteristics, (3) an account of its various urban functions and their relation to land use patterns, (4) the compilation of two original base maps of the Kenora-Keewatin urban area, (5) a set of land use maps and special factor maps, and (6) a method of using municipal assessment cards for gathering data, including the classification of residential land use according to value.

The Kenora-Keewatin urban area is not a planned community, and none of the component municipalities have an official "master plan". If in the near future comprehensive

urban planning is brought into the area, certain aspects of this study could prove useful. The first step in planning is that of diagnosis, and a land use inventory and analysis are essential in the preparation and administration of a comprehensive urban plan. It should be noted that land use data serves many purposes in planning. For example, land use data can be used to determine commercial markets, to locate institutions such as churches and schools, to check on the adequacy of various services, and for zoning purposes. If zoning is guided by the facts of actual use of land it will have far greater validity than if based on theory alone. In brief, current land use data offers a factual basis for improved planning and zoning practices.

With the passage of time, land uses change, and unless revised, a land use map becomes outdated. However, since a land use map represents the conditions on a given date, the passage of time makes it an important historical document.

This study should contribute to a better understanding and a greater insight into the character of the Kenora-Keewatin urban area.

II. Methods and Techniques

Determining the Extent of the Urban Area

The term "urban area" has been given a variety of definitions by various research workers and research groups.[5] It has been recognized, however, that no single definition of an urban community is suitable for all research topics.[6] In fact, recent trends in professional literature indicate that standards should be made relative to the characteristics of the region under consideration.[7]

Preliminary investigation revealed that the urbanized parts of the towns of Kenora and Keewatin and the urbanized part of the municipality of Jaffray-Melick are physically connected by sections of continuously built-up area. In addition, it was discovered that these urbanized areas are economically and socially integrated, and hence functionally interdependent.[8] In a geographic study, areally related and

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[5] Mayer and Kohn, op. cit., pp. 27-56; Jack P. Gibbs (ed.); Urban Research Methods (Toronto: D. Van Nostrand Company (Canada), Ltd., 1961), pp. 14-77; United States Bureau of the Census, U.S. Census of the Population: 1960. Number of Inhabitants, Final Report PC(1)-17A (Washington: Government Printing Office, 1960), pp. vi-viii; Dominion Bureau of Statistics, Census of Canada: 1961. Population, Introductory Report to Volume I (Part 1). (Ottawa: Queen's Printer and Controller of Stationery, 1962), pp. xi-xiii.

[6] Gibbs, op. cit., p. 14.

[7] Ibid., p. 77

[8] The preliminary investigation considered home addresses of workers in the largest firms in the urban area, department store and supermarket trade areas, transit bus routes, areas served by high schools and churches, and circulation of daily newspapers.

functionally interdependent urban units must be considered as single study areas, regardless of local political boundaries. It was on this basis that the three politically separate territories became designated as the Kenora-Keewatin urban area.

Demarcation of the exact boundaries of the urban area to be included in the study presented several problems. Census data and local municipal data are compiled on the basis of official political boundaries, regardless of whether or not the areas included are urban or rural. In the case of both Kenora and Keewatin, the official town boundaries include large bodies of water and large vacant wooded areas. In addition, Kenora has a large island (without a permanent bridge connection), which is primarily summer residential and recreational. The municipality of Jaffray-Melick, containing approximately a hundred square miles, is predominantly rural in character and only a small part of it contains the urban community which is adjacent to the town of Kenora. An added complication is the fact that a large lake separates most of the Jaffray-Melick urban community from the built-up area of Kenora.

Considering the requirements of a geographic urban study and the general characteristics of the study area, a definition for the term "urban area" was formulated, and it is in this sense that the term is used in this study. In this study, "urban area" includes all built-up areas that are contiguous and/or functionally interdependent in the Kenora-Keewatin community.

On the basis of this criteria the areas that could be considered as basically urban are indicated on Map 2. However, for all practical purposes, a definite "urban area boundary line" is not required because the extent of the continuously built-up area is quite clearly indicated by the developed streets and occupied lots and parcels of land drawn on the study base map (Map 3).

By disregarding the official town boundaries of both Kenora and Keewatin and by using the built-up area as the basis for the study, no particular problems were encountered in regard to census data and municipal data. The areas that were excluded were essentially vacant and as such had no relevance to the study. In the case of the municipality of Jaffray-Melick, however, practically all official data was useless to the study because data on the large rural area was combined with urban data and was impossible to separate. Fortunately, the Jaffray-Melick urban area is not large, and thus sufficient information was acquired by field investigation.

The Use of Assessment Cards in Gathering Data.

The actual method that was employed in gathering land use as well as several other kinds of data is important enough to be described in detail. Practically all the maps that were compiled for this study are based on data gathered from individual assessment cards. Every assessment card dealing with the urban area was consulted (approximately four thousand cards

in all). Unless this particular method was followed, certain parts of the final base map would have been grossly inaccurate, some maps would have been entirely impossible to construct, and most of the others would have been far less effective.

An examination of the types of assessment cards used by Kenora, Keewatin, and Jaffray-Melick (Figures A.1, A.2, and A.3, respectively) reveals that a variety of data could be compiled from these cards. In this study the following types of data and information were recorded from assessment cards: (1) the exact location and extent of the built-up area, (2) the exact size of lots and parcels of land according to individual ownership, (3) the exact land use on each lot and parcel of land, (4) the value of each single family and duplex dwelling, (5) the value of each lot and parcel of land, (6) the age of structures, (7) the population of each dwelling.

Along the urban fringe where patches of vacant land occur it is very difficult to determine exactly which lots are vacant and which lots are built upon. By getting the exact data from assessment cards it was possible to overcome this difficulty and to design an accurate base map of the built-up area.

Information on the exact sizes of lots and parcels of land made it possible to design a base map that would have lots and parcels of land represent actual ownership rather than theoretical subdivision plan. This made the base map more meaningful and greatly facilitated the final plotting of land use and other data.

In this study, land use was recorded by the assessment card method, but it was also checked in the field afterwards. Thorough field investigation revealed that very few changes were required. This, in effect, verified the usefulness and accuracy of the assessment card method. However, it should be pointed out that the study would have used the simpler and faster method of direct field investigation if land use was the only factor that had to be recorded.

On the basis of dwelling value data all single family and duplex dwellings were differentiated into five categories. From this categorized data a detailed residential land use map was compiled indicating these five classes of dwellings.[9]

Data on the value of lots and parcels of land made it possible to construct a generalized land value map. This map is used in the study to indicate how various land uses affect the value of land.

Assessment data made possible the compilation of a map of ages of buildings. This map is useful in indicating the stages of growth of the urban area and helps to account for some aspects of land use patterns.

A detailed dot map indicating distribution of population

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[9] A detailed account of the criteria and methods used in classifying and mapping residential land use appears in Appendix B.

was compiled from assessment card data. Census data on a block-by-block basis was unavailable; therefore this was the only method by which such a map could be compiled.

Maps and Map Construction

Field base maps. The main field base maps used in the study were copies of the official town plans of Kenora and Keewatin. The Keewatin map was at a scale of 200 feet to the inch, and the Kenora map was at a scale of four chains to the inch (i.e., 264 ft. = 1 in.). The Kenora map consisted of four separate sections; however a composite of this map was available at a scale of 750 feet to the inch (Map 4). The composite map was at too small a scale to be of any use in the field but it is included in the study as an example of what the sectional field base maps looked like, and for general reference purposes. Although the Kenora map represents the official survey systems and subdivisions of the town, it includes many large unbroken parcels of land which have long since been subdivided into smaller parcels and lots. To bring the map up to date, original sections had to be drafted based on land-titles records, municipal records, C.P.R. plans, air photos, and field work. There was no suitable base map for the urban area of the municipality of Jaffray-Melick, and an original map had to be drafted based on land-titles records, municipal records, air photos, and the assistance of the municipal assessor.

It would have been better if the field base maps had been at a larger scale, but even so it was possible to record on them all the required land use and other data. Although this data was transferred to the final maps, the field sheets were retained for reference and record purposes.

Final base maps and final maps. The main final base map was drawn on a plastic (Mylar) base at a scale of 600 feet to the inch. The shoreline was drawn from a 1952 Ontario Department of Highways contour map which was based on aerial photographs. The sources of information for the body of the base map were the official town plans of Kenora and Keewatin, various municipal records, C.P.R. plans, aerial photographs, and field work. None of these sources of information were at the scale of 600 feet to the inch, and so, with the exception of the shoreline, the entire base map was original. When the streets, lanes, roads, railway yards, lettering, and water shading were completed, a copy of the map at that stage was printed on Mylar. The subdivisions, lots, and parcels of land were then drawn on the printed Mylar base. This made it possible to have two base maps--one of only streets and roads and the other of the complete urban scene. It should be mentioned that only the built-up area was drawn, and that all the lots and parcels of land were drawn according to actual ownership and not according to theoretical subdivision plan.

A comparison of the base map drawn for the study (Map 3) with the official plan of the town of Kenora (Map 4) reveals several distinct differences. These differences, incidentally, are due to the fact that the two maps were drawn for entirely different purposes. The two maps differ as follows:

1. The base map shows the exact shape of the shoreline; the shoreline on the Kenora plan is greatly generalized.

2. The base map shows the exact extent of developed area; the Kenora plan represents the total survey system.

3. The base map shows lots and parcels of land according to actual ownership; the Kenora plan represents the theoretical subdivision plans.

4. The base map shows the actual extent of streets, lanes, and roads; the Kenora plan indicates existing as well as theoretical streets, lanes and roads.

5. The base map shows the entire Kenora-Keewatin urban area; the Kenora plan represents only the town of Kenora.

Three maps, at the scale of 600 feet to the inch, were included in the study--the main composite land use map, a residential land use map, and a contour map.

Both base maps were reduced photographically onto plastic bases to a scale of 1,000 feet to the inch. This proved to be the most effective scale for most maps in the study.

For a few maps an even smaller scale was required, and therefore, both of the 1,000 feet to the inch maps were reduced to scales of 2,000 feet to the inch. At this scale some sections of the maps were blurred, but they were still satisfactory for certain specific purposes.

The legends were designed on small plastic overlays, and so it was possible to have the maps printed with the appropriate legends on them. It was considered that the maps would be much more effective in color than in various patterned black and white shading film or cross-hatching. The costs of color printing would have been totally prohibitive; therefore the maps were colored by hand with pencil crayons. All the maps were printed by the ozalid process.

PART I

PHYSICAL FEATURES, ORIGIN AND DEVELOPMENT, AND POPULATION CHARACTERISTICS

CHAPTER I

PHYSICAL FEATURES OF THE URBAN AREA AND ITS HINTERLAND

It is the purpose of this section to present the physical background of the Kenora-Keewatin urban area and its surrounding Lake of the Woods region. An understanding of the physical characteristics of an urban area is essential in order to fully appreciate the area's origin and development, its functions, and its present status. Some aspects of the physical environment of the Kenora-Keewatin urban area have been of particular significance in shaping the destiny of this community, and consequently, these aspects are treated in considerable detail. However, it is beyond the scope of this study to present a complete physical geography of this area.

The territory that is under the sphere of influence of the Kenora-Keewatin urban area has been generally referred to as the Lake of the Woods region. The exact limits of the urban area's hinterland were not of prime significance to this study and therefore no systematic attempt was made to determine the exact hinterland area. However, the general limits for the hinterland were considered to be the timber concessions of the Kenora pulp and paper mill, the Canadian part of the Lake of the Woods which is used for both commercial and tourist fishing, and the territory around the urban area where tourist

camps use Kenora as a supply base. Map 1, in particular the Ontario section, shows the major part of the Kenora-Keewatin hinterland, which is commonly referred to as the Lake of the Woods region.

Location and Setting

The Kenora-Keewatin urban area is situated on the north shore of the Lake of the Woods in northwestern Ontario. The approximate centre of the urban area is located at 49°46' north latitude and 94°30' west longitude (Map 1). This location places it almost midway along Canada's southern boundary, slightly to the northeast of the geographical centre of North America. Along the Trans-Canada Highway, the urban area is 130 miles from Winnipeg and 312 miles from Fort William-Port Arthur. Southward, along a paved highway, the American border is 143 miles away, while to Duluth it is 301 miles. The central business district lies along the lake-front where sufficient depths of sheltered water make possible excellent wharfing facilities. As such, it is readily accessible to navigation on the Lake of the Woods.

The urbanized area forms a very irregular elongated pattern and at its longest and widest extremities it measures six miles in an east-west direction and three miles along a north-south direction. However, if vacant land and water areas are excluded, the developed portion covers only

approximately four square miles. The developed area lies at an altitude of between 1,070 feet and 1,170 feet above sea level.

The position of the Kenora-Keewatin urban area in relation to the Lake of the Woods region can be determined from an examination of Map 1. This map reveals that the urban area is situated at the extreme north end of the Lake of the Woods where the lake drains into the Winnipeg river.

Even prior to the days of roads and railways, Kenora (then known as Rat Portage) occupied a strategic position on the Lake of the Woods. The only navigable water route over Canadian territory from the Great Lakes to Western Canada was by way of Rainy Lake, Rainy River, Lake of the Woods, and the Winnipeg River. Since Rat Portage was situated at the source of the Winnipeg River, all early travellers were compelled to pass through this area, and eventually it became an important fur trading post. The importance of the canoe route ended with the coming of the railway in 1882, but the railway caused the location of the Rat Portage-Keewatin community to acquire an even greater importance. Since the Rat Portage-Keewatin area was the only point at which the railway touched the Lake of the Woods, this community became the central distribution point and the base of operations of all lumbering, fishing, and mining activities in the entire Lake of the Woods region. It enjoyed this dominating position until 1901 when a railway was built along the south shore of the Lake of the

Woods. This opened up the Lake of the Woods region to American cities and provided an even shorter route to Winnipeg. Nevertheless, the Rat Portage-Keewatin community continued to dominate the northern portion of the Lake of the Woods area.

At present the Kenora-Keewatin urban area is on the route of the main line of the C.P.R., the Trans-Canada Highway, and Highway 70 to International Falls. It can be reached by watercraft in the Lake of the Woods region, and it has both a seaplane base and a land airport.[1]

Climate[2]

The urban area, located at almost 50 degrees north latitude, is in the higher middle latitudes and consequently temperature changes are considerable both on a seasonal basis and on a daily basis. The amount of insolation received at Kenora's latitude during the course of a year is about 60 per cent of that received at the equator. However, because of the long summer days, the amount of insolation received during

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[1] Chapter V deals with transportation in detail.

[2] F. K. Hare, The Restless Atmosphere (London: Hutchinson University Library, 1960), pp. 57-103, 125-38; Glen T. Trewartha, An Introduction to Climate (New York: McGraw-Hill Book Company, Inc., 1954), pp. 324-346: Thomas R. Weir, Economic Atlas of Manitoba (Winnipeg: Manitoba Department of Industry and Commerce, 1960), pp. 14-19; Data supplied by Meteorological Branch, Department of Transport, Toronto, Ontario.

June and July is actually greater than that received at the equator during this period.[3]

This is an area with relatively low relief hence topography does not produce any sharp climatic change. Nevertheless, the Lake of the Woods, being a body of water 1,485 square miles in area,[4] is sufficiently large to cause local climatic variations. It tends to keep the spring cool, lengthens the growing season in the fall, and moderates both winter and summer temperatures.

In general, the Lake of the Woods region is characterized by warm to hot summers with cold winters and no dry season; therefore it has a typical humid continental climate.

Temperature[5]

The large annual range of temperature is the most significant feature of the Kenora-Keewatin urban area's climate. This is a direct result of its continentality. Based on the difference between the January and July averages

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[3] Weir, op. cit., p. 14

[4] International Joint Commission (Ottawa-Washington), Final Report on the Lake of the Woods Reference (Washington: Government Printing Office, 1917), p. 14.

[5] Reference is directed to Figure C.1, page 276, and Table C.1, page 277.

over a 30-year period (1931-1960), the average annual range for Kenora is 66 degrees. June, July, and August are warm for the latitude, and the July average is 67.3 degrees and has an extreme high of 105 degrees. Winters, however, are quite severe with the average January temperature being 1.3 degrees, and an extreme low of -46 degrees has occurred in February.

Although Kenora and Winnipeg are almost at the same latitude and are only about 130 miles apart, there are clearly observable differences in their temperature patterns (Figure C.1 and Table C.1). The temperature differences do not form a simple pattern and therefore the difference in the elevation of the two places does not appear to be a significant factor. (Kenora is about 1,100 feet above sea level while Winnipeg is 770). There is little doubt, however, that the explanation lies in the differences of the relative location of the two places--Kenora is on the shore of a fairly large body of water whereas Winnipeg is on a plain. By making this comparison it is possible to indicate graphically the significance of the Lake of the Woods on Kenora's temperature and growing season.

Frost-Free Season[6]

Kenora has an average frost-free season of 127 days--based on a 35-year period (1914-1950). The average date of the last frost in spring is May 19 and the average date of the first fall frost is September 23. On the basis of data from recording stations with a record of at least 25 years, it appears that Kenora not only has one of the longest frost-free seasons at its latitude, but an even longer one than areas over 80 miles to the south (Table C.2).

Measured between lines of latitude, Fort Frances is about 83 miles south of Kenora and at almost the same elevation, but its frost-free season is 124 days. However, Fort Frances is near the shores of Rainy Lake, and therefore, even its frost-free season is undoubtedly longer than would be expected for this latitude. This is verified by the fact that Emo is about 78 miles south of Kenora and at almost precisely the same elevation, and yet its frost-free period is only 96 days. Furthermore, Mine Centre and Atikokan are 74 miles south of Kenora, and even though they are at higher elevations, (Table C.2), their frost-free seasons, respectively, are 94

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[6] Reference is directed to Table C.2, page 278.

days and 60 days. In regard to the matter of elevation, the Kenora Airport (located 8 miles east of Kenora) is at an elevation of 1,345 feet, whereas Atikokan is only 1,284 feet, but the frost-free season at the airport is 128 days (although this is based on only a 12-year period). In brief, the data from these various stations indicate conclusively that because of its proximity to the Lake of the Woods, Kenora's frost-free season is exceptionally long.

Precipitation[7]

Kenora has an average annual precipitation of slightly more than 24 inches (based on the 30-year period from 1931-1960). Rain accounts for 16.5 inches or 68 per cent of the total precipitation. The remaining 32 per cent consists of 76 inches of snow, but when this is reduced to its water equivalent (10:1) it totals 7.6 inches.

The wettest months of the year are May to September, inclusive, which account for over 14 inches of rain. From November to March an average of over a foot of snow falls every month. July is the wettest month with 3.36 inches of precipitation, and February is the driest with 1.16 inches (or 11.3 inches of snow).

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[7] Reference is directed to Figure C.1, page 276, and Table C.3, page 279.

Clearly these are pronounced humid conditions and are almost more typical of eastern Canada than western Canada. However, the resemblance to eastern Canada is more pronounced in terms of snowfall rather than rain. This becomes evident when compared with Winnipeg data. Winnipeg gets an average of 15.7 inches of rain, which is quite comparable to Kenora's 16.5 inches. Winnipeg, however, gets only 48.4 inches of snow compared to 76.2 inches at Kenora.

As in the case of southeastern Manitoba, Kenora's ample precipitation is the result of frequent invasions of tropical air in the summer. Furthermore, it is in a zone where frontal activity is greater both in summer and in winter than in areas further west.[8]

Topography

The Urban Area

The site of the Kenora-Keewatin urban area, as illustrated by Plate 5, is in a part of the Canadian Shield that is a virtual maze of lakes, bays, streams and islands. Consequently, the urban area stretches for several miles and is separated, either completely or partially, by various bodies of water into at least ten different districts (Map 5). With

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[8] Weir, op. cit., p. 16.



R.C.A.F. Photo

Plate 5. Aerial view of the Kenora-Keewatin urban area. (Scale: 1 inch = 1.1 miles; photo taken in 1952)

the exception of Coney Island, all these water-separated areas are interconnected by bridges or round-about roads. An examination of Plate 5 reveals that the general nature of the topography has contributed to the urban area's elongated and irregular pattern.

The Lake of the Woods is at an elevation of 1,060 feet above sea level, while the various channels of the Winnipeg River are at about 1,045 feet (Map 6). The urban area rises from the shoreline to maximum spot heights of 1,230 feet, which are located near the northeast corner of the town of Kenora. As such, the urban area has an average local relief of about 185 feet. An examination of the contour lines on Map 6 will reveal how relief varies throughout the urban area.

Most of the urban area is characterized by gently rolling hills, however each developed district has its share of fairly steep hills as well. Rocky cliffs and very steep hills occur in numerous places, notably along the shores of the various channels of the Winnipeg River. However, as yet, population has not spread to areas with very steep slopes.

As is characteristic of the Shield, there are also numerous low-lying areas of swamps and muskeg. Many of these areas have been drained, and therefore they are not as numerous as they once were. Although it is hard to visualize today, many parts of the developed urban area were once

murky swamps overgrown with reeds and wild rice.[9] Within the town of Kenora, the largest area that has been drained and built up is the area bounded by Seventh Avenue South and Eighth Avenue South stretching from the C. P. R. yards on the north to Laurenson's Creek on the south. Within this area, the present-day athletic grounds block is reputed to have once been a quagmire that was impossible to cross.[10] Other originally swampy areas include the surrounding area at the intersection of Fourth Avenue South and Second Street South, all along Chipman Street, the Kenora High School grounds, and numerous other places lying below the 1,080-foot contour level. Most of these low-lying areas were filled in with brushwood, slabs, and sawdust during the early lumbering and sawmill days.[11] At present, swampy areas still exist along Laurenson's Creek, near the C.P.R. roundhouse, parts of Lakeside, and the entire central part of Coney Island.

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[9] Gertrude C. Horan, "History of Rat Portage, Ontario: 1879-1905" (Kenora, 1956--typewritten), pp. 20,25, 41; Report of the Kenora Women's Institute "Historical Research Committee" May 8, 1939 (in the files of the Kenora Public Library), pp. 8, 11.

[10] Ibid.

[11] Ibid.

The Lake of the Woods Region

The northern part of the area surrounding the Lake of the Woods is largely a region of rock-knob uplands. Lakes and rivers are so numerous that aerial photographs or topographical maps almost give the impression that water is more abundant than land, This, of course, is not the case; however the area occupied by water is proportionately larger than in many other parts of the Canadian Shield.[12] Although this is an area of comparitively low relief, the frequent occurrence of a succession of steep-sided rock ridges with interspersed swamps or lakes gives the impression of a rough and rugged terrain. Nevertheless, it is true that from the air or from the highest hilltops the land appears as "an ocean of rocky waves whose crests all rise to about the same height."[13] In general, this is an area of forest lands, rock barrens, bogs, and open water. Although the area is little adapted to agriculture, there are small local pockets of clay which do possess

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12 G. A. Hills and F. F. Morwick, Reconnaissance Soil Survey of Parts of Northwestern Ontario, Report No. 8 of the Ontario Soil Survey (Guelph: Experimental Farms Service, Dominion Department of Agriculture and the Ontario Agricultural College, 1944), p. 9.

13 Donald F. Putnam (ed.), Canadian Regions (fifth edition; Toronto: J. M. Dent & Sons Limited, 1961), p. 294.

possibilities for agricultural development.[14] This is evidenced by numerous small farms in the municipality of Jaffray-Melick.

Geology[15]

The type of topography found in the Kenora-Keewatin urban area and its hinterland can be partially explained by the nature of the underlying bedrock. There is a very shallow mantle of unconsolidated rock material in this region, and consequently, the area's relief is strongly influenced by the underlying rock structure.

The underlying bedrock of the Lake of the Woods region is part of the Canadian Precambrian Shield, which is composed of some of the oldest rocks in the world. As is characteristic throughout the Shield, the major lakes and rivers in the Lake of the Woods area have been formed in the larger depressions and troughs of the bedrock. Hence, the Winnipeg River and numerous other streams following confined channels have valuable water power potential available for electrical

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[14] Hills and Morwick, loc. cit.

[15] J. M. Harrison, "The Canadian Shield Mainland", Geology and Economic Minerals of Canada, edited by C. H. Stockwell (fourth edition; Ottawa: Department of Mines and Technical Surveys, 1957), pp. 19-48; Weir, op. cit., p. 8; Map 266A "Kenora Sheet" (second edition; Ottawa: Department of Mines and Resources, 1939).

energy.[16] In general, the hilly rock-knob topography is primarily determined by the shape of the underlying bedrock.

During the period of folding and melting, various ore deposits were concentrated in the older lavas and sedimentary rocks. Within a radius of seventy-five miles from Kenora there are deposits of gold, copper, cobalt, molybdenum, silica, and talc (Map 7). Gold deposits are very numerous in the Lake of the Woods region, and although none are now mined in the immediate area, there were dozens of mines in operation near the turn of the century. The geology and the principal mineral occurences of the Lake of the Woods area are shown on Map 7.

The geologic differences of the underlying bedrock are of no significance to the urban area's layout or its course of development.

Glaciation and Surface Deposits[17]

Although the topography of the Lake of the Woods area has been influenced by the underlying bedrock, the bedrock itself has been considerably altered by continental

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[16] Power development is discussed on pages 91-92.

[17] Hills and Morwick, op. cit., pp. 14-16; V.K. Prest, "Pleistocene Geology and Surficial Deposits", Geology and Economic Minerals of Canada, edited by C. H. Stockwell (fourth edition; Ottawa: Department of Mines and Technical Surveys, 1957), pp. 443-487; Weir, op. cit., pp. 14-16.

glaciation. In regard to surface deposits, these are entirely the product of glaciation.

The greater proportion of the Kenora-Keewatin hinterland has a very shallow mantle of glacial drift interspersed by fairly numerous rock outcrops. Most of this drift is a stony, acid, reddish-brown till deposited by the Labrador ice-lobe.[18] This glacier came from the northeast, and since it had crossed large areas of hard granitic rocks it left only a scant layering of coarse acidic materials with a small proportion of silt and clay. However, fortunately for the Kenora-Keewatin urban area, the few pockets of lacustrine clays and silts that were laid down occur mostly in the nearby municipality of Jaffray-Melick. At present this small area forms the only agricultural hinterland of the urban area.

The surface deposits on the site of the urban area are entirely similar to those of its hinterland. Although most of the urban area is covered with a shallow layer of glacial drift, there are some significant local differences. For example, in Kenora's Anicinabe Park some areas have drift

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[18] Hills and Morwick, loc. cit.

measuring almost thirty feet in depth.[19] On the other hand, most of the town of Keewatin and the district of Norman have an exceptionally shallow covering of drift, combined with a high proportion of rock outcrop.

In general, the drift is composed of coarse granitic materials with a small proportion of silt and clay. However, in some areas there are considerable deposits of clay. For example, in an area north of the C.P.R. tracks opposite Tenth Avenue South there are deposits of clay suitable for brick manufacture, and in the 1890's a sizeable brick factory operated at this location. Other distinct materials include shallow deposits of peat in poorly drained areas.

Drainage[20]

In the Lake of the Woods area, as well as in the Shield in general, one of the major results of continental glaciation was the damming and filling of previously existing drainage lines so that they became completely disorganized. The

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[19] Recreation Consultants of Ontario, Limited, Plan for the Development of Anicinabe Park: Town of Kenora (Toronto: Recreation Consultants of Ontario, Ltd., 1960), p. 4.

[20] Harrison, op. cit., pp. 19-22; International Joint Commission, op. cit., pp. 111-118; Prest, op. cit., pp. 472-487; Putnam, op. cit., pp 294-295; Arthur V. White and Adolph F. Meyer, Lake of the Woods Levels, Report of Consulting Engineers to the International Joint Commission, 1916 (Washington: Government Printing Office, 1917), I, 5-11, 150-63.

outstanding feature of this area is the abundance of lakes of all shapes and sizes. These spill from one another by short streams containing rapids and falls. Most lakes have a mixed origin--either they occupy rock basins gouged out by ice, or they lie in preglacial valleys which have been blocked by glacial debris. Wherever there were water-filled shallow depressions, organic matter converted these into swamps, bogs, and muskeg. In general, the drainage system is characterized by myriads of lakes, streams, bogs, and swamps.

The hinterland south of Kenora is in the Lake of the Woods drainage basin, which is itself part of the Winnipeg River drainage system. The Lake of the Woods covers 1,485 square miles and it contains an extraordinary number of islands--over 14,000. The lake appears to be of mixed origin--the northern shores are characterized by bare glaciated rocks while the southern shores are composed of gently sloping drift. With the aid of two dams within the boundaries of the town of Kenora the Lake of the Woods is kept fairly constant at a level of 1,060 feet. However, the report of the Joint International Commission states:

> The temperate climate, together with the great number of lakes,...combine to give a natural regulation to the waters of the Lake of the Woods seldom obtained even with extensive artificial works.[21]

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[21] International Joint Commission, op. cit., p. 118.

Under natural conditions the Lake of the Woods had two main outlets--the East Branch and the West Branch of the Winnipeg River (See Map 8 for location of the various outlets of the Lake of the Woods). The outlets of this lake remained in their natural condition until 1879.[22]

In 1879 a headrace for the operation of a saw and planing mill was constructed in a depression at the extreme westerly end of Portage Bay (shown on Map 8). The power developed at this site was used until the shutdown of the mill in 1906. Since then this outlet has remained blocked, as it was under natural conditions.

The rock ridge that separates Darlington Bay from Portage Bay had a cut made through it in 1881 (Mill "C" on Map 8) and another one in 1887 (Mill "A" on Map 8). These were used for power purposes and at present they are the sites of two flour mills. The Lake of the Woods has had outlets through these two artificial channels ever since.

A period of very low water in the Lake of the Woods in the early 1880's resulted in the construction of a dam in 1887 at the head of the Western Outlet (shown as "Rollerway Dam" on Map 8). This structure proved to be unsatisfactory, and it was replaced by another dam in 1895. This dam was eventually converted into a power station (shown as "Norman Dam" on Map 8). Prior to the construction of the Norman Dam,

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[22] A detailed account of the Lake of the Woods outlets is found in the Report of Consulting Engineers to the International Joint Commission by White and Meyer, loc. cit.

the Western Outlet had a stretch of violent rapids, called the "Witch's Cauldron", located slightly south of the present C.P.R. bridge (Plate 6; former site shown on Map 8.).

Under natural conditions the eastern branch of the Winnipeg River had a picturesque seventeen-foot waterfall, known as Ka-ka-be-kitchewan Falls (Plate 7; former site shown on Map 8). In 1892 a small power plant was constructed at the site of these falls, but in 1906 it was replaced by the present-day power station.

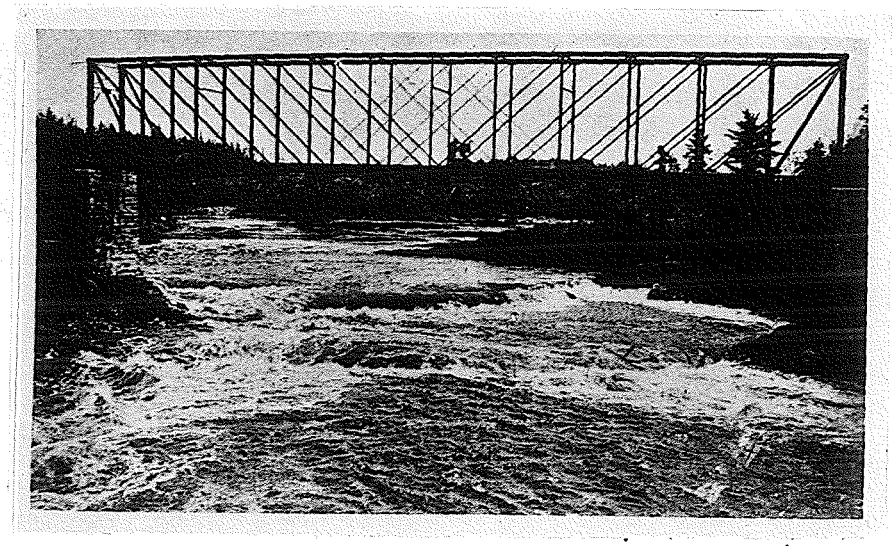
In summary, at present the Lake of the Woods flows into the Winnipeg River by two natural channels within the town of Kenora and by two artificial channels within the town of Keewatin. All four channels have hydroelectric power plants built across them.

Soils

A detailed soil analysis has not been conducted in the northern part of the Lake of the Woods; however it is possible to give the general characteristics of soils in the Kenora area.[23]

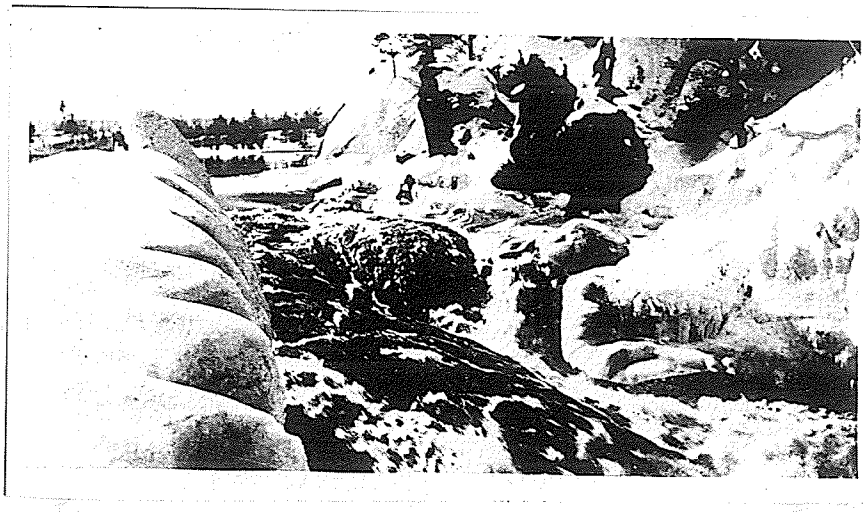
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[23] Hills and Morwick, op. cit., pp. 9, 14-17, 24-26, 33-34.



International Joint Commission

Plate 6. Witch's Cauldron Rapids on the western branch of the Winnipeg River at the C.P.R. bridge, prior to the construction of the Norman Dam (1893-95).



International Joint Commission



Courtesy Kenora Public Library

Plate 7. Ka-ka-be-kitchewan Falls on the eastern branch of the Winnipeg River, prior to the construction of a power station in 1892.

Throughout most of the Kenora area the preponderant coarse acidic parent material in combination with a cool moist climate and predominantly coniferous forest has resulted in the development of podzol soils.

In areas where there are pockets of clay, in particular certain parts of the municipality of Jaffray-Melick, the podzol soil profile is deeper and much better developed. The top layer is of moderately acidic humus and the light-grey A_2 horizon is not as strongly leached. The B horizon is of reddish or grey-brown clay which is rich in colloids and plant nutrients. The extent of these soils is limited, and they occur in pockets in a rolling rock-knob area north of Kenora. The majority of the farms in the Kenora area are restricted to these small areas of better developed soils.

Most of the urban area has shallow podzol soils, but there are occasional pockets of clay and bog soils as well.

Natural Vegetation in the Hinterland

The most important industry of the Kenora-Keewatin urban area is pulp and paper manufacture, which is based on the forests of the hinterland. Consequently, the natural vegetation of the hinterland is of direct significance to the economy of the urban area.

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Although the soils are generally thin, the fairly warm summers with adequate and well-distributed rainfall[24] seem to provide the proper conditions for heavy stands of both coniferous and deciduous trees. These natural conditions not only favor rapid growth, but they are also conducive to new growth.[25] Where soils are especially thin, the trees frequently seem to find root in the rock itself, for example...

> Where large trees have been blown over it may be observed that the roots are short and stubby, taking on to the minutest detail the shape of the crevice in which they have sought sustenance.[26]

In the Lake of the Woods area, coniferous trees predominate, but mixed woods are almost as numerous.[27] There are stands of purely deciduous trees but these are not significant. Although red and white pine were probably the most abundant species at one time, at present they have a limited occurrence on islands and on the rocky shorelines of the

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[24] From the beginning of May to the end of September the Kenora area gets over 14 inches of precipitation (Figure C.1, page 276).

[25] International Joint Commission, op. cit., p. 170.

[26] International Joint Commission, op. cit., p. 168.

[27] Ontario Department of Lands and Forests, Division of Timber Management, Forest Resources Inventory: 1953, Report No. 15 of the Kenora District (Toronto: Ontario Department of Lands and Forests, 1953), pp. 13-14.

numerous lakes in this area. Currently, jack pine is the most abundant species, and it grows throughout the drier rock-knob uplands. Black spruce is next in importance and this occupies poorly drained areas. White spruce and balsam fir have good stands in fairly well-drained areas. Good stands of poplar are found throughout the clay pockets and on the heavier soils in the valleys. White birch is scattered throughout fairly well drained sites and usually along lake-shores. White cedar, tamarack, and willow occupy the wetter low-lying areas. Ash, oak, elm, and alder are found here and there along with various fruit-bearing and flowering shrubs.

Areas referred to as swamps have a wide range of swamp vegetation which includes black spruce, various shrubs, sedges, and moss. Marshes are occupied by various tall grasses, sedges, and rushes.

Wild rice (Zizania aquatica) grows throughout the Lake of the Woods area, and this is one of the few places in North America where the plant is found. It grows in water about two feet deep where there is a rich muddy bottom. It grows to more than eight feet above the water, and in appearance it bears a resemblance to oats. In the early days this was one of the basic staple foods of the Indians, and even today its harvest is an important source of income for the Indian.

From time to time the area has suffered from devastating fires which have played a role in altering the original

forest. Even under natural conditions lightning is an ever-present danger and accounts for considerable fires. Although the Indians were cautious about fires, their presence increased the fire hazard and their long period of occupance had a cumulative effect. The white fur traders and adventurers were an added hazard, and in any event, it is reported that the best timber had been destroyed by fire years before lumbering operations commenced on the Lake of the Woods.[28] After the advent of the white man fires became much more numerous. Forest fires not only temporarily remove the forest cover, but they alter the distribution of species. A burnt-over area of white and red pine in this area tends to be replaced by jack pine and poplar with an admixture of spruce and balsam fir.[29] Furthermore, if the thin soil cover is destroyed, it spells the end of any productive forest for innumerable ages.

Lumbering operations have been very significant in altering the distribution of certain forest species in the Lake of the Woods area. Early operations were based almost

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[28] International Joint Commission, loc. cit.

[29] Division of Timber Management, op. cit., p. 13.

entirely on the cutting of red and white pine.[30] For example, even within the bounds of the town of Kenora, shortly after 1881 over two million board feet of pine and spruce were cut on Tunnel Island.[31] As a result of indescriminate cutting, red and white pine, once the most important lumber species of the area, now form only two per cent of the total productive forest in the Kenora district.[32]

As a direct result of the paucity of good agricultural soils, farming activities in this area have been of relatively minor significance in altering the natural vegetation. However, forests have been removed from scattered areas of better soils, particularly in the municipality of Jaffray-Melick, and these areas are now pasture land or cultivated crops.

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[30] Ibid., p. 19; Canada, Sessional Papers, Vol. XV. No. 8, 1882 (Annual Report of the Department of the Interior for the Year 1881, Sessional Paper No. 18) "Report of the Crown Timber Agent of Winnipeg, 1881", pp. 13-17. Reports in the Sessional Papers from 1881 to 1905 indicate that sawmill operations at Rat Portage and Keewatin were based primarily upon red and white pine.

[31] Kenora, Historical Review of Rat Portage (Kenora) and Lake of the Woods (Kenora: Municipality of the Town of Kenora, 1952), p. 22.

[32] Division of Timber Management, loc. cit.

Fish and Wildlife

From the days of the Indians down to the present the Lake of the Woods area has been noted for its fishing grounds and its abundant and varied wildlife. Even for decades after the white man arrived, these two resources seemed almost inexhaustible. However, the basic lack of principles of conservation eventually resulted in almost total depletion of certain species. At the present time this region, in relation to other areas, still abounds in fish and wildlife, but in reality these resources are only a fraction of what they once were.

Fishing is of significance to the Kenora-Keewatin urban area both as a commercial activity and as a factor in the tourist industry. In addition, it contributed to the early growth and development of the urban area. Hunting and trapping were of significance to the economy of the early settlement, and they are still of some importance, e.g., hunting is a factor in attracting tourists.

Fish

Up to about 1900 the most important and the most numerous fish in the Lake of the Woods were sturgeon. The great abundance of sturgeon in the early days is verified by the unanimous consensus of the early explorers, fur

traders, and adventurers.[33] In 1910 a report of the United States National Museum stated:

> Lake of the Woods is the greatest sturgeon pond in the world. Up to about 1892 sturgeon swarmed in this lake in almost incredible numbers....
> .....
> The shallow waters of the Lake of the Woods are peculiarly adapted to the habits of the sturgeon, which delights to frequent comparatively shoal water. Its food consists largely of crawfishes and smaller gasterpods...(but) small fishes constitute no inconsiderable portion of its bill of fare.[34]

After 1892 a short period of intensive fishing reduced the total American and Canadian sturgeon catch from 1,643,072 pounds in 1895 to 49,710 pounds in 1906[35] (Table D.1, page 281). In the years that followed the catch deteriorated to almost nothing--for example, in 1961 the total Canadian commercial sturgeon catch was 30 pounds.[36] There is no doubt that the

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[33] International Joint Commission, op. cit., pp. 180-85 This section of the report includes supporting quotations from the writings of the following: La Verendrye (1733), Joseph La France (1740), Jonathan Carver (1767), Alexander Henry, Sr. (1775), Alexander Mackenzie (1793), Peter Grant (1799), Daniel Williams Harmon (1800), Alexander Henry, Jr. (1800), W. H. Keating (1823), Paul Kane (1845), and W. F. Butler (1870).

[34] B. W. Evermann and H. B. Latimer, The Fishes of the Lake of the Woods and Connecting Waters, No. 1778--From the Proceedings of the United States National Museum, Vol. 39 (Washington: Government Printing Office, 1910), pp. 126-28.

[35] Ibid.

[36] Letter from Ontario Department of Lands and Forests, Kenora, October 15, 1963.

destruction of the sturgeon fishery was caused by uncontrolled rapacious fishing.[37]

At the height of the fishing period in the 1890's the most abundant fish next to the sturgeon, on the basis of commercial catch, were whitefish, yellow pike or walleye (pickerel) and northern pike (jackfish)[38] (Tables D.2, D.3, D.4 on page 282). The occurence of other fish in the early days seems to be similar to present-day occurrence.[39]

At the present time the order of relative abundance of fish in the Canadian waters of the Lake of the Woods on the basis of experimental netting by the Ontario Department of Lands and Forests in 1962 is as follows: yellow perch, yellow walleye (pickerel), shallowwater cisco, northern pike, brown bullhead, white sucker, smallmouth bass, black crappie, rock bass, burbot, whitefish, sauger (estimated), lake trout (estimated), maskinonge, pumpkinseed, and lake sturgeon (estimated)[40] (Table D.6, page 283).

A comparison of Tables D.6 and D.7 indicates that the

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[37] Evermann and Latimer, op. cit., p. 129

[38] Ibid., pp. 132-135.

[39] Ibid., pp. 129-136

[40] Letter from Ontario Department of Lands and Forests, loc. cit.

present commercial catch does not reflect the order to abundance of fish. The order of the major species of the 1961 commercial catch is as follows: yellow walleye, white sucker, burbot, northern pike, shallowwater cisco, whitefish, sauger, black crappie, brown bullhead, yellow perch, and lake trout[41] (Table D.7, page 284).

The fish most sought after by anglers are walleye, northern pike, smallmouth bass, and maskinonge. It is estimated that the amount of yellow walleye caught by anglers approaches the commercial catch.[42] Angling for these species is a major factor in attracting tourists to this area.

Wildlife

The search for fur bearing animals, particularly beaver, marten, and muskrat, led to the exploration and general opening up of the country by the white man. The numerous marshes, overgrown with sedges and wild rice, are the ideal habitat of the muskrat. Muskrats were so numerous in the early days that the Indians referred to the area at the outlets of the Lake of the Woods as "Wagush Onigam", meaning "the road to the country of the muskrat".[43] Beavers continue

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41 Ibid.

42 Ibid.

43 Kenora, op. cit., p.4.

to be found throughout the Lake of the Woods area, and their engineering projects have influenced the levels of numerous small lakes. Marten were very numerous in the days of the fur trade,[44] but at present they have almost disappeared from the district.[45]

On the basis of present-day trapping data the most numerous fur-bearing animals are found in the following order: beaver, muskrat, mink, weasel, otter, fisher, and lynx.[46] Other fur-bearing animals found in considerable numbers in this area are red squirrel, red fox, timber wolf, skunk, and snowshoe rabbit. The black bear is an inhabitant of this area and roams throughout the forests. Moose and the white-tailed deer were very numerous until recent times. Excessive hunting, however, has reduced their numbers drastically in some localities.

The numerous marshes provide prime waterfowl breeding areas. The ducks found in these local marshes include the following: mallard, blue-winged teal, wood duck, canvasback, scaup, goldeneye, and merganser. The mallard, scaup

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[44] Sir William Francis Butler, The Great Lone Land (Toronto: The Macmillan Company of Canada, Ltd., 1919), p. 159.

[45] Ontario, Department of Lands and Forests, Kenora District Annual Fish and Wildlife Management Report, 1962-1963, p.2. (Typewritten).

[46] Ibid., pp. 2-6.

and canvasback are considered most desirable by the hunters. In addition, numerous other ducks pass through the area, including Canada geese.

The spruce grouse is found throughout the deep coniferous forested areas, including the low-lying boggy areas. The ruffed grouse inhabits the mixed forest regions and is very common in most parts of the Lake of the Woods. Agricultural areas and burned areas provide a suitable habitat for the sharp-tailed grouse.

Waterfowl and game birds attract large hunting parties to the Kenora area every fall, and therefore this contributes to the tourist industry.

The Scenic Beauty of the Lake of the Woods

The Lake of the Woods region has been analyzed on the basis of its component physical elements, but the true character of the physical region lies in the synthesis of its physical phenomena. In tourist literature this region is advertised as one of the largest and most beautiful recreational areas on the North American continent. A leisurely tour of the islands and the shoreline of this lake or of any part of the countryside makes it apparent that although exaggerated, this claim does have some credence.

The rare beauty of this landscape made itself felt even on the usually unemotional fur traders and explorers. Practically all narratives of travellers through this area

include a mention of the region's striking scenery. For example, Captain John Palliser in 1857 commenting on the Rat Portage site: "The scenery here is very wild, having all the requisites for grandeur, such as dashing waters, rugged precipices, and variegated foliage."[47]

The interrelationship of the physical phenomena which make up the natural scene is, indeed, most eloquently expressed in the writings of the early travellers. To get the feeling of this area it is well worth the space to quote at length from some of the early narratives.

When the English scientist, Paul Fountain, crossed the Lake of the Woods in 1865 he recorded his impressions as follows:

> To reach Rat Portage House we had crossed the Lake of Woods, and this was, to my mind, the most enchanting piece of water we had yet passed over. The thousands of islets that crowd the bosom of this lake, rocky and clothed thickly with pines, and trees of feathery foliage; the bold, rocky shores, rising to mountainous heights, and reflected in the smooth, glasslike waters, made up a scene that for beauty and sublimity I had not hitherto seen the like of in this country.[48]

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[47] Captain John Palliser, Exploration of British North America, The Journals, Detailed Reports, and Observations relative to the Exploration of British North America...During the years 1857, 1858, 1859, and 1860 (London: Queen's Printer, 1863), p. 34.

[48] Paul Fountain, The Great Northwest and the Great Lake Region of North America (London: Longmans, Green and Company, 1904), p. 74.

W. F. Butler spent a few leisurely days in this area in 1870 and his comments are particularly apropos:

> That portion of the Lake of the Woods through which we now steered our way was a perfect maze and network of island and narrow channel; a light breeze from the north favored us, and we passed gently along the rocky islet shores through unruffled water. In all directions there opened out innumerable channels, some narrow and winding, others straight and open, but all lying between shores clothed with a rich and luxuriant vegetation; shores that curved and twisted into mimic bays and tiny promontories, that rose in rocky masses abruptly from the water, that sloped down to meet the lake in gently swelling undulations, that seemed, in fine, to present in the compass of a single glance every varying feature of island scenery. Looking through these rich labyrinths of tree and moss-covered rock, it was difficult to imagine that winter could ever stamp its frozen image upon such a soft summer scene. The air was balmy with the scented things which grow profusely upon the islands; the water was warm, almost tepid, and yet despite of this the winter frost would cover the lake with five feet of ice, and the thick brushwood of the islands would lie hidden during many months beneath great depths of snow.[49]

The original townsite of Kenora is commented upon very favorably in 1902 by a Toronto newspaper man, Bernard McEvoy:

> There is enough good scenery about Rat Portage to talk about for a year. The town is most delightfully situated on ground of various levels that rises from a large bay into which jut rocky, wooded headlands of great beauty.[50]

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[49] Butler, op. cit., p. 156

[50] Bernard McEvoy, From the Great Lakes to the Wide West (Toronto: William Briggs, 1902), p. 53.

Only a series of panoramic views would do justice in portraying the Lake of the Woods area; lacking these however, Plates 8, 9, and 10 are offered as examples of local scenery.



Courtesy of Industrial and
Publicity Board of Kenora

Plate 8. A secluded bay with white pine along the shore.



One of the many beaches



Rushing River Provincial Park



A vast winter playground

Courtesy of Industrial and
Publicity Board of Kenora

Plate 9. A variety of scenes.



Courtesy Ontario Department of Travel and Publicity

Plate 10. Aerial view of the Lake of the Woods.

CHAPTER II

ORIGIN OF SETTLEMENT AND DEVELOPMENT OF THE URBAN AREA

In order to understand many aspects of the present geographic scene it is essential to be aware of their origin and development. In presenting this section the primary aim is to consider only those features which have a bearing, directly or indirectly, on the origin of the Kenora-Keewatin settlement and on the subsequent growth and development of the urban area. As such, it is by no means an attempt to present the complete history of the area; this would be contrary to the purposes of a geographic study.

The growth and development of the Kenora-Keewatin community has been divided into three periods: (1) the period prior to 1877, (2) the period from 1877 to 1905, and (3) the period from 1905 to the present.

The period prior to 1877 predates any modern development in the area. It was characterized by Indian ownership of the hinterland, the establishment of fur trade, and the development of a fur trading post on the Kenora site.

The period from 1877 to 1905 was characterized for the main part by dynamic activity which laid the foundation for the present urban area. Initiated by railway construction in 1877, this period witnessed an almost spectacular development of lumbering, fishing, and mining followed by a sudden decline

of these activities by 1905. The first stages of flour milling, power development, and tourism were also initiated during this period. The years from 1877 to 1905 are commonly referred to in Kenora as the "Rat Portage Era."

From 1905 to the present the Kenora-Keewatin urban area has been characterized by a series of spurts of growth followed by setbacks. A revival of construction took place after 1905, but it was followed by a recession reaching a low in 1918. A decade of economic recovery followed, but it was interrupted by the depression of the 1930's and by World War II. Since the war the area has experienced a gradual growth and expansion.

I. The Period Prior to 1877

Land of the Indian

Archeological findings in the Lake of the Woods region indicate that the area began to be occupied by an Indian population at least 4,000 years ago.[1] The area was probably inhabited by a succession of Indian tribes, but specific tribes cannot be identified until the centuries immediately preceding the coming of the white man.

When La Verendrye came to the Lake of the Woods region in 1732 he referred to it as "the land of the Cree".[2] Occasionally the Cree were visited by their allies, the Assiniboines, who lived immediately to the west and out on the plains. Southward from the Lake of the Woods the area was inhabited by the Sioux, and immediately to the east were the Saulteux Indians of the Ojibway nation. The Saulteux had been slowly migrating westward and displacing the Cree--for example, at 1640 their main settlement was at Sault Ste. Marie (hence their French

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[1] Letter to Mrs. E. Clancy, Keewatin, Ontario from Mr. W. A. Kenyon, Assistant Curator of Ethnology, The Royal Ontario Museum, Toronto, May 7, 1959.

[2] Pierre Gautier de Varennes de la Verendrye, Journals of La Verendrye (Vol. 16 of The Publications of the Champlain Society, ed. Lawrence J. Burpee; Toronto: The Champlain Society, 1927), pp. 59-60, 96, 100-104.

name "Saulteurs").[3] It appears that shortly before 1800 all the Lake of the Woods region became the exclusive domain of the Ojibway Indians.[4]

The Lake of the Woods was one of the favourite places of the Indians and they were always very numerous throughout its shores and islands. They had different names for different parts of the lake, but they usually referred to the whole lake as "Min-es-tic", i.e., the Lake of the Islands. The Indian word for wood was "mis-tic", and somehow the French confused the two words and referred to the lake as Lac du Bois. Shortly after it became Anglicized to Lake of the Woods, and thus the name became permanent.[5]

Originally many parts of the area at the outlets of the Lake of the Woods were low and marshy; hence they were overgrown by wild rice and inhabited by colonies of muskrats.

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[3] Ibid., p. 106; Ontario, North Western Ontario: Its Boundaries, Resources and Communications (Toronto: Hunter Rose & Company, 1879), p. 14; R. W. Dunning, Social and Economic Change Among the Northern Ojibway (Toronto: University of Toronto Press, 1959), p. 3.

[4] David Thompson, David Thompson's Narrative (Vol. 12 of The Publications of the Champlain Society, ed. J. B. Tyrrell; Toronto: The Champlain Society, 1916), p. 181.

[5] Kenora, Historical Review of Rat Portage (Kenora) and Lake of the Woods (Kenora: Municipality of the Town of Kenora, 1952) p.2.

Consequently, in addition to making the portage to the Winnipeg River at this point, the Indians came here regularly to trap muskrat and to gather wild rice. As a result they referred to the area as "Wagush Onigam", which meant "road (or portage) to the country of the muskrat".[6] The country to the north of the Lake of the Woods was called "Kee-way-din", which meant "the land of the northwest wind".[7] Hence, certain names that the white man subsequently gave to these places were derived directly from the Indian language.

The Advent of the White Man and the Fur Trade

From available evidence it appears that the first white man to reach the Lake of the Woods was Jacques de Noyon, a young fur trader from Three Rivers who came by way of the Kaministiquia River in 1688 or 1689.[8] The first trading establishment set up on the Lake of the Woods was Fort St.

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6 Ibid., p.4.

7 W. F. Moore, Indian Place Names in the Province of Ontario, (Toronto: The Macmillan Company, 1930), p.29.

8 International Joint Commission (Ottawa-Washington) Final Report on the Lake of the Woods Reference (Washington: Government Printing Office, 1917), p. 119.

Charles at the Northwest Angle Inlet, which was built by Pierre de la Verendrye in 1732.[9] Although this was the first trading post on the Lake of the Woods, it was not the first experience that the Indians had with white traders. La Verendrye discovered that the Indians already had firearms, iron utensils, and tools, which they had obtained through trade with the English at the posts on Hudson Bay.[10]

From Fort St. Charles La Verendrye set out on his explorations of the western plains, and thereby passed through the Lake of the Woods outlets leading into the Winnipeg River. Throughout this early period of French fur trade, the source of the Winnipeg River became known as Portage du Rat,[11] coming from the Indian name for this area.

From about 1767 English fur traders began coming into this area,[12] and Portage du Rat soon became Anglicized to Rat Portage. Even before there was a settlement at this location,

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9 Ibid., p. 120; La Verendrye, op. cit., p. 96.

10 La Verendrye, op. cit., p. 60.

11 Alexander Mackenzie, Voyages from Montreal, on the River St. Lawrence, through the Continent of North America, to the Frozen and Pacific Oceans: in the years 1789 and 1793 (Philadelphia: John Morgan Co., 1802), I, lvi.

12 International Joint Commission, op. cit., p. 122.

Rat Portage received mention in the writings of early travellers. David Thompson recorded the location of Rat Portage on his 1813-1814 map (Map 9)[13] and on his 1823 map (Map 10).[14] One of the last travellers to make reference to the Rat Portage area but still not refer to any settlement was John McLean in 1833.[15] The exact location of the original portaging path from the Lake of the Woods to the Winnipeg River was in Keewatin on the present-day Mill "C" site[16] (Map 11).

The coalition of the Hudson's Bay and North West Companies in 1821 ended a period of rivalry and violence in the Lake of the Woods area. Following the coalition, the Hudson's Bay Company set out to consolidate its fur trading activities in this region.

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13 Thompson, op. cit., map in pocket.

14 John J. Bigsby, The Shoe and Canoe or Pictures of Travel in the Canadas (London: Chapman and Hall, 1850), map opposite page 294.

15 John McLean, Notes of a Twenty-five Year's Service in the Hudson's Bay Territory (London: Richard Bentley, New Burlington Street, 1849), p. 211.

16 Bigsby, op. cit., pp. 303-304; Archibald Blue, "Tour of Inspection Through Northwestern Ontario", Fifth Report of the Ontario Bureau of Mines, 1895 (Toronto: Government of Ontario, 1896), pp. 169-170.

The Hudson's Bay Post at Rat Portage

According to the Hudson's Bay Company records, a trading post was built at Rat Portage in 1836.[17] Although this was never a very large establishment, it nevertheless did serve an important function for the company. All the furs in the northern part of the Lake of the Woods were brought to this post to be sorted, graded, and baled.[18] And then, by way of the Winnipeg, English, and Albany Rivers, the furs were shipped to the Hudson Bay and then finally to England.

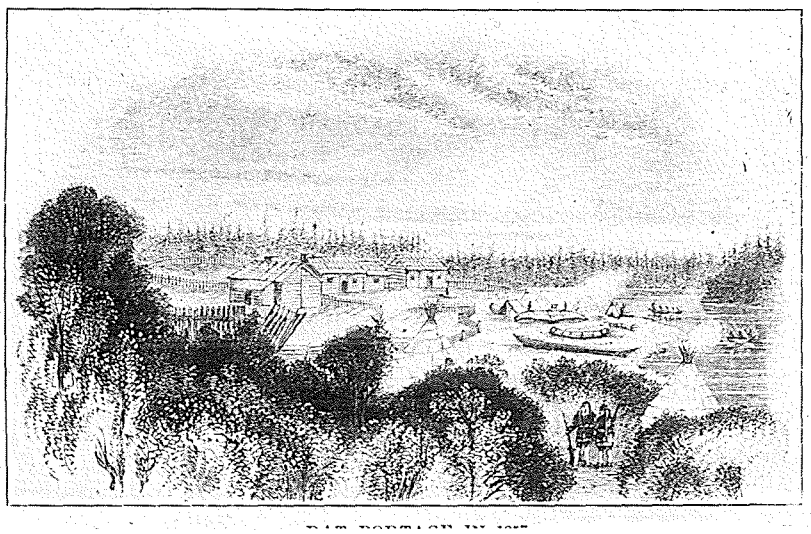
The original Hudson's Bay Company's Rat Portage post was located on Old Fort Island on the shore facing the present hydro-electric power station on the Eastern Channel (Plate 11 and Map 11). This is confirmed by the writings of various early travellers, including Henry Youle Hind, who in 1857 made the following comment:

> The Fort in the occupation of the Honourable Hudson's Bay Company at Rat Portage is beautifully situated on an island at one outlet of the Lake of the Woods. It is

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[17] Hudson's Bay Company Library, Winnipeg, Manitoba--file on Kenora.

[18] Ibid., Kenora, op. cit., p. 18.



Reproduced from a sketch
by H. Y. Hind in 1857

Plate 11. Rat Portage in 1857.

> surrounded with hills about 200 feet high, and near it some tall white and red pine, the remains of an ancient forest, are standing amidst a vigorous second growth.[19]

In 1861 the post was moved from the island to the mainland, thus becoming the first settlement on the site of the present central business district of the town of Kenora (Map 11). This event is recorded as follows by Mr. R.J.K. Pither:

> The post was removed to the mainland in the summer of 1861, and the buildings were put up near where the H.B. Co.'s store now stands on Main street. The reason for removing the post was the difficulty during the winter in crossing from the island to the mainland, as the ice was always dangerous owing to the strong current."[20]

Although a fairly profitable fur trade was conducted at the Rat Portage Post, Dr. Robert Bell of the Geological Survey of Canada reported that up to 1872 the post consisted of only two buildings.

> I was at Rat Portage in 1872. The H. B. Co.'s post was all that there was of it then. It consisted of two one-story log shanties--a sale shop and a dwelling. They stood on the west side of what afterwards became the first and main street of Rat Portage. The shanties were at the same spot till 1882, when they were burnt and the company moved across the street and a little further south.... The only clearing was the little space between the canoe landing and the shanties. All around was unbroken forest..[21]

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19 Henry Youle Hind, Narrative of the Canadian Red River Exploring Expedition of 1857 and of the Assiniboine and Saskatchewan Exploring Expedition of 1858 (London: Longman, Green, Longman, and Roberts, 1860), I, 107.

20 Statement by Mr. Pither, Indian agent, quoted by Archibald Blue, op. cit., p. 171.

21 Statement by Dr. Robert Bell quoted by Archibald Blue ibid., pp. 169-170.

The Establishment of Indian Reserves near Rat Portage

During this period, with the exception of a number of Hudson's Bay Company fur trading posts, the entire Lake of the Woods region was effectively occupied by approximately 3,000 Saulteux Indians of the Ojibway nation.[22]

In 1871 the Canadian government passed legislation for the negotiation of Indian treaties which were to result in a surrender of Indian territorial rights and claims in exchange for Indian reserves, government annuities, and certain guarantees. The Lake of the Woods Indians were included under Treaty Number Three negotiated in 1873, and in relation to other treaties, they managed to get superior terms.[23]

As a result of the treaty, three large reserves were established near Rat Portage. The distances and directions of the reserves from the present urban area are one-half mile to the southeast, two miles to the southwest, and five miles to the north (Map 1). Although the Indians do not actually live within the urban area, their near-by presence has always been felt in the Kenora-Keewatin cultural and economic milieu.

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22 Canada, Sessional Papers, Vol. I, No. 9, 1867-8, Sessional Paper No. 81 -"Report on the Line of the Route between Lake Superior and the Red River Settlement" by S. J. Dawson, April 1868, p. 27.

23 Alexander Morris, The Treaties of Canada with the Indians of Manitoba, the North-West Territories, and Kee-watin (Toronto: Belfords, Clarke & Co., 1880), pp. 46-76, 320-329; Ontario, North Western Ontario..., p. 15.

Expansion of Hudson's Bay Company Interests at Rat Portage

In 1869, by a deed of surrender from the Hudson's Bay Company, Canada assumed jurisdiction over what was known as Ruperts Land. However, the company retained its title to certain areas, including a fifty acre plot at Rat Portage.[24] In 1872 the Hudson's Bay Company requested an additional 640 acres of land at Rat Portage, and permission was granted.[25] Map 12 is a copy of the 1875 survey map of the newly-created 690-acre Hudson's Bay Company reserve at Rat Portage.[26] It should be noted that this map includes a tentative Canadian Pacific Railway survey through the company's reserve. Therefore, it seems highly likely that when the Hudson's Bay Company requested the additional area at Rat Portage in 1872 they were reasonably sure that the proposed transcontinental railway would pass on the north side of the Lake of the Woods and that it would probably go through Rat Portage. This expectation materialized in 1877 as work began on the railway in this area--bringing with it the dawn of a new and exciting period for the little fur trading post at Rat Portage.

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[24] Kenora, Historical Review..., p.3.

[25] International Joint Commission, op. cit., p. 131.

[26] Map 12 was reproduced by courtesy of the Hudson's Bay Company, Winnipeg.

II. The Dynamic Period: 1877-1905

The present location and extent of the main part of the Kenora-Keewatin urban area was established during the years 1877 to 1905. With the opening of the railway came the development of lumbering, fishing, mining, flour milling, power development, and the beginning of tourism. An analysis of these early activities reveals that they laid the basis for most of the present urban functions and land use patterns. For the main part, these were contemporaneous activities, and it is their combined effect that accounts for the steady rate of population growth during these years.[1]

The Significance of the Railway Route

The policy of the Canadian government to build a trans-continental railway entirely through Canadian territory led to the selection of a route to the north of the Lake of the Woods, since the United States boundary passed through the southern portion of the lake. In addition to this general principle, the route from Fort William to the Red River was chosen primarily on the basis of engineering requirements

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[1] The exact contribution of each activity to population growth on a year by year basis is almost impossible to determine from available data.

(the over-all objective being the shortest and most direct line possible).[2] This meant that in curving northward to by-pass the Lake of the Woods the railway would have had to pass along the shore of the extreme northern projection of the lake. The northern extremity of the lake is at the point where it drains into the Winnipeg River, and since the terrain in this area was suitable for the construction of the railway, this was the route that was followed. Hence due to its geographical location, Rat Portage found itself on the main line of a transcontinental railway.

Even if there had not been any type of settlement at Rat Portage prior to this time, it is almost certain that the presence of a railway at this location would have brought about a settlement, and that the whole future course of events in this area would probably have been the same. Aside from being on the main line of a transcontinental railway, the Rat Portage location was also the only point at which a railway touched the Lake of the Woods. Therefore, until another railway was built to the lake, this location had a complete monopoly of the entire Lake of the Woods commerce.

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[2] Ontario, North Western Ontario: Its Boundaries, Resources and Communications (Toronto: Hunter, Rose & Company, 1879), p. 23.

The Construction of the Railway and the Early Growth of Rat Portage and Keewatin

The beginning of work on the Canadian Pacific Railway in 1877[3] marked the beginning of a new way of life and a dynamic period of growth for this area. Contractors and construction crews established themselves at both Rat Portage and Keewatin, and work on the C.P.R. roadbed proceeded both eastward and westward. Businessmen followed the construction workers and soon stores and services came into existence. By 1879 there were at least six stores at Rat Portage.[4] The names of the settlements became official by the establishment of post offices--one at Rat Portage on September 1, 1879 and one at Keewatin on March 1, 1880.[5] The Hudson's Bay Company completed the first stage of a townsite survey for Rat Portage at the beginning of 1881.[6]

The extent and layout of Rat Portage in 1880 is shown on Plate 12. It should be noted that the first settled area

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[3] International Joint Commission (Ottawa-Washington), Final Report on the Lake of the Woods Reference (Washington: Government Printing Office, 1917), pp. 141-142.

[4] Hudson's Bay Company Library, Winnipeg, Manitoba--file on Kenora.

[5] Canada, Sessional Papers, Vol. XIV, No. 4, 1880-81 (Report of the Postmaster General for the Year ended 30th June, 1880, Sessional Paper No. 7), II, 126.

[6] Survey plan in the files of the Land Titles Registry Office, Kenora, Ontario.



Courtesy Kenora Public Library

Plate 12. Rat Portage in 1880.

in Rat Portage was on the site of the present-day Main Street business district of Kenora. In the foreground of Plate 12 are the buildings of the Hudson's Bay Company. The buildings to the right along the waterfront are those of the contractors and workers, and the large white building on the left was a newly built hotel.[7]

The railway to Winnipeg was completed in 1882 and the first train to arrive in Rat Portage from Winnipeg was on June 11, 1882. It was not until 1885 that the railway to the east was completed, and the first train to arrive from the east was on May 17, 1885.[8]

At no time in history had the population of this area ever exceeded more than just a few families up to 1877, but suddenly within a few short years, by 1885, the population numbered 720.[9]

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[7] Kenora, Historical Review of Rat Portage (Kenora) and Lake of the Woods (Kenora: Municipality of the Town of Kenora, 1952), p. 18.

[8] C.P.R. letter in the files of the Kenora Public Library, Kenora.

[9] The Semi-Weekly Record (Rat Portage), December 11, 1895, p. 1.

The Significance of the Provincial Boundary Dispute

During a boundary dispute between Manitoba and Ontario the Lake of the Woods was part of an area claimed by both Provinces from 1870 to 1884. The Canadian federal government supported Manitoba's claim, but in 1878 a commission appointed to arbitrate the dispute upheld Ontario's claim. The federal government refused to ratify the report of the Commission and in 1881 an act was passed by which the disputed territory was made part of Manitoba. Eventually the case was taken before the Privy Council of England with the result that in 1884 the disputed territory was granted to Ontario.

Throughout this time, especially from 1881 to 1884, considerable confusion and conflict of authority took place at the Rat Portage settlement. In 1882 Rat Portage was incorporated as a Manitoba town, but in 1883 it became incorporated as a township under the laws of Ontario. The Privy Council decision settled the dispute, but the Rat Portage township did not acquire an Ontario town status until 1892.[10]

Although it was possible to separate the Rat Portage community from Manitoba politically, its geographic position could not be altered, and therefore, economically, it remained entirely within Manitoba's sphere of influence. In general, the political break-up of a natural economic region tends to stifle the full development of the region's potential,

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[10] Kenora, op. cit., p. 7

especially in its fragmented periphery areas. By becoming a part of Ontario, the Rat Portage community and subsequently the Kenora-Keewatin urban area came under the shadow of this economic principle, but its full effect has never been analyzed.

The Great Days of Lumbering[11]

The building of the railway brought with it a great demand for the production of all kinds of forest products. Ties were required for the road bed, timbers for bridges and trestles, logs for telegraph poles, lumber for the many station-houses and buildings along the route, and lumber for the buildings of the contractors, workers, and business men in the newly emerging towns of Rat Portage and Keewatin.

Equipment and machinery for the early sawmills was brought by sleighs and wagons over the Dawson Trail and then

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[11] This section was compiled primarily from the following sources: Canada, Sessional Papers, Volumes from 1882 to 1910 with specific reference to the Annual Reports of the Crown Timber Agent at Winnipeg; The Western World (Winnipeg), Vol. I, No. 2, April, 1890; The Semi-Weekly Record (Rat Portage) December 11, 1895; The Colonist (Winnipeg), Vol. X, No. 12, May 1896; Rat Portage Souvenir Guide (Toronto: The Hunter, Rose Co., Ltd., 1897); Lakeside Park, Rat Portage (Toronto: R. G. McLean, 1897); Arthur V. White and Adolph F. Meyer, Lake of the Woods Levels, Report of Consulting Engineers to the International Joint Commission, 1916 (Washington: Government Printing Office, 1917), pp. 161-163; International Joint Commission, op. cit., pp. 167-173; Report of the Kenora Women's Institute "Historical Research Committee", May 8, 1939 (in the files of the Kenora Public Library); Kenora, Historical Review...; Gertrude C. Horan, "History of Rat Portage, Ontario: 1879-1905" (Kenora; 1956--typewritten), pp. 21, 23, 26, 34.

by barges to the site of the mills. The first sawmill was built by the Keewatin Lumber and Manufacturing Company at the extreme westerly end of Portage Bay in Keewatin in 1879-1880 (Map 8). The mill was operated by water power, and it represents the first instance of an alteration to the outlets of the Lake of the Woods.[12] In 1881 a second sawmill came into operation, and once again it was operated by water power. A cut was made through the rock ridge separating Portage Bay from Darlington Bay on the site of the original Rat Portage and at present the site of Mill "C" (Map 8). These two mills supplied the first stages of C.P.R. construction.

The completion of the railway to Winnipeg in 1882 opened up the large western market area extending to Calgary for a wide variety of forest products, especially pine. As an indication of the strong competitive position of these new mills, in 1882 the price of Rat Portage and Keewatin pine was $18-$20 per thousand board feet, whereas out west the price was twice as high.[13]

No time was lost in taking advantage of lumbering possibilities. In passing through this area in 1883 Sanford

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[12] White and Meyer, op. cit., pp. 6-8, 161-162

[13] Canada, Sessional Papers, Vol. XV, No. 8, 1882, Sessional Paper No. 18, pp. 13-17.

Fleming noted the local developments: "Rat Portage is beginning to be an important place...Four large sawmills have been constructed here, and immense quantities of lumber have been dispatched to Winnipeg and the country beyond."[14] By 1890 there were seven large sawmills in operation, and a Winnipeg journal reported on the activities of that year as follows:

> The lumber trade is at present the most important industry of the district...The trade has assumed large dimensions and it is expected that the cut this season will be between 80 and 85 millions of feet. All the mill owners have got out an enormous quantity of logs this winter and the mills will be kept running day and night to get through the cut. The season will be the busiest in the history of the Lake's lumber trade.[15]

These mills were dependent not only on local forests but also on the forests of the Rainy River watershed (about half the red and white pine came from northern Minnesota).[16] These logs were floated down tributaries to the Rainy River, from there to the Lake of the Woods, and from there they were towed to the Rat Portage and Keewatin mills. The sawmill companies owned a fleet of steamboats which were engaged in the lumbering trade as well as in passenger and freight traffic. Of the seven sawmills, two were located at Keewatin, two

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[14] Sanford Fleming, England and Canada; A Summer Tour between Old and New Westminister (London: Sampson, Low, Marston, Searle & Rivington, 1884), p. 174.

[15] The Western World, op. cit., p. 33

[16] Canada, Sessional Papers, Vo. XXIV, No. 14, 1891, Sessional Paper No. 17, p. 29.

at Rat Portage, and three at Norman (a suburb named after a sawmill owner and incorporated as part of Rat Portage in 1883). The two mills at Keewatin were operated by water power and the others were operated by steam. An indication of the appearance and size of these establishments is revealed by Plates 13 and 14, and their location in 1890 is given on Map 13. These were indeed the days of the lumberjack (Plate 15).

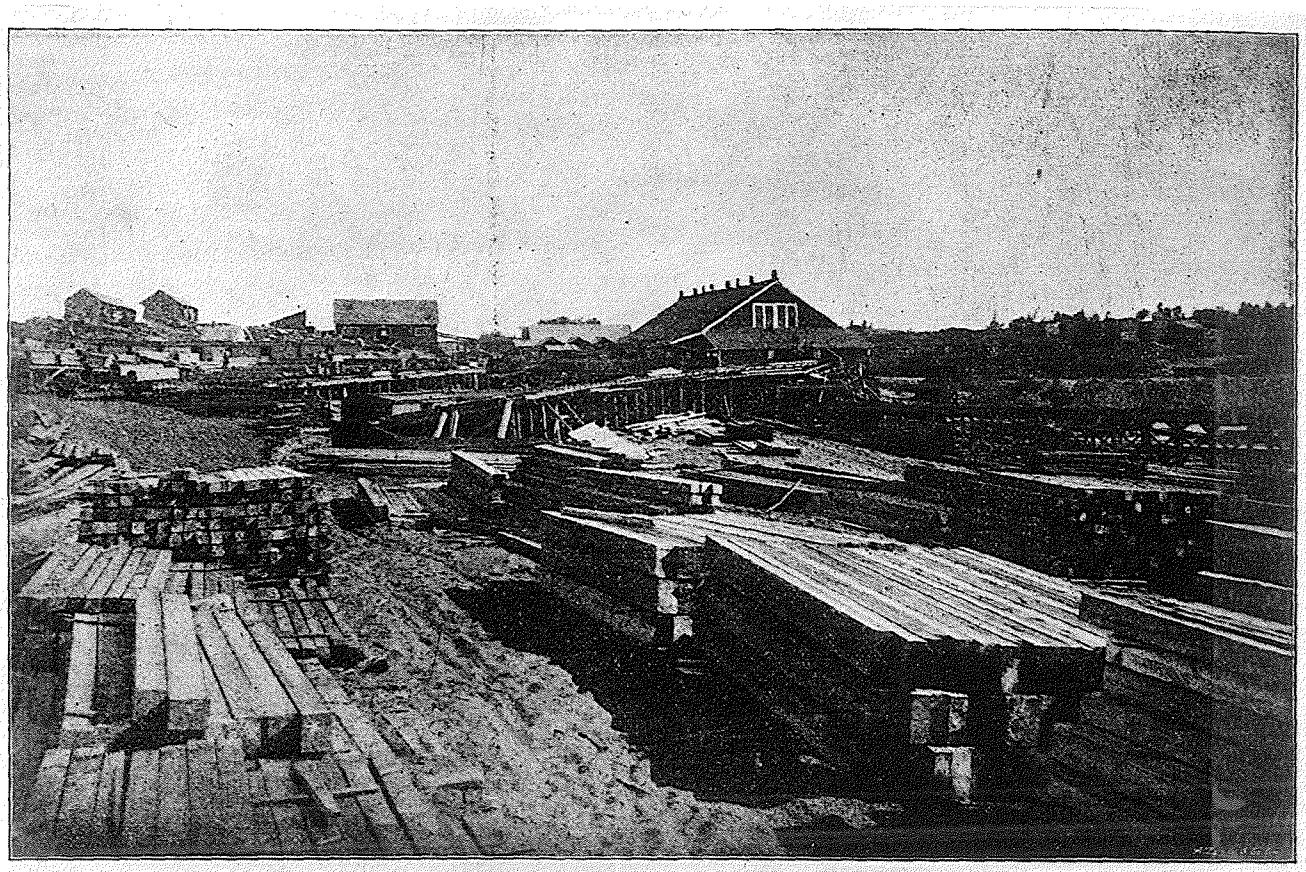
The large number of independent mills in the same area plus American competition forced all these companies, with the exception of the Keewatin Lumber Company to amalgamate in 1893. Under an amalgamated company, the mills were able to regain their competitive position. In 1896 the six mills of the Ontario and Western Lumber Company employed 400 to 500 workers and had an average monthly payroll of $20,000.[17] The independent Keewatin company employed about 100 men. Practically all the lumber produced was exported to western Canada, and up to 1902 these mills regularly supplied about half the pine lumber for the entire province of Manitoba.[18]

In 1901 this prosperous lumbering activity was dealt a severe blow by the completion of the Canadian Northern Railway. This Port Arthur to Winnipeg railway passed through Minnesota along the southern edge of the Lake of the Woods

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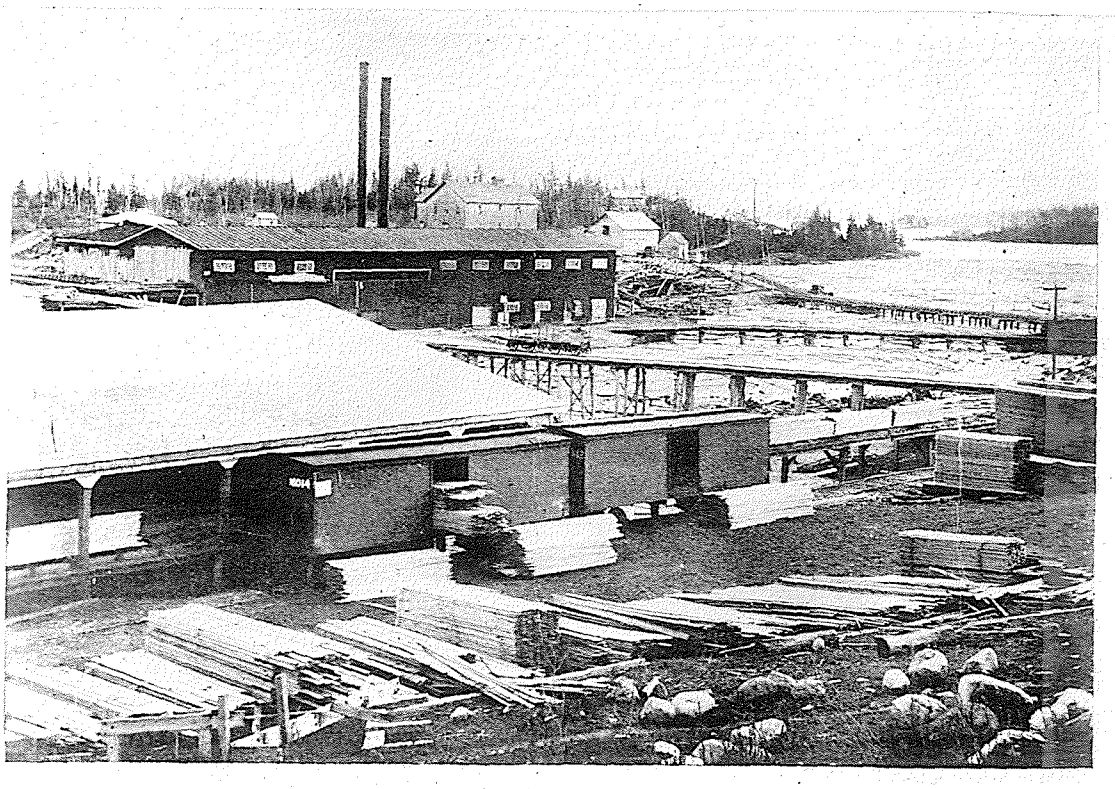
[17] The Colonist, op. cit., p. 518

[18] Canada, Sessional Papers, Vol. XXXVII, No. 10, 1903, Sessional Paper No. 25, pp. 87-88.



Courtesy Kenora Public Library

Plate 13. The Keewatin Lumbering and Manufacturing Company.



Courtesy Kenora Public Library

Plate 14. One of the Ontario and Western Lumber Company's mills at Rat Portage.



TYPICAL of conditions in early logging camps

Courtesy "Mando"



ANIMALS and men provided the brawn in the early days.

Courtesy "Mando"

Plate 15. The days of the lumberjack.

and in a few years it ended the water-borne trade between the Rat Portage-Keewatin area and the northern Minnesota and Rainy River district. Sawmills were built along the Rainy River, and in some cases, it was even profitable to send logs by flatcar to Winnipeg to be sawn into lumber there.[19] The railway not only cut off a prime source of logs for the Rat Portage and Keewatin mills, it also fostered a powerful group of competitors. As a result, shortly after 1901 the Rat Portage and Keewatin lumbering era entered a period of intense competition and eventual decline.

The Sturgeon Fishery

A brief but spectacular fishing boom contributed to the growth of the towns of Rat Portage and Keewatin. Although the waters were teeming with fish, no large-scale fishing operations were launched until about 1892. It seems that prior to this time the Canadian government had actively tried to restrict fishing on the Lake of the Woods in an attempt to preserve the fish.[20] However, no such regulations applied to American fishermen, and gradually envious Canadian interests persuaded the government to relax the regulations.

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19 Canada, Sessional Papers, Vol. XXXIV, No. 10, 1900, Sessional Paper No. 25, pp. 79-80; Canada, Sessional Papers, Vol. XXXIX, No. 10, 1905, Sessional Paper No. 25, pp. 47-49.

20 Semi-Weekly Record, op. cit., p. 2

By 1895 it is reported there were ten Canadian and ten American companies operating on the lake--with a labour force of 500 men and an annual payroll over $200,000.[21]

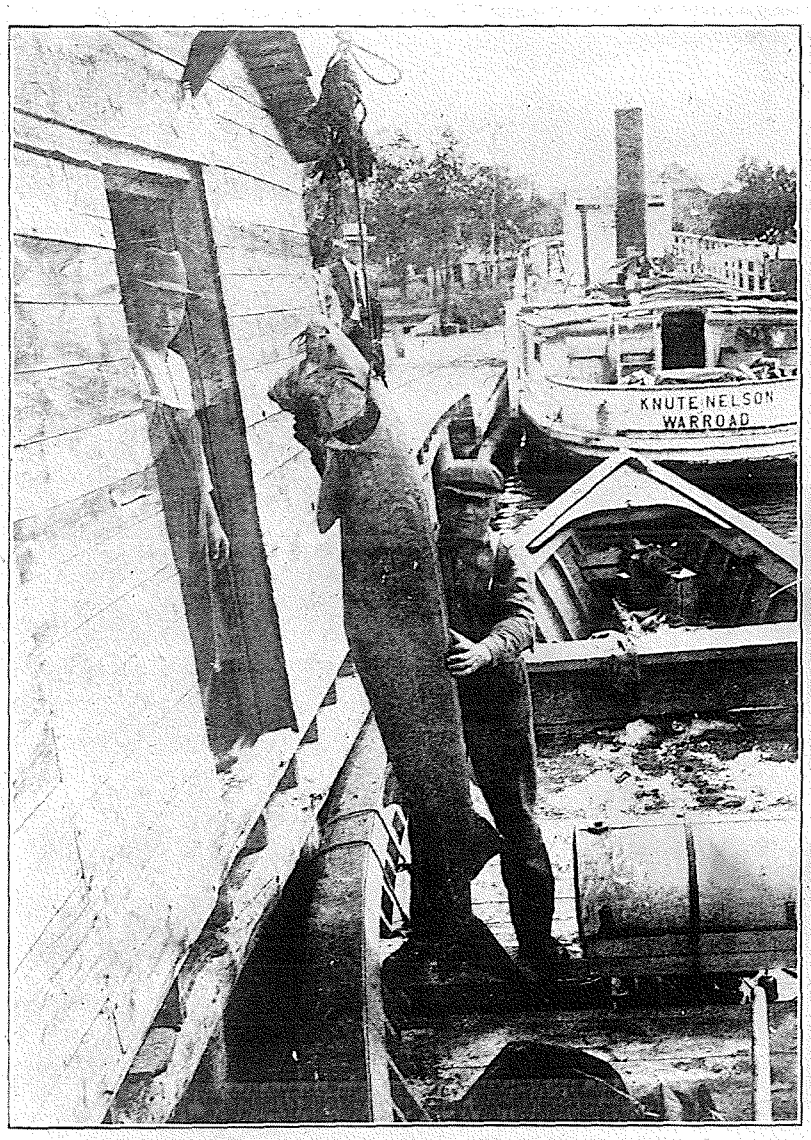
Sturgeon, yellow pike, white fish, and jackfish were the most important species caught. Table D.5 reveals that the Americans usually caught over twice as many fish as the Canadians. However, Rat Portage was the supply base and the headquarters for all the fishing companies, and up to 1901 almost the entire combined catch was shipped from Rat Portage.[22]

The sturgeon fishery was most remarkable, and from 1892 to 1898 the sturgeon catch was greater than that of all other fish combined (Plate 16 and Table D.1, page 281, and Table D.5, page 282). In Canada intensive commercial fishing began in 1892 and the peak years were reached in 1895 and 1896 when a half million pounds of sturgeon were caught annually. It should be noted from Table D.1 that the value of caviar was almost as great, and in some years greater, than the value of the sturgeon. From the half million pounds caught in 1896, the catch dropped drastically to fifteen thousand pounds in 1906. There is no doubt whatever that this drastic

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[21] Ibid.; The Colonist, op. cit., p. 524

[22] Ibid.



International Joint Commission

Plate 16. Lake of the Woods sturgeon.

decline was due to over-fishing.[23] A half dozen years of unrestricted free enterprise ruined the sturgeon fishery in the Lake of the Woods probably forever.

The Significance of the Mining Boom[24]

Although it was known in a general way right from the time of the discovery of the Lake of the Woods that the area contained mineral deposits, it was not until 1850 that ore was definitely reported.[25] Gold-mining companies came into existence as early as 1884, but because of inexperience and insufficient capital very little progress was made until the early 1890's.

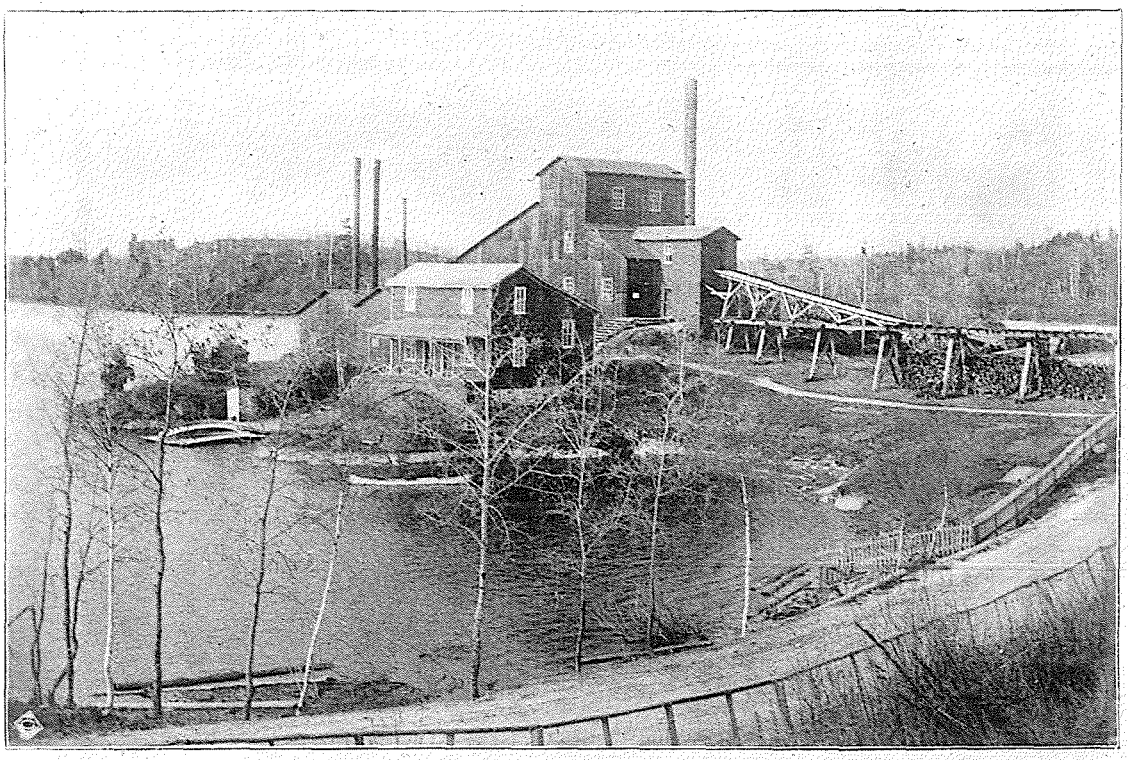
There were about twenty mining locations in the vicinity of Rat Portage by 1893, including a gold and silver reduction plant in the town (Plate 17). By 1895 the Sultana mine (Plate 18) and several other mines were considered to be well established, but the industry as a whole was still thought of as being in the initial stages. The outlook was very hopeful and there

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[23] B. W. Evermann and H.B. Latimer, The Fishes of the Lake of the Woods and Connecting Waters, No. 1778--From the Proceedings of the United States National Museum, Vol. 39 (Washington: Government Printing Office, 1910), p. 129.

[24] The main sources for this section are: Ontario, Report of the Bureau of Mines, Volumes 1895 to 1905; The Semi-Weekly Record (Rat Portage), December 11, 1895; The Colonist (Winnipeg), Vol. X, No. 12, May 1896; Rat Portage Souvenir Guide (Toronto: The Hunter, Rose Co., Ltd., 1897); International Joint Commission, op. cit., pp. 174-79; Kenora, Historical Review....

[25] International Joint Commission, op. cit., p. 174.



Courtesy Kenora Public Library

Plate 17. Gold reduction works at Rat Portage during the 1890's, located on the present-day site of McLeod Park.



Courtesy Kenora Public Library

Plate 18. Sultana gold mine, located on an island seven miles south of Rat Portage.

were great expectations of future prosperity. This optimism rested on a substantial basis since the gold yield for Ontario rose from $2,000 in 1891 to $115,000 in 1896--and practically all of it came from mines in the Lake of the Woods area.[26] Furthermore, the widespread occurrence of gold-bearing ore was certainly real enough, as is evidenced by Map 7.

Up to about 1910 most of Ontario's gold production came from the Lake of the Woods mines, and therefore the production of these mines is reflected in the Ontario gold yield for this period (Table G.1, page 305). From this table it is evident that the most significant gold-mining period was from 1896 to 1903, with 1899 being the peak year with production totalling $421,951 (mostly from four Lake of the Woods mines).

The sudden decline can be attributed to several factors. Lack of proper technical knowledge and high-cost cumbersome machinery resulted in unduly expensive methods of mining. In some of the best mines the ore bodies faulted and created special problems. In addition, contemporary with the discoveries of gold-bearing ores in the Lake of the Woods were the discoveries of nuggets and placer gold in Alaska and the Yukon. The resulting "Gold Rush" of these places drew away prospectors, investors, and mining men. Finally, the discoveries of the rich Porcupine gold fields in 1909 completely eclipsed

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[26] Ibid., p. 175

the lower grade ores of the Lake of the Woods. By 1913 there was no gold production officially recorded for western Ontario, but meantime, production on the Porcupine fields was up in the millions.

As is so often the case with gold discoveries, the local district tends to gain indirectly more significantly than it does from the actual mining operations. An examination of Figure E.1 reveals that during the 1890's there was a very rapid increase in the population of both Rat Portage and Keewatin. This cannot be attributed to lumbering because the main sawmills had already been built by this time, and although the opening sturgeon fishery attracted some people, it was undoubtedly the lure of gold that brought in the majority.

During the mining period there were about fifty mines in operation and over half of these were within twenty miles of Rat Portage.[27] In any case, Rat Portage was the base of operations of all the mines, and tons of mining machinery and provisions were dispatched from this centre. The hundreds of prospectors, miners, and investors created a large volume of traffic in general supplies and outfitting. As the mines gradually closed down a good many of the new-comers decided to take up other occupations and to remain in the picturesque towns of Rat Portage and Keewatin.

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[27] Ibid.; Kenora, Historical Review..., p. 23.

Flour Milling in a Non-Agricultural Area

The basis of flour milling in Keewatin rests on a combination of a cheap source of power beside a trans-continental railway where prairie wheat could be intercepted, milled into flour, and sent on to either eastern or western markets with in-transit freight-rate privileges. Shortly after the Canadian Pacific Railway was opened between Montreal and Kenora in 1885, the Lake of the Woods Milling Company was formed and plans were made for the construction of a flour mill at Keewatin.

In 1887 a canal was excavated through the narrow neck of rocky land separating Portage Bay from Darlington Bay, and a power house was constructed at the lower end (site of Mill "A" on Map 8). Between the power house and the C.P.R. track a flour mill was constructed with an initial capacity of 2,200 barrels a day and two elevators with a combined capacity of 700,000 bushels. At the time this was the largest and most modern flour mill in Canada. It went into operation immediately and established markets not only in Canada but in Europe as well (Plate 19).[28]

The power site of the Dick and Banning sawmill company, after being converted to a gold reduction plant in 1900, was acquired by the Keewatin Flour Milling Company in 1905. This company enlarged the power site but before the new flour mill

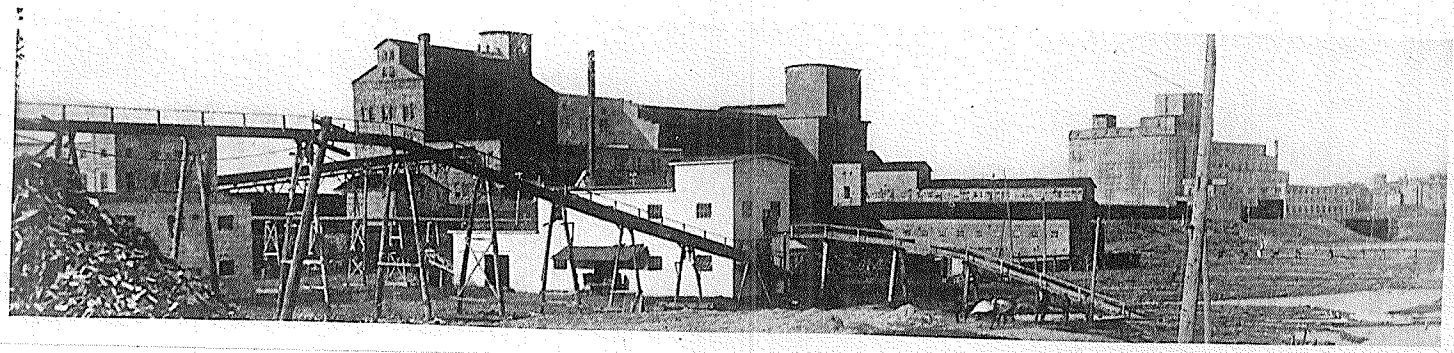
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[28] The Semi-Weekly Record, loc. cit.; The Colonist, op. cit., p. 523.



MILL "A"

MILL "C"



International Joint Commission

Plate 19. The Keewatin flour mills.

was completed it was purchased by the Lake of the Woods Milling Company. The mill, known as Mill "C", went into operation in 1907, and it was about the same size as the 1887 mill (site of Mill "C" on Map 8).[29]

Although Keewatin's largest sawmill burned down in 1905, the two flour mills gave the town a sound economic basis.

Power Development

From the earliest days the residents of Rat Portage and Keewatin were fully aware of the possibilities of hydro-electric power development within the boundaries of the towns. As already mentioned, Keewatin had first used water power for the operation of sawmills, and afterwards hydro-electric plants were established for the operation of flour mills.

In 1888 a steam plant was built at Norman, and this supplied the first electric power for Rat Portage.[30] The Hudson's Bay Company realized the potential of Ka-ka-be-kitchewan Falls in the eastern outlet and secured title to the eastern shore of the falls in 1887. The site was leased to another company, and in 1892 a small power house was constructed to supply electricity for Rat Portage (Plate 20 and Map 8). In 1902 the town of Rat Portage purchased the power

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[29] White and Meyer, op. cit., pp. 158-162; International Joint Commission, op. cit., pp. 16, 216.

[30] The Kenora Miner and News, February 8, 1961.

plant and a new plant was completed in 1906 with an ultimate capacity of 5,800 horsepower (Plate 21 and Map 8).[31]

During this early period the first stage of power development was completed in the western channel of the Winnipeg River. During the 1880's a period of exceptionally low water on the Lake of the Woods interfered with lumbering and navigation, and as a result, in 1887 the Rollerway Dam was constructed of timbers at the head of the western outlet (Map 8). (This dam was unsatisfactory and was removed in 1899). In 1891 plans were made for the construction of a large regulating dam with power development possibilities. This dam, known as the Norman Dam, was completed between 1893 and 1895 (Plate 22 and Map 8). Power development was not immediately undertaken, and for many years its sole purpose was to help control the level of the Lake of the Woods.[32]

The Early Advent of Tourism

Shortly after the C.P.R. was completed to Winnipeg in 1882, numerous people started coming to the Rat Portage and Keewatin area for their summer vacations. By 1888 Rat Portage was referred to as a "famed summer resort".[33] In 1895

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[31] International Joint Commission, op. cit., p. 215

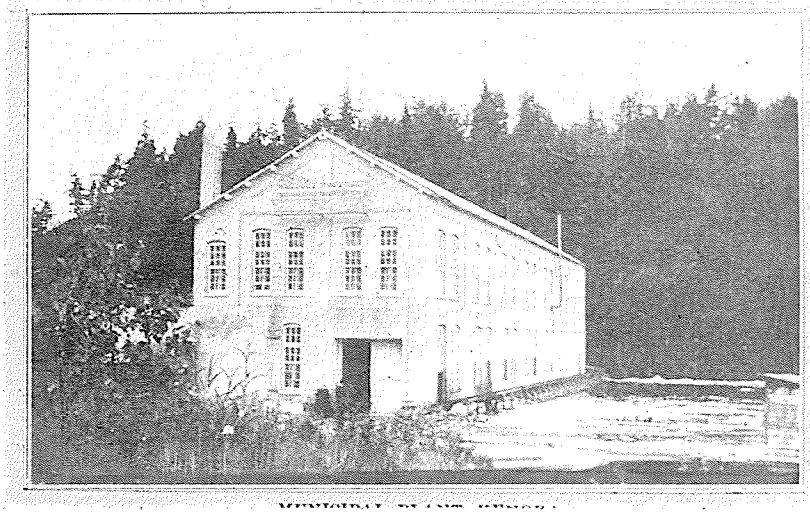
[32] Ibid., pp. 209 ff.

[33] The New West (Winnipeg: Canadian Historical Publishing Co., 1888), p. 33.



International Joint Commission

Plate 20. Original power plant on Eastern Outlet, built in 1892 and demolished in 1906.



International Joint Commission

Plate 21. The present power station on the Eastern Outlet, built in 1906.



Courtesy Kenora Public Library

Plate 22. The Norman Dam on the western branch of the Winnipeg River, built 1893-95.

a Rat Portage newspaper reported that:

> ...during the summer months many thousands of dollars are annually spent among the merchants by the hundreds of tourists, campers, and cottagers, who flock to Rat Portage in such numbers as to not only fill up the town but find cosy retreats on the many immediate adjacent islands.[34]

Rat Portage had three large hotels by 1888, and by 1895 Rat Portage and Keewatin had seven hotels, with the Hilliard House being advertised as a "completely modern building with accommodations for over 400 guests".[35] Newspapers were regularly exhorting the tourists not to bring food and supplies with them because everything could be obtained at these towns. Even at this early date advertising was taken seriously and feature articles extolling the beauty and wonders of the place often appeared in newspapers and journals. A forerunner of the high-pressure salesman is surely the author of the following passage:

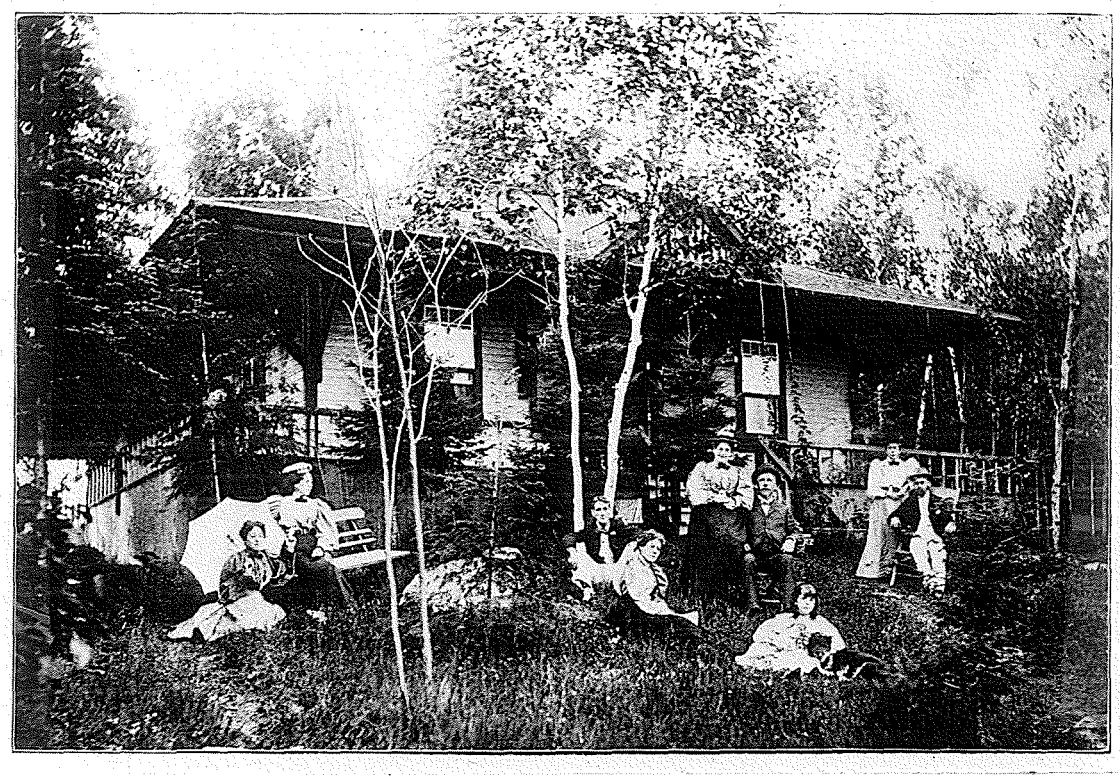
> This attractive lake has already become quite popular among those residents of Winnipeg who appreciate natural beauty; and who have learned by experience what a beneficial and complete change from the monotony of their prairie country in scenery, in climate and every other condition, is to be obtained on its wooded shores and islands. There are already around Rat Portage, Norman, Keewatin, on Coney Island and many smaller islands, a considerable number of summer houses--rustic, simple structures, surrounded by the romantic scenery, still in a primitive state, and unsullied by human hands; and such a scene as the camps shown in the accompanying illustrations [e.g., Plate 23, J. R.] is a common one during the hot months when the sidewalks of Winnipeg blister the feet, and working in a confined office enables one easily to realize the feelings of the victims of the Black Hole of Calcutta."[36]

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[34] The Semi-Weekly Record, op. cit., p. 1.

[35] The Colonist, op. cit., p. 517

[36] Ibid.



Courtesy Kenora Public Library

Plate 23. A summer residence on Coney Island about 1895.

The Dynamic Period in Retrospect

Up to 1877 Rat Portage was a sedate little fur trading post of the Hudson's Bay Company on the Lake of the Woods with a population of only a few families. Suddenly it sprang to life and population surged by several hundred almost every year for the next quarter century (Figure E.1, page 286 and Table E.1, page 288). This dramatic period of growth was initiated by the coming of the Canadian Pacific Railway, which brought with it not only railway operations, but lumbering, fishing, mining, flour milling, power development, and the basis of a tourist industry. By 1895 the business district of Rat Portage had already spread out to over half the area of the present business core of Kenora (Plate 24).

Prior to 1890 almost all the buildings were of wood construction. Among the first stone buildings to be built were the flour mill at Keewatin in 1887 and a new Hudson's Bay Company store at Rat Portage in 1888.[37] After the opening of a brick manufacturing plant at Rat Portage in 1893[38] a lively spurt in the construction of business buildings took place. Among the numerous buildings that were built at this time was an addition to the Hudson's Bay store in 1894

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[37] The Semi-Weekly Record, loc. cit.

[38] The Western Algoma Brick Company was located north of the C.P.R. tracks approximately opposite Tenth Avenue South and used the clay deposits at that site. It produced a good quality red brick, and in 1896 it had a local contract for 400,000 bricks. (The Colonist, op. cit., p. 530).

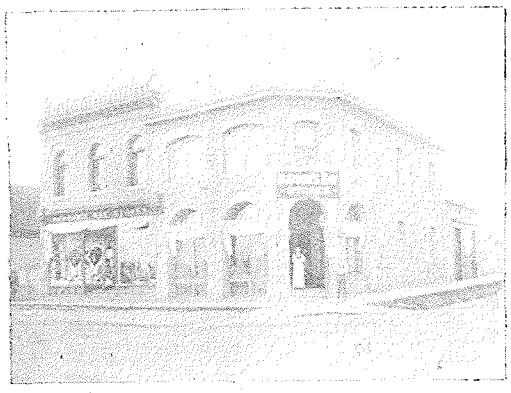
(plate 25), which has changed ownership but is still in use at the present time (Plate 26). Another brick building of this era (Plate 27) is currently used as a drug store (Plate 28).

In 1888 the major portion of the townsite of Keewatin was surveyed by the Keewatin Lumber and Manufacturing Company.[39] The survey was based on a variation of the gridiron pattern, but it totally disregarded the relief and physiographic features. By 1898 practically the whole habitable part of the Rat Portage townsite had been surveyed by the Hudson's Bay Company and private real estate owners (Map 14). Wherever possible the survey employed the standard gridiron pattern. In general the entire layout completely disregarded relief and physiography. By failing to adapt the layout to the physiography and by disregarding natural amenities, the layout not only made both towns far less attractive but drastically increased the costs of street building and service installation.

An indication of the extent of the actual built-up area at this time may be obtained from a present-day "Age of Buildings Map" (Map 15). With reference to the existing buildings which were built prior to 1900 it is possible to make out the pattern of development at the turn of the century. From this map it is apparent that the main areas

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[39] Survey plan on file at the Keewatin Municipal Offices.



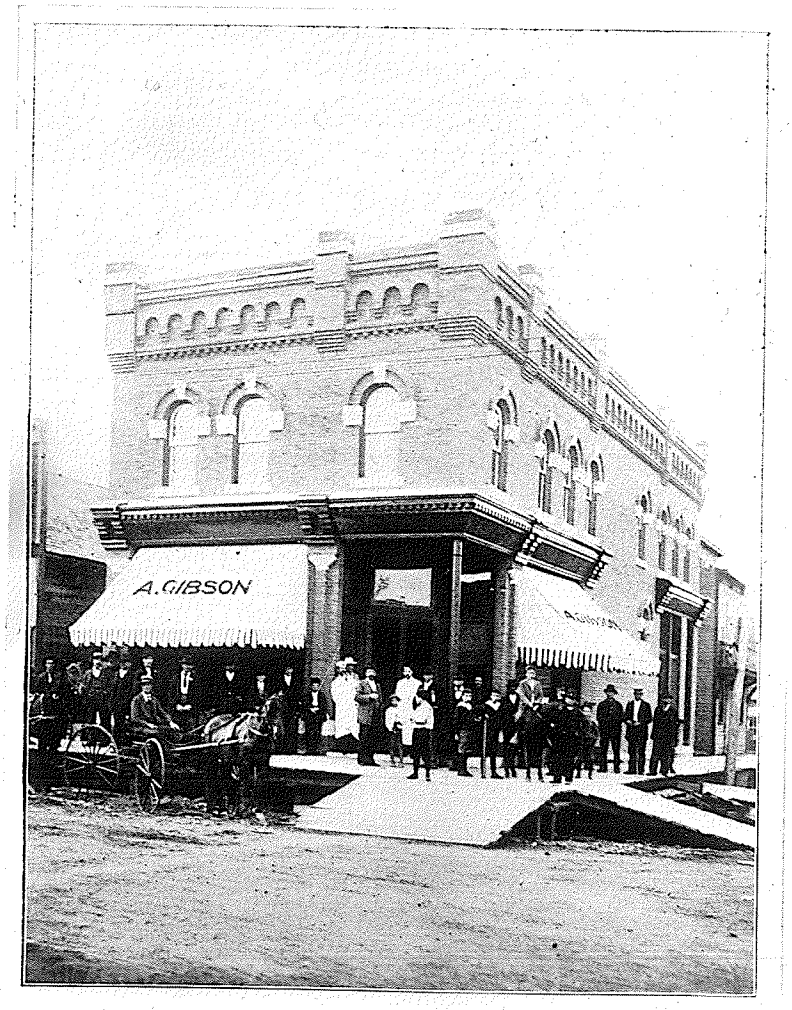
Kenora Public Library

Plate 25. Hudson's Bay Store at Rat Portage- the portion on the right built in 1888 and the portion on the left in 1894.



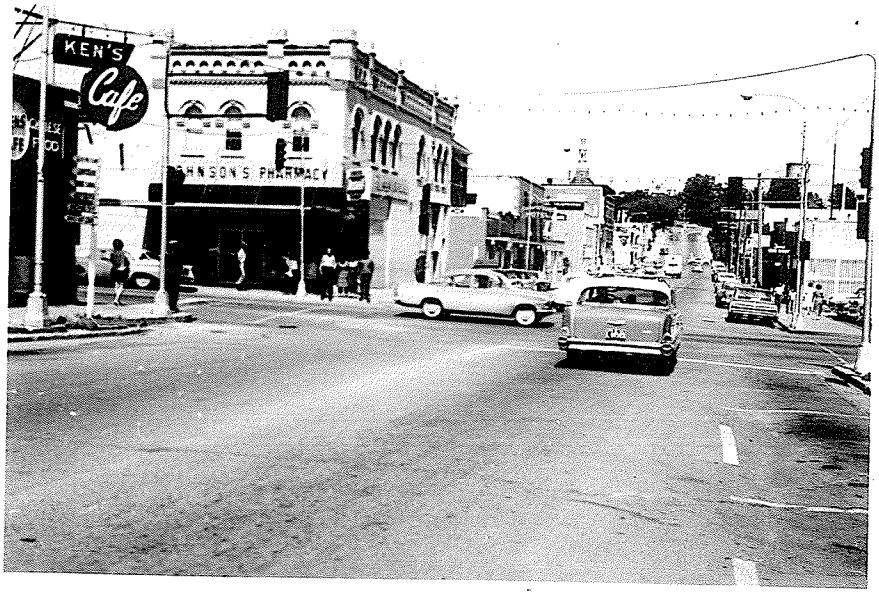
J. Ryan

Plate 26. Present-day use of old Hudson's Bay Store.



Courtesy Kenora Public Library

Plate 27. A meat market and general store built of local brick in the 1890's.



J. Ryan

Plate 28. Matheson Street, Kenora, showing present-day use of former meat market and general store.

of development in Rat Portage were in the central part extending eastwards to Ninth Avenue South, a portion of the adjoining area north of the railway tracks, and a section along the lake-front south of Laurenson's Creek. Other clusters of development were a small area north of the railway tracks at Norman and a considerable settlement at Keewatin--most of it along Ottawa Street. In addition there were scattered houses here and there in the periphery, and just the beginnings of a settlement in the Rideout district (north of Ninth Street North).

The population of Rat Portage rose steadily from a few families in 1877 to 5,202 in 1901 (Figure E.1, page 286, and Table E.1, page 288). The steady upward trend suddenly reversed after 1901 and population dropped to 4,248 by 1905. Although the population of Keewatin remained fairly stable at about 1,000 people, for the Rat Portage-Keewatin area as a whole, the sudden drop in over-all population heralded the end of the dynamic period.

This sudden decline in the population of Rat Portage was a reflection of a gradual but ominous decline in the generating forces of the economy beginning shortly after 1900. The peak years of fishing were 1893 to 1899. By 1901 the sturgeon catch was 37,367 pounds, compared to 500,000 pounds in 1896 (Table D.1, page 281). In the case of mining, the peak years were 1896 to 1903. Rat Portage mining activities are reflected in the Ontario gold yield--in 1904 it totalled $40,000 compared to $421,951 in 1899 (Table G.1, page 305).

However, the mainstay of the Rat Portage and Keewatin economy throughout this period was lumbering, and in 1901 this suffered a tremendous setback. The Canadian Northern Railway along the south shore of the Lake of the Woods brought an end to the best source of pine for the Rat Portage and Keewatin mills, and furthermore, it created a new source of fierce competition from the emerging mills along its route. The gradual demise of lumbering was hastened by the burning of the largest saw-mill at Keewatin in 1905. By this date it should have become obvious to all that the general economy was about to enter a definite period of decline.

As if sensing that it was at the end of one era and on the threshold of another, the townspeople of Rat Portage decided to change the name of the town. This was accomplished by taking "KE" from Keewatin, "NO" from Norman and "RA" from Rat Portage, and the combination of these syllables resulted in the euphonious name "KENORA". However, it appears that this was not a unanimous nor even a totally voluntary decision on the part of the townspeople. There is no doubt that some people may have considered the name "Rat Portage" to be objectionable and perhaps out of character for the new town, but it was a flour milling company that was instrumental in the change of name.[40] The Maple Leaf Milling Company wanted to build a flour mill at Rat

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[40] Letter from Miss Etta Stephen, Librarian, Kenora Public Library, October 8, 1963; Report of the Kenora Women's Institute...1939, p. 10.

Portage, but only on the condition that the town change its name since they did not wish to have "RAT PORTAGE" on their flour bags. After a great deal of controversy, the citizens realizing that their lagging economy needed a boost voted to have the name changed. With the passage of time many people forgot the circumstances leading up to the change of name, and in recent times for many people, including a national magazine,[41] the change of name has become a matter of conjecture (Plate 29).

The name of Rat Portage was changed to Kenora on May 11, 1905. The change of name was truly symbolic of a change in era.

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[41] Maclean's, November 4, 1961 and January 6, 1962.



How Kenora got its name

The northwestern Ontario town that bears the euphonious name Kenora was originally known as Rat Portage. It was a logical name, since the bulk of the furs brought in to this central depot were muskrat. But it was not good enough when the community became something more than a way-station on a fur route. The surrounding territory, before it was divided between Manitoba and Ontario, was known by the Indian name Kewaydin or Keewatin. By taking the first syllable of this name, inserting the "no" of Norman, an adjoining community, and adding the first two letters of Rat Portage, the townspeople got Kenora.

MACLEAN'S

NOVEMBER 4, 1961



The Rat Portage flour mill

In reference to your feature item [How Kenora got its name, Nov. 4] about the change of name from Rat Portage to Kenora, may I add the real reason. The Maple Leaf Milling Co. were interested in erecting a flour mill in Rat Portage, but said they could not sell flour overseas coming from a place with a name like that. A vote was taken and the name was changed.

— V. C. L. ADAMS, WHITEHORSE, YUKON.

MACLEAN'S

Courtesy Maclean's

Plate 29. How Rat Portage became Kenora.

III. The Development of the Kenora-Keewatin Urban Area: 1905-1962

Initial Buoyancy Followed by Period of Decline: 1905-1918

From 1905 to 1913 the population of Kenora rose from 4,248 to 6,257--an increase of over 2,000 people (Figure E.1, page 286, and Table E.1, page 288). At first sight it would almost appear as if the act of changing the town's name from Rat Portage to Kenora created an economic miracle. Several major construction projects were undoubtedly the cause of the sudden rise in population. However, an investigation of these projects reveals that almost all of them were planned or initiated while the town was still Rat Portage. In other words, this buoyancy could almost be considered as a carry-over of the dynamic Rat Portage era.

The town of Rat Portage purchased the power plant on the eastern outlet in 1902 and immediate plans were made for its expansion. However, most of the actual construction took place in 1906, and the new power station, with an ultimate capacity of 5,800 horsepower, went into operation in February of 1907.[1]

The construction of Mill "C" at Keewatin began in 1905 and the Lake of the Woods Milling Company completed the project in May 1907.[2] After succeeding in getting the name of

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[1] International Joint Commission (Ottawa-Washington), Final Report on the Lake of the Woods Reference (Washington: Government Printing Office, 1917), p. 215.

[2] Arthur V. White and Adolph F. Meyer, Lake of the Woods Levels, Report of Consulting Engineers to the International Joint Commission, 1916 (Washington: Government Printing Office, 1917), I, 161.

Rat Portage changed to Kenora, the Maple Leaf Milling Company began the construction of its much-heralded flour mill (at the site of the present-day Searle Grain Company on Ninth Avenue South). The plant was completed in 1907, but it burned in 1908.[3] However, it was immediately rebuilt. In any case, the construction of these flour mills provided much needed employment over a period of years.[4]

The double-tracking of the Canadian Pacific Railway during 1906 to 1909 was a major factor in the rise of Kenora's population at this period. During this time railway facilities were greatly expanded at Kenora, including the construction of a 36-stall roundhouse in 1908.[5]

Immediately upon the completion of these various construction projects an economic recession set in, and population began to decline. The national depression of 1908 was undoubtedly a significant factor. An indication of business conditions at this time is revealed in a report made by the manager of the Hudson's Bay Company store at Kenora in 1911:

> ...the trade conditions at Kenora are anything but satisfactory. Following the completion of extensive railway construction in the Kenora district about two years ago,

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[3]Letter from Miss Etta Stephen, Librarian, Kenora Public Library, October 8, 1963.

[4]It is ironic that after creating all the fuss over the name "Rat Portage", the Maple Leaf Milling Company in all its subsequent years of operation never had the name "Kenora" stamped on its flour bags. (Ibid.).

[5]Assessment records in the files of the Kenora Municipal Offices.

> there has been a severe business depression and a number of stores have ceased to carry on business...[6]

The outbreak of World War I in 1914 restricted further business expansion and created an additional drain on manpower resources.

From a high of 6,257 in 1908, the population of Kenora dropped to 5,044 in 1911. For the next several years the population fluctuated at slightly over 5,000 but by 1918 it dropped to 4,794 (Figure E.1, page 286, and Table E.1, page 288). On the other hand, the population at Keewatin remained fairly static at about 1,200 throughout this period.

In spite of the setback at the turn of the century, lumbering still continued to dominate the economic scene at Kenora and Keewatin throughout these troubled years. In an attempt to remain competitive the Rat Portage Lumber Company, which controlled the sawmills at Kenora, built a large sawmill and wood-working plant at Winnipeg in 1904, and shortly after it moved its headquarters to that city.[7] At about 1915 the company had a capital investment of $1,250,000 in the lumbering industry, and employed 300 to 400 men in the Lake of the Woods district.[8] Even though one of its mills burned in

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[6]Hudson's Bay Company Library, Winnipeg, Manitoba--file on Kenora.

[7]Canada, Sessional Papers, Vol. XXXIX, No. 10, 1905, Sessional Paper No. 25, pp. 47-49. Because of a government subsidy to the Canadian Northern Railway, the Rat Portage Lumber Company was able to bring its supply of logs to Winnipeg by flatcar from the Rainy River District. Furthermore, at Winnipeg there was a profitable market for milling by-products suitable for fuel and steam purposes.

[8]International Joint Commission, op. cit., p. 171

1905, The Keewatin Lumber Company had an investment of $1,500,000 in the district, and it employed about 350 men.. At this time its average gross value of yearly output was $750,000, and it produced about 30,000,000 board feet of lumber and 300,000 ties annually.[9]

Kenora was an important divisional point for the Canadian Pacific Railway, and following the construction of its new roundhouse and general yard expansion at Kenora, it provided a steady source of employment for several hundred workers.

Flour milling played an important role in the economy, especially at Keewatin. In 1916 the Lake of the Woods Milling Company valued its two mills at $3,144,000 (Mill "A" at $1,980,000 and Mill "C" at $1,164,000).[10] At this time the average yearly payroll was given as $250,000, and the yearly value of products manufactured was about $15,000,000.[11] The mills steadily employed about 250 men, and this was basically responsible for Keewatin's stable population. About 125 men were employed by the Maple Leaf flour mill at Kenora.[12]

Fishing continued to be of some significance and about $150,000 was invested in the fishing industry on the Canadian side of the Lake of the Woods. In 1914 the Canadian federal

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[9] Ibid.

[10] Ibid., p. 216

[11] Ibid.

[12] Letter from Miss Etta Stephen, loc. cit.

government built a fish hatchery at Kenora, at a cost of about $60,000.[13]

By 1913 the northern part of the Lake of the Woods was fully established as a resort area. With Kenora as a base of operations and supply centre, about 2,000 to 2,500 tourists and vacationers used the lake as a summer resort. Most of the people came from Winnipeg, and it is estimated that by this time they had already expended about a half million dollars on launches, boathouses, and docks. It is about this time that American tourists first began to visit this area in considerable numbers.[14]

Although for the main part this period witnessed a generally declining population and stagnant business conditions, a considerable number of buildings were constructed regardless (Map 15--period 1901 to 1913). Even though the period on the map does not coincide exactly with the period under discussion, it nevertheless indicates the general extent of the built-up area at this time. The map indicates that most of the construction during this period occurred on vacant lots within the bounds of the built-up area as established by 1900. Some of the main buildings built at this time were the Kenricia Hotel in 1907, the Courthouse in 1910, the Fish Hatchery in 1914, and the Kenora Public Library in 1916. Plate 30 is an

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[13] International Joint Commission, op. cit., p. 188

[14] Ibid., pp. 206-207.

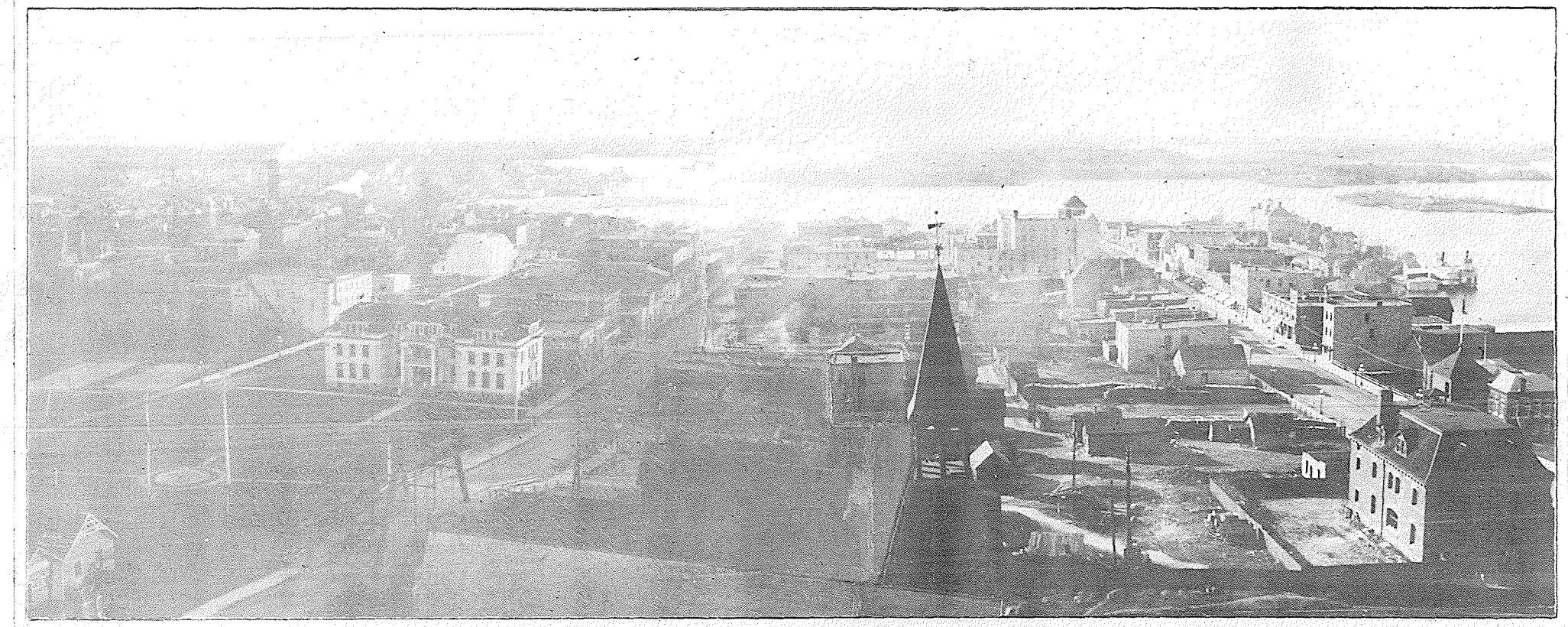
indication of what the central part of Kenora looked like in 1914.

A Decade of Economic Recovery and Expansion: 1919 to 1929

At the close of 1918 the population of Kenora was at a low of 4,794--only 546 more than it was in 1905. However, with the beginning of 1919 a definite period of economic recovery set in, and by 1929 the population was 7,786--an increase of 3,000 people in a decade.

The recovery began with the return of numerous veterans at the end of World War I. These men no sooner arrived than rumours were out that Kenora was about to acquire a large pulp and paper industry. Ever since the Norman Dam was constructed in the 1890's the town had waited for such an industry. As it turned out the rumours were correct, and this whole period of economic recovery was a direct result of the construction and subsequent operation of the pulp and paper mill.

Prior to this time the Keewatin Lumber Company and the Keewatin Power Company (owners of the Norman Dam) were both acquired by E. W. Backus, an American capitalist who owned various manufacturing and business interests in both Canada and the United States. Shortly before 1920 this gentleman began negotiations with the town of Kenora and the province of Ontario for the acquisition of hydro power sites and timber lands. The town of Kenora agreed to sell its



Courtesy Kenora Municipal Offices

Plate 30. Kenora about 1914.

power station on the Eastern Outlet for a sum of $350,000, to be paid over a period of 22 years. However, this was on the condition that the town would subsequently be able to buy all the electrical energy it required from the pulp and paper company. The province of Ontario agreed to grant a power site for the company on White Dog Rapids on the Winnipeg River and a lease to cut timber on the watershed of the English River. The company was required to build a pulp and paper mill at Kenora with a capacity of at least 200 tons of newsprint per day. Negotiations were completed and the contract was signed in July, 1920.[15]

In the months that followed, the first project was to remodel and enlarge the Kenora power station. Work on the construction of the pulp mill began in June 1922, and by February 1923 the plant was in operation. Construction of the paper mill followed and the first machine, with a capacity of 125 tons a day, began production in April, 1924.[16]

Power for the initial operations was supplied by the Kenora plant, but further expansion of the pulp and paper mill required additional power. After surveying the White

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[15]Memorandum of Agreement between the Town of Kenora and E. W. Backus et al, July 7, 1920 (in the files of the Kenora Municipal Offices); The Mandonian (International Falls: Border Publishing Company, Vol. IV, No. 5, September-October 1950), pp. 3-13, 28.

[16]Letter from Minnesota and Ontario Paper Company, Minneapolis, November 8, 1963; The Mandonian, op. cit., p. 6.

Dog Rapids the company gave up its rights on the site and decided to build a power station at the Norman Dam instead. Construction of the power station began in November 1924 and it started operations in February 1926, which increased the company's total power to 23,000 horsepower. Four months later the second paper machine went into production and increased the total plant capacity to 250 tons per day.[17]

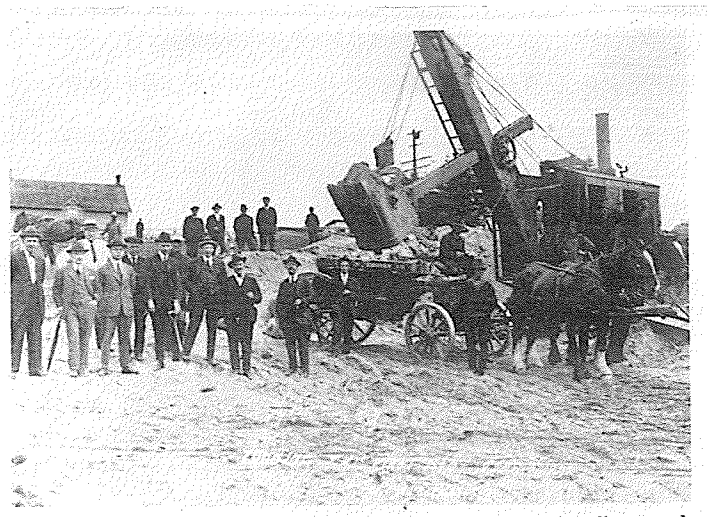
The plant, originally known as the Kenora Paper Mills, Limited, is shown at its various stages of construction in Plates 31 and 32. The completed plant and the Norman power station are shown on Plates 33 and 34.

During the years of the construction of the pulp and paper mill and the power station Kenora's population rose by over 2,000 people (Figure E.1, page 286). They were attracted not only by the construction projects, but by the fact that once the paper mill was completed it would provide a source of permanent employment for hundreds of workers.

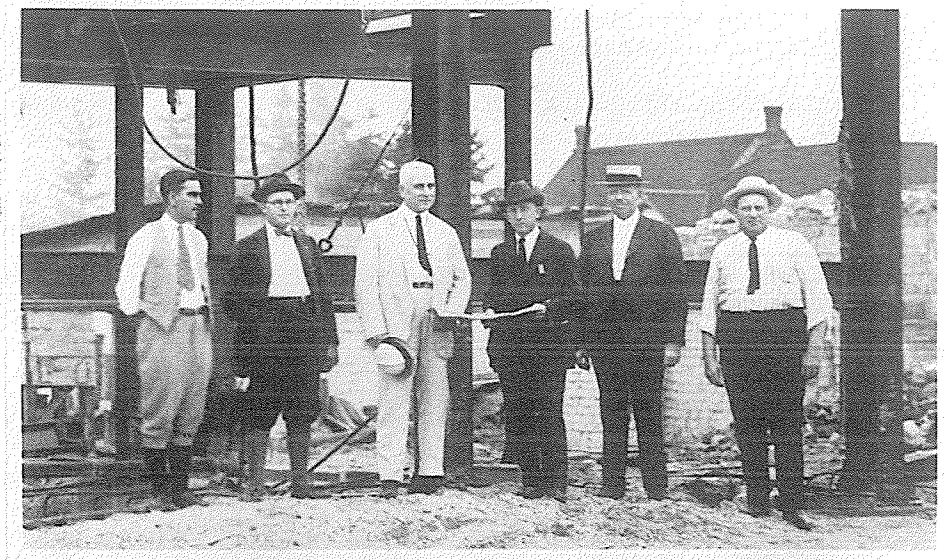
As would be expected, a considerable amount of building took place during this period (Map 15). A good deal of the district of Rideout (Map 5) was built up at this time, showing the influence of the adjacent pulp and paper mill site. This is also evidenced by the substantial number of houses built in the district between the paper mill and the C.P.R. tracks. The Rabbit Lake Road was constructed during this period, and this

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[17] Ibid.



CIVIC DIGNITARIES attended the turning of the first sod for the Kenora mill on June 8, 1922. Even then horses were still widely used.



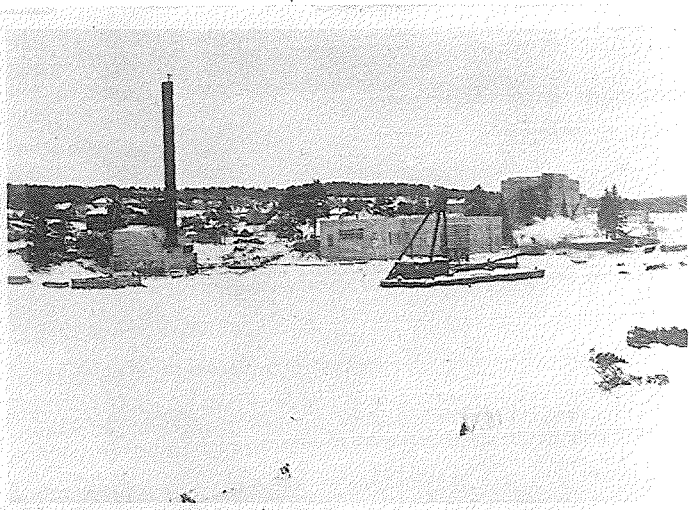
INSPECTING progress at Kenora mill in August, 1922, are S. W. Backus, A. Olstrom, E. W. Backus, president, E. H. Hussey, D. McLeod and J. T. McLellan.



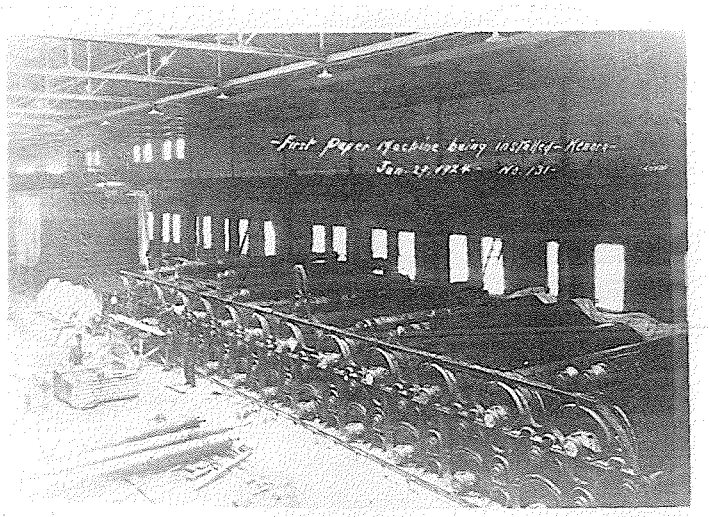
GRINDER ROOM and pulp mill construction at Kenora had reached this stage by September, 1922. The first pulp was produced in February of the following year.

Courtesy "Mando"

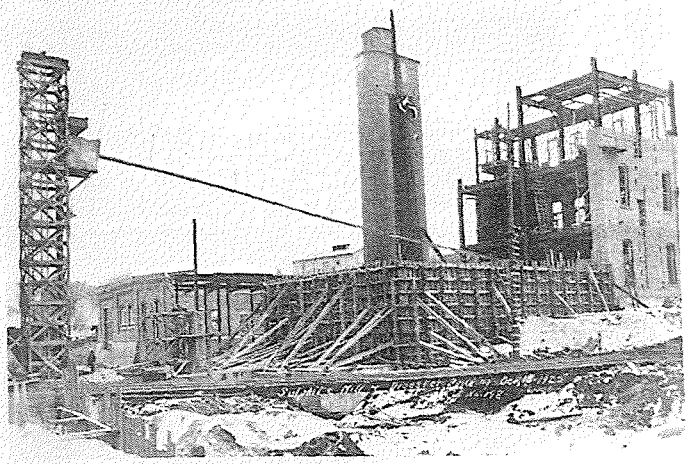
Plate 31. Initial stages in the construction of the Kenora pulp and paper mill.



GENERAL VIEW of the Kenora mill on February 5, 1923. In background is the grinding room and pulp mill, which began production eighteen days later.



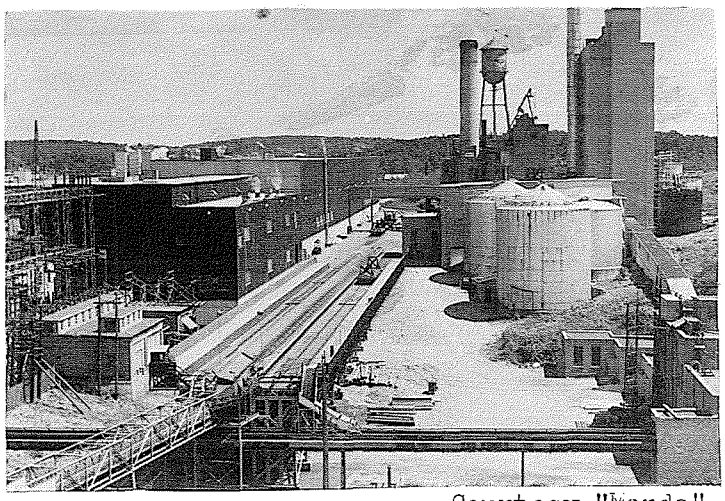
FIRST paper machine in the Kenora mill went into production in April 1924. Here it is shown in process of installation in January of the same year.



SULPHITE MILL and digester building at Kenora nearing completion in late 1925. It, and second paper machine, were put in operation early in 1926.

Courtesy "Mando"

Plate 32. First production stages of the Kenora Paper Mills, Limited.



Courtesy "Mando"

Plate 33. The completed Kenora pulp and paper mill.



Courtesy "Mando"

Plate 34. Norman Power Station.

opened up a new area for settlement.

This was the period of the "roaring twenties" and it restored some of the old self-confidence to the urban area. As in other parts of the country, the period was characterized by rising wages, easy credit, high consumer demand, and the feeling of good times ahead.

The Depression, Post-Depression, and Wartime Years: 1930-1945

The stock market crash of 1929 ended the urban area's decade of euphoria. Population dropped from 7,786 in 1929 to 7,218 by 1932 (Figure E.1, page 286, and Table E.1, page 288). However, even though the depression was a great shock, the Kenora-Keewatin community does not seem to have suffered as badly as many other sections of the country.

During the previous buoyant period the American company that owned the Kenora pulp and paper mill extended its interests far and wide. Numerous plants and facilities were built with borrowed money. Because of depressed business conditions, the company lost 30 per cent of its newsprint contracts in 1930. To add to their difficulties, in the same year a period of low water and a shortage of power resulted in the complete shut down of the Kenora plant for several months. In addition, falling newsprint demand and low prices brought the company to a crisis in 1931. Unable to pay its debts, the company was placed under a receivership and under a new management in 1931. Under prudent management the company managed to maintain

operations and by 1941 it once again became a viable corporation. In that year receivership was ended and the reorganized Minnesota and Ontario Paper Company took over the ownership and operation of its various properties. The Canadian mills, including the Kenora plant, were incorporated as the Ontario-Minnesota Pulp and Paper Company, Limited--a subsidiary of the American parent company.[18]

Fortunately for Kenora the company was able to keep the paper mill in operation and thereby provided stability for the town's economy. However, Kenora had a minor setback in 1938 when its flour mill burned down and was not replaced. Keewatin, on the other hand, was fortunate in having its flour mills maintain operation throughout this period. Undoubtedly the Kenora-Keewatin urban area would have been faced with disaster if any of its major manufacturing industries had been forced to shut down.

Partly as a result of being able to maintain a fairly firm economic basis, the population of the urban area began to increase after 1932. The construction of the Trans-Canada Highway through this area during the post-depression years resulted in a large new influx of population. By 1939 the population numbered 8,710 (Table E.1, page 288).

Even though there were depressed business conditions during the first part of this period, Map 15 shows that a

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[18] Ibid., pp. 16-17

considerable amount of building took place nevertheless. Most of the urban area of Jaffray-Melick on the north shore of Rabbit Lake was built up during these years. New "modest" homes were built in almost all parts of the urban area, especially in the area north of the C.P.R. roundhouse.

The outbreak of World War II drained the community of its manpower and by 1943 the population dropped to 7,249. The war brought with it a great demand for paper and so the pulp and paper mill operated at full capacity during these years. In general, the war greatly improved economic conditions in the urban area and set the stage for the post-war modernization and expansion.

Post-war Development: 1946-1962

Kenora's population had begun its upward ascent even before the end of World War II. From a low of 7,249 in 1943 it rose to 7,760 in 1945; 8,993 in 1950; 9,813 in 1955; and 11,124 in 1962 (Figure E.1, page 286, and Table E.1, page 288). Keewatin's population rose from 1,600 in 1946 to 2,201 in 1962. Although earlier data are unavailable for the urban part of the municipality of Jaffray-Melick, its 1962 population was 915.[19] Therefore, the total population of the three urban units that make up the whole urban area was 14,240 in 1962.

The urban area's rise in population was in keeping with the general prosperity experienced throughout Canada

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[19]Compiled from Jaffray-Melick assessment cards.

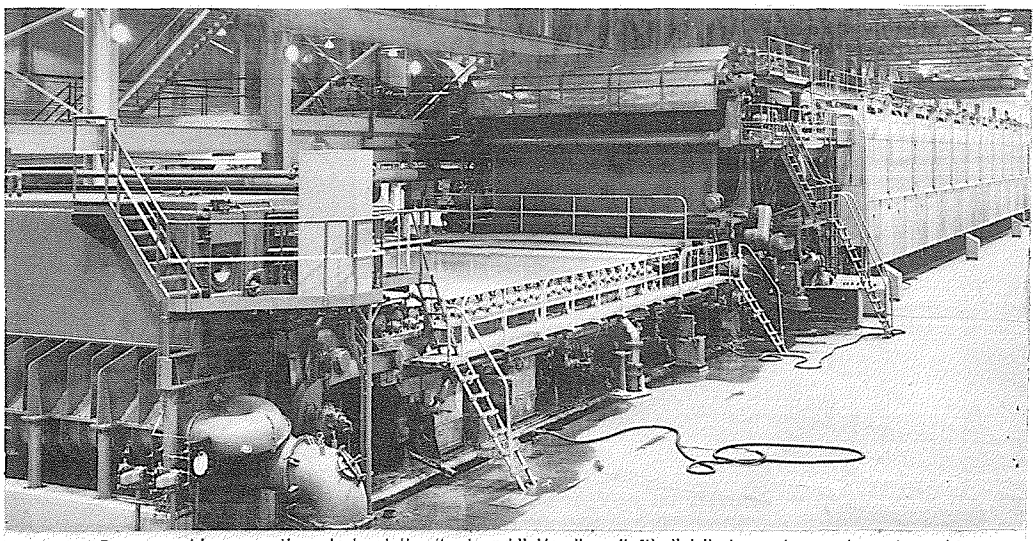
during the post-war years. The buoyant economy was able to absorb a larger labour force and at higher rates of pay, and greater amounts of capital were available for investment.

The large post-war paper market enabled the pulp and paper mill to operate at full capacity. In a few years plans were made for the expansion of plant facilities, and the project began in 1954. A new paper machine and auxiliary facilities were installed at a cost of about twenty million dollars. The project was completed in 1957, and the addition of this modern machine increased plant capacity by 300 tons a day bringing the total mill production to 700 tons of newsprint per day (Plate 35). The expansion added approximately 150 men to the staff and thereby increased the total employees to about 1,000. In addition this increased the woods operations, and as such the expansion program was directly responsible for an increase of at least a thousand new citizens in Kenora. By 1961 the company's total annual payroll was over five and one-half million dollars.[20]

The general increase of economic activity resulted in an increase in various railway operations, and by 1951 the C.P.R. had a labour force of 764 in the Kenora region. The effects of the gradual conversion to diesel locomotives began to be felt after this year. Dieselization resulted in greater

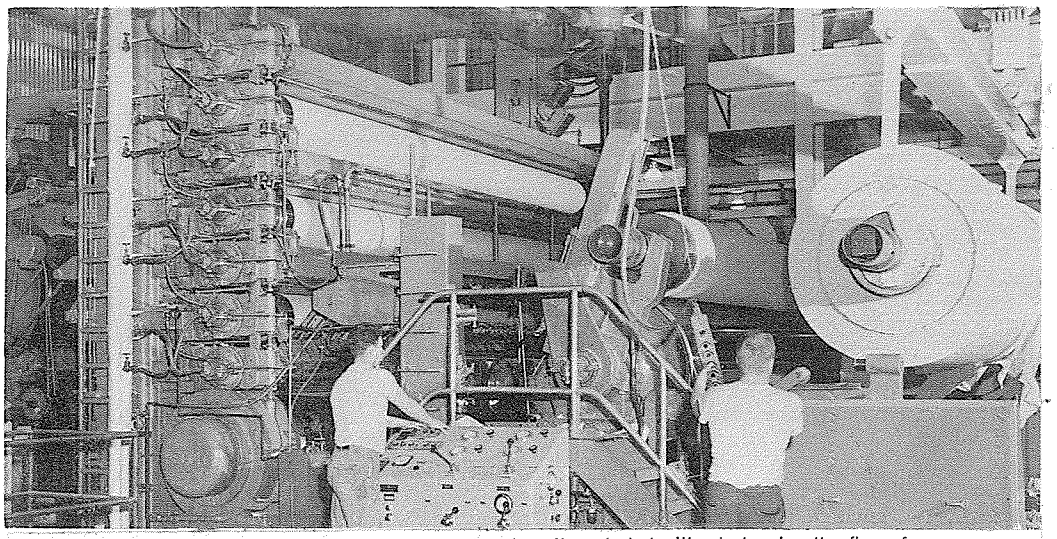
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[20]Letter from Minnesota and Ontario Paper Company, loc. cit.; "Mando Industries--1961" Bulletin.



Paper machine operation starts at the "wet end." Headbox (left) distributes pulp evenly and provides force to start flow over fourdrinier wire. (K)

Courtesy "Mando"



At the "dry end" a completed roll is removed and another started without stopping the flow of paper. This machine (No. 10 at Kenora) and auxiliary facilities cost about $20 million.

Courtesy "Mando"

Plate 35. A new paper machine at the Kenora mill.

railway efficiency but it had a serious effect on Kenora's labour force. By 1962 the labour force had dropped to 473. However, the railway's annual payroll of over two and one-third million dollars clearly placed it next in importance to the pulp and paper industry.[21]

Tourism greatly increased during the post-war era and numerous new motels and tourist camps were built. It has been estimated that over 60,000 tourists and vacationers visit the urban area annually and that the tourist industry brings in about a million dollars to the urban area's economy.[22]

Until 1955 Keewatin's flour mills had continued to operate in their steady traditional manner, but suddenly tradition came to an end. In that year the Ogilvie Flour Mills Company bought out the Lake of the Woods Milling Company and immediately closed down Mill "A". This threw out over a hundred workers and was a severe blow to the town's economy. Since then the labour force at Mill "C" has dropped to less than a hundred and the mill usually operates less than five days per week. As such the flour mills are no longer the main source of employment for

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[21]Letter from Canadian Pacific Railway, Kenora, September 11, 1962.

[22]Ontario Department of Travel and Publicity, "A Survey of the Tourist Industry in Kenora, Ontario" (Toronto: Department of Travel and Publicity, 1960), p. 31. (Mimeographed.); Letter from Mr. E. J. Stone, Department of Travel and Publicity, Kenora, October 18, 1963.

Keewatin's workers.

The Ontario-Minnesota Pulp and Paper Company is under contract to supply the town of Kenora with electrical power. Meantime Keewatin buys its power from Kenora's supply. The Company's two power stations, with capacities of 11,000 and 4,000 kilowatts are not large enough to supply the needs of the paper mill and the two towns, and therefore the company obtains additional power from the Ontario Hydro-Electric Power Commission. The urban area of the municipality of Jaffray-Melick obtains its power from Ontario Hydro directly. The Ontario Power Commission has several large power stations on the Winnipeg and English Rivers and the entire area is assured of sufficient power for the foreseeable future. Ontario Hydro's transformer station is located at the junction of the Rabbit Lake and Redditt Roads. The Trans-Canada Natural Gas Pipeline passed through this area in 1958, and its compressor station is located on the west side of the Redditt Road opposite the Ontario Hydro station. Natural gas has been available to the urban area since 1958, with the pulp and paper mill being the largest consumer.

An examination of Map 15 will reveal that a significant amount of building activity took place in the post-war years. Better economic conditions during these years enabled many people to build new homes or to remodel old ones. Furthermore, many homes were built by people who had moved into the area because of employment opportunities.

Numerous buildings were constructed throughout the urban area, but entire new subdivisions came into existence as well. Three subdivisions were opened up in Kenora along Valley Drive. The first of these, located at the western end of Valley Drive and known as "Wartime Housing", was constructed during 1946-1947 and was occupied by veterans. In 1953 a second subdivision was started adjoining the previous one along Valley Drive and extending along Drewry Drive. These were better quality homes and they now represent some of the best housing in the urban area. A third subdivision was started in 1958 further along Valley Drive and extending to the northeast corner of the town boundary. Numerous houses are being built on this site at the present time. Another subdivision that developed during this period is located southeast of Rabbit Lake in the Municipality of Jaffray-Melick.

The Kenora-Keewatin urban area as it appears at the present time is shown on Plates 1, 2, 3, and 4. A detailed account of the urban area's present-day functions and land use is given in the second part of this study.

CHAPTER III

POPULATION CHARACTERISTICS

In a geographic study of physical and cultural phenomena, it is population that provides the focus and point of reference. In general, physical geography is primarily concerned with only those aspects of the physical environment which are of significance to man or to population. Consequently, if population characteristics and the study of physical phenomena are interrelated, there is an even closer connection between the study of cultural features and population. Thus it may be stated that "the total culture within an area develops its unique and distinctive characteristics partly as a result of population numbers,...but even more it reflects the socio-economic qualities of the population."[1]

Population Growth[2]

Although the site of the present urban area had its first permanent settlement about 1836, the population at this fur trading post numbered only a few families up to 1877. Following this date, population began a definite upward ascent as a result of the construction of the railway and the

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[1] Vernor C. Finch, Glenn T. Trewartha et al, Elements of Geography (fourth edition; New York: McGraw-Hill Book Company, Inc., 1957), p. 501.

[2] Reference is directed to Figure E.1, page 286,) and Table E.1, page 288.

subsequent development of the towns of Rat Portage and Keewatin. The population rose steadily up to 1901 when the total inhabitants of the two towns numbered 6,358.

The flour mills at Keewatin provided a sound basis for that town's economy almost up to the present, which resulted in a stable population pattern. Because the mills employed a constant number of workers and because no other industry moved into the town, the population pattern remained remarkably uniform and showed only a slight increase from decade to decade. However, over a period of sixty years the slight increase every decade resulted in almost doubling Keewatin's population, i.e., from 1,156 in 1901 to 2,201 in 1962.

Kenora shows a much more turbulent population pattern. The period of steady upward ascent up to 1901 was followed by two decades of unsettled economic conditions which were reflected in a series of ups-and-downs in the population pattern. By 1918 Kenora's population was lower than it was in 1901, i.e., 5,202 in 1901 but only 4,794 in 1918. The relatively good times of the 1920's brought Kenora's population up to 7,786 in 1929. A drop occurred during the depression, but the availability of work brought the population up to 8,710 in 1939. World War II drained Kenora's manpower to a low of 7,249 in 1943. With the return of the veterans and with growing economic expansion the population rose steadily up to a high of 11,124 by 1962 (Figure E.1, page 286).

Population data are unavailable for the growth of

the urban area of the municipality of Jaffray-Melick; however, the 1962 population of this district numbered 915.[3] Therefore, the combined population of the entire Kenora-Keewatin urban area in 1962.was 14,240.

Population Distribution

The distribution of population in the Kenora-Keewatin urban area is shown on Map 16. When this map is compared to a map of the built-up area (Map 3), a positive correlation is immediately evident for all districts, except Coney Island. Coney Island seems to be subdivided and built-up, yet the only permanent population is a very small cluster in the extreme northeast corner. The answer to this lies in the fact that with the exception of this small cluster all settlement on Coney Island consists of summer cottages. Therefore, during the summer the area is fairly heavily populated, but during the winter the total permanent population consists of only about thirty persons. No official records are kept on the numerous summer residents in the urban area, and therefore, the population map represents permanent residents only.

In general, there is a fairly even distribution of population throughout all the built-up areas. However, certain districts and areas have distinctive patterns and deserve particular mention.

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[3]Population data compiled from Jaffray-Melick assessment cards, 1962.

The central business district of Kenora (essentially the area along Main Street South, Matheson Street South, and Chipman Street) has a generally light distribution of residential population with the notable exception of a few dense clusters. These clusters represent business buildings whose upper floors are devoted to residential suites. Some of these buildings were designed specifically for such a purpose and they are therefore a special type of apartment block. However, the majority of the business buildings serve a business function only. Hence this accounts for the almost total lack of population in some portions of this district.

The areas of the new subdivisions along Valley Drive show a fairly dense distribution of population. The especially dense population along the western part of Drewry Drive represents an area of large modern duplexes. The single large cluster of population between Hillside Crescent and Nairn Avenue represents the 130 residents and staff of a spacious "senior citizens home".

The permanent staff at Kenora's two hospitals accounts for the clusters of population on Tunnel Island. The rather dense population cluster opposite the intersection of Third Street South and Fifth Avenue South is the result of a rooming-house area. The fairly large cluster at the scenic south-western part of Laurence Lake represents the residents of an Ontario provincial jail.

Age and Sex Composition[4]

Age composition is a very significant quality of an area's population. It is an index of future population growth, and it is an indication of a community's actual and potential labour force. Furthermore, it indicates the future size of groups for which educational facilities and various other services must be planned.

The percentage distribution of population by age groups for Kenora and Keewatin fairly closely approximates the distribution for Canada as a whole. However, there are some significant differences, and there are differences between Kenora and Keewatin themselves.

Kenora has lower percentages than the national average in all age groups up to age 30 (Table E.2, section 4). In other words, there is a smaller proportion of younger people in Kenora than the proportion of young people in Canada as a whole. On the other hand, Kenora's proportion of population between ages 30 to 44 is almost identical to the national average. However, in all age groups past age 45 Kenora has a significantly higher proportion than the average for Canada for similar age groups.

In the case of Keewatin, its proportion of population under age 14 is higher than the national average and quite

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[4] Refer to Figure E.2 on page 287, and Table E.2 on page 289, which were compiled from 1961 Canada census data.

markedly higher than in Kenora (Table E.2, sections 2 and 3). However, the proportion of Keewatin's population in all age groups between ages 15 to 54 is considerably lower than in Kenora or in Canada. In all groups past the age of 55 Keewatin is similar to Kenora in having a greater proportion of older people than their proportion in the country as a whole.

One of the main reasons why Keewatin has a higher proportion of population under age 14 is because it is primarily a "family" type of community. Kenora, on the other hand, having a much more complex economic and social structure, has more single people and consequently has a relatively lower proportion of population under age 14.

Keewatin's significantly low proportion of people between the age of 15 to 24 appears to be related to the availibility of employment in the community. The flour mill is the only large source of employment within the bounds of the town. Since the mill has been operating for a long time and employs a constant number of workers it tends to have a labour force that is advanced in years. Consequently, the younger generation must seek employment elsewhere and this thereby helps to create a lower proportion of young workers in the town.

Both Kenora and Keewatin are well-established stable communities and tend to retain workers who reach retirement age. Furthermore, Kenora has a large comfortable "senior citizens home" which attracts many old, retired people from the surrounding rural districts. These two factors help to

account for its considerable number of older people.

The relative proportions of men and women in a community is of considerable significance. Aside from being related to the magnitude and the type of labour force available, it in many ways influences the social, political, and economic life of a community.

In general, partly because Canada is a country characterized by strong immigration, males tend to be more numerous than females in most communities. Kenora and Keewatin follow this general pattern and males outnumber females in both towns. Males are more numerous in every age group except in the groups between ages 35 and 49. This is fairly easily explained by the fact that it was the men from these age groups that took part in World War II, and consequently, war casualties account for the present surplus of women at these ages.

Ethnic Groups[5]

Almost every ethnic group found in considerable numbers in Canada is represented in the Kenora-Keewatin urban area. Although most of the population is composed of only a half dozen ethnic groups, this is, nevertheless, more than is usually found in an urban area of comparable size. Consequently, this forms the basis for a cosmopolitan environment.

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[5] Refer to Table E.3, page 290, compiled from Canada census data.

Data on ethnic groups for the urban area of the municipality of Jaffray-Melick are unavailable, and furthermore, the data for the whole municipality show that the pattern differs from Kenora's and Keewatin's. In brief, Jaffray-Melick has a greater proportion of French and German groups with a correspondingly lower proportion of Scandinavians and Ukrainians.[6] However, it is doubtful if the numbers in the Jaffray-Melick urban area are of sufficient magnitude to alter the basic urban ethnic pattern.

Descendents of English, Irish, Scottish and Welsh, referred to as the British group, form about half the population of the urban area. A higher proportion of people in Keewatin are of the British Isles group than is the case in Kenora, i.e., 59.3 per cent at Keewatin but only 48.2 per cent at Kenora.

Scandinavians form 12.9 per cent of Keewatin's population and 11.5 per cent of Kenora's, or 11.7 per cent of the population of the two towns combined. It is interesting to note that in Canada as a whole, Scandinavians form only 2.1 per cent of the population and are the seventh largest group. The French are almost as numerous as the Scandinavians and form 11.4 per cent of the population of

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[6] Dominion Bureau of Statistics, Census of Canada: 1961. Population, Ethnic Groups, Bulletin SP-2.

Kenora and Keewatin combined, or 11.5 per cent at Kenora and 11.2 per cent at Keewatin.

The Ukrainians are the fourth largest group in Canada and they are also the fourth largest group at Kenora and Keewatin, forming 11.0 per cent at Kenora and 4.5 per cent at Keewatin. However, it should be noted that if the people of Slavic origin are combined (i.e., the Ukrainians, Poles, Czechoslovaks, and Russians), they form 15.5 per cent of the combined population of Kenora and Keewatin, or 17.3 per cent at Kenora and 6.8 per cent at Keewatin. As such, people of Slavic origin clearly form the second largest group in the urban area.

People of Polish descent form 4.5 per cent and people of German descent form 3.9 per cent of the combined population of Kenora and Keewatin. Table E.3 shows the proportions of various other ethnic groups in the towns of Kenora and Keewatin. It is obvious that a great variety of peoples have helped to form the cultural milieu of the Kenora-Keewatin urban area.

Religious Denominations[7]

The variety of cultural backgrounds in the Kenora-Keewatin urban area is reflected in a similar variety of

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[7] Refer to Table E.4, page 291.

religious denominations.

The dominance of Anglo-Saxons in the area is reflected in the high proportion of adherents to the United Church of Canada and the Anglican Church of Canada--28.1 per cent and 19.1 per cent, respectively, for the combination of Kenora and Keewatin. The Roman Catholic denomination, however, is the second largest group in the two towns totalling 23.8 per cent of the population. The relatively large number of Scandinavians in the area helps to account for the 10.5 per cent of the population that is Lutheran. The Ukrainians account for the 5.4 per cent Ukrainian Greek Catholic and the 1.6 per cent Greek Orthodox. Baptists number 4.1 per cent and Presbyterians number 3.7 per cent. The proportion of adherents to other faiths is shown in Table E.4.

Religious beliefs and practices leave their mark on the urban landscape by the presence of a variety of church buildings. In addition to churches, the Roman Catholic denomination has built several separate schools in the urban area.

Educational Status[8]

One of the best indicators of population quality is the amount and the quality of education received by children. This in effect is a measure of the extent to which a community

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[8] Refer to Table E.5, page 292.

invests in the well-being of its future generations.

This section is based on the analysis of educational status only at the town of Kenora, because official data for Keewatin and the urban area of Jaffray-Melick are unavailable. However, since the population of Kenora forms about 80 per cent of the total urban area population, this should be an adequate indication of educational status in the urban area.

On the basis of 1961 data it appears that Kenora has a higher proportion of its population five years of age and over attending school than does Ontario, Manitoba or Canada--Kenora 28.6 per cent, Canada 27.3, Manitoba 26.8 and Ontario 26.7 (Table E.5). The percentage of Kenora's population attending elementary school is higher also than the averages for Canada, Ontario, or Manitoba (Kenora 22.3 per cent, Canada 20.7 per cent, Manitoba 20.1 per cent). However, the proportion of Kenora's populution attending secondary school and university is slightly lower than the national average or the proportions at Ontario and Manitoba. Only 5.6 per cent of Kenora's population five years of age and over attend secondary school. This compares with 5.7 per cent for Ontario and 5.9 per cent for Canada and for Manitoba. Kenora's undergraduates number only .5 per cent, which is also the provincial average for Ontario; however, the average for Canada is .6 per cent and it is .7 per cent at Manitoba. Those attending university with a degree number only .12 per cent of Kenora's population over five years of age. This compares with .2 per cent for Canada, Ontario, and Manitoba.

The educational level of Kenora's population five years of age and over and not in attendance at school shows considerable variations from the national and provincial averages.

Table E.5 shows that Kenora has a considerably lower proportion of people with no schooling than the averages for Canada, Ontario, or Manitoba. The table also reveals that Kenora has fewer people with only elementary education than Canada or the two provinces under consideration. On the other hand, Kenora has a considerably greater percentage of people with secondary education. However, it has a lower percentage of population with some university education or with university degrees.

In general, it appears that well over a third (38.1 per cent) of Kenora's population over five years of age has had secondary education. Those with elementary education number 27.9 per cent, and those with no schooling at all number 2.0 per cent. At the other end of the scale, 1.8 per cent have had some university education, and only 1.5 per cent have university degrees.

More males than females have elementary education, but a greater number of females have secondary education. At the university level, however, males greatly outnumber females. In 1961 there were 114 men with university degrees, but only 36 women had degrees.

Occupational Status

Of the various population characteristics, occupational status is among those of fundamental importance, and to quote Finch and Trewartha:

> ...the nature of a man's work largely determines the physical and cultural environment in which he works. These in turn influence his personality traits and are closely associated with such phenomena as health, longevity, educational status, and birth rates.[9]

Kenora has a total labour force of 3,997 (2,975 males and 1,022 females) and Keewatin's labour force totals 719 (563 males and 156 females). Although data are unavailable for the urban area of Jaffray-Melick, on the basis of its total population of 915, its labour force should be at least 300. Hence, the total labour force for the whole urban area should total approximately 5,000.

In the town of Kenora the largest number of workers come from the 25 to 34 age group, but they are closely followed by the workers in the 35 to 44 age group (Table E.6, page 293). That is, the workers between 25 and 44 years of age form about 45 per cent of Kenora's labour force. Workers over 45 years of age form about 38 per cent of the labour force; those under the age of 25 form almost 18 per cent.

About one-quarter of the workers are single and slightly less than three-quarters are married. A fairly small proportion are widowed or divorced (Table E.7, page 294).

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[9] Finch, Trewartha et al, op. cit., p. 535

The great majority of the workers are wage earners; however, over 8 per cent are self-employed (Table E.8, page 294).

The majority of the workers in Kenora have had secondary education, i.e., over 57 per cent. Those that have had only elementary education total slightly over 35 per cent. Workers with some university training number 3.8 per cent, while those with degrees number only 3.3 per cent. In general, almost two-thirds of Kenora's labour force has had secondary education or better (Table E.9, page 294).

About 23 per cent of Kenora's labour force is classified as "craftsmen, production process and related workers" (Table E.10, page 295). Most of these workers are employed at the pulp and paper mill. The remainder in this category are mostly employed as mechanics and repairmen, electricians, carpenters, plumbers and construction workers. Almost 39 per cent of the labour force is distributed fairly equally in three categories, i.e., transport and communication, service and recreation, and clerical. Most of the transport and communication workers are employed by the C.P.R., which is the second largest single employer of labour in the urban area. Service and recreation and clerical occupations account for about one-quarter of the total labour force. Women form over two-thirds of the workers in these two categories. Professional and technical, managerial, labourer, and sales occupations account for the remainder of Kenora's labour force (Table E.10, page 295).

About one-third of Keewatin's labour force is employed at manufacturing, i.e., at Keewatin's flour mill and at the pulp and paper mill in Kenora. Service and recreation occupations account for 13 per cent, and 11 per cent are employed at clerical work. The remainder of the labour force is employed at general labour work, managerial work, professional and technical sales, and transportation and communication (Table E.10, page 295).

When the labour force of Kenora and Keewatin is combined it appears that about one-quarter of the workers are employed at manufacturing and various production occupations (Table E.10, page 295). Data for 1961 indicate that 13.3 per cent were employed at service and recreation occupations, 12.5 per cent at clerical work, and 11.9 per cent at transportation and communication. Managerial, professional and technical, and labourer occupations account for about approximately 9 per cent each. Sales work accounts for 6.5 per cent of the labour force, and a small percentage is distributed amongst various other occupations.

The average annual family earnings in Kenora are $5,062, and the average earnings of the head of the family are $4,393 (Table E.11, page 296). This compares favourably with the national average and with the averages for Ontario and Manitoba (Table E. 12, page 296). Kenora's average earnings are higher than the average for Canada and for Manitoba, but they are slightly lower than the average for Ontario.

A comparison of Kenora's average earnings with average urban earnings in Canada and in Ontario and Manitoba places Kenora in a slightly less favourable light. Kenora's average annual earnings are lower than the average urban earnings in Canada and in Ontario, but they are fairly comparable to Manitoba's average urban earnings. Kenora's earnings are lower than the average earnings of Canadian cities over 100,000 population. Ontario cities with population from 30,000 to over 100,000 have higher average earnings than Kenora. In the case of Manitoba, family earnings are higher in Winnipeg than in Kenora, but the average earnings of the head of the family in Winnipeg are slightly lower than in Kenora. However, when Kenora is compared with cities of its own rank, i.e., 10,000 to 29,999, Kenora's average earnings are considerably higher. (Table E.12, page 296).

PART II

FUNCTIONS OF THE URBAN AREA

AND ASSOCIATED LAND USE PATTERNS

INTRODUCTION

The Kenora-Keewatin urban area has so far been discussed in terms of its physical environment, the origin of its settlement, the course of its growth and development to the present day, and the characteristics of its present population. The next step will be to analyze the urban area as it exists at the present time, using as a criterion the various functions which find expression in distinctive land uses. The most important of these are manufacturing, transportation, tourism, commercial activity, government, recreation, and residence. Map 17 portrays the land use patterns which result from these functions. It will be useful to study the map in order to note the more significant types of land use and to suggest in a preliminary way how they came about.

The key to the existence of an urban area at this location, and in fact of present land use patterns, lies in the role played by transportation. In by-passing the Lake of the Woods on the way to the west, the C.P.R. skirted the northern extremity of the lake at the point where it drains into the Winnipeg River. This was the logical choice for a railway construction camp because supplies could be brought overland from Winnipeg via the Dawson Trail and then by boat to this site. A good site for a wharf caused the construction camp to be built near the Hudson's Bay Company fur trading post. This original "urban" nucleus is now the

C.B.D., and can be recognized on Map 17 by the heavy clustering of commercial land use in the central part of Kenora.

Railway construction and maintenance required supplies of timber, so numerous sawmills were built, and in time a market for lumber was found in the West. These mills led to the growth and expansion of the early settlements at Kenora (then known as Rat Portage), Norman, and Keewatin. The only contemporary reminder of the old lumbering era is the sawmill located across the channel from Keewatin (Map 17).

Keewatin began as a small settlement around two sawmills, but its real raison d'etre was flour milling. This industry was made possible by the development of inexpensive hydro power alongside the main line of the C.P.R. From the beginning of the industry in 1888 to the present day, wheat has been brought in from the prairies, milled into flour, and then shipped to markets in both eastern and western Canada, as well as overseas.

Shortly after the turn of the century sawmill operations began to decline because of strong competition from the U. S. A. and British Columbia. However, in the 1920's a pulp and paper mill was established in Kenora, and this industry immediately became the most important economic activity in the urban area. Its location opposite a sheltered bay in the northern part of Kenora allows pulpwood to be floated in from the Lake of the Woods directly to the mill site. Power is provided by two near-by power stations on

the Winnipeg River and by natural gas from the trans-Canada natural gas pipeline (located a mile north of the mill). A spur track to the near-by C.P.R. yards allows newsprint to be readily shipped by rail to markets in the U. S. A. These industries--flour milling, lumber, and pulp and paper--have left characteristic patterns on the landscape, as is shown on Map 17.

A quite different pattern developed because of recreation. The Canadian Shield topography of the Kenora area, including the island dotted lakes, proved to be a great attraction to people from the prairies, and tourism began to be of some significance shortly after the opening of the railway to the West. Coney Island and the southern shore of Keewatin soon became studded with summer cottages. After a road southward to the U. S. A. was opened, and after the Trans-Canada Highway, linking Port Arthur and Winnipeg, was built in the 1930's, tourism began making a major contribution to the urban area's economy. This is demonstrated on Map 17 by numerous motels and tourist camps along the Trans-Canada Highway within the urban area.

As the population of the urban area increased, the most desirable residential areas along the lake front and on flat terrain were occupied by better class housing. Areas of rough terrain and poor location were taken up by average and below average housing. Schools, churches, parks, and recreation facilities gradually spread throughout the developed

urban area, as indicated on Map 17 by institutional and recreational land use.

The land use map of 1962 is therefore a record of the various functions represented within the area. Together they form a pattern which can best be understood by treating each of the functions in turn.

CHAPTER IV

MANUFACTURING

Manufacturing is the most important economic activity in the urban area, both in terms of employment and in annual payroll. This is shown graphically in the following table, which compares the leading economic activities:

	Manufacturing	Transportation	Tourism
Total employed in 1961	1,159	560	627 -includes all service & recreation occupations
% of total labour force in Kenora-Keewatin	24.6%	11.9%	13.3%
Annual payroll	$5,557,788 (Pulp & Paper, 1961)	$2,387,560 (C.P.R., 1961)	$934,000 (equivalent of payroll in 1960)

- Employment data compiled from Canada Census, 1961.
- Payroll data obtained from "Mando" and C.P.R.
- Data on "equivalent payroll of tourism in 1960" based on official Ontario Tourist Survey of Kenora, 1960.

Manufacturing is of greater relative importance to Keewatin than it is to Kenora, e.g., in 1961 almost 34 per cent of Keewatin's labour force was engaged in manufacturing, whereas in Kenora the comparable figure was only 23 per cent (Table E. 10, page 295).

Although manufacturing is of prime significance to the community, the amount of land occupied by industry is not very extensive. Map 17 shows that industrial land use is restricted to only three fairly large areas and a few scattered

lots. Heavy industry occupies the former and light industry occupies the latter (Map 18).

Heavy Industry

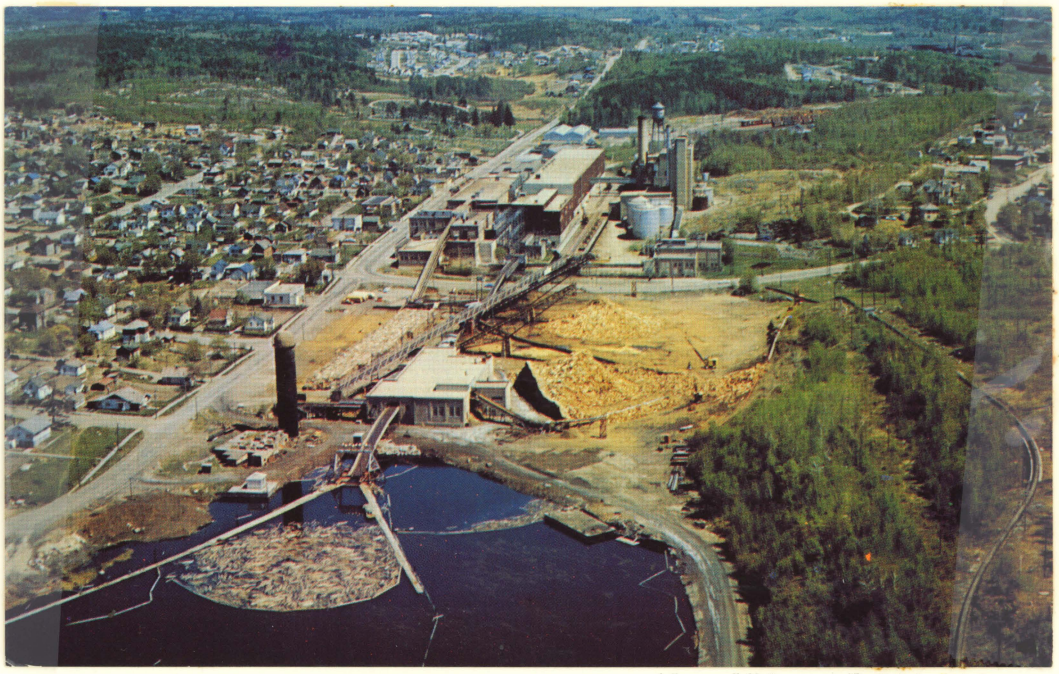
A. Pulp and Paper Manufacture

The pulp and paper manufacturing industry in Kenora is the result of the favourable combination of seven factors: (1) industrial site, (2) pulpwood, (3) power, (4) transportation, (5) market, (6) labour, and (7) capital. Although some of these factors may be more important than others, it is the presence and the favourable character of all of them that makes this industry possible at this particular location.

1. Industrial Site

The pulp and paper mill is located in Kenora along Ninth Street North facing a bay of the east branch of the Winnipeg River (Plate 36 and Map 17). This location is admirably suited for the mill because it is on the waterfront, near the railway, near sources of power, and includes a sufficiently large area of fairly level terrain.

The waterfront site makes it possible to bring pulpwood directly to the mill by log-booms. The pulpwood brought in this way from the Lake of the Woods is sluiced past the power station on the Eastern Outlet and brought into the sheltered bay in front of the mill. Once in the bay it is ready for subsequent manufacturing operations. The various water areas reserved for pulpwood storage ("booming grounds") are



Alex Wilson Publications

Plate 36. The Ontario-Minnesota Pulp and Paper Company at Kenora.

shown on Map 17.

The mill's location on fairly level terrain (Map 6) has made it easy for a spur track to be built from the near-by Canadian Pacific Railway yard. The pulpwood that is brought in by train is stockpiled on the company's private railway yard (indicated by "open storage" on Map 17).

2. Pulpwood

The main pulpwood species utilized are spruce, balsam, and jackpine; the consumption in 1961 was 212,332 cords.[1] The company has been granted extensive timber leases by the Ontario government and most of the wood comes from these (Map 19). However, the company also purchases considerable amounts of wood from independent loggers and farmers. Some of this wood comes from Manitoba and small amounts from even as far off as Saskatchewan.

The successful operation of the mill depends on having near-by sources of suitable pulpwood, and consequently, it is in the company's interests to practice enlightened conservation. In its efforts to insure permanent operations, the company's forest management program entails the subdivision of large forest areas into smaller parts called "sustained yield cutting units". Detailed cutting plans are worked out

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[1] "Mando Industries - 1961", bulletin released by the Minnesota and Ontario Paper Company.

for each of these units, and the annual harvest is restricted to the amount of wood that the area can reproduce.[2]

3. Power

Originally the power needed to operate the pulp and paper mill came from the company's own two small power stations on the Winnipeg River (with a capacity of 11,000 kilowatts in the western station and 4,000 kilowatts in the eastern station). Today, additional hydro power is obtained from the Ontario Hydro power grid and natural gas from the near-by Trans-Canada natural gas pipeline. Thus an abundant and relatively inexpensive source of power is available to the mill in perpetuity.

4. Transportation

Most of the pulpwood is brought to the mill by log-booms, but some arrives by truck and some by rail. However, practically all of the newsprint manufactured in the mill is shipped by rail. The mill's immediate access to the C. P. R. main line is clearly of great significance.

5. Market

Newsprint is the only product produced at the Kenora plant, and in 1961 the output was 171,656 tons.[3] The main

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[2] From Tree to Market (Minneapolis: Minnesota and Ontario Paper Company, n.d.), p.3.

[3] "Mando Industries - 1961" loc. cit.

customers for newsprint are newspaper publishers, periodical publishers, commercial printers, paper merchants, and paper converters.[4] In 1962 the Kenora mill supplied newsprint for 144 newspapers.[5] With the exception of one newspaper in Kenora and one in Winnipeg, the entire market is in the United States. Newsprint is exported to twelve states, with the largest orders going to Minnesota, Iowa, Wisconsin, and Kansas (Table G.2, page 306). All the newsprint for the American markets is shipped by rail; the average annual shipment is about 6,000 carloads.[6]

6. Labour

When the pulp and paper mill began operations in 1923, other economic activities in the urban area were at a low ebb. Consequently, there was no difficulty in obtaining a sufficient number of workers. With expansion of mill operations, new workers were attracted and this contributed to the growth and expansion of the urban area. At present there is a labour force of about 800.

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[4] Ibid.

[5] Bulletin board display at the Kenora office of the Ontario-Minnesota Pulp and Paper Company.

[6] Report of General Business Conditions in the Kenora Division, May 27, 1961 (in the files of the Public Relations Department, C.P.R., Winnipeg, Manitoba.).

7. Capital

The Kenora plant, owned by the Ontario-Minnesota Pulp and Paper Company, was built with American capital. This company is a subsidiary of the Minnesota and Ontario Paper Company, with its head office in Minneapolis.

Other Activities Associated with Pulp and Paper

Using Kenora as the base of operations the pulp and paper company employs an additional 250 men in its woods operations. Within the logging areas indicated on Map 19 the company maintains about a half dozen semi-permanent logging camps (Plate 37). Successful operation of the Kenora mill is largely dependent on the various woods and transport operations. These are responsible for cutting the bulk of the pulpwood and bringing it to the mill site (Plate 38).

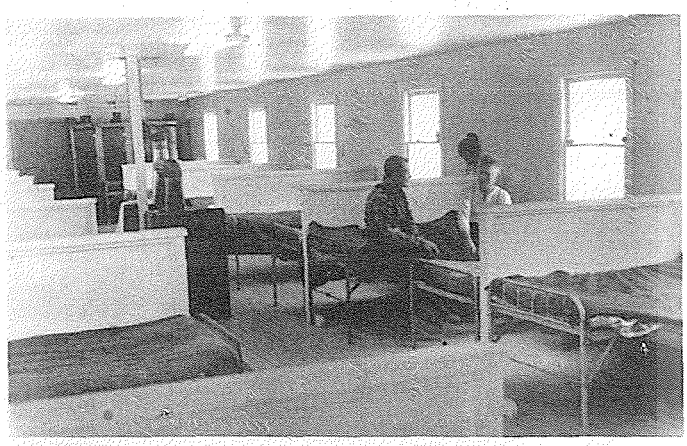
In addition to the pulp and paper mill, the company also operates a sawmill, located alongside the Trans-Canada Highway between Keewatin and Norman (Plate 3 and Map 17). This is the only active sawmill at present; it employs about 35 workers.

Significance of Pulp and Paper Manufacture

The Ontario-Minnesota Pulp and Paper Company employs about 1,000 workers in the Kenora area, and its annual payroll in 1961 was $5,557,788.[7] It is by far the most significant

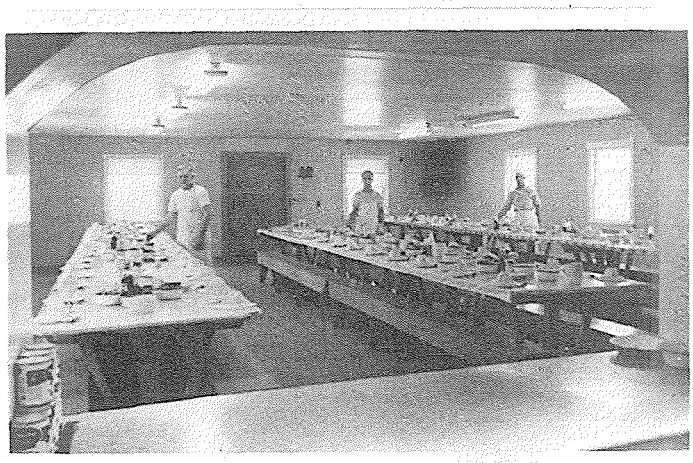
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[7] "Mando Industries - 1961", loc. cit.



MANDO'S logging camps today are complete with modern conveniences. Typical bunkhouse is shown here.

Courtesy "Mando"



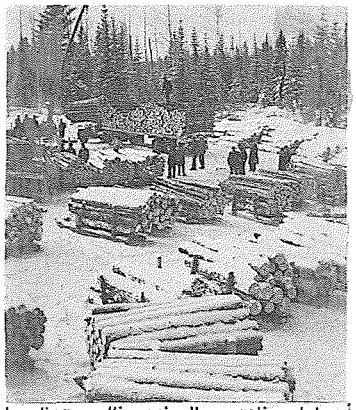
KITCHENS and mess halls are sparkling clean. Electric appliances, oil or gas cooking ranges are standard.

Courtesy "Mando"

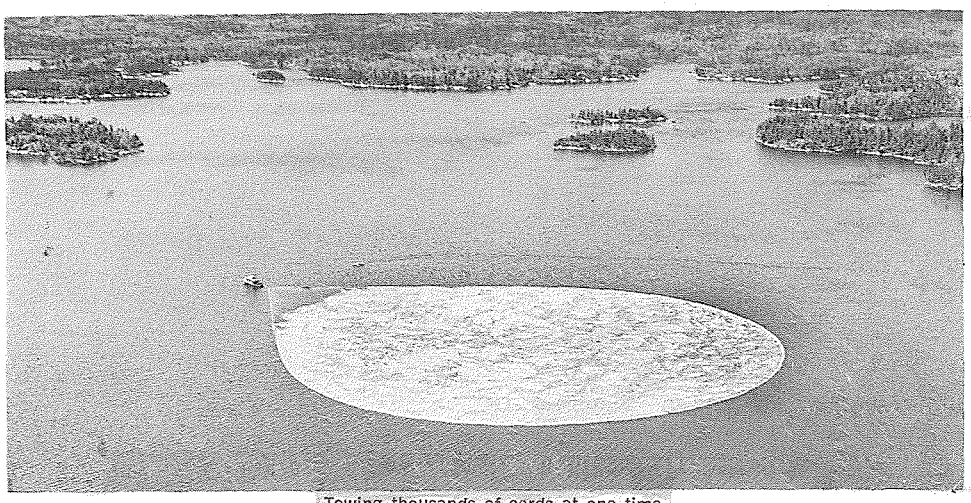
Plate 37. Views of logging camps.



the tree selected for harvesting is felled, limbed, cut and piled. Tree length skidding is used in some areas; in others trees are bucked and piled at felling site.



Loading or "jamming" operation takes place in critical weeks of mid-winter when thousands of cords are trucked in before the spring break-up.



Towing thousands of cords at one time on lakes is a colorful but sometimes difficult operation.

Courtesy "Mando"

Plate 38. Woods and towing operations.

industry in the urban area, and as would be expected accounts for almost one-third of Kenora's tax revenue.

An account of the events that led to the establishment of the pulp and paper mill at Kenora and its effect on the area through the years is given in Chapter II of this study.

B. Flour Milling

The presence of a flour milling industry in a relatively non-agricultural region and an area far from large markets can be explained by a number of specific factors. The initial establishment of the industry at Keewatin was due to the following, which should be considered in their proper historical setting: (1) an available industrial site with hydro power, beside the main line of the C. P. R., (2) wheat from the prairies, moving eastward by this line, and (3) markets: east, west, and overseas. The successful operation of the industry since 1888 has been dependent on the above factors; however, in recent years it has become apparent that the old mills are unable to operate as efficiently or as profitably as modern new mills.

Industrial Site, Hydro Power, and Transportation

Plans for a flour milling industry at Keewatin were made soon after the completion of the C. P. R. to the east in 1885. It was recognized that hydro power could be developed quite readily by making a short channel across the narrow neck of land between Darlington Bay and Portage Bay in Keewatin

(the site of the western flour mill power plant on Map 18). The proximity of the power site to the main line of the C.P.R. made it possible for both the power plant and the flour mill to be located alongside the railway. This advantageous set of circumstances kept transportation costs at a minimum and eliminated the need to transmit power. At this time the transmission of electrical energy from hydro plants by direct current for even short distances was a major technical problem. When it was built the Keewatin plant was probably one of the best planned and most efficient in all of Canada.

Wheat from the Prairies and Markets in the East and West

Wheat began to be shipped to eastern markets as soon as the Kenora section of the C.P.R. was completed in 1885. With in-transit freight-rate privileges granted by the C.P.R., it was a simple matter to intercept wheat at Keewatin, mill it into flour, and send it on to either eastern or western markets. In this way the lack of an agricultural area near Keewatin was of no significance. There were no large mills in operation in the West at that time, and consequently, this mill was well placed to serve markets in western and eastern Canada as well as overseas.

The Construction and Operation of the Mills

The first mill went into operation in 1888, and it was at that time the largest and most modern mill in Canada.

The capacity of the power plant was 3,395 horsepower.[8] The initial output was 2,200 barrels of flour a day, and it had two elevators with a combined storage capacity of 700,000 bushels.[9] Another mill of comparable size was built in 1907, a few hundred yards to the east of the original mill (Plates 3 and 19, and Map 18). The two mills employed about 250 workers and provided a stable economic basis for the town of Keewatin.[10]

Subsidiary Status and Present Operations

The Lake of the Woods Milling Company kept both mills in operation from the time they were built until 1955. that year the company was bought out by Ogilvie Flour Mills. An immediate result was the closure of the older mill. It was said to be unprofitable to operate, despite the fact that the original company somehow managed to keep it in operation.

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[8] Arthur V. White and Adolph F. Meyer, Lake of the Woods Levels, Report of Consulting Engineers to the International Joint Commission, 1916 (Washington: Government Printing Office, 1917), p. 159.

[9] The Semi-Weekly Record (Rat Portage), December 11, 1895; The Colonist (Winnipeg), Vol. X, No. 12, May 1896, p. 523.

[10] A detailed account of the events that led to the establishment of the industry at Keewatin and its influence on the urban area throughout the years is presented in Chapter II of this study.

The mill built in 1907 (known as Mill "C" and the eastern mill on Map 18) is still in operation, although in recent years it has been in use only three days per week for extended periods. Under normal conditions Mill "C" consumes about 9 to 10 freight cars of wheat a day. The total shipment of flour and feed in 1961 was 4,500 freight carloads (Table G.3, page 307). The labour force at the mill is now less than 100.[11]

Modern flour mill construction and large scale operations have undoubtedly made the Keewatin industry relatively less profitable. If the differential in profits becomes great enough, the Keewatin subsidiary plant may be shut down entirely. Indeed, this is already strongly rumoured in the town, and the day of closure may not be far off. If that occurs the town of Keewatin will be faced with ruin.

Although the company could make a strong case for shutting down a relatively unprofitable plant, it is nevertheless possible to present an equally strong case for its continued operation. If a community is totally dependent on the operation of a particular industry it might be in the best interests of the national economy to keep that industry in operation even though its profits were practically

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[11] Data and general information on the present-day operations of the flour mill were obtained from municipal officials and various secondary sources. Primary sources were unavailable because the management of the flour mill was unwilling to divulge any information whatsoever.

nil.[12]

C. Other Heavy Industry

Kenora is an important C.P.R. divisional point; however, this function was of even greater significance prior to the railway's dieselization during the 1950's. Prior to this time large repair facilities were maintained for steam locomotives in the 36-stall roundhouse at the eastern end of the railway yards. This was an important heavy industry for the urban area. As a result of dieselization the large repair facilities at the roundhouse were no longer required. Only three stalls out of the large building are now used for C.P.R. repair purposes and only 6 tracks remain intact. Nevertheless, the small portion of the building used by the C.P.R. could still be classified as heavy industry (Map 18).

In 1962 the remainder of the roundhouse was leased to a newly-formed company, Ken-Krete Limited--manufacturers of concrete blocks and bricks. The company started production in May of 1962, and because of a high degree of mechanization, only five men were employed. The roundhouse is very well suited for the company's purposes because it allows cement and aggregate to be brought by rail directly to their machines. Furthermore, the immense size of the building provides adequate

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[12] The Keewatin flour mill problem is discussed in detail and a suggested course of action is presented in Appendix H, pages 308-314.

storage space. Another point of significance is that the company probably got reasonable rental rates since the C.P.R. had no immediate need for the roundhouse. There should be a considerable market for these products, and local production should reduce their cost in the area. As a result of these operations, some portions of the roundhouse may be classified as heavy industry and other portions as storage (Map 17).

Ready-mixed concrete is manufactured by a small company located on C.P.R. property at the north end of Tenth Avenue South (Map 18). The machines operate in the open since a building is not required for this type of activity. As in the case of the concrete block company, cement and aggregate are brought by rail directly to the manufacturing site.

Light Industry

The remainder of the manufacturing industries in the Kenora-Keewatin urban area may be classified as light industrial and they are differentiated as such on Map 18.

Four carbonated beverage companies are located in Kenora and supply the entire administrative district of Kenora. These companies are highly mechanized and although they produce almost 7,000,000 bottles of drink annually, they employ only 25 men.[13] Although three of the plants are located

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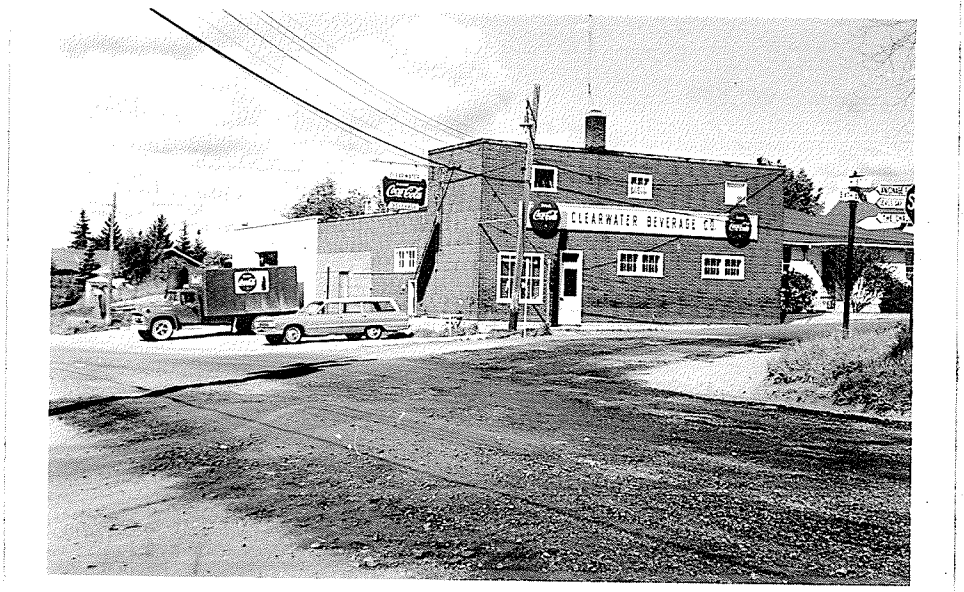
[13] Report of General Business Conditions in the Kenora District, May 27, 1961, loc. cit.

near the C.P.R. yards, their location is determined by the availability of industrial sites rather than proximity to the railway since almost all transport associated with their operation is conducted by truck. Production takes place on small sites and in unimposing structures (Plate 39 and Map 18).

Kenora has two dairies and these obtain their supplies of milk from the agricultural area of the municipality of Jaffray-Melick. Although these dairies are able to supply local needs, the influx of thousands of tourists during the summer requires additional dairy products to be imported from Winnipeg.

The remaining manufacturing plants in the urban area consist of five bakeries--four in Kenora and one in Keewatin (Map 18).

The precise contribution made by manufacturing to the economy of the urban area is difficult to determine because of lack of sufficient data. Nevertheless, as indicated by the table at the beginning of this chapter, generalized data on employment and partial payroll data definitely place manufacturing as the leading economic activity.



J. Ryan

Plate 39. The Clearwater Beverage Company.

CHAPTER V

TRANSPORTATION INDUSTRY

The transportation industry ranks second to manufacturing in economic importance for the Kenora-Keewatin urban area. About 12 per cent of the urban area's labour force is employed at transport and communication operations (Table E.10, page 295).

Railway Operations

The railway has always been and continues to be of immense importance to the urban area, not only as an employer of a large labour force, but also because of the services it offers the community. As already mentioned in an earlier section, the very existence of the urban area is primarily the result of the railway route.[1] However, it should also be pointed out that without the type of service offered by the railway, the flour mills and the pulp and paper mill would never have been established in the community. These industries are particularly dependent on railway service.

In 1961 the Canadian Pacific Railway Company had 473 employees in the Kenora area and its annual payroll was $2,387,560.[2] Even if other modes of transportation are

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[1] A detailed account of the significance of the railway to the growth and development of the urban area appears in Chapter II.

[2] Letter from C.F. Gwyn, Superintendent, Canadian Pacific Railway Company, Kenora, September 11, 1962.

excluded, the railway industry by itself would rank second to manufacturing in economic importance to the urban area.

Starting from the northern part of the central business district the railway yards extend in an easterly direction for over a mile and a half (Plate 2 and Map 17). The railway yards have over 30 miles of tracks, and they have a total capacity of 2,530 freight cars.[3] These are exceptionally large railway facilities for a town the size of Kenora.

The major types of goods and materials shipped to the urban area and shipped from the urban area are shown in Table G.3, page 307 . As would be expected, the manufacture of pulp and paper accounts for the largest number of shipments. In 1961 there were 1,634 freight cars of materials imported by the pulp and paper mill, and there were 5,741 cars of newsprint exported. The amount of wheat imported by the flour mill is not reported, but there were 4,500 cars of flour and feed exported. With the exclusion of these two manufacturing plants, the urban area imported 1,115 freight cars of various kinds of goods and commodities. Some of the largest shipments included the following: gasoline, fuel oil, beer, coal, and building materials. The fact that there were 200 cars of fish exported in 1961 indicates that fishing is a fairly important activity in the urban area.

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[3] Report of General Business Conditions in the Kenora Division, Kenora, May 27, 1961 (in the files of the Public Relations Department, C.P.R. Company, Winnipeg).

Highway Transportation

As indicated on Map 20, the Trans-Canada Highway passes through the major portion of the Kenora-Keewatin urban area. Several secondary highways lead into the urban area from the rural districts in the north.

Because the Trans-Canada Highway passes through Kenora, trans-continental truck routes must also pass through the area. Although specific data on trucking are completely lacking, a survey of local business firms indicates that a large volume of goods is brought in and shipped out by truck. In any case, there are five large trucking firms with terminals at Kenora. These establishments are all located on the eastern approach to the town along the Trans-Canada Highway (Map 17). Furthermore, a 1961 census report indicates that there were 97 truck drivers in Kenora that year.[4]

Urban Transit

A local bus company handles urban transit, and it is reported that over 700,000 passengers use the urban transit service annually.[5] Six bus routes seem to cover the urban area fairly adequately (Map 21).

The bus routes ignore local political boundaries and thereby help to facilitate the functional interrelationships

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[4] 1961 Census of Canada, Bulletin 3.1-6, Table 11.

[5] J.A. Sherrett, Industrial Survey of Kenora, Ontario; 1959 (Kenora: The Industrial and Publicity Board of Kenora, 1959), p. 10.

of these separate political units.

Air Transport

The Department of Transport operates an airport at Margach, located eight miles northeast of Kenora along the East Melick Road. The airport has three runways: the east-west one is 4,400 feet in length, the northwest to southeast one is 2,800 feet, and the northeast to southwest one is 2,700 feet in length.[6] All regular airport facilities are available, and the airport also serves as a registered Customs Port of Entry. Many American tourists fly their own planes and make use of this airport.

A seaplane base is located in downtown Kenora at the Second Street Dock (Plate 40 and Map 17). A winter air base is located in a bay at the south end of First Avenue South in Lakeside (Map 17). Two private airlines operate from these bases: Ontario Central Airlines Limited and Parsons Airways Limited. The former operates twenty-one aircraft, and the planes range from two passengers up to nine. This airline operates a non-schedule charter service within a 500 mile radius. Most flights are made to Red Lake, the Lakehead, Fort Frances, and tourist camps throughout the Kenora and Rainy River districts. In 1957 the Company transported over 8,000,000 pounds of freight and carried over 50,000 passengers. This established the second highest record for a company of its kind

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[6] Ibid., p. 9.

in Canada.[7] Parsons Airways operates four aircraft with a capacity of three to nine passengers. This company helps to serve the tourist camps in the Kenora and Rainy River districts. Fishing parties and various supplies account for most of its cargo.



Grant-Mann Lithographers

Plate 40. Seaplane base at Second Street Dock in Kenora.

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[7] Ibid., p. 10.

CHAPTER VI

TOURIST INDUSTRY

The Kenora and Lake of the Woods area is characterized by an extraordinary topography which constitutes a natural recreational resource. There is no doubt that the most characteristic feature of the area is the natural beauty of its landscape.

The writings of the early fur traders and explorers indicate that the scenic beauty of the Lake of the Woods was not only appreciated by them but by the original Indian population as well. Almost immediately following the opening of the railway, tourists and vacationers began to frequent the area. With the development of roads and modern transport, tourism began to assume ever-increasing significance in the area's economy.[1]

Although the effect of tourism on the economy of a recreation area is generally recognized, it is usually difficult to estimate the exact monetary value of the tourist industry. In short, the main difficulty lies in obtaining adequate, accurate, and valid data on the actual monetary contribution made by tourists. Furthermore, the problem of defining exactly who is a tourist and who is not has not been entirely solved. However, as in other recreation areas, various studies and surveys have been made in the Kenora area

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[1]The development of tourism in the Kenora area is discussed in detail in Chapter II, pages 92-96; 110; 123.

to determine the impact of tourism.

Kenora is one of the few towns in Ontario to have had an official government-sponsored survey of the tourist industry. The survey was conducted in July 1960, and a detailed report was subsequently published by the Ontario Department of Travel and Publicity.[2] The purpose of the survey was to determine the approximate amount of money spent annually by tourists in the town of Kenora, and to determine various characteristics of Kenora tourists in general. The survey appears to have employed the most modern approach and techniques currently developed.[3] A warning, however, is issued that the conclusions of the survey are based on data of varying degrees of exactness and reliability. Local tourist officials tend to feel that the findings of the survey under-estimate the relative importance of tourism in the area. Nevertheless, this is the most objective survey to date, and its findings should be accepted until there is conclusive proof to the contrary.

Relative Importance of Tourism to the Urban Area

As indicated by the 1960 official survey, the amount of money spent by tourists in Kenora during the summer tourist season was approximately $934,000--or about two-fifths of the total commercial sales in the town. The survey elaborates on

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[2]Ontario Department of Travel and Publicity, A Survey of the Tourist Industry in Kenora, Ontario (Toronto: Ontario Department of Travel and Publicity, 1960).

[3]Ibid., pp. 1-5.

this figure as follows:

> It is estimated that this new money coming into Kenora during the tourist season would have the same impact on the economy as the annual payroll of an industry employing 267 persons all year round with each person earning about $3,500 per year.[4]

The survey admits, however, that it is probable that, "...omissions inherent in the sampling process are such as to result in an under-estimate of the relative importance of the tourist."[5] Furthermore, the survey was based only on Kenora, and therefore, the amount of money spent by tourists in Keewatin and in the urban area of Jaffray-Melick would have to be added to the Kenora figure to obtain an approximate value for the whole urban area. However, since the main business district is in Kenora, the addition would not be very large. A further point that should be considered is that the survey estimate apparently does not include the amount of money spent by tourists on actual lodgings in the urban area.

The survey does not consider one other factor, which is undoubtedly of considerable significance. In the surrounding Lake of the Woods region where Kenora is the main supply centre and the general base of operations, there are about 200 tourist camps and resorts.[6] The majority of these establishments

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[4] Ibid., p. 31.

[5] Ibid., p. 26.

[6] Where to Stay in Ontario, Vacation Region 31-Lake of the Woods (Toronto: Ontario Department of Travel and Publicity, 1963), pp. 1-16.

purchase their supplies and equipment in Kenora. Consequently, this money should also be added to the urban area's tourist revenue because it is spent in the urban area as a direct result of tourism in the district. However, there is no data on this particular category, and it would be very difficult to offer even an approximate figure.

If all these additional factors are considered, the survey's estimate of approximately $1,000,000 is undoubtedly an under-estimation. Nevertheless, even if this figure were doubled, tourism would still rank second to the transportation industry because the average annual C.P.R. payroll alone amounts to approximately 2.3 million dollars.[7] Consequently, it appears that at the present time tourism is the third largest industry in the urban area, following manufacturing and transportation, respectively.

Location and Type of Tourist Accommodations

Although there are a considerable number of tourist establishments within the bounds of the urban area, the great majority of them are in the surrounding rural district. As already mentioned, there are approximately 200 licensed tourist establishments in the immediate Lake of the Woods region,[8] but the administrative centre in Kenora is in charge of 558

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[7] Data supplied by C.P.R. (September 11, 1962).

[8] Where to Stay in Ontario, loc. cit.

establishments in the entire Kenora and Rainy River districts.[9]

Within the Kenora-Keewatin urban area there are three types of commercial establishments which offer lodgings for tourists--hotels, motels, and tourist camps (Map 22). Within the urban area there are 8 hotels, 15 motels, and 28 tourist camps (or groups of cabins). As would be expected, the majority of these are spread out close to the route of the Trans-Canada Highway. However, there are some that are about a mile or more from the main route of travel, for example, Rabbit Lake, Coney Island, and the south part of Lakeside. The advantages of these locations appear to be seclusion, scenic views, and swimming and boating facilities.

Most of the hotels are located in the central business district of Kenora, plus two at Keewatin and one at Norman. Almost all the motels are modern structures and were built within the last few years (Plates 41 and 42). Tourist camps tend to be of an older vintage and of simple design (Plate 43).

Summer cottages are a distinct category in themselves. Most of them are owned by Winnipeg residents, and the ages of some of the buildings date back to 1890.[10] Since the majority of these people come to their summer cottages regularly and for several weeks at a time, they are more properly referred

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[9] Letter from E. J. Stone, Ontario Department of Travel and Publicity, Kenora, October 18, 1963.

[10] Assessment records in the files of the Kenora and Keewatin Municipal Offices.



Courtesy Dugay Park Motel



Courtesy Tower Motel

Plate 41. Modern motels at Kenora.



Courtesy Grandview Motel

Plate 42. Most motels stay open the year round.

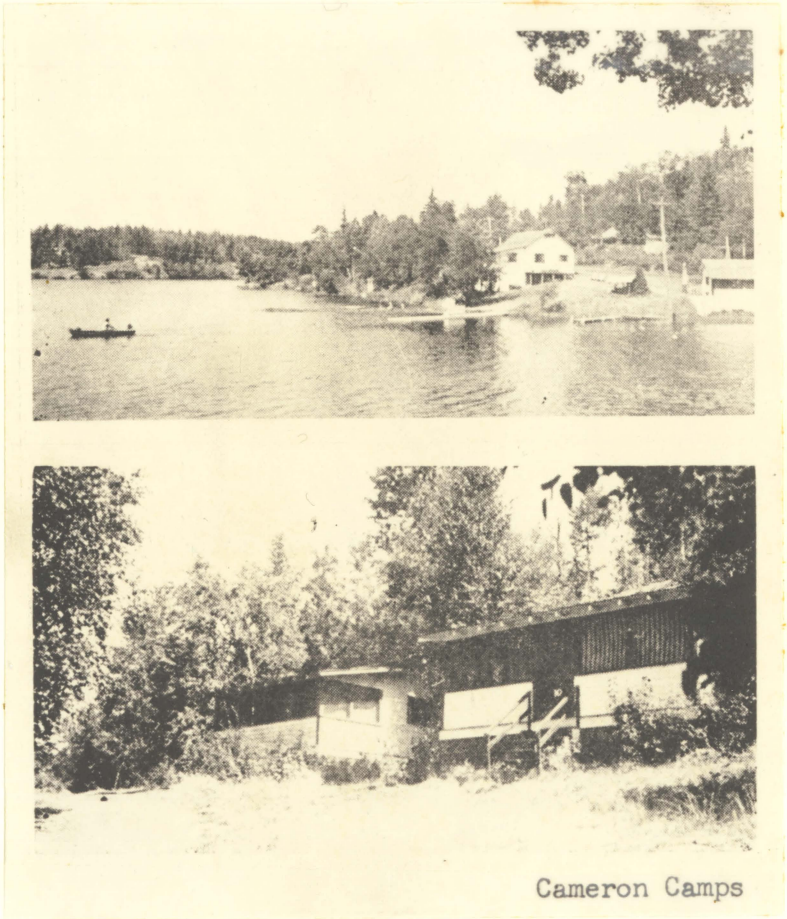


Plate 43. Typical tourist camp in Kenora.

to as vacationers rather than tourists. Most of the summer cottages are found on Coney Island and along the south shore of Keewatin (Plate 44). Coney Island does not have a bridge connection, but is serviced by a regularly scheduled excursion boat (Plate 45).

Number of Tourists and their Origin

The number of tourists to visit the Kenora Tourist Reception Centre in 1962 was 34,643.[11] However, it is estimated by the Ontario Department of Travel and Publicity that the average number of tourists to visit the urban area annually is approximately 60,000.[12]

The origin of Kenora tourists is shown in Table F.1, page 298 , which was compiled from the number of tourists who actually visited the Kenora Tourist Reception Centre in 1962. The majority of the tourists came from Canada, but almost half came from the United States. Of those that came from Canada, almost half came from the province of Manitoba, and about a quarter came from Ontario. There were visitors from all ten provinces as well as the Yukon. Similarly, there were visitors from every state of the United States, but by far the greatest number came from the state of Minnesota (although Minnesota ranked third after Manitoba and Ontario). The next

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[11] Bryan L. Cathcart, Report of the Department of Travel and Publicity, 1962 (Toronto: The Legislative Assembly of Ontario, 1963), p. 44.

[12] Letter from E. J. Stone, loc. cit.



J. Ryan



J. Ryan

Plate 44. Summer cottages overlooking the Lake of the Woods.



J. Ryan

Plate 45. The "Argyle II" provides ferry service between Kenora and Coney Island.

largest group of tourists came from four other states--Illinois, Wisconsin, Michigan, and Iowa, respectively. In other words, the majority of the tourists came from the areas immediately adjacent to the Lake of the Woods region.

Reasons for Coming to Kenora

Two types of data are available for estimating the reasons why visitors come to Kenora (Table F.2, page 299). The data based on the total number of tourists that visited the Kenora Reception Centre in 1962 differs considerably from the data based on the sampled number of tourists that stayed overnight in 1960.

In regard to the total number of tourists that visit the area, 45.0 per cent are interested in touring, 26.5 per cent in camping, and .8 per cent in cruising. If these were combined under the category of sightseeing they would number 72.3 per cent. Holidaying accounts for 13.1 per cent, fishing 10.7 per cent, business trips 3.2 per cent, interest in historical sites .5 per cent, and .2 per cent coming to hunt. However, the main hunting season is later in the fall and its figures are not included in the summer data.

The reasons given by tourists who stay overnight, or for an extended period of time, follow a similar general pattern, but are of different proportions. Once again, sightseeing is the main reason, but the percentage is reduced to 25.7. Visiting friends and relatives accounts for 15.9 per cent, and holidaying accounts for 9.6 per cent. If these latter two groups

are combined under general holidaying they total 25.5 per cent. Fishing accounts for 23.8 per cent, and is therefore considerably higher than it is for tourists in general. Business trips account for 6.3 per cent, and interest in historical sites 2.1 per cent.

In general, it appears that most people visit the area for sightseeing, holidaying, and fishing.

Types of Tourists Visiting the Kenora Area

The Kenora area appeals primarily to family groups. Table F.3, page 300, shows that almost 30 per cent of the tourists come in groups of four or more. Groups that total four in number account for 24.3 per cent, and two to a group account for 22.6 per cent. Table F.4, page 300, shows that 56.8 per cent of the tourists bring children with them.

Table F.5, page 301, shows the type of tourists on the basis of occupation that come to Kenora. Over 20 per cent are skilled workers and 18.2 per cent are from professional occupations. Unskilled workers total 16.7 per cent, office workers 15.4 per cent, and only 11.8 per cent from sales personnel. Other occupations total 17.5 per cent. Tourists from Ontario and the United States follow this over-all pattern, but the pattern changes with regard to tourists from other provinces. In this case, office personnel form the largest group, followed by skilled workers, professions, unskilled, and finally sales. It appears that a high proportion of tourists from Manitoba are office workers.

Length of Stay in the Kenora Area

On the basis of the 1960 survey it appears that over 70 per cent of the tourists that come to Kenora stay overnight (Table F.6, page 302). In regard to American tourists, 82 per cent stay overnight, but only 40 per cent of Ontario tourists stay overnight.

The length of stay of Kenora tourists forms an interesting pattern (Table F.7, page 302). Of the tourists who stay overnight, 36.4 per cent stay less than a week. The next largest group, however, is the one that stays 30 days, which totals 20.9 per cent. This is predominantly the group that forms the "summer colony" on Coney Island and on the south shore of Keewatin. Most of these people are Manitoba residents but there are many Americans as well.[12] The group that stays 7 to 10 days forms 20.8 per cent. Those that stay 11 to 16 days form 14.6 per cent, and those that stay 16 to 30 days form 7.3 per cent.

The tourists who stay in the urban area for a month or more are mainly those who live in summer cottages. Therefore, in addition to forming a distinct pattern in regard to length of stay, their places of abode form a distinctive land use pattern as well (Map 22).

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[12] A Survey of the Tourist Industry in Kenora..., op. cit., p. 14.

The Effect of Tourism on Commercial Sales

As mentioned in an earlier section, the 1960 survey indicates that tourists account for about 40 per cent of all commercial sales during the tourist season. The tourist season includes the period from May 15 to September 30, with the greatest impact being between July 1 and the Labour Day week-end.

Although tourism may account for about 40 per cent of all commercial sales, it must be appreciated that this is an average figure, and that this proportion is not evenly distributed for all types of sales. Table F.8, page 303 , indicates that some establishments make most of their sales to tourists, but that others are mainly dependent on the local residents. For example, during the tourist season jewellery stores make 83.8 per cent of their sales to tourists, but tourists account for only 17.2 per cent of sales in stationery stores. In addition to jewellery stores, drug and clothing stores and gas stations find tourist trade brisk as do restaurants. Local residents account for the majority of sales in "5¢ - $1.00 Stores", bake shops, grocery stores, miscellaneous stores, and as mentioned, stationery stores.

Tourism in Proper Perspective

Although tourism contributes significantly to the economy of the urban area, its importance sometimes tends to be over-exaggerated. At the present time the basis of the economy of the urban area rests primarily on manufacturing, and

to a lesser degree on transportation. These two industries account for over 36 per cent of the labour force and provide some of the highest wages in the community, plus an important source of taxation revenue. Hence, they provide a fundamental basis of security and stability to the economy. Without either one of these two industries the urban area could not possibly survive in its present form; however, it is entirely likely that the basic structure of the community could survive without tourism.

This is in no way meant to deprecate the importance of tourism, but tourism must be viewed realistically to assess its true significance. The tourist industry helps to keep business buoyant, and without it, there is no doubt that the urban area would be economically stagnant. The Lake of the Woods area has a built-in natural resource in its scenic beauty, and every effort should be made to develop this resource to its full economic potential.

CHAPTER VII

COMMERCIAL FUNCTION

In every urban area a large part of the landscape is devoted to the structures of various commercial enterprises. These establishments provide the facilities for consumers to obtain their required goods and services. They also provide employment for a large portion of the working population.

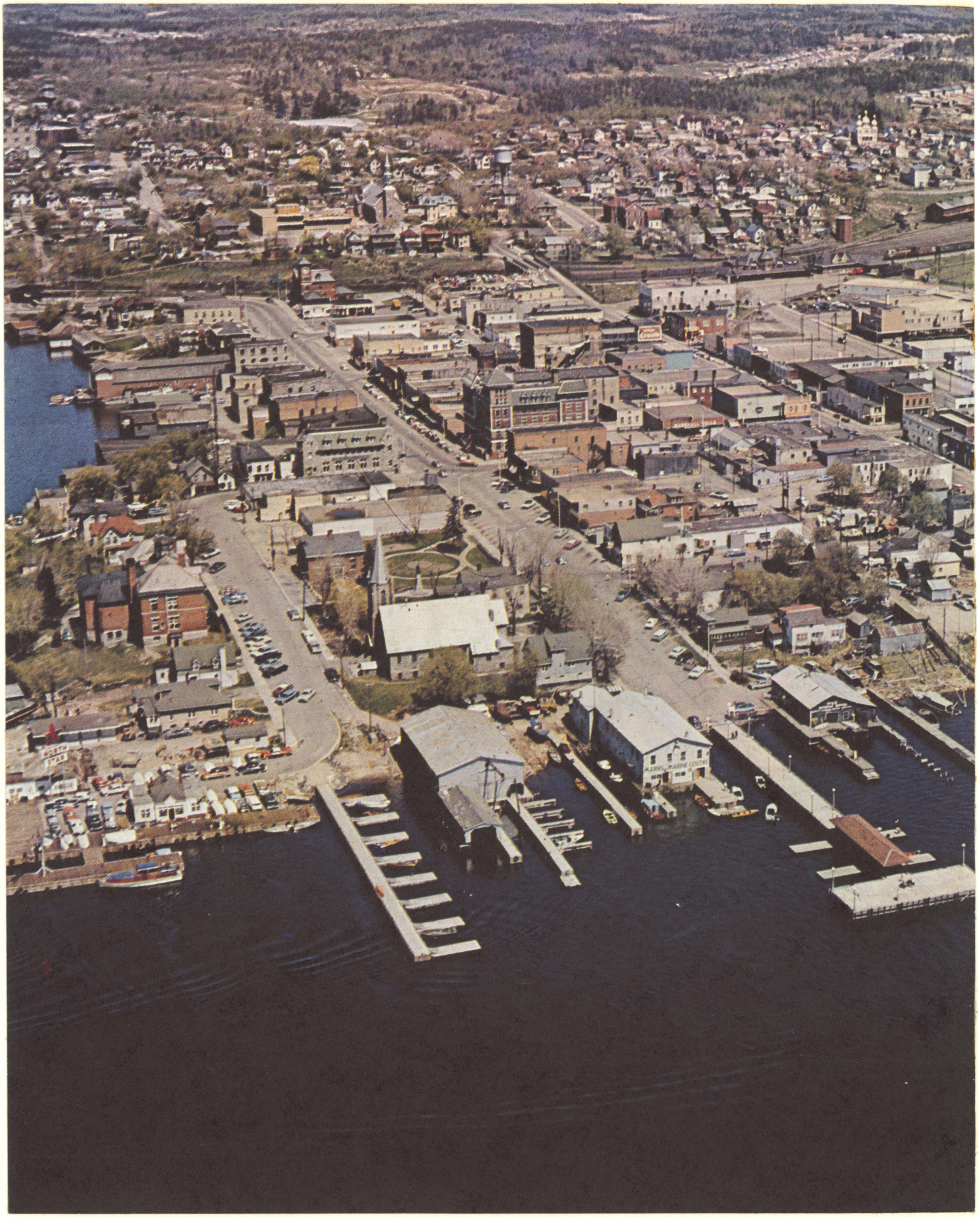
The majority of an urban area's commercial functions are usually concentrated in a central location, referred to as the central business district (C.B.D.). The establishments that are spread out along roads or in small districts here and there are referred to as commercial outliers.

The Kenora-Keewatin urban area follows this typical pattern and has a central business district and characteristic commercial outliers.

The Central Business District

The central business district of the urban area is in the town of Kenora, and it is clearly delimited by the railway tracks on the north, Fourth Avenue South and Railway Street on the east, and the Lake of the Woods along the south and west (Plate 46 and Map 18).

As is characteristic of most North American cities, the Kenora, C.B.D is on the site of the nucleus of the original settlement. Although the first permanent settlement was



Courtesy Industrial and Publicity Board of Kenora

Plate 46. The central business district in Kenora.

established in 1836 on Old Fort Island, this location was abandoned in 1861 and it was moved to the western lakefront of the present C.B.D. (Map 11).[1] This early settlement consisted of only a fur trading post, but in 1877 C.P.R. construction crews began building their camps around the fur trading post (Plate 12). Stores and hotels soon made their appearance and by 1895 the major part of the present C.B.D. site was occupied by business buildings (Plate 24). Map 15 shows that a considerable number of buildings in the C.B.D were built prior to 1900. These early stone and brick buildings, measuring two or three storeys in height, are still characteristic of the present C.B.D. buildings (Plates 26 and 28).

The central business district of the Kenora-Keewatin urban area has all the characteristic features of a typical C.B.D.[2] This can be illustrated by comparing the Kenora C.B.D. with a typical C.B.D on the basis of the following factors: transportation routes, land value, population density, amount of commercial activity, and types of land use.

A typical C.B.D. is the focus of all major transportation routes. An examination of Maps 20 and 21 shows this is

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[1] A detailed account of the early growth and development of the Kenora urban area is found in Chapter II.

[2] For the purposes of this study the criteria for the typical C.B.D. are based on the definition provided by Raymond E. Murphy and J.E. Vance, Jr., "Delimiting the C.B.D." Economic Geography, XXX (July, 1954), pp. 189-222. To quote the authors, "The really essential central business function (is) the retailing of goods and services for a profit and the performing of various office functions." (p.203).

indeed the case in Kenora. The Trans-Canada Highway passes through the heart of the C.B.D., and minor arterial streets and secondary highways converge on it, too. In addition, all transit bus-routes converge on the C.B.D. The main line of the Canadian Pacific Railway forms the northern boundary of the C.B.D. and the railway station is within this area. The numerous docks along the C.B.D. waterfront indicate that water transport must converge on this area. Furthermore, a seaplane base is located at the Second Street Dock, a half block from the heart of the downtown area.

The highest rents and the highest land values are characteristic of a typical C.B.D. Map 23 shows unmistakably that the highest land values in the urban area are precisely within the limits of the C.B.D. The lots along Main Street South are valued at about $30,000 each, but the value of lots tapers off to about $200 each near the periphery of the urban area.

The typical C.B.D has a unique population distribution pattern. In terms of residential population the C.B.D. has a relatively low density, but if daytime population is considered,the C.B.D. is characterized by the highest densities. Map 16, compiled on the basis of residence, shows that the C.B.D. in Kenora has a fairly low density of population, except for a few dense clusters. The clusters represent apartment buildings and predominantly business buildings that have permanent living quarters in their upper floors.

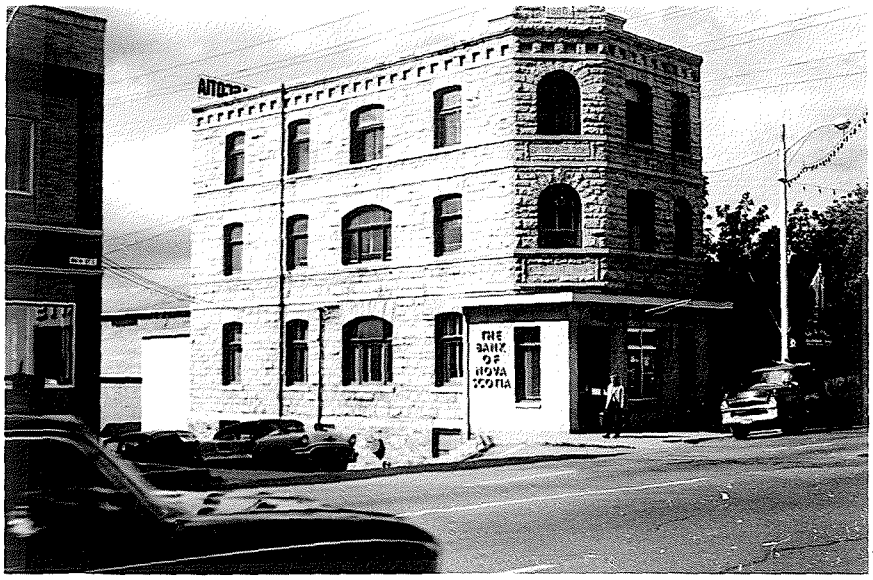
A daytime population map was not compiled, but nevertheless certain factors indicate that the highest densities during the day are in the C.B.D. For example, during the day in the downtown area the streets are crowded with cars, and parking space is always at a premium. Furthermore, the busy shops and business buildings, and the congested sidewalks are an indication of the high daytime population density in the C.B.D.

The most characteristic feature and the fundamental criterion for a C. B. D. is a high intensity of commercial activity. Retail shops, department stores, and financial buildings form the essential core of the typical C. B. D. It is at this point that it is possible to clearly differentiate the C. B. D. in terms of land use. The great majority of the buildings in the Kenora C.B.D consist of various retail establishments (Map 18).[3] There are 14 clothing shops, 2 shoe shops, 6 hardware and builders' supplies stores, 8 jewellery and gift shops, 4 drug stores, 2 department stores, 8 restaurants, and about two dozen various other retail and service shops. Other typical establishments of the C.B.D. include 15 office and professional buildings, and 5 banks (Plate 47).

There are certain other establishments in the Kenora C. B. D. which are usually associated with the

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[3] In Map 18 retail and wholesale establishments are combined; however, there are few wholesale establishments in the C.B.D. Most of them are located near the C.P.R. tracks.



J. Ryan



J. Ryan

Plate 47. Banks along Main Street South in Kenora.

typical C.B.D. pattern, but which are not part of its basic criteria. These include public buildings, hotels, wholesale outlets, automobile sales, amusement and recreation establishments, food stores and supermarkets (Plate 48), and a newspaper and radio station.

Service stations are not considered typical of the downtown commercial core; their distribution usually begins at the boundary of the C.B.D. In this regard Kenora does not follow the typical pattern because there a total of ten service stations within the bounds of the Kenora C.B.D. (Map 18). The presence of service stations in the downtown area is more typical of the central commercial function of a small city where differentiation is in an elementary form. However, the large number of service stations may also be indicative of the strong influence of tourism on commercial activity in Kenora.

The Business District in Keewatin

A small commercial nucleus exists in the town of Keewatin, but it has few characteristics of a central business district. It could properly be classified as a large commercial outlier of the urban area. The business district extends along the central part of Ottawa Street and along a part of Wharf Street (Plate 49 and Map 18).

The various establishments in this district include food stores, a clothing and dry goods store, gift and hobby shops, a hardware store, a drug store, a liquor store,



J. Ryan



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Plate 48. Modern supermarkets at Kenora.



J. Ryan

Plate 49. The main business street in Keewatin.

lumber and coal establishments, a bank, a credit union, and municipal offices. In addition, there are restaurants, a theatre, and two hotels.

Land values are slightly higher along Ottawa Street and along the northern part of Wharf Street (Map 23). However, lake frontage in Keewatin is at the same value, and therefore it appears that the commercial pressure of the business district is not very great.

Other Commercial Outliers

Here and there throughout the urban area there are various isolated commercial establishments. Tourist camps and motels are indicated as commercial establishments on Map 18; however, these have been treated at length in a previous chapter. There are several wholesale oil and gasoline depots--one is located alongside the C.P.R. at Norman and the others are near the C.P.R. yards in Kenora. These are logical locations for these outlets because oil and gasoline are brought in by rail. Other commercial establishments include a few general stores in the Rideout district and a few in Lakeside. These "corner stores" cater to the residents in the immediate neighborhood.

In addition to the disproportionate number of service stations and garages in the C. B. D., there are about a dozen other service stations in the urban area (Map 18). Most of them are located along the Trans-Canada Highway, and this is another indication of the influence of tourism on commercial activity in the urban area.

Significance of Commercial Activity

Kenora's retail sales in 1962 totalled $17,500,000, or 0.1 per cent of total Canadian retail sales. This is equivalent to $1,590 on a per capita basis for the town. In 1962 Kenora's market rating was considered to be 75 per cent above the national average.[4]

The Kenora trading area includes the districts of Kenora and Rainy River.[5] These districts have a combined population of over 78,000.[6] In addition to its regular trading area, Kenora is visited by approximately 60,000 tourists annually who come from all parts of North America.[7]

During the height of the tourist season tourists account for about two-fifths of the total commercial sales in Kenora, or approximately $934,000.[8] The significance of the tourist trade is reflected in the relatively large

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[4]B. M. Hamilton (editor), 1963 Survey of Markets and Business Year Book, published for the Financial Post (Toronto: Maclean-Hunter Publishing Company, 1963), p. 195.

[5]Ibid.

[6]1961 Canada Census, Bulletin 1.1-7.

[7]Letter from E. J. Stone, Ontario Department of Travel and Publicity, Kenora, October 18, 1963.

[8]Ontario Department of Travel and Publicity, A Survey of the Tourist Industry in Kenora, Ontario (Toronto: Ontario Department of Travel and Publicity, 1960), p. 31.

number of jewellery stores, restaurants, and service stations in Kenora. This is especially evident in the case of service stations--there are over two dozen in the urban area (Map 18). Jewellery stores, restaurants, drug stores, clothing stores, and gas stations are the establishments that benefit the most from the tourist trade. For example, during the summer months jewellery stores and restaurants make over 80 per cent of their sales to tourists (Table F.8, page 303). The wide variety of gift articles and large stocks of high quality clothing are another indication of the significance of the tourist trade.

If the various managerial, clerical, sales, service and recreation occupations that are involved in commercial activities are combined they account for at least 1,500 employees, or about one-third of the labour force.[9] Hence, the function of distributing goods and providing various services accounts for a larger labour force than any other single activity. As such, the commercial function is of very great significance to the economy of the urban area. Nevertheless, it must be borne in mind that the distribution of goods and the provision of services is ultimately dependent upon that section of the population that is engaged in the production of goods.

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[9] Census of Canada 1961, Bulletin 3.1-6, Table 11.

CHAPTER VIII

INSTITUTIONAL AND RECREATIONAL FUNCTIONS

Institutional and recreational functions are the activities and services conducted by various public and semi-public organizations or groups. These activities are essential to the policital and administrative, intellectual, religious, social, and recreational life of the community. They also provide for general public services that make community living possible.

I. Institutional Functions

Various government bodies and agencies are responsible for general administration and public services. Schools and education are the responsibility of provincial and local school authorities. However, in Ontario, citizens of Catholic religious faith often send their children to separate schools, and they usually have separate hospitals. Numerous churches throughout the urban landscape indicate the activities of various religious denominations.

Government Functions

Three levels of government operate in the Kenora-Keewatin urban area--municipal, provincial, and federal. Within the local area, municipal government is by far the most influential and has the greatest amount of responsibility. The towns of Kenora and Keewatin, and the municipality of Jaffray-Melick each have separate municipal governments.

The Kenora and Keewatin municipal governments are each in charge of finance, public works, several public utilities, fire and police departments, and welfare. In addition, Kenora has boards to administer the hospital, the library, recreation and publicity, and planning and zoning.[1] The Jaffray-Melick authorities are in charge of finance, public works, and welfare.

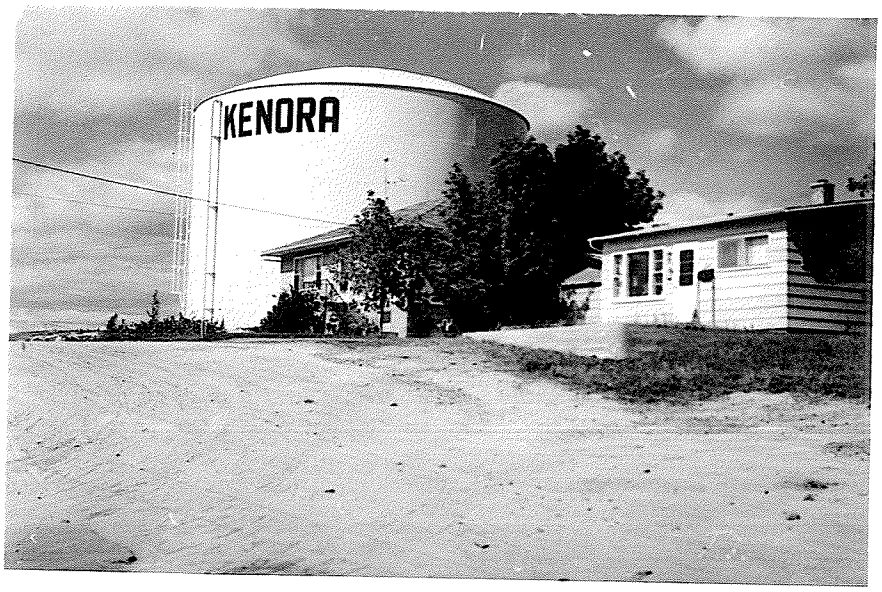
The Kenora utility board is in charge of water supply, sewage disposal, the telephone system, power supply, and garbage pick-up and disposal.

Despite the rocky terrain in many areas, the Kenora municipal government has been able to install water and sewer services for most parts of the town (Map 25). Norman, being removed from the central part of Kenora and on especially rough terrain, does not have sewer services. Coney Island has surface water pipes, but this is almost totally a summer residential area. A sewage disposal plant is planned for the future, but meantime, all the sewage is pumped into the Lake of the Woods (sewage outlets are shown on Map 25).[2] At the end of 1962 Kenora acquired a 1,000,000 gallon water storage tank, which now provides an adequate pressure system for the entire town (Plate 50). Keewatin's

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[1]The extent of planning and zoning in Kenora is discussed in Appendix I, pages 315-316.

[2]An adequate sewage disposal plant would cost about $2,000,000, but Kenora has been unable as yet to obtain a sufficient grant from the provincial government to finance such a program.



J. Ryan

Plate 50. Kenora water storage tank, located on a high hill near the corner of Fourth St. N. and Fourth Ave. N. This tank, built in 1962, has a capacity of 1,000,000 gallons and provides 35-40 pound water-pressure throughout the town of Kenora.

rough and rocky terrain has made the cost of water and sewer services prohibitive; consequently, the area is served by water truck (Map 25). The Jaffray-Melick urban area obtains its water from wells. Numerous houses in the latter two districts have septic tank facilities.

Kenora is the judicial and administrative centre of the territorial district of Kenora. As such, the Ontario provincial government maintains a number of buildings and offices in the town. These include the provincial Court House, a provincial jail, a Lands and Titles office, and many buildings and facilities operated by the Department of Lands and Forests, including an air base on Coney Island.

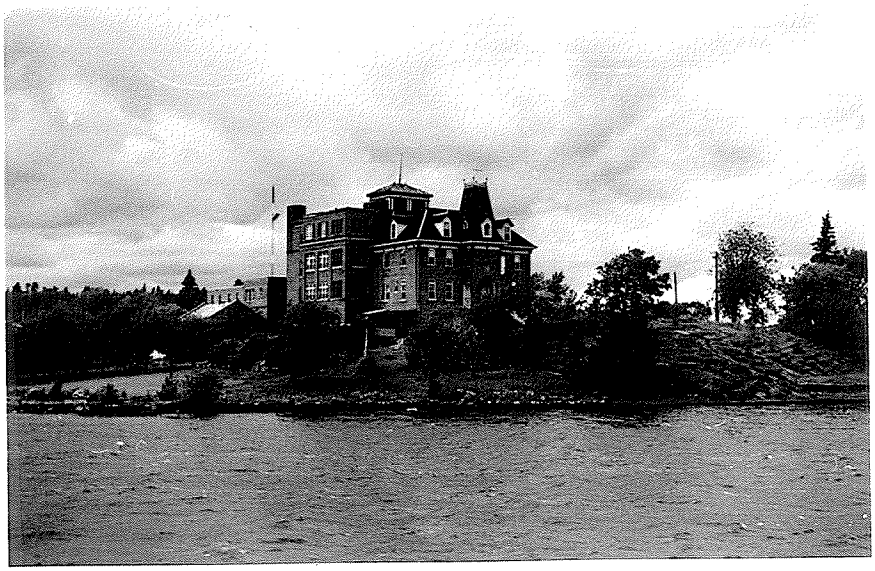
The federal government maintains post offices, an office for Indian Affairs, and an R.C.M.P. post. In addition, it operates a television satellite station on Tunnel Island, and maintains various docks and warehouses.

The areas used by various government buildings and facilities are shown on Map 26. The locations of most public buildings have been well chosen with regard to accessibility and scenic views. The urban area's two hospitals--one operated by the town of Kenora and one by the Catholic Church--are both located in scenic surroundings on Tunnel Island (Plates 51 and 52). A large modern "Home for Senior Citizens" is located along Valley Drive in one of the urban area's best residential districts (Plate 53). Another example of a well chosen location is the site



J. Ryan

Plate 51. The General Hospital at Kenora.



J. Ryan

Plate 52. St. Joseph's Hospital at Kenora.



J. Ryan

Plate 53. Home for Senior Citizens at Kenora.



J. Ryan

Plate 54. Provincial Jail along the shore of Laurence Lake.

of the provincial jail. Because of its pleasant prospect on Laurence Lake it lacks the usual foreboding appearance of a penal institution (Plate 54).

Schools

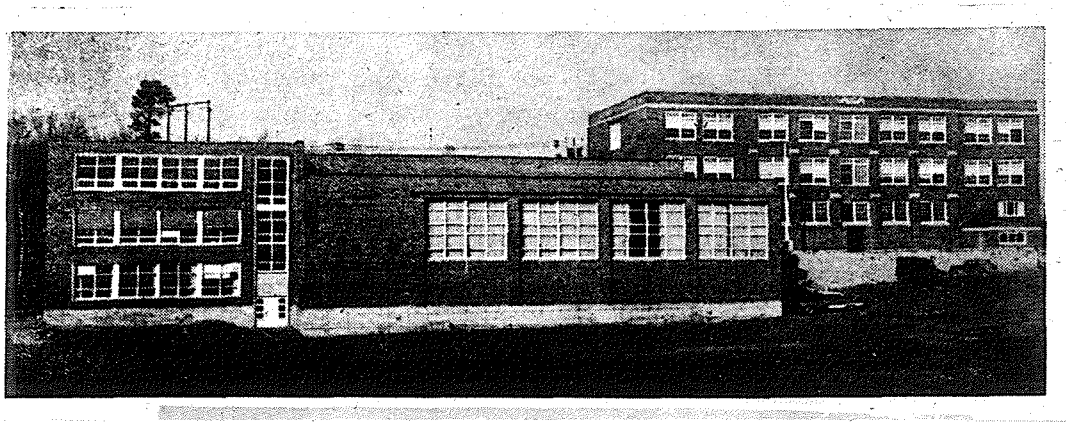
Kenora has a large district High School located off Rupert Road, and a modern new technical school on Ninth Street North (Plates 55 and 56 and Map 26). These two schools provide facilities for all the high school students in Kenora, Keewatin, Jaffray-Melick and the surrounding area. Located in various parts of Kenora there are eight elementary schools (in a total of eleven buildings). One of these is a separate Catholic School located on First Street North. More than half of the elementary schools are modern structures; however, one of the oldest schools in the area is still in operation (Plate 57).

Keewatin has three elementary schools--a separate Catholic school, an old public school, and a modern new public school (Plate 58). Within the urban area of Jaffray-Melick there are also three elementary schools--with an identical breakdown to Keewatin's (Plate 59).

Along the East Melick Highway a large residential school for Ojibway Indian children had operated for about thirty years prior to 1961. In that year, the Jaffray-Melick school board initiated an integration policy for Indian and white children in its district.[3] Since then all

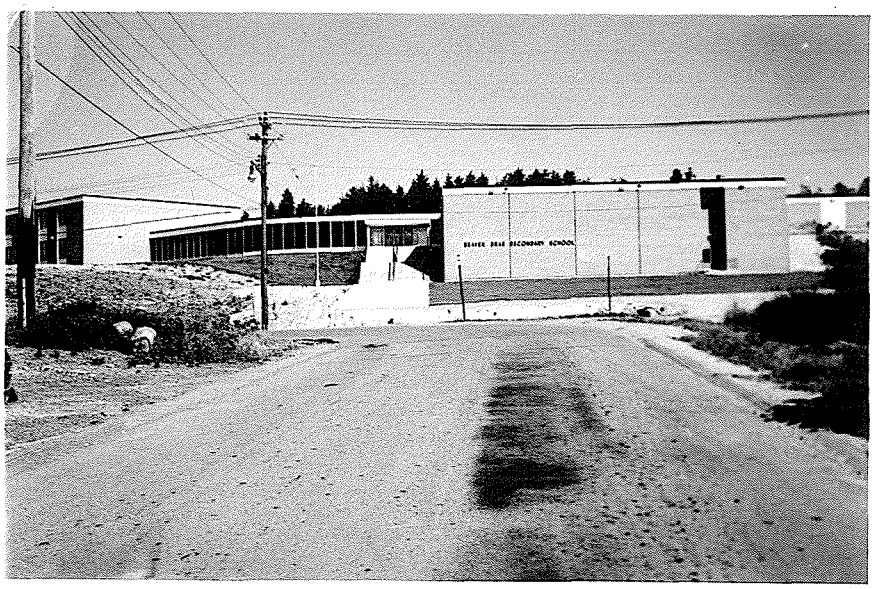
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[3]The Star Weekly Magazine (Toronto), February 18, 1961, pp. 2-4.



Courtesy Publicity Board of Kenora

Plate 55. The Kenora-Keewatin District High School.



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Plate 56. Beaver Brae Secondary School.



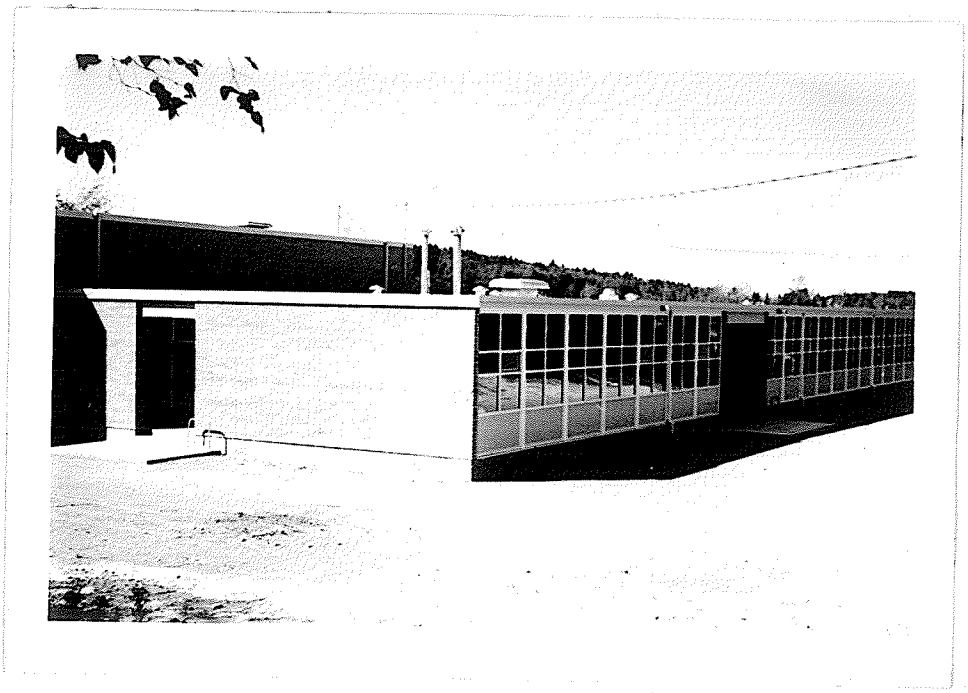
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Plate 57. Central School in Kenora.



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Plate 58. Elementary school at Keewatin.



J. Ryan

Plate 59. Elementary school within Jaffray-Melick urban area.

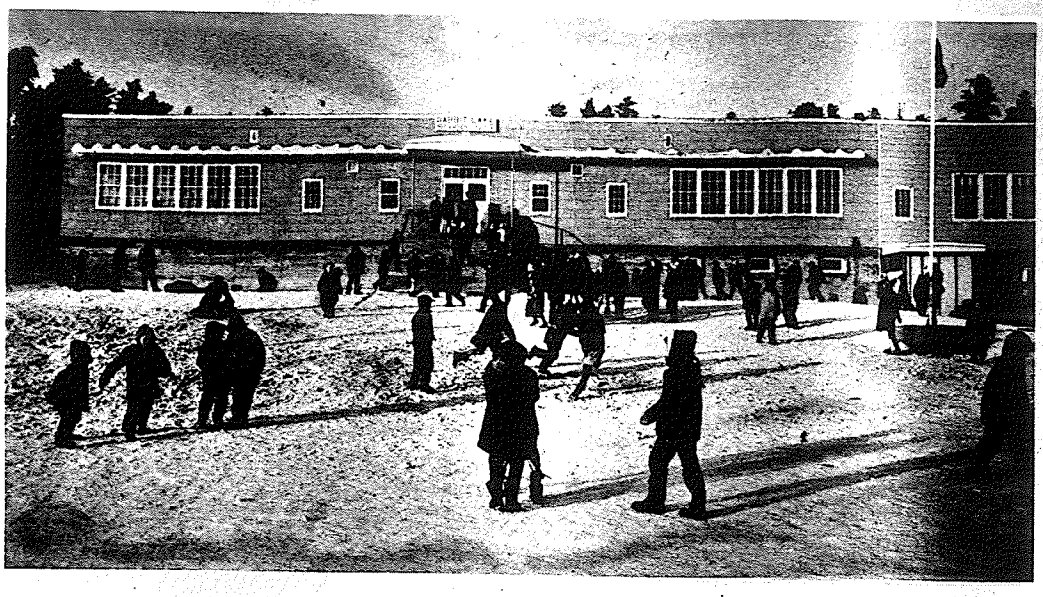
the schools have had a mixture of Indian children and white children attending classes (Plate 60). This progressive policy has proven very successful, and the only lament is that the policy was not initiated years ago.

Churches

The large number of religious denominations in the urban area is reflected in a comparably large number of churches. Keewatin has three churches--United, Roman Catholic, and Anglican. As would be expected, they reflect the three largest denominations. With the exception of one church in Jaffray-Melick, the remainder are all in Kenora. The majority of the churches are in the central part of the town, with a noticeable cluster at the intersection of Second Street South and Fifth Avenue South (Plates 61 and 62). Three Catholic churches are located in the area between Ninth Street North and the C. P. R. tracks (Plates 63 and 64). The location of all the churches in the urban area is shown on Map 26.

II. Recreational Function

An urban area should not only be a place of work--it should also provide proper facilities for people during their time of leisure. The analysis of an urban area's parks, playgrounds, and the physical facilities for clubs, organizations, sports, and general recreation should indicate the range of possible leisure activities. The





Photos by Dave Portigal
"Star Weekly Magazine"

Plate 60. Successful integration at Rabbit Lake School, showing Indian and white children at recess.



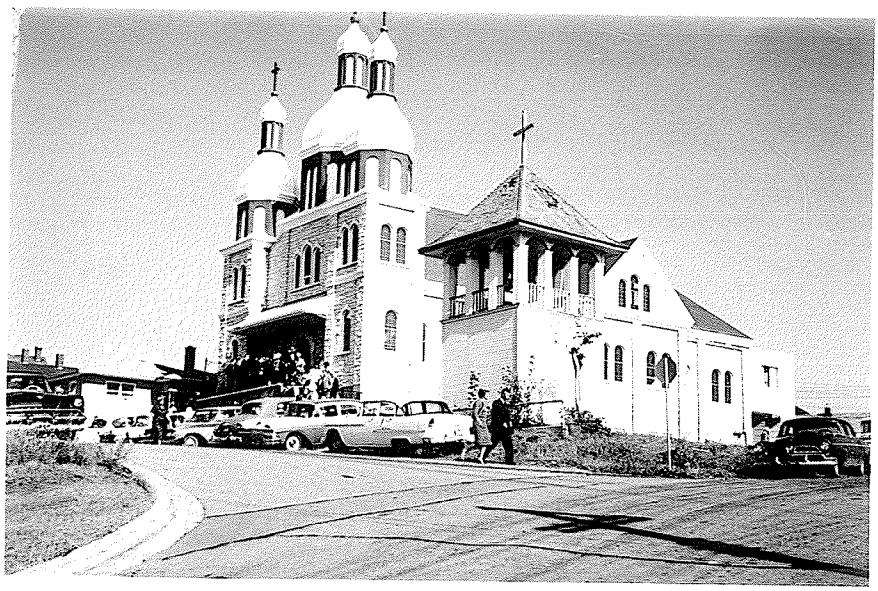
J. Ryan

Plate 61. Knox United Church on Second St. S. in Kenora.



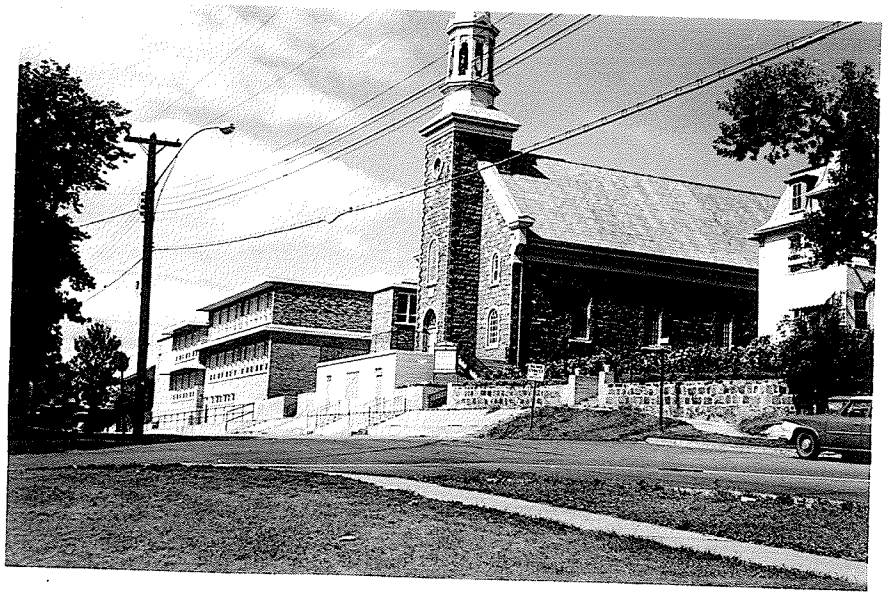
J. Ryan

Plate 62. Baptist Church on Second St. S. in Kenora.



J. Ryan

Plate 63. Ukrainian Greek Catholic Church on Fourth Street North in Kenora.



J. Ryan

Plate 64. Roman Catholic church and separate school on First Street North in Kenora.

Kenora-Keewatin urban area will now be examined on the basis of these criteria to see how well it fulfills the recreational function.

Parks and Playgrounds

The Kenora-Keewatin urban area has approximately 115 acres in park area, including the newly acquired 100-acre Anicinabe Park (Map 26). Prior to the Anicinabe Park acquisition, the urban area had approximately 50 square feet of park per capita. With the inclusion of Anicinabe Park, this ratio has risen to four-fifths of an acre per capita.[4]

The layout of the urban area is based predominantly on a gridiron pattern. This design does not lend itself easily to the development of parks and playgrounds. Consequently, there are very few open spaces or parks in the midst of built-up areas. However, the lack of an imaginative street design is compensated by the natural amenities of the urban area's surroundings. Aesthetically, the urban area is very fortunate in being located beside a lake with an extremely indented and irregular shoreline. The lake view, complemented by occasionally hilly and rocky terrain, provides many enchanting prospects. Hence, the lack of numerous formal parks is not felt too acutely. Kenora, however,

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[4]Compiled from Map 26 and data from Kenora and Keewatin municipal offices.

does have several lovely small parks, and it is in the process of developing a well-designed large park.

McLeod Park, near the bridge to Tunnel Island and on the site of a former gold and silver reduction plant, is one of the most beautiful spots in the urban area (Plate 65 and Map 26). Since the turn of the century, the Canadian Pacific Railway Company has maintained a strikingly beautiful flower garden near the railway station in the central business district (Plate 66 and Map 26). A good view of the lake and the C.B.D. may be had from a little nook known as Lookout Park located above the railway tracks opposite Main Street South. Coney Island has a fairly large park with an excellent beach whichis constantly crowded throughout the summer months.

Keewatin has an attractive little flower garden and park at the south end of Tenth Street. It has another small park known as Keewatin Beach on the south shore. This is conveniently located for Keewatin's "summer colony". A good beach exists all along the east shore of Rabbit Lake and this is understandably a very popular spot during the summer (Map 26).

In 1960 Kenora took a progressive step in having a professional plan drawn up for a 100-acre park in Lakeside (Map 26). The park is dedicated to the Ojibway Indians and is known as Anicinabe Park, a name suggested by the



Grant-Mann Lithographers

Plate 65. McLeod Park in Kenora.



Grant-Mann Lithographers



Colourpicture Publishers

Plate 66. Canadian Pacific Railway Company flower gardens along northern edge of Kenora central business district.

local Ojibway, which means 'original or first man'.[5] In various locations the park is to have facsimiles of traditional Ojibway construction. It is proposed to have the focal point of the park centred on Indian folklore and traditions--with the main display area in a building of contemporarey construction and materials, but with an Indian architectural theme. Various buildings and facilities are to be constructed throughout the park area, including an administration building, rain shelters, washroom and change buildings, a marina concession, a handicrafts building, and various other facilities. All the buildings are to have an appropriate architectural design and are to be built of natural stone or natural stone-facing over concrete blocks, in addition to rough-sawn natural finish timber. A trailer park, picnic areas, wildlife exhibits, and a proper beach and waterfront are also to be developed. Construction has already begun on some aspects of this park project. It is to be hoped, however, that the town will endeavour to develop the entire park as planned.

In addition to the playgrounds provided by the various parks, almost all the schools in the urban area have

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[5] Plan for the Development of Anicinabe Park, Town of Kenora (Toronto: Recreation Consultants of Ontario Limited, 1961), p. 10.

large playgrounds (Map 26).

If Anicinabe Park is developed as planned, the Kenora-Keewatin urban area will have sufficient parks and playgrounds not only for its own population but for its summer visitors as well.

Recreation and Sports Facilities

Adjacent to Anicinabe Park Kenora has a picturesque 9-hole golf course (Map 26). Keewatin, Jaffray-Melick, and Kenora each have large-sized athletic grounds. Keewatin and Kenora each have an adequate skating arena and curling rink. In addition, there are a number of open-air skating rinks and other sports facilities, including a rowing club and a judo club.

The beaches provide adequate swimming facilities during the summer, but the lack of an enclosed swimming pool brings this popular activity to a close for over eight months of the year. With the exception of this major deficiency, the recreation and sports facilities of the urban area are fairly adequate.[6]

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[6] It is of interest to note that Kenora is the only small town in North America to have its name inscribed on the famous Stanley Cup. In 1907 the "Kenora Thistles" beat the hockey teams of Montreal, Ottawa, and Winnipeg for the honours.

Clubs and Organizations

Throughout the urban area there are numerous structures and facilities operated by various clubs and organizations (Map 26).

The Kenora Agricultural Society, founded in 1911, is an example of a successful and popular organization. Even though the natural conditions of the Canadian Shield are not conducive to large-scale agriculture, substantial efforts have been made to make potential areas productive. The purpose of the Society is to promote better agricultural and horticultural practices and to foster improvements in all branches of home economics. The Society has fair grounds and buildings on a site at the east side of Rabbit Lake (Map 26) and holds an annual agricultural fair every August.

There are at least a dozen service clubs in the area, which include the Kinsmen, Lions, Shriners, Rotary, and Chamber of Commerce. Although some of these clubs have their own facilities, most of them hold their functions in local hotels. Ex-servicemen have a legion building in Kenora and in Keewatin. Cultural halls have been built by Ukrainian, Polish and Czechoslovak organizations.

The wide range of active clubs and organizations in the urban area appears to indicate the presence of a favourable envirnoment for such activities.

CHAPTER IX

RESIDENTIAL FUNCTION

Of the wide range of activities and functions that take up urban space, the largest proportion of the Kenora-Keewatin urban area is devoted to the living quarters of the population. These residential areas are generally characterized by a lack of uniformity--not only in individual structures but also in regard to whole residential districts. In order to understand and appreciate the residential quality of this urban centre it is necessary to analyze, describe, and account for the variety of residential land uses.

Number and Type of Dwellings in the Urban Area

In 1961 there were 2,976 dwellings in the town of Kenora,[1] 537 in the town of Keewatin,[2] and 226 in the urban part of the municipality of Jaffray-Melick[3] --a total of 3,739 in the Kenora-Keewatin urban area.

According to 1961 census data, the 2,976 dwellings in Kenora consisted of the following: 2,280 single family

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[1]1961 Census of Canada, Bulletin 2.2-1, Table 7.

[2]B. M. Hamilton (editor), 1963 Survey of Markets and Business Year Book (Toronto: Maclean-Hunter Publishing Company, 1963), p. 195.

[3]Compiled from Jaffray-Melick municipal assessment records by the author in March, 1962.

detached dwellings, 355 dwellings in duplexes, 245 apartments or flats located in apartment buildings or in business buildings, and 96 dwellings were unclassified.[4] Included in the above listing were 186 dwellings located in buildings that were also used for business purposes (probably most of the 96 unclassified dwellings were in this category).[5]

The data recorded by the 1961 Canada census, however, do not correspond to the data in the files of the Kenora municipal offices. The Kenora assessment records officially list only 130 duplexes and double houses, which presumably account for 260 dwellings--as opposed to 355 recorded by the Canada census. In addition, on the basis of Kenora assessment records, there are 2,404 structures that could be classified as single family dwellings (whereas census data list only 2,280 single family dwellings). Hence, according to local records there are 2,534 single family and duplex houses in the town of Kenora, which account for 2,664 dwellings.[6] An additional 314 dwellings in apartment blocks and in business buildings bring the total to 2,976, which is the figure recorded by the Canada census. The Kenora assessment records also list 124 structures that are classified as summer cottages. Furthermore, there are several institutional buildings which have permanent residential

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[4]1961 Canada Census, Bulletin 2.2-1, Table 7.

[5]1961 Canada Census, Bulletin 2.2-1, Table 12.

[6]Compiled from Kenora municipal assessment records by the author during the months of January, February, and March, 1962.

quarters.

Classes of Residential Land Use

For the purposes of this study residential land use was classified into six distinct types. Single family houses and duplexes were included in the same category, but they were further subdivided into five separate classes. The other distinct types of residential land use included the following: summer cottages, apartments, suites and living quarters in business buildings, permanent living quarters in hotels, motels, and tourist camps, and institutions with permanent living quarters.

Single family houses and duplexes account for almost 90 per cent of all dwellings in the urban area, hence this is by far the most significant type of residential land use. The dwellings within this group differ widely in quality and consequently lend themselves to further subdivision. These dwellings were subdivided into five different categories according to the approximate present-day value of the structure (value of land excluded). The approximate present-day value of each single dwelling unit and duplex was obtained from the analysis of municipal assessment cards.[7] The category of "average housing" represents dwellings with a value of $5,500 to $10,499.

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[7] A detailed account of the criteria and methods used in classifying and mapping residential land use appears in Appendix B.

"Above average housing" represents dwellings valued at $10,500 to $14,999. All dwellings valued at $15,000 and over are in the "superior housing" category. At the other end of the scale "below average housing" represents dwellings valued at $3,500 to $5,499. "Poor housing" consists of all dwellings valued below $3,500.

Residential land use in the Kenora-Keewatin urban area is portrayed on Map 27. Table B.3 (in Volume II) lists complete data on the numbers and percentages of single family houses and duplexes for twelve different districts within the urban area. These various districts are shown on Map 5. It is suggested that throughout the following sections reference be made to these two maps and Table B.3.

Single Family Houses and Duplexes

Within the urban area there are 3,318 single family houses and duplexes. Almost half (47.0%) of these houses can be classified as average housing, i.e., valued at $5,500 to $10,499 (Figure B.1, page 272, Table B.3, and Map 27). Below average and poor housing accounts for 30.9 per cent (16.2 per cent below average and 14.7 per cent poor). Above average and superior housing accounts for 22.1 per cent (15.9 per cent above average and 6.2 per cent superior).

The town of Kenora has 2,534 single family houses and duplexes, which account for 76.4 per cent of this type of housing in the urban area. Table B.3 shows that Kenora has considerably more than its proportionate share of both superior

and poor housing (84.0 per cent of each). Its proportion of below average housing is almost identical to its proportion of total houses within the urban area. However, its proportion of both average and above average houses is lower than its proportionate share (74.5 per cent average and only 71.4 per cent above average).

Keewatin has 558 single family houses and duplexes, and it accounts for 16.8 per cent of these houses in the urban area. It has more than its expected share of average and below average housing--19.9 per cent of the average houses and 17.1 per cent of below average houses. Its share of above average housing almost matches its over-all share, but it has a significantly smaller proportion of both superior and poor housing. Its superior housing forms only 10.2 per cent of the superior houses in the urban area; on the other hand, its poor housing forms only 9.8 per cent of the poor houses in the urban area.

The urban part of the municipality of Jaffray-Melick has 226 single family houses and duplexes, and this forms 6.8 per cent of such housing in the urban area. The most striking feature about the pattern of residential classes in Jaffray-Melick is that its proportion of above average housing forms 12.1 per cent of the above average houses in the urban area--which is almost twice as high as would be expected. As a result, its proportion of houses in all other classes is considerably lower than its over-all proportion.

Superior Housing

There are 207 houses in the urban area with the structure valued at $15,000 or over. These houses form the superior housing category and they account for 6.2 per cent of all single family houses and duplexes in the urban area. Kenora has 174 superior houses and this accounts for 84.0 per cent of all such houses in the urban area. Keewatin has 21 superior houses (10.2 per cent of total superior houses), and Jaffray-Melick has 12 superior houses (5.8 per cent of the superior houses in the urban area). Kenora has more than its proportionate share of these houses, while both Keewatin and Jaffray-Melick have smaller than proportionate shares. Map 27 shows that the largest clustering of superior houses occurs in the Valley Drive district of Kenora. Table B.3 shows that out of the 98 houses in this district, 59 are superior, and that this area accounts for almost 34 per cent of all superior houses in Kenora, and 28.5 per cent of all superior houses in the urban area. This district is the result of two recent subdivisions (1953 and 1958), and every house in the area is either above average or superior. The houses are of modern design (Plate 67), and the subdivision layouts are attractive and well planned. Nairn Avenue, Heenan Place, and Gunne Crescent represent the most recent subdivision where installation of services was completed in 1961. The construction of modern homes began immediately, and within a few years the entire 117-lot subdivision should be completely

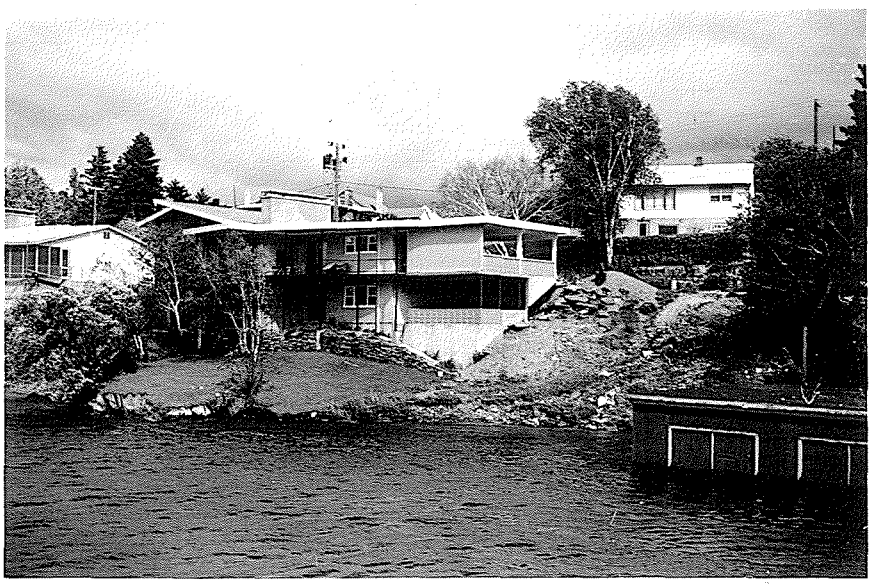


J. Ryan

Plate 67. Superior modern housing along Valley Drive.

built-up. The lots are worth about $2,000 each and they represent some of the most expensive and most desired residential land in the urban area (Map 23). These subdivisions are the result of federal-provincial-municipal agreements, and the Central Mortgage and Housing Corporation handles the land sales. The Valley Drive district is an area of fairly flat and even terrain and this is undoubtedly the main reason why the new subdivisions were designated for this site. There are very few areas left in Kenora where the terrain would be suitable for any future large subdivision projects.

There is only one other clearly defined district of superior housing in Kenora--the area in Lakeside overlooking Coney Island. There are 41 superior houses in the Lakeside district, and 25 of them are located in the area along First Avenue South and the lakefront. The remainder of these 41 houses are scattered throughout the district. These 41 houses form almost 20 per cent of the superior houses in the urban area. The Lakeside superior housing district is an old well-established area, but in recent years some of the most modern homes have been built in this district (Plate 68). Nevertheless, this is predominantly an area of older but well cared for stately homes (Plate 69). The attractive view along the lakefront is undoubtedly the main reason for the development of this superior housing area. Higher land values are a reflection of the desirability of this residential area (Map 23).



J. Ryan

Plate 68. A newly built superior house along the Lakeside waterfront.



J. Ryan

Plate 69. An older stately residence in Lakeside.

The next largest superior housing area is located immediately southwest of the Kenora central business district. The Centre district has 34 superior houses in all, but only about a dozen are located in a cluster near the C.B.D. By and large they represent the best homes of a by-gone day, but there are some modern homes as well (Plate 70). Land values are very high in this area (Map 23); however, this represents commercial pressure from the C.B.D. and not high residential desirability. The remainder of the superior homes in this area are scattered throughout the area, and they are usually found side by side with average homes (Plate 71).

The area between the pulp and paper mill and the C.P.R. tracks has 20 superior houses, but these are scattered and do not occur in any sizeable cluster. Furthermore, most of these are old duplexes and although the structures still have a high monetary value they are hardly representative of true superior housing. The only other area in Kenora where a few superior houses occur is between the hospitals on Tunnel Island.

Keewatin has 21 superior houses, or 10.2 per cent of the superior houses in the urban area. A cluster of these occurs along the northern and eastern waterfront, and some of these are quite stately homes (Plate 72). These homes clearly indicate the most desirable residential areas in Keewatin.

A small cluster of superior homes is found in the Jaffray-Melick urban area, just off the Redditt Road. These



J. Ryan

Plate 70. A modern superior house at the edge of the central business district overlooking the southern waterfront.



J. Ryan

Plate 71. A superior house on First Street South, side by side with average houses.



J. Ryan

Plate 72. A superior house in Keewatin along the Keewatin Channel.

are houses built by Northern Ontario Natural Gas Company on their property for their employees.

Above Average Housing

There are 508 houses in the urban area valued at $10,500 to $14,499. They form the above average category totalling 15.9 per cent of all houses in the urban area. Kenora accounts for 71.4 per cent of these, Keewatin 16.5 per cent, and Jaffray-Melick 12.1 per cent. The notable thing about their general distribution is that Jaffray-Melick has far more than its proportional share of these houses.

The largest number of above average houses in a single area is found in the Valley Drive district. However, although these houses form almost 40 per cent of the total houses in Valley Drive, they form only 7.4 per cent of all above average houses in the urban area. Nevertheless, together with the superior houses they help to establish Valley Drive as the most highly desirable residential area in the whole community. These above average houses in Valley Drive are new and of modern design, but they are smaller and not as elaborate as the superior houses (Plate 73).

The next largest group of average houses is found in the Jaffray-Melick urban area. Although there are only 34 above average houses in this group, they tend to stand out even better than the Valley Drive houses. This is because they form the main cluster and because their lots are extremely large. This settlement is the result of a new subdivision that was



J. Ryan

Plate 73. Above average housing along Valley Drive.



J. Ryan

Plate 74. An above average house on a large lot on Kirkpatrick Avenue in Jaffray-Melick.

opened up a few years ago. All the houses are modern and some are very attractive (Plate 74). Their one main drawback is the lack of sewers and water mains in the area, and this factor tends to place a lower value on them. The people obtain water from wells, and the lots are extra large to accomodate septic tank fields. If this area were to obtain proper sewer and water services the value of the houses would immediately be raised and many of them would enter the superior category. In addition to this area, Jaffray-Melick has a small cluster of above average houses along the Rabbit Lake Road. In all, Jaffray-Melick has a total of 64 above average houses and this forms 28.3 per cent of all houses in the Jaffray-Melick urban area.

When the districts of Lakeside, Centre, and the area between the pulp and paper mill and the C.P.R. tracks are combined, they account for over 50 per cent of all above average houses in the urban area. However, no distinct districts are formed by these houses in any of these districts. They are quite effectively scattered throughout these areas and in that manner help to establish a well-mixed character to large portions of these districts. Most of the finest homes of a by-gone day are in these areas, and by being at different stages of preservation they contribute to the mixed character of present-day housing. Furthermore, in recent years new housing has been gradually replacing some of the old structures. Most of the above average houses in these areas are large older type homes (Plate 75).



J. Ryan

Plate 75. An above average house in Lakeside.



J. Ryan

Plate 76. Large older type homes in the above average category in Keewatin.

There are 87 above average houses in Keewatin and they account for 16.5 per cent of all above average houses in the urban area. However, here again they are spread throughout the area and merely contribute to a general mixed pattern. As in Kenora, most of these houses are large two-storey structures built years ago (Plate 76).

Average Housing

Houses valued at $5,500 to $10,499 are the most numerous in the urban area and in almost every district of the urban area. Average housing accounts for 1,558 houses or 47.0 per cent of all houses in the urban area.

Within the town of Kenora 45.8 per cent of all houses are in the average category, and Kenora accounts for 74.5 per cent of all average housing in the whole urban area.

The single largest cluster of average houses in Kenora occurs in the Wartime Housing area at the west end of Valley Drive. Of the 123 houses in this area, 87 or 70.7 per cent are in the average category. This subdivision was during 1946-1947 and it was built for war veterans and their families. The houses are of simple design and construction and were originally built without basements (Plate 77). Lakeside, Centre, and the area between the pulp and paper mill and the C.P.R. tracks are predominantly characterized by average housing. Centre, in particular, has a large share--57.0 per cent of all housing in this district is average. Map 15 indicates that these three areas represent the majority of the oldest



J. Ryan

Plate 77. Wartime housing in the average category along Hillside Crescent.

housing in the urban area--with many of the houses being built prior to 1900. In general, these houses are of modest size and they are well looked after (Plates 78 and 79).

Keewatin is predominantly an average housing area with 55.5 per cent of its homes in this category. These houses are spread out fairly evenly throughout the entire town. There are no water mains or sewers in Keewatin, but a number of the average houses have septic tank facilities. In general, they are kept in good repair and represent a well-established old district (Plates 80 and 81).

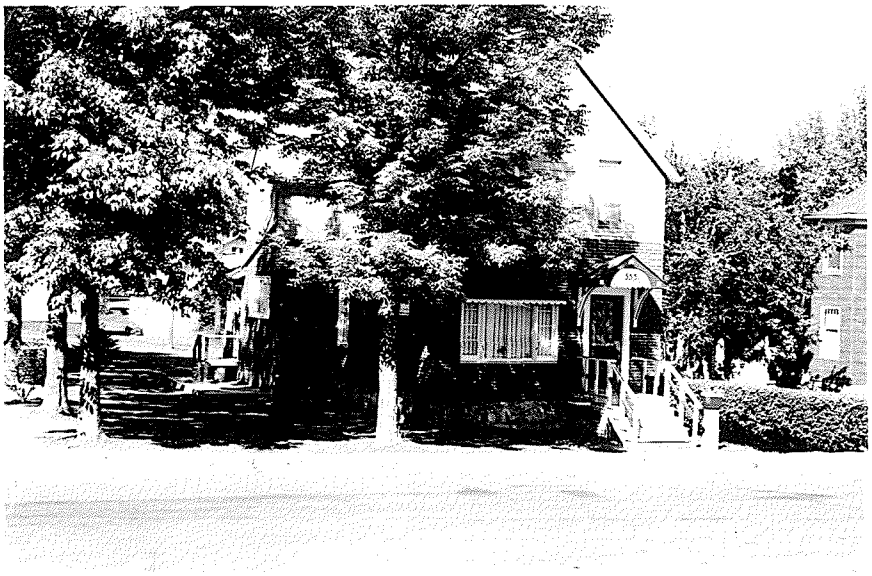
In the Jaffray-Melick area the majority of the houses along the Rabbit Lake Road are in the average category.

Below Average Housing

Houses with a value of $3,500 to $5,499 are in the below average category and they total 537, or 16.2 per cent of all housing in the urban area. Kenora, Keewatin, and Jaffray-Melick each have a proportionate share of these houses.

There are numerous below average houses scattered throughout most of Lakeside, and especially in the area at the eastern approach to Kenora. Although these houses do not form any distinct district in this part of Kenora, they nevertheless account for 22.3 per cent of all below average housing in the urban area.

There are areas, however, where below average and poor housing form fairly distinct districts. Over 20 per cent



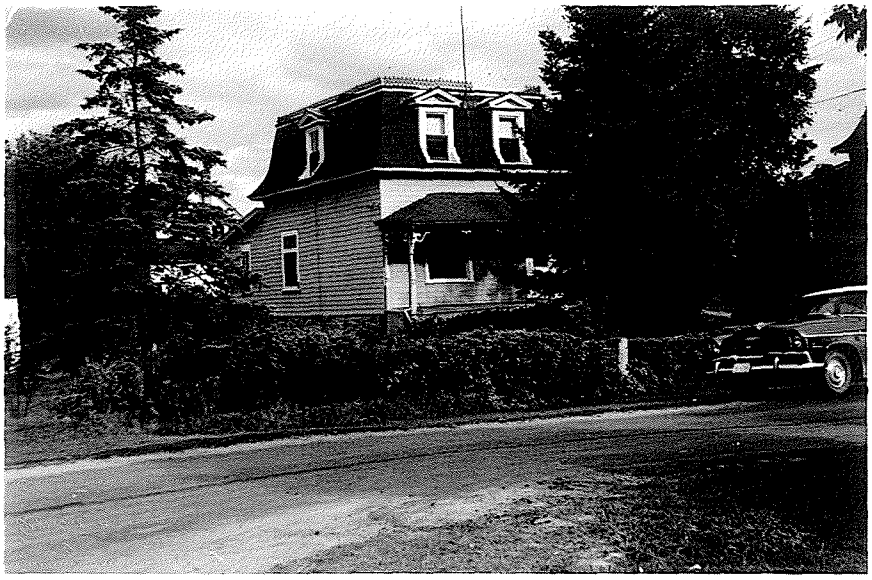
J. Ryan

Plate 78. An average house on Second Street South in Lakeside.



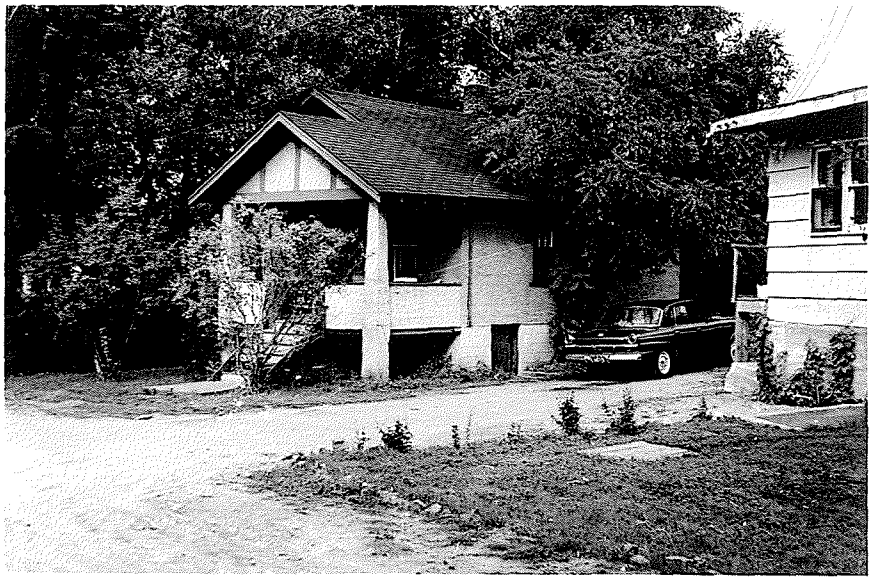
J. Ryan

Plate 79. An average house on Second Street North in the area between the pulp and paper mill and the C.P.R. tracks.



J. Ryan

Plate 80. An average house on Wharf Street in Keewatin.



J. Ryan

Plate 81. Average house on Twelfth Street in Keewatin.

of the houses in the Rideout district are below average and they account for 16 per cent of all such housing in the urban area. Below average houses are found on every street in Rideout. These are small houses and usually the outside walls are of imitation brick or stone siding (Plate 82).

Over 23 per cent of the houses in Norman are in the below average category, but because of the relatively small district they form only 9.1 per cent of all below average housing in the urban area. In many ways these houses are similar to the ones in Rideout (Plate 83).

There are two other fairly distinct areas of below average housing in Kenora. The area between Seventh Avenue North and Ninth Avenue North north of the C.P.R. tracks and immediately south of the tracks has a large proportion of below average housing. The other area is north and north-east of the C. P. R. roundhouse, where over a third of the houses are below average and over a third are poor (Plate 84).

Keewatin is somewhat similar to the Lakeside district in having a large number of below average houses, but fairly evenly distributed throughout most of the district. Keewatin has 92 below average houses and this accounts for 17.1 per cent of all below average housing in the urban area. Most of these are small houses with imitation brick siding (Plate 85).



J. Ryan

Plate 82. Below average housing in Rideout on Mascott Avenue.



J. Ryan

Plate 83. Below average housing in Norman on Kay Street.



J. Ryan

Plate 84. Below average and poor housing on Sixth Street North in Kenora.



J. Ryan

Plate 85. A below average house in Keewatin along the Trans-Canada Highway.

Poor Housing

All houses below $3,500 are in the poor category and they number 488 in the urban area, or 14.7 per cent of all houses in the urban area. Kenora has more than its proportionate share of them, and correspondingly, Keewatin and Jaffray-Melick have less than their proportionate shares.

Poor housing is closely associated with below average housing, and a combination of these two categories forms clearly distinctive patterns. Areas of predominantly poor and below average housing are evident in Norman, Rideout, the north-eastern part of the area between the C.P.R. roundhouse and the new subdivisions, the eastern part of the area between the pulp and paper mill and the C.P.R. tracks, and sections in Lakeside and the area at the eastern approach to Kenora. In all, Kenora has 410 houses in the poor category and these form 84 per cent of all poor houses in the urban area.

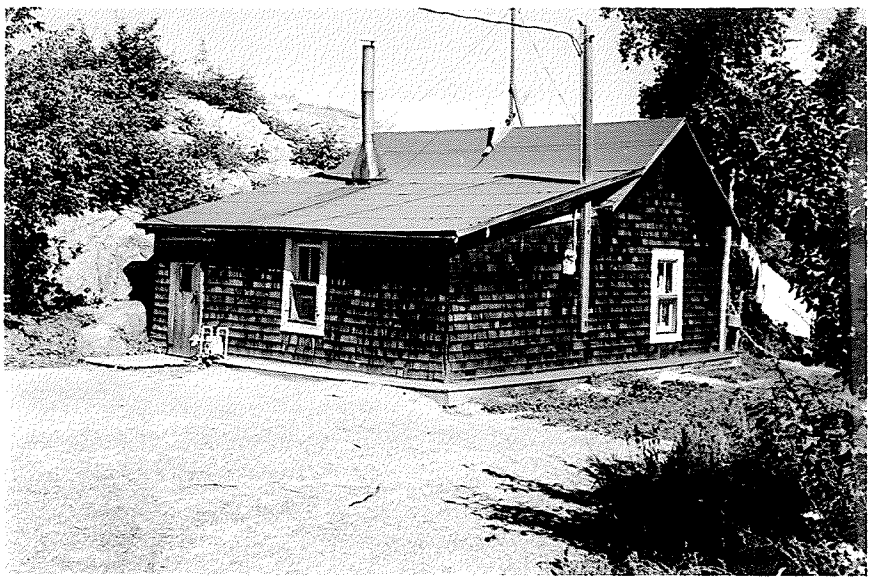
Poor housing in Lakeside is closely associated with below average housing in this area. Distributed throughout the eastern part of Lakeside, and especially in the area along the eastern approach to Kenora, there are 114 poor houses and these form over 23 per cent of all poor housing in the urban area. When combined with below average housing, definite clusters appear along the Pine Portage Road and along portions of River Street, and there are clusters here and there in Lakeside proper. Usually these are small

houses built by low income workers in areas of rough terrain having low land values (Plate 86).

Below average and poor housing forms a clear and distinctive pattern in Norman--over 58 per cent of all houses in Norman. For the main part, the houses are small and are built on rugged terrain (Plate 87). The rocky terrain has up to the present time precluded a sewerage system, and only the south part of the area has water mains. Consequently, both land values and taxes are low, and therefore this area has attracted low income workers who cannot afford to build better housing.

Poor and below average housing in the Rideout district accounts for almost 55 per cent of all housing in this area. Extremely rough terrain has broken the northern part of the district into two parts. In this area there is a very evident and direct relationship between rough terrain and poor housing (Map 6 and Map 27). Streets have been extremely difficult to build in this area and some of the houses are mere shanties (Plates 88 and 89). Here again, poor terrain with resulting low land values has attracted low income workers.

Over two-thirds of the area northeast of the C.P.R. roundhouse is composed of poor and below average housing. Rough rocky terrain and proximity to railway tracks are determining factors. Another poor and below average housing district is in the eastern part of the area between the pulp



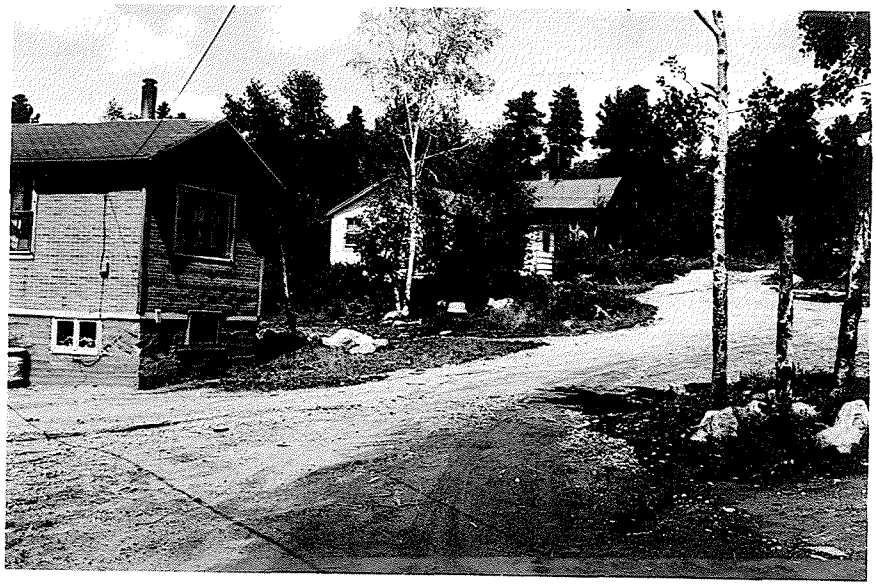
J. Ryan

Plate 86. Poor housing in an area of rough terrain along Fifth Street South in Lakeside.



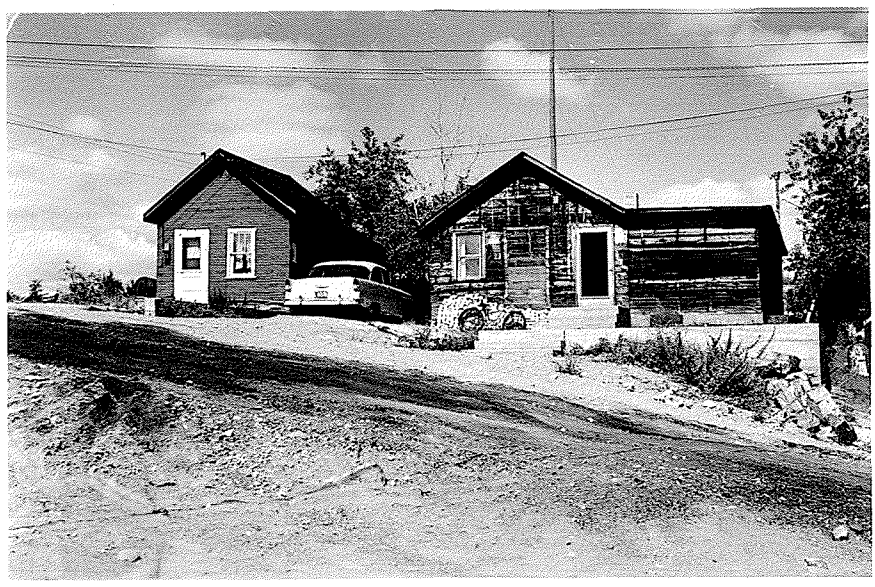
J. Ryan

Plate 87. Small houses in the poor category along Kay Street in Norman.



J. Ryan

Plate 88. Poor housing in an area of rough terrain on Mascott Avenue in Rideout.



J. Ryan

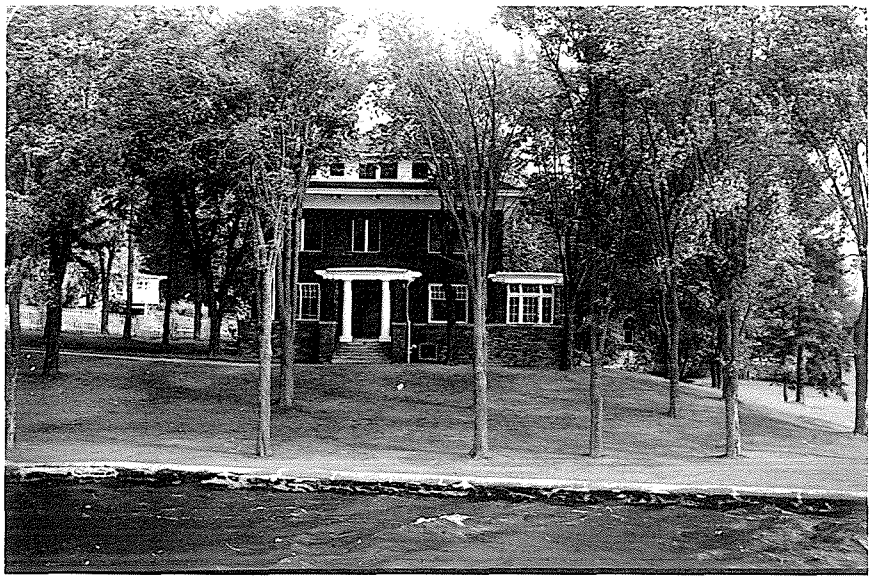
Plate 89. Poor housing in Rideout along Eleventh Street North.

and paper mill and the C. P. R. tracks. The causes for this poor residential area may be found in rough terrain, proximity to tracks, and proximity to a pulpwood storage yard.

Kenora does not have poor and below average housing surrounding the central business district, as is common in most larger cities. This is explained mainly by the matter of size alone--i.e., the commercial pressure has not been strong enough to create a slum district. The only area of poor housing near the C.B.D. is along a portion of the north shore of Laurenson's Creek. This is not a result of the proximity of the C.B.D., but a direct result of terrain and poor location--a low area facing a one-time sewage-filled creek.

Apartments

At present there are only 18 apartment blocks in the town of Kenora and most of them are located in or near the central business district. Some of the structures have been specially built for this function, but many have been remodelled and converted to apartments from old stately mansions (Plate 90). With the relatively large number of single young workers in the labour force (Table E.7, page 294), it is indeed surprising that there are so few apartment blocks.



J. Ryan

Plate 90. A house converted to an apartment block in Lakeside along the waterfront.

Suites and Living Quarters in Business Buildings.

Located mainly in the central business district, there are numerous business buildings that have their upper storeys converted into suites and living quarters. Throughout the town of Kenora there are a total of 186 dwellings located in buildings that are partially used for business purposes.[8] Dwellings of this type together with apartment blocks account for over 300 dwellings in the town of Kenora. It is the dual function served by many business buildings that helps to account for the relatively small number of apartment blocks.

Within this general category, but in sufficiently large numbers to be indicated separately on Map 27, are the hotels, motels, and tourist camps that provide permanent living quarters for a segment of the population. Because of the nature of their business, almost all tourist establishments that remain open the year round have permanent living quarters either for the staff or for the owners. These are located mainly along the Trans-Canada Highway, but some are located along the lakefront.

Institutions with Permanent Living Quarters

About 250 people in the urban area reside either permanently or semi-permanently in institutions of one type

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[8] 1961 Canada Census, Bulletin 2.2-1, Table 12.

or another (Map 16 and Map 27). The Home for Senior Citizens on Valley Drive provides accomodation for about 130 people. The two hospitals provide living quarters for a staff of about 50. On the average the provincial jail provides quarters for over 40 people. In addition, the convents at Kenora and at Keewatin provide accomodation for at least 10 people each.

The Residential Function in General

About 80 per cent of the people in the urban area live in single family houses. The remainder are almost equally divided amongst duplexes and apartments or flats. The great majority of the people in the urban area own their own dwellings--about 70 per cent.[9] The average monthly cash rent in Kenora is $58,[10] and the average number of people per household is 3.5.[11]

In numerous sections of the urban area there appears to be an almost direct relationship between the quality of housing and the particular type of terrain in those areas. Districts of superior and above average housing appears to be related to either relatively flat level land or to scenic views along the lakefront. Districts of better class housing in Lakeside, in Keewatin, and a small district in Norman and between the two hospitals appear to be related to lakefront view. The superior and above average districts along Valley

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[9] 1961 Canada Census, Bulletin 2.2-1, Table 12.

[10] 1961 Canada Census, Bulletin 2.2-6, Table 72.

[11] 1961 Canada Census, Bulletin 2.2-1, Table 1.

Drive and the above average subdivision in Jaffray-Melick appear to be related to relatively flat terrain. On the other hand, all districts of below average and poor housing are located in areas of rough rocky terrain. Some of the areas of poor housing on rough terrain are near the C.P.R. tracks, and therefore poor location is undoubtedly an added factor.

The relationship between quality of housing and type of terrain can be explained in most areas by considering the income of workers and value of land. Workers with low and below average incomes, i.e. in the case of Kenora below $4,393 (see Table E.11, page 296), can be expected to build below average and poor housing. Such housing would tend to be built in areas of low taxes and low land values. Practically all areas of rough terrain have the lowest land values (as a comparison of Map 6 and Map 23 indicates). Consequently, low income workers tend to build below average and poor housing in areas of rough terrain having low land values. On the other hand, workers with above average incomes tend to build above average and superior houses, and these are all located in areas of higher land values (Map 23 and Map 27).

CONCLUSIONS, FUTURE PROSPECTS, RECOMMENDATIONS

Although in the preceding chapters the most important factors in the geography of the Kenora-Keewatin urban area have been considered separately-i.e. the physical features of the urban area, its growth and development, its population characteristics, its functions and land use patterns-an attempt had been made throughout to show the interaction of these various factors. In reality these factors do not exist in isolation but are intricately interwoven in a single complex whole. The true character of the area is revealed only when all the various elements are viewed as composing a unified interrelated assemblage.

It is now that the question can be posed whether all the resources of the area are being used to their full potential. In this regard, all the features composing the total environment must be considered--the physical features, among them climate, terrain, water supply, soil, economic minerals, and native plants and animals; the population, including numbers and characteristics; and the features that man has added in the course of living in the natural region, including factories, transportation facilities, and settlement in general.

Manufacturing and its associated activities are of basic concern to the Kenora-Keewatin urban area. The location and development of manufacturing depends fundamentally upon a combination of certain basic factors--markets, raw

materials, power, labour, transportation, and capital. Although these factors are essential in all manufacturing, their order of relative importance varies with different industries. These factors must be taken into consideration in any appraisal of existing or potential manufacturing industries in the Kenora area. Raw materials are usually the first to be considered, but in this discussion it will be more fruitful to treat raw materials as the final element.

In regard to markets, the Kenora trading area extends throughout the district of Kenora and for some commodities it includes the Rainy River district.[1] These districts have a combined population of over 78,000.[2] For certain special commodities, for example, newsprint, the trading area includes Winnipeg and cities in about a dozen near-by American states (Table G.2, page 306). For another specialized commodity--flour--the trading area extends even to overseas markets. The tourist industry taps the entire continent, but the western provinces and the near-by American states are the most important (Table F.1, page 298).

Access to these markets is made available by a fairly adequate transportation network. The main line of the

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[1] B. M. Hamilton (editor), 1963 Survey of Markets and Business Year Book, published for the Financial Post (Toronto: Maclean-Hunter Publishing Company, 1963), p. 195.

[2] 1961 Canada Census, Bulletin 1.1-7.

C.P.R. and the Trans-Canada Highway both pass through the urban area. The highway to the U.S.A., passing through Fort Frances , is handicapped by many twists and turns and therefore this vital route could stand considerable improvement. However, Kenora has exceptionally large railway facilities and an adequate trucking system. In addition, it has land and sea airbases.

The urban area has adequate sources of power for any number of new industries. Two large hydro-electric power stations on the Winnipeg and English rivers and operated by Ontario Hydro have a capacity of 141,000 Kilowatts.[3] A grid links Ontario and Manitoba Hydro and therefore extra power could be provided by Manitoba. Of equally great importance is the fact that the trans-Canada natural gas pipeline passes through the bounds of the urban area.

From 1951 to 1961 Kenora's population rose by over 25 per cent,[4] and so it is in the category of rapidly growing towns with a steadily increasing labour force. However, a side effect of the tourist industry provides a serious labour problem for the Kenora-Keewatin area. During the summer almost the whole labour force is gainfully employed, but winter brings tourism to a standstill, and this, combined

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[3] The Gifts of Nature (Toronto: Ontario Hydro, 1961, pp. 39-42.

[4] Canada Census, Bulletin 1.1-6, Table 9

with a reduction in construction work, causes unemployment to rise to as much as 10 per cent of the labour force.[5] With approximately 5,000 workers in the urban area, this means that up to 500 may be unemployed for a considerable part of the year. This is a serious problem and a gross waste of human resources. At the same time, however, this provides a splendid opportunity for those industries that would operate primarily in the winter.

The forested hinterland provides the most important raw material for the urban area. The most abundant species are jack pine, black spruce, white spruce, balsam fir and poplar. The large stands of coniferous forest, adequate power, labour, and transport plus American capital and primarily American markets have resulted in the establishment of a large pulp and paper industry. The plant facilities have been recently enlarged, and therefore, it is unlikely that any further expansion will take place in the near future. The operation of this mill is of fundamental importance to the urban area, and with proper forest management the mill should always be a permanent feature of the urban landscape.

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[5] J. A. Sherritt, Industrial Survey of Kenora, Ontario (Kenora: The Industrial and Publicity Board of Kenora, 1959), p. 8.

The successful operation of the pulp and paper mill does not preclude the opening up of other forest-products industries. Poplar and numerous hardwoods are not being utilized, and furthermore, there are still large unalienated tracts of coniferous forest. The manufacture of fibreboard andplywood would seem to be logical industries for this area. The establishment of a furniture industry is a distinct possibility. This would probably be a good location for a chemical wood-preservation plant, for example, a Boliden Treating Plant.[6] A plant of this type could treat poles, fence posts, lumber, and all types of construction materials to protect them from rot and insect damage.

Being a resort area, great numbers of boats are sold annually in Kenora, and many are imported from the U.S.A. despite a 25 per cent duty charged on them.[7] Efforts have been made to have a boat-building plant established in Kenora, but so far this has not met with success. This would appear to be an especially good industry for Kenora if construction of boats took place during the winter and sales and repair work were done during the summer. In this way it would help to take up many of the winter unemployed and it would complement the tourist industry. This

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[6] A pamphlet published by Bolidens Gruvaktiebolag, Stockholm, Sweden, and entitled, "Did you know about Boliden Impregnation?".

[7] A bulletin put out by the Industrial and Publicity Board of Kenora, 1962.

plant would be almost assured of success because most of the boats would be sold locally and transportation costs would be at a minimum.

Fishing is an important activity on the Lake of the Woods, and in 1960 there were 8,159,603 pounds of fish shipped from Kenora by rail.[8] The size of the catch, together with the fact that yellow walleye is about the most abundant specie in the lake, would seem to indicate that a canning or a processing and freezing plant would be a successful enterprise at Kenora. This should be a natural industry for Kenora, especially if it were combined with intensive efforts by the Kenora Fish Hatchery to restock the most desirable species. Furthermore, the shallow waters of the Lake of the Woods are particularly adapted to sturgeon, and before they were depleted by over-fishing, there were literally millions of sturgeon in this lake. If this lake was restocked with sturgeon and if proper conservation methods were practiced this could prove to be a very significant future industry for Kenora.

If a fish canning or processing and freezing plant was established in Kenora, a logical extension of this plant would be a branch to handle the thousands of pounds of blue-

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[8] Report of General Business Conditions in the Kenora Division, Kenora, May 27, 1961 (in the files of the Public Relations Department, Canadian Pacific Railways Company, Winnipeg).

berries that are produced annually in the hinterland. In addition, at little extra cost, facilities could be installed to process the tons of wild rice that are gathered by the Indians every fall.

Within the bounds of Kenora and the immediate hinterland there are suitable clay deposits for the manufacture of brick. The good condition of numerous buildings in Kenora that were built prior to 1900 of locally manufactured brick attest to the quality of the brick that could be produced. With modern methods of brick manufacture there might be a possibility of bringing this industry back to life.

Throughout the Lake of the Woods area there are numerous deposits of gold, iron, nickel, copper, uranium, and beryl. It would be a boon to the area if any of these deposits could be mined, but this is totally dependent upon market conditions and the quality of the reserves in relation to deposits elsewhere.

The one remaining important manufacturing industry in the urban area deserves very careful consideration. This is the flour milling industry at Keewatin. Although the majority of Keewatin's workers are employed at various jobs in Kenora, the flour mill provides the necessary taxation revenue to keep the municipal government solvent. In recent times, however, there have been persistent rumours that the Ogilvie Flour Mills Company may shut the Keewatin mill down. Since there is no other industry that could

replace the importance of the flour mill, its closure would bring economic ruin to the town. To prevent such a local calamity, the town's most effective recourse would be to expropriate the flour mill site and to sell it to a specially formed Kenora-Keewatin citizens co-operative. A co-operative would be entitled to special tax concessions, and this should be sufficient to make the operation of the mill profitable. Furthermore, in this manner, the community would be assured of maintaining this important industry.[9]

Aside from manufacturing and its associated activities, tourism is also of vital importance to the urban area. This is the case where the local scenery and fish and wildlife are the natural resources, and it is something that the community may have in perpetuity. In addition to dynamic advertising, a great potential exists in encouraging tourists to spend a greater period of time in the Kenora area. This could be accomplished by providing superior facilities and a greater diversification of attractions. Since the majority of the people coming to the Kenora area are family groups, it is not sufficient to merely provide fishing and sporting activities. The children and their mothers require special consideration.

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[9] The Keewatin flour mill problem and a proposed solution are discussed in detail in Appendix H, pages 315-316.

To diversify attractions and to provide modern and superior accomodations will require considerable capital expenditure. Many resort owners will undoubtedly be unable to afford extensive capital expenditures, and therefore government loans should be made available for these purposes at lower rates of interest.

The indigenous population has left little impression on the land use pattern of the Kenora-Keewatin urban area--although Indian place names survive in some localities. However, the Ojibway Indians in the Kenora hinterland have an indirect bearing on important occupations already discussed. They are of significance in woods operations, commercial fishing, and especially as tourist guides. Furthermore, since much of their employment is part-time, they represent a readily accessible potential labour force for the urban area. As such, the Indians are a human resource that is not fully utilized. A realization of this potential would not only improve their own status and welfare, it would add significantly to the economy and prestige of the urban area.

The problem of providing suitable additional employment for the local Indian population is not easily solved. Indians play an important role in the success of tourism in the Kenora area because they are the main source of guides for fishing and hunting parties. However, this employs only a part of their labour force, and furthermore, this

is strictly a summer occupation. Fishing, hunting, trapping, and woods operations are also of a seasonal nature, and it is doubtful if further expansion is possible in these fields. There is one form of activity, however, which could employ a large number of Indians and which could make a significant and unique contribution to the economy of the area. A large-scale program for the production and sale of high-quality Ojibway Indian handicrafts would not only be of importance to the Indians, it would contribute significantly to the tourist industry as well.

The town of Kenora could initiate an Indian handicraft industry by offering a special training program and building a combined workshop and sales shop. If the handicraft shop was on the main traffic route and part of the tourist reception centre, it would capitalize on tourists visiting the centre and it would attract tourists of its own accord. With proper management this could be made into a large industry which would provide employment for many Indians and it would serve as an added tourist attraction.[10] Although the Indians are a factor in the functioning of the urban area, some of their urban needs are not being fulfilled. They are urgently in need of some type

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[10] The possibility of establishing a significant Indian handicraft industry in Kenora is discussed in detail in Appendix J, pages 317-321.

of Indian Centre in Kenora. Various other groups of citizens have cultural halls and meeting places, but no such facility exists for the dozens of Indians who are constant visitors to the urban area. This building should serve a number of purposes--a meeting place, a place to rest, somewhere to leave youngsters while the parents go shopping, and a lodging place at reasonable rates for those who wish to stay overnight. It is highly likely that the Department of Indian Affairs would make available an annual grant for the construction and maintenance of such a structure.

Although being part of Ontario, the Kenora-Keewatin urban area and its Lake of the Woods hinterland both have strong economic ties with the province of Manitoba, especially with the city of Winnipeg. For example, most imports into the urban area come from Winnipeg, and furthermore, the single largest source of tourists is from Manitoba. Hence this seems to indicate that the political separation of the Kenora area from its natural geographic region has not altered its natural trading area. However, the political separation may have been detrimental to Kenora in all those instances where proper regional development would have been dependent upon a co-ordinated government policy. A recent case in point is the large recreation area at Falcon Lake which was developed as a result of Manitoba government policy. If Kenora had been part of Manitoba, however, the Falcon Lake area might not have been developed so

extensively, and consequently, this present important source of competition might not have materialized. The full effect of the political break-up of this natural economic region has never been analyzed, and consequently, this leaves scope for a challenging research project.

The Kenora-Keewatin urban area has a basically rich and varied resource base. Great progress has been made in developing the community, and there is every hope that with time the area will develop to its full potential.

APPENDIXES

APPENDIX A

SAMPLE ASSESSMENT CARDS

TOWN OF KENORA

SUB. DIV. ..... PROPERTY DESCRIPTION ADDRESS

WARD ..... BLOCK ..... LOT ..... PLAN ..... LOCATION ..... HOUSE NO. ..... STREET ..... AVENUE ..... P.O. BOX .....

DATE OF BIRTH	ALIEN	TAX ARREARS	ASSESSED VALUE	19					19					19					19					19				
		19	Land																								
		19	Building																								
		19	Business																								
		19	Public School																								
		19	Separate School																								
		NAME	OCCUPATION	O or T	POP'N	Rel'gn	DOGS	DATE	O or T	POP'N	Rel'gn	DOGS	DATE	O or T	POP'N	Rel'gn	DOGS	DATE	O or T	POP'N	Rel'gn	DOGS	DATE	O or T	POP'N	Rel'gn	DOGS	DATE

Figure A.2 - Town of Keewatin Assessment Card.

NAME OF OWNER	ADDRESS	O. OR T. OWNER OR TENANT	BRITISH OR ALIEN	YEAR OF BIRTH	RELIGION	P. OR S. SCHOOL	OCCUPATION	POP'LN	DOGS MALE	DOGS BITCHES	
NAME OF OCCUPANT											

3 YEARS AND UNDER	AGE 4	5	6-7	8-9	10-13	14	15	16-19	20-59	60-64	65-69	70 & OVER	TOTAL

DIAGRAM SHOWING IRREGULAR SHAPED LAND AND REASONS FOR VALUE PLACED ON IT

ASSESSOR'S REASONS AND COMMENTS IN UNUSUAL CASES OF DETERMINING ASSESSED VALUES AS GIVEN ON THE FRONT OF APPRAISAL SHEET

ADDITIONAL BUILDINGS ADDED SINCE APPRAISAL AND ASSESSMENT WAS MADE

SIGNATURE OF ASSESSOR

DATE

COURT OF REVISION

RECORD OF SALES

DATE	NUMBER	GRANTOR	GRANTEE	CONSIDERATION

RECORD OF BUILDING PERMITS

DATE	PURPOSE	VALUE

DIVISION OF PROPERTY VALUE FOR BUSINESS

LOCATION	VALUE OF LAND	VALUE OF BUILDINGS	TOTAL VALUE	% FOR BUS.	AMOUNT OF BUS. ASS'MT

URBAN

FORM No. 989 THOS. WHILLIER & SON LTD., WESTON

USE THE BACK OF SHEET FOR METHOD OF ARRIVING AT LAND VALUE
DIVISION OF BUSINESS ASSESSMENT AND OTHER COMMENTS

NAME OF MUNICIPALITY	DISTRICT OR COUNTY

NAME OF OWNER

DESCRIPTION

LOT No. PLAN No. BLOCK No.

LAND	BUILDINGS	TOTAL	%	BUSINESS

RESIDENTIAL OR PARTIAL COM.: PROF.

'AGE OR YEAR BUILT

YEAR REMODELLED

CLASSIFICATION

EXCELLENT	A
GOOD	B
MEDIUM	C
FAIR	D
POOR	E
SUB STANDARD	

HEIGHT OF MAIN BLDG. | DIAGRAM SHOWING OUTSIDE MEASUREMENTS OF ALL AND EACH PART OF BUILDINGS | HEIGHT OF OTHER BLDGS.

LOCATION FACTOR

TYPE OF ROAD OR STREET

SIDEWALK SEWER WATER GAS ELECT'Y TRANSP'N

DATE ASSESSOR CLERK

RESIDENTIAL OR PARTIAL COMMERCIAL, PROFESSIONAL DESCRIPTION AND VALUE

COLUMN	BLDG. 1	BLDG. 2	BLDG. 3	BLDG. 4
CONDITION GOOD, FAIR, POOR				
CLASSIFICATION A. B. C. D. E. SUBS.				
TYPE AND USE				
NO. OF STOREYS				
FOUNDATION				
BASEMENT				
EXTERIOR				
INTERIOR				
FLOORS				
FIRE PLACES				
OTHER FEATURES				
NO. OF ROOMS — BASEMENT				
NO. OF ROOMS — 1ST. FLOOR				
NO. OF ROOMS — 2ND. FLOOR				
NO. OF ROOMS — 3RD. FLOOR				
SIZE				
NO. SQ. OR CU. FT.				
RATE APPLIED				
BASIC PRICE				
HEATING & TYPE				
WIRING, LIGHTING				
PLUMBING — BATH TUB				
PLUMBING — TOILET				
PLUMBING — W.BASIN				
PLUMBING — SINK				
PLUMBING — SHOWER				
PLUMBING — L. TUBS				
VALUE OF BLDGS.				

VALUE OF BUILDINGS $	
BLDG. 1	
" 2	
" 3	
" 4	
TOTAL	
GARAGES	
OUT BLDGS.	
OTHER	
TOTAL	
VALUE OF BLDGS.	

LAND VALUE SIZE — PER FOOT FTGE. / PER ACRE

TOTAL VALUE OF LAND AND BUILDINGS

RENT — CAPITALIZED — YEARS

TOTAL OF PHYSICAL AND RENTAL VALUE

50% FOR ASSESSMENT PURPOSES OR 30% IF OUTMODED BUILDING

LAND $ — BUILDINGS $

BUSINESS ASSESSMENT — % OF $

NAME OF OWNER	ADDRESS	O. OR T.	B. S. OR A.	YEAR OF BIRTH	RELIGION	P. OR S. SCHOOL	OCCUPATION	POP'LN	DOGS MALE	DOGS BITCHES	
NAME OF OCCUPANT											

Figure A.3 - Municipality of Jaffray-Melick Assessment Card.

3 YEARS AND UNDER	AGE 4	5	6-7	8-9	10-13	14	15	16-19	20-59	60-64	65-69	70 & OVER	TOTAL

DIAGRAM SHOWING IRREGULAR SHAPED LAND AND REASONS FOR VALUE PLACED ON IT	ASSESSOR'S REASONS AND COMMENTS IN UNUSUAL CASES OF DETERMINING ASSESSED VALUES AS GIVEN ON THE FRONT OF APPRAISAL SHEET

ADDITIONAL BUILDINGS ADDED SINCE APPRAISAL AND ASSESSMENT WAS MADE	SIGNATURE OF ASSESSOR	DATE

COURT OF REVISION

RECORD OF SALES

DATE	NUMBER	GRANTOR	GRANTEE	CONSIDERATION

RECORD OF BUILDING PERMITS

DATE	PURPOSE	VALUE

DIVISION OF PROPERTY VALUE FOR BUSINESS

LOCATION	VALUE OF LAND	VALUE OF BUILDINGS	TOTAL VALUE	% FOR BUS.	AMOUNT OF BUS. ASS'MT

FORM 303A EVANS-JORGENSON LTD. PORT ARTHUR, ONT.

NAME OF MUNICIPALITY OR SCHOOL SECTION	DISTRICT

NAME OF OWNER

DESCRIPTION

AGE OR YEAR BUILT	
YEAR REMODELLED	

LOCATION FACTOR

TYPE OF ROAD OR STREET

SIDEWALK SEWER WATER GAS ELECTRICITY TRANSPORT

DATE ASSESSOR CLERK

RESIDENTIAL OR PARTIAL COMMERCIAL PROFESSIONAL DESCRIPTION AND VALUE

COLUMN	BLDG. 1	BLDG. 2	BLDG. 3	BLDG. 4	VALUE OF BLDGS. $	
CONDITION GOOD. FAIR. POOR					BLDG. 1	
CLASSIFICATION A. B. C. D. E. SUB.					BLDG. 2	
TYPE & USE					BLDG. 3	
NO. OF STOREYS					BLDG. 4	
FOUNDATION						
BASEMENT						
EXTERIOR					TOTAL	
INTERIOR						
FLOORS					GARAGES	
FIRE PLACES						
OTHER FEATURES						
BASEMENT					OUT BLDGS.	
1 ST FLOOR						
2 ND FLOOR						
3 RD FLOOR						
SIZE					OTHER	
No. Sq. OR Cu. Ft.						
RATE APPLIED						
BASIC PRICE						
HEATING & TYPE					TOTAL	
WIRING & LIGHTING						
BATH TUB						
TOILET						
W. BASIN						
SINK						
SHOWER						
L. TUBS						

VALUE OF BUILDINGS — VALUE OF BLDGS.

LAND SIZE — PER FT FTGE PER ACRE — LAND VALUE — LAND

TOTAL VALUE OF LAND AND BUILDINGS

RENT — CAPITALIZED — YEARS

TOTAL OF PHYSICAL AND RENTAL VALUE

50 % FOR ASSESSMENT OR 30 % IF OUTMODED BUILDINGS

LAND $ — BUILDINGS $

BUSINESS ASSESSMENT — % OF $

APPENDIX B

METHOD OF CLASSIFYING AND MAPPING

RESIDENTIAL LAND USE

APPENDIX B

METHOD OF CLASSIFYING AND MAPPING RESIDENTIAL LAND USE

A preliminary investigation revealed that only several residential sections in the Kenora-Keewatin urban area could be satisfactorily differentiated on a block-by-block basis. Instances where average dwellings appear side by side with superior and poor dwellings are not uncommon. Taking this into consideration it was concluded that to be meaningful and significant any differentiation of residential land use would have to be conducted on a house-by-house basis.

Taking into account the particular conditions of the study area, the availability of data, and the various possible methods of classifying residential land use, it was decided to use the approximate present-day value of dwellings as the basis of this aspect of the study. An analysis of municipal assessment cards (Figures A.1, A.2, A.3) revealed that the assessment value of a dwelling is based on the following criteria: (1) size of structure and number of rooms, (2) single, duplex, or multiple dwelling, (3) type of construction, (4) general condition of structure, (5) age of structure, (6) location and neighborhood, (7) plumbing and heating, (8) miscellaneous features. These are the basic factors that are usually taken into consideration in most methods of classifying residential land use. In this case, however, their sum total is represented by a single figure, i.e., the assessment

value. As is standard policy with most municipalities, the assessment value does not represent the actual value but only a certain definite fraction of it. By applying the proper multiple, the assessment value may be easily converted to represent the approximate actual present-day value.

In the town of Kenora, dwellings are assessed at approximately one-fifth of their actual value.[1] Therefore, to obtain the approximate actual value of a dwelling, the assessment value was multiplied by five. In the town of Keewatin and in the municipality of Jaffray-Melick the assessment value is approximately one-quarter of the actual value.[2] Consequently, in Keewatin and Jaffray-Melick the assessment value was multiplied by four to obtain the approximate actual value.

In working out this classification method for residential land use it was decided to consider only the value of the structure, and to exclude the value of the land. This approach indicates the quality of the dwelling as such, regardless of the low or high value of residential districts or the influence of commerical pressure on the value of land near the central business district. A separate map of land values was compiled and by studying it together with the residential land use map it is possible to determine the combined value of land and dwellings.

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[1] Assessment Records in the files of the Kenora Municipal Offices.

[2] Assessment Records in the files of the Keewatin and Jaffray-Melick Municipal Offices.

Summer cottages and apartment blocks are distinct entities in themselves, and as such, they were considered as separate categories in the residential land use map. In addition, suites and living quarters in business buildings, permanent living quarters in hotels, motels, and tourist camps, and permanent living quarters in institutions were also considered as separate categories.

All assessment values of single family houses and duplexes were plotted on the field map, and simultaneously, these values were recorded, in groups of one hundred dollar range, on a special tally sheet, which was subdivided into twelve local districts. From this tally sheet two tables were compiled--one for Kenora and one for Keewatin and Jaffray-Melick (Tables B.1 and B.2 with reference to Map 5). These tables show the total number of dwellings, in total and by districts, for each one hundred dollar range of assessment value and its equivalent of approximate actual value. From these tables a graph was compiled indicating a summation of Kenora data with that of Keewatin and Jaffray-Melick (Figure B.1). On the basis of careful analysis of the graph and field investigation, a range of values was selected for five residential land use categories, i.e., superior dwellings, above average dwellings, average dwellings, below average dwellings, and poor dwellings. These ranges are indicated on the graph (Figure B.1) and on a separate table (Table B.3 in Volume II). The final residential land use map (Map 27) was compiled by applying the criteria

for each of the five categories to the assessment value data recorded on the field map.

Upon completion of the first draft of the final residential land use map, it was taken into the field for correction of any accidental errors or omissions, and for an over-all evaluation of the classification method. Remarkably few errors were discovered, and for the most part, these were merely simple omissions which were easily spotted by field work. Occasionally the classification of a dwelling here and there might be considered questionable, but the over-all residential land use pattern appears to be represented in an essentially correct manner. Well established first class residential areas are clearly represented by superior and above average housing patterns. On the other hand, substandard residential areas have an unmistakable pattern of poor and below average housing. Average residential areas are predominantly represented by patterns of average housing. For the purposes of this study, the assessment card method of classifying residential land use appears to be satisfactory and fully justified.

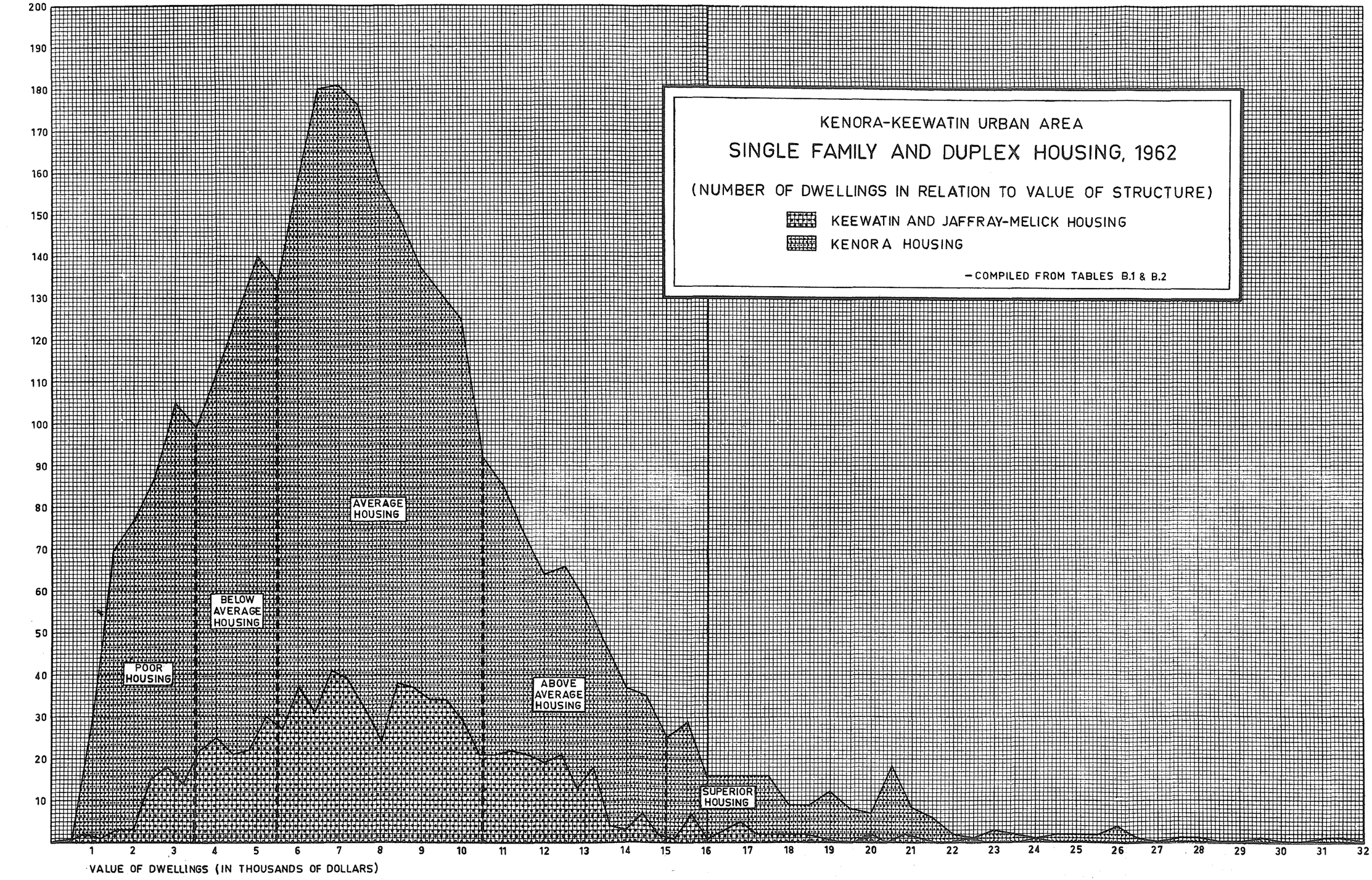

NO. OF DWELLINGS
200
190
180
170
160
150
140
130
120
110
100
90
80
70
60
50
40
30
20
10
KENORA-KEEWATIN URBAN AREA
SINGLE FAMILY AND DUPLEX HOUSING, 1962
(NUMBER OF DWELLINGS IN RELATION TO VALUE OF STRUCTURE)
KEEWATIN AND JAFFRAY-MELICK HOUSING
KENORA HOUSING
- COMPILED FROM TABLES B.1 & B.2
AVERAGE HOUSING
BELOW AVERAGE HOUSING
POOR HOUSING
ABOVE AVERAGE HOUSING
SUPERIOR HOUSING
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32
VALUE OF DWELLINGS (IN THOUSANDS OF DOLLARS)

FIGURE B.1

TABLE B.1

TOWN OF KENORA
AND COMPONENT DISTRICTS

NUMBER OF DWELLINGS[1]
BY GROUPS BASED ON ASSESSMENT VALUE[2] AND ACTUAL VALUE,[3] 1962
(compiled from municipal assessment cards)

[1]Apartment blocks and summer cottages excluded.
[2]Value of structure alone--land excluded.
[3]Calculated at 5 × assessment value.

Assessment Value (in $)	Actual Value (in $)	Lakeside	Centre	Area Between CPR and Pulp & Paper Mill	Rideout	Norman	Area Between CPR and New Subdivisions	Wartime Housing	Valley Drive	Coney Island	Town of Kenora
0 - 99	0 - 499	-	-	-	-	1	-	-	-	-	1
100 - 199	500 - 999	16	2	5	4	1	1	-	-	-	29
200 - 299	1,000 - 1,499	12	4	5	16	17	12	-	-	1	67
300 - 399	1,500 - 1,999	15	5	8	24	14	8	-	-	-	74
400 - 499	2,000 - 2,499	20	8	3	19	10	9	2	-	-	71
500 - 599	2,500 - 2,999	26	4	9	26	16	6	1	-	1	89
600 - 699	3,000 - 3,499	25	4	5	21	14	7	2	-	1	79
700 - 799	3,500 - 3,999	30	5	9	25	12	5	-	-	1	87
800 - 899	4,000 - 4,499	28	13	12	22	13	12	2	-	3	105
900 - 999	4,500 - 4,999	30	20	18	16	19	10	1	-	-	114
1,000 - 1,099	5,000 - 5,499	32	14	17	23	5	15	-	-	-	106
1,100 - 1,199	5,500 - 5,999	30	12	27	26	11	7	7	-	1	121
1,200 - 1,299	6,000 - 6,499	48	25	24	18	12	10	9	-	-	146
1,300 - 1,399	6,500 - 6,999	46	28	25	19	10	6	7	-	-	141
1,400 - 1,499	7,000 - 7,499	38	33	29	19	5	10	8	-	-	142
1,500 - 1,599	7,500 - 7,999	41	27	21	15	7	9	14	-	-	134
1,600 - 1,699	8,000 - 8,499	30	36	19	9	4	3	10	-	-	111
1,700 - 1,799	8,500 - 8,999	28	35	11	7	2	6	12	-	1	102
1,800 - 1,899	9,000 - 9,499	29	34	11	6	5	4	8	-	-	97
1,900 - 1,999	9,500 - 9,999	23	25	19	9	7	6	7	-	-	96
2,000 - 2,099	10,000 - 10,499	27	11	15	7	3	3	5	-	-	71
2,100 - 2,199	10,500 - 10,999	19	16	8	5	3	5	4	4	-	64
2,200 - 2,299	11,000 - 11,499	13	15	10	4	2	3	4	2	-	53
2,300 - 2,399	11,500 - 11,999	9	11	10	2	2	1	7	3	-	45
2,400 - 2,499	12,000 - 12,499	8	18	12	2	-	1	2	4	-	47
2,500 - 2,599	12,500 - 12,999	18	7	10	1	2	-	3	1	-	42
2,600 - 2,699	13,000 - 13,499	15	6	10	3	2	-	1	1	1	39
2,700 - 2,799	13,500 - 13,999	9	8	5	3	-	-	1	8	-	34
2,800 - 2,899	14,000 - 14,499	12	3	4	-	-	-	2	8	-	29
2,900 - 2,999	14,500 - 14,999	7	4	2	2	-	1	-	8	-	24
3,000 - 3,099	15,000 - 15,499	10	4	1	1	1	-	1	5	-	23
3,100 - 3,199	15,500 - 15,999	4	3	3	-	1	-	2	2	-	15
3,200 - 3,299	16,000 - 16,499	4	2	1	-	1	-	-	5	-	13
3,300 - 3,399	16,500 - 16,999	2	2	1	2	1	-	-	5	-	13
3,400 - 3,499	17,000 - 17,499	2	4	-	-	1	-	-	7	-	14
3,500 - 3,599	17,500 - 17,999	2	2	-	2	-	-	-	1	-	7
3,600 - 3,699	18,000 - 18,499	1	2	1	-	1	-	-	3	-	8
3,700 - 3,799	18,500 - 18,999	-	3	2	-	1	-	-	6	-	12
3,800 - 3,899	19,000 - 19,499	-	2	-	-	-	-	1	5	-	8
3,900 - 3,999	19,500 - 19,999	1	1	1	-	-	-	-	2	-	5
4,000 - 4,099	20,000 - 20,499	2	-	2	-	1	-	-	13	-	18
4,100 - 4,199	20,500 - 20,999	4	-	1	-	1	-	-	1	-	7
4,200 - 4,299	21,000 - 21,499	-	2	2	-	1	-	-	1	-	6
4,300 - 4,399	21,500 - 21,999	1	-	-	-	-	-	-	1	-	2
4,400 - 4,499	22,000 - 22,499	-	-	-	-	-	-	-	-	-	-
4,500 - 4,599	22,500 - 22,999	1	2	-	-	-	-	-	-	-	3
4,600 - 4,699	23,000 - 23,499	-	1	1	-	-	-	-	-	-	2
4,700 - 4,799	23,500 - 23,999	-	-	-	-	-	-	-	-	-	-
4,800 - 4,899	24,000 - 24,499	-	1	-	-	-	-	-	1	-	2
4,900 - 4,999	24,500 - 24,999	1	-	-	-	-	-	-	1	-	2
5,000 - 5,099	25,000 - 25,499	1	-	1	-	-	-	-	-	-	2
5,100 - 5,199	25,500 - 25,999	2	1	1	-	-	-	-	-	-	4
5,200 - 5,299	26,000 - 26,499	-	-	1	-	-	-	-	-	-	1
5,300 - 5,399	26,500 - 26,999	-	-	-	-	-	-	-	-	-	-
5,400 - 5,499	27,000 - 27,499	1	-	-	-	-	-	-	-	-	1
5,500 - 5,599	27,500 - 27,999	-	-	-	-	1	-	-	-	-	1
5,600 - 5,699	28,000 - 28,499	-	-	-	-	-	-	-	-	-	-
5,700 - 5,799	28,500 - 28,999	-	-	-	-	-	-	-	-	-	-
5,800 - 5,899	29,000 - 29,499	-	1	-	-	-	-	-	-	-	1
5,900 - 5,999	29,500 - 29,999	-	-	-	-	-	-	-	-	-	-
6,000 - 6,099	30,000 - 30,499	-	-	-	-	-	-	-	-	-	-
6,100 - 6,199	30,500 - 30,999	-	1	-	-	-	-	-	-	-	1
6,200 - 6,299	31,000 - 31,499	-	-	1	-	-	-	-	-	-	1
6,300 - 6,399	31,500 - 31,999	-	-	-	-	-	-	-	-	-	-
6,400 - 6,499	32,000 - 32,499	1	-	-	-	-	-	-	-	-	1
- - -	- - -	-	-	-	-	-	-	-	-	-	-
9,300 - 9,399	46,500 - 46,999	1	-	-	-	-	-	-	-	-	1
Total No. of Dwellings		725	467	383	358	210	160	123	98	10	2,534

TABLE B.2

TOWN OF KEEWATIN
AND URBAN AREA OF JAFFRAY-MELICK MUNICIPALITY

NUMBER OF DWELLINGS[1]
BY GROUPS BASED ON ASSESSMENT VALUE[2] AND ACTUAL VALUE,[3] 1962
(compiled from municipal assessment cards)

[1]Apartment blocks and summer cottages excluded.
[2]Value of structure alone--land excluded.
[3]Calculated at 4 × assessment value.

Assessment Value (in $)	Actual Value (in $)	Town of Keewatin	Urban Area of Jaffray-Melick	Total Keewatin & Jaffray-Melick
0 - 99	0 - 399	-	-	-
100 - 199	400 - 799	2	-	2
200 - 299	800 - 1,199	1	-	1
300 - 399	1,200 - 1,599	2	1	3
400 - 499	1,600 - 1,999	1	2	3
500 - 599	2,000 - 2,399	10	5	15
600 - 699	2,400 - 2,799	12	6	18
700 - 799	2,800 - 3,199	6	8	14
800 - 899	3,200 - 3,599	14	8	22
900 - 999	3,600 - 3,999	14	11	25
1,000 - 1,099	4,000 - 4,399	14	7	21
1,100 - 1,199	4,400 - 4,799	16	6	22
1,200 - 1,299	4,800 - 5,199	25	5	30
1,300 - 1,399	5,200 - 5,599	23	4	27
1,400 - 1,499	5,600 - 5,999	30	7	37
1,500 - 1,599	6,000 - 6,399	25	6	31
1,600 - 1,699	6,400 - 6,799	33	8	41
1,700 - 1,799	6,800 - 7,199	31	8	39
1,800 - 1,899	7,200 - 7,599	22	10	32
1,900 - 1,999	7,600 - 7,999	17	7	24
2,000 - 2,099	8,000 - 8,399	31	7	38
2,100 - 2,199	8,400 - 8,799	25	12	37
2,200 - 2,299	8,800 - 9,199	28	6	34
2,300 - 2,399	9,200 - 9,599	28	6	34
2,400 - 2,499	9,600 - 9,999	23	6	29
2,500 - 2,599	10,000 - 10,399	17	4	21
2,600 - 2,699	10,400 - 10,799	10	11	21
2,700 - 2,799	10,800 - 11,199	12	10	22
2,800 - 2,899	11,200 - 11,599	13	8	21
2,900 - 2,999	11,600 - 11,999	8	11	19
3,000 - 3,099	12,000 - 12,399	13	8	21
3,100 - 3,199	12,400 - 12,799	6	7	13
3,200 - 3,299	12,800 - 13,199	14	4	18
3,300 - 3,399	13,200 - 13,599	2	2	4
3,400 - 3,499	13,600 - 13,999	2	1	3
3,500 - 3,599	14,000 - 14,399	5	2	7
3,600 - 3,699	14,400 - 14,799	2	-	2
3,700 - 3,799	14,800 - 15,199	1	-	1
3,800 - 3,899	15,200 - 15,599	-	7	7
3,900 - 3,999	15,600 - 15,999	-	1	1
4,000 - 4,099	16,000 - 16,399	3	-	3
4,100 - 4,199	16,400 - 16,799	4	1	5
4,200 - 4,299	16,800 - 17,199	1	1	2
4,300 - 4,399	17,200 - 17,599	2	-	2
4,400 - 4,499	17,600 - 17,999	2	-	2
4,500 - 4,599	18,000 - 18,399	2	-	2
4,600 - 4,699	18,400 - 18,799	1	-	1
4,700 - 4,799	18,800 - 19,199	-	-	-
4,800 - 4,899	19,200 - 19,599	-	-	-
4,900 - 4,999	19,600 - 19,999	1	1	2
5,000 - 5,099	20,000 - 20,399	-	-	-
5,100 - 5,199	20,400 - 20,799	1	1	2
5,200 - 5,299	20,800 - 21,199	1	-	1
5,300 - 5,399	21,200 - 21,599	-	-	-
5,400 - 5,499	21,600 - 21,999	-	-	-
5,500 - 5,599	22,000 - 22,399	1	-	1
5,600 - 5,699	22,400 - 22,799	-	-	-
5,700 - 5,799	22,800 - 23,199	-	-	-
5,800 - 5,899	23,200 - 23,599	-	-	-
5,900 - 5,999	23,600 - 23,999	1	-	1
6,000 - 6,999	24,000 - 24,399	-	-	-
Total No. of Dwellings		558	226	784

APPENDIX C

CLIMATIC DATA

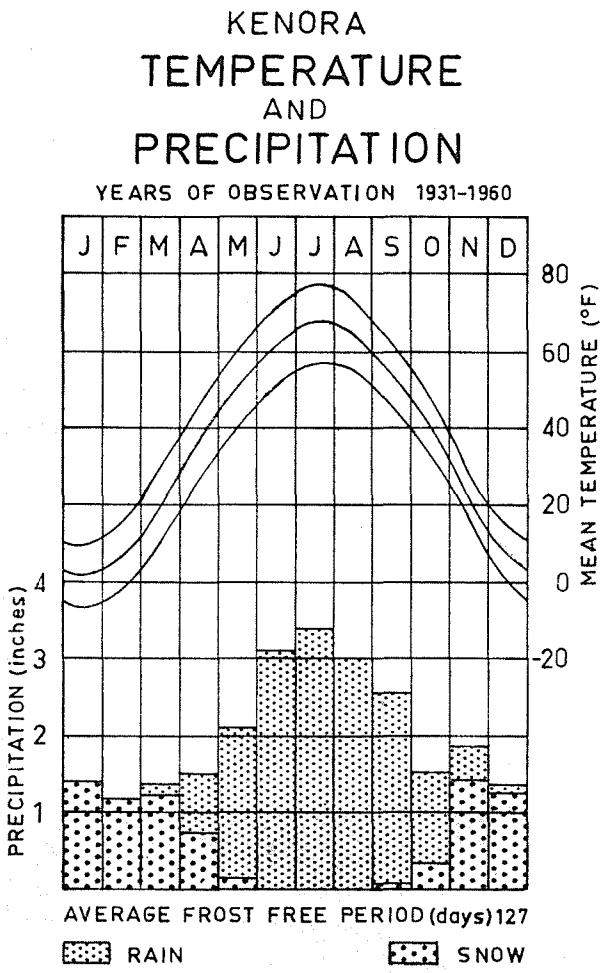


FIGURE C.1. - Kenora Climate Graph showing for each month (1) averages of the mean daily maximum temperatures, the mean, and the mean daily minimum temperatures (degrees F.), (2) average total precipitation including snowfall (equivalent 10:1) and rain, and (3) average frost free period in days. (Source: Meteorological Branch, Department of Transport).

TABLE C.1

TEMPERATURE
(in degrees Fahrenheit)

	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Year	Period
1)KENORA														
Mean Daily Max.	9.3	15.1	28.2	45.8	61.4	70.6	77.2	73.9	62.6	49.5	28.6	14.9	44.8	1931-1960
Mean Daily Min.	-6.7	-3.1	9.5	26.9	40.5	51.1	57.4	55.5	45.3	35.1	17.5	0	27.4	1931-1960
Mean Daily Temp.	1.3	6.0	18.9	36.4	51.0	60.9	67.3	64.7	54.0	42.3	23.1	7.5	36.1	1931-1960
Extreme High	44	48	70	87	91	99	105	95	87	78	60	42	105	1900-1960
Extreme Low	-45	-46	-34	-17	10	30	39	29	20	-4	-24	-42	-46	1900-1960
2)WINNIPEG														
Mean Daily Max.	9.0	13.3	27.1	47.9	63.4	72.0	79.2	77.3	65.6	53.5	30.5	16.6	46.3	1931-1960
Mean Daily Min.	-8.0	-5.2	9.0	28.6	40.1	50.4	56.5	54.7	44.5	34.3	16.9	1.0	26.9	1931-1960
Mean Daily Temp.	0.5	4.1	18.1	38.3	51.8	61.2	67.9	66.0	55.1	43.9	23.7	8.8	36.6	1931-1960
Extreme High	46	40	74	93	95	98	100	105	96	83	61	53	105	1931-1960
Extreme Low	-44	-38	-35	-13	12	29	35	34	20	1	-26	-35	-44	1931-1960

Data supplied by Meteorological Branch, Department of Transport.

TABLE C.2

FROST-FREE SEASON
(in days)

Station	Lat. N.	Long. W.	Height (feet above M.S.L.)	No. of Years	Average Frost-Free Period (days)	Last Frost (Spring)			First Frost (Fall)		
	o '	o '				Average	Earliest	Latest	Average	Earliest	Latest
Kenora	49 48	94 32	1102	35	127	May 19	Apr 26	June 9	Sept 23	Aug 12	Oct 18
Kenora Airport	49 48	94 22	1345	12	128	May 19	May 6	May 31	Sept 24	Sept 11	Oct 16
Fort Frances	48 36	93 24	1126	37	124	May 20	Apr 28	June 20	Sept 21	Aug 31	Oct 22
Winnipeg	49 54	97 12	770	30	111	May 27	Apr 26	June 25	Sept 15	Aug 21	Oct 16
Sioux Lookout	50 08	91 52	1227	25	106	June 1	Apr 27	June 21	Sept 15	Aug 24	Oct 7
Dryden	49 48	92 52	1220	28	101	June 2	May 6	June 22	Sept 11	Aug 17	Oct 6
Emo	48 40	93 50	1106	28	96	June 4	May 9	July 14	Sept 8	July 20	Oct 8
Mine Centre	48 44	92 32	1201	35	94	June 6	May 17	July 13	Sept 8	Aug 15	Sept 29
Ignace	49 25	91 40	1487	34	78	June 11	May 17	June 27	Aug 28	July 17	Sept 22
Atikokan	48 44	91 38	1284	33	60	June 22	May 22	July 15	Aug 21	July 18	Sept 20

Data supplied by Meteorological Branch, Department of Transport.

TABLE C.3

PRECIPITATION
(in inches)

	Jan.	Feb.	Mar.	Apr.	May.	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Year	Period
1) KENORA														
Average Rainfall	.01	.03	.16	.78	1.95	3.07	3.36	3.00	2.49	1.18	.43	.10	16.56	1931-1960
Average Snowfall	13.7	11.3	12.0	7.1	1.5	0	0	0	0.5	3.4	14.2	12.5	76.2	1931-1960
Av. Total Precip.	1.38	1.16	1.36	1.49	2.10	3.07	3.36	3.00	2.54	1.52	1.85	1.35	24.18	1931-1960
2) WINNIPEG														
Average Rainfall	0.01	0.03	0.30	0.83	1.89	3.38	2.86	2.82	2.03	1.27	0.27	0.04	15.73	1931-1960
Average Snowfall	10.0	7.7	6.9	3.7	0.7	0	0	0	0.1	2.4	8.4	8.5	48.4	1931-1960
Av. Total Precip.	1.01	0.80	0.99	1.20	1.96	3.38	2.86	2.82	2.04	1.51	1.11	0.89	20.57	1931-1960

Data supplied by Meteorological Branch, Department of Transport.

APPENDIX D

DATA ON FISHING

TABLE D.1

Yield of the sturgeon fishery of Lake of the Woods from 1888 to 1909.

Products.	United States.		Canada.		Total.	
	Pounds.	Value.	Pounds.	Value.	Pounds.	Value.
1888.						
Sturgeon	40,000	$400			40,000	$400
Caviar	3,000	300			3,000	300
Sounds	160	160			160	160
1889.						
Sturgeon	100,000	1,000			100,000	1,000
Caviar	7,500	750			7,500	750
Sounds	313	313			313	313
1890.						
Sturgeon	200,000	2,000			200,000	2,000
Caviar	15,000	1,500			15,000	1,500
Sounds	630	630			630	630
1891.						
Sturgeon	500,000	5,000			500,000	5,000
Caviar	22,500	2,250			22,500	2,500
Sounds	1,575	1,575			1,575	1,575
1892.						
Sturgeon	800,000	12,000	80,000	$1,200	880,000	13,200
Caviar	60,000	12,000	6,000	1,200	66,000	13,200
Sounds	3,300	3,300	330	330	3,630	3,630
1893.						
Sturgeon	1,300,000	26,000	350,000	7,000	1,650,000	33,000
Caviar	97,500	19,500	26,250	5,250	123,750	24,750
Sounds	5,830	5,830	1,450	1,450	7,280	7,280
1894.						
Sturgeon	1,059,267	21,185	400,000	8,000	1,459,267	29,185
Caviar	79,350	15,870	30,000	6,000	109,350	21,870
Sounds	4,413	4,413	1,660	1,660	6,079	6,079
1895.						
Sturgeon	1,143,072	22,861	500,000	10,000	1,643,072	32,861
Caviar	85,650	25,695	37,500	8,250	123,150	33,945
Sounds	4,763	4,763	2,083	2,083	6,846	6,846
1896.						
Sturgeon	1,000,000	20,000	500,000	10,000	1,500,000	30,000
Caviar	75,000	23,500	37,500	11,250	112,500	34,750
Sounds	4,166	4,166	2,083	2,083	6,249	6,249
1897.						
Sturgeon	511,159	12,779	214,154	5,353	725,313	18,132
Caviar	30,000	18,000	13,000	7,800	43,000	25,800
Sounds	1,703	1,703	714	714	2,417	2,417
1898.						
Sturgeon	330,033	13,201	295,900	11,836	625,933	25,037
Caviar	16,500	13,200	14,700	11,576	31,200	24,776
Sounds	1,375	1,375	1,232	1,232	2,607	2,607
1899.						
Sturgeon	197,601	9,880	135,984	6,799	333,585	16,679
Caviar	7,350	5,880	5,100	4,080	12,450	9,960
Sounds	823	823	566	566	1,389	1,389
1900.						
Sturgeon	100,000	6,000	52,334	3,140	152,334	9,140
Caviar	3,750	3,000	1,350	1,080	5,100	4,080
Sounds	416	416	218	218	634	634
1901.						
Sturgeon	100,000	6,000	37,367	2,241	137,367	8,241
Caviar	3,750	3,000	1,200	960	4,950	3,960
Sounds	416	416	155	155	571	571
1902.						
Sturgeon	120,000	7,200	44,049	2,643	164,049	9,843
Caviar	4,300	3,440	1,500	1,200	5,500	4,660
Sounds	500	375	183	138	683	513
1903.						
Sturgeon	45,239	2,714	31,000	1,860	76,239	4,574
Caviar	1,550	1,240	850	680	2,230	1,920
Sounds	111	83	78	59	189	142
1904.						
Sturgeon	80,000	4,800	41,950	2,517	121,950	7,317
Caviar	2,300	1,840	650	520	2,950	2,490
Sounds	266	133	106	53	372	186
1905.						
Sturgeon	72,770	4,364	63,800	3,828	136,570	8,192
Caviar	1,100	880	480	384	1,580	1,264
Sounds	243	122	212	106	455	228
1906.						
Sturgeon	34,710	1,877	15,000	1,200	49,710	3,077
Caviar	750	750	300	300	1,050	1,050
Sounds	123	61	50	25	173	86
1907.						
Sturgeon	80,122	8,012	83,900	8,390	164,022	16,402
Caviar	700	700	900	900	1,600	1,600
Sounds	210	105	226	113	436	218
1908.						
Sturgeon	87,182	8,718	54,385	5,438	141,567	14,154
Caviar	630	787	580	725	1,210	1,512
Sounds	230	115	165	82	395	197
1909.						
Sturgeon	34,021	4,082	19,295	2,315	53,316	6,397
Caviar	346	519	383	574	729	1,093
Sounds	120	60	64	32	184	92
Total	8,745,688	385,611	2,608,936	167,588	11,593,860	553,603

Sounds given in pounds. Value figured as per prices paid to the fishermen at their fisheries.

* Adapted and reproduced from Evermann and Latimer

Table D.2
Table D.3
Table D.4
Table D.5

TABLE D.2

Catch of yellow pike in Lake of the Woods from 1888 to 1909.

Year.	United States.		Canada.		Total.	
	Pounds.	Value.	Pounds.	Value.	Pounds.	Value.
1888	25,000	$250	.....	.....	25,000	$250
1889	75,000	750	.....	.....	75,000	750
1890	120,000	1,200	.....	.....	120,000	1,200
1891	200,000	2,000	.....	.....	200,000	2,000
1892	300,000	4,500	36,000	$540	336,000	5,040
1893	400,000	6,000	80,000	1,200	480,000	7,200
1894	405,104	6,076	90,000	1,350	495,104	7,426
1895	473,776	9,475	120,000	2,400	593,776	11,875
1896	300,000	6,000	100,000	2,000	400,000	8,000
1897	137,461	2,749	80,000	1,600	217,461	4,349
1898	92,181	1,843	120,000	2,400	212,181	4,243
1899	124,722	2,494	132,100	2,642	256,822	5,136
1900	100,000	2,500	70,181	1,754	170,181	4,254
1901	130,000	3,250	98,775	2,468	228,775	5,718
1902	150,000	3,750	159,125	3,978	309,125	7,728
1903	225,081	5,627	87,100	2,177	312,181	7,804
1904	170,000	4,250	126,060	3,151	296,060	7,401
1905	173,451	4,336	130,650	3,266	304,101	7,602
1906	129,214	3,230	92,700	2,317	221,914	5,547
1907	193,079	6,757	130,000	4,550	323,079	11,307
1908	403,256	14,113	176,281	6,169	579,527	20,282
1909	175,434	8,771	180,000	9,000	355,434	17,771
Total	4,502,759	99,921	2,008,972	52,962	6,511,731	152,883

Value as per prices paid to fishermen at their fisheries.

TABLE D.3

Catch of whitefish in Lake of the Woods from 1888 to 1909.

Year.	United States.		Canada.		Total.	
	Pounds.	Value.	Pounds.	Value.	Pounds.	Value.
1888	20,000	$200	.....	.....	20,000	$200
1889	60,000	600	.....	.....	60,000	600
1890	100,000	1,000	.....	.....	100,000	1,000
1891	175,000	1,750	.....	.....	175,000	1,750
1892	250,000	3,750	30,000	$450	280,000	4,200
1893	350,000	5,250	309,300	4,639	659,300	9,889
1894	411,018	8,220	449,280	8,985	860,298	17,205
1895	280,563	5,611	230,000	4,600	510,563	10,211
1896	200,000	4,000	180,000	3,600	380,000	7,600
1897	71,907	1,438	160,000	3,200	231,987	4,638
1898	112,624	2,252	100,000	2,000	212,624	4,252
1899	179,242	3,584	80,000	1,600	259,242	5,184
1900	85,000	2,115	50,000	1,250	135,000	3,365
1901	115,000	2,875	60,000	1,500	175,000	4,375
1902	130,000	3,250	85,000	2,125	215,000	5,375
1903	110,048	2,751	80,000	2,000	190,048	4,751
1904	65,000	1,625	93,000	2,325	158,000	3,950
1905	65,560	1,639	115,000	2,885	180,560	4,524
1906	78,041	1,951	85,000	2,125	163,041	4,076
1907	258,534	9,048	165,000	5,775	423,534	14,823
1908	207,195	7,251	180,000	6,300	387,195	13,551
1909	140,642	7,031	220,000	11,000	360,642	18,031
Total	3,465,374	77,391	2,671,580	56,359	6,137,034	143,630

Value as per prices paid fishermen at their fisheries.

TABLE D.4

Catch of jackfish in Lake of the Woods from 1888 to 1909.

Year.	United States.		Canada.		Total.	
	Pounds.	Value.	Pounds.	Value.	Pounds.	Value.
1888	10,000	$100	.....	.....	10,000	$100
1889	30,000	300	.....	.....	30,000	300
1890	50,000	500	.....	.....	50,000	500
1891	85,000	850	.....	.....	85,000	850
1892	115,000	1,150	10,000	$100	125,000	1,250
1893	200,000	2,000	40,000	400	240,000	2,400
1894	231,165	2,311	80,000	800	311,165	3,111
1895	125,861	1,258	40,000	400	165,861	1,658
1896	80,000	800	30,000	300	110,000	1,100
1897	48,275	482	33,760	337	82,035	819
1898	56,676	566	30,500	305	87,176	871
1899	39,903	399	25,000	250	64,903	649
1900	40,000	600	50,000	750	90,000	1,350
1901	50,000	750	60,000	900	110,000	1,650
1902	60,000	900	70,000	1,050	130,000	1,950
1903	42,963	644	44,900	673	87,863	1,317
1904	45,000	670	66,900	1,003	111,900	1,673
1905	43,887	658	72,300	1,069	115,187	1,727
1906	88,785	1,331	58,100	871	146,885	2,202
1907	96,135	1,922	66,600	1,332	162,735	3,254
1908	246,993	4,939	111,889	2,237	358,882	7,176
1909	133,354	3,333	188,060	4,701	321,414	8,034
Total	1,918,997	26,463	1,077,009	17,478	2,996,006	43,941

Value as per prices paid to fishermen at their fisheries.

TABLE D.5

Total pound-net and gill-net catch of sturgeon, yellow pike, whitefish, and jackfish in Lake of the Woods from 1888 to 1909.

Year.	United States.		Canada.		Total.	
	Pounds.	Value.	Pounds.	Value.	Pounds.	Value.
1888	95,000	$2,375	.....	.....	.....	.....
1889	265,000	6,625	.....	.....	.....	.....
1890	470,000	7,050	.....	.....	.....	.....
1891	960,000	19,200	.....	.....	.....	.....
1892	1,521,000	37,481	156,000	$3,850	1,677,000	$41,331
1893	2,250,000	61,750	779,300	21,032	3,029,300	82,782
1894	2,106,554	58,898	1,019,280	29,327	3,125,834	88,225
1895	2,023,272	59,437	890,000	26,300	2,913,272	85,737
1896	1,580,000	46,600	810,000	24,000	2,390,000	70,600
1897	768,802	25,136	487,994	15,369	1,256,796	40,505
1898	591,514	23,777	546,400	22,005	1,137,914	45,782
1899	541,468	21,771	373,084	15,021	914,552	36,792
1900	325,000	14,465	222,515	9,119	547,515	23,584
1901	395,000	16,825	256,142	9,670	651,142	26,495
1902	460,000	19,700	358,174	13,377	818,174	3 ,077
1903	423,331	15,969	243,000	9,140	666,331	25,109
1904	360,000	14,945	327,910	12,275	687,910	27,220
1905	355,668	14,553	380,750	14,856	736,418	29,409
1906	330,750	11,696	250,800	9,021	581,550	20,717
1907	627,870	32,017	445,500	24,502	1,073,370	56,519
1908	944,626	44,467	522,555	25,367	1,467,181	69,834
1909	483,451	28,051	607,355	33,090	1,090,806	61,141
Total	17,878,306	582,788	8,676,759	317,321	24,765,065	864,850

Value f. o. b. barge, shipping point. All totals, 26,555,065 pounds, $900,109.

* Tables adapted and reproduced from Evermann and Latimer

TABLE D.6

RELATIVE ABUNDANCE OF MAJOR SPECIES OF FISH

IN THE LAKE OF THE WOODS, 1962[1]

Order of Abundance	Species	Total Number Experimental Netting
1	Yellow perch	4,598
2	Yellow walleye	2,468
3	Shallowwater cisco	1,629
4	Northern pike	981
5	Brown bullhead	825
6	White sucker	631
7	Smallmouth bass	583
8	Black crappie	341
9	Rock bass	330
10	Burbot	71
11	Whitefish	51
12	Sauger	*
13	Lake trout	*
14	Maskinonge	15
15	Pumpkinseed	8
16	Sturgeon	*

* No catch data (order estimated by J. R.)

[1]Based on Ontario Department of Lands and Forests experimental gill and trap netting records, 1962.

TABLE D.7

CANADIAN COMMERCIAL FISHING

ON THE LAKE OF THE WOODS, 1961[1]

Order of Importance	Species	Commercial Catch, 1961 (pounds)
1	Yellow walleye	1,054,807
2	White sucker	390,431
3	Burbot	328,652
4	Northern pike	278,813
5	Shallowwater cisco	249,497
6	Whitefish	60,596
7	Sauger	50,023
8	Black crappie	29,701
9	Brown bullhead	23,787
10	Yellow perch	13,228
11	Lake trout	3,546
12	Lake sturgeon	30

Total value of 1961 catch - $297,240.00

[1]Data supplied by Ontario Department of Lands and Forests.

APPENDIX E

POPULATION DATA

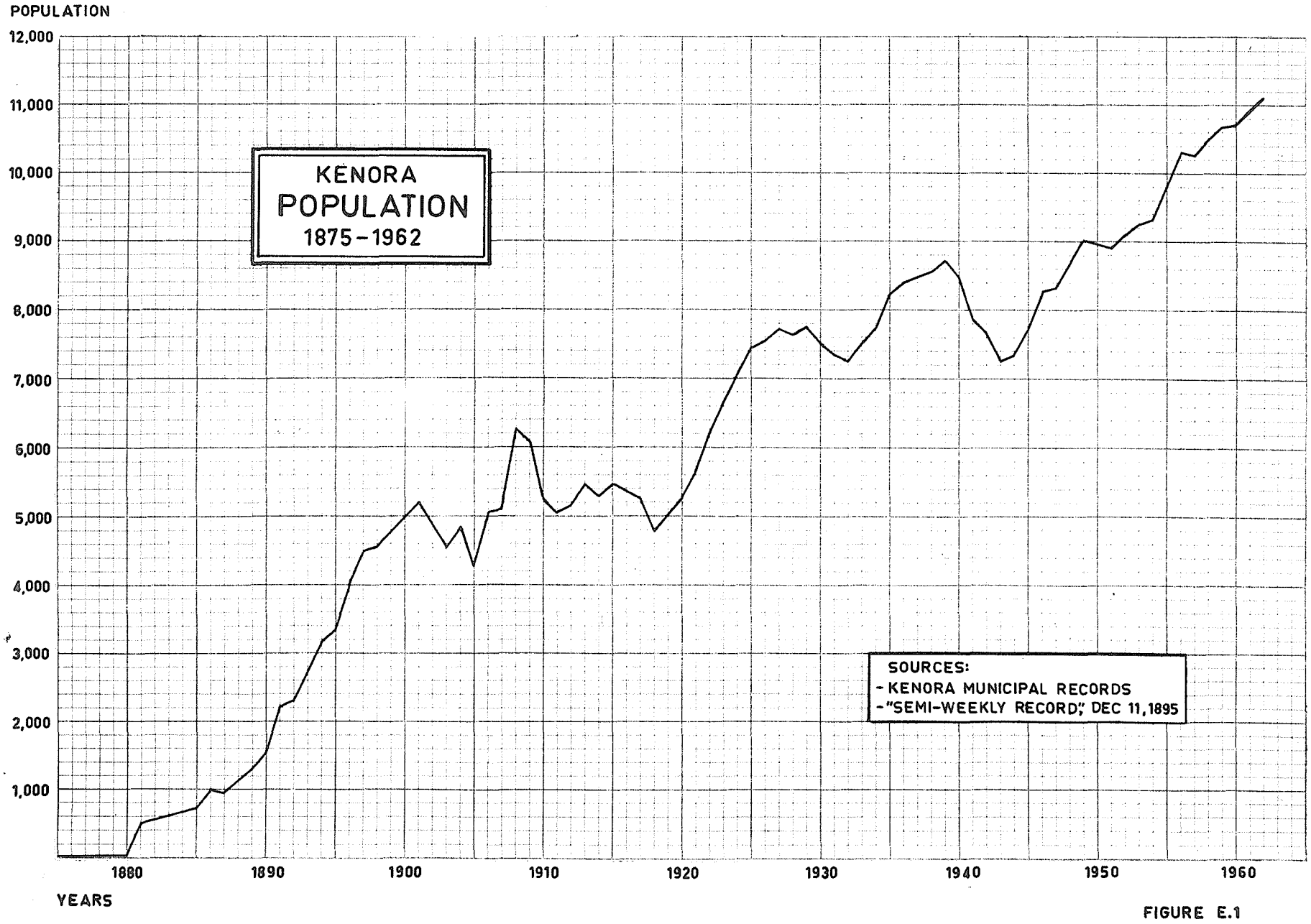
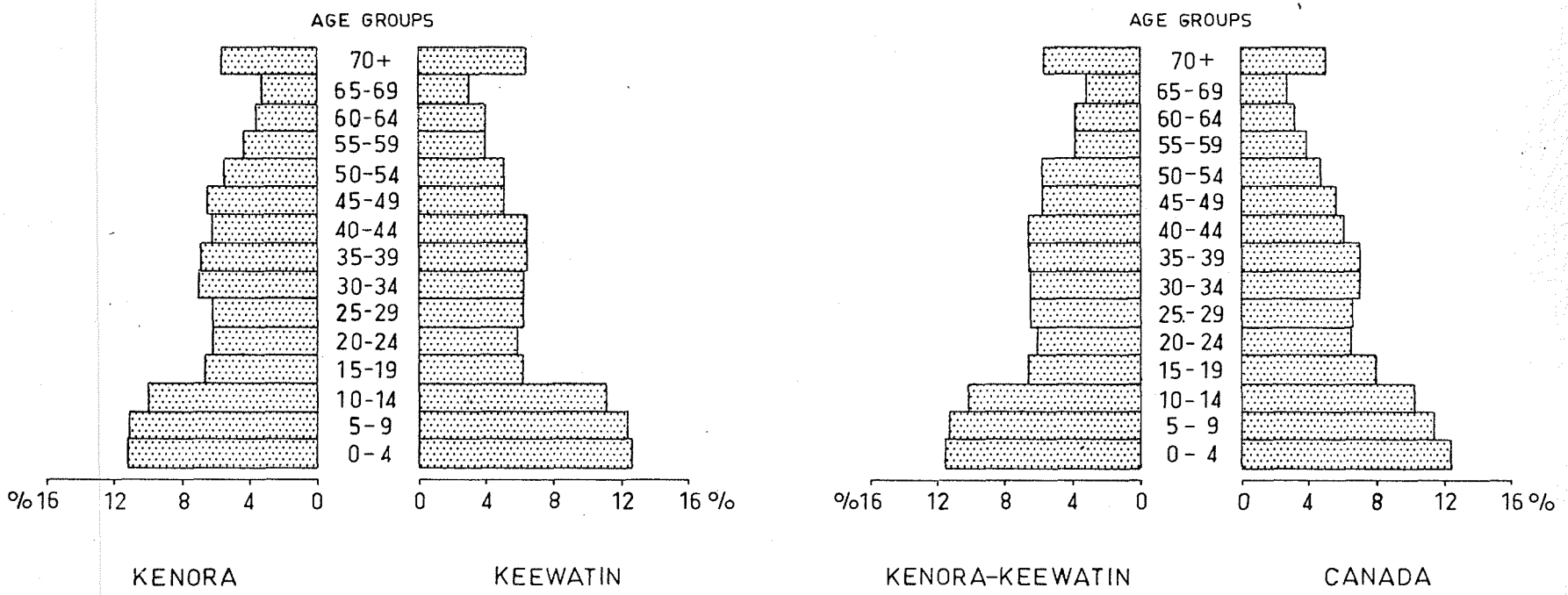

POPULATION
12,000
11,000
10,000
9,000
8,000
7,000
6,000
5,000
4,000
3,000
2,000
1,000
KENORA
POPULATION
1875-1962
SOURCES:
- KENORA MUNICIPAL RECORDS
- "SEMI-WEEKLY RECORD;" DEC 11, 1895
1880
1890
1900
1910
1920
1930
1940
1950
1960
YEARS

FIGURE E.1

FIGURE E.2

PERCENTAGE DISTRIBUTION OF POPULATION BY AGE GROUPS, 1961



SOURCE:
CENSUS OF CANADA

TABLE E.1

KENORA and KEEWATIN
SIZE OF POPULATION 1880-1962[1]

Year	Kenora	Keewatin	Year	Kenora	Keewatin
1880			1921	5,631	1,327 -
1881	500 ж		1922	6,234	
1882			1923	6,669	
1883			1924	7,048	
1884			1925	7,461	
1885	720 ж		1926	7,584	
1886	998 ж		1927	7,702	
1887	951 ж		1928	7,619	
1888	1,135 ж		1929	7,786	
1889	1,317 ж		1930	7,519	
1890	1,537 ж		1931	7,347	1,422 -
1891	2,205		1932	7,218	
1892	2,287		1933	7,511	
1893	2,774		1934	7,755	
1894	3,182	618 x	1935	8,232	
1895	3,367 ж		1936	8,401	
1896	4,000		1937	8,476	
1897	4,515 X		1938	8,580	
1898	4,564		1939	8,710	
1899			1940	8,466	
1900			1941	7,884	1,481 -
1901	5,202 -	1,156 -	1942	7,630	
1902			1943	7,249	
1903	4,584		1944	7,359	
1904	4,829		1945	7,760	
1905	4,248		1946	8,279	
1906	5,044		1947	8,318	
1907	5,090		1948	8,718	
1908	6,257		1949	9,012	
1909	6,041		1950	8,993	
1910	5,246		1951	8,878	1,634 -
1911	5,044	1,242 -	1952	9,108	
1912	5,188		1953	9,235	
1913	5,431		1954	9,367	
1914	5,319		1955	9,813	
1915	5,423		1956	10,321	1,949 -
1916			1957	10,256	
1917	5,246		1958	10,538	
1918	4,794		1959	10,651	
1919	5,031		1960	10,667	
1920	5,283		1961	10,917	2,197 -
			1962	11,124	2,201

[1]Data supplied by Municipal Offices, unless otherwise stated.
ж The Semi-Weekly Record (Rat Portage), December 11, 1895.
x Ontario, Report of the Bureau of Mines, 1895, p. 171.
X G. C. Horan, "History of Rat Portage..." (1956), p. 52.
- Dominion Bureau of Statistics

TABLE E.2

KENORA, KEEWATIN, and KENORA-KEEWATIN
AGE AND SEX COMPOSITION, 1961[1]

	Total	Age Groups										
		0-4	5-9	10-14	15-19	20-24	25-34	35-44	45-54	55-64	65-69	70+
1) KENORA & KEEWATIN												
Male	6,754	772	780	705	457	418	874	829	763	528	230	398
Female	6,347	729	696	628	402	381	835	884	759	498	186	349
Total	13,101	1,501	1,476	1,333	859	799	1,709	1,713	1,522	1,026	416	747
% - Kenora-Keewatin	100%	11.5	11.3	10.2	6.6	6.1	13.0	13.1	11.6	7.8	3.2	5.7
% - Canada	100%	12.4	11.4	10.2	7.9	6.5	13.6	13.1	10.3	7.1	2.7	5.0
2) KENORA												
Male	5,651	629	643	593	389	346	740	702	646	439	200	324
Female	5,253	595	563	497	335	325	698	729	657	417	152	285
Total	10,904	1,224	1,206	1,090	724	671	1,438	1,431	1,303	856	352	609
% - Kenora	100%	11.2	11.1	10.0	6.6	6.2	13.2	13.1	11.9	7.9	3.2	5.6
% - Canada	100%	12.4	11.4	10.2	7.9	6.5	13.6	13.1	10.3	7.1	2.7	5.0
3) KEEWATIN												
Male	1,103	143	137	112	68	72	134	127	117	89	30	74
Female	1,094	134	133	131	67	56	137	155	102	81	34	64
Total	2,197	277	270	243	135	128	271	282	219	170	64	138
% - Keewatin	100%	12.6	12.3	11.1	6.1	5.8	12.3	12.8	10.0	7.7	2.9	6.3
% - Canada	100%	12.4	11.4	10.2	7.9	6.5	13.6	13.1	10.3	7.1	2.7	5.0

4) KENORA		0-4	5-9	10-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70+
Male	5,651	629	643	593	389	346	343	397	373	329	346	300	237	202	200	324
Female	5,253	595	563	497	335	325	333	365	378	351	362	295	230	187	152	285
Total	10,904	1,224	1,206	1,090	724	671	676	762	751	680	708	595	467	389	352	609
% - Kenora	100%	11.2	11.1	10.0	6.6	6.2	6.2	7.0	6.9	6.2	6.5	5.5	4.3	3.6	3.2	5.6
% - Canada	100%	12.4	11.4	10.2	7.9	6.5	6.6	7.0	7.0	6.1	5.6	4.7	3.9	3.2	2.7	5.0

[1] D.B.S. 1961 (Bull. 1.2-2, Table 23; SP-1)

TABLE E.3

KENORA, KEEWATIN, and KENORA-KEEWATIN

ETHNIC GROUPS, 1961[1]

Ethnic Group	Kenora		Keewatin		Kenora and Keewatin		Canada
	No.	%	No.	%	No.	%	%
1. British Isles	5,256	48.2	1,302	59.3	6,558	50.1	43.8
2. Scandinavian	1,255	11.5	284	12.9	1,539	11.7	2.1
3. French	1,253	11.5	246	11.2	1,499	11.4	30.4
4. Ukrainian	1,198	11.0	99	4.5	1,297	9.9	2.6
5. Polish	552	5.1	43	2.0	595	4.5	1.8
6. German	429	3.9	88	4.0	517	3.9	5.8
7. Netherlands	121	1.1	31	1.4	152	1.2	2.4
8. Austrian	104	1.0	x	x	104 *	.8 *	.6
9. Hungarian	90	.8	x	x	90 *	.7 *	.7
10. Czech & Slovak	89	.8	x	x	89 *	.7 *	.4
11. Finnish	66	.6	x	x	66 *	.5 *	.3
12. Italian	61	.6	5	.2	66	.5	2.5
13. Russian	48	.5	7	.3	55	.4	.7
14. Jewish	45	.4	6	.3	51	.4	1.0
15. Chinese	50	.5	0	-	50	.4	.3
16. Native Indian and Eskimo	31	.3	7	.3	38	.3	1.2
17. Japanese	7	.1	0	-	7	.1	.2
18. Negro	4	.03	x	x	4	.03	.2
Other European	153	1.4	77	3.5	230	1.8	1.9
Others and not stated	92	.8	2	.1	94	.7	1.3
Total	10,904	100%	2,197	100%	13,101	100%	100%

x No data recorded
* Kenora data only
[1] D.B.S. 1961 (Bull. 1.2-5, Table 38; Bull. SP-2)

TABLE E.4

KENORA, KEEWATIN, and KENORA-KEEWATIN

RELIGIOUS DENOMINATIONS, 1961[1]

Denomination	Kenora		Keewatin		Kenora and Keewatin		Canada
	No.	%	No.	%	No.	%	%
1. United Church	2,694	24.7	987	45.0	3,681	28.1	20.1
2. Roman Catholic	2,693	24.7	420	19.1	3,113	23.8	45.7
3. Anglican	2,031	18.6	463	21.1	2,494	19.1	13.2
4. Lutheran	1,249	11.5	124	5.6	1,373	10.5	3.6
5. Ukrainian Greek Catholic	675	6.2	34	1.5	709	5.4	1.0
6. Baptist	506	4.6	27	1.2	533	4.1	3.3
7. Presbyterian	435	4.0	46	2.1	481	3.7	4.5
8. Greek Orthodox	198	1.8	10	.5	208	1.6	1.3
9. Pentecostal	95	.9	6	.3	101	.8	.8
10. Salvation Army	75	.7	x	x	75 *	.7 *	.5
11. Jehovah's Witnesses	50	.5	x	x	50 *	.5 *	.4
12. Jewish	47	.5	1	-	48	.5	1.4
13. Mormon	22	.2	x	x	22 *	.2 *	.3
14. Mennonite	19	.2	0	-	19	.2 *	.8
15. Christian Reformed	12	.1	x	x	12 *	.1 *	-
16. Christian Science	7	.1	x	x	7 *	.1 *	.1
17. Evangelical United Brethren	6	.1	x	x	6 *	.1 *	-
18. Adventist	4	.03	x	x	4 *	.03 *	.1
19 Confucian and Buddhist	3	.02	x	x	3 *	.02 *	.1
20. Church of Christ	1	-	x	x	1 *	-	.1
21. Other	82	.8	79	3.5	161	1.2	2.3
Total	10,904	100%	2,197	100%	13,101	100%	100%

x No data recorded
* Kenora data only
[1] D.B.S. 1961 (Bull. 1.2-6, Table 45; Bull. SP-3

TABLE E.5

KENORA

SCHOOL ATTENDANCE AND SCHOOLING, 1961[1]

Total Population	Population 5 years & over											
		1) ATTENDING SCHOOL										
				Elementary			Secondary			University		
			Total	Kinder-garten	1-4	5+	1-2	3-4	5	1-2	3-4	Degree
M- 5,651	M- 5,022	Male	1,529	118	583	491	162	108	16	33	9	9
F- 5,253	F- 4,658	Female	1,236	116	439	415	158	87	11	5	2	3
T- 10,904	T- 9,680	Total	2,765	234	1,022	906	320	195	27	38	11	12
		% - Kenora	28.6		22.3			5.6		0.5		0.12
		% - Canada	27.3		20.7			5.9		0.6		0.2
		% - Ontario	26.7		20.3			5.7		0.5		0.2
		% - Manitoba	26.8		20.1			5.9		0.7		0.2

2) NOT ATTENDING SCHOOL

	Total	No Schooling	Elementary			Secondary			University		
			Kinder-garten	1-4	5+	1-2	3-4	5	1-2	3-4	Degree
Male	3,493	93	0	246	1,237	920	647	137	72	27	114
Female	3,422	106	1	192	1,020	846	920	222	62	17	36
Total	6,915	199	1	438	2,257	1,766	1,567	359	134	44	150
% - Kenora	71.4	2.0		27.9			38.1			1.8	1.5
% - Canada	72.7	4.1		31.7			32.6			2.2	2.0
% - Ontario	73.3	2.8		30.7			35.4			2.0	2.4
% - Manitoba	73.2	4.8		28.7			35.3			2.5	1.8

[1] D.B.S. 1961 (Bull. 1.2-10, Table 75)

TABLE E.6

KENORA LABOUR FORCE

AGE GROUPS, 1961[1]

Age Groups	Male	Female	Total
15	6	4	10
16-17	45	39	84
18-19	97	62	159
20-24	301	161	462
25-34	723	199	922
35-44	679	222	901
45-54	612	212	824
55-59	218	57	275
60-64	175	33	208
65-69	84	25	109
70	35	8	43
Total	2,975	1,022	3,997

[1]D.B.S. 1961 (Bull. 3.1-7, Table 12)

TABLE E.7

KENORA LABOUR FORCE

MARITAL STATUS, 1961[1]

	Total	Single	Married	Widowed & Divorced
Male	2,975	644	2,267	64
Female	1,022	365	549	108
Total	3,997	1,009	2,816	172

TABLE E.8

KENORA LABOUR FORCE

CLASS OF WORKER, 1961[1]

	Total	Wage Earner	Self-employed	Unpaid family worker
Male	2,975	2,687	285	3
Female	1,022	960	52	10
Total	3,997	3,647	337	13

TABLE E.9

KENORA LABOUR FORCE

HIGHEST GRADE ATTENDED, 1961[1]

		Elementary		Secondary		University	
	Total	less than 5	5 & over	1-3	4-5	Some U.	Degree
Male	2,975	181	979	1,142	445	111	117
Female	1,022	38	224	385	319	41	15
Total	3,997	219	1,203	1,527	764	152	132

[1]D.B.S. 1961 (Bull. 3.1-7, Table 13)

TABLE E.10

KENORA, KEEWATIN, and KENORA-KEEWATIN

LABOUR FORCE 15 YEARS OF AGE AND OVER, BY OCCUPATION AND SEX, 1961[1]

Occupation	Kenora				Keewatin				Kenora-Keewatin			
	Male	Female	Total	%	Male	Female	Total	%	Male	Female	Total	%
Managerial	320	38	358	9.0	59	7	66	9.2	379	45	424	9.0
Professional & technical	205	169	374	9.4	23	24	47	6.5	228	193	421	8.9
Clerical	202	306	508	12.7	34	47	81	11.3	236	353	589	12.5
Sales	144	117	261	6.5	27	20	47	6.5	171	137	308	6.5
Service & recreation	218	314	532	13.3	44	51	95	13.2	262	365	627	13.3
Transport & communication	496	17	513	12.8	46	1	47	6.5	542	18	560	11.9
Farmers & farm workers	19	1	20	.5	2	0	2	.3	21	1	22	.5
Loggers & related workers	45	0	45	1.1	7	0	7	1.0	52	0	52	1.1
Fishermen, trappers & hunters	6	0	6	.2	1	0	1	.1	7	0	7	.1
Miners, quarrymen & related workers	20	0	20	.5	4	0	4	.6	24	0	24	.5
Craftsmen, production process & related workers	890	26	916	22.9	241	2	243	33.8	1,131	28	1,159	24.6
Labourers	339	9	348	8.7	71	1	72	10.0	410	10	420	8.9
Occupation not stated	71	25	96	2.4	4	3	7	1.0	75	28	103	2.2
All occupations	2,975	1,022	3,997	100%	563	156	719	100%	3,538	1,178	4,716	100%

[1] D.B.S. 1961 (Bull. 3.1-6, Table 11; Bull. 3.1-8, Table 14).

TABLE E.11
KENORA
WAGE-EARNER FAMILIES, 1961[1]

Total Wage-Earning Families		Earnings of Groups									
		Not stated	under $2,000	$2,000-2,999	$3,000-3,999	$4,000-4,999	$5,000-5,999	$6,000-6,999	$7,000-9,999	$10,000 & over	Average Earnings
2,011	Earnings of head of family	37	135	174	450	518	327	200	146	24	$4,393
2,011	Total family earnings	58	95	130	345	451	350	235	289	58	$5,062

TABLE E.12
COMPARISON OF EARNINGS, 1961[1]

Earnings Category		Canada	Ontario	Manitoba	Kenora
Average Earnings	x	$4,131	$4,400	$4,028	$4,393
	ж	4,906	5,274	4,816	5,062
Average Urban Earnings	x	4,353	4,544	4,242	4,393
	ж	5,194	5,472	5,109	5,062
Urban: 100,000	x	4,531	4,702	4,314	4,393
	ж	5,458	5,738	5,231	5,062
Urban: 30,000-99,999	x	4,218	4,450	-	4,393
	ж	4,962	5,227	-	5,062
Urban: 10,000-29,999	x	4,033	4,110	4,106	4,393
	ж	4,731	4,900	4,809	5,062

x Earnings of head of family
ж Total family earnings

[1]D.B.S. 1961 (Bull. 2.1-10)

APPENDIX F

DATA ON TOURISM

TABLE F.1

ORIGIN OF KENORA TOURISTS, 1962

(Based on the number of tourists that visited the Kenora Tourist Reception Centre in 1962)*

Origin from U.S.A. and other countries				Origin from Canada	
Origin	No.	Origin	No.	Origin	No.
Minnesota	2,830	Alaska	79	Manitoba	8,558
Illinois	1,541	Montana	71		
Wisconsin	1,169	Arizona	63	Ontario	4,442
Michigan	1,110	Maine	47		
Iowa	1,029	Rhode Island	46	Alberta	1,826
California	672	Georgia	35		
Ohio	558	Louisiana	34	Saskatchewan	1,267
New York	527	North Carolina	34		
North Dakota	429	Vermont	34	British Columbia	1,204
Kansas	426	Tennessee	32		
Nebraska	416	West Virginia	32	Quebec	485
Missouri	404	Idaho	27		
Pennsylvania	384	New Mexico	26	Nova Scotia	197
Indiana	367	New Hampshire	23		
South Dakota	211	Arkansas	20	New Brunswick	117
Massachusetts	199	Dist.of Columbia	20		
Texas	191	Nevada	18	Yukon	74
Oklahoma	169	Delaware	17		
New Jersey	166	Mississippi	15	Prince Edward Island	46
Florida	165	Wyoming	15		
Washington	139	Utah	12	Newfoundland	33
Maryland	125	Virginia	12		
Colorado	104	Hawaii	10		
Oregon	94	Alabama	9		
Kentucky	87	South Carolina	5		
Connecticut	82	Other countries	295		

Total Canadian tourists	18,249
Total American and other tourists	14,625
Unaccounted	1,769 x
Total number of tourists that visited the Kenora Tourist Reception Centre, 1962 . .	34,643

*Adapted from "Appendix C" and "Appendix D" appearing in the 1962 annual report of the Ontario Department of Travel and Publicity.

xIn the original tables the number of visitors on the basis of origin from Canada, U.S.A., and other countries does not equal the total number of visitors officially reported by the Kenora Tourist Reception Centre in 1962. No explanation is offered for the discrepancy.

TABLE F.2

KENORA TOURISTS

REASONS FOR COMING TO KENORA

Purpose of visit by total tourists registering at Kenora Tourist Reception Centre, 1962[1]			Purpose of visit by tourists staying overnight, 1960[2]		
Purpose	No.	Percent	Purpose	No.	Percent
Touring	16,963	45.0	Sightseeing	449	25.7
Camping	9,966	26.5	Fishing	417	23.8
Resort Holiday	4,939	13.1	Visiting Friends and Relatives	279	15.9
Fishing	4,024	10.6	Holidaying	168	9.6
Business	1,192	3.2	Business	111	6.3
Cruising	319	.8	Historical Sights	37	2.1
Historical Sights	184	.5	Others and Not Stated	289	16.5
Hunting	74	.2			
Total	37,661	100%	Total	1,750	100%

[1]Adapted from "Appendix A" appearing in the 1962 annual report of the Ontario Department of Travel and Publicity.

[2]Adapted from Table VIII in 1960 Kenora Survey.

TABLE F.3

KENORA TOURISTS

NUMBER IN PARTY FOR THOSE STAYING OVERNIGHT, 1960*

Origin	Number on Trip						
	Total	One	Two	Three	Four	More Than Four	Not Stated
Ontario	209	41	46	42	43	37	0
Other Provinces	885	59	169	128	223	295	11
U.S.A.	645	13	176	115	156	182	3
Other Countries	11	3	4	1	3	0	0
Totals	1,750	116	395	286	425	514	14
Per cent	100%	6.6	22.6	16.3	24.3	29.4	.8

*Adapted from Table IV in 1960 Kenora Survey.

TABLE F.4

KENORA VISITORS ACCOMPANIED BY CHILDREN, 1960*

Origin	Number Staying Overnight	Number With Children	Per cent With Children
United States	645	279	43.3
Ontario	209	100	48.3
Other Provinces	885	574	64.8
Other Countries	11	2	18.1
Totals	1,750	955	56.8%

*Adapted from Table V in 1960 Kenora Survey.

TABLE F.5

KENORA TOURISTS

ON BASIS OF ORIGIN AND OCCUPATION, 1960[*]

Origin	Skilled	Profes-sional	Unskilled	Office	Sales	Others	Total
United States	144	133	120	72	50	126	645
Per cent	22.3	20.6	18.8	11.2	7.7	19.4	100%
Ontario	54	41	31	24	21	38	209
Per cent	25.8	19.6	14.8	11.5	10.0	18.3	100%
Other Provinces	158	141	139	173	132	142	885
Per cent	17.9	15.9	15.7	19.5	14.9	16.1	100%
Other Countries	1	5	2	1	2	-	11
Per cent	9.1	45.4	18.2	9.1	18.2	-	100%
Total Tourists	357	320	292	270	205	306	1,750
Per cent	20.4	18.2	16.7	15.4	11.8	17.5	100%

[*]Adapted from Table XV in 1960 Kenora Survey.

TABLE F.6

KENORA OVERNIGHT VISITORS

AS A PERCENTAGE OF TOTAL VISITORS, 1960*

Origin of Visitors	Total	No. Passing Through	No. Staying Overnight	Per cent Staying Overnight
Other Provinces	1,147	262	885	77.2%
United States	786	141	645	82.0%
Ontario	523	314	209	40.0%
Other Countries	15	4	11	73.3%
	2,471	721	1,750	70.9%

*Adapted from Table II in 1960 Kenora Survey.

TABLE F.7

LENGTH OF STAY IN THE KENORA AREA

FOR THOSE STAYING OVERNIGHT, 1960*

Origin of Visitor	Total Specifying	Under 7 days	7-10 days	11-16 days	16-30 days	Over 30 days
Ontario	209	93	46	23	12	35
Other Provinces	885	253	136	172	82	242
Other Countries	11	5	1	-	1	4
United States	645	287	182	61	30	85
Totals	1,750	638	365	256	125	366
Percentage Distribution	100%	36.4	20.8	14.6	7.3	20.9

*Adapted from Table III in 1960 Kenora Survey.

TABLE F.8

PROPORTION OF TOTAL COMMERCIAL SALES

TO TOURISTS AND TO LOCAL RESIDENTS, 1960*

	Per cent Sales to Tourists	Per cent Sales to Local Residents
Jewellery Stores	83.8	16.2
Restaurants	82.7	17.3
Drug Stores	62.9	37.1
Clothing Stores	60.7	39.3
Gas Stations	57.8	42.2
Hardware Stores	50.0	50.0
5¢ - $1.00 Stores	48.2	51.8
Bake Shops	42.7	57.3
Grocery Stores	32.0	68.0
Miscellaneous	31.4	68.6
Stationery Stores	17.2	82.8

*Adapted from Table XI in 1960 Kenora Survey.

APPENDIX G

MISCELLANEOUS DATA

TABLE G.1

ONTARIO GOLD YIELD, 1891-1916[1]

Year	Value of gold yield	Comments
1891	$2,000	
1892		
1893		
1894		
1895		
1896	115,000	-Production primarily from 10 mines--9 of them in the Lake of the Woods district.
1897	189,294	
1898	265,000	-Major portion from Sultana, Regina, and Mikado mines
1899	421,951	-Chief producers--Sultana, Regina, Mikado, and Golden Star
1900	297,495	
1901	244,443	
1902	229,828	-Sultana closed
1903	188,036	-Mikado closed. (x)
1904	40,000	
1905	99,885	
1906		
1907		
1908		Average of 7 years--$62,062
1909 ※	32,445	-Gold discovered in the Porcupine district
1910		
1911	42,637	
1912	2,114,086	-Most mines in Lake of the Woods district closed.
1913	4,558,518	-No recorded production for western Ontario--main production from Porcupine district.
1914	5,529,767	-Ontario becomes leading gold producer in Canada.
1915	8,501,391	
1916	10,000,000	

x From 1896 to 1903 gold production of Mikado valued at $500,000.

※ Total Ontario gold production to 1909 $2,509,492 --most of it from Lake of the Woods district.

[1]Compiled from Reports of the Ontario Bureau of Mines, and International Joint Commission, Final Report, pp. 174-79.

TABLE G.2

KENORA NEWSPRINT CUSTOMERS, 1962*

Location	No. of Customers
Iowa	28
Minnesota	28
Wisconsin	24
Kansas	23
Illinois	13
Missouri	9
North Dakota	5
South Dakota	5
Nebraska	3
Michigan	2
Colorado	1
Indiana	1
Manitoba	1
Ontario	1
Total	144

*Data supplied by Ontario-Minnesota Pulp and Paper Company, Kenora.

TABLE G.3

KENORA-KEEWATIN C.P.R. FREIGHT SHIPMENTS, 1961*

Materials and Commodities	No. of Cars	
I. Received		
a) Paper Making Industry		
Pulpwood	1,440	
Limestone	106	
Sulphur (Liquid)	67	
Wrappers	28	
Firebrick	12	
Chlorine	12	
Cores	11	
Machinery	6	
Band Steel	2	
Total		1,684
b) General		
Gasoline	338	
Fuel Oil	220	
Lubrication Oil	24	
Beer	146	
Coal	97	
Building materials	77	
Insulation (building)	12	
Autos	48	
Trucks	12	
Cement	36	
Canned Milk	23	
Calcium Chloride (roads & highways)	22	
Flour and feed	15	
Woodpulp for storage and furtherance	12	
Sugar	7	
Boats and Motors	7	
Asphalt (roadmaking)	5	
Sewer Pipe	4	
Miscellaneous	10	
Total		1,115
Total Received		2,799
II. Forwarded		
Newsprint	5,741	
Flour and feed	4,500	
Fish	200	
Empty beer bottles	128	
Woodpulp	10	
Scrap metals	9	
Lumber	2	
Machinery	1	
Total Forwarded		10,591

*Data supplied by Canadian Pacific Railway Company, Kenora (September 11, 1962).

APPENDIX H

THE KEEWATIN FLOUR MILL PROBLEM

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THE KEEWATIN FLOUR MILL PROBLEM

The town of Keewatin is primarily the product of a flour milling industry. Although lumbering contributed to the early development of this community, it was the establishment of two flour mills that gave the town a fundamental cohesion and a raison d'etre. Mill "A" went into operation in 1888 and Mill "C" in 1907, and through the succeeding decades the mills provided almost the sole source of employment for the workers, important taxation revenue for the town, and in general, inspired the growth of the community.

In 1955 the Ogilvie Flour Mills Company bought out the Lake of the Woods Milling Company and immediately shut down Mill "A". This was a serious blow to the community, but gradually the dismissed workers managed to find jobs elsewhere. Although its taxation revenue dropped significantly, the town still managed to obtain enough revenue from the operation of Mill "C" to keep its municipal government solvent. At present the mill still employs about a hundred workers, but the majority of Keewatin's labour force is employed elsewhere, mainly in Kenora. However, without the taxation revenue from Mill "C" the town could not function in its present capacity. In other words, the operation of the flour mill is of vital importance to the economic life of Keewatin.

For the past while, however, disturbing rumours have been circulating through the town that the flour mill may shut down. These feelings were heightened by the fact that occasionally in recent times the mill has been operating only three days per week. Despite years of seniority, some workers have voluntarily left their jobs at the mill in favour of jobs elsewhere rather than wait for a possible mass lay-off. Numerous houses have gone up for sale in the town, and there are no buyers. In 1962 the total value of building permits in the town of Keewatin was only $40,000--as compared with $2,171,000 in Kenora.[1] Clearly the town is in a state of stress. If the mill should shut down, Keewatin would be unable to pay its school teachers, operate municipal services, pay its various debts, and in short, it could not operate in its present capacity.

The question that arises is whether the operation of the mill is a profitable enterprise. If the Ogilvie Flour Mills Company shuts the mill down, then, obviously, the operation of the mill is unprofitable for the company. The operation of the mill may be "unprofitable for the company", but that does not necessarily mean that the actual operation of the plant is unprofitable as such. Large corporations have been known to buy out small companies and to shut the plants

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[1] B. M. Hamilton (editor), 1963 Survey of Markets and Business Year Book, published for the Financial Post (Toronto: Maclean-Hunter Publishing Company, 1963), p. 195.

down immediately--indicating that the sole purpose of the purchase was to reduce competition. The purchase of the Lake of the Woods Milling Company and the immediate closure of Mill "A" is a graphic case in point. At present, if the Ogilvie company could operate its mills at Winnipeg, at the Lakehead, or in Montreal at a higher rate of profit than is possible at Keewatin, then shrewd business practice would demand the closure of the Keewatin mill. The closure of the Keewatin mill under such circumstances would in no way indicate that the operation of the mill is an essentially unprofitable enterprise. On the contrary, on the basis of this reasoning, it is highly likely that the operation of the mill is profitable, and that furthermore, the operation of Mill "A" was profitable as well. Surely if Mill "A" was unprofitable the Lake of the Woods Milling Company would have shut it down themselves.

The point of the situation is that the operation of Mill "C" may be unprofitable for the Ogilvie company, and that consequently, the company may shut the plant down. However, it is absolutely essential for Keewatin's economy to keep the mill in operation. There is no other industry in the foreseeable future that could replace the importance of the mill to the community. If the mill shuts down, Keewatin would be reduced to a simple residential district--without an economic basis. Kenora could not possibly absorb all the laid off workers, and therefore some would have to leave the district entirely. Unable to meet its financial commitments

Keewatin would probably have to amalgamate with an unwilling Kenora, and it would become a drain on the entire urban area.

Although the flour mill at this location in Canada is actually an anomaly and is a relic of past circumstances, the fact remains that the mill does exist. It intercepts western grain on the way to eastern markets, mills it, and sells the flour far and wide. If the mill was not part of the holdings of a large corporation, but an entity in itself, for the sake of the well-being of Keewatin it could continue to operate even if its net income merely covered its expenses. Even if the mill became unprofitable, it would be far cheaper to subsidize its operations than to pay relief to the workers and to ruin a community. If the mill should shut down it would be a gross waste of resources at the local level. To have a perfectly good industrial plant lay idle, workers unemployed, and a community ruined merely for the sake of a corporation's larger profits is detrimental to the national interest--and it should not be allowed to happen.

If the company actually closes the mill down, bold and decisive action should be taken by the citizens of the community.[2] Under the Ontario Municipal Act, a municipality

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[2] The Keewatin flour mill problem has been discussed by the author with Professor J. R. Mallory, Chairman of the Department of Economics, McGill University (December 12, 1963), and with W. R. Riddell, attorney at law in Toronto (Dec. 13 and 18, 1963). A possible course of action has been subsequently worked out by the author and it is hereby submitted as a recommendation to the citizens of the Kenora-Keewatin urban area.

is not enpowered to expropriate an industry or a company, but it is entitled to expropriate land to sell for industrial sites.[3] If the flour mill is shut down, it is no longer an industry in the community, and as such, the municipality should be able to expropriate the site. Unfortunately, a municipality is not empowered to operate an industry as a municipal concern, and therefore, if the municipality expropriated the flour mill it would have to sell it. However, there is a possible method by which the citizens of the community could ultimately gain complete control of the flour mill. In the first instance, the town of Keewatin would have to amalgamate with the town of Kenora. Secondly, a group of citizens, which could include the municipal officials in the capacity of citizens, could form a local co-operative for the purpose of buying and operating the flour mill. If the gravity and the seriousness of the situation were adequately publicized, and if the majority of the citizens were in favour of a local co-operative to run the mill, a great many shares could be sold in the local community. With an aroused local citizenry of approximately 15,000 and a labour force of about 5,000, it should be possible to sell almost 1,000,000 in shares. This would be practically enough to buy the mill outright. Various arrangements could be worked out between the Kenora-Keewatin municipality and the "flour mill co-operative" (which in essence would represent

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[3]Ontario Municipal Act, Section 379, Subsection (1)49.

the same body of citizens) for the raising of funds and the official "sale" of the flour mill after it was expropriated. A co-operative is entitled to special tax exemptions, and therefore, if a co-operative operated the flour mill, it would undoubtedly be a profitable and successful venture. In any case, the mill would then be in the hands of local citizens and there would be no question of its ever shutting down.

APPENDIX I

PLANNING AND ZONING IN KENORA

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PLANNING AND ZONING IN KENORA

In 1948 the town of Kenora appointed a Planning Board and together with a firm of private planning consultants an Official Plan was prepared for the town. The town council adopted the plan in April 1948, but, following a session of public hearings, the Ontario Municipal Board ordered a revision of the zoning by-law. Throughout the years that followed, hearings were held several times, but the zoning by-law was never officially revised and never again presented to the Ontario Municipal Board. Therefore, neither the Official Plan nor its zoning by-law were ever officially adopted. Nevertheless, as is common practice in many towns, the municipal building inspector and municipal officials have unofficially attempted to abide by the proposed zoning regulations.[1]

The 1948 plan was projected for a 20-year period and it included a detailed zoning by-law and a zoning map (Map 24). This is a considerably generalized map, and at the present time, in several instances, it does not represent actual land use. For example, Norman is classified as a commercial and light industrial zone, but in reality it is almost wholly residential. Furthermore, numerous streets have been extended and whole new subdivisions have been developed in areas designated for a "green belt zone".

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[1]Interview with Mr. F.J. Hooper, Town Clerk, Kenora, August 1962.

APPENDIX J

PROPOSAL FOR AN INDIAN HANDICRAFT INDUSTRY IN KENORA

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PROPOSAL FOR AN INDIAN HANDICRAFT INDUSTRY IN KENORA

The making of high-quality handicrafts is an important and significant activity in many parts of Canada. For example, in recent years a great market has developed for Eskimo carvings and handiwork. It is widely publicized, very popular, and it has given considerable prestige to the Eskimo. In the province of Quebec, under the jurisdiction of the provincial Department of Trade and Commerce, hundreds of artists and craftsmen are producing beautiful unique handicrafts in a typical French Canadian style. Respecting the traditions of the past, but taking into account the evolution of techniques and tastes, Quebec people are producing unique wood sculptures, jewellery, enamelled pieces, ceramics, and woven articles. This work has been guided by provincial authorities, and numerous renowned workshops have been developed. In addition to the workshops in rural Quebec, there are two large elegant handicraft shops in downtown Montreal and one in Quebec City. If the handicraft industry has met with success in other parts of Canada, it is entirely feasible that the talented Ojibway people of the Lake of the Woods could provide the basis for such an industry in Kenora.

This is a unique local resource base that has been almost totally neglected and unrecognized. With no opportunity to develop their skills and talents, the Indians themselves are almost unaware of their potential. However,

the work done by the older people and by the youngsters in school shows that they do possess valuable latent talents. Kenora does not have to wait for the provincial or the federal government to stir itself--the Kenora community is large enough to initiate a program of its own (and claim full laurels for it afterwards).

The town of Kenora is about to construct an elaborate tourist reception centre on Second Street South (which is also the Trans-Canada Highway route). It is one of the recommendations of this study that alongside the tourist reception centre, or actually within the same structure, a large modern handicraft workshop should be constructed. The front part of the shop could be a display and sales area, and the remainder of the structure could be a workshop and training school. The construction of the handicraft shop should have an architectural Indian theme with an elaborate but appropriate street entrance. It should be under the jurisdiction of the municipal council but it should be operated and run by the Ojibway people themselves--including the sales shop. Senior talented and respected Ojibways should not only make the handicrafts themselves, but they should also instruct and operate a training program. The aim must be to produce authentic high qauality products which would demand respect and be highly marketable. Gradually a large corps of workers could be trained, and throughout the winter thousands of articles could be produced. Operations could slow down during the summer to allow many of the workers to act as guides for tourists. The workshop and

the handicrafts should be widely publicized, especially in tourist literature.

If the handicraft shop was part of the tourist reception centre and on the main route through Kenora, many motorists with the intention of only passing through Kenora would probably stop at a picturesque handicraft shop. In addition to buying articles, they would visit the reception centre, and consequently might decide to stay for awhile in Kenora. On the other hand, of the approximately 35,000 annual visitors to the reception centre, practically all of them would visit the handicraft shop. In addition, since about 60,000 tourists come to the area in all, many of these would undoubtedly visit the widely advertised handicraft shop. If this venture was carried out properly, it would be assured of financial success.

The town would have to consider the handicraft shop and training school as a long-term investment. Even a highly successful trade would take years to cover all initial expenses. However, it should be borne in mind that the handicraft shop would attract many tourists who would not otherwise come to the area. This would add significantly to the economy and the venture would be well worth the initial outlay. Furthermore, it is highly likely that the town could get a substantial grant from the Department of Indian Affairs for such a venture. It would not cost an exhorbitant amount of money to build a shop that would be second to none in quality. Only a strikingly modern and unique shop could hope to acquire wide recognition

and reputation. However, the products themselves would have to match the quality of the shop, but with adequate training and proper materials this should be entirely possible. It is strongly suggested that all the money that is left after paying for the operation of the shop, the materials, and the salaries of the permanently employed Indian staff be turned over to the Indian artists and craftsmen. Under no circumstances should the operation of this shop be handled by a private enterprise arrangement. This is far too important an issue to be reduced to the simple and usually short-sighted profit motive.

If the Anicinabe Park program is developed as planned, a truly fine gesture to the Indian people will be made. The downtown handicraft shop is not suggested as a replacement for the "Indian Building" in the park. This should be built as planned and it should provide the quarters for a display of Indian folklore, murals, and a branch of the downtown handicraft shop. If the park and the main handicraft shop are properly developed, they can be an admirable example to hundreds of communities across the nation.

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THE KENORA-KEEWATIN URBAN AREA:

A GEOGRAPHIC STUDY

in two volumes

Volume II - Maps

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A Thesis

Presented to

the Department of Geography

University of Manitoba

In Partial Fulfillment

of the Requirements for the Degree

Master of Arts

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by

John Ryan

March 1964

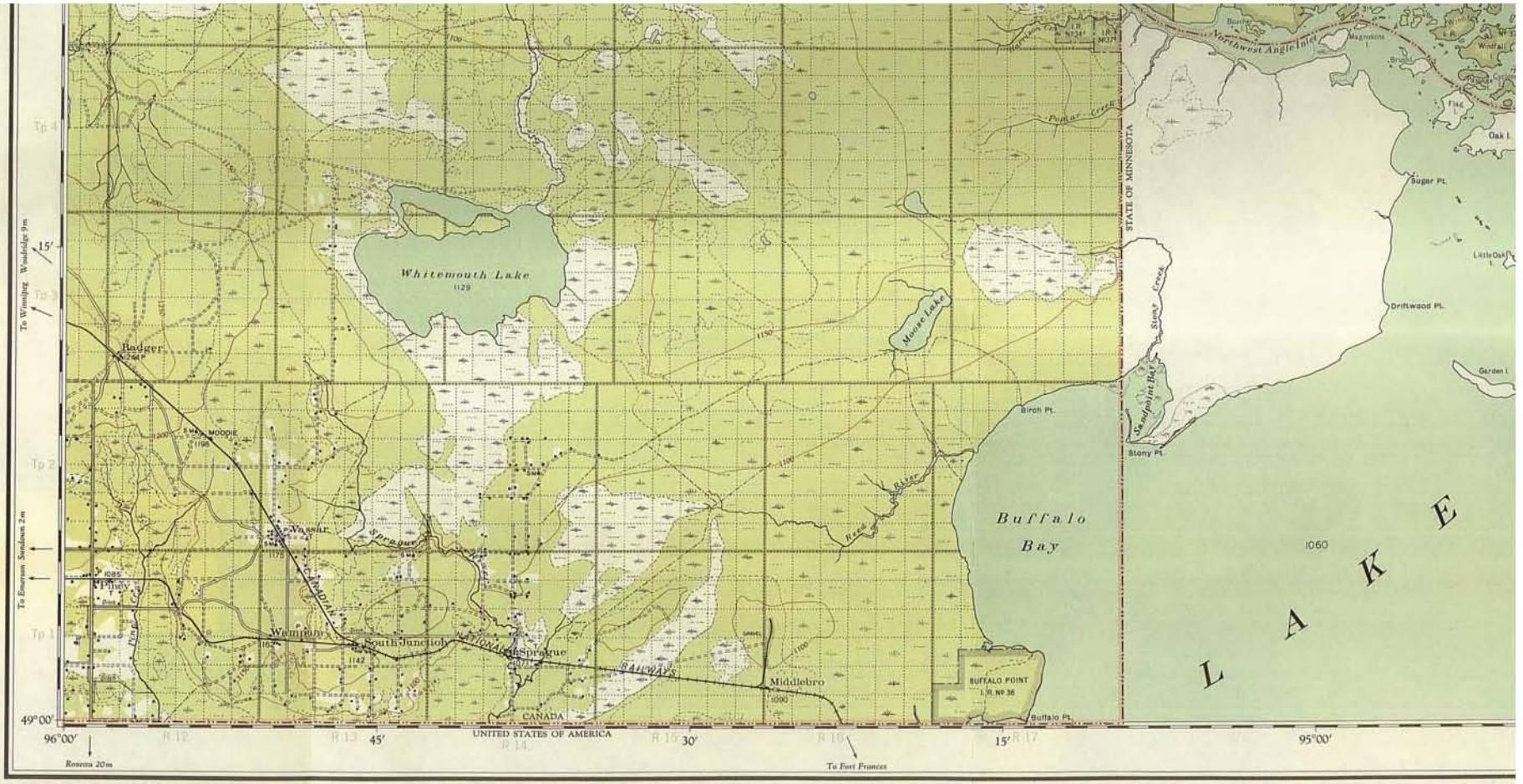
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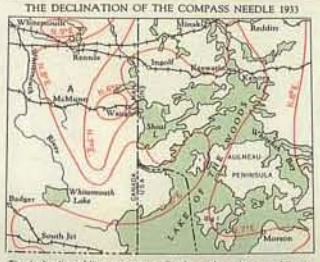
Map 1. Regional Setting of the Kenora-Keewatin Urban Area
2. Political Divisions of Urban Area
3. Kenora-Keewatin Urban Area Base Map
4. Official Plan of the Town of Kenora
5. Districts of the Kenora-Keewatin Urban Area
6. Relief
7. Geology
8. Outlets of the Lake of the Woods
9. David Thompson's 1813 Map, Showing Location of Rat Portage
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11. Location of Rat Portage Post and the Site of the Original Rat Portage Path prior to 1877
12. Plan of the Hudson's Bay Company Reserve at Rat Portage, 1875
13. Sawmills, 1890
14. Plan of the Municipality of the Town of Rat Portage, 1898
15. Age of Buildings
16. Population Distribution, 1962
17. Land Use
18. Industrial and Commercial Land Use
19. Timber Limits for Kenora Pulp and Paper Mill
20. Street and Road Systems
21. Bus Routes
22. Tourist and Vacationers Land Use
23. Land Value
24. Zoning Map of the Town of Kenora, 1948
25. Water and Sewer Services
26. Institutional and Recreational Land Use
27. Residential Land Use

MAP 1

REGIONAL SETTING OF KENORA-KEEWATIN URBAN AREA



THE DECLINATION OF THE COMPASS NEEDLE 1933



The declination of the compass needle at any place along a red line is the declination given on that red line. At other places the declination is between those given on the neighbouring red lines; thus at the place marked A, the declination is between 7° E and 8° E. The declination of the compass needle is decreasing 7½ minutes annually.

Compiled, drawn and printed at the office of the Surveyor General, 1929.
Revised 1933, 1939, 1947.
Reprinted at the Surveys and Mapping Branch, Department of Mines and Technical Surveys, Ottawa, 1957.

REFERENCE

- Main highway with route number (17)
- Secondary road
- Other roads
- Winter road
- Trail or portage
- Railway; normal gauge, multiple track
- " " " , single track
- Boundary; international
- " provincial
- " district
- " Indian Reserve, Park, etc.
- " township
- Surveyed line
- Power transmission line
- Aerodrome

KENORA

MANITOBA - ONTARIO

EAST OF PRINCIPAL MERIDIAN

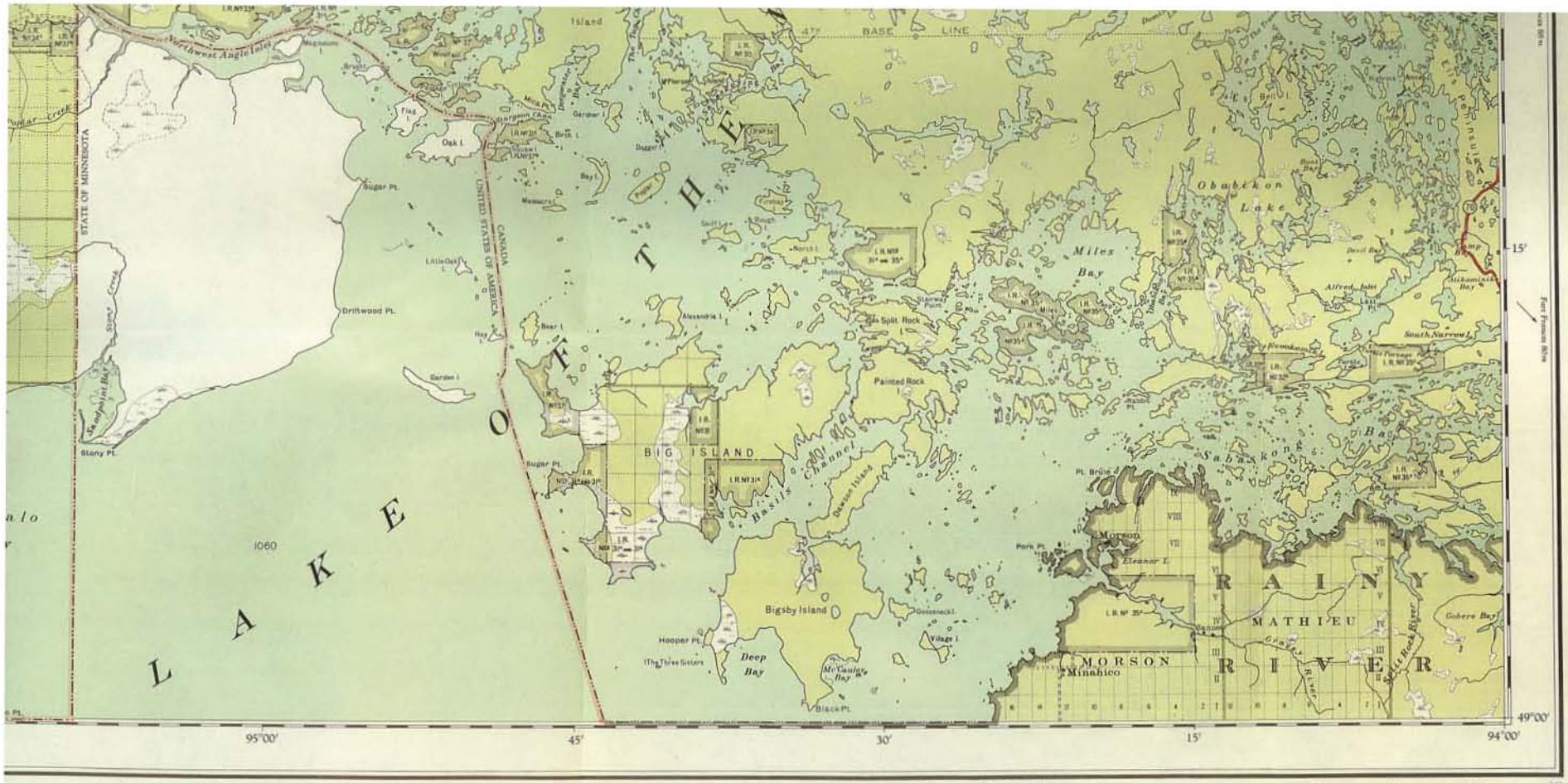
Scale 1:253,440 or 1 Inch=4 Miles

Miles 5 0 5 10

Kilometres 5 0 5 10 15 20

PRELIMINARY MAP

KENORA–KEEWATIN URBAN AREA



KENORA

MANITOBA - ONTARIO

EAST OF PRINCIPAL MERIDIAN

Scale 1:253,440 or 1 Inch–4 Miles

0 5 10 15 20 Miles

0 5 10 15 20 25 30 Kilometres

PRELIMINARY MAP

KENORA–KEEWATIN URBAN AREA

Copies may be obtained from the Map Distribution Office, Department of Mines and Technical Surveys, Ottawa, at 25 cents each.

REFERENCE

- Rapids or falls with drop in feet
- Marsh, bog or open muskeg
- Muskeg or swamp (wooded)
- Wooded areas
- Contours, interval 50 feet
- Building
- Post office
- Telegraph office
- Lighthouse
- Rock or reef
- Precise traverse monument
- Concession number X
- Lot number
- Height in feet above mean sea level



Index to adjoining sheets

KENORA
52E

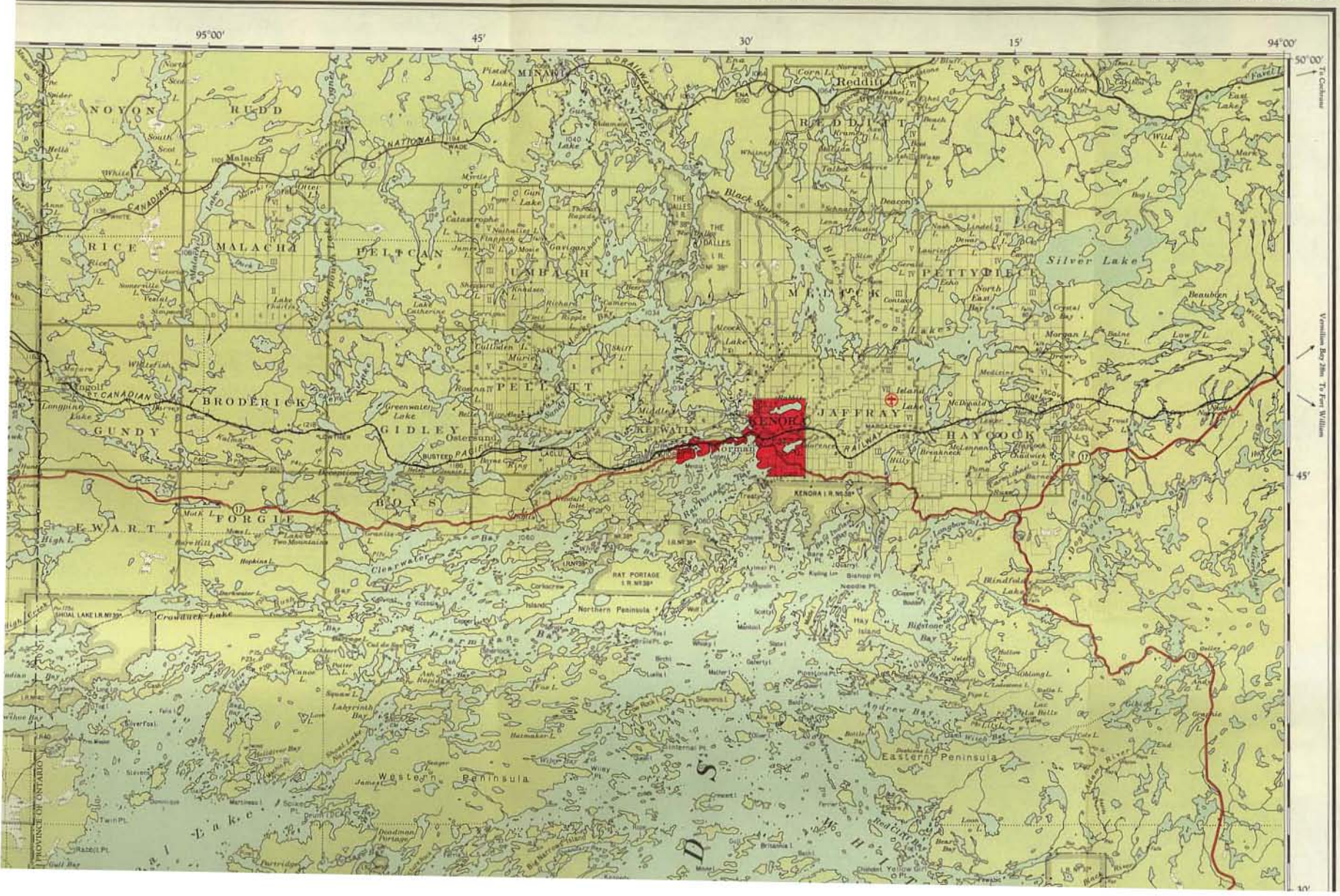
MAP 1

CANADA

NT OF MINES AND TECHNICAL SURVEYS

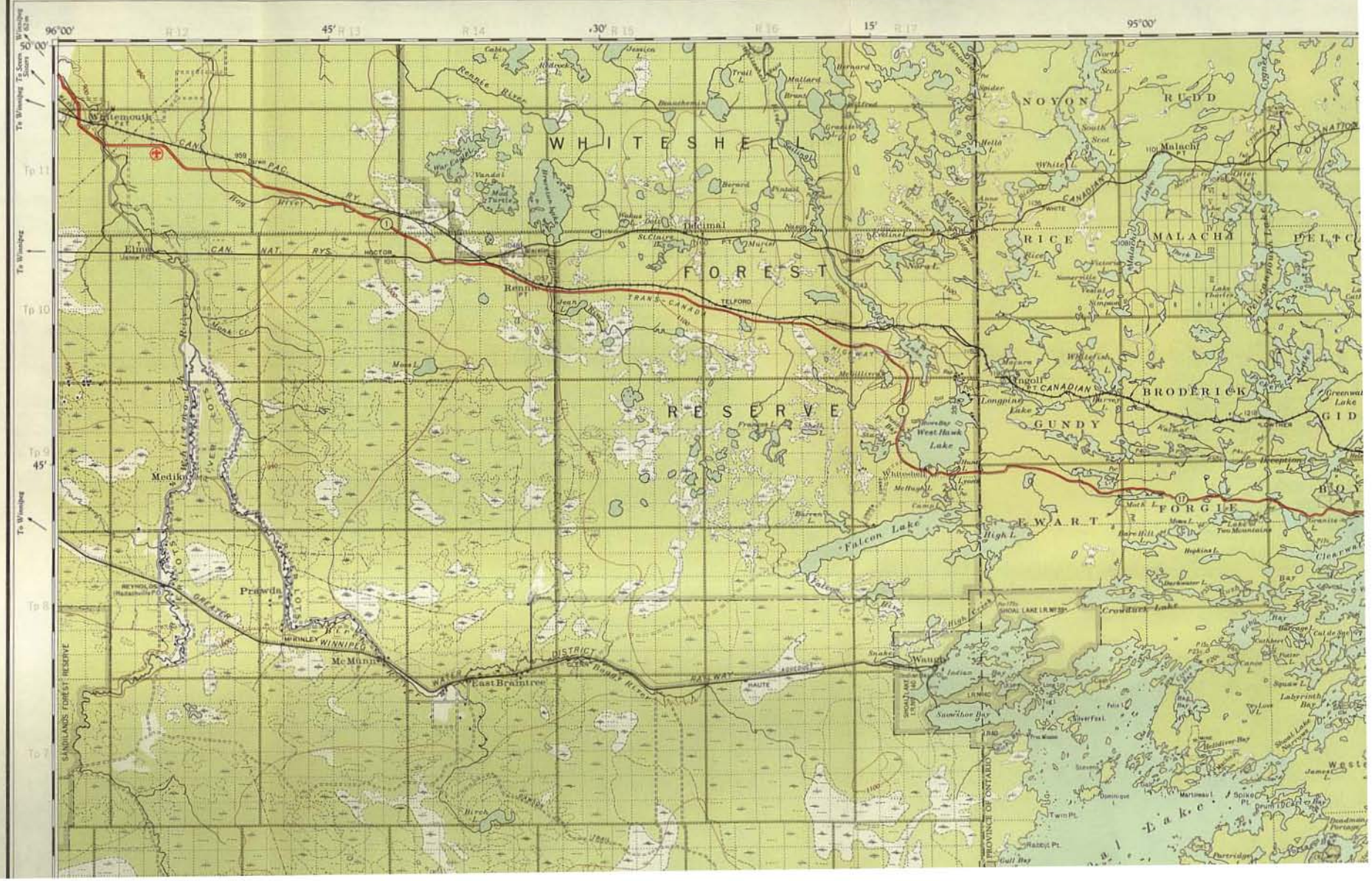
FOURTH EDITION

CANADA SHEET 52 E



NATIONAL TOPOGRAPHIC SERIES

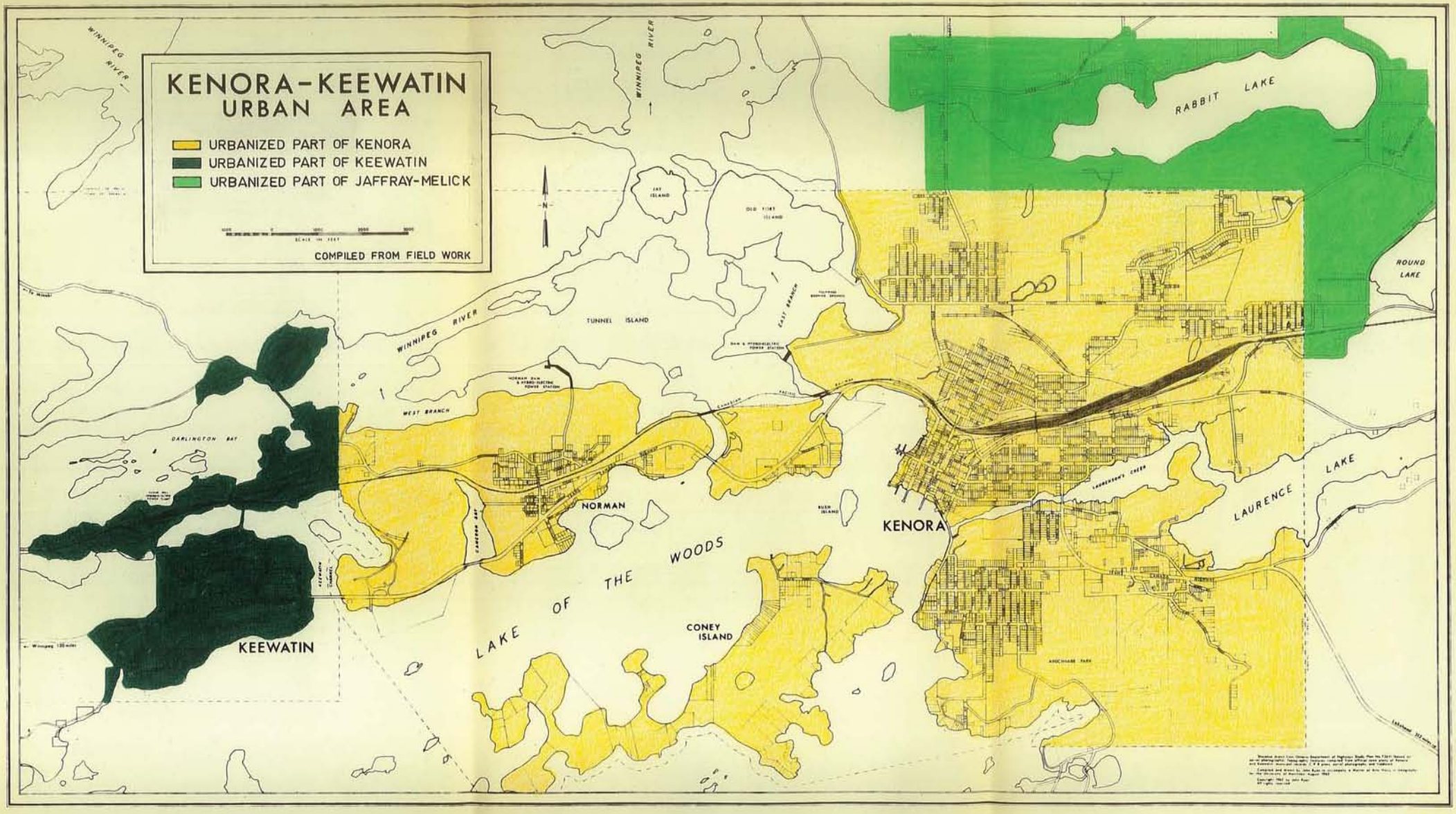
CANADA
DEPARTMENT OF MINES AND TECHNICAL S



MAP 2

POLITICAL DIVISIONS
OF URBAN AREA

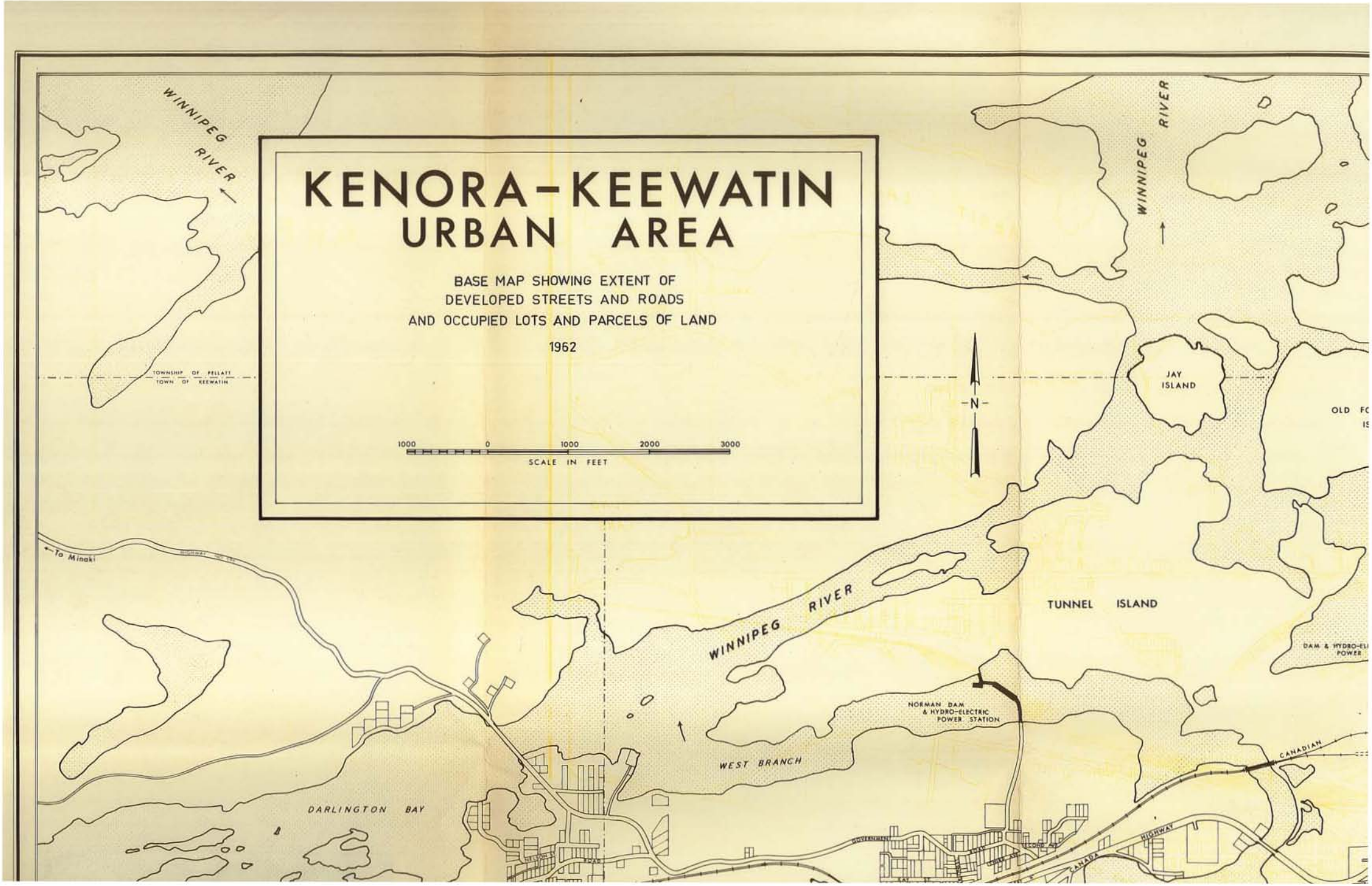


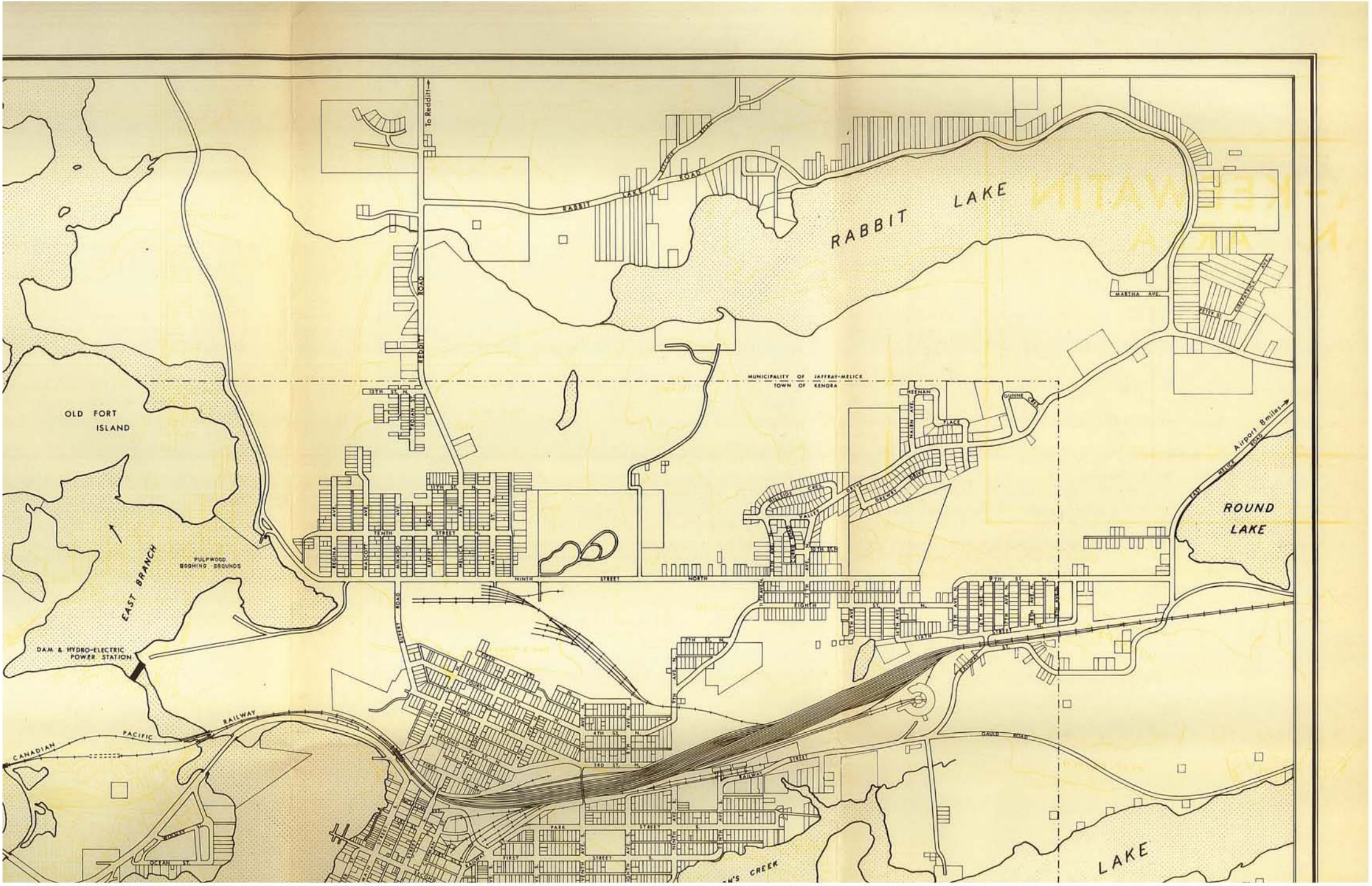

KENORA-KEEWATIN
URBAN AREA
URBANIZED PART OF KENORA
URBANIZED PART OF KEEWATIN
URBANIZED PART OF JAFFRAY-MELICK
COMPILED FROM FIELD WORK
WINNIPEG RIVER
RABBIT LAKE
ROUND LAKE
TUNNEL ISLAND
WEST BRANCH
EAST BRANCH
DARLINGTON BAY
NORMAN
KENORA
KEEWATIN
LAKE OF THE WOODS
CONEY ISLAND
LAURENCE LAKE

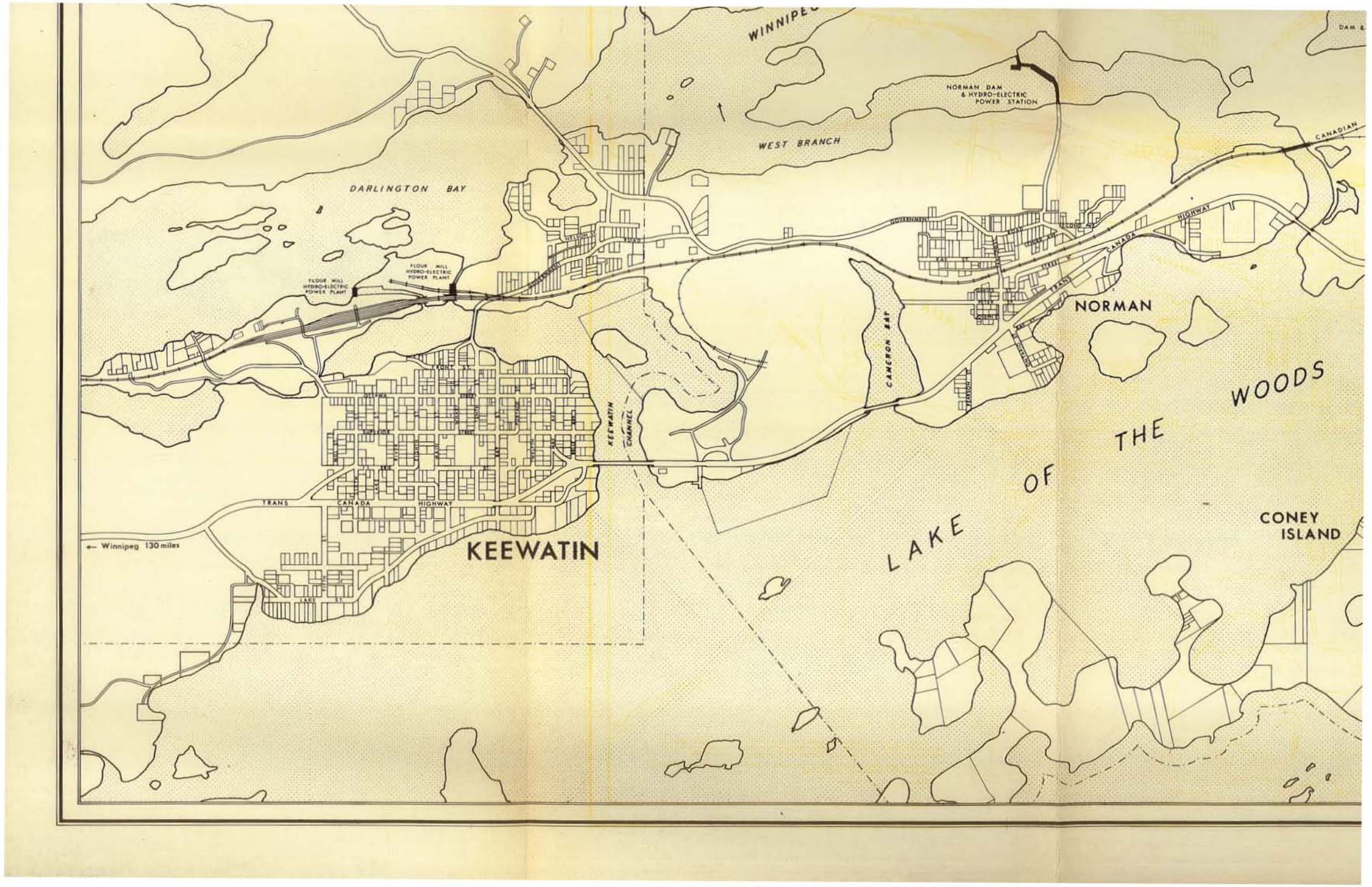
MAP 2

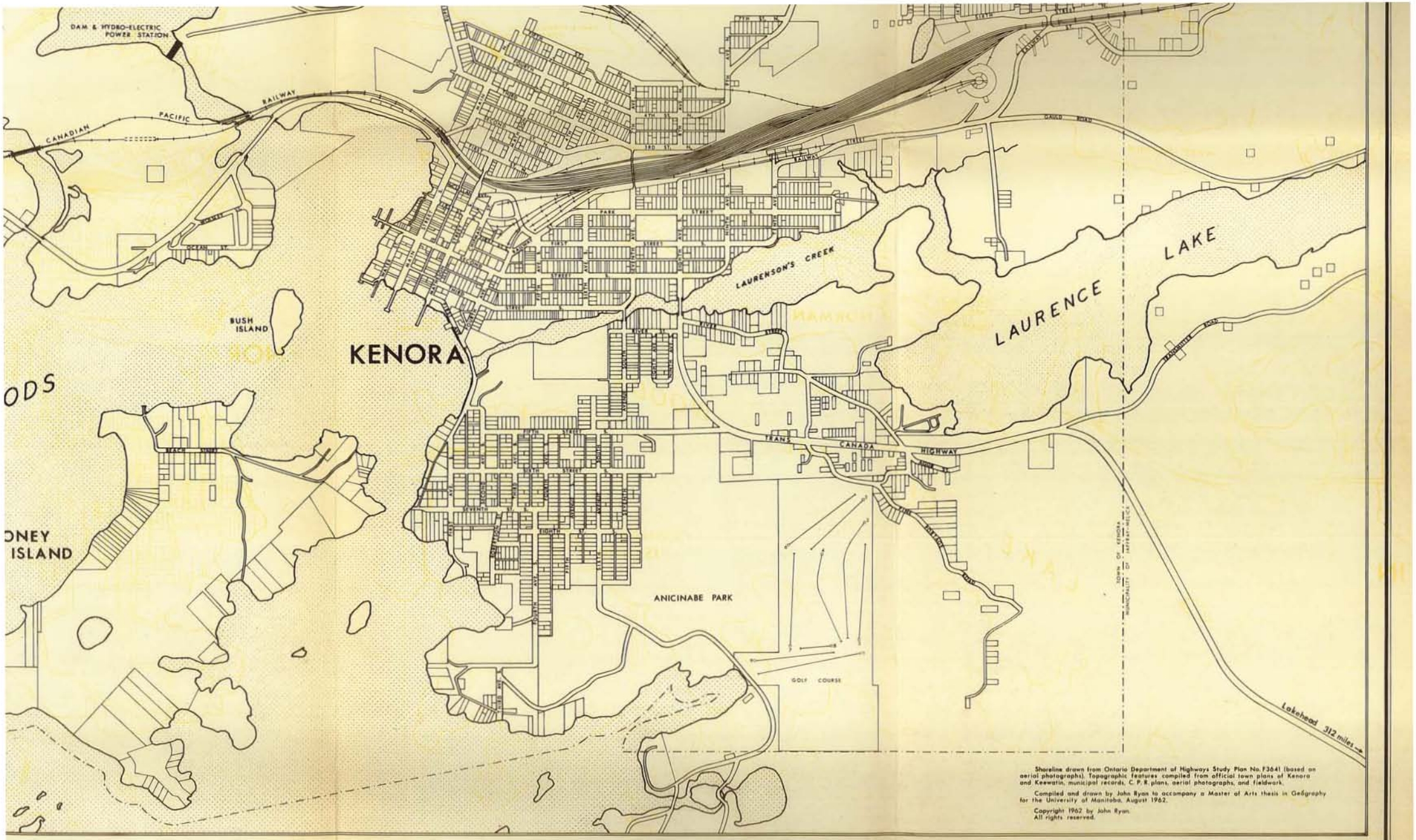
MAP 3

KENORA-KEEWATIN URBAN AREA BASE MAP


KENORA-KEEWATIN
URBAN AREA
BASE MAP SHOWING EXTENT OF
DEVELOPED STREETS AND ROADS
AND OCCUPIED LOTS AND PARCELS OF LAND
1962
1000 0 1000 2000 3000
SCALE IN FEET
WINNIPEG RIVER
WINNIPEG RIVER
TOWNSHIP OF PELLATT
TOWN OF KEEWATIN
JAY ISLAND
N
To Minaki
WINNIPEG RIVER
TUNNEL ISLAND
NORMAN DAM
& HYDRO-ELECTRIC
POWER STATION
WEST BRANCH
DARLINGTON BAY
CANADIAN
HIGHWAY
CANADA


RABBIT LAKE
To Redditt
RABBIT LAKE ROAD
REDDITT ROAD
MUNICIPALITY OF JAFFRAY-MELICK
TOWN OF KENORA
OLD FORT ISLAND
EAST BRANCH
PULPWOOD BOOMING GROUNDS
DAM & HYDRO-ELECTRIC POWER STATION
CANADIAN PACIFIC RAILWAY
TENTH STREET
NINTH STREET NORTH
EIGHTH STREET
7TH ST. N.
6TH ST. N.
5TH ST. N.
4TH ST. N.
3RD ST. N.
9TH ST. N.
MARTHA AVE.
HEENAN AVE.
GUNNE AVE.
MAIN AVE.
PLACE
DRIVE
CRESCENT
VALLEY
Airport 8miles
ROUND LAKE
GAULD ROAD
RAILWAY STREET
PARK STREET
FIRST STREET
SOUTH
OCEAN ST.
LAKE


WINNIPEG
DAM &
NORMAN DAM & HYDRO-ELECTRIC POWER STATION
WEST BRANCH
CANADIAN
DARLINGTON BAY
FLOUR MILL HYDRO-ELECTRIC POWER PLANT
FLOUR MILL HYDRO-ELECTRIC POWER PLANT
GOVERNMENT
CANADA
HIGHWAY
NORMAN
CAMERON BAY
KEEWATIN CHANNEL
TRANS
CANADA
HIGHWAY
← Winnipeg 130 miles
KEEWATIN
LAKE OF THE WOODS
CONEY ISLAND



Shoreline drawn from Ontario Department of Highways Study Plan No. F3641 (based on aerial photographs). Topographic features compiled from official town plans of Kenora and Keewatin, municipal records, C. P. R. plans, aerial photographs, and fieldwork.

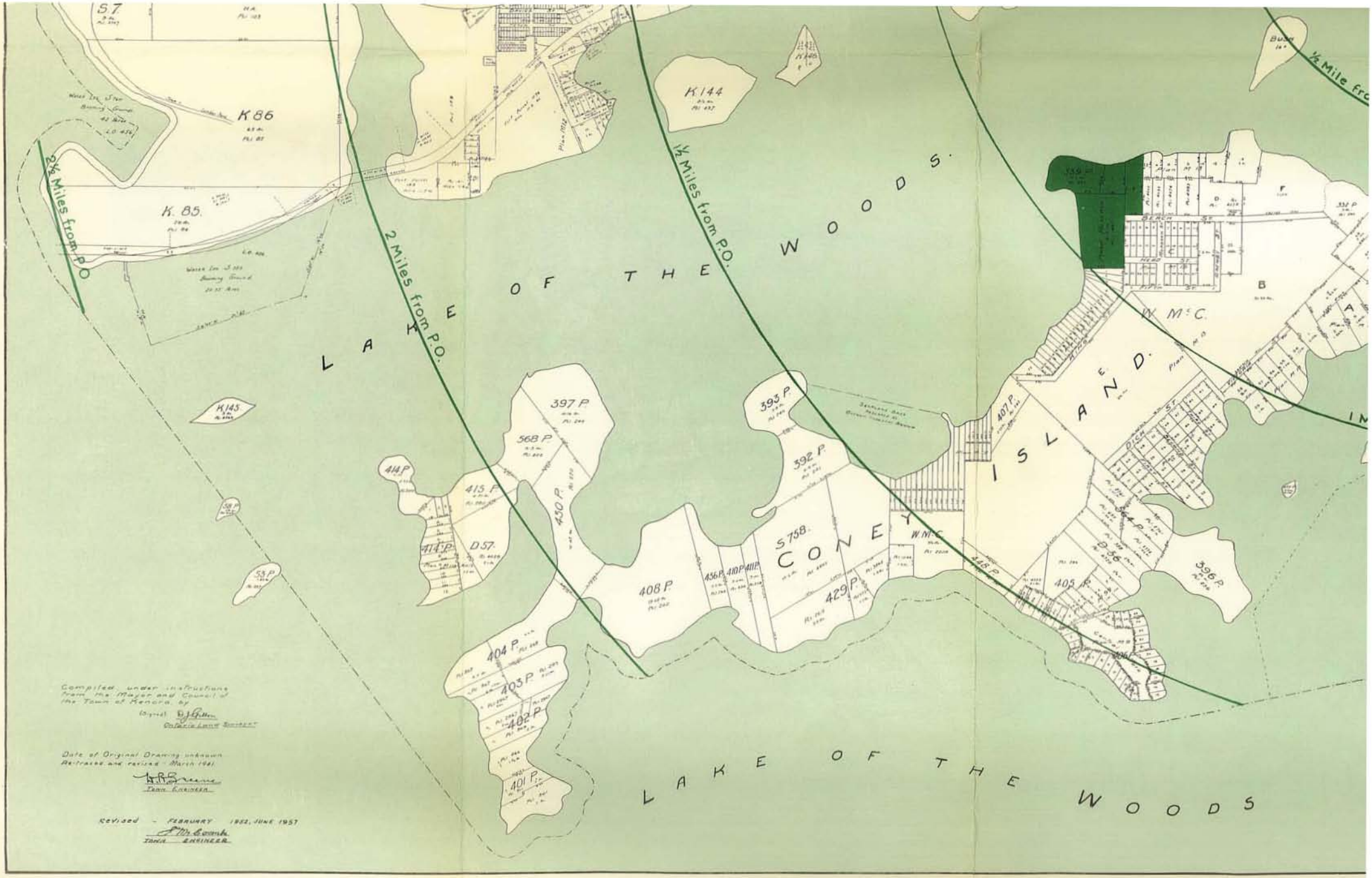
Compiled and drawn by John Ryan to accompany a Master of Arts thesis in Geography for the University of Manitoba, August 1962.

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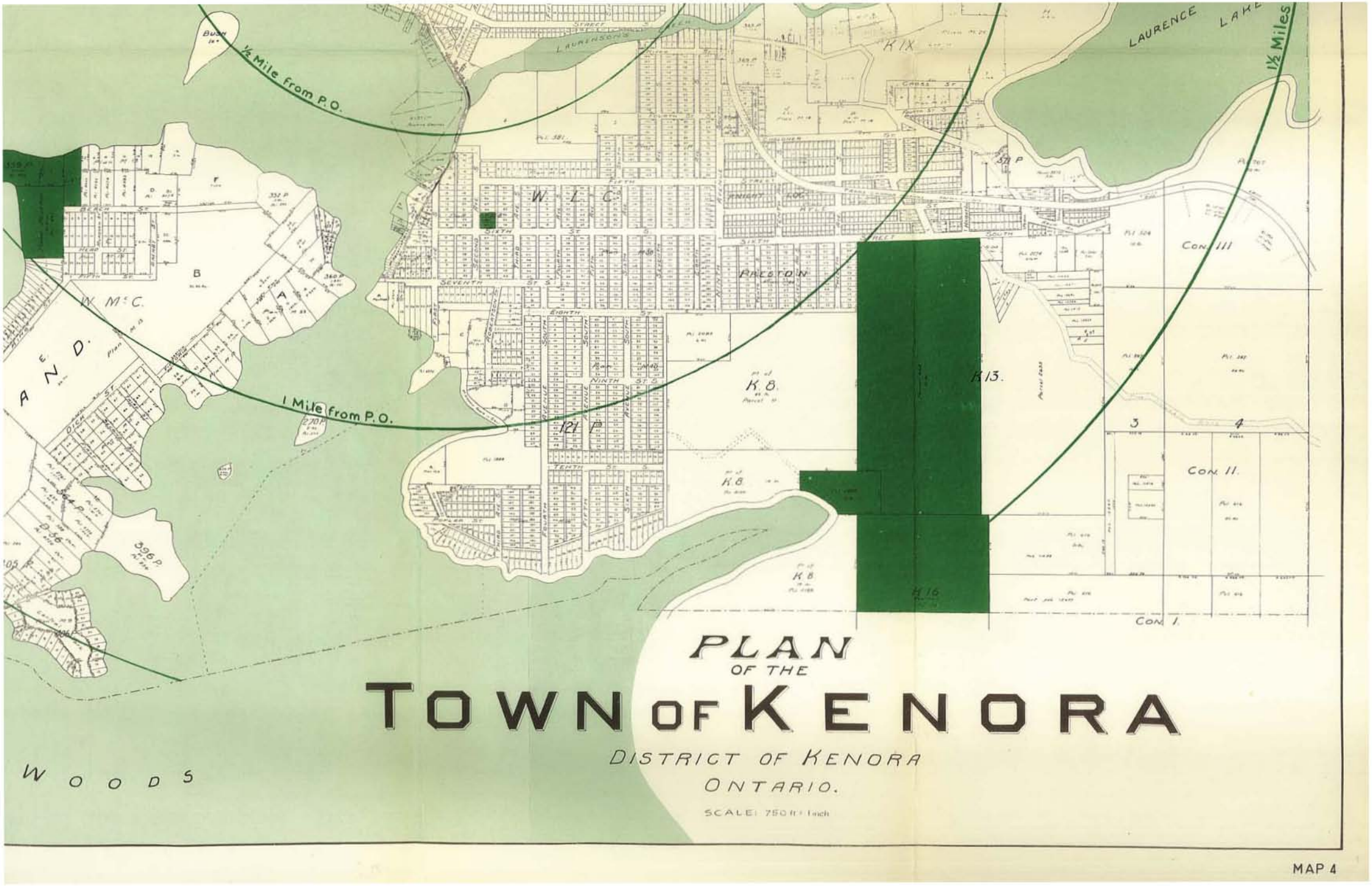
MAP 3

MAP 4

OFFICIAL PLAN OF THE TOWN OF KENORA



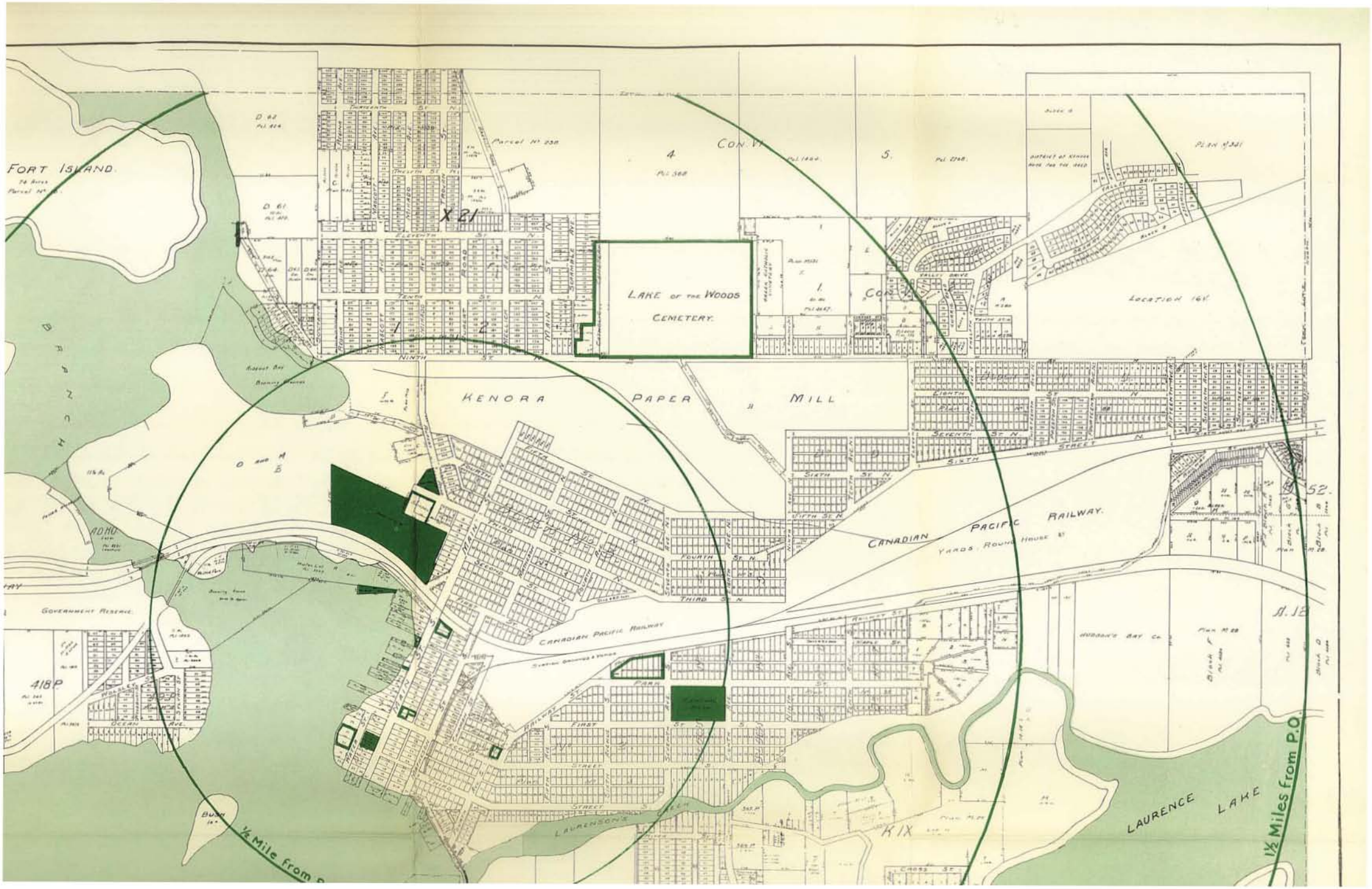
WILSON DRYDEN

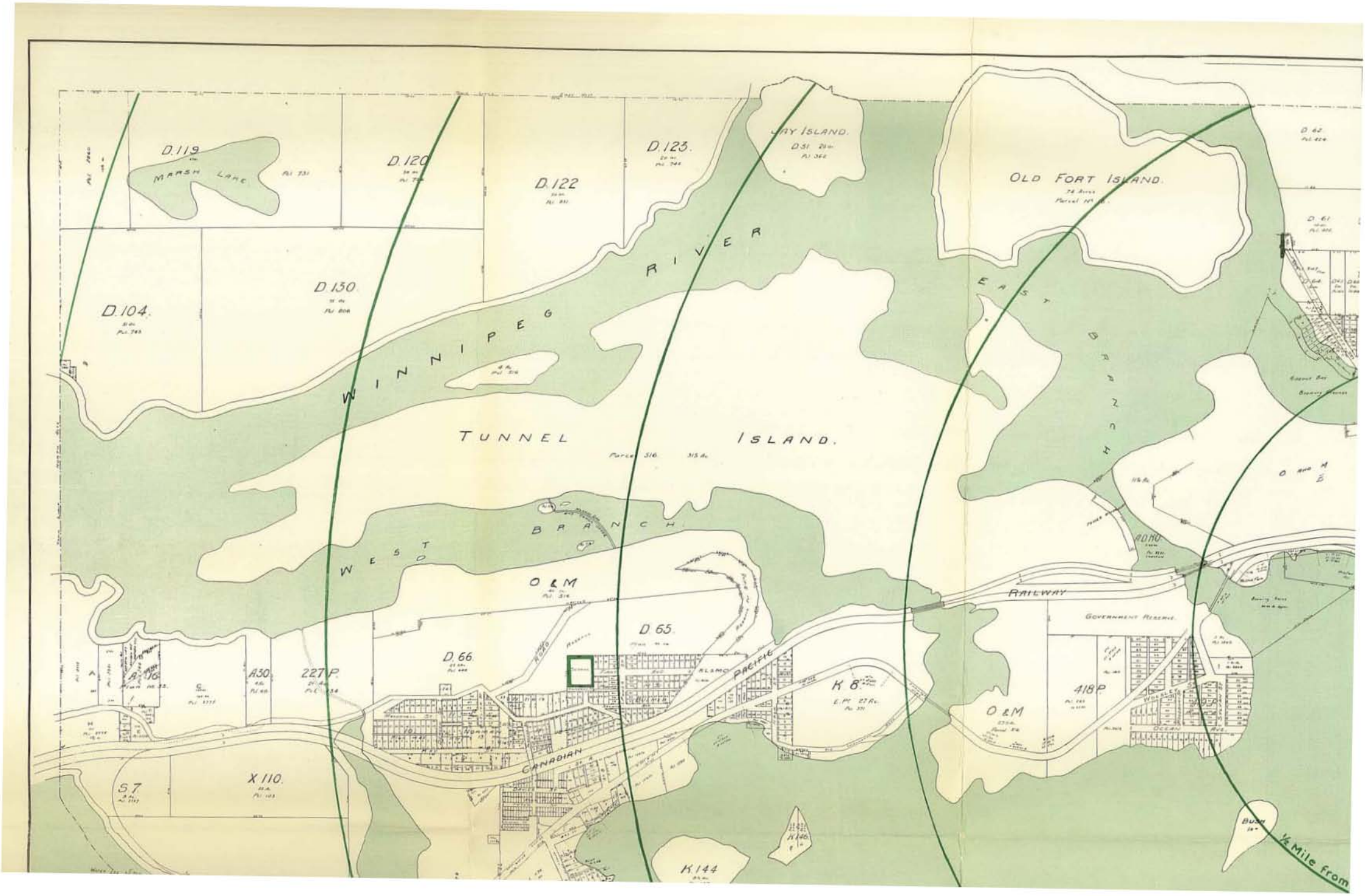


PLAN OF THE TOWN OF KENORA

DISTRICT OF KENORA
ONTARIO.

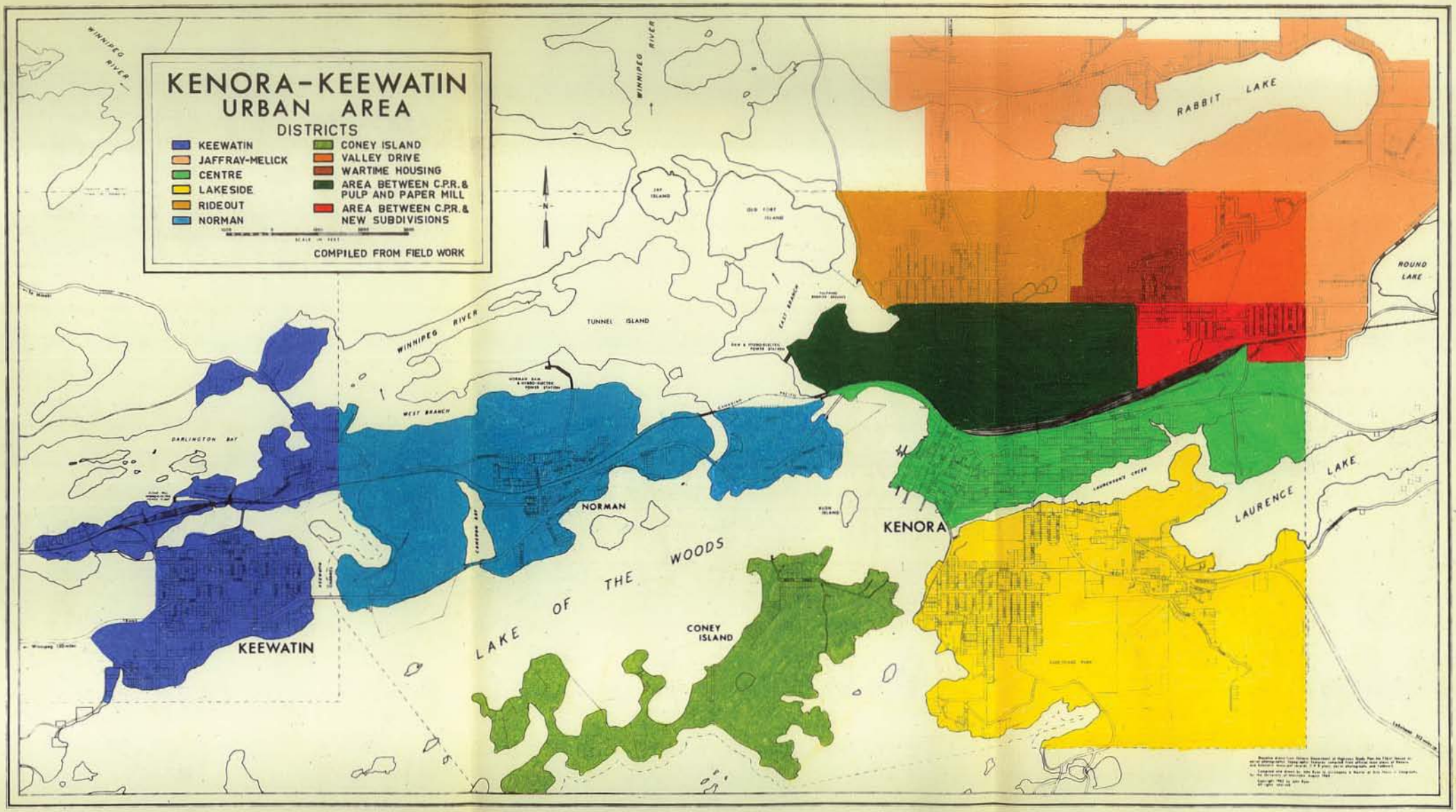
SCALE: 750 ft = 1 inch


FORT ISLAND
LAKE OF THE WOODS CEMETERY
KENORA PAPER MILL
CANADIAN PACIFIC RAILWAY
CANADIAN PACIFIC RAILWAY
YARDS, ROUND HOUSE ET
LAURENCE LAKE
LAURENSON'S CREEK
GOVERNMENT RESERVE
LOCATION 161
PLAN N°331
MAIN STREET
ELEVENTH ST N
TENTH ST N
NINTH ST N
SEVENTH ST N
SIXTH ST N
FIFTH ST N
FOURTH ST N
THIRD ST N
FIRST STREET
OCEAN AVE
ROAD
X 21
418P
1/2 Mile from P.O
1 1/2 Miles from P.O


D.119
MARSH LAKE
D.120
D.122
D.123.
JAY ISLAND.
OLD FORT ISLAND.
D.104.
D.130
WINNIPEG RIVER
EAST BRANCH
TUNNEL ISLAND.
WEST BRANCH
O & M
D.65
D.66
RAILWAY
GOVERNMENT RESERVE
A.16
A30
227 P.
K 8
418 P
O & M
S.7
X 110.
CANADIAN
K.146
K.144
OCEAN
BUSH
1/4 Mile From

MAP 5

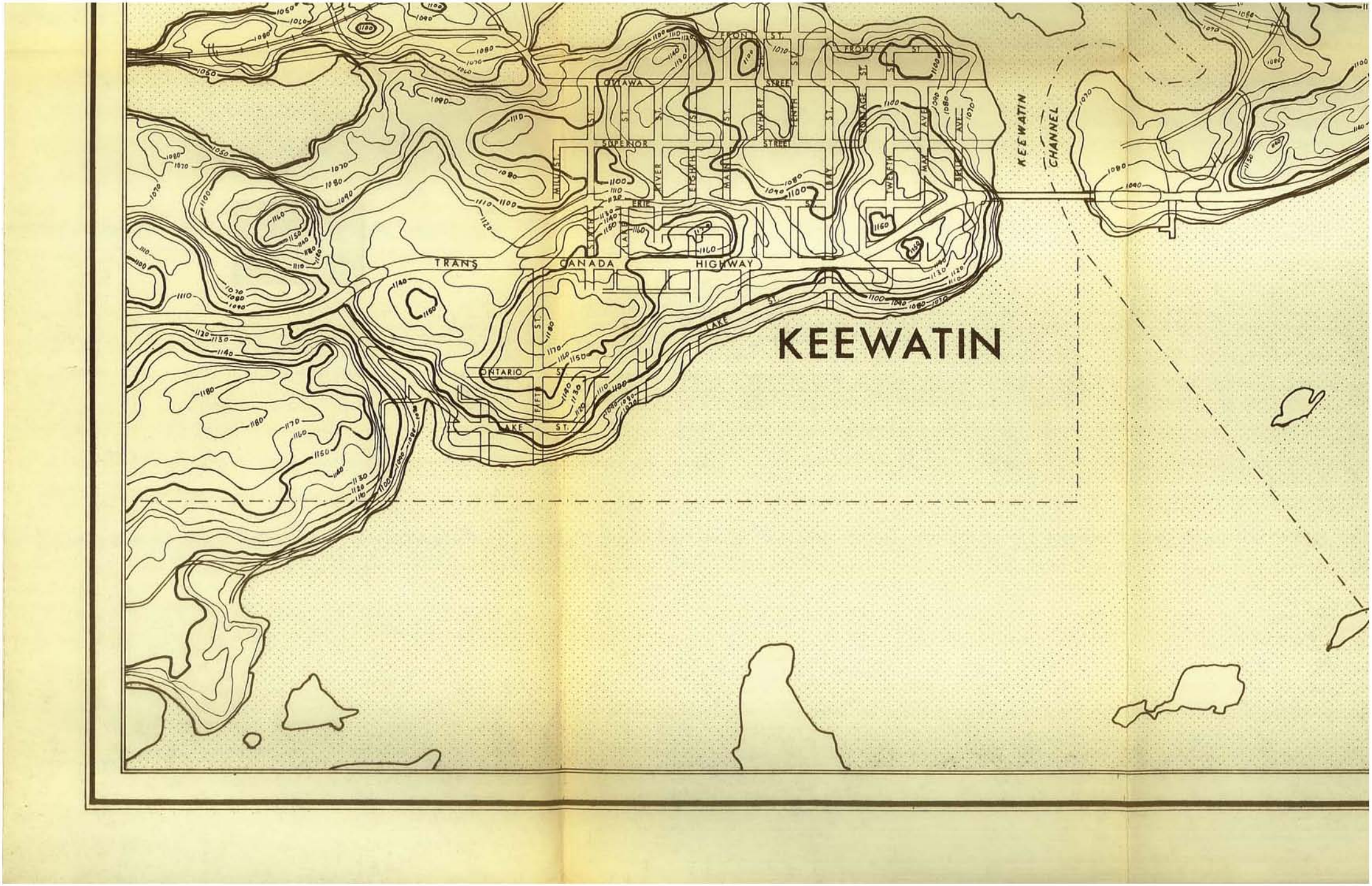
DISTRICTS OF THE KENORA-KEEWATIN URBAN AREA

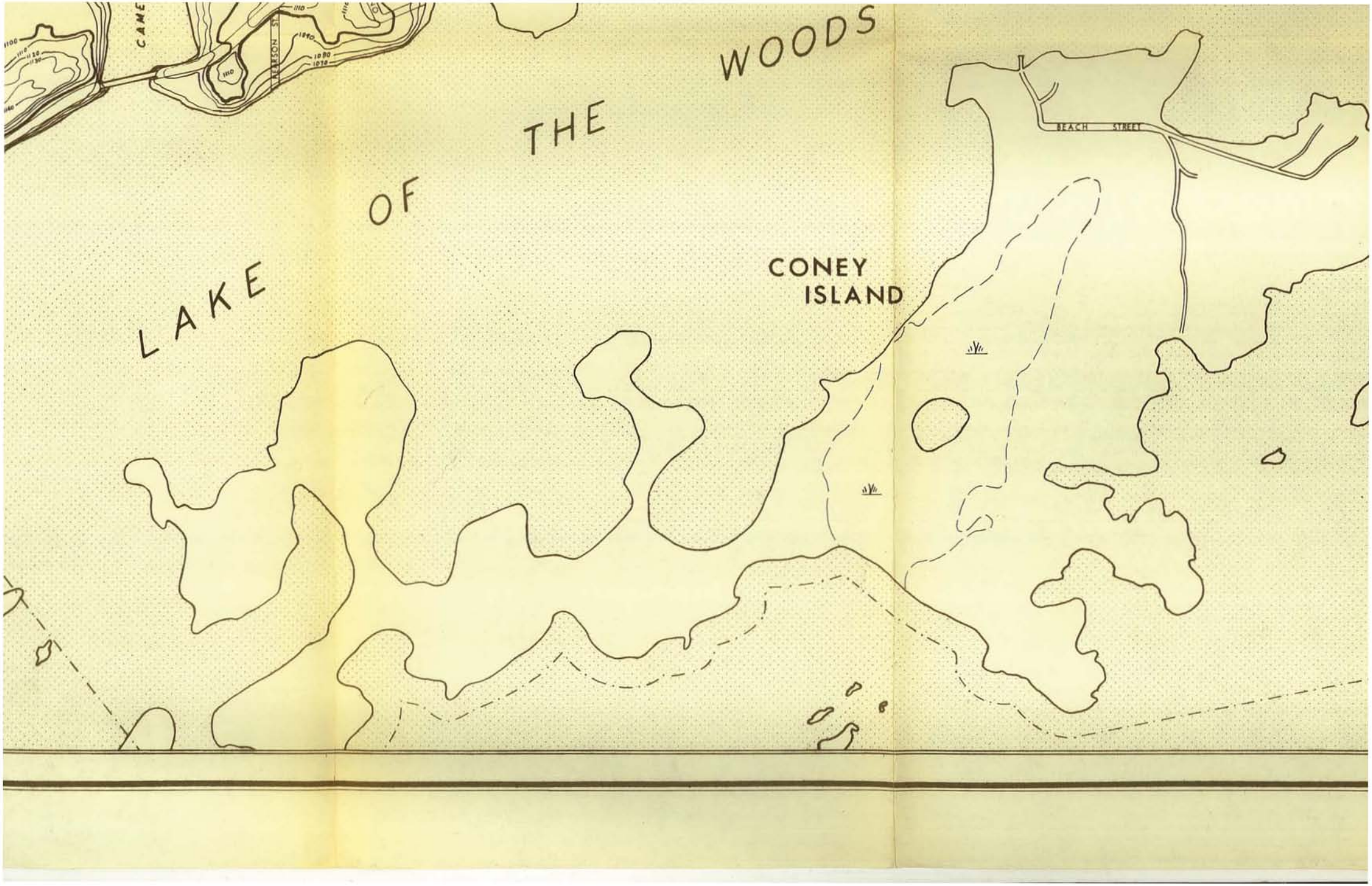

KENORA-KEEWATIN
URBAN AREA
DISTRICTS
KEEWATIN
JAFFRAY-MELICK
CENTRE
LAKESIDE
RIDEOUT
NORMAN
CONEY ISLAND
VALLEY DRIVE
WARTIME HOUSING
AREA BETWEEN C.P.R. & PULP AND PAPER MILL
AREA BETWEEN C.P.R. & NEW SUBDIVISIONS
COMPILED FROM FIELD WORK
WINNIPEG RIVER
RABBIT LAKE
ROUND LAKE
TUNNEL ISLAND
WEST BRANCH
DARLINGTON BAY
NORMAN
KENORA
KEEWATIN
CONEY ISLAND
LAKE OF THE WOODS
LAURENCE LAKE

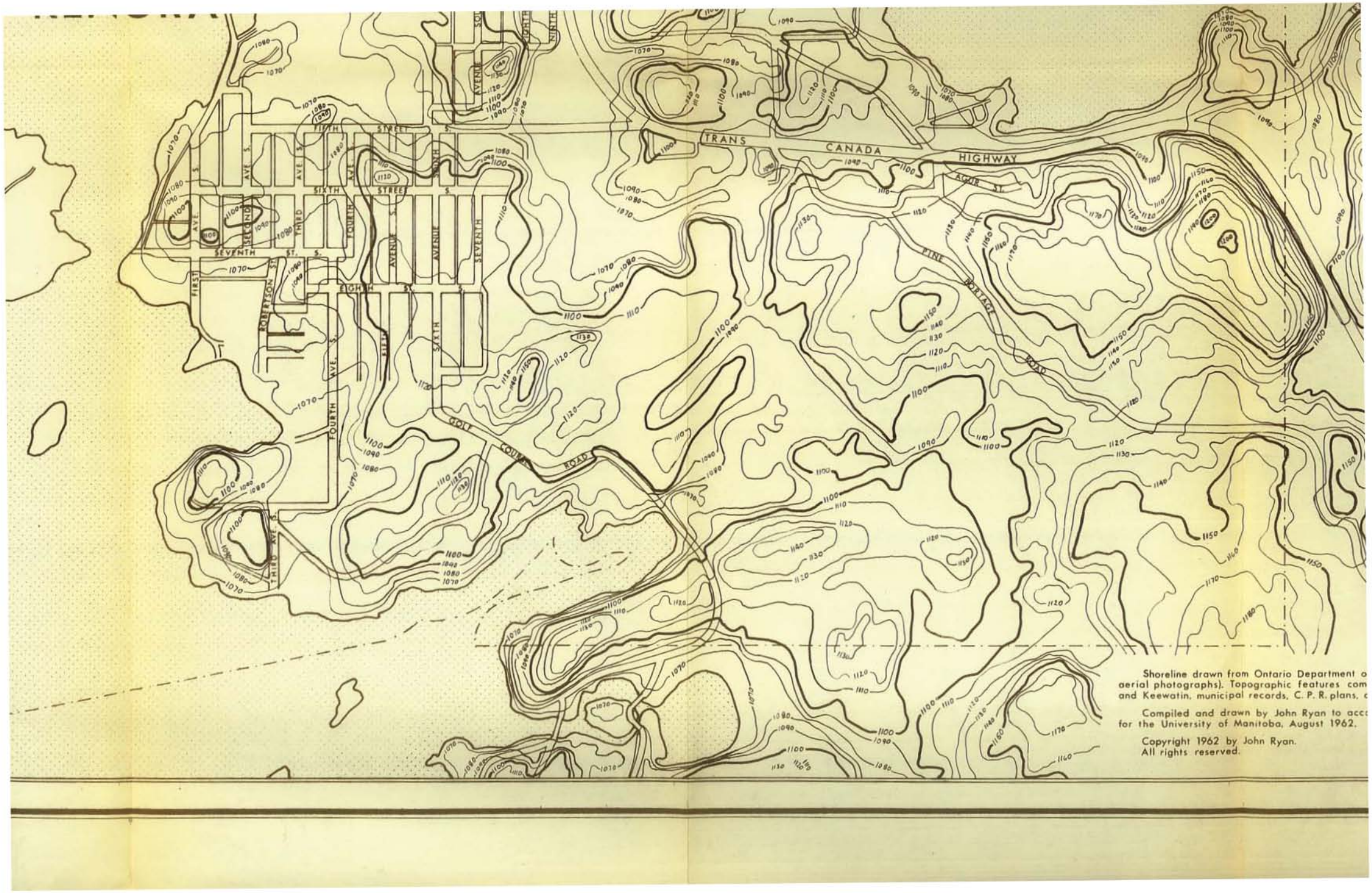
MAP 5

MAP 6

RELIEF


KEEWATIN
KEEWATIN CHANNEL
FRONT ST.
OTTAWA STREET
SUPERIOR STREET
ERIE ST.
ONTARIO ST.
LAKE ST.
TRANS CANADA HIGHWAY
MILL ST.
RIVER ST.
EAST ST.
MAIN ST.
WHARF ST.
CANAL ST.
COTTAGE AVE.
KEEWATIN AVE.
MAIN AVE.
BAY ST.

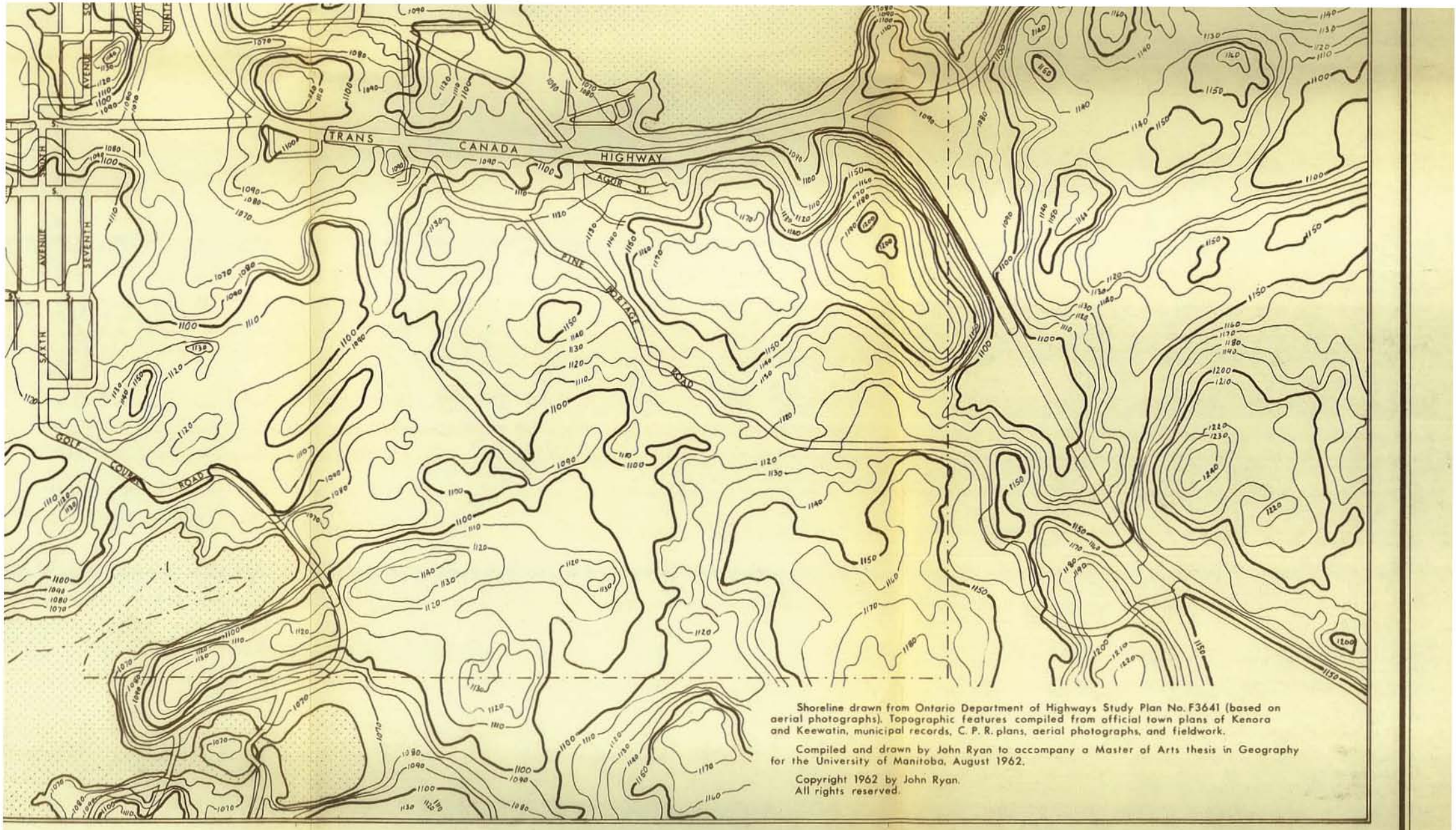

LAKE OF THE WOODS
CONEY ISLAND
BEACH STREET
CAME
KERSON ST
1110
1100
1090
1080
1070



Shoreline drawn from Ontario Department o
aerial photographs). Topographic features com
and Keewatin, municipal records, C. P. R. plans, c

Compiled and drawn by John Ryan to acc
for the University of Manitoba, August 1962.

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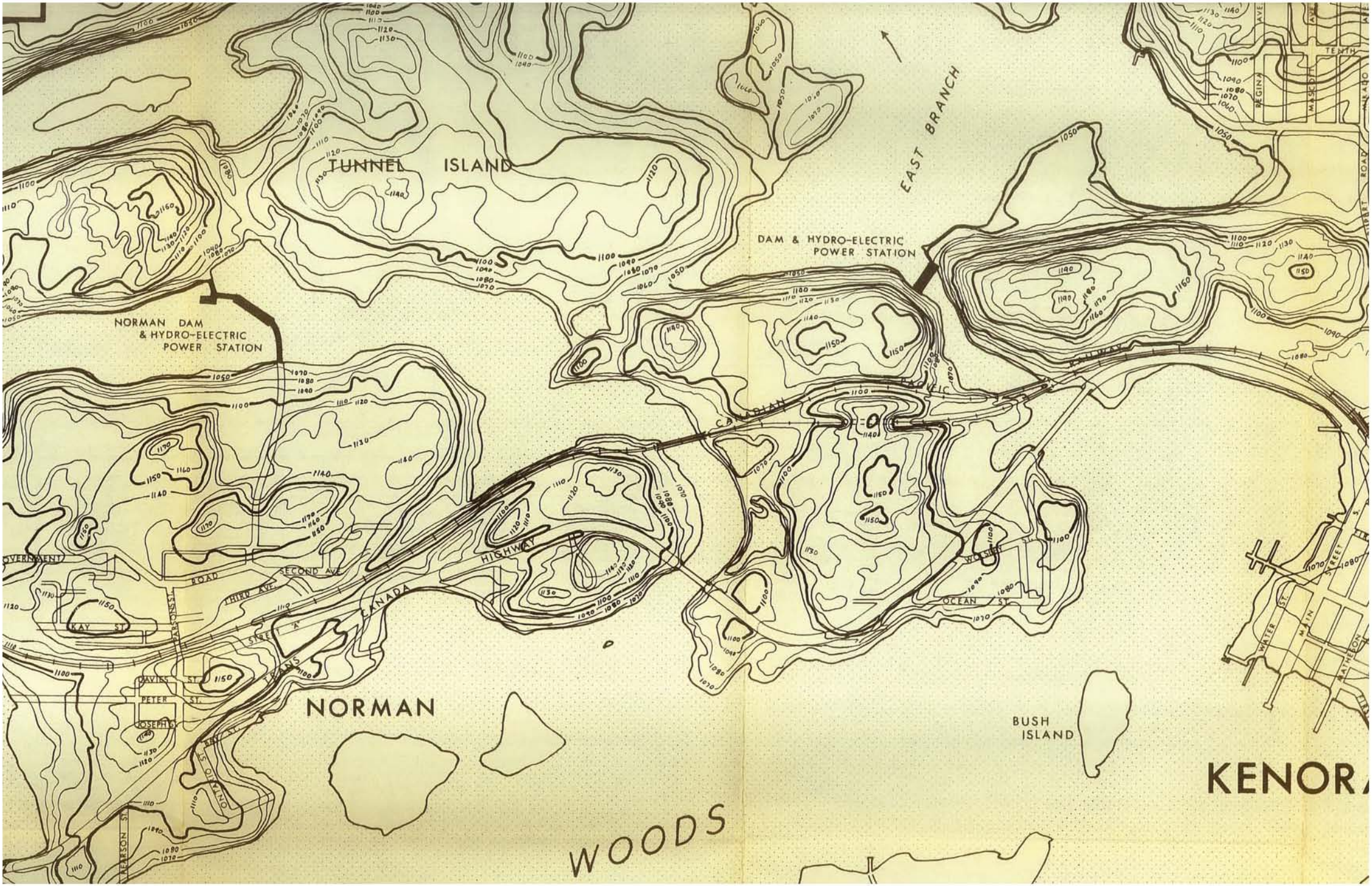
Shoreline drawn from Ontario Department of Highways Study Plan No. F3641 (based on aerial photographs). Topographic features compiled from official town plans of Kenora and Keewatin, municipal records, C. P. R. plans, aerial photographs, and fieldwork.

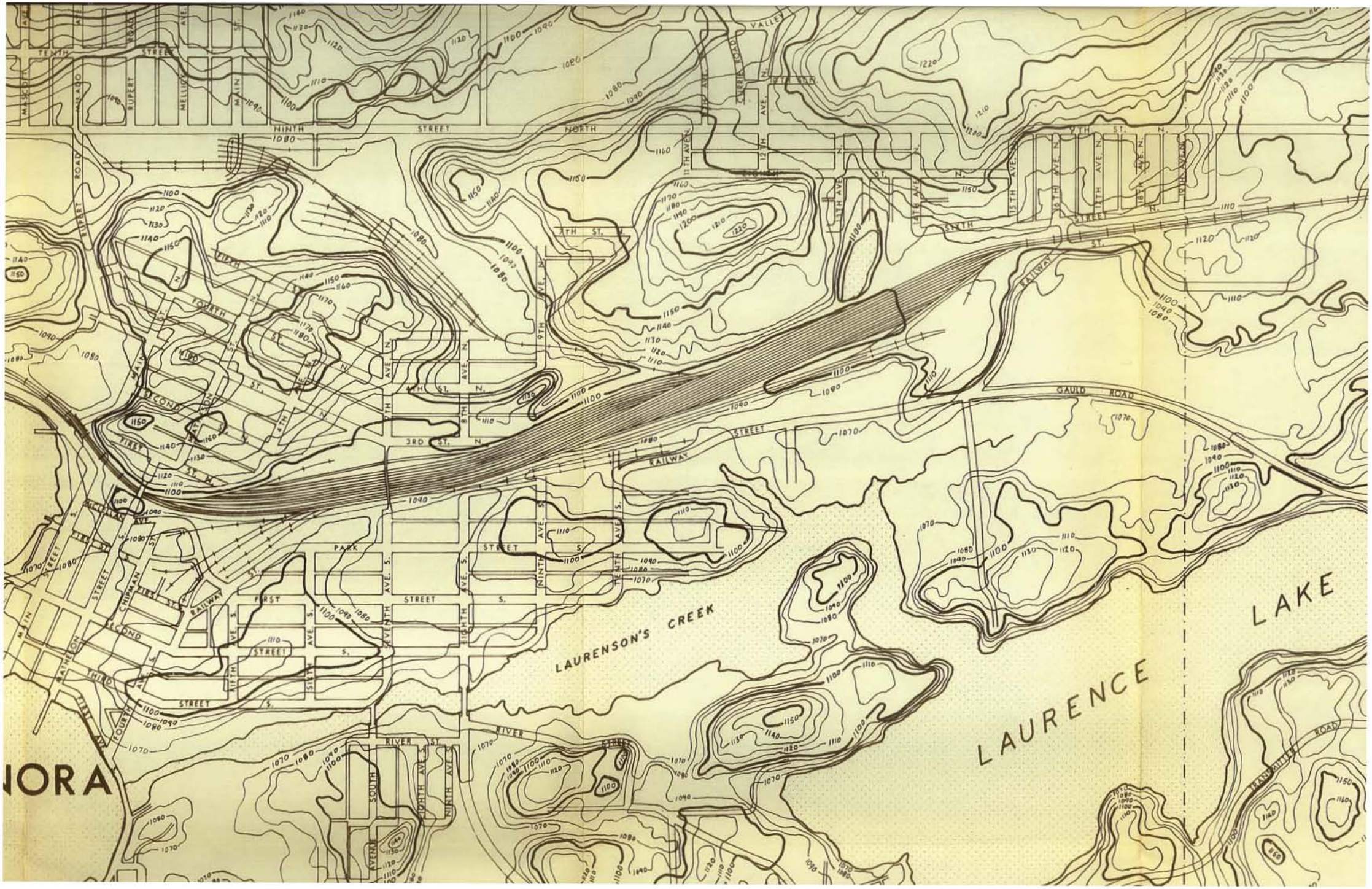
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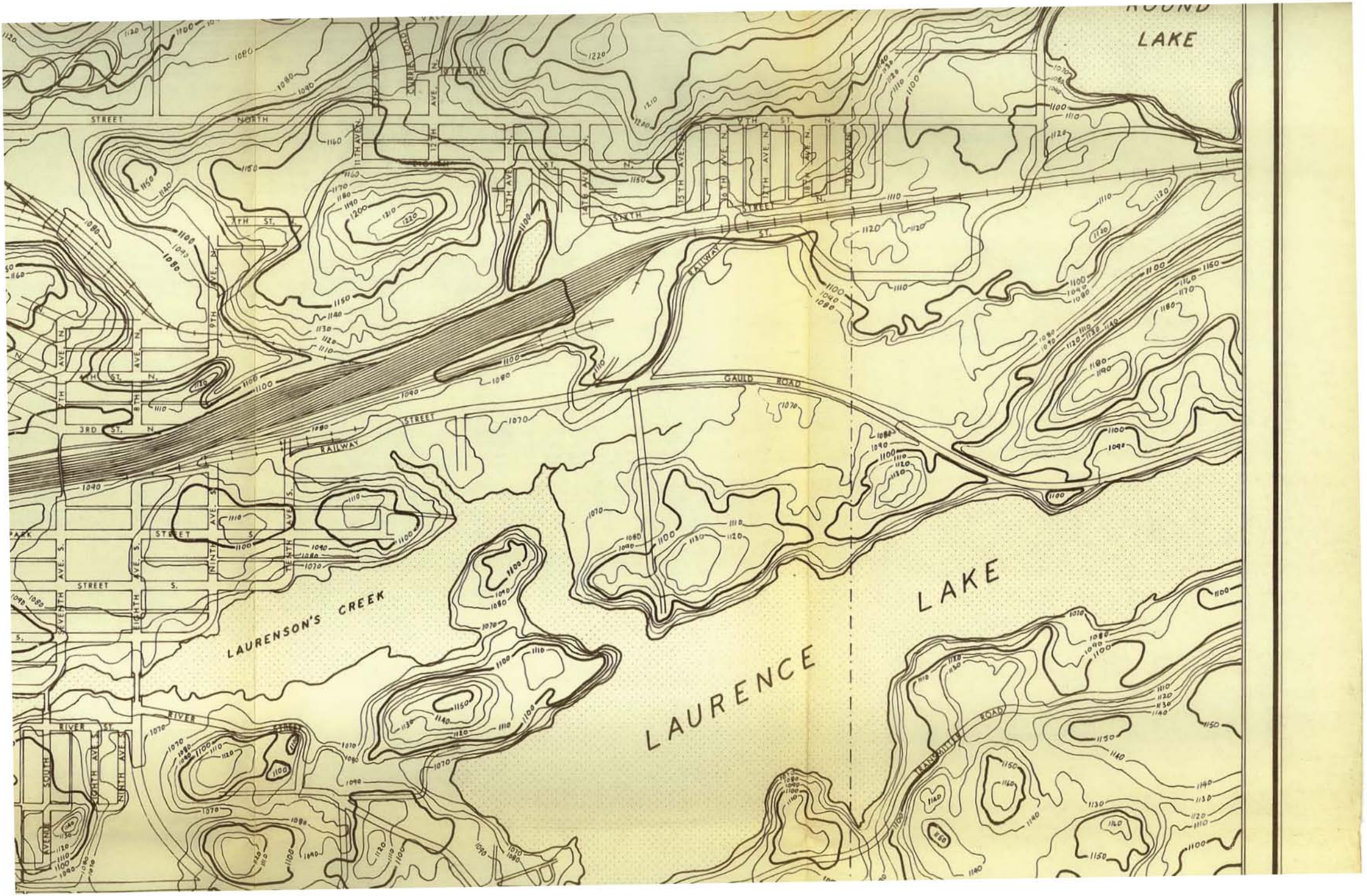
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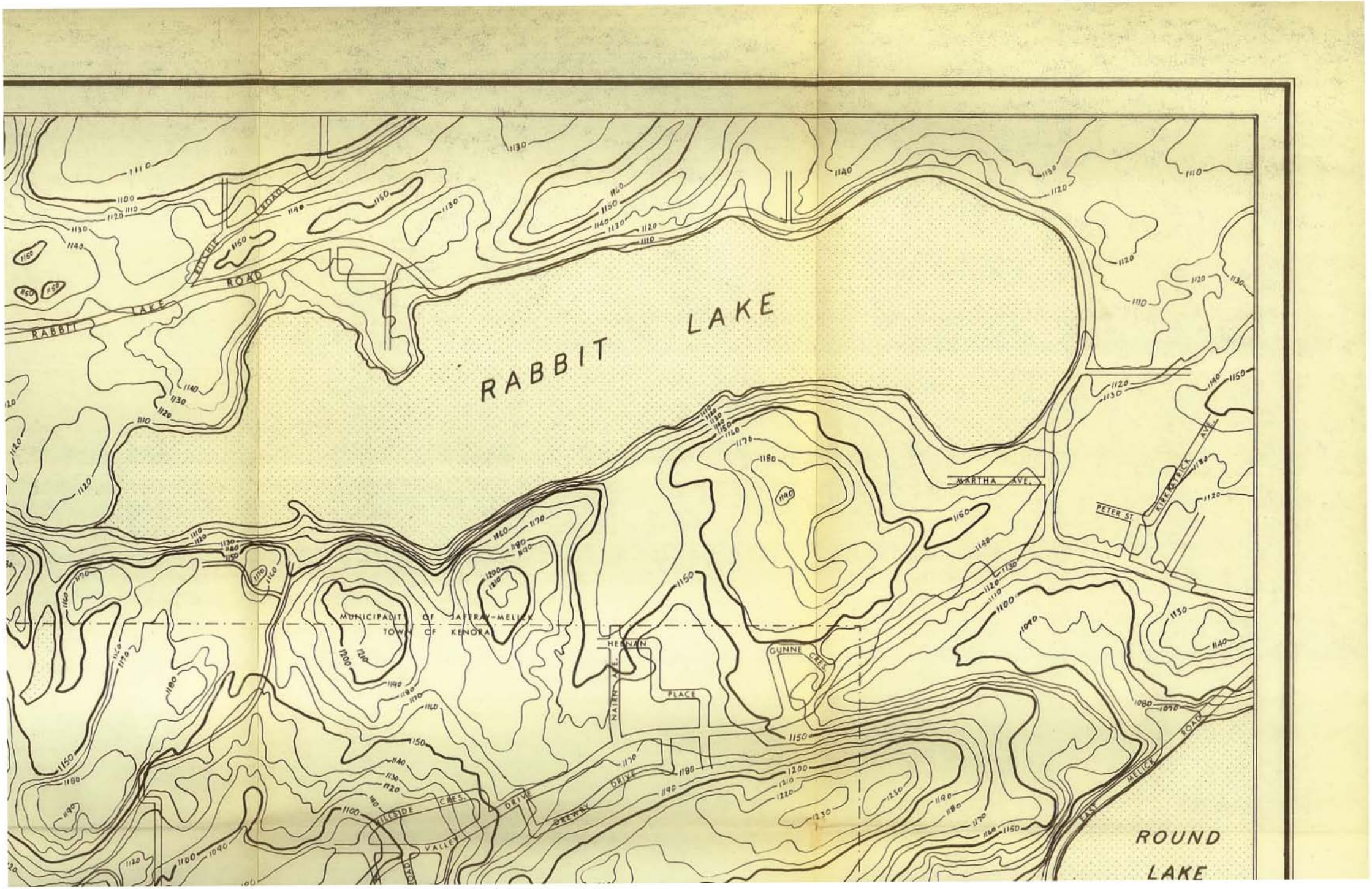
MAP 6


HIGHWAY NO. 59
WINNIPEG R
WEST BRANCH
DARLINGTON BAY
NELSON ST
ROAD
FLOUR MILL HYDRO-ELECTRIC POWER PLANT
FRONT ST
OTTAWA STREET

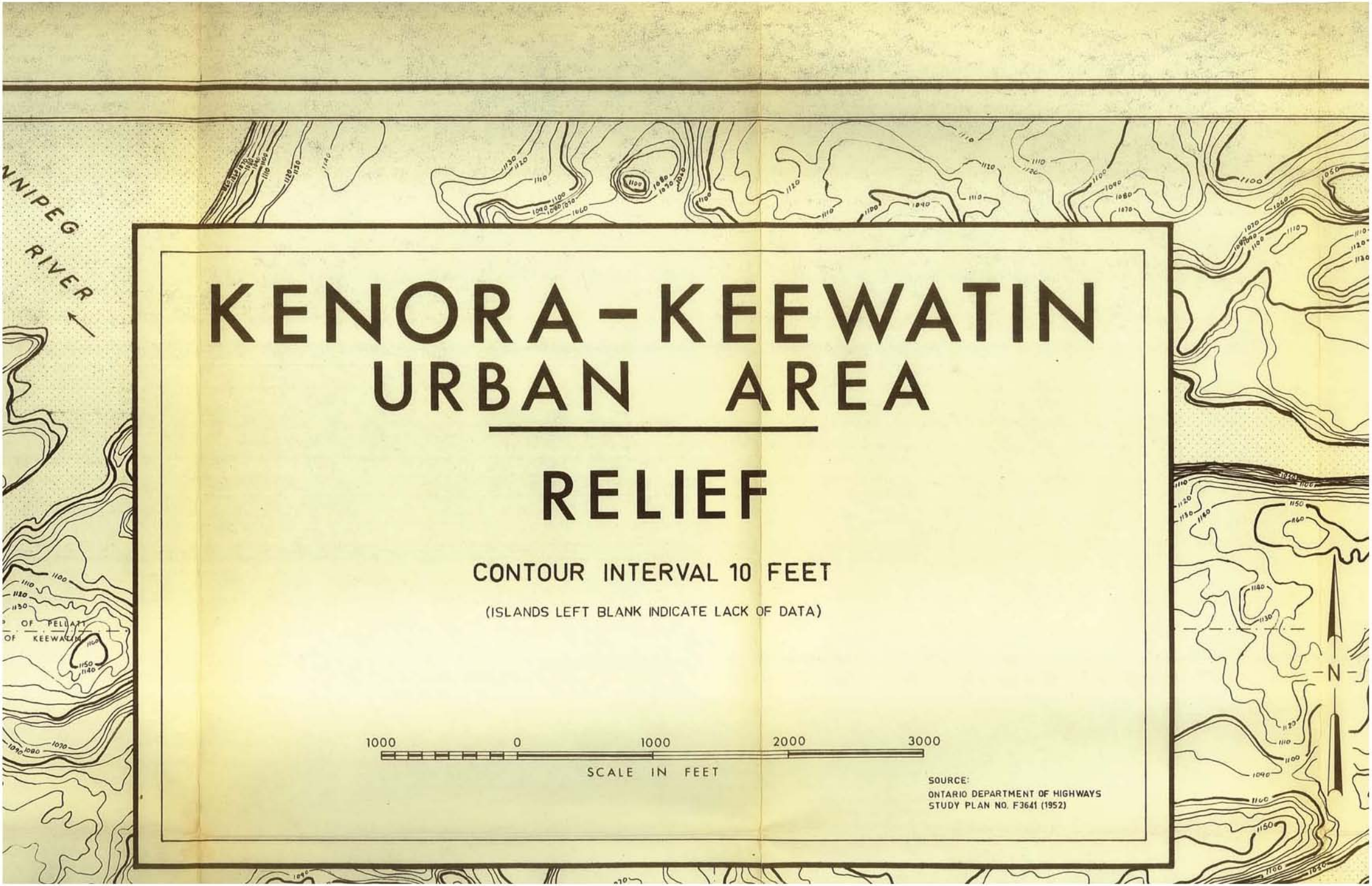

TUNNEL ISLAND
EAST BRANCH
DAM & HYDRO-ELECTRIC POWER STATION
NORMAN DAM & HYDRO-ELECTRIC POWER STATION
CANADIAN
HIGHWAY
SECOND AVE.
THIRD AVE.
KAY ST.
DAVIES ST.
PETER ST.
JOSEPH ST.
ONTARIO ST.
WOLSELEY ST.
OCEAN ST.
WATER ST.
MAIN ST.
NORMAN
BUSH ISLAND
WOODS
KENORA

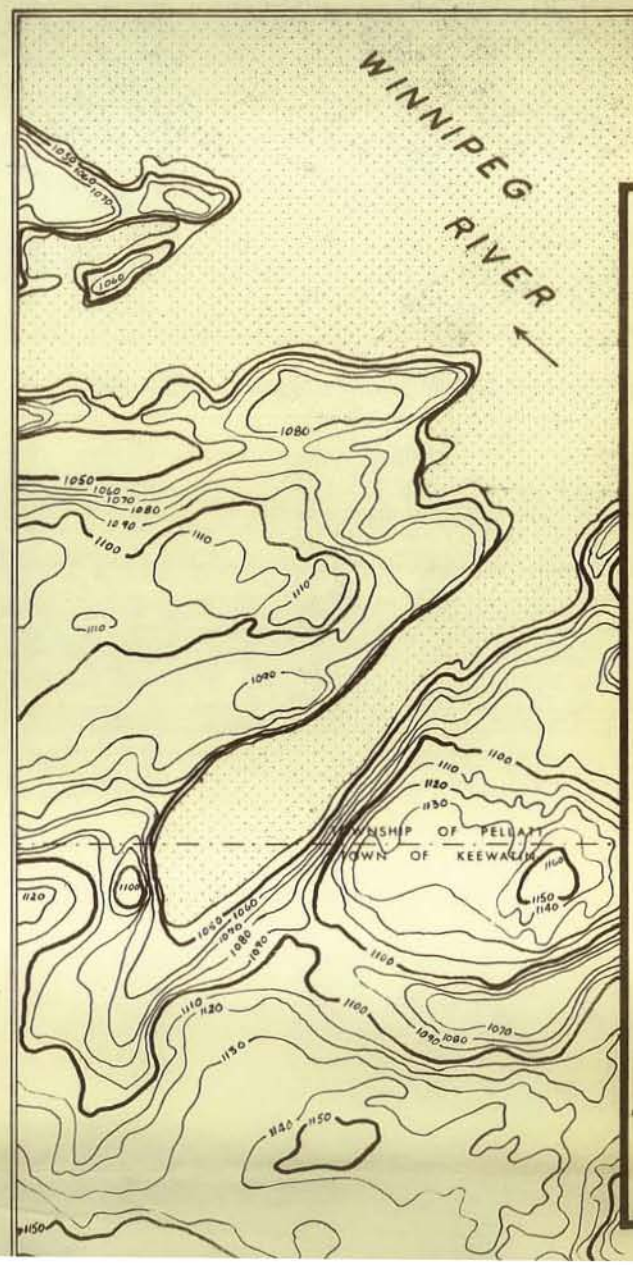

LAURENSON'S CREEK
LAURENCE
LAKE
GAULD ROAD
RAILWAY
NORTH
STREET
PARK
FIRST
SECOND
THIRD
FOURTH
RIVER
MAIN
MATHESON
CHIPMAN
NORA


LAKE
STREET
NORTH
SIXTH
STREET
RAILWAY
GAULD ROAD
3RD ST. N.
RAILWAY STREET
PARK STREET
LAURENSON'S CREEK
LAURENCE LAKE
RIVER ST.
RIVER
KEARNEY ROAD
SOUTH
NORTH AVE.
NINTH AVE.


RABBIT LAKE
RABBIT LAKE ROAD
MARTHA AVE.
PETER ST
KIRKPATRICK AVE.
MUNICIPALITY OF JAFFRAY-MELICK
TOWN OF KENORA
HERMAN PLACE
NAIRN AVE.
GUNNE CRES.
HILLSIDE CRES.
VALLEY DRIVE
BREWERY DRIVE
EAST MELICK ROAD
ROUND LAKE

WINNIPEG RIVER
OLD FORT ISLAND
REDDITT ROAD
TROJAN ST
N. KEEL ST
AVE.
ROAD
1200
1210
1150
1140
1130
1120
1110
1100
1090
1080
1070
1060
1050
1040
1030
1020
1010
1000
990
980
970
960
950
940
930
920
910
900
890
880
870
860
850
840
830
820
810
800
790
780
770
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750
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370
360
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330
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310
300
290
280
270
260
250
240
230
220
210
200
190
180
170
160
150
140
130
120
110
100
90
80
70
60
50
40
30
20
10
0
N


NNIPEG RIVER
OF PELLATT
OF KEEWATIN
KENORA-KEEWATIN
URBAN AREA
RELIEF
CONTOUR INTERVAL 10 FEET
(ISLANDS LEFT BLANK INDICATE LACK OF DATA)
1000
0
1000
2000
3000
SCALE IN FEET
SOURCE:
ONTARIO DEPARTMENT OF HIGHWAYS
STUDY PLAN NO. F3641 (1952)
N



KENORA-KEEWATI
URBAN AREA

RELIEF

CONTOUR INTERVAL 10 FEET

(ISLANDS LEFT BLANK INDICATE LACK OF DATA)

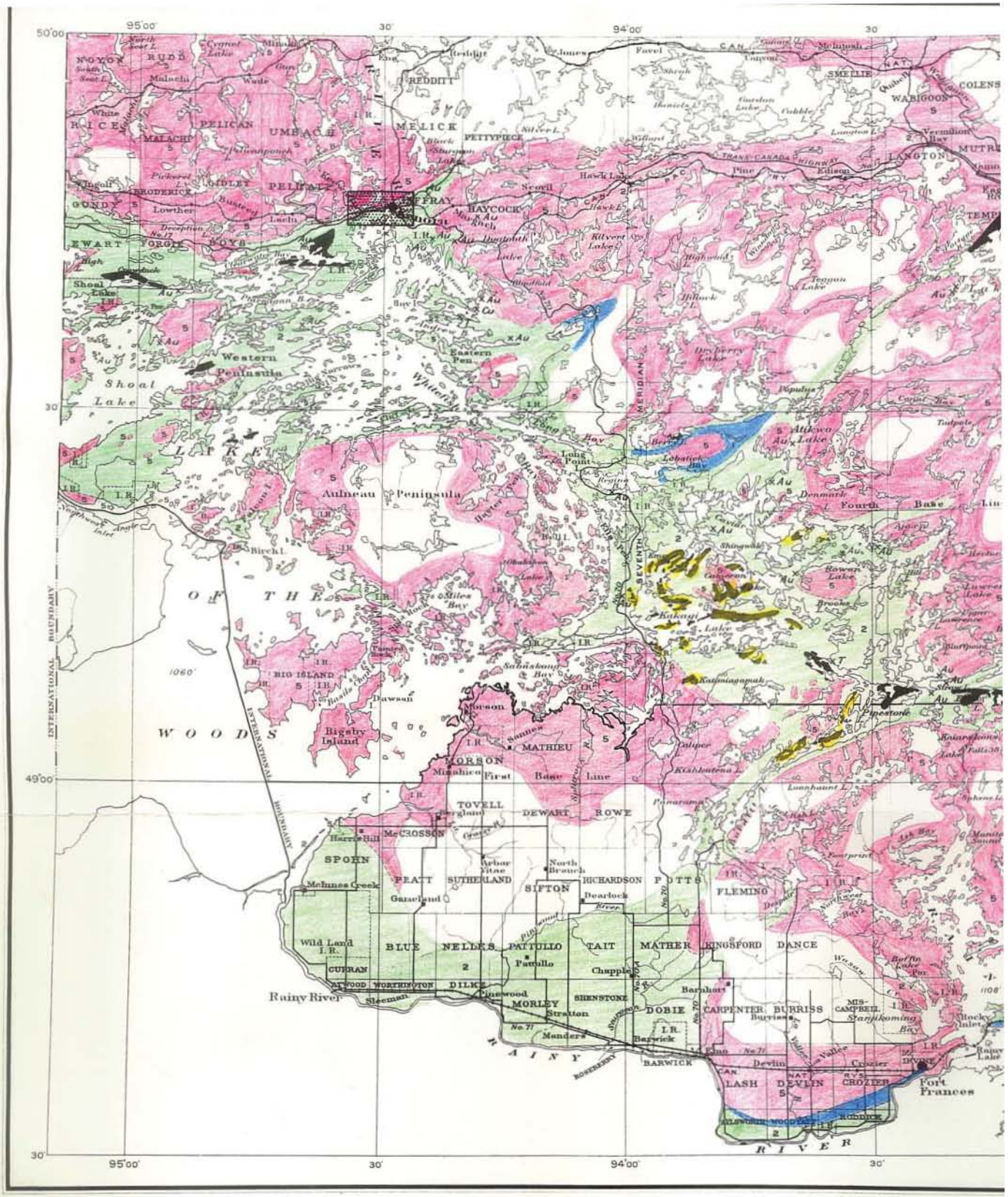
1000 0 1000 2000 3000

SCALE IN FEET

SOURCE:
ONTARIO DEPARTME
STUDY PLAN NO. F3

MAP 7

GEOLOGY



GEOLOGY
OF THE ONTARIO
LAKE OF THE WOODS REGION

ARCHEAN
(EARLY PRECAMBRIAN)

- 5 — *Granite, syenite, diorite, etc., and gneissic phases; possibly not all of one age*
- *Hornblende, gabbro, diorite and related rocks; probably of more than one age*
- *Sediments*

KEEWATIN
- 2 — *Schistose volcanic rocks with minor amounts of sediments including iron formation; in places considerable amounts of possibly younger sediments or volcanic rocks may be present*

COUCHICHING
- 1 — *Mica schist, paragneiss, slate, greywacke, impure quartzite*

- KENORA-KEEWATIN URBAN AREA
- *Iron formation, differentiated in places*
- *Geological boundary*
- *Road, trail or portage*

Geology compiled by T.L. Tanton from surveys by the Geological Survey and the Ontario Department of Mines.

Miles
0 8 16 24 32

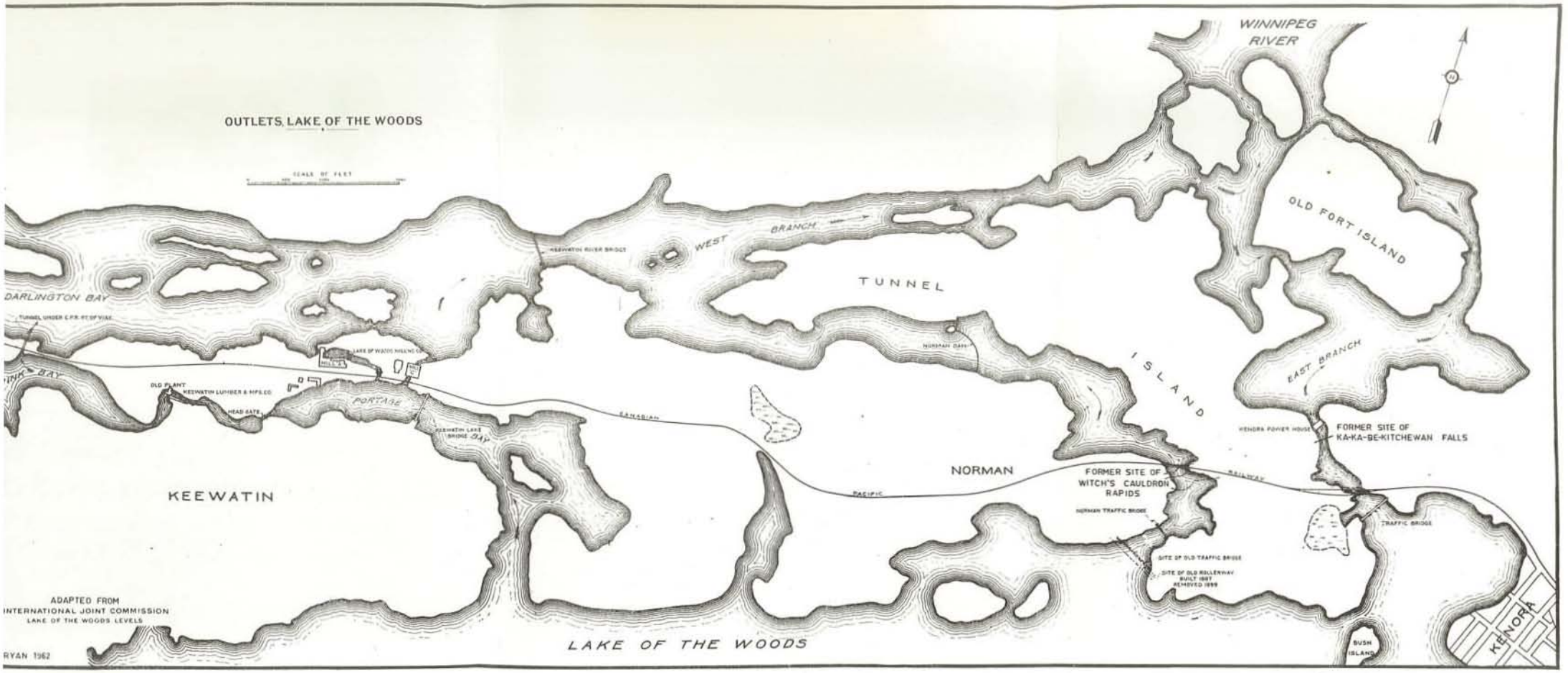
PRINCI
MINERAL OCC

- ×Au
- ×Cu
- ×Mo
- ×T

ADAPTED FROM M
CANADA DEPT. OF MINE

MAP 8

OUTLETS
OF THE
LAKE OF THE WOODS


OUTLETS, LAKE OF THE WOODS
WINNIPEG RIVER
OLD FORT ISLAND
WEST BRANCH
TUNNEL
DARLINGTON BAY
EAST BRANCH
ISLAND
FORMER SITE OF KA-KA-BE-KITCHEWAN FALLS
KENORA POWER HOUSE
NORMAN
FORMER SITE OF WITCH'S CAULDRON RAPIDS
KEEWATIN
PORTAGE
OLD PLANT
KEEWATIN LUMBER & MFG. CO.
HEAD GATE
KEEWATIN LAKE BRIDGE BAY
CANADIAN
PACIFIC
RAILWAY
TRAFFIC BRIDGE
SITE OF OLD TRAFFIC BRIDGE
SITE OF OLD ROLLERWAY BUILT 1897 REMOVED 1959
BUSH ISLAND
KENORA
LAKE OF THE WOODS
ADAPTED FROM
INTERNATIONAL JOINT COMMISSION
LAKE OF THE WOODS LEVELS
RYAN 1962

MAP 8

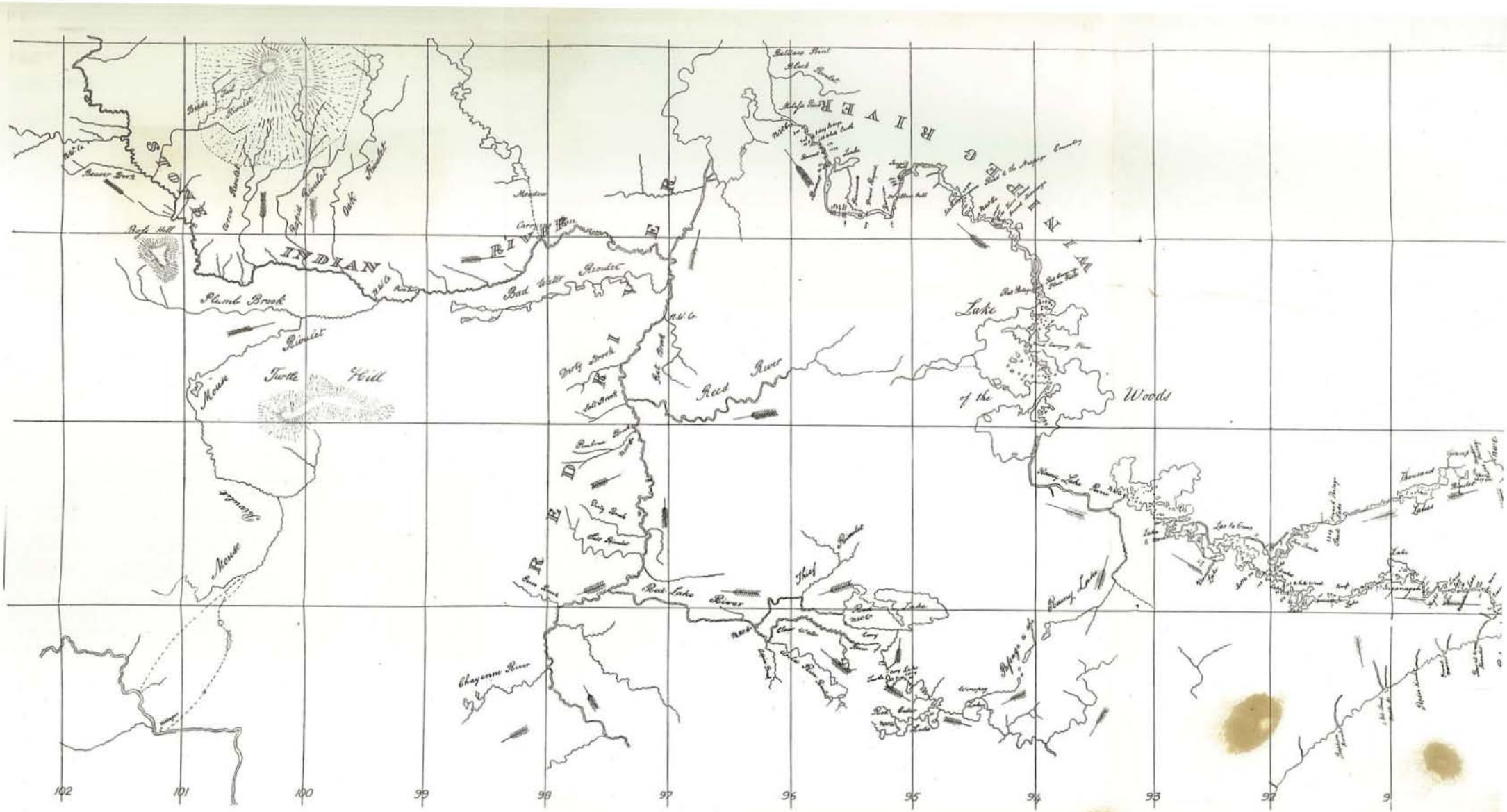
MAP 9

DAVID THOMPSON'S 1813 MAP SHOWING LOCATION OF RAT PORTAGE



REPRODUCED FROM A COPY OF
DAVID THOMPSON'S 1813 MAP
SHOWING LOCATION OF RAT PORTAGE

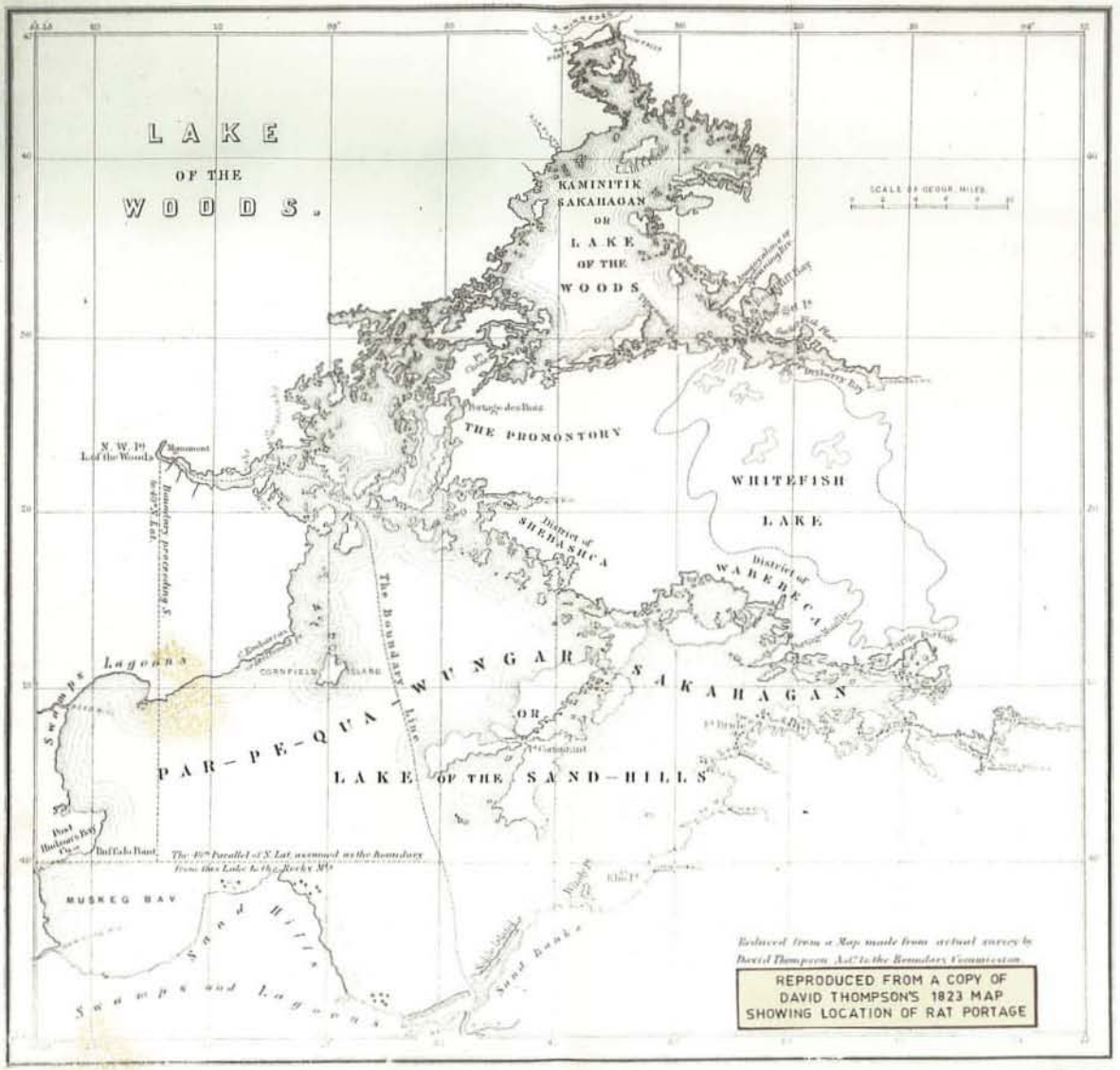
MAP 9



REPRODUCED FROM A COPY OF
DAVID THOMPSON'S 1813 MAP
SHOWING LOCATION OF RAT PORTAGE

MAP 10

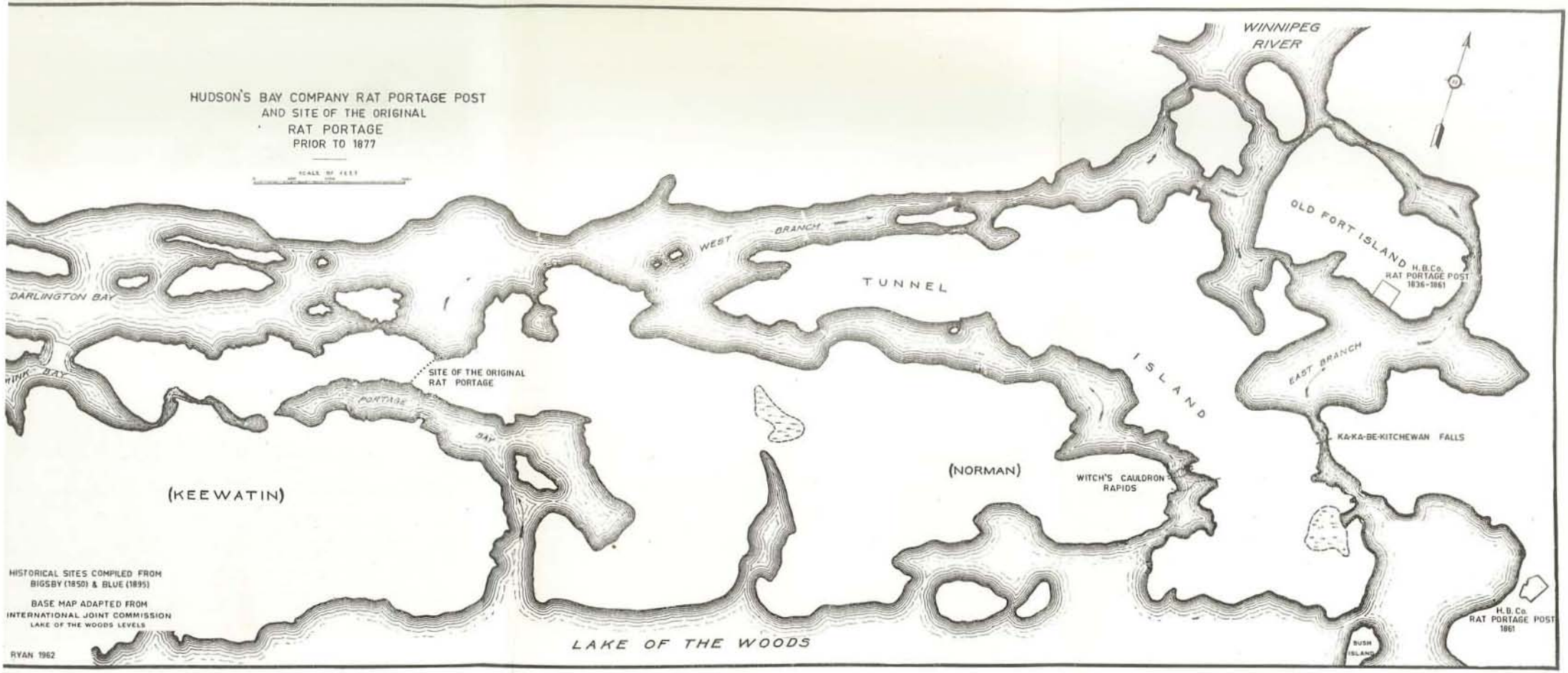
DAVID THOMPSON'S 1823 MAP SHOWING LOCATION OF RAT PORTAGE


LAKE
OF THE
WOODS.
KAMINITIK
SAKAHAGAN
OR
LAKE
OF THE
WOODS
SCALE OF GEOGR. MILES.
Portage des Rats
THE PROMONTORY
N. W. Pt
Lof the Woods
Monument
WHITEFISH
LAKE
District of
SHEBASHICA
District of
WABEDECA
Boundary proceeding S.
The Boundary Line
Lagoons
CORNFIELD
ISLAND
PAR-PE-QUA
WUNGAR
SAKAHAGAN
OR
LAKE OF THE SAND-HILLS
Bad Portage
Bad Portage
First
Boulder Bay
Bad Lake Point
The 49th Parallel of N. Lat. assumed as the Boundary
from the Lake to the Rocky Mts
MUSKEG BAY
Sand Hills
Swamps and lagoons
Sand Banks
Reduced from a Map made from actual survey by
David Thompson Astr to the Boundary Commission
REPRODUCED FROM A COPY OF
DAVID THOMPSON'S 1823 MAP
SHOWING LOCATION OF RAT PORTAGE

MAP 10

MAP 11

LOCATION OF RAT PORTAGE POST
AND THE ORIGINAL RAT PORTAGE PATH
PRIOR TO 1877


HUDSON'S BAY COMPANY RAT PORTAGE POST
AND SITE OF THE ORIGINAL
RAT PORTAGE
PRIOR TO 1877
WINNIPEG
RIVER
OLD FORT ISLAND
H.B.Co.
RAT PORTAGE POST
1836-1861
WEST BRANCH
TUNNEL
DARLINGTON BAY
SITE OF THE ORIGINAL
RAT PORTAGE
PORTAGE
BAY
ISLAND
EAST BRANCH
KA-KA-BE-KITCHEWAN FALLS
(KEEWATIN)
(NORMAN)
WITCH'S CAULDRON
RAPIDS
HISTORICAL SITES COMPILED FROM
BIGSBY (1850) & BLUE (1895)
BASE MAP ADAPTED FROM
INTERNATIONAL JOINT COMMISSION
LAKE OF THE WOODS LEVELS
RYAN 1962
LAKE OF THE WOODS
BUSH
ISLAND
H. B. Co.
RAT PORTAGE POST
1861

MAP 11

MAP 12

PLAN OF THE HUDSON'S BAY COMPANY RESERVE AT RAT PORTAGE, 1875

PLAN
OF

H. B Cos Reserve at Rat Portage
Lac La Pluie District

Scale 20 Chains = 1 Inch

Surveyed by
(Signed) Chas. L. Miles D. L. S.
Winnipeg. January the 7th
1875

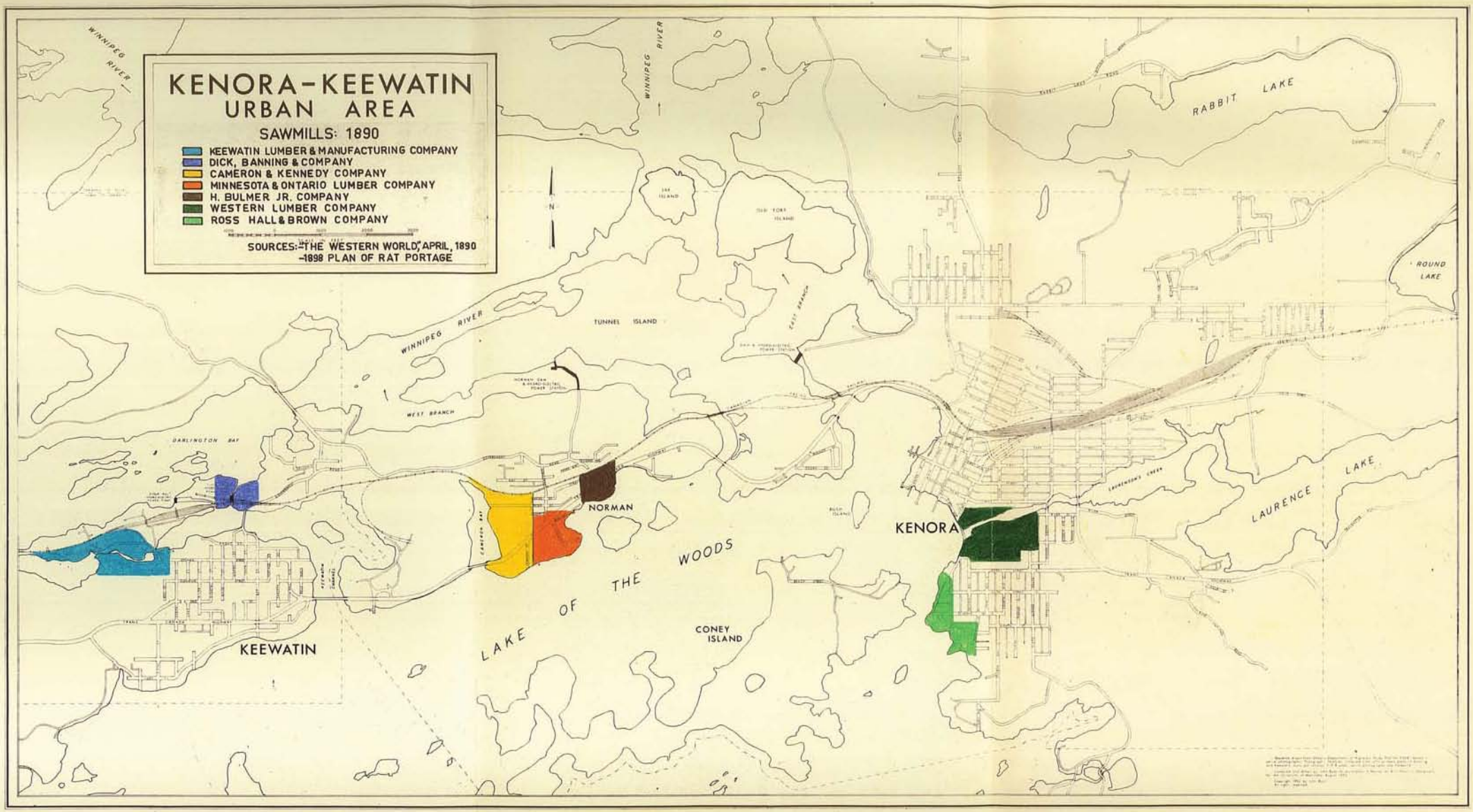


Dominion Lands Office
Ottawa
Oct 1879
A Russell
for the Surveyor Gen.l

A True Copy
Surveyor's Branch
John J. McKee
1/10/79

MAP 13

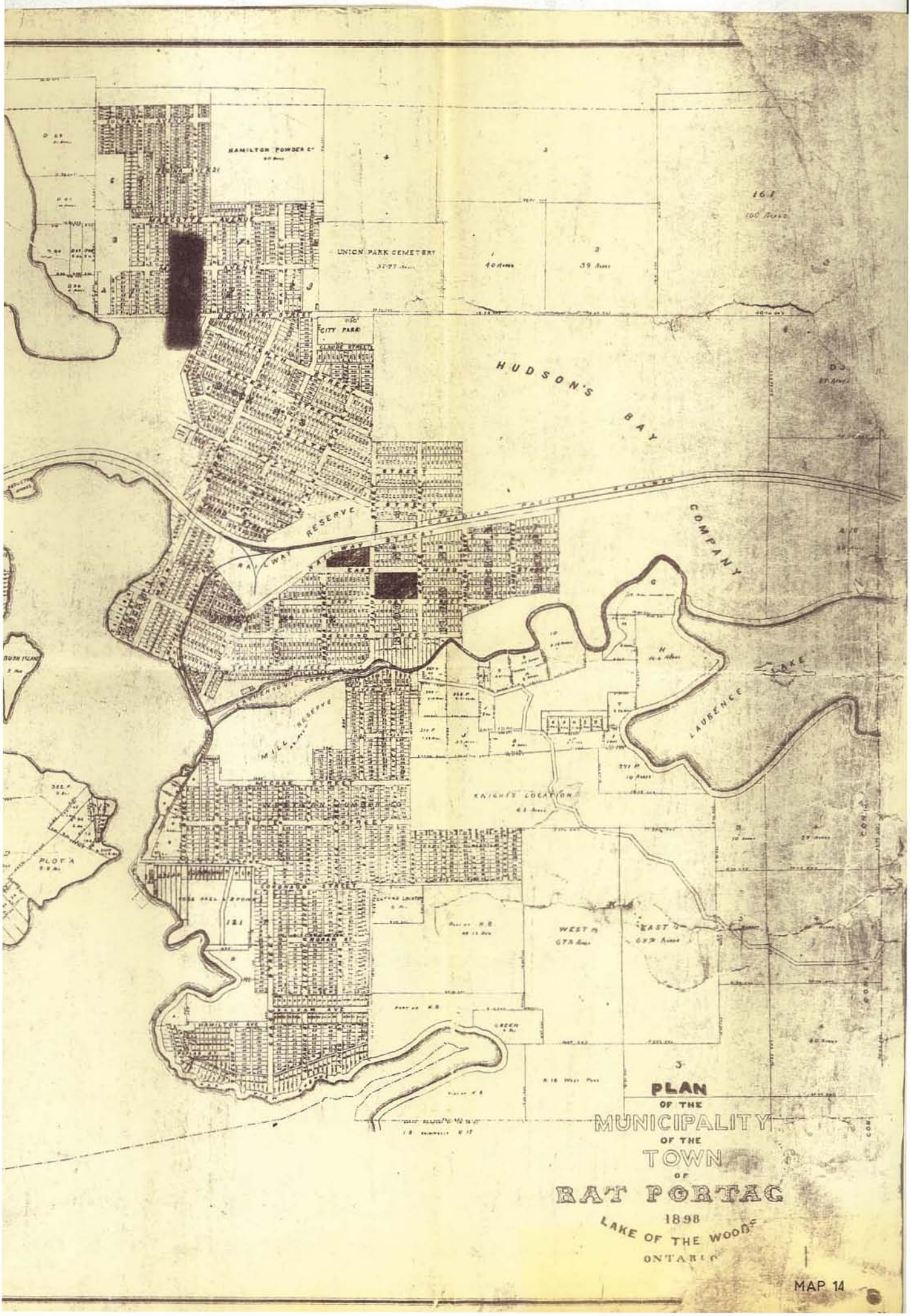
SAWMILLS: 1890


KENORA-KEEWATIN
URBAN AREA
SAWMILLS: 1890
KEEWATIN LUMBER & MANUFACTURING COMPANY
DICK, BANNING & COMPANY
CAMERON & KENNEDY COMPANY
MINNESOTA & ONTARIO LUMBER COMPANY
H. BULMER JR. COMPANY
WESTERN LUMBER COMPANY
ROSS HALL & BROWN COMPANY
SOURCES: "THE WESTERN WORLD" APRIL, 1890
-1898 PLAN OF RAT PORTAGE
WINNIPEG RIVER
WINNIPEG RIVER
RABBIT LAKE
ROUND LAKE
TUNNEL ISLAND
WEST BRANCH
EAST BRANCH
DARLINGTON BAY
NORMAN
KENORA
LAURENCE LAKE
LAKE OF THE WOODS
CONEY ISLAND
KEEWATIN

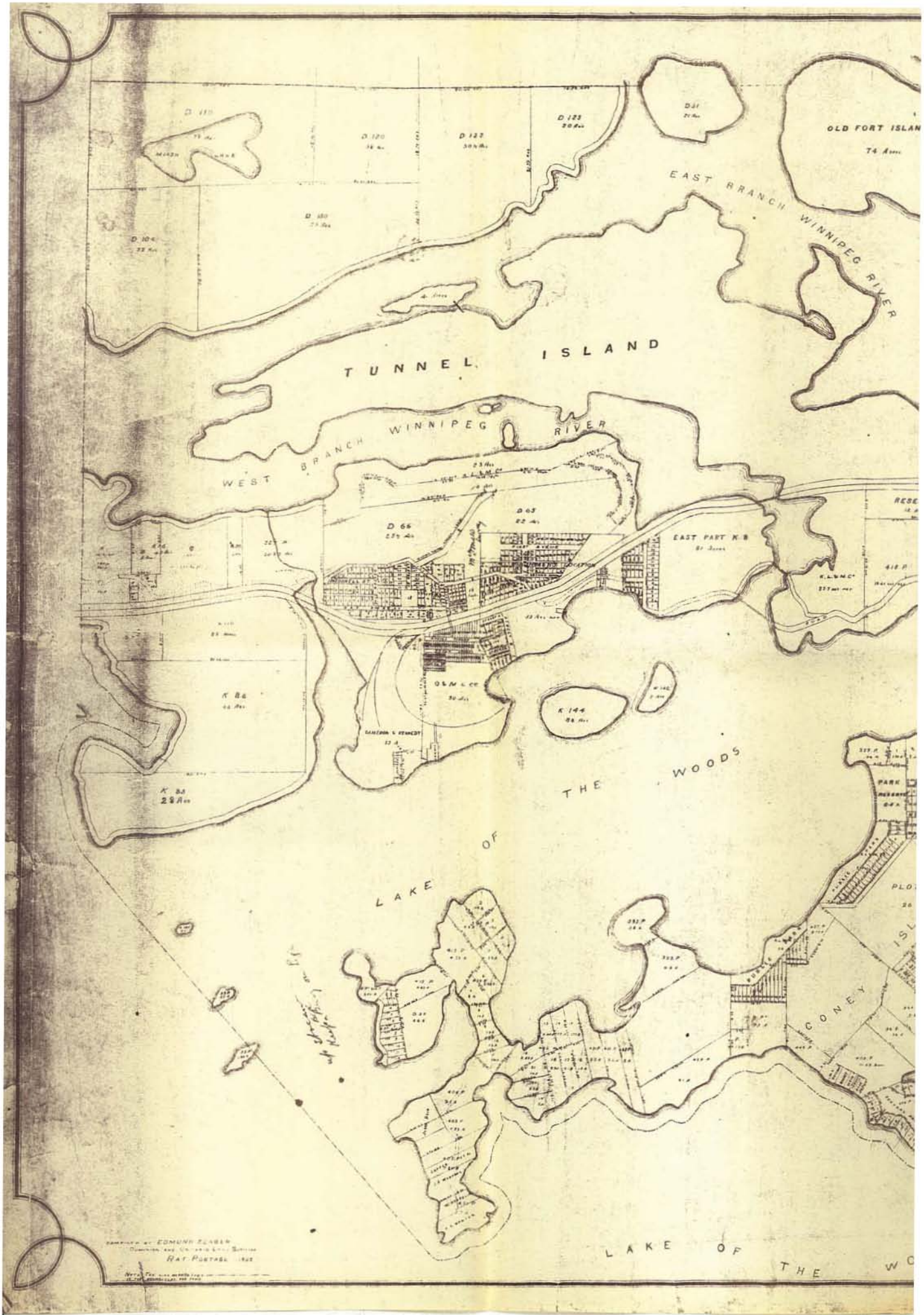
MAP 13

MAP 14

PLAN OF THE TOWN
OF
RAT PORTAGE, 1898

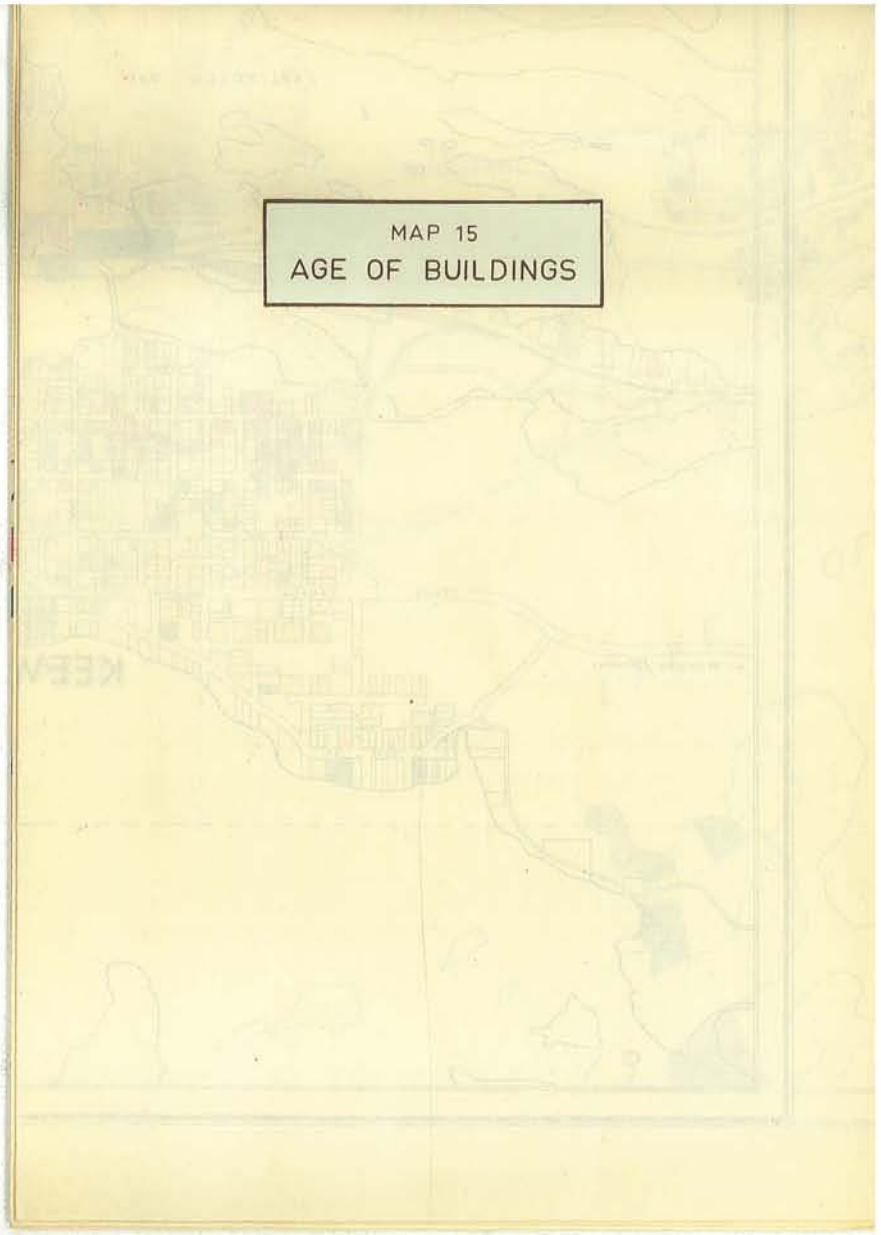

HAMILTON POWDER Co
UNION PARK CEMETERY
CITY PARK
HUDSON'S BAY
COMPANY
RESERVE
MILL RESERVE
LAKE
LAUBENCE
KNIGHT'S LOCATION
PLOT A
WEST
EAST
PLAN
OF THE
MUNICIPALITY
OF THE
TOWN
OF
RAT PORTAG
1898
LAKE OF THE WOODS
ONTARIO

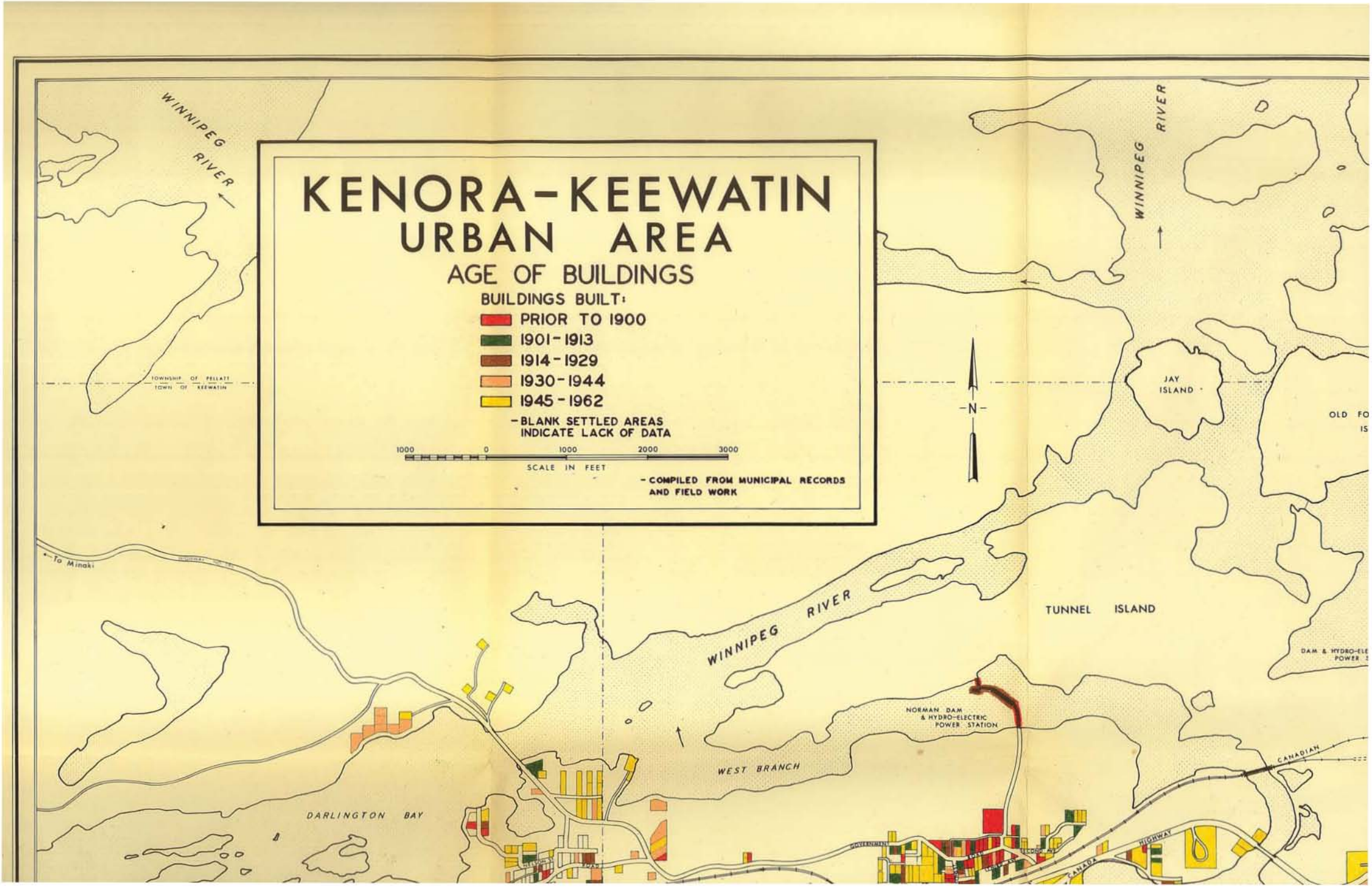
MAP 14

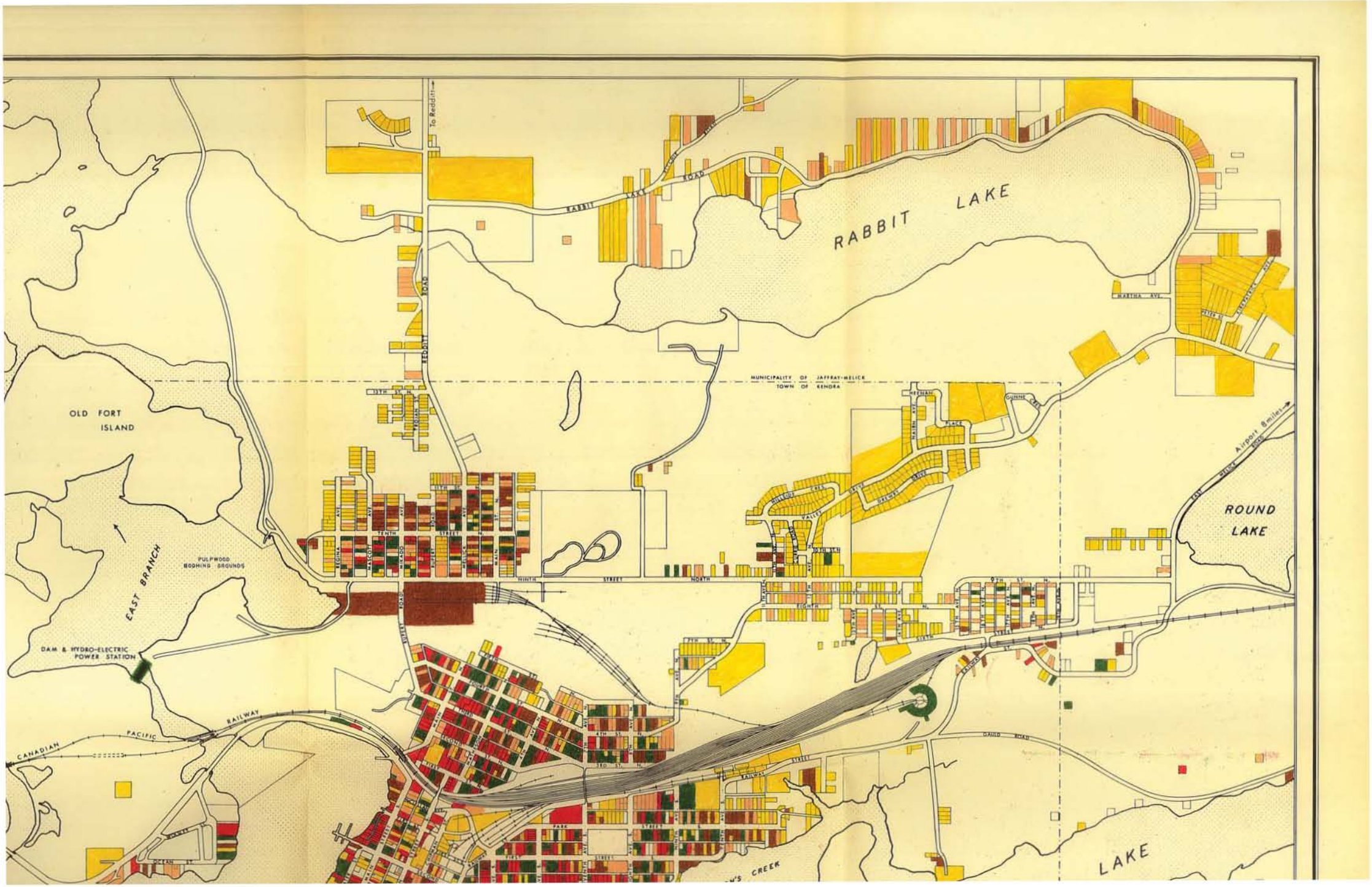

D 111
D 120
D 122
D 123
D 104
D 63
D 66
OLD FORT ISLAN
74 Acres
EAST RRANCH WINNIPEG RIVER
TUNNEL ISLAND
WEST BRANCH WINNIPEG RIVER
EAST PART K 8
K 144
K 86
K 85
28 Acres
THE WOODS
LAKE OF
LAKE OF THE
PARK
CONEY

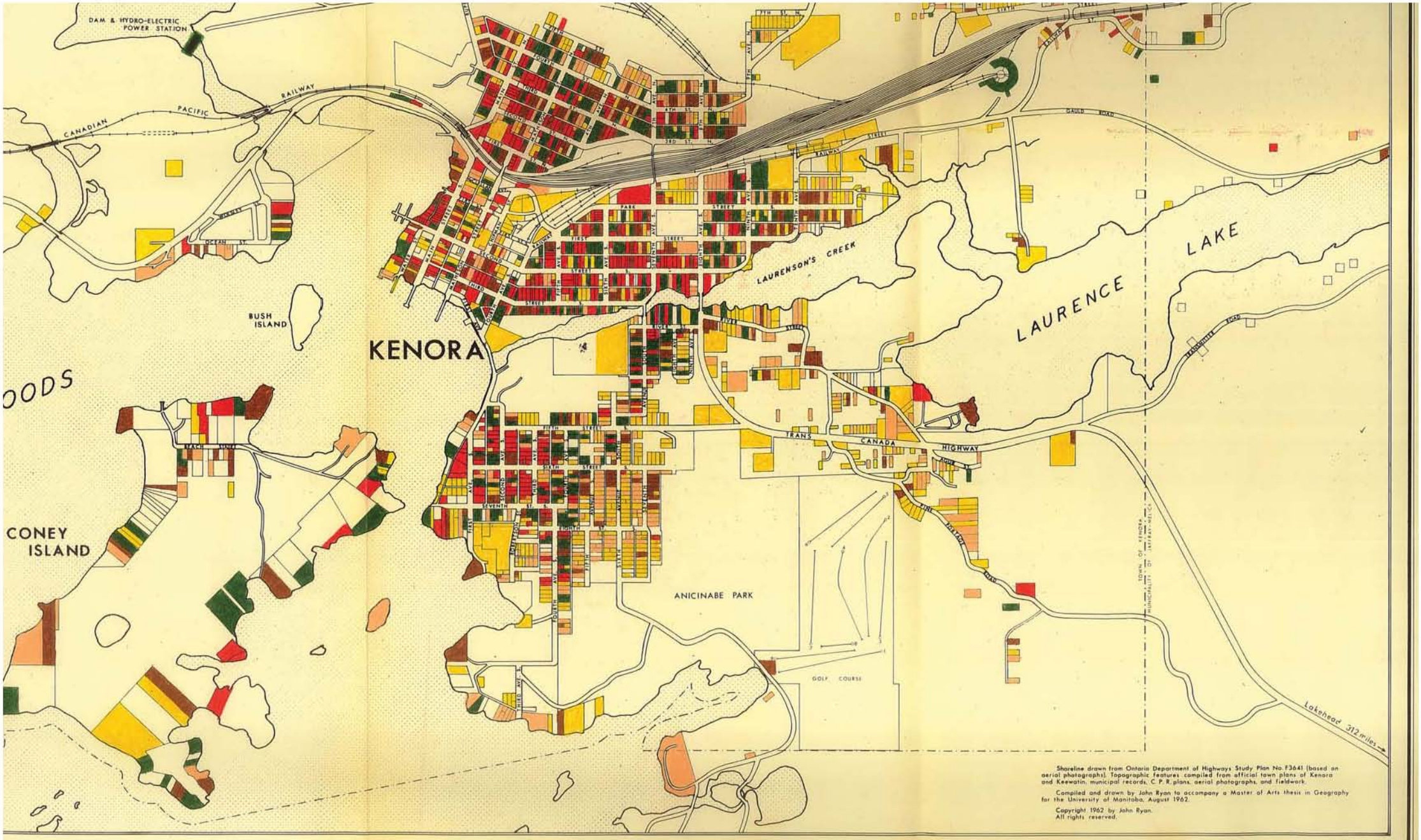
MAP 15

AGE OF BUILDINGS




KENORA-KEEWATIN
URBAN AREA
AGE OF BUILDINGS
BUILDINGS BUILT:
PRIOR TO 1900
1901-1913
1914-1929
1930-1944
1945-1962
-BLANK SETTLED AREAS INDICATE LACK OF DATA
1000 0 1000 2000 3000
SCALE IN FEET
-COMPILED FROM MUNICIPAL RECORDS AND FIELD WORK
WINNIPEG RIVER
WINNIPEG RIVER
WINNIPEG RIVER
TOWNSHIP OF PELLATT
TOWN OF KEEWATIN
JAY ISLAND
OLD FO
IS
-N-
To Minaki
TUNNEL ISLAND
DAM & HYDRO-ELE
POWER
NORMAN DAM & HYDRO-ELECTRIC POWER STATION
WEST BRANCH
DARLINGTON BAY
CANADIAN
HIGHWAY
CANADA


RABBIT LAKE
ROUND LAKE
LAKE
OLD FORT ISLAND
EAST BRANCH
PULPWOOD BOOMING GROUNDS
DAM & HYDRO-ELECTRIC POWER STATION
CANADIAN PACIFIC RAILWAY
To Redditt
RABBIT LAKE ROAD
REDDITT ROAD
MUNICIPALITY OF JAFFRAY-MELICK
TOWN OF KENORA
Airport 8 miles
TENTH STREET
NINTH STREET NORTH
EIGHTH
SEVENTH
SIXTH
FIFTH
FOURTH
THIRD
SECOND
FIRST
RAILWAY STREET
PARK STREETS
DAVID ROAD
MARTHA AVE
GUINNE AVE
HECKMAN PLACE
VALLEY DRIVE
REGINA AVE
MASCOTA AVE
MELICA AVE
MAIN AVE
PINE AVE
OCEAN ST
CREEK

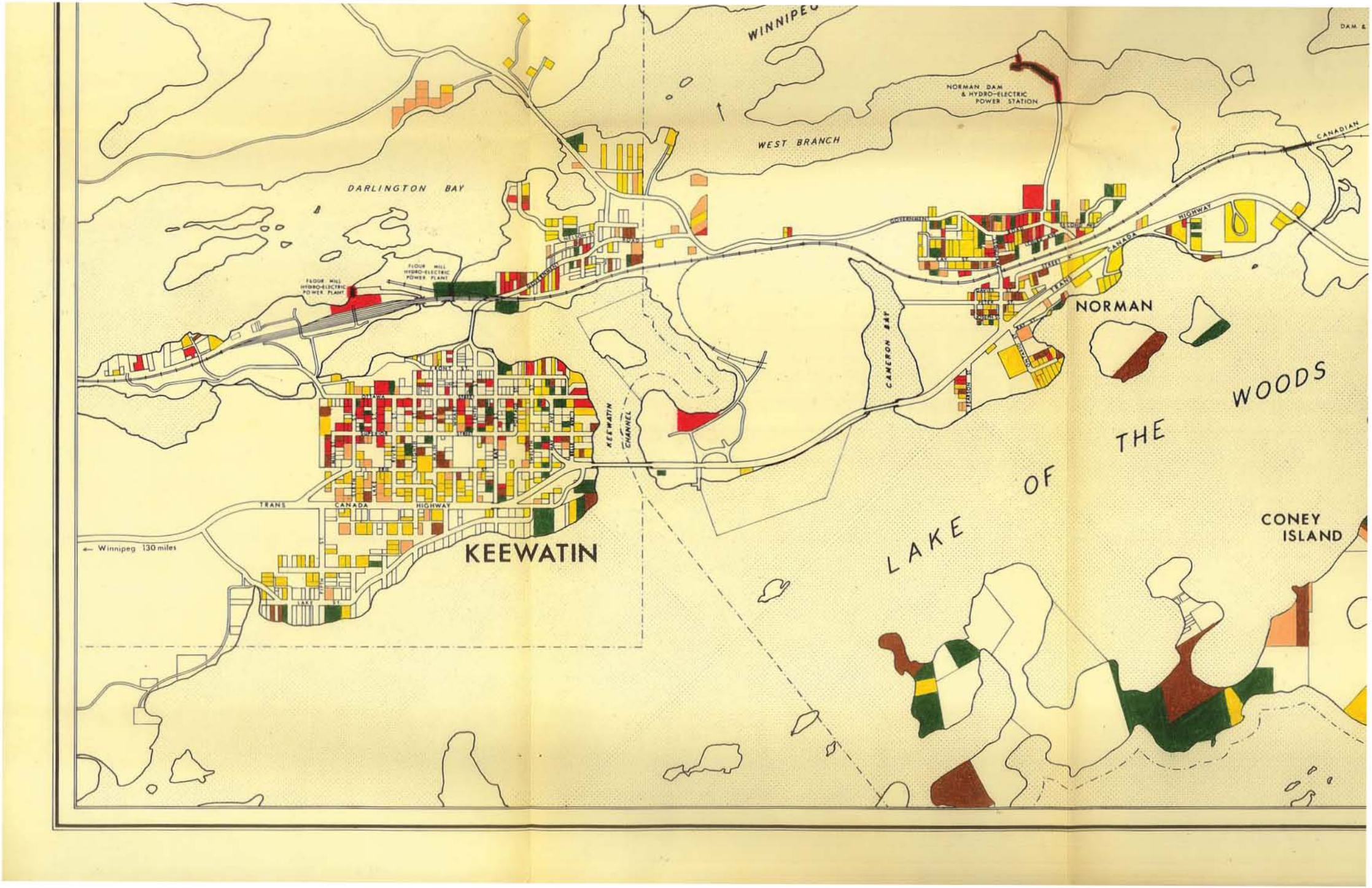


Shoreline drawn from Ontario Department of Highways Study Plan No. F3641 (based on aerial photographs). Topographic features compiled from official town plans of Kenora and Keewatin, municipal records, C. P. R. plans, aerial photographs, and fieldwork.

Compiled and drawn by John Ryan to accompany a Master of Arts thesis in Geography for the University of Manitoba, August 1962.

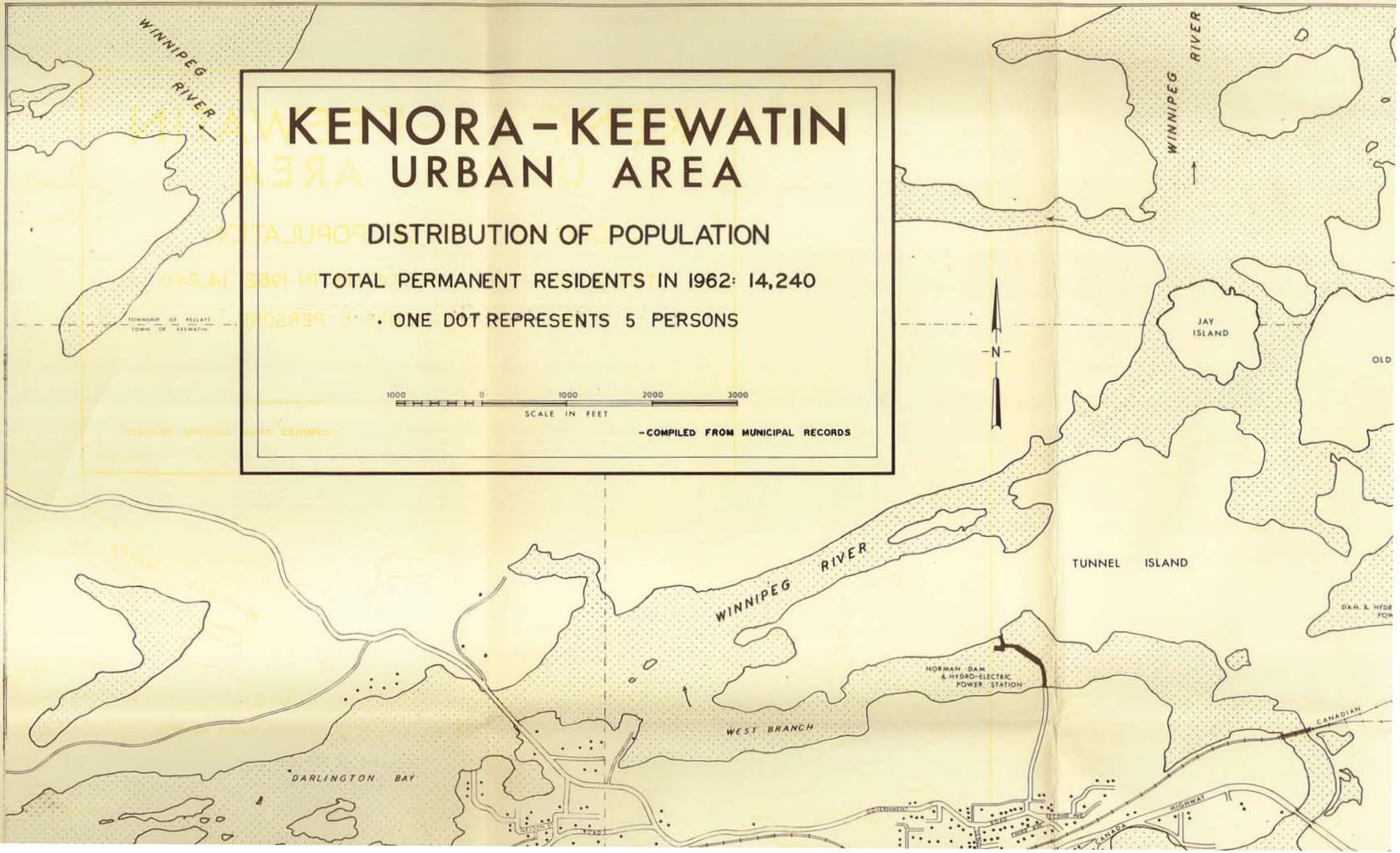
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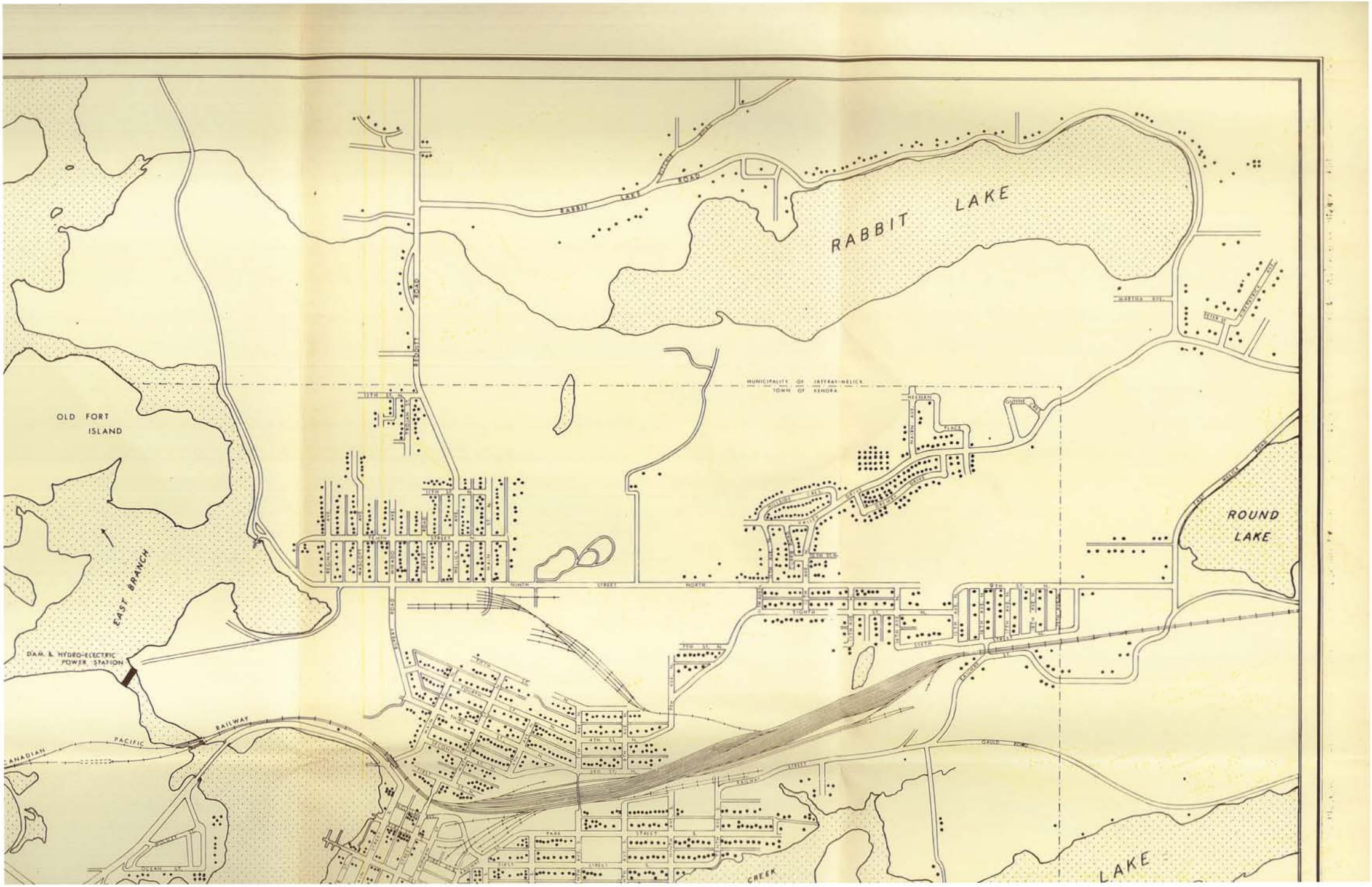
MAP 15

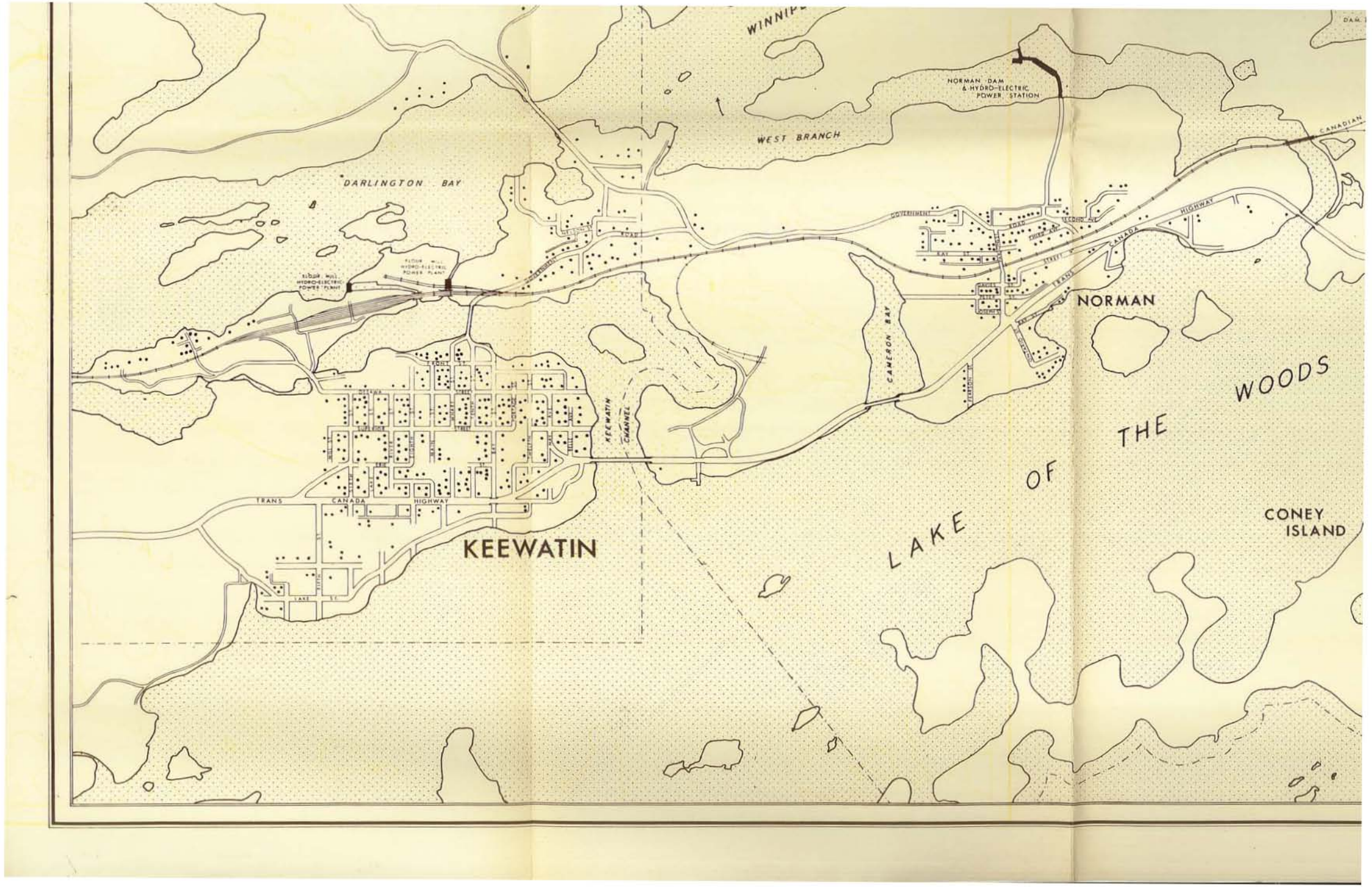

WINNIPEG
DAM &
NORMAN DAM & HYDRO-ELECTRIC POWER STATION
WEST BRANCH
CANADIAN
DARLINGTON BAY
FLOUR MILL HYDRO-ELECTRIC POWER PLANT
FLOUR MILL HYDRO-ELECTRIC POWER PLANT
HIGHWAY
NORMAN
CAMERON BAY
KEEWATIN CHANNEL
OTTAWA
TRANS CANADA HIGHWAY
← Winnipeg 130 miles
KEEWATIN
LAKE OF THE WOODS
CONEY ISLAND

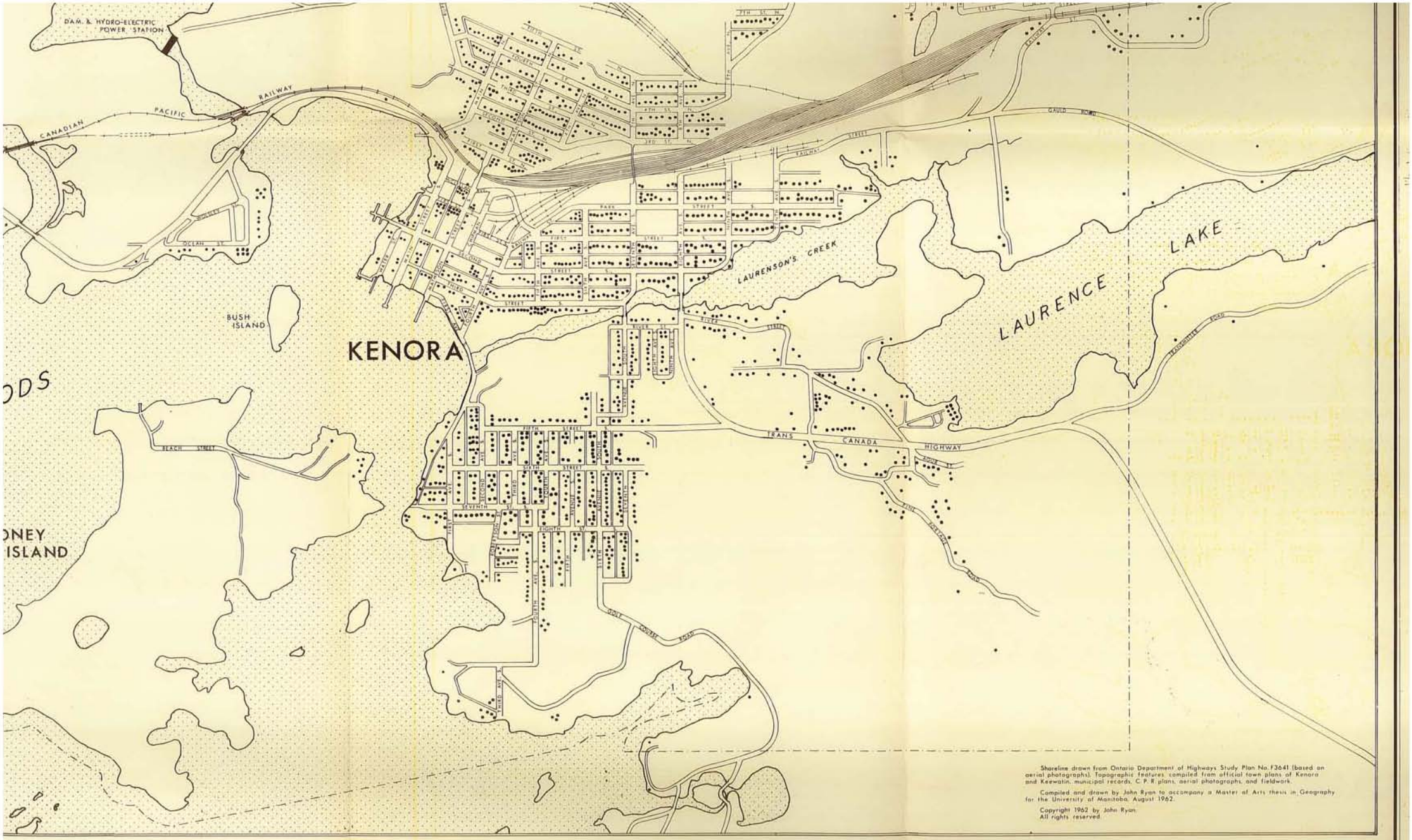
MAP 16

POPULATION DISTRIBUTION, 1962


KENORA-KEEWATIN
URBAN AREA
DISTRIBUTION OF POPULATION
TOTAL PERMANENT RESIDENTS IN 1962: 14,240
• ONE DOT REPRESENTS 5 PERSONS
1000 0 1000 2000 3000
SCALE IN FEET
-COMPILED FROM MUNICIPAL RECORDS
WINNIPEG RIVER
WINNIPEG RIVER
JAY ISLAND
N
TUNNEL ISLAND
WINNIPEG RIVER
NORMAN DAM & HYDRO-ELECTRIC POWER STATION
WEST BRANCH
DARLINGTON BAY
CANADIAN
HIGHWAY


RABBIT LAKE
RABBIT LAKE ROAD
RABBIT ROAD
MUNICIPALITY OF JAFFRAY-MELICK
TOWN OF KENORA
OLD FORT ISLAND
EAST BRANCH
DAM & HYDRO-ELECTRIC POWER STATION
CANADIAN PACIFIC RAILWAY
ROUND LAKE
CREEK
LAKE


WINNIPEG
NORMAN DAM & HYDRO-ELECTRIC POWER STATION
WEST BRANCH
DARLINGTON BAY
CANADIAN
GOVERNMENT
ROAD
SECOND AVE
HIGHWAY
CANADA
TRANS
NORMAN
CAMERON BAY
KEEWATIN CHANNEL
WOODS
THE
OF
LAKE
CONEY ISLAND
KEEWATIN
TRANS CANADA HIGHWAY

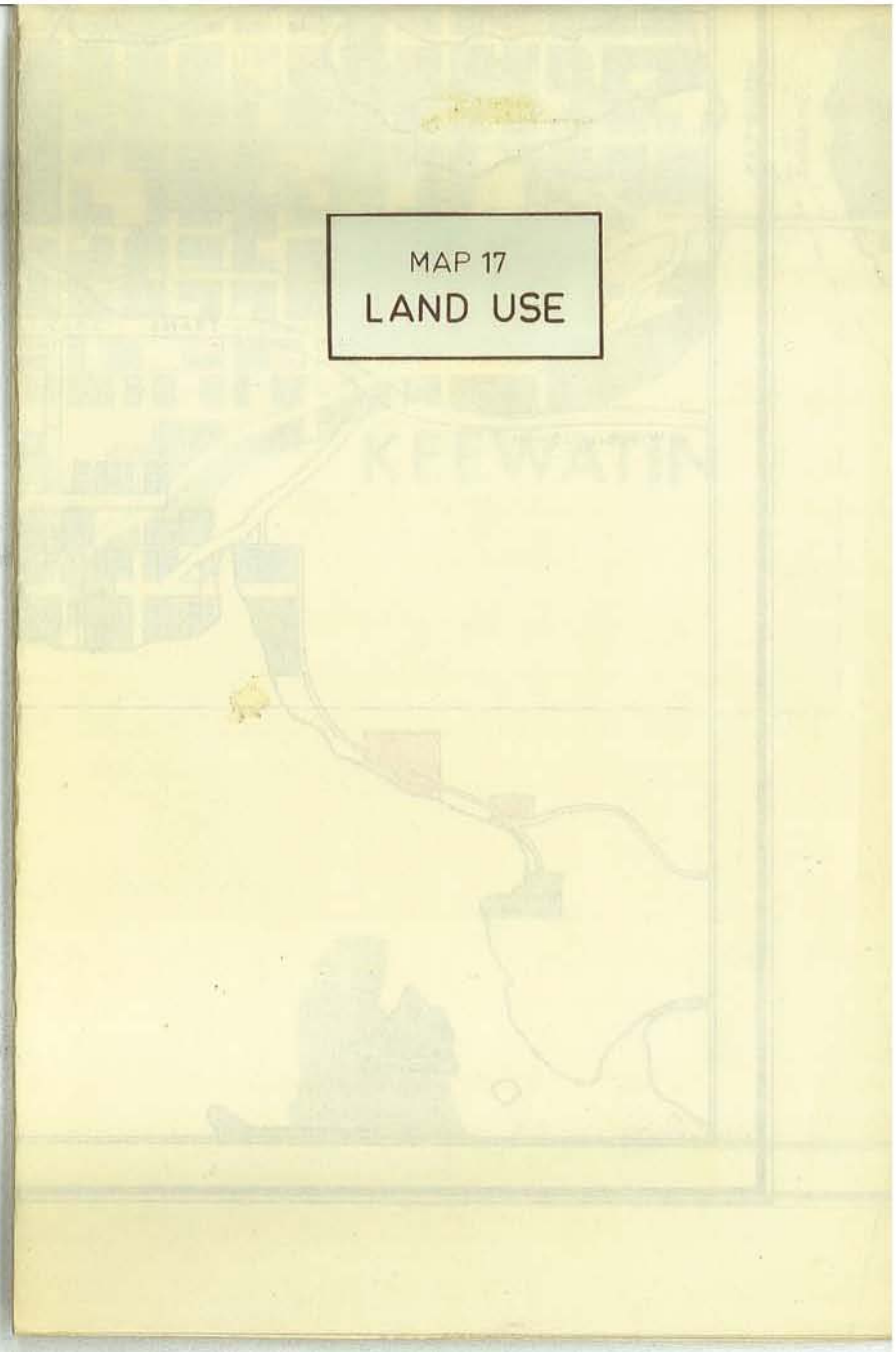


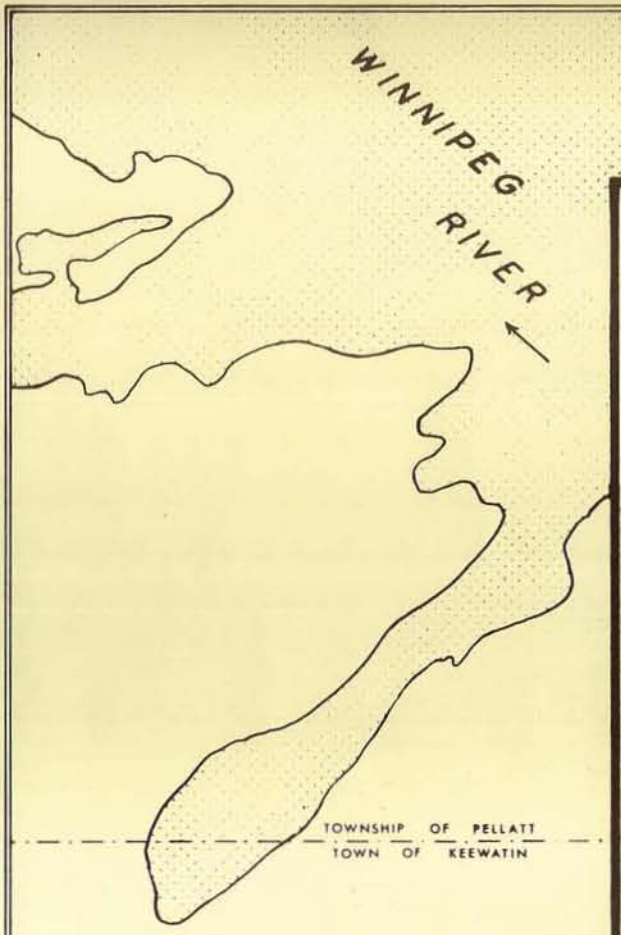
Shoreline drawn from Ontario Department of Highways Study Plan No. F3641 (based on aerial photographs). Topographic features compiled from official town plans of Kenora and Keewatin, municipal records, C. P. R. plans, aerial photographs, and fieldwork.

Compiled and drawn by John Ryan to accompany a Master of Arts thesis in Geography for the University of Manitoba, August 1962.

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MAP 16


MAP 17
LAND USE



KENORA-KEEWATIN
URBAN AREA
LAND USE

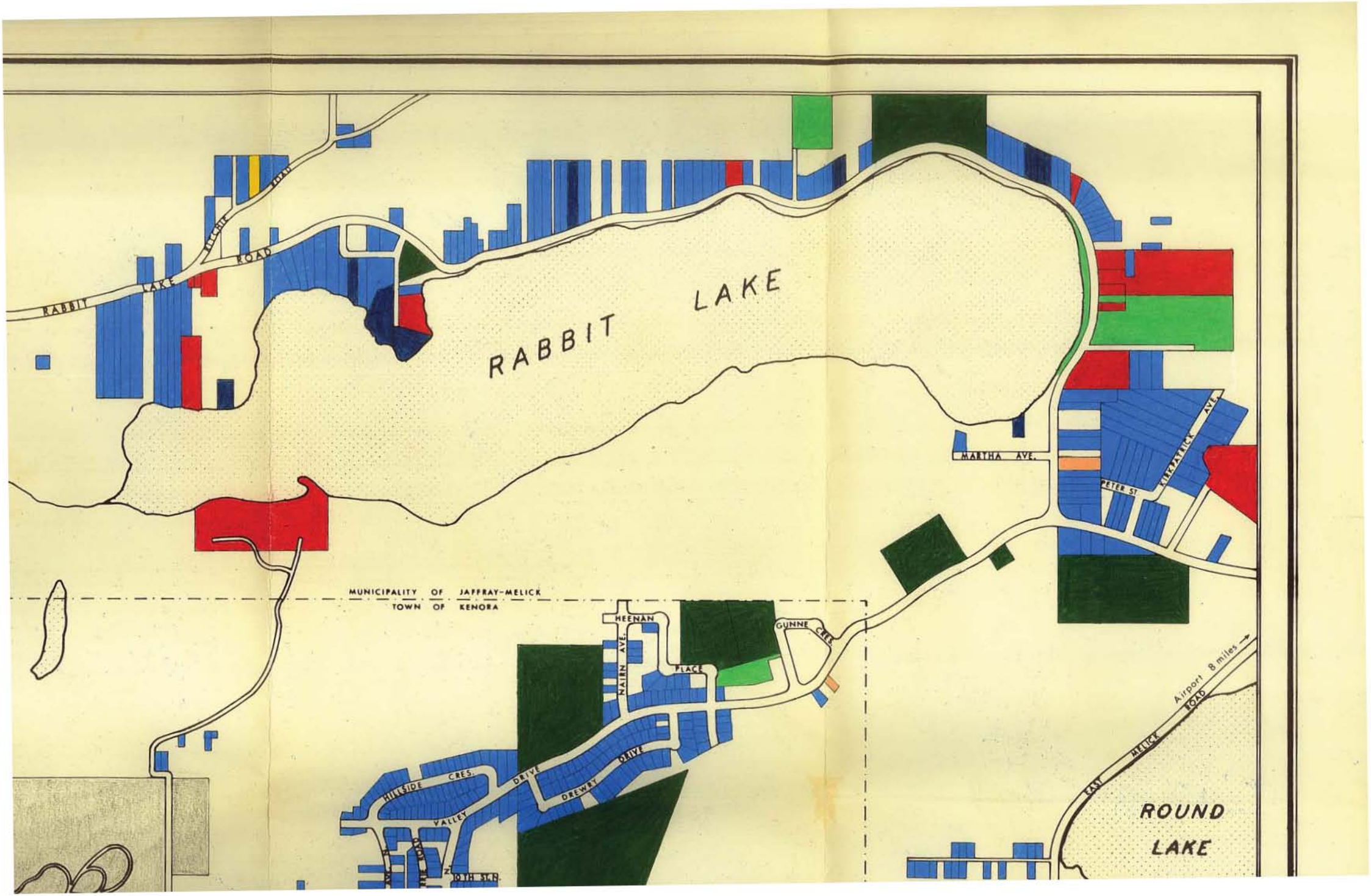
- PERMANENT RESIDENTIAL
- SUMMER RESIDENTIAL
- COMMERCIAL
- INDUSTRIAL
- WAREHOUSE & SHELTERED STORAGE
- PULPWOOD BOOMING GROUNDS
- OPEN STORAGE (PULPWOOD, LUMBER, GARBAGE DISPOSAL, PARKING LOTS, ETC.)
- INSTITUTIONAL (GOV'T BLDG SCHOOLS, HOSPITALS, CHURCHES
- RECREATIONAL (PARKS, ATHLETIC GROUNDS, CLUBS ETC
- TRANSPORTATION (RAILWA BUS, TRUCK, SEAPLANE FACILITI
- UTILITIES (TELEPHONE, HYDRO NATURAL GAS, WATER)
- CEMETERIES
- AGRICULTURAL

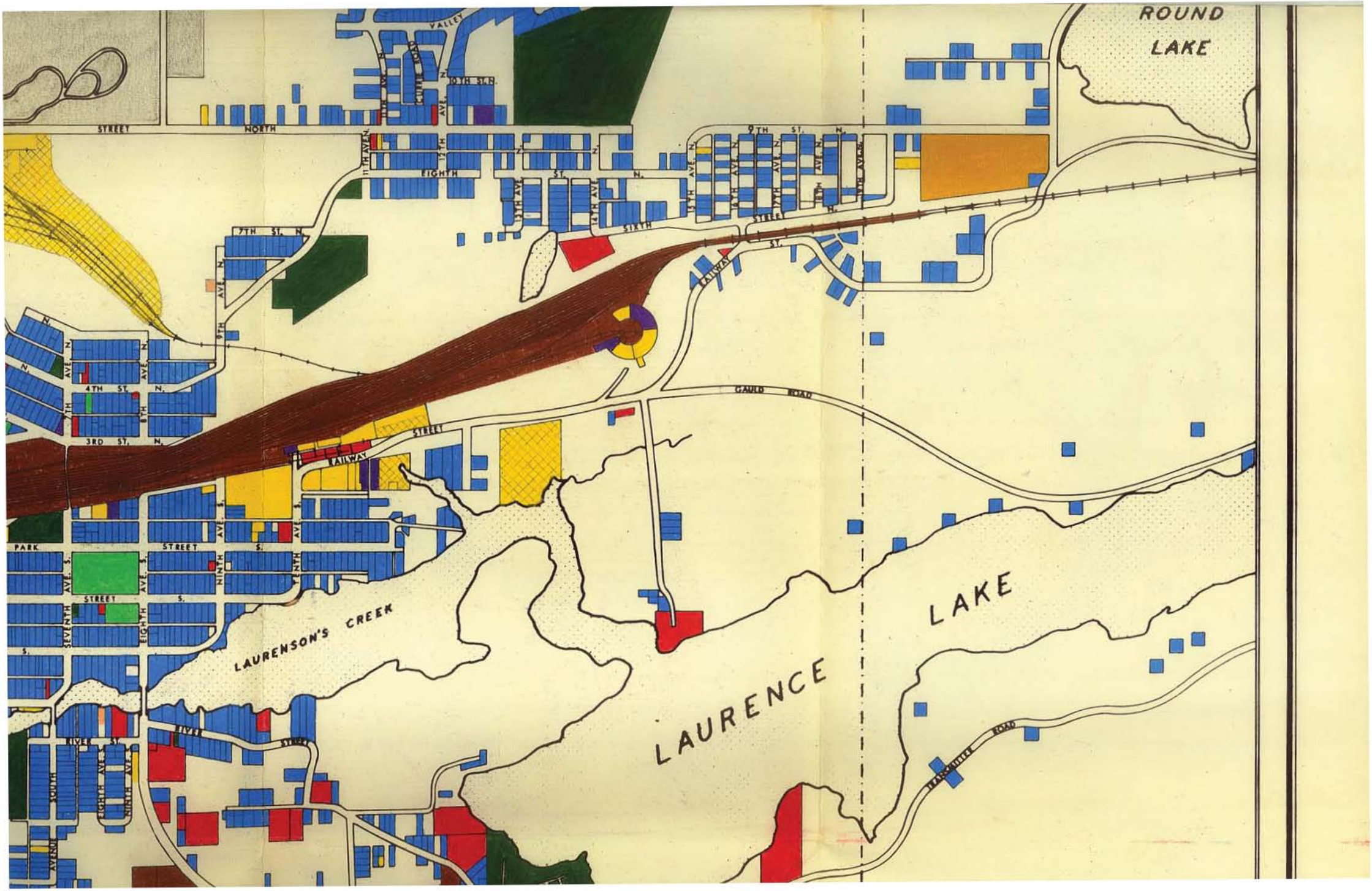
1000 0 1000 2000 3000

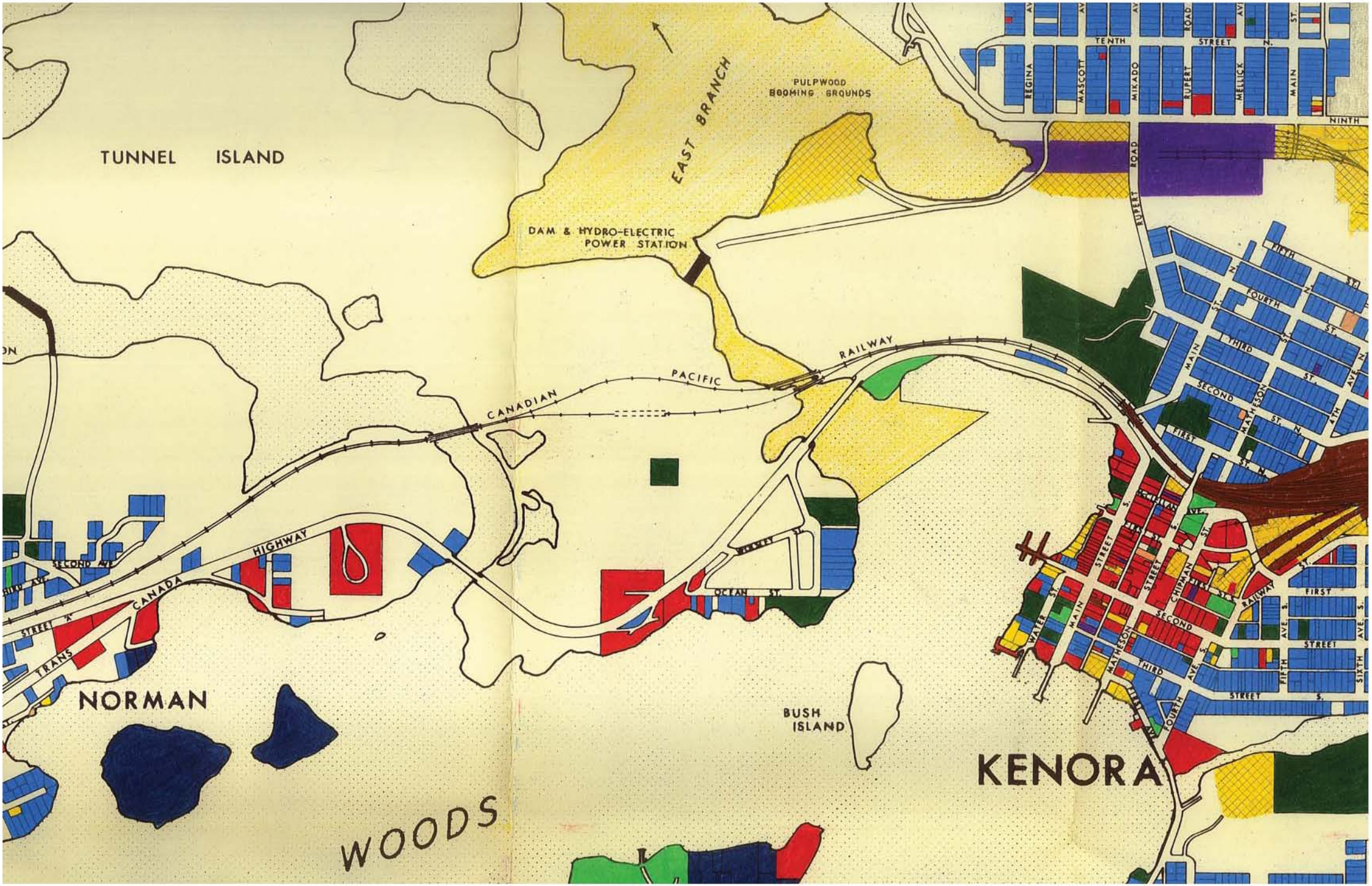
SCALE IN FEET

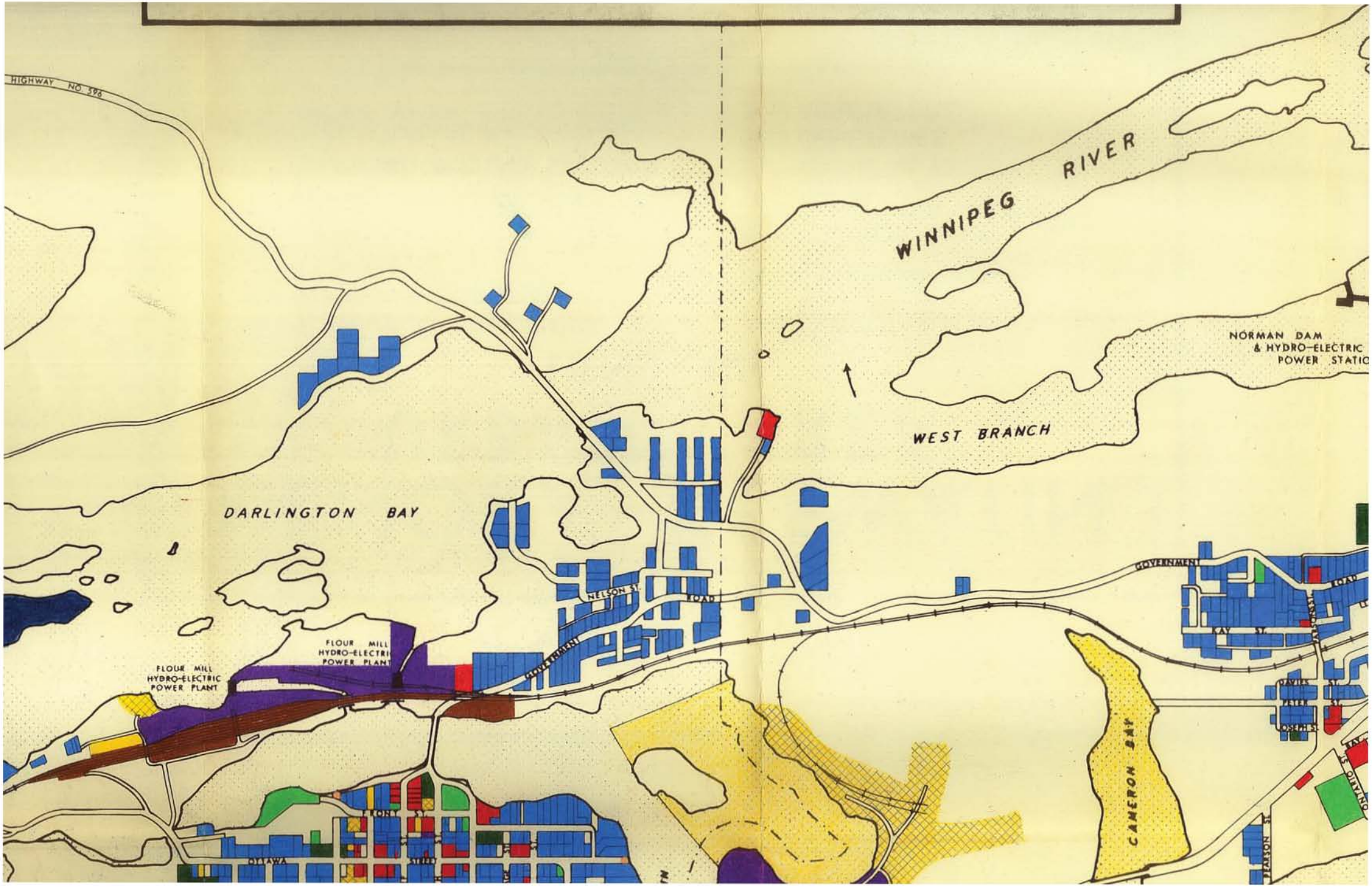
-COMPILED FROM MUNICIPAL AND FIELD WORK

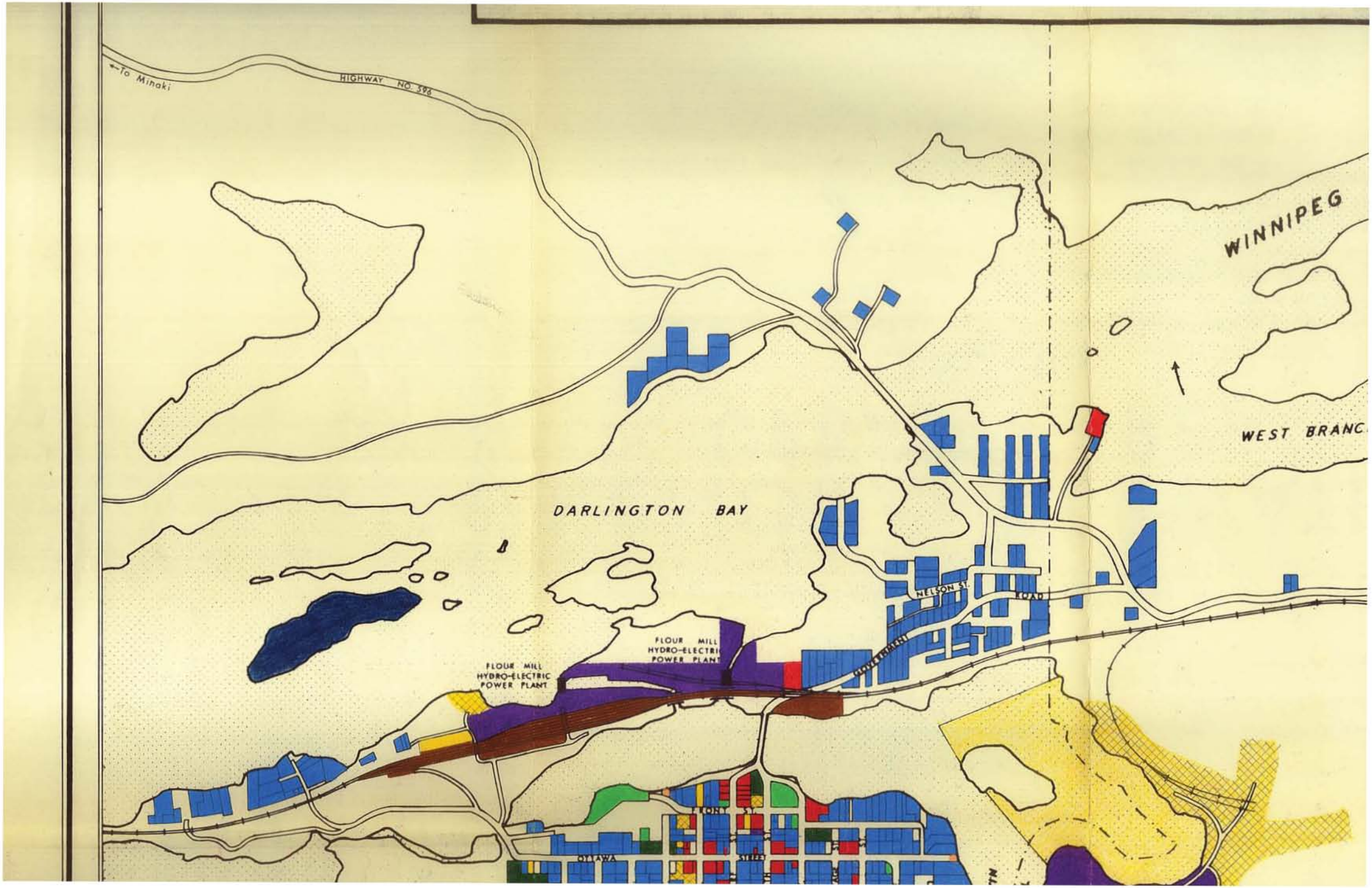
To Redditt
ROAD
REDDITT
TROJAN ST.
13TH
11TH
ROAD
AVE.
AVE.
AVE.
STREET
OLD FORT ISLAND
JAY ISLAND
WINNIPEG RIVER
N

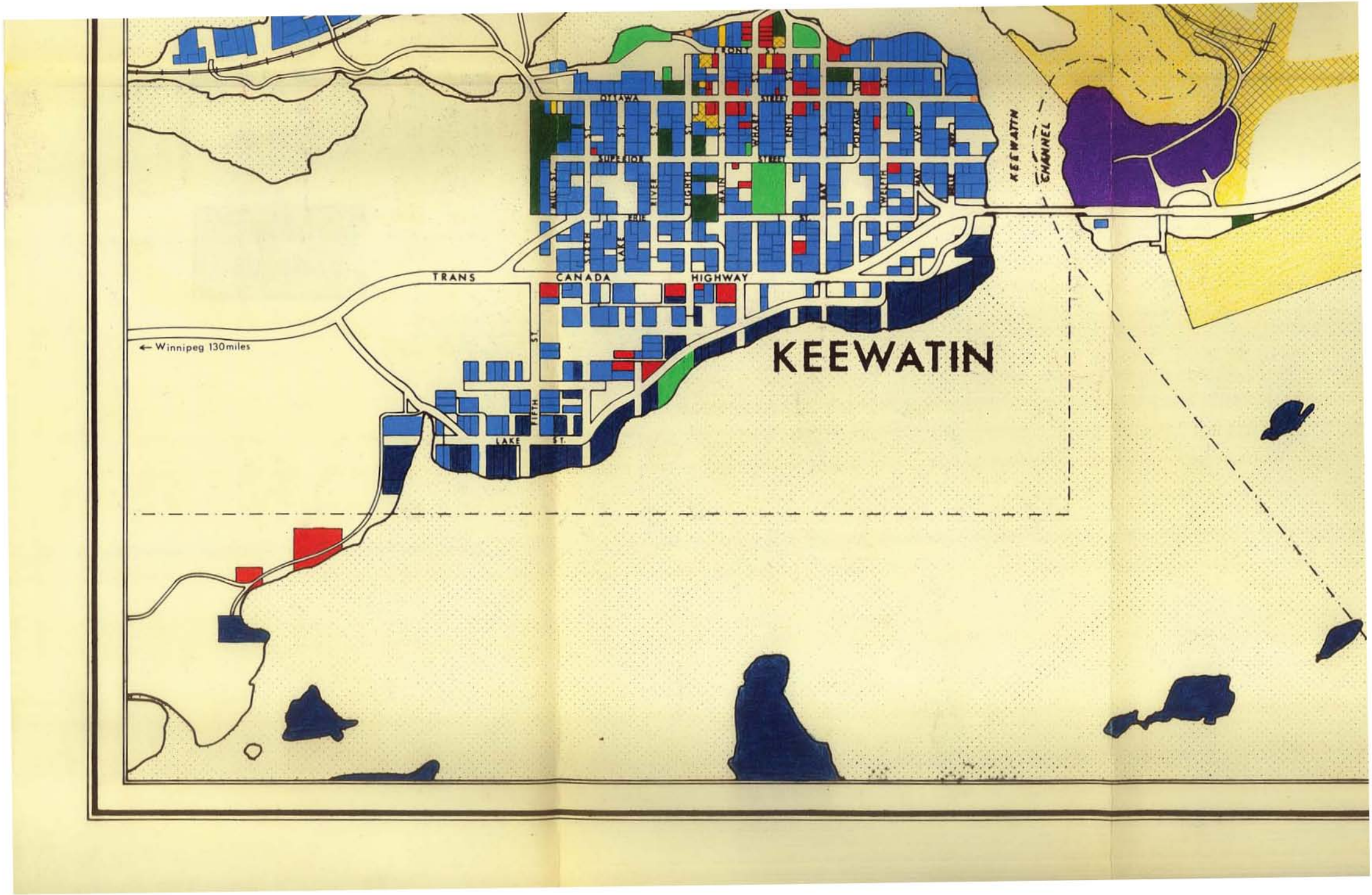

RABBIT LAKE
RABBIT LAKE ROAD
MARTHA AVE.
PETER ST.
KILKENNY AVE.
MUNICIPALITY OF JAFFRAY-MELICK
TOWN OF KENORA
HEENAN
NAIRN AVE.
PLACE
GUNNE CRES.
HILLSIDE CRES.
DRIVE
VALLEY
DRIVE
DREWRY
DRIVE
EAST MELICK ROAD
Airport 8 miles
ROUND LAKE

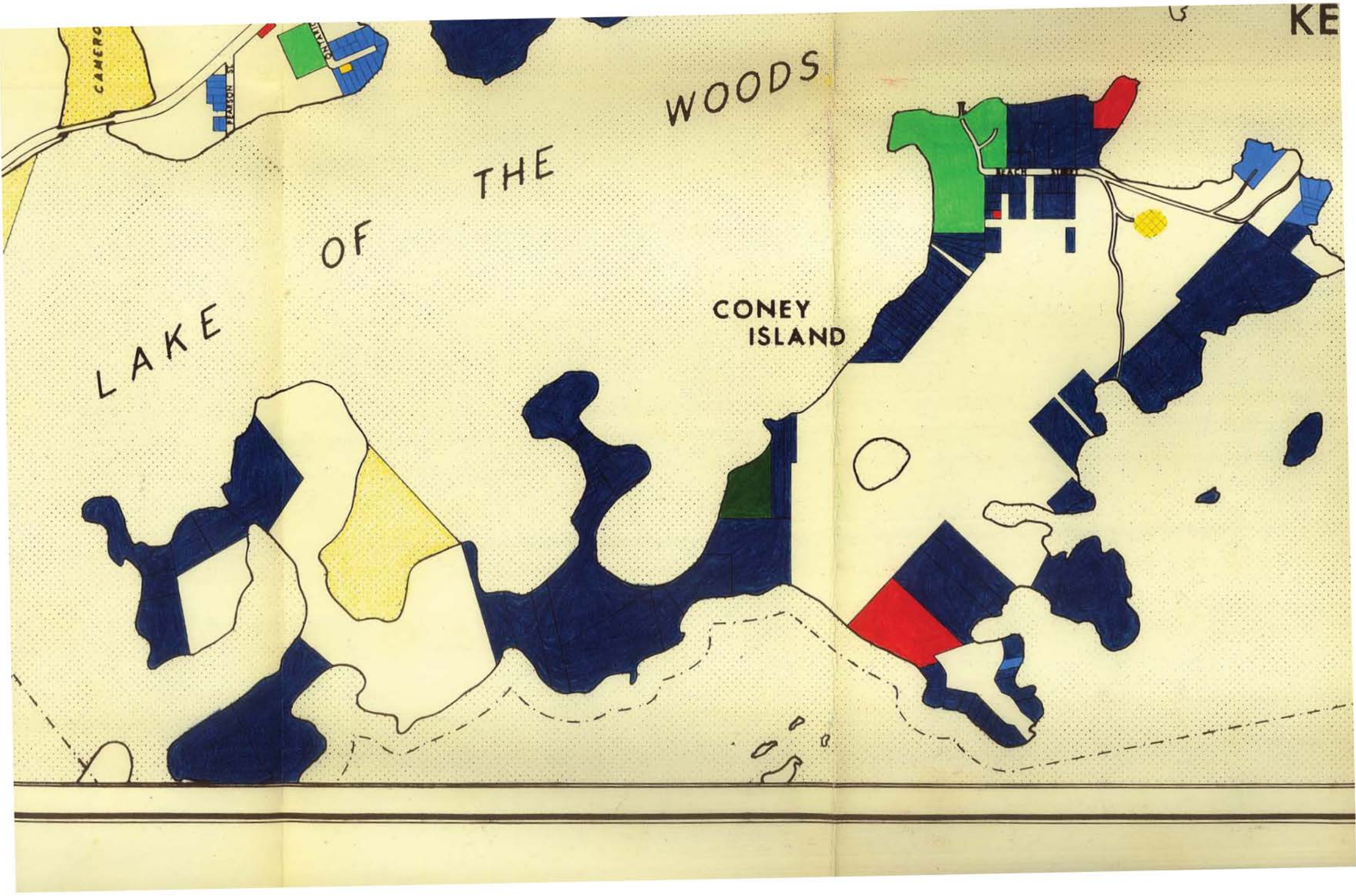

ROUND
LAKE
LAURENCE
LAKE
LAURENSON'S CREEK
VALLEY
STREET
NORTH
EIGHTH
STREET
SIXTH
STREET
RAILWAY
GAUEL ROAD
PARK
STREET
RIVER
STREET
RAILWAY
STREET
3RD ST. N.
4TH ST. N.
7TH ST. N.
9TH ST. N.
10TH ST. N.
11TH AVE. N.
12TH AVE. N.
13TH AVE. N.
14TH AVE. N.
15TH AVE. N.
16TH AVE. N.
17TH AVE. N.
18TH AVE. N.
5TH AVE. N.
6TH AVE. N.
7TH AVE. N.
8TH AVE. N.
AVE. S.
NINTH
TENTH
SEVENTH
EIGHTH
SOUTH
AVENUE

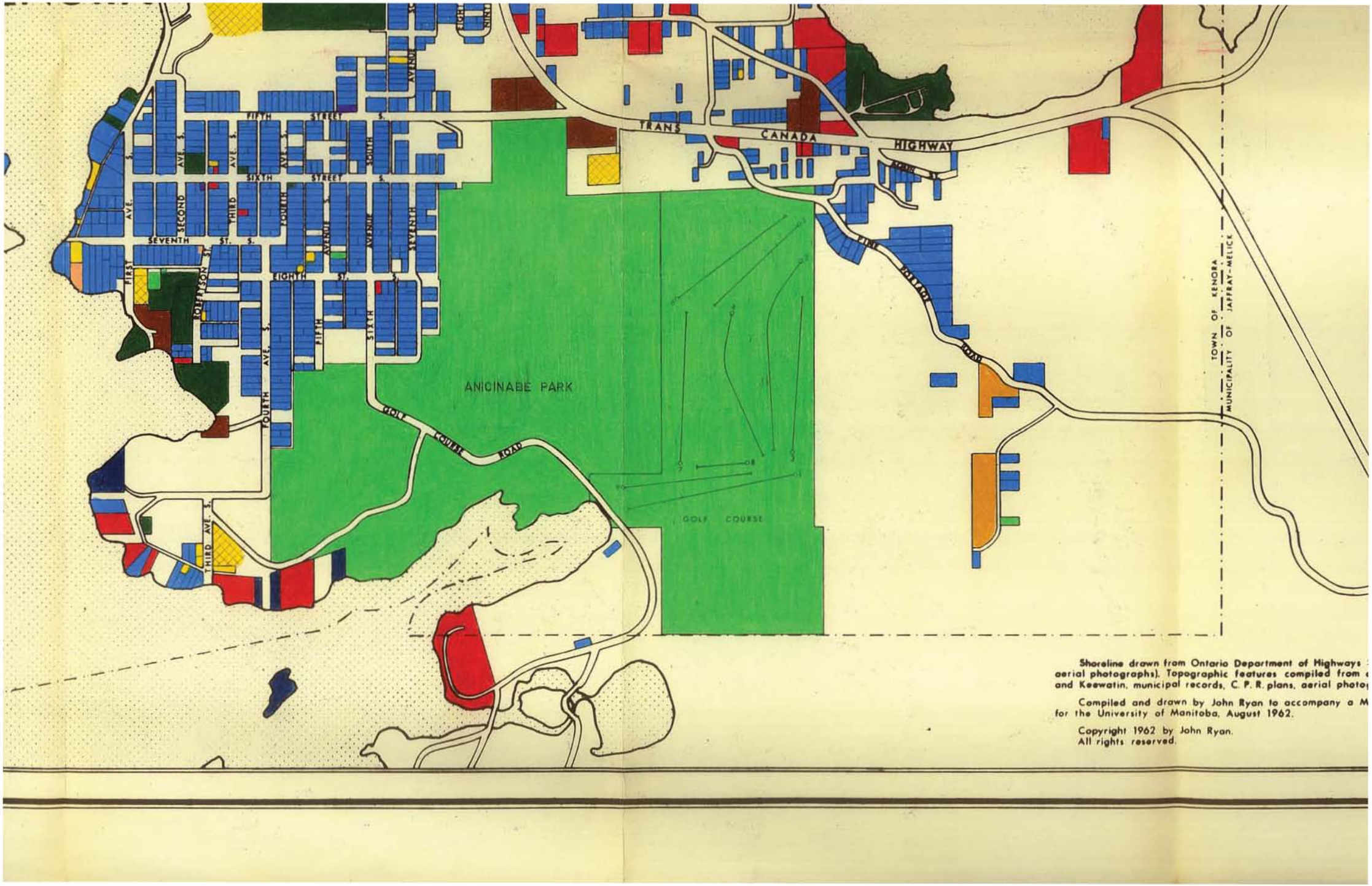

TUNNEL ISLAND
EAST BRANCH
PULPWOOD BOOMING GROUNDS
DAM & HYDRO-ELECTRIC POWER STATION
RUPERT ROAD
TENTH STREET N.
NINTH
REGINA
MASCOTT
MIKADO
RUPERT
MELLICK
MAIN
FIFTH ST. N.
FOURTH ST. N.
THIRD ST. N.
SECOND ST. N.
FIRST ST.
MATHESON ST. N.
RAILWAY
PACIFIC
CANADIAN
HIGHWAY
CANADA
TRANS
SECOND AVE.
STREET "A"
OCEAN ST.
NORMAN
BUSH ISLAND
WOODS
KENORA
WATER ST.
MAIN STREET
SHIPMAN STREET
MATHESON
FIRST AVE. S.
SECOND AVE. S.
THIRD AVE. S.
FOURTH AVE. S.
FIFTH AVE. S.
SIXTH AVE. S.
FIRST STREET S.
SECOND STREET S.
THIRD STREET S.
FOURTH STREET S.
FIFTH STREET S.


HIGHWAY NO. 396
WINNIPEG RIVER
NORMAN DAM
& HYDRO-ELECTRIC
POWER STATIO
WEST BRANCH
DARLINGTON BAY
FLOUR MILL
HYDRO-ELECTRIC
POWER PLANT
FLOUR MILL
HYDRO-ELECTRI
POWER PLANT
NELSON ST.
ROAD
GOVERNMENT
ROAD
KAY ST.
DAVIES
JESSE
ST.
JOSEPH ST.
ONTARIO ST.
FRONT ST.
OTTAWA
CAMERON BAY
JEMISON ST.


←To Minaki
HIGHWAY NO. 596
WINNIPEG
WEST BRANC
DARLINGTON BAY
NELSON ST.
ROAD
FLOUR MILL
HYDRO-ELECTRIC
POWER PLANT
FLOUR MILL
HYDRO-ELECTRIC
POWER PLANT
OTTAWA
STREET


KEEWATIN
TRANS CANADA HIGHWAY
← Winnipeg 130miles
KEEWATIN CHANNEL
LAKE ST.
FIFTH ST.
OTTAWA STREET
SUPERIOR ST.
LAKE ERIE
RIVER
EIGHTH AVE.
MAIN ST.
WHARF
TENTH AVE.
COURAGE
WATER ST.
BAY ST.
PAUL ST.

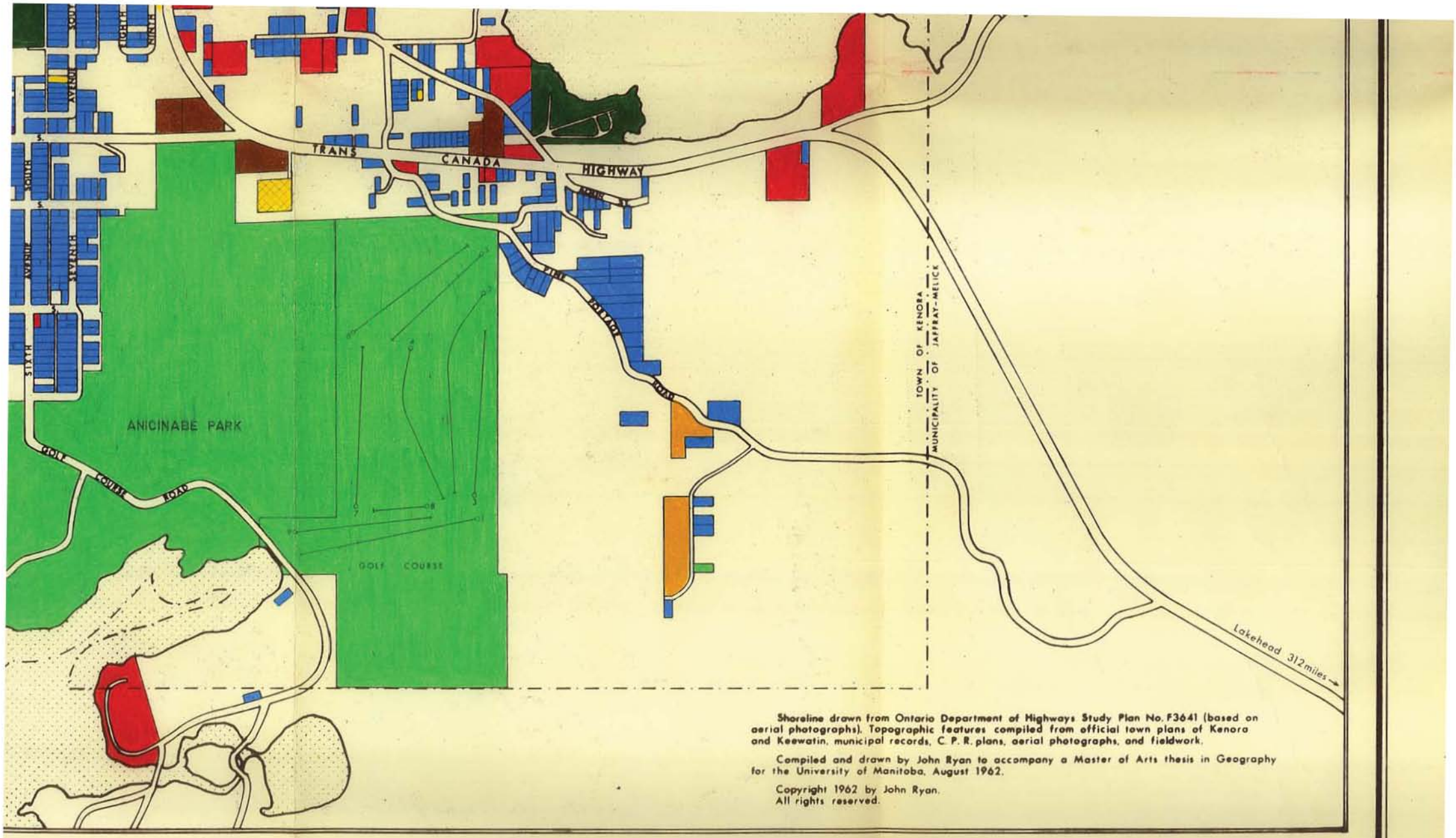

CAMERON
PEARSON ST
ONTARIO
WOODS
THE
OF
LAKE
CONEY
ISLAND
KE



Shoreline drawn from Ontario Department of Highways
aerial photographs). Topographic features compiled from
and Keewatin, municipal records, C. P. R. plans, aerial photo

Compiled and drawn by John Ryan to accompany a M
for the University of Manitoba, August 1962.

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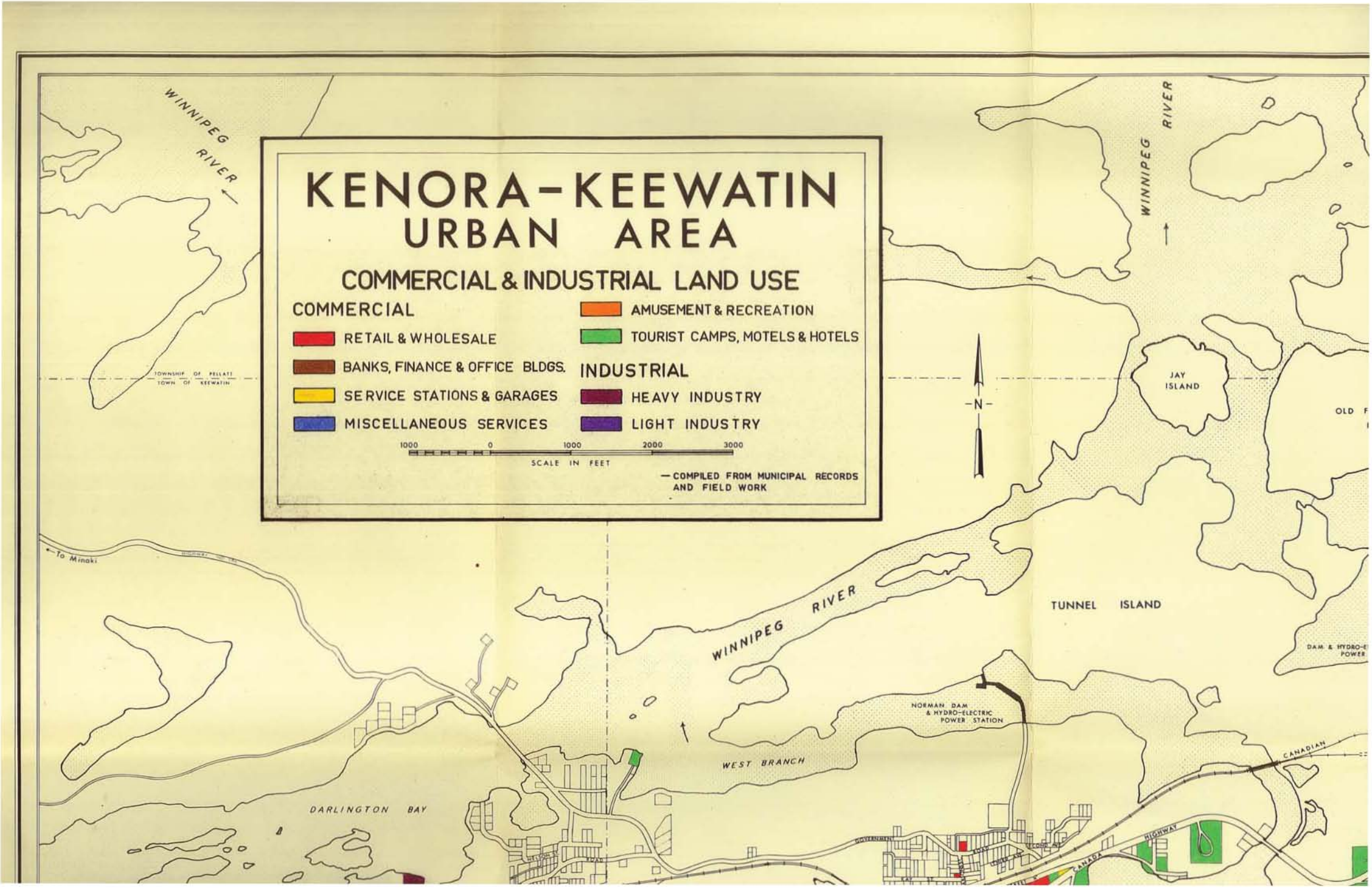
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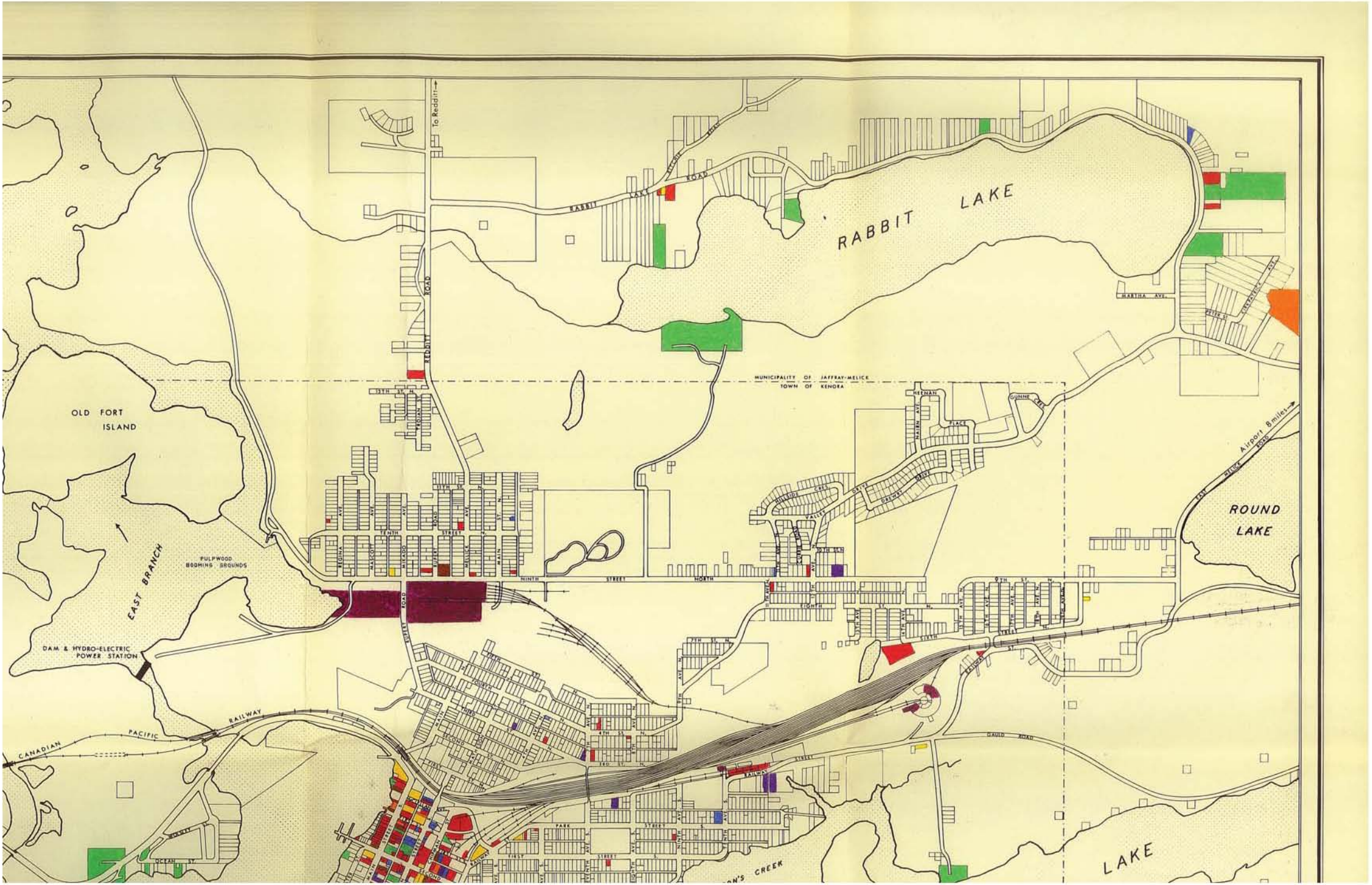
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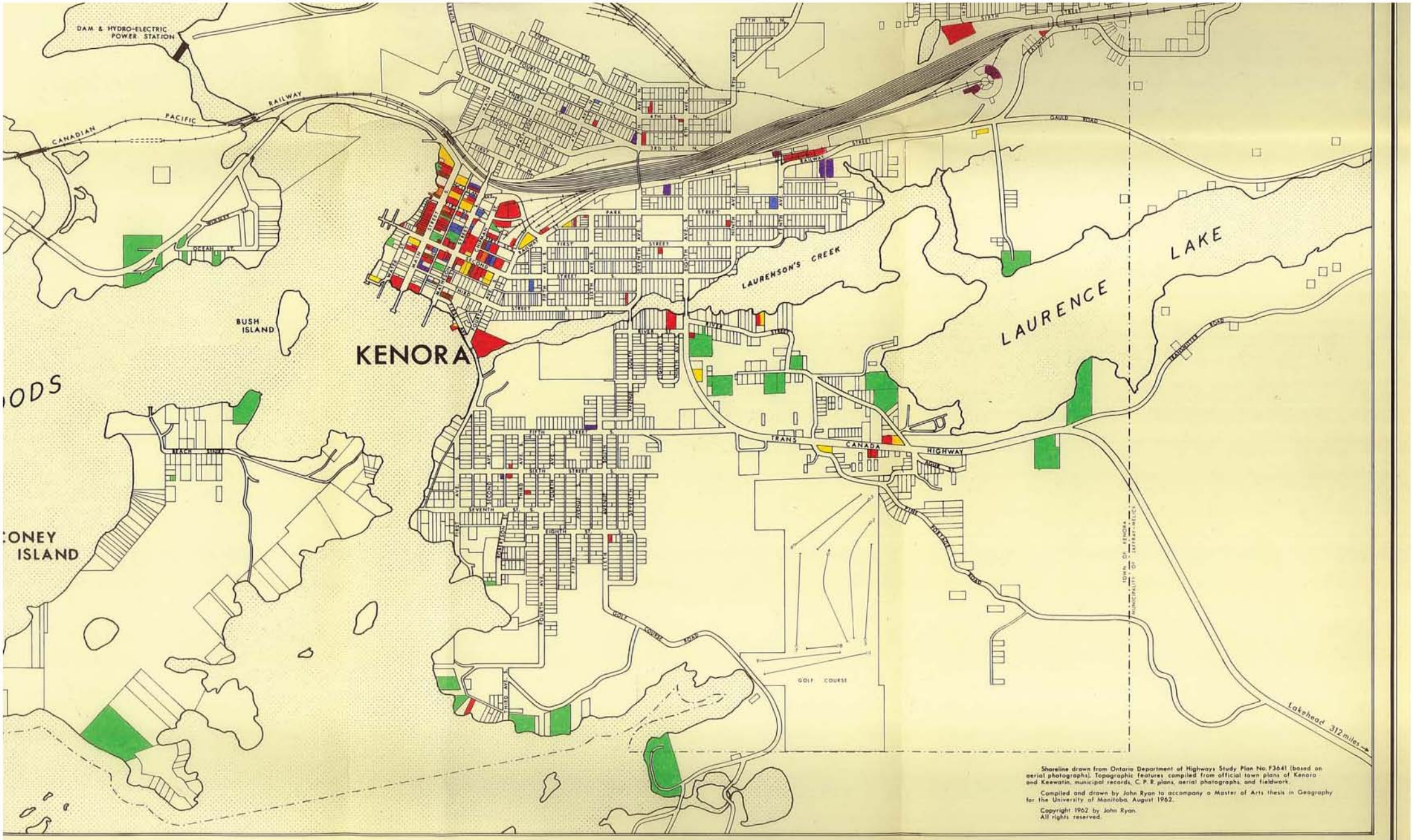
MAP 17

MAP 18

INDUSTRIAL AND COMMERCIAL LAND USE


KENORA - KEEWATIN
URBAN AREA
COMMERCIAL & INDUSTRIAL LAND USE
COMMERCIAL
RETAIL & WHOLESALE
BANKS, FINANCE & OFFICE BLDGS.
SERVICE STATIONS & GARAGES
MISCELLANEOUS SERVICES
AMUSEMENT & RECREATION
TOURIST CAMPS, MOTELS & HOTELS
INDUSTRIAL
HEAVY INDUSTRY
LIGHT INDUSTRY
1000 0 1000 2000 3000
SCALE IN FEET
— COMPILED FROM MUNICIPAL RECORDS AND FIELD WORK
WINNIPEG RIVER
WINNIPEG RIVER
WINNIPEG RIVER
TOWNSHIP OF PELLATT
TOWN OF KEEWATIN
JAY ISLAND
OLD F
N
← To Minaki
TUNNEL ISLAND
DAM & HYDRO-E POWER
NORMAN DAM & HYDRO-ELECTRIC POWER STATION
WEST BRANCH
DARLINGTON BAY
CANADIAN
HIGHWAY
HAVENDEN
MAIN
SECOND
THIRD
PARK
CANADA

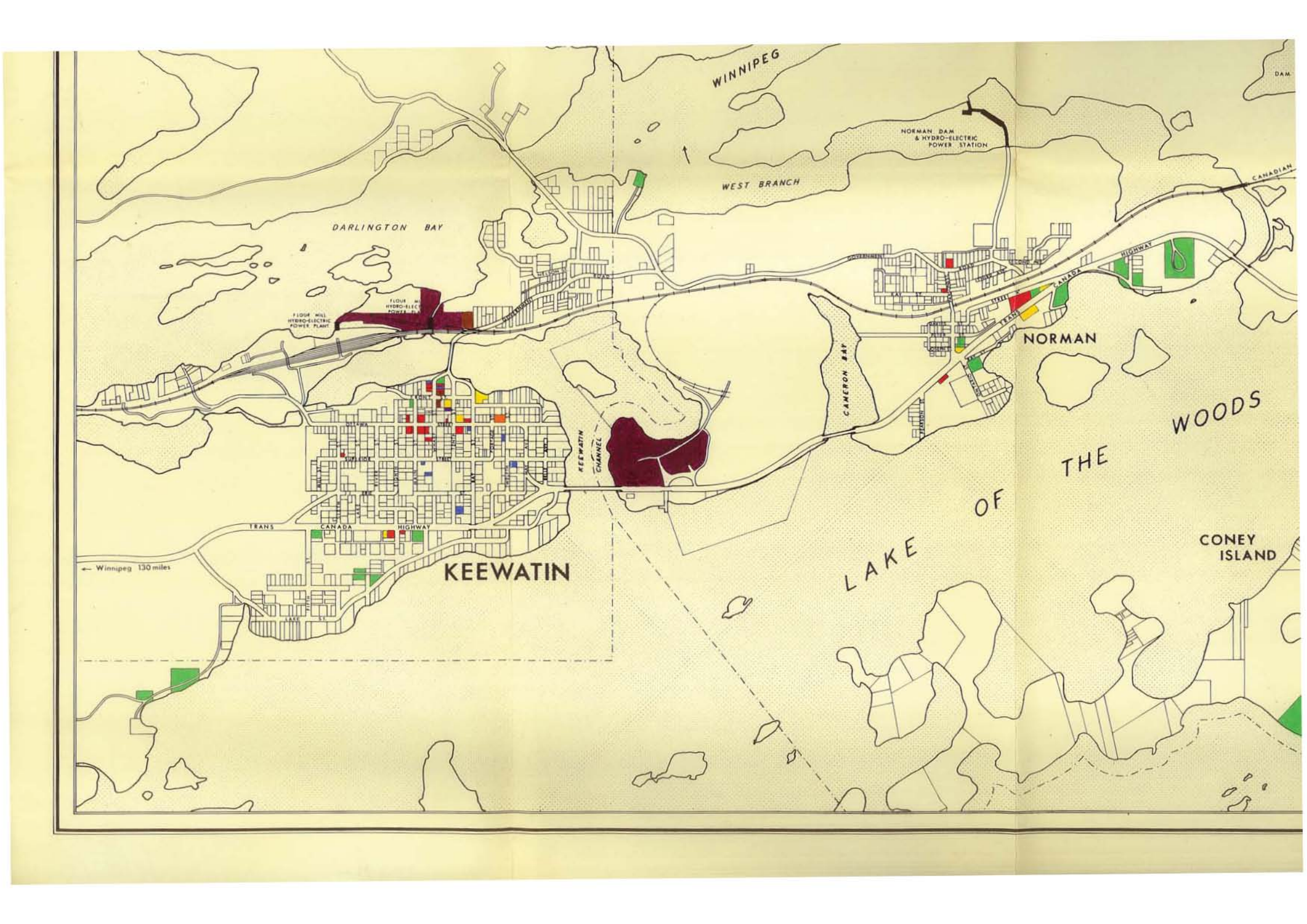

RABBIT LAKE
ROUND LAKE
LAKE
OLD FORT ISLAND
EAST BRANCH
PULPWOOD BOOMING GROUNDS
DAM & HYDRO-ELECTRIC POWER STATION
CANADIAN PACIFIC RAILWAY
MUNICIPALITY OF JAFFRAY-MELICK
TOWN OF KENORA
To Redditt
REDDITT ROAD
RABBIT LAKE ROAD
MARTHA AVE.
HEENAN
GUINNE
PLACE
NINTH STREET NORTH
TENTH STREET
SEVENTH STREET
FOURTH STREET
THIRD STREET
SECOND STREET
FIRST STREET
PARK STREET
RAILWAY STREET
GAUDO ROAD
OCEAN ST.
Airport 8 miles
EAST BRANCH ROAD



Shoreline drawn from Ontario Department of Highways Study Plan No. F3641 (based on aerial photographs). Topographic features compiled from official town plans of Kenora and Keewatin, municipal records, C. P. R. plans, aerial photographs, and fieldwork.

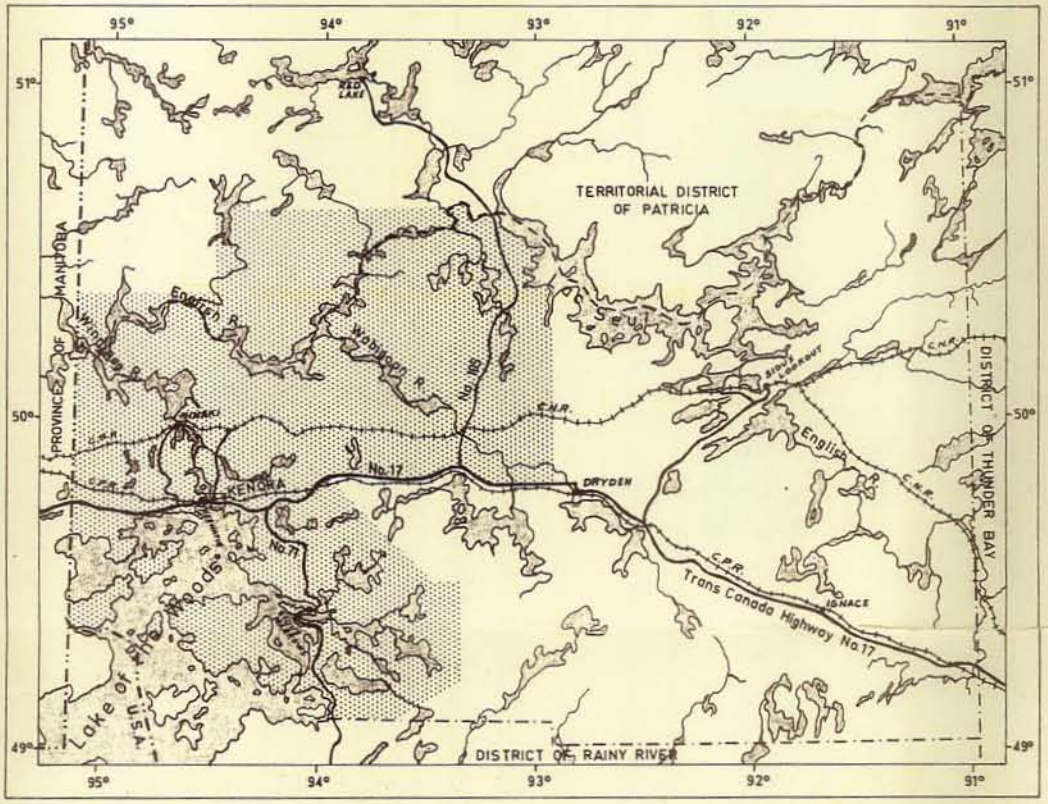
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WINNIPEG
DAM
NORMAN DAM & HYDRO-ELECTRIC POWER STATION
WEST BRANCH
CANADIAN
DARLINGTON BAY
FLOUR MILL HYDRO-ELECTRIC POWER PLANT
TRANS CANADA HIGHWAY
NORMAN
CAMERON BAY
KEEWATIN CHANNEL
WOODS
THE
OF
LAKE
CONEY ISLAND
KEEWATIN
← Winnipeg 130 miles

MAP 19

TIMBER LIMITS FOR KENORA PULP AND PAPER MILL



DISTRICT OF KENORA

KENORA PULP AND PAPER MILL TIMBER LIMITS

SOURCE: "MANDO"

20 10 0 20 40 60

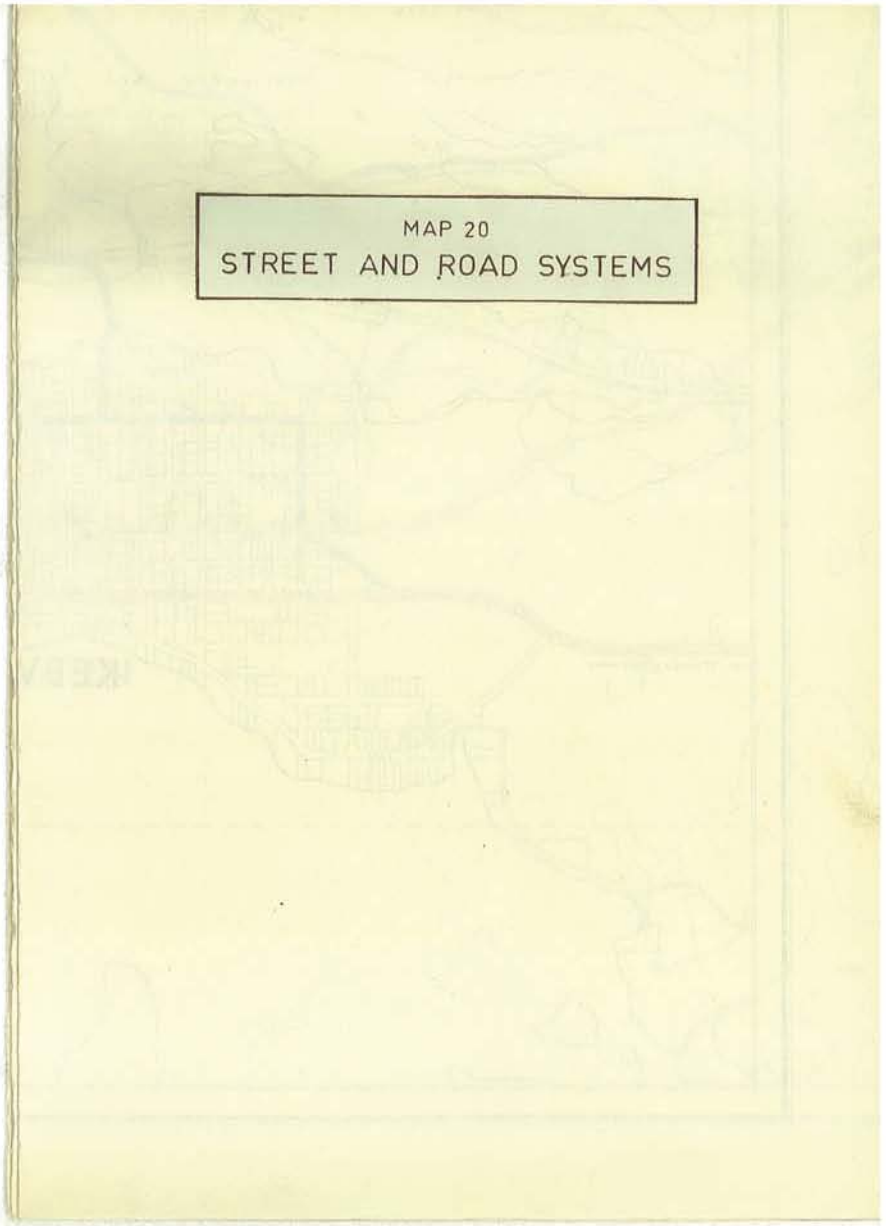
SCALE IN MILES

RYAN

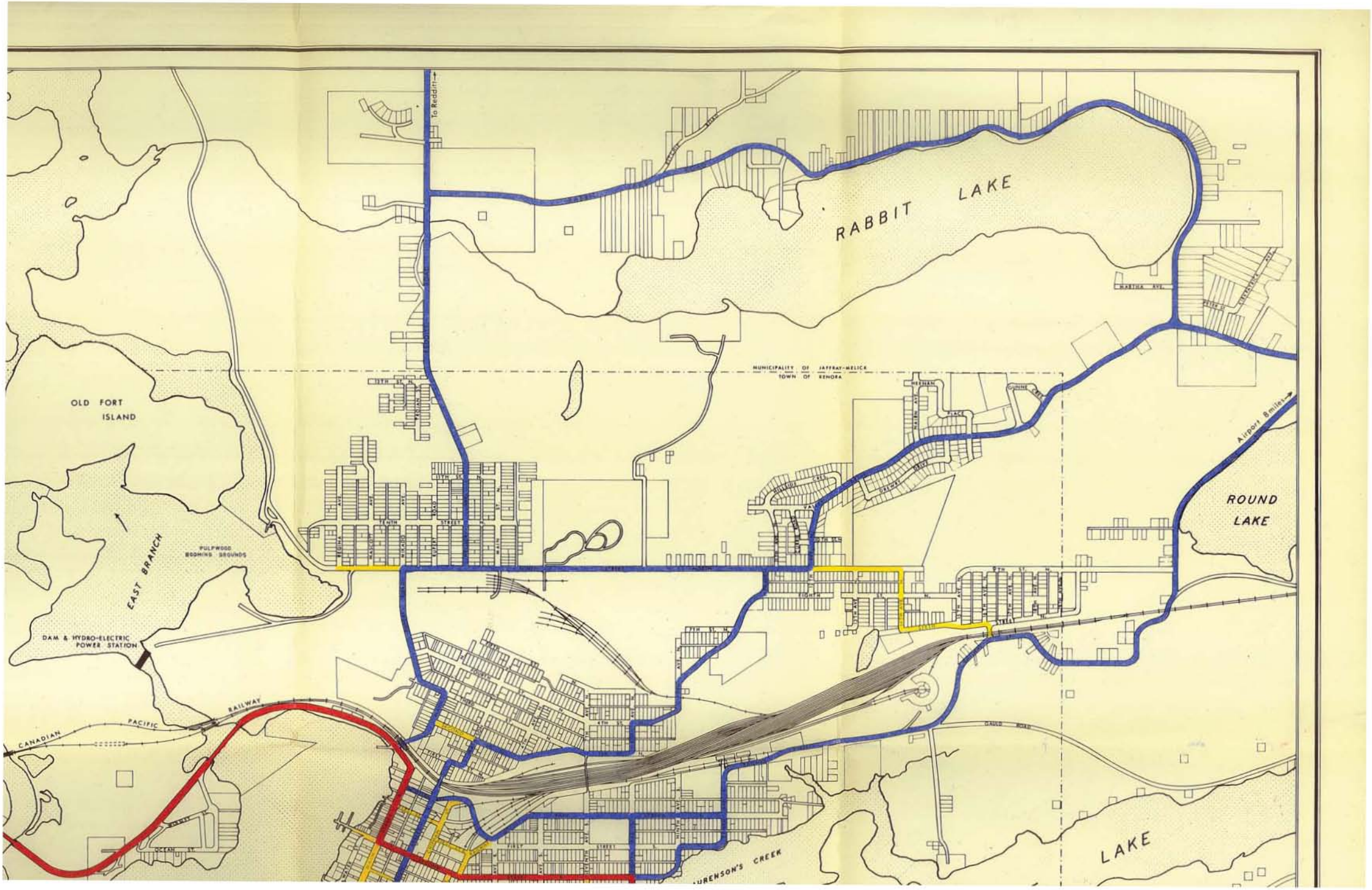
MAP 19

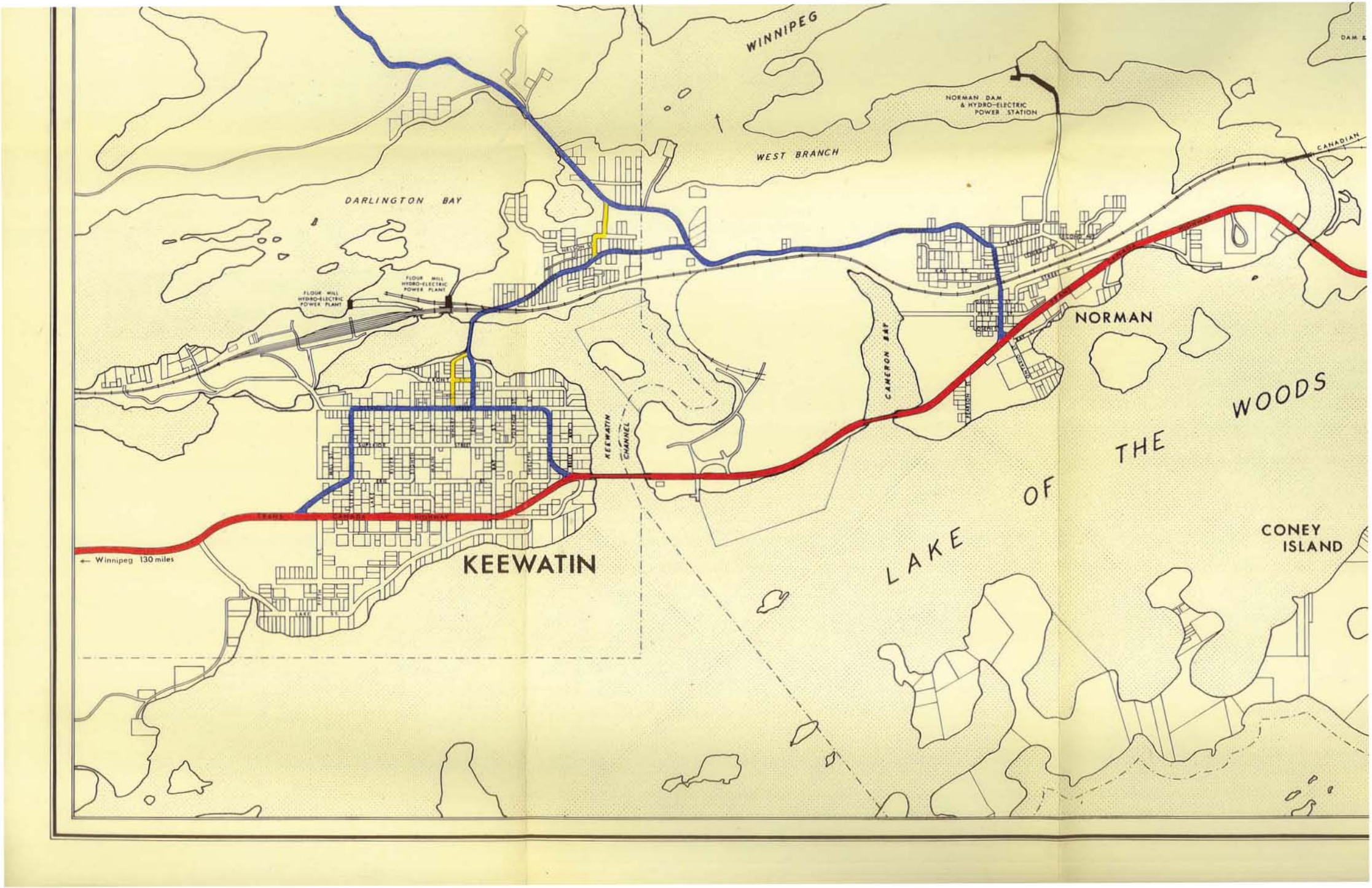
MAP 20

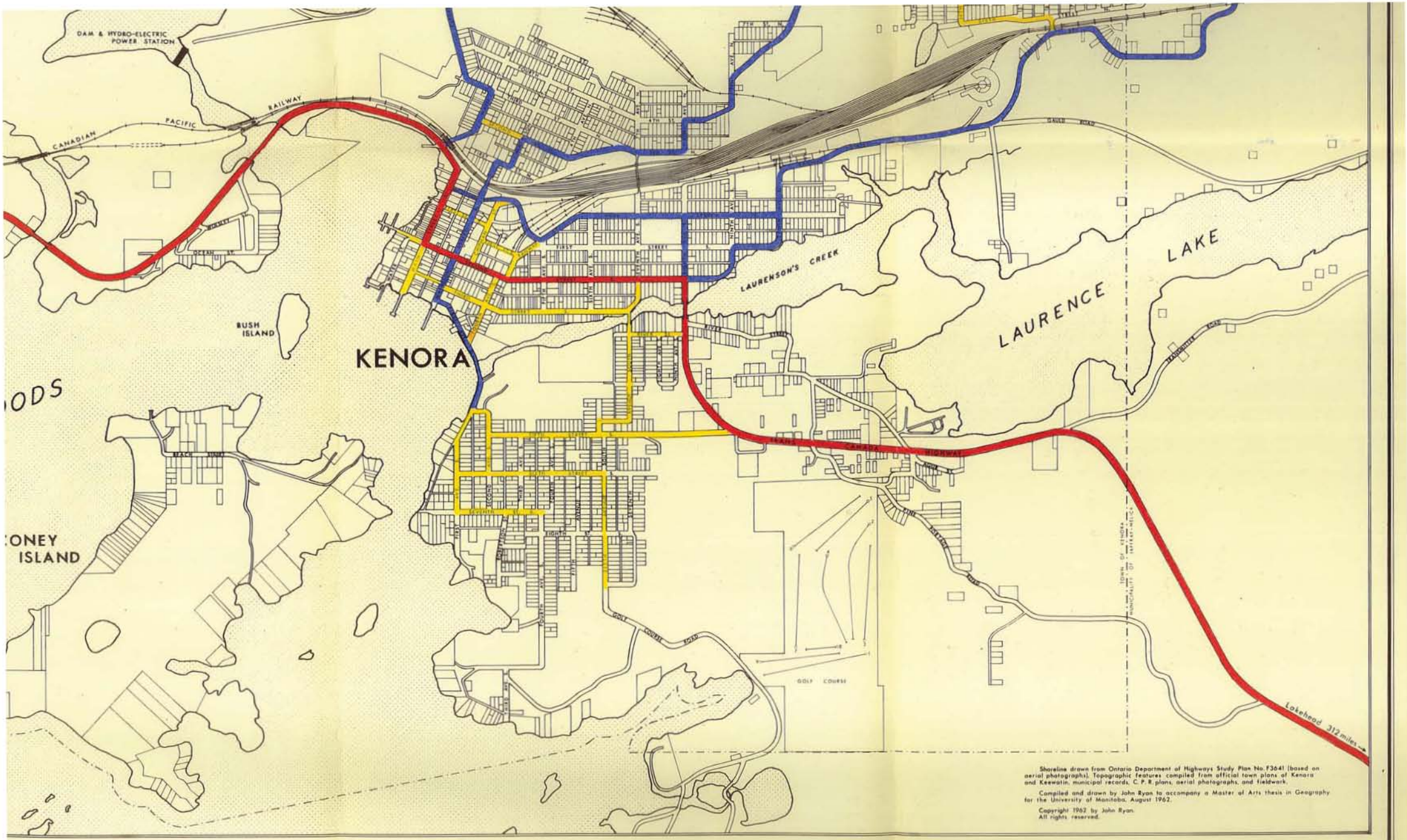
STREET AND ROAD SYSTEMS




KENORA-KEEWATIN
URBAN AREA
STREET & ROAD SYSTEMS
MAJOR ARTERIAL STREETS & TRANS-CANADA HIGHWAY
MINOR ARTERIAL STREETS & SECONDARY HIGHWAYS
MAJOR RESIDENTIAL & COLLECTOR STREETS
1000 0 1000 2000 3000
SCALE IN FEET
- COMPILED FROM MUNICIPAL RECORDS AND FIELD WORK
WINNIPEG RIVER
TOWNSHIP OF PELLATT
TOWN OF KEEWATIN
JAY ISLAND
N
To Minaki
TUNNEL ISLAND
NORMAN DAM & HYDRO-ELECTRIC POWER STATION
WEST BRANCH
DARLINGTON BAY
CANADIAN


To Redditt
RABBIT LAKE
MUNICIPALITY OF JAFFRAY-MELICK
TOWN OF KENORA
OLD FORT ISLAND
EAST BRANCH
PULPWOOD BOOMING GROUNDS
DAM & HYDRO-ELECTRIC POWER STATION
CANADIAN PACIFIC RAILWAY
Airport 8 miles
ROUND LAKE
LAKE
LAURENSON'S CREEK


WINNIPEG
NORMAN DAM & HYDRO-ELECTRIC POWER STATION
WEST BRANCH
DARLINGTON BAY
FLOUR MILL HYDRO-ELECTRIC POWER PLANT
FLOUR MILL HYDRO-ELECTRIC POWER PLANT
CANADIAN
NORMAN
CAMERON BAY
KEEWATIN CHANNEL
KEEWATIN
LAKE OF THE WOODS
CONEY ISLAND
← Winnipeg 130 miles



Shoreline drawn from Ontario Department of Highways Study Plan No. F3641 (based on aerial photographs). Topographic features compiled from official town plans of Kenora and Keewatin, municipal records, C. P. R. plans, aerial photographs, and fieldwork.

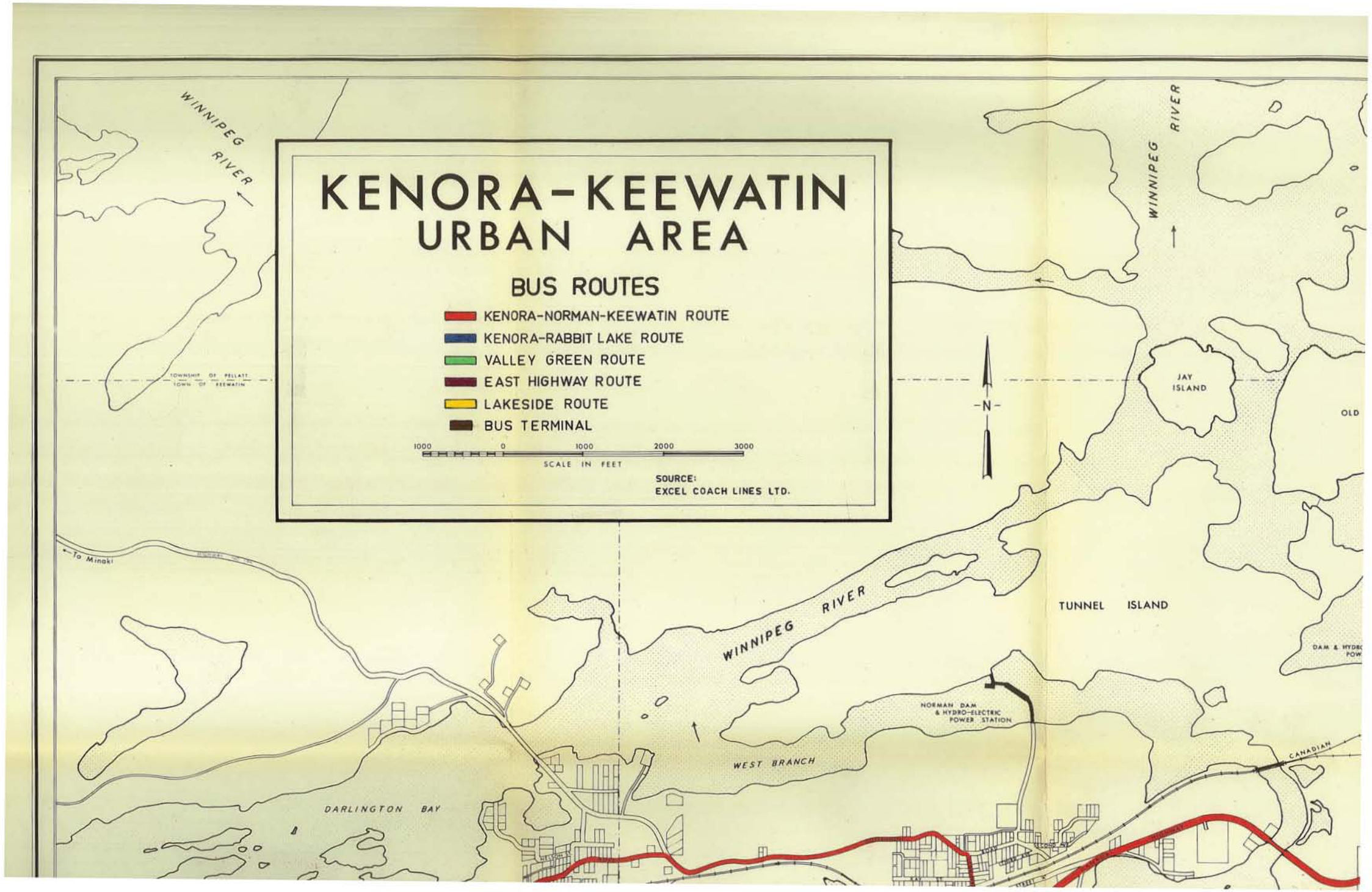
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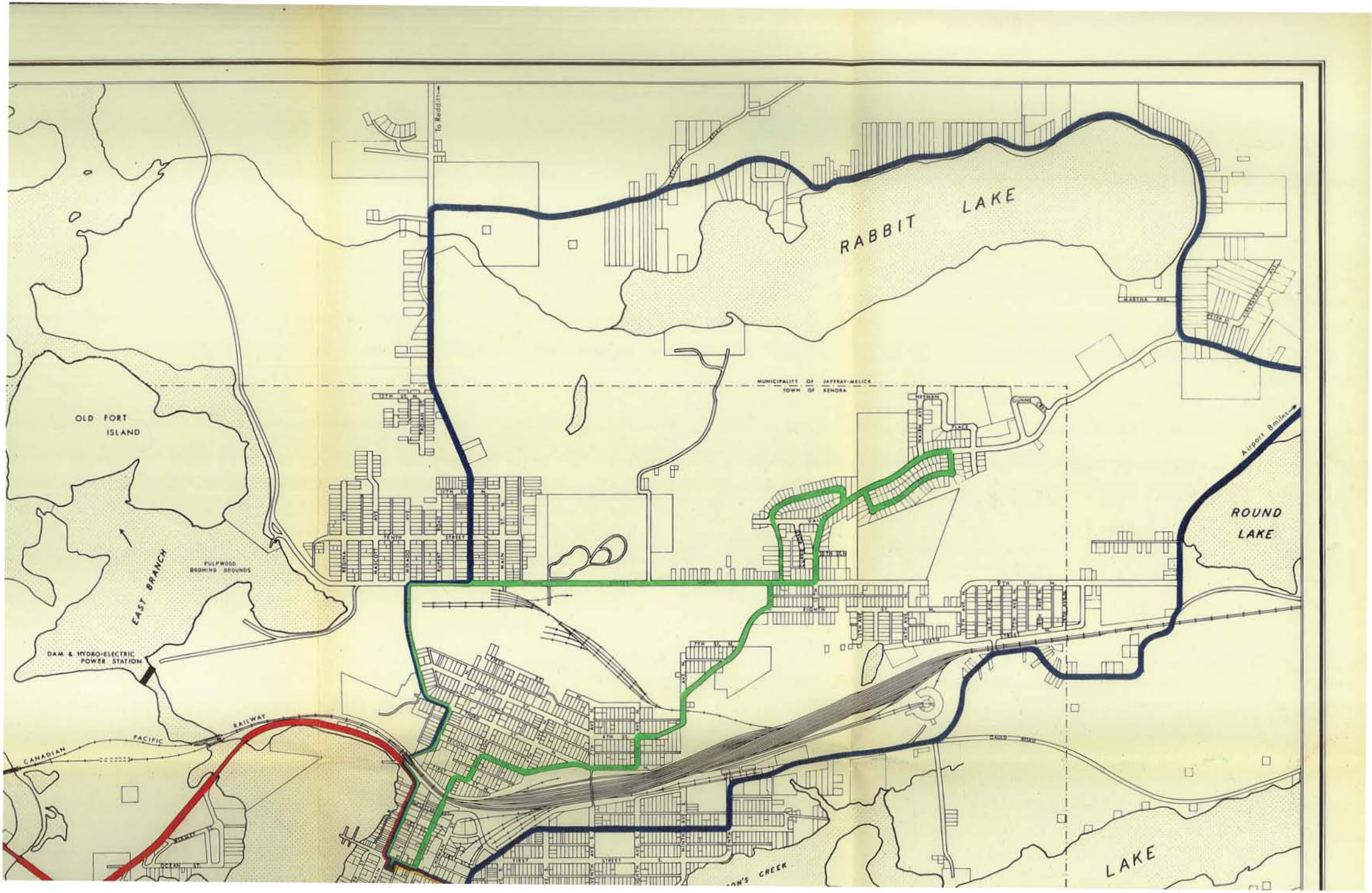
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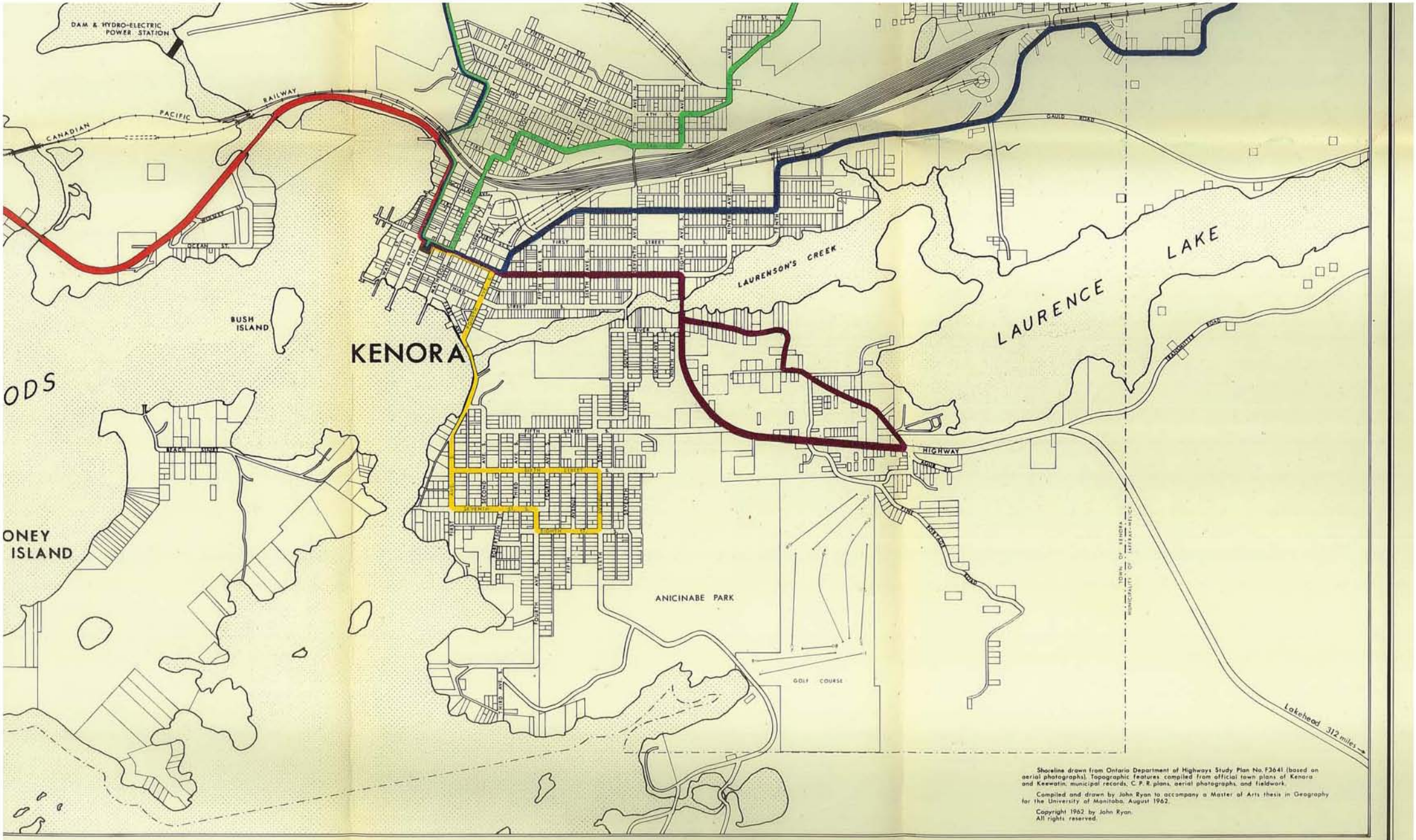
MAP 20

MAP 21

BUS ROUTES


KENORA-KEEWATIN
URBAN AREA
BUS ROUTES
KENORA-NORMAN-KEEWATIN ROUTE
KENORA-RABBIT LAKE ROUTE
VALLEY GREEN ROUTE
EAST HIGHWAY ROUTE
LAKESIDE ROUTE
BUS TERMINAL
1000 0 1000 2000 3000
SCALE IN FEET
SOURCE:
EXCEL COACH LINES LTD.
WINNIPEG RIVER
WINNIPEG RIVER
TOWNSHIP OF PELLATT
TOWN OF KEEWATIN
JAY ISLAND
OLD
-N-
← To Minaki
WINNIPEG RIVER
TUNNEL ISLAND
NORMAN DAM & HYDRO-ELECTRIC POWER STATION
WEST BRANCH
DARLINGTON BAY
CANADIAN


RABBIT LAKE
To Redditt
MUNICIPALITY OF JAFFRAY-MELICK
TOWN OF KENORA
OLD FORT ISLAND
EAST BRANCH
PULPWOOD BOOMING GROUNDS
DAM & HYDRO-ELECTRIC POWER STATION
CANADIAN PACIFIC RAILWAY
ROUND LAKE
Airport 8 miles
LAKE

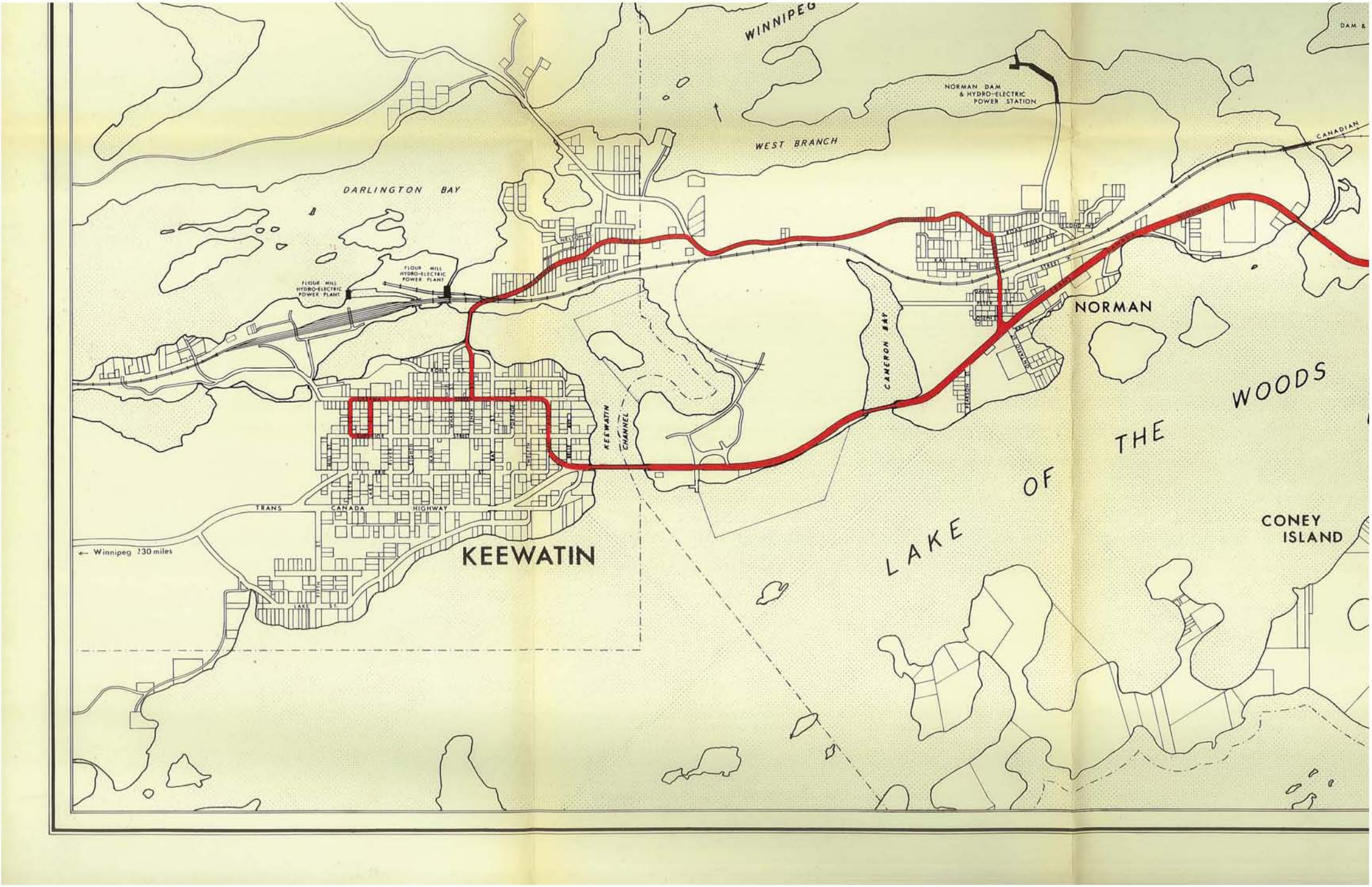


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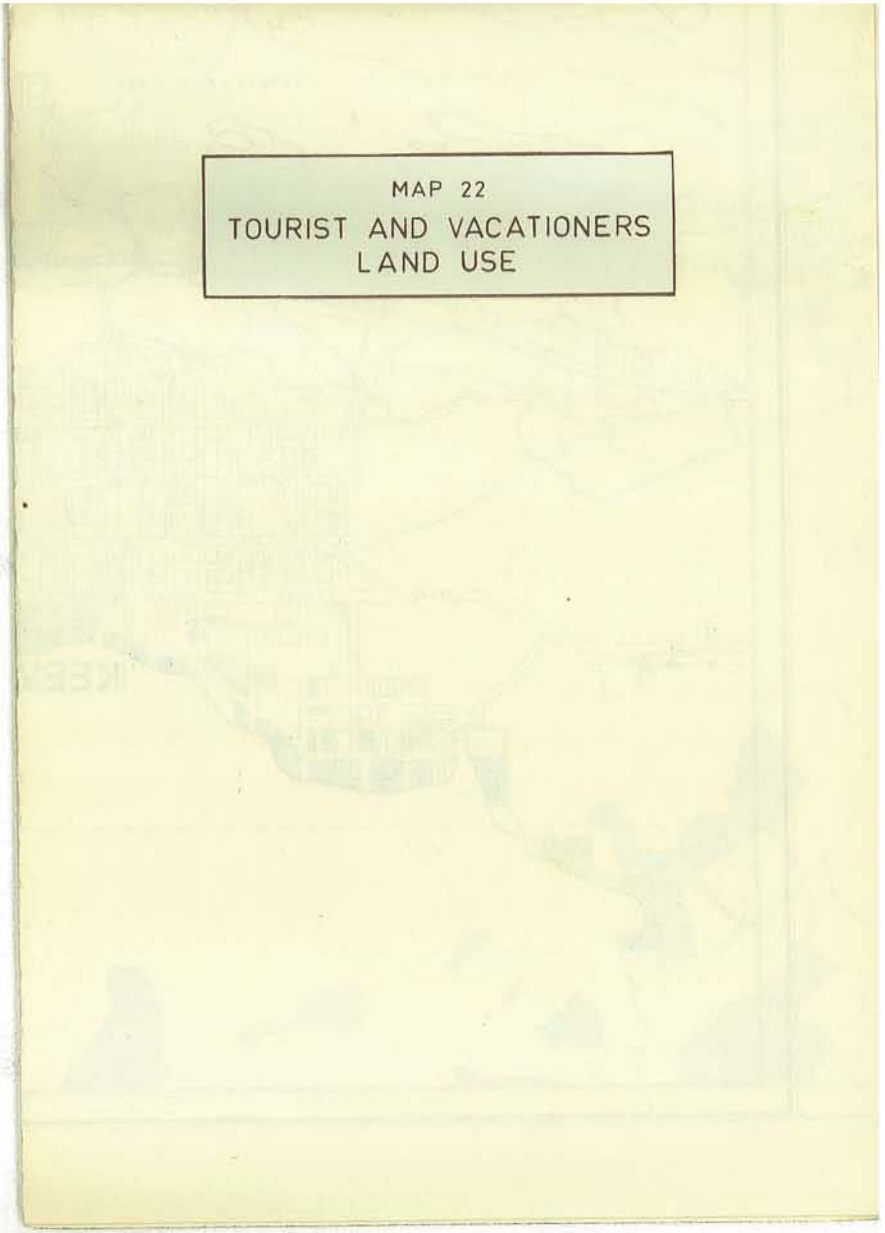
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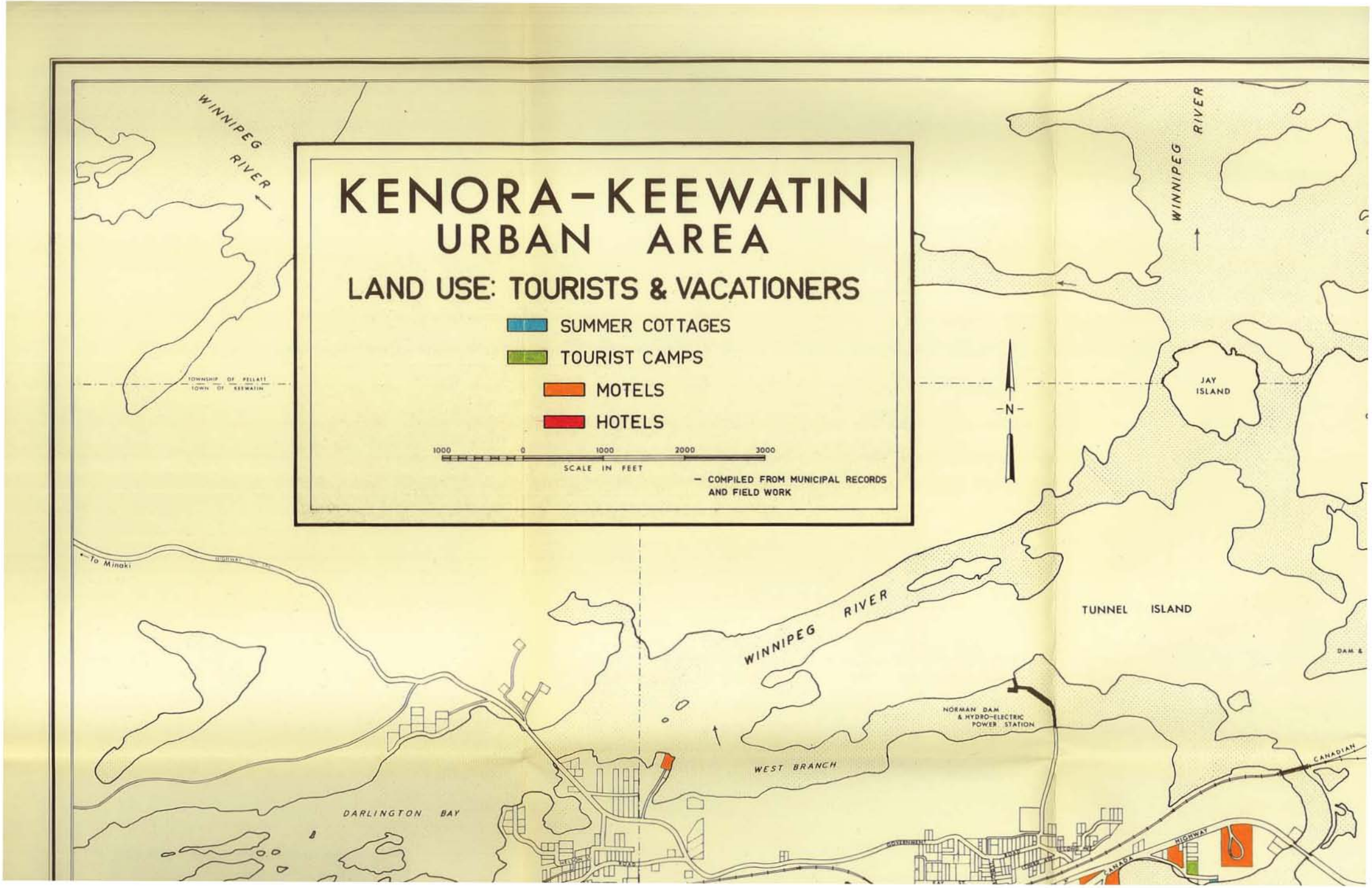
MAP 21


WINNIPEG
NORMAN DAM & HYDRO-ELECTRIC POWER STATION
WEST BRANCH
DARLINGTON BAY
FLOUR MILL HYDRO-ELECTRIC POWER PLANT
FLOUR MILL HYDRO-ELECTRIC POWER PLANT
KEEWATIN CHANNEL
CAMERON BAY
NORMAN
LAKE OF THE WOODS
CONEY ISLAND
KEEWATIN
TRANS CANADA HIGHWAY
← Winnipeg 330 miles

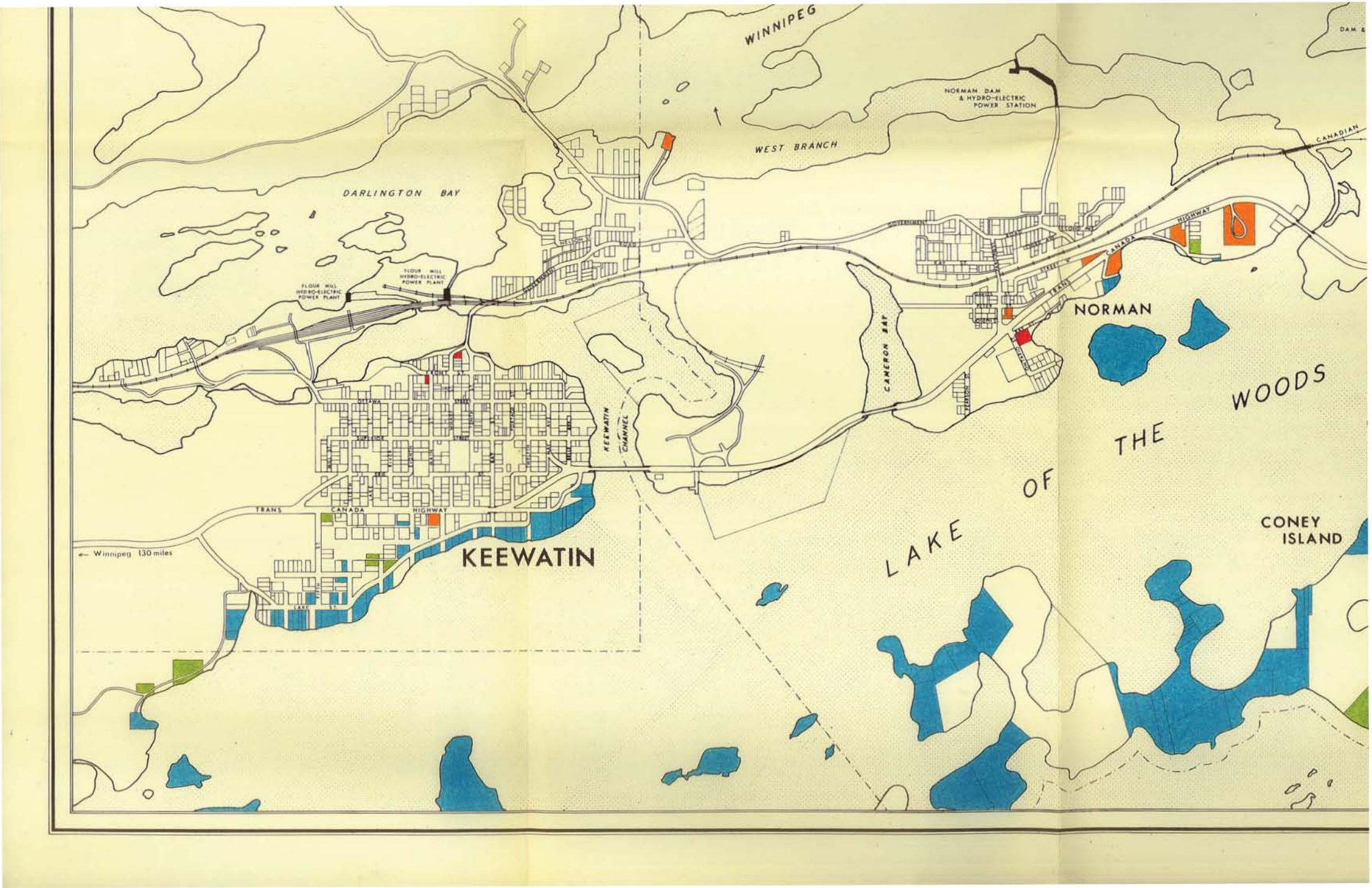
MAP 22

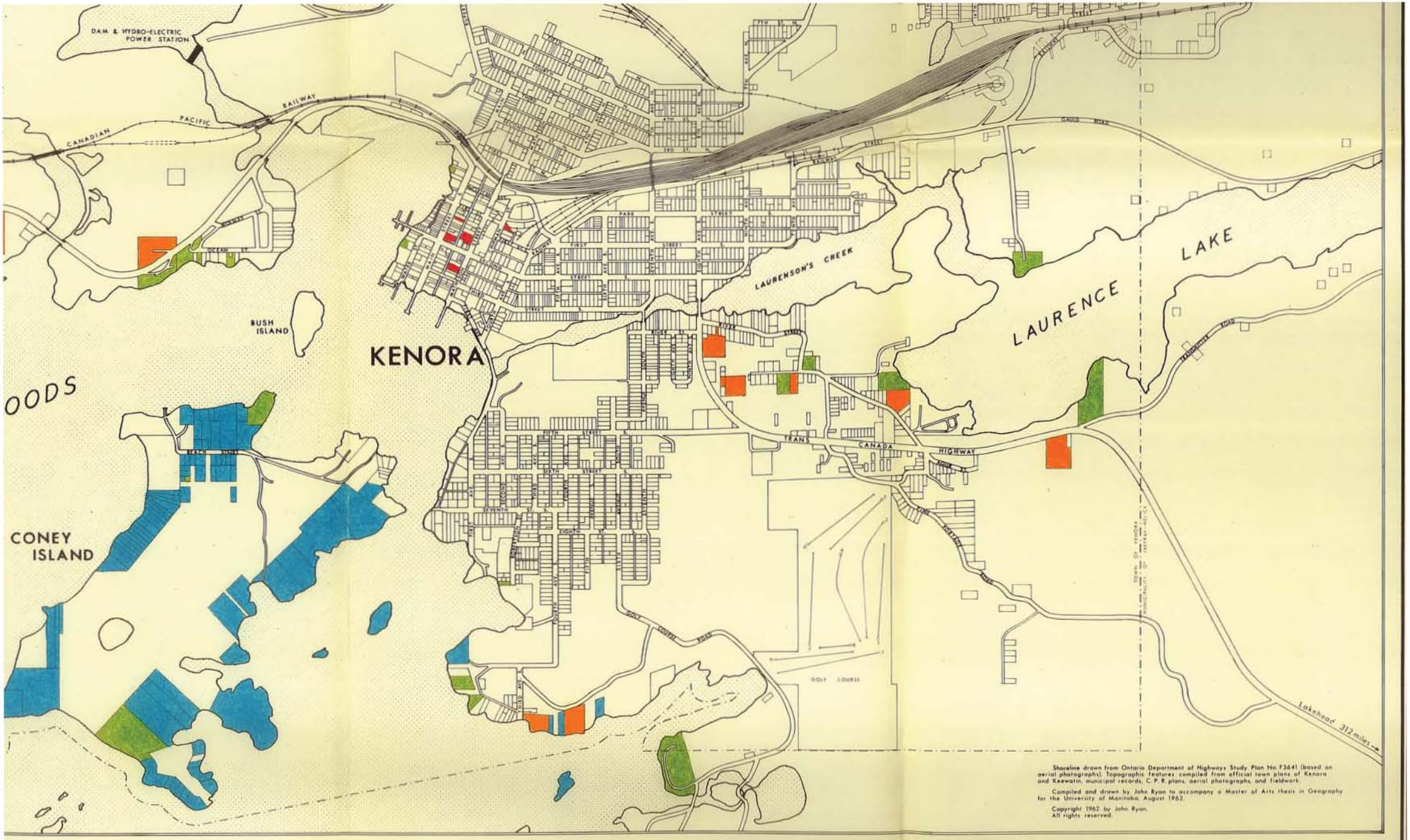
TOURIST AND VACATIONERS LAND USE




KENORA-KEEWATIN
URBAN AREA
LAND USE: TOURISTS & VACATIONERS
SUMMER COTTAGES
TOURIST CAMPS
MOTELS
HOTELS
1000 0 1000 2000 3000
SCALE IN FEET
- COMPILED FROM MUNICIPAL RECORDS AND FIELD WORK
WINNIPEG RIVER
WINNIPEG RIVER
TOWNSHIP OF PELLATT
TOWN OF KEEWATIN
JAY ISLAND
N
To Minaki
WINNIPEG RIVER
TUNNEL ISLAND
DAM &
NORMAN DAM & HYDRO-ELECTRIC POWER STATION
WEST BRANCH
DARLINGTON BAY
CANADIAN
HIGHWAY


RABBIT LAKE
ROUND LAKE
LAKE
OLD FORT ISLAND
EAST BRANCH
PULPWOOD BOOMING GROUNDS
DAM & HYDRO-ELECTRIC POWER STATION
CANADIAN PACIFIC RAILWAY
To Redditt
RABBIT LAKE ROAD
REDDITT ROAD
MUNICIPALITY OF JAFFRAY-MELICK
TOWN OF KENORA
Airport 8 miles
MARTHA AVE.
GUILFORD
NINTH STREET NORTH
TENTH STREET
EIGHTH
SEVENTH
SIXTH
FIFTH
PARK
OCEAN ST.
WOLFE
MAIN
WATER
MELICK
GAULD RIVER

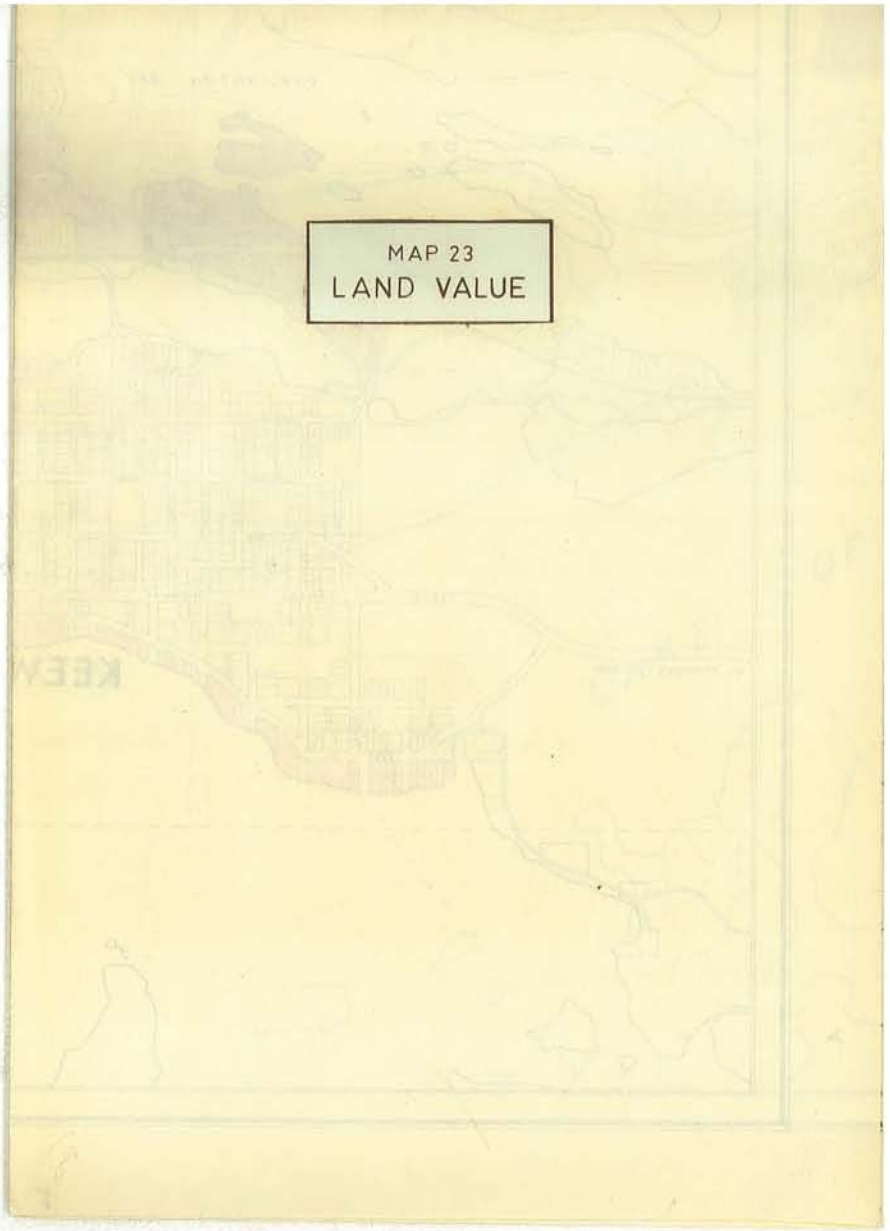

WINNIPEG
NORMAN DAM & HYDRO-ELECTRIC POWER STATION
WEST BRANCH
DARLINGTON BAY
FLOUR MILL HYDRO-ELECTRIC POWER PLANT
FLOUR MILL HYDRO-ELECTRIC POWER PLANT
CANADIAN
CANADA HIGHWAY
NORMAN
CAMERON BAY
KEEWATIN CHANNEL
TRANS CANADA HIGHWAY
← Winnipeg 130 miles
KEEWATIN
LAKE OF THE WOODS
CONEY ISLAND

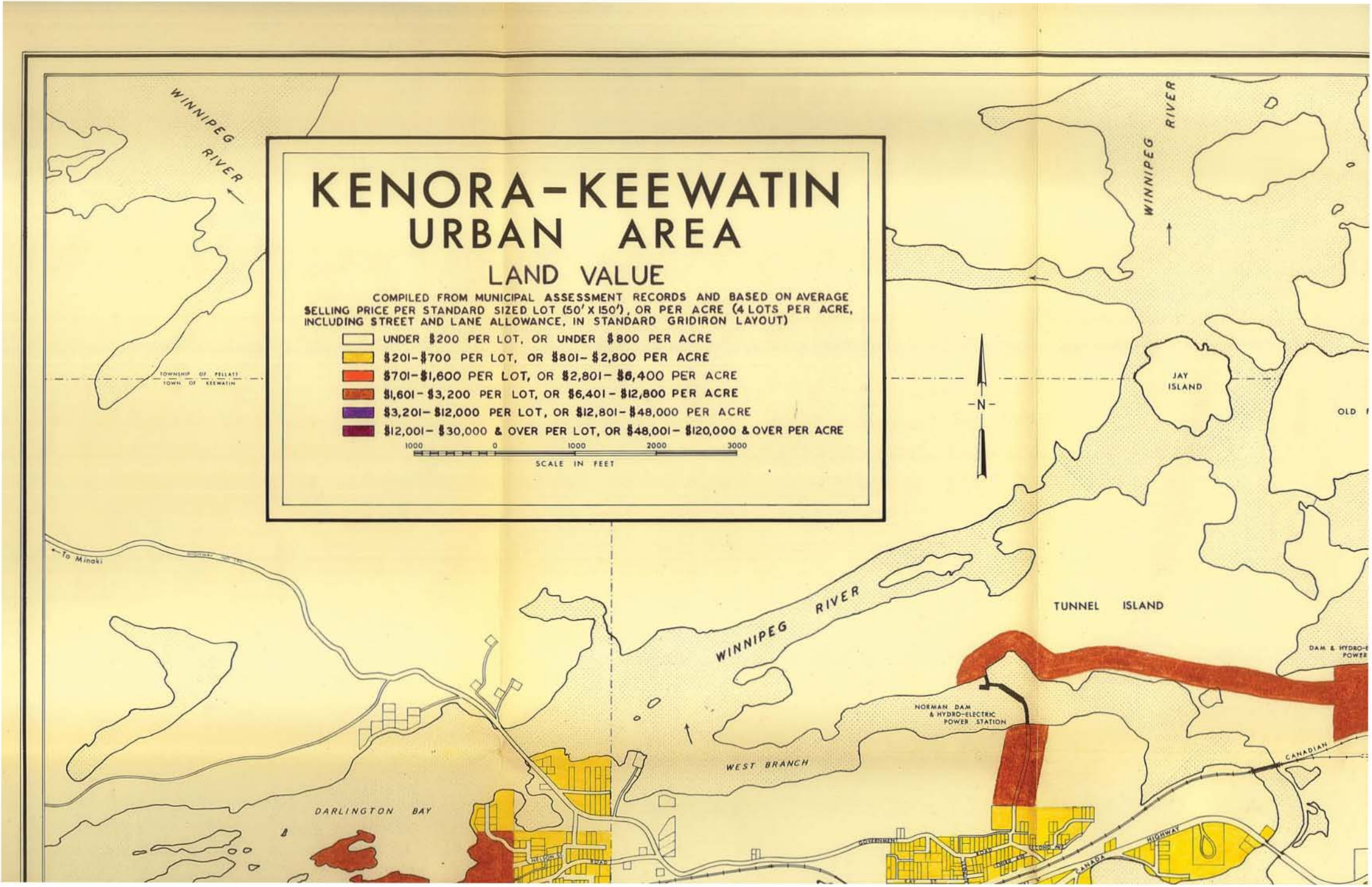


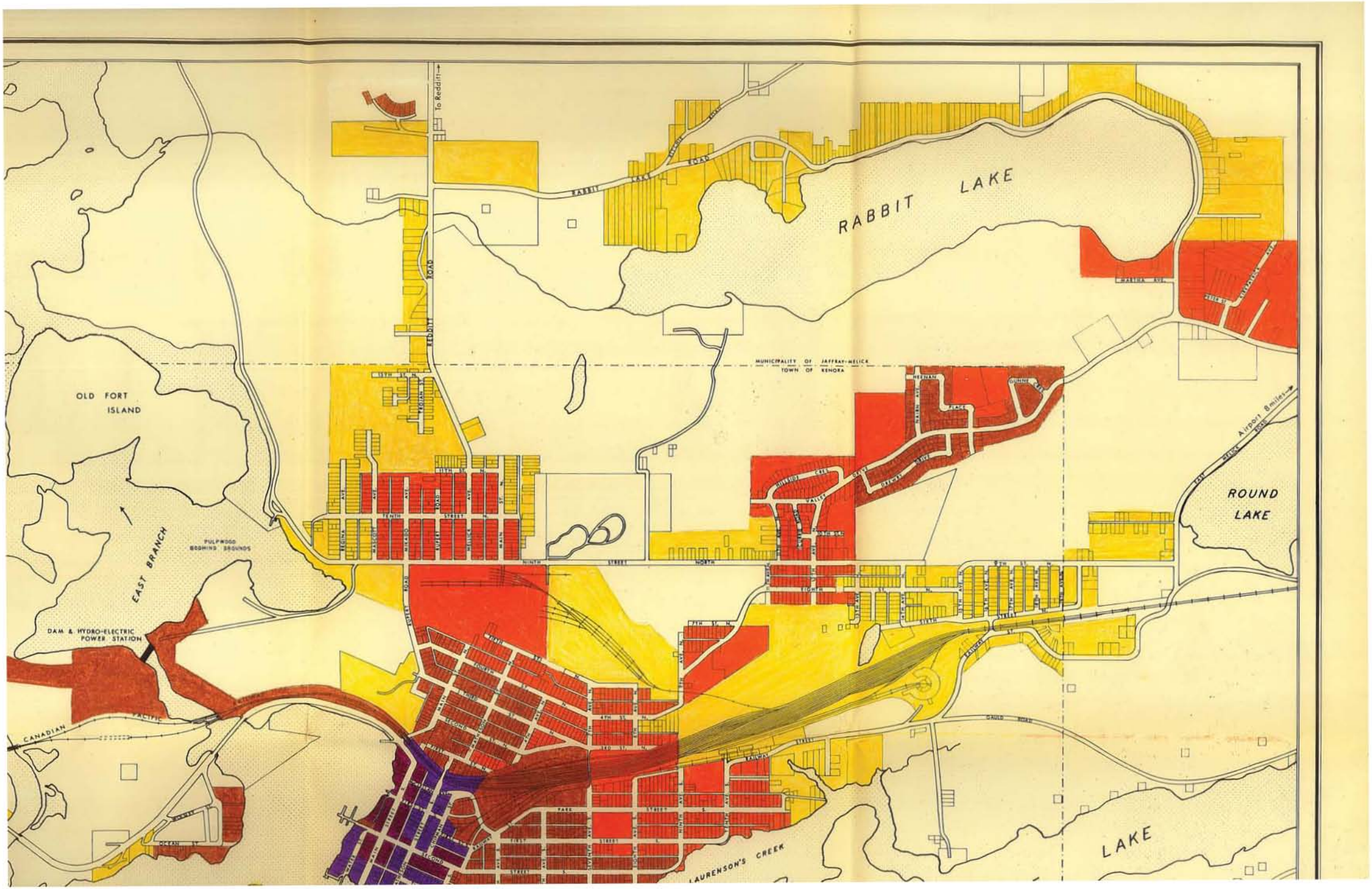
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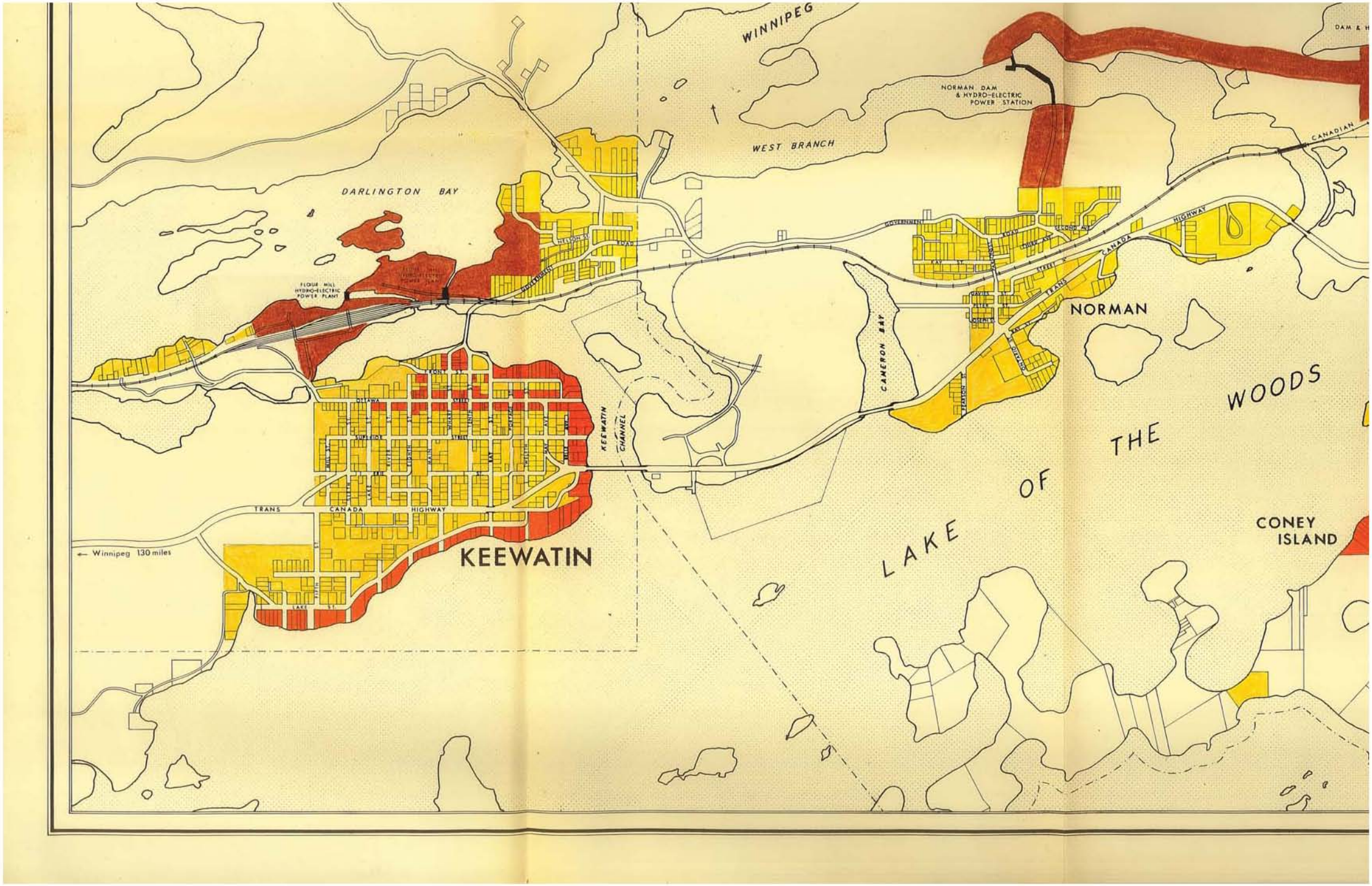
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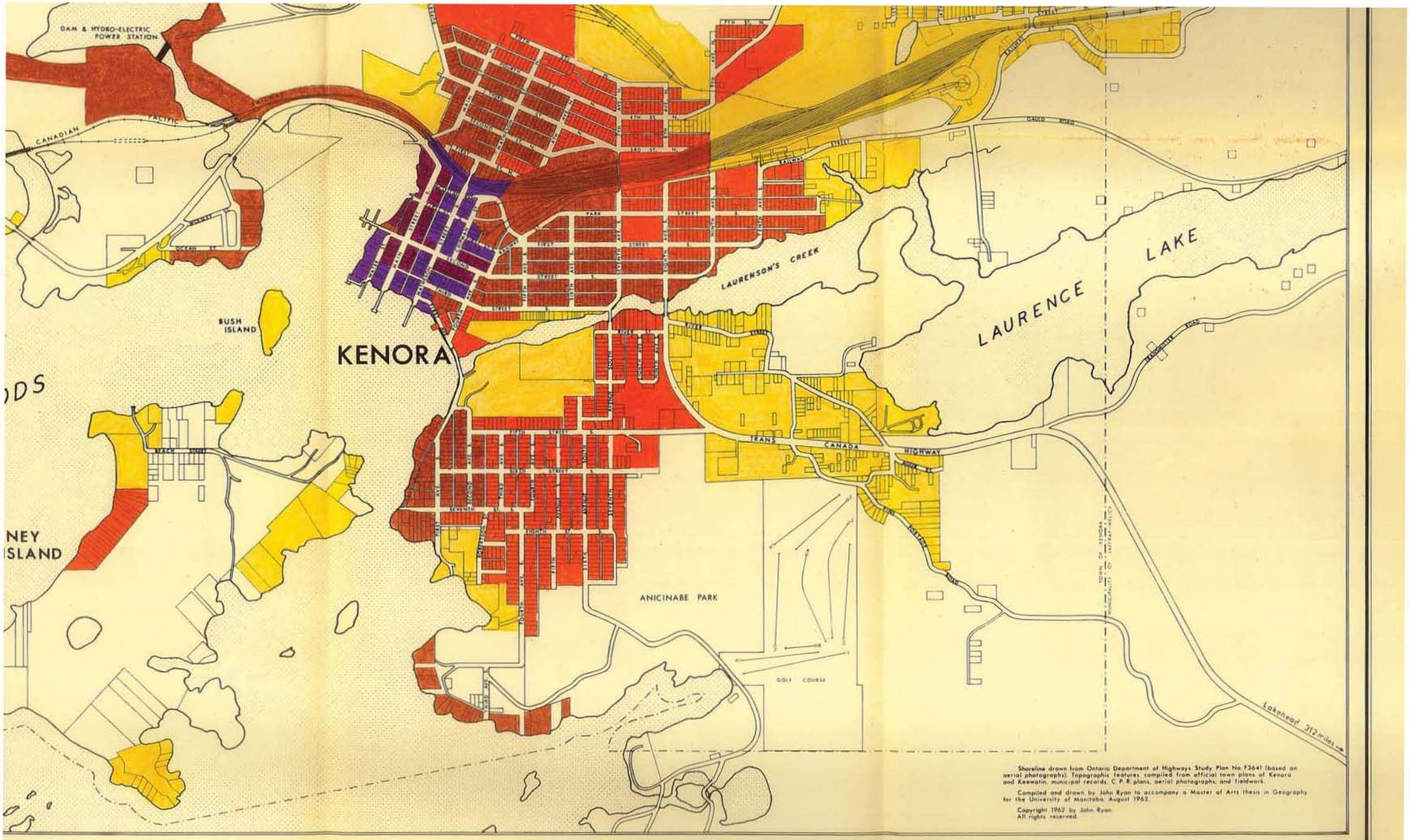
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MAP 23
LAND VALUE


KENORA-KEEWATIN
URBAN AREA
LAND VALUE
COMPILED FROM MUNICIPAL ASSESSMENT RECORDS AND BASED ON AVERAGE SELLING PRICE PER STANDARD SIZED LOT (50' X 150'), OR PER ACRE (4 LOTS PER ACRE, INCLUDING STREET AND LANE ALLOWANCE, IN STANDARD GRIDIRON LAYOUT)
UNDER $200 PER LOT, OR UNDER $800 PER ACRE
$201-$700 PER LOT, OR $801-$2,800 PER ACRE
$701-$1,600 PER LOT, OR $2,801-$6,400 PER ACRE
$1,601-$3,200 PER LOT, OR $6,401-$12,800 PER ACRE
$3,201-$12,000 PER LOT, OR $12,801-$48,000 PER ACRE
$12,001-$30,000 & OVER PER LOT, OR $48,001-$120,000 & OVER PER ACRE
1000 0 1000 2000 3000
SCALE IN FEET
WINNIPEG RIVER
WINNIPEG RIVER
TOWNSHIP OF PELLATT
TOWN OF KEEWATIN
JAY ISLAND
OLD
N
To Minaki
TUNNEL ISLAND
WINNIPEG RIVER
NORMAN DAM & HYDRO-ELECTRIC POWER STATION
WEST BRANCH
DARLINGTON BAY
CANADIAN
HIGHWAY
CANADA


RABBIT LAKE
To Redditt
RABBIT LAKE ROAD
REDDITT ROAD
MUNICIPALITY OF JAFFRAY-MELICK
TOWN OF KENORA
OLD FORT ISLAND
EAST BRANCH
PULPWOOD BOOMING GROUNDS
DAM & HYDRO-ELECTRIC POWER STATION
CANADIAN PACIFIC
ROUND LAKE
Airport 8miles
LAURENSON'S CREEK
LAKE
MARINA AVE.
HEENAN
GUNN
PACE
OAK
WALLEY
MAIN
REGINA
WILKES
PARK
NINTH STREET NORTH
TENTH
ELEVENTH
TWELFTH
THIRTEENTH
FOURTEENTH
FIFTEENTH
SIXTH
FIFTH
FOURTH
THIRD
SECOND
FIRST
RAILWAY
GAUDE
OCEAN
MONTREAL
WALLACE
PARK
MAIN
REGINA
WILKES
OAK
WALLEY
PACE
HEENAN
GUNN
MARINA AVE.


WINNIPEG
NORMAN DAM & HYDRO-ELECTRIC POWER STATION
WEST BRANCH
DARLINGTON BAY
FLOUR MILL HYDRO-ELECTRIC POWER PLANT
KEEWATIN
KEEWATIN CHANNEL
CAMERON BAY
NORMAN
LAKE OF THE WOODS
CONEY ISLAND
TRANS CANADA HIGHWAY
CANADIAN
← Winnipeg 130 miles



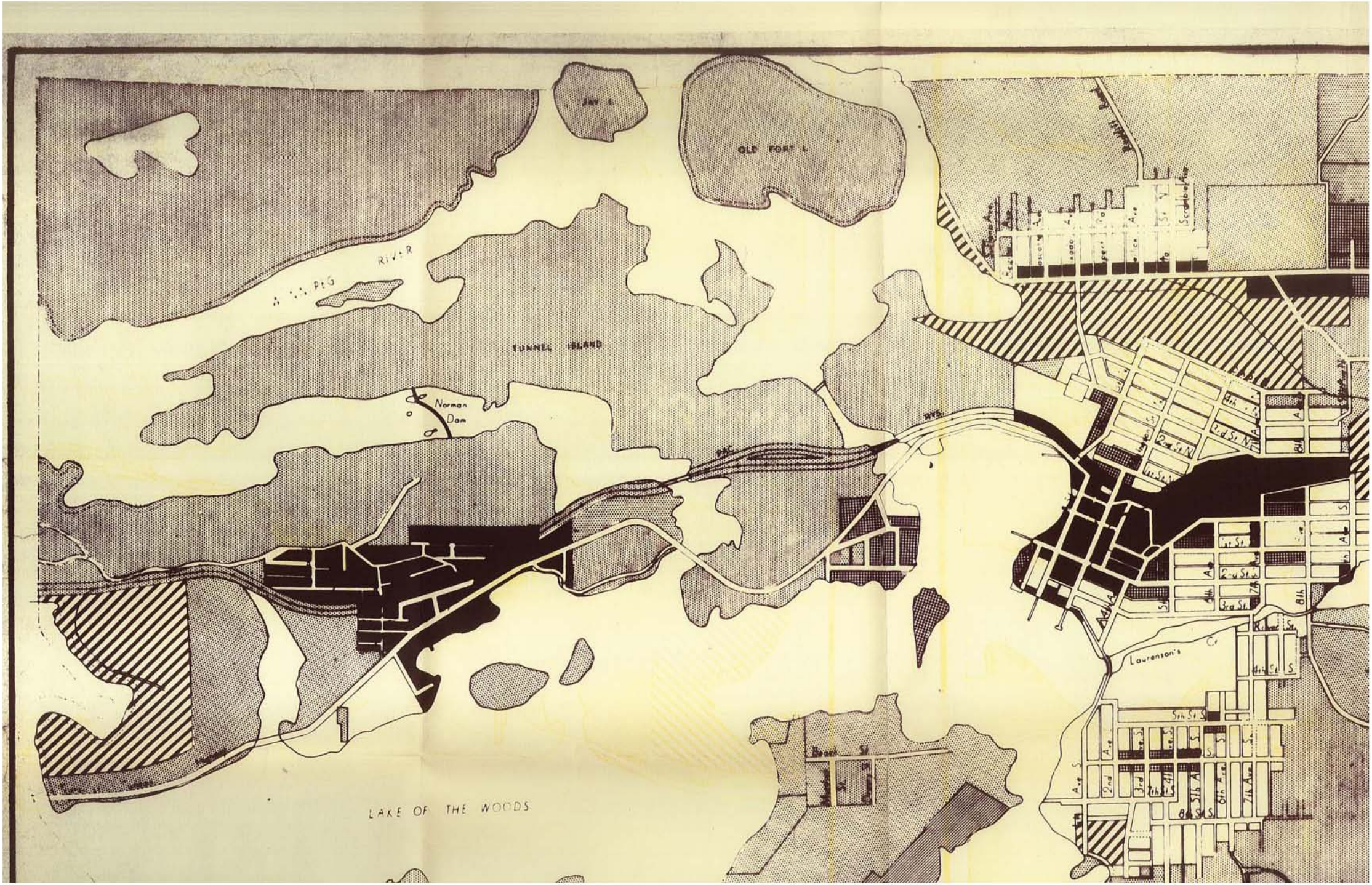
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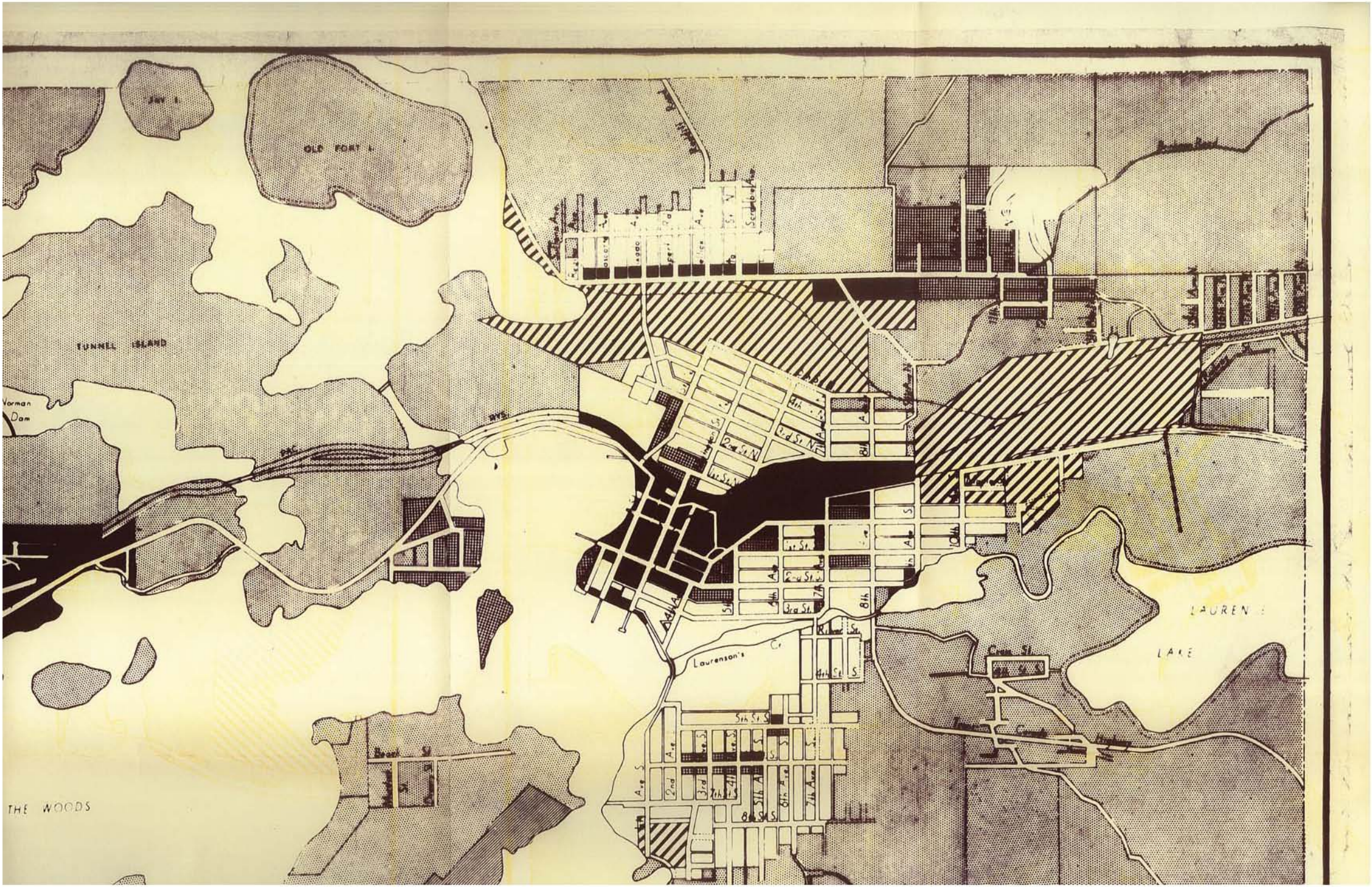
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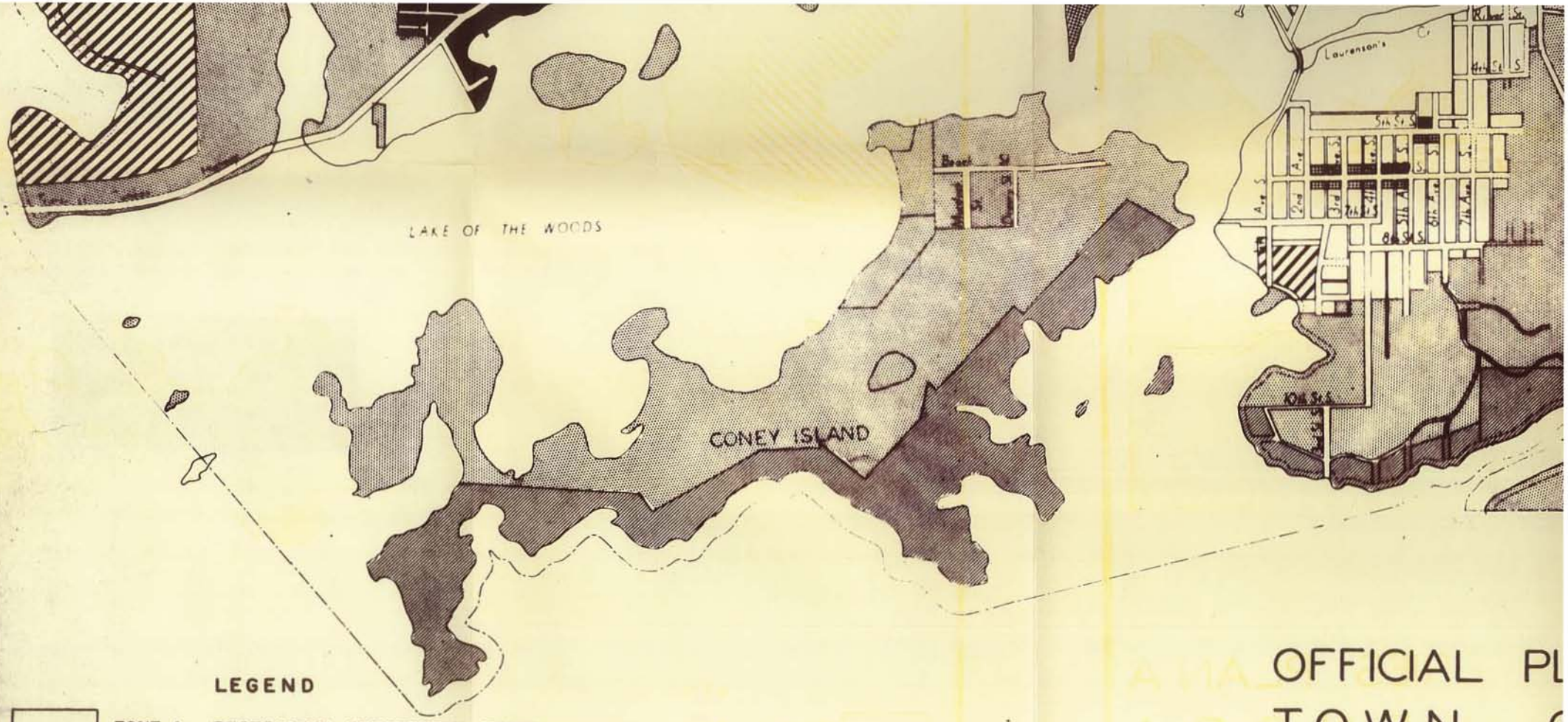
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MAP 24

ZONING MAP OF THE TOWN OF KENORA, 1948


OLD FORT I.
RIVER
TUNNEL ISLAND
Norman Dam
LAKE OF THE WOODS
Laurenson's
Broad St.


OLD FORT I.
TUNNEL ISLAND
Norman
Dam
NYS
THE WOODS
Laurenson's
LAUREN
LAKE



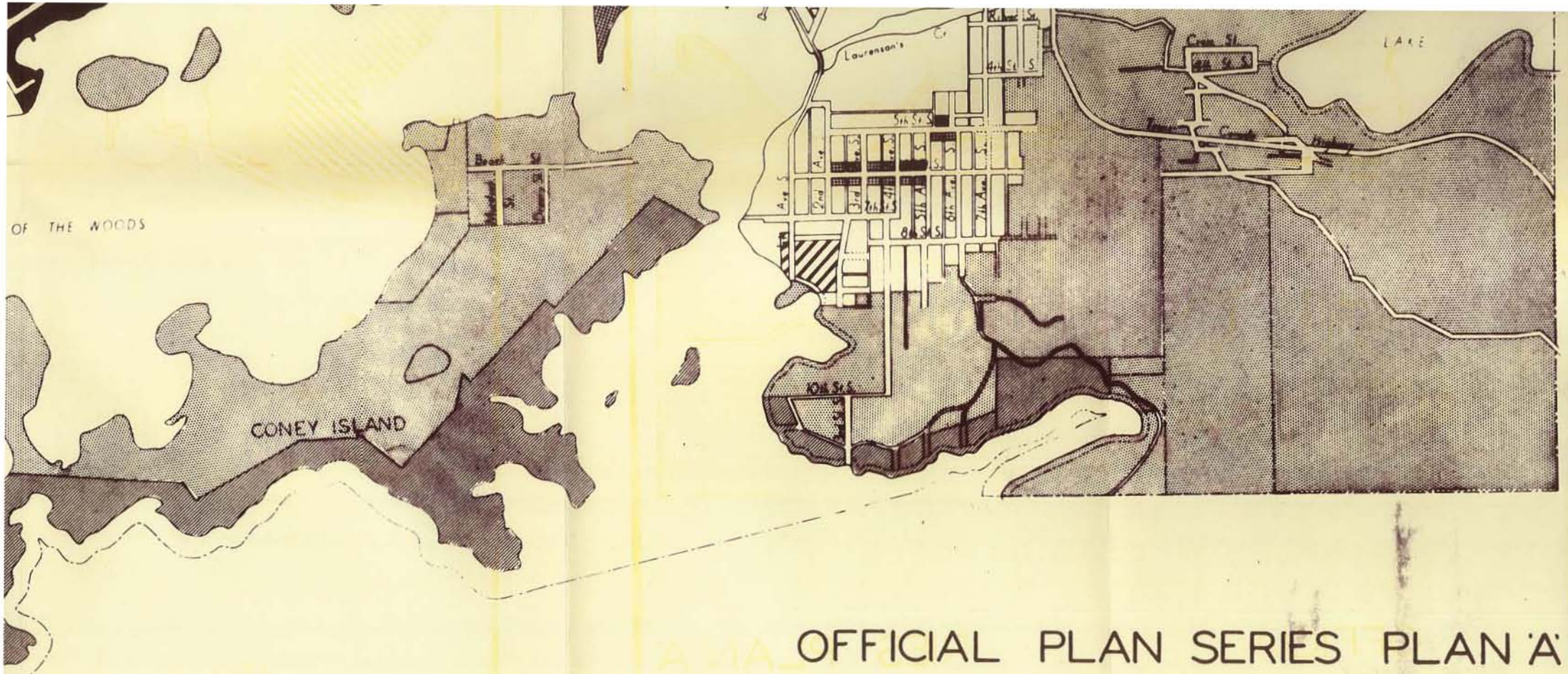
LEGEND

- ZONE A. RESTRICTED RESIDENTIAL ZONE
- ZONE B. RESIDENTIAL ZONE
- ZONE C. COMMERCIAL AND LIGHT INDUSTRIAL ZONE
- ZONE D. INDUSTRIAL ZONE
- ZONE E. GREENBELT ZONE
- ZONE F. SUMMER RESIDENTIAL ZONE

OFFICIAL PL
TOWN
LAND USE
KENORA P

A. ADAMSON

SCALE OF FEET



AL ZONE

E

ZONE

OFFICIAL PLAN SERIES PLAN 'A'

TOWN OF KENORA

LAND USE RESTRICTION AREAS

KENORA PLANNING BOARD

A. ADAMSON

TOWN PLANNING CONSULTANTS LTD.
E.G. FALUDI
MANAGING DIRECTOR

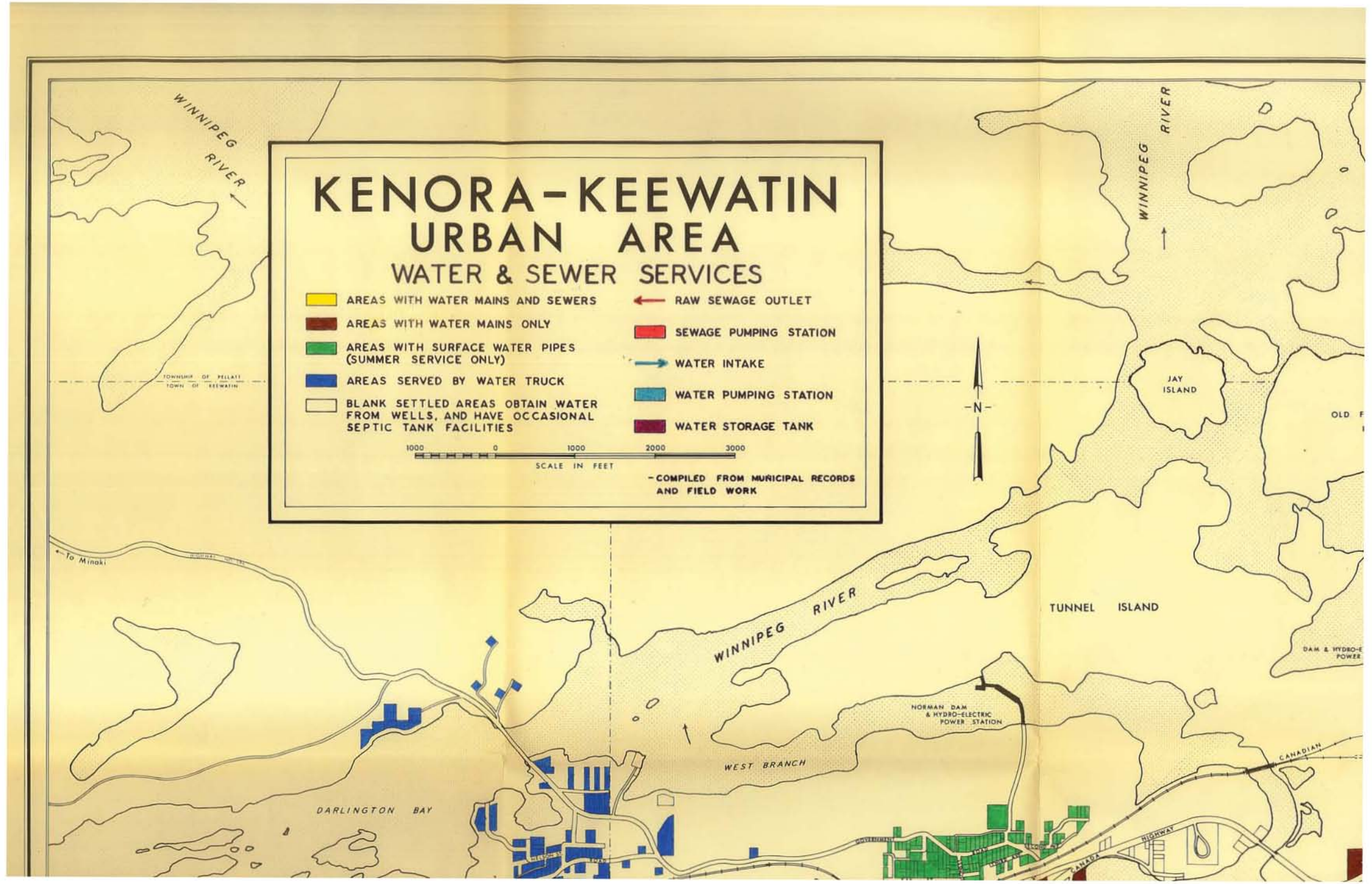
SCALE OF FEET

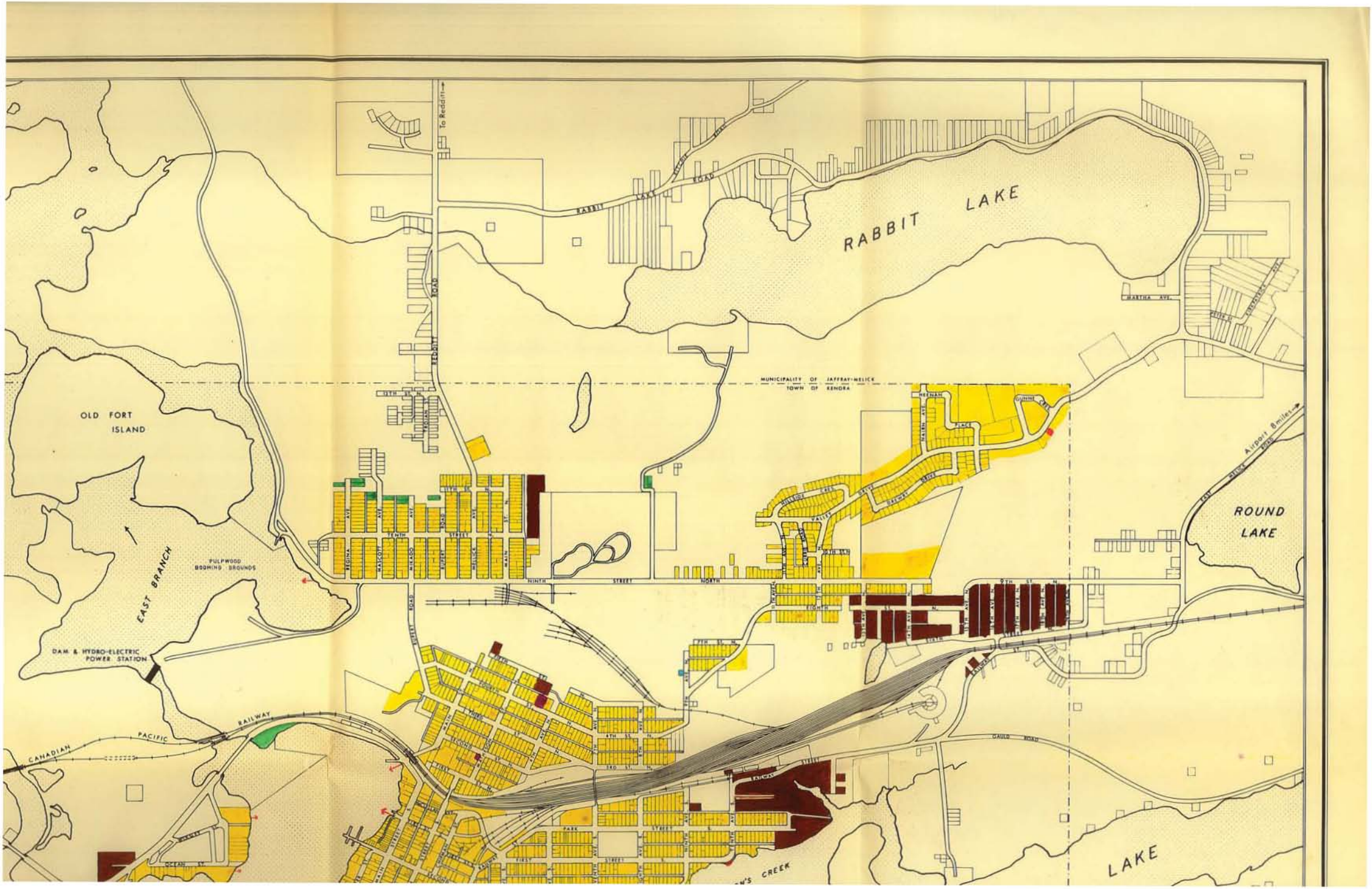
1000 0 1000 2000 3000 4000

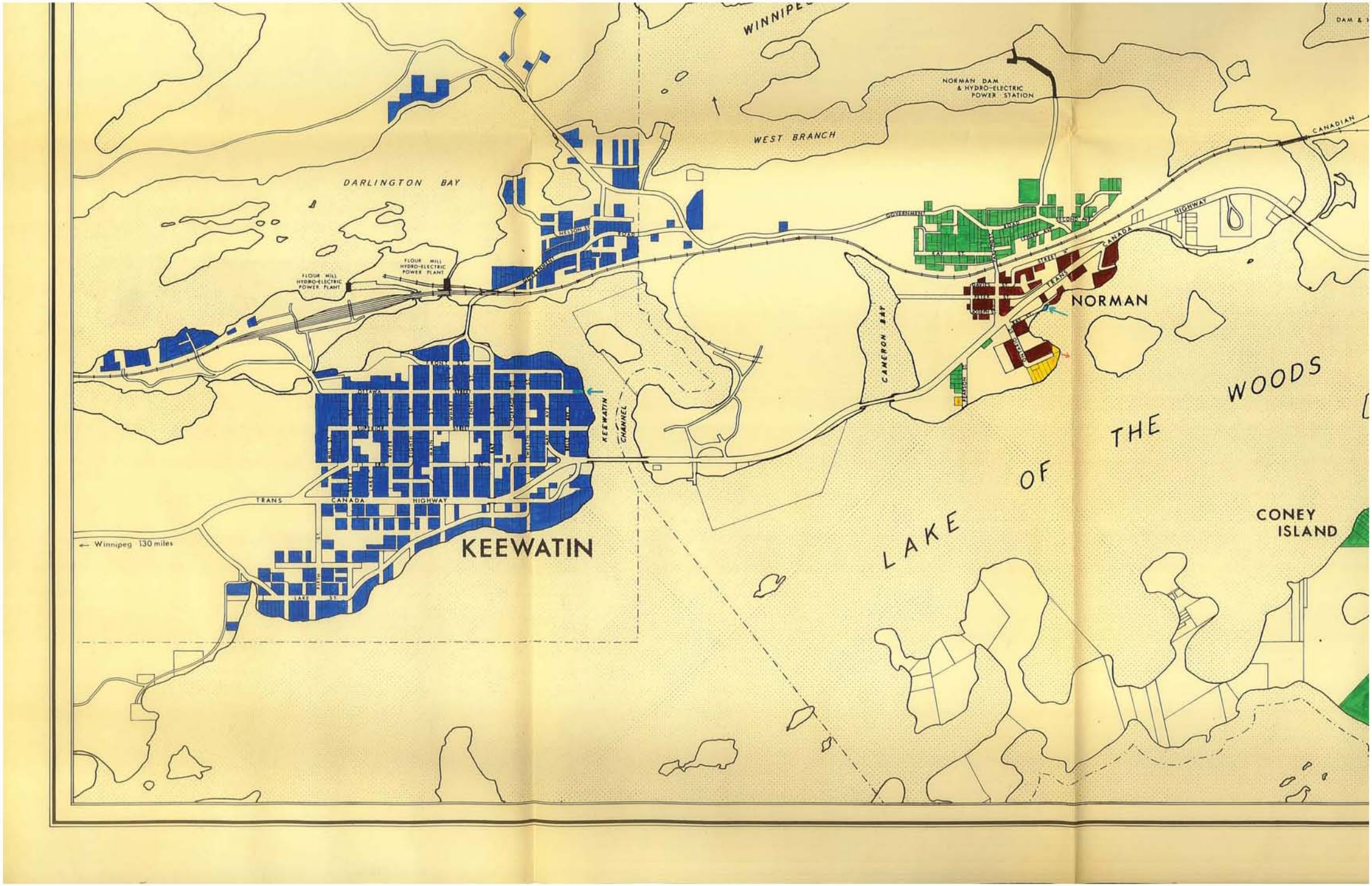
MAP 24

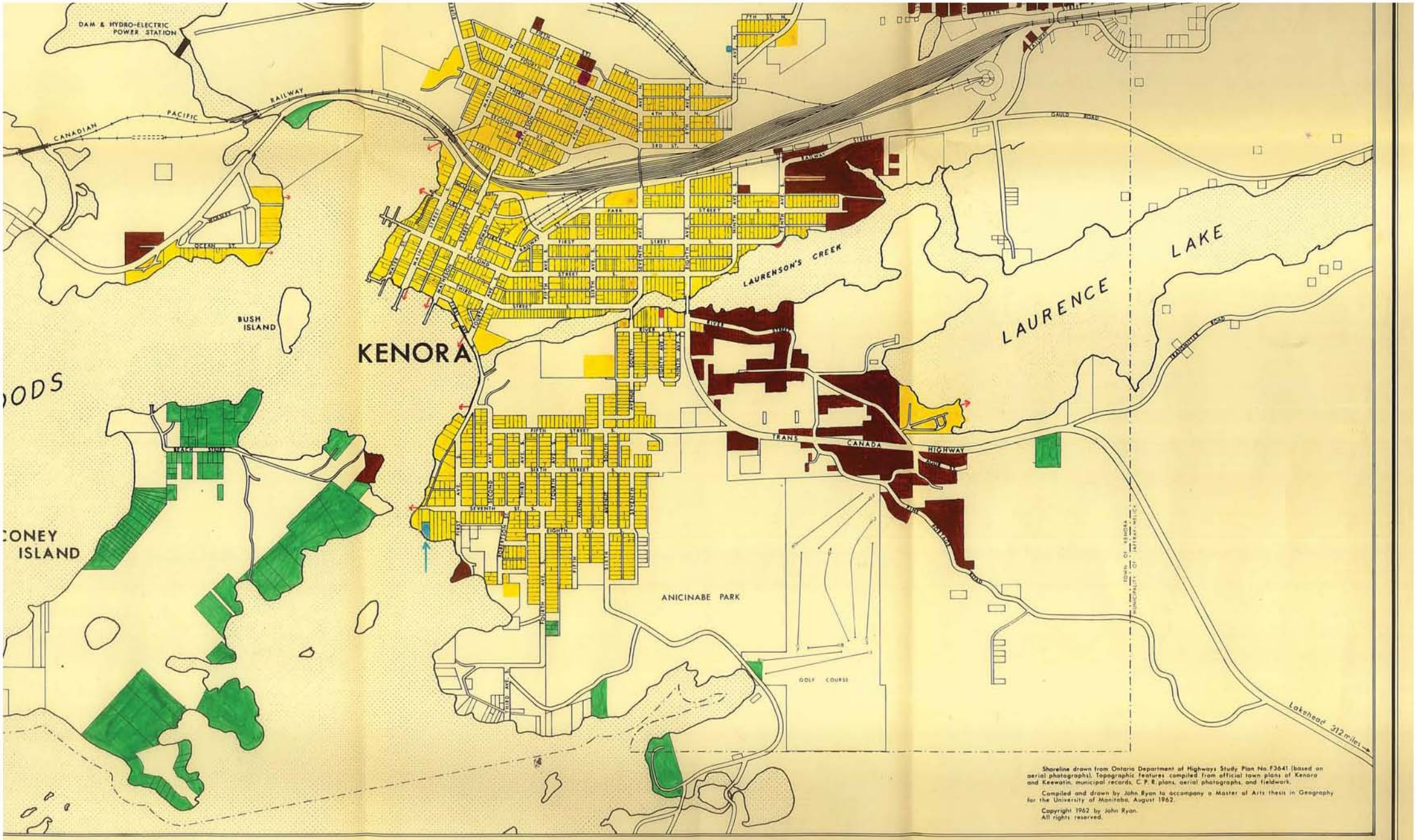
MAP 25

WATER AND SEWER SERVICES


KENORA-KEEWATIN
URBAN AREA
WATER & SEWER SERVICES
AREAS WITH WATER MAINS AND SEWERS
AREAS WITH WATER MAINS ONLY
AREAS WITH SURFACE WATER PIPES (SUMMER SERVICE ONLY)
AREAS SERVED BY WATER TRUCK
BLANK SETTLED AREAS OBTAIN WATER FROM WELLS, AND HAVE OCCASIONAL SEPTIC TANK FACILITIES
RAW SEWAGE OUTLET
SEWAGE PUMPING STATION
WATER INTAKE
WATER PUMPING STATION
WATER STORAGE TANK
1000 0 1000 2000 3000
SCALE IN FEET
- COMPILED FROM MUNICIPAL RECORDS AND FIELD WORK
WINNIPEG RIVER
WINNIPEG RIVER
TOWNSHIP OF PELLATT
TOWN OF KEEWATIN
JAY ISLAND
N
To Minaki
WINNIPEG RIVER
TUNNEL ISLAND
DAM & HYDRO-E POWER
NORMAN DAM & HYDRO-ELECTRIC POWER STATION
WEST BRANCH
DARLINGTON BAY
CANADIAN
HIGHWAY
CANADA


RABBIT LAKE
To Redditt
RABBIT LAKE ROAD
KENORA ROAD
MUNICIPALITY OF JAFFRAY-MELICK
TOWN OF KENORA
OLD FORT ISLAND
EAST BRANCH
PULPWOOD BOOMING GROUNDS
DAM & HYDRO-ELECTRIC POWER STATION
CANADIAN PACIFIC RAILWAY
TENTH STREET
NINTH STREET NORTH
9TH ST. N.
8TH ST.
7TH ST.
6TH ST.
5TH ST.
4TH ST.
3RD ST.
2ND ST.
FIRST STREET
PARK STREET
RAILWAY STREET
MAIN STREET
MARTHA AVE.
HERMAN AVE.
GUNNE AVE.
PLACE
Airport 8miles
ROUND LAKE
GAULD ROAD
LAKE
CREEK


WINNIPEG
NORMAN DAM
& HYDRO-ELECTRIC
POWER STATION
WEST BRANCH
DARLINGTON BAY
CANADIAN
TRANS
CANADA
HIGHWAY
FLOUR MILL
HYDRO-ELECTRIC
POWER PLANT
FLOUR MILL
HYDRO-ELECTRIC
POWER PLANT
NORMAN
CAMERON BAY
KEEWATIN
CHANNEL
KEEWATIN
TRANS
CANADA
HIGHWAY
← Winnipeg 130 miles
LAKE OF THE WOODS
CONEY
ISLAND



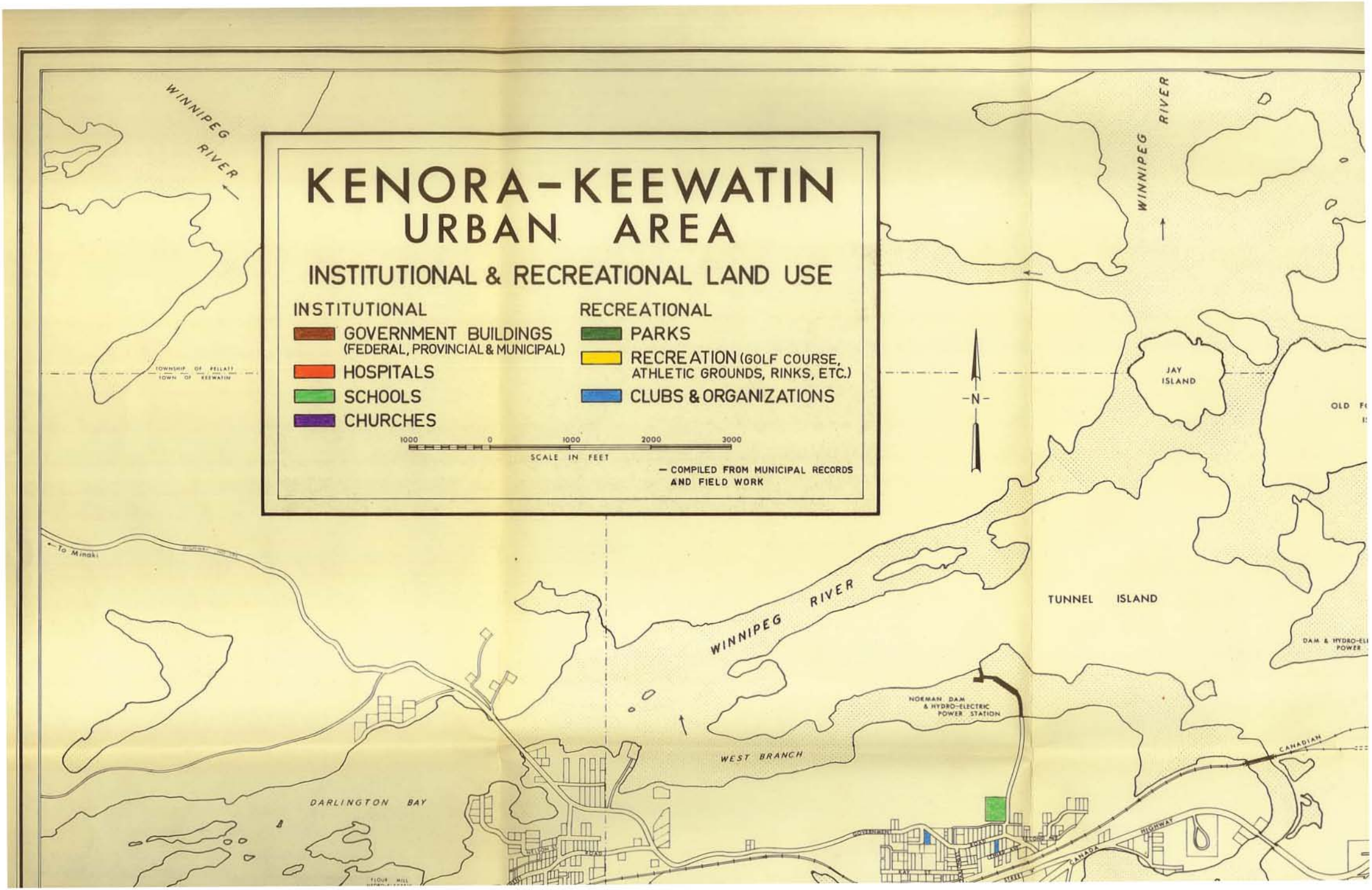
Shoreline drawn from Ontario Department of Highways Study Plan No. F3641 (based on aerial photographs). Topographic features compiled from official town plans of Kenora and Keewatin, municipal records, C. P. R. plans, aerial photographs, and fieldwork.

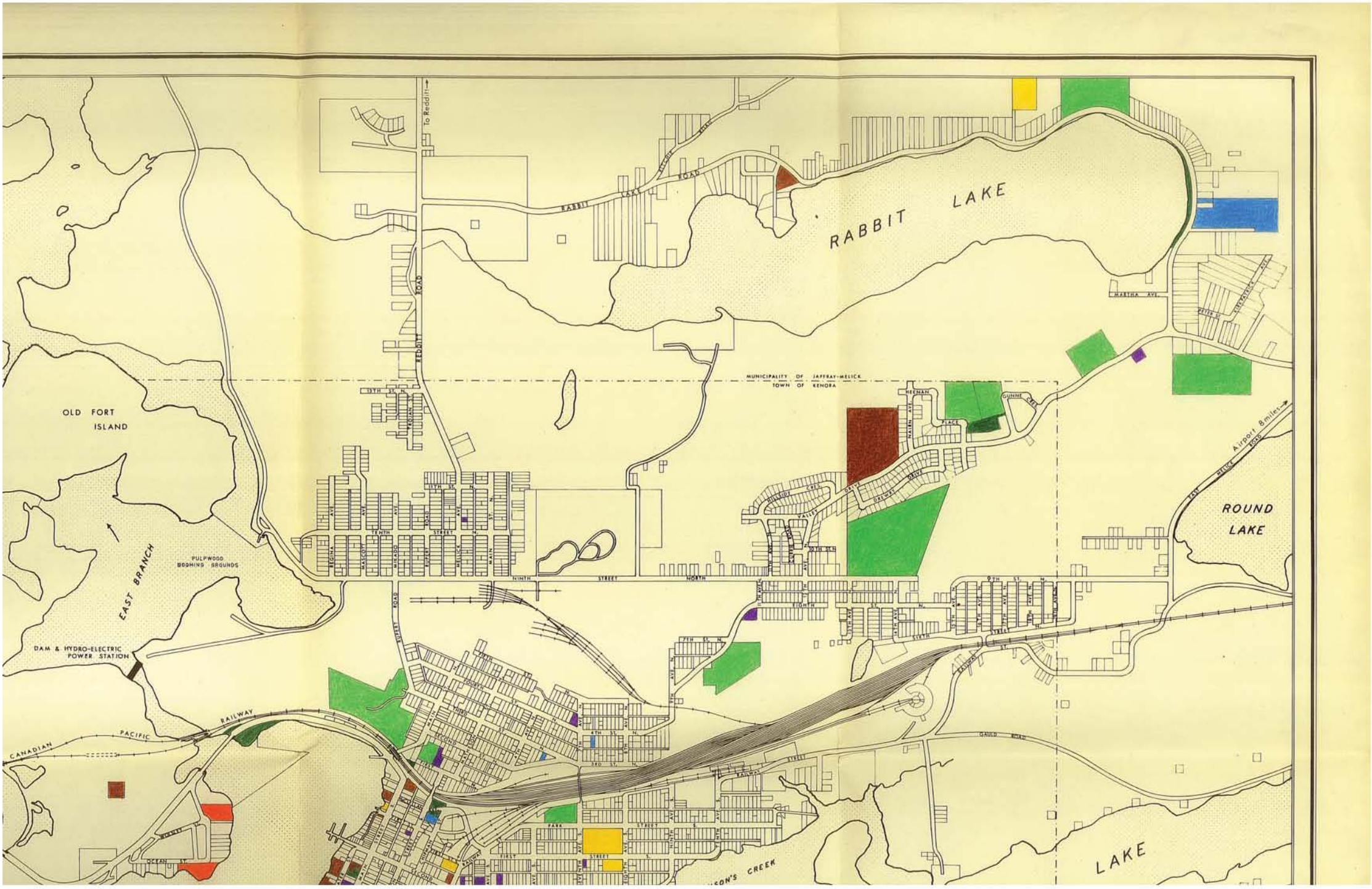
Compiled and drawn by John Ryan to accompany a Master of Arts thesis in Geography for the University of Manitoba, August 1962.

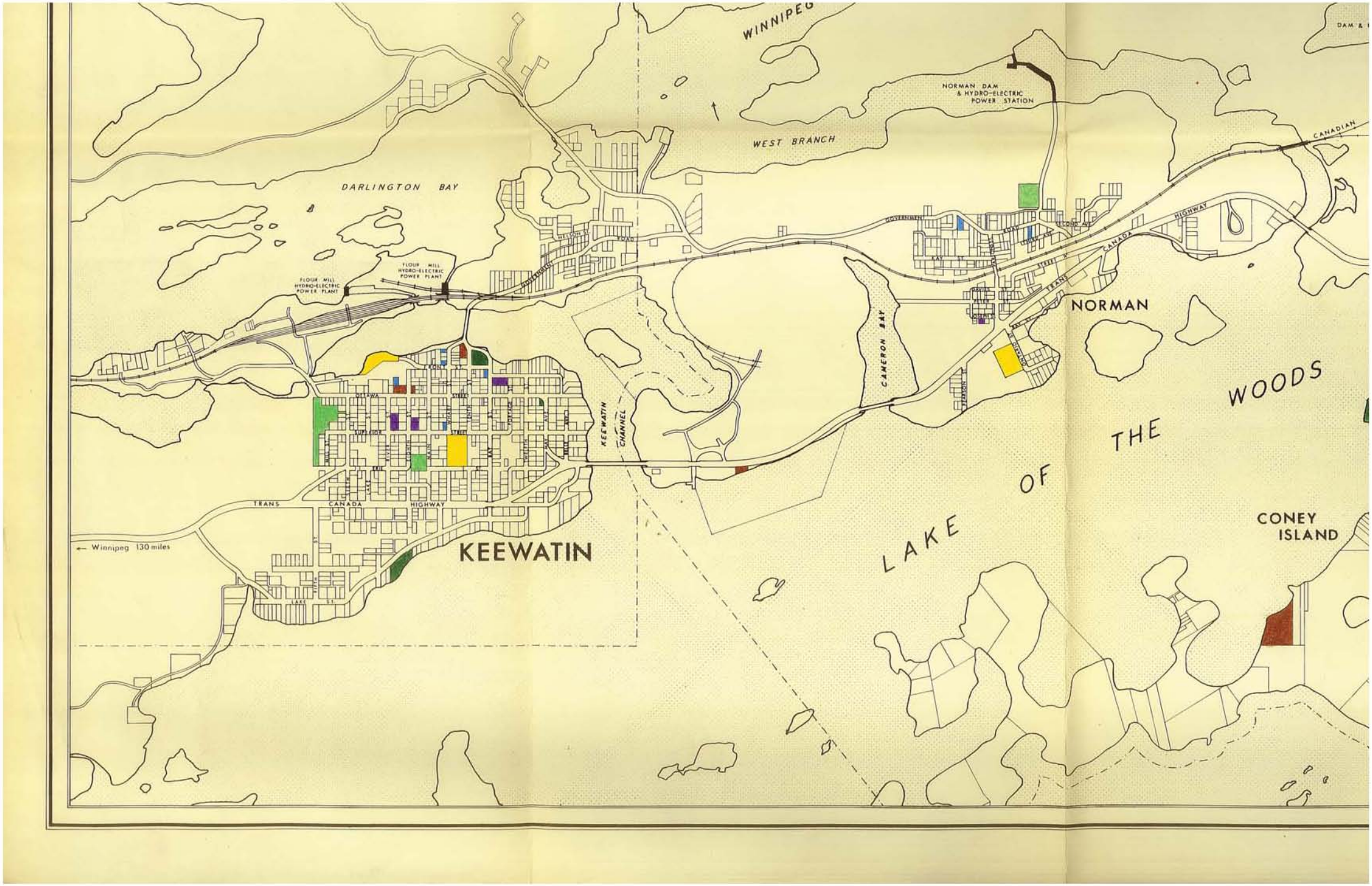
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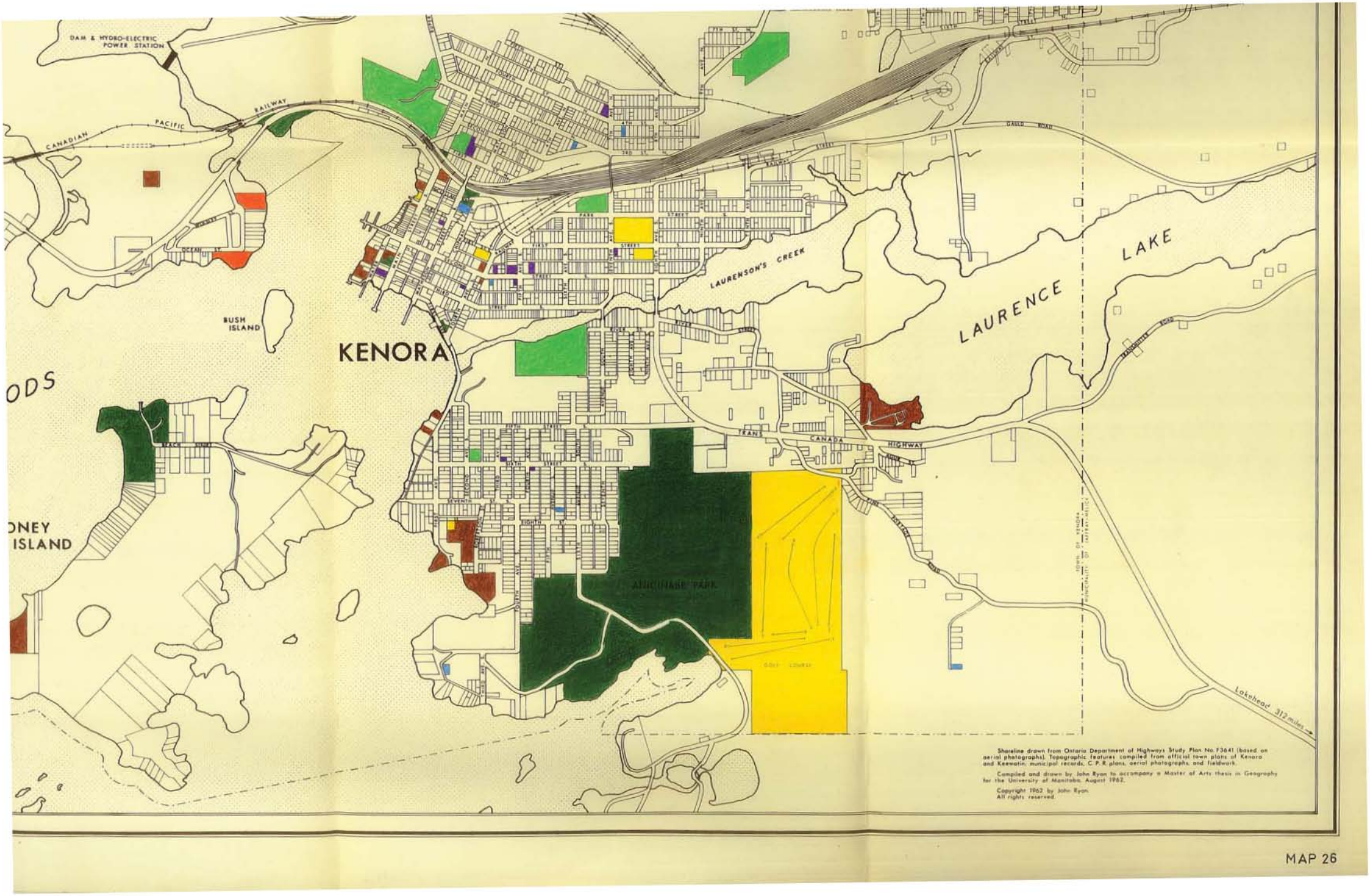
MAP 26

INSTITUTIONAL AND RECREATIONAL LAND USE


KENORA-KEEWATIN
URBAN AREA
INSTITUTIONAL & RECREATIONAL LAND USE
INSTITUTIONAL
GOVERNMENT BUILDINGS (FEDERAL, PROVINCIAL & MUNICIPAL)
HOSPITALS
SCHOOLS
CHURCHES
RECREATIONAL
PARKS
RECREATION (GOLF COURSE, ATHLETIC GROUNDS, RINKS, ETC.)
CLUBS & ORGANIZATIONS
1000 0 1000 2000 3000
SCALE IN FEET
— COMPILED FROM MUNICIPAL RECORDS AND FIELD WORK
WINNIPEG RIVER
WINNIPEG RIVER
TOWNSHIP OF PELLATT
TOWN OF KEEWATIN
JAY ISLAND
N
To Minaki
TUNNEL ISLAND
WINNIPEG RIVER
NORMAN DAM & HYDRO-ELECTRIC POWER STATION
WEST BRANCH
DARLINGTON BAY
CANADIAN
HIGHWAY


RABBIT LAKE
To Redditt
RABBIT LAKE ROAD
REDDITT ROAD
MUNICIPALITY OF JAFFRAY-MELICK
TOWN OF KENORA
OLD FORT ISLAND
EAST BRANCH
PULPWOOD BOOMING GROUNDS
DAM & HYDRO-ELECTRIC POWER STATION
CANADIAN PACIFIC RAILWAY
NINTH STREET NORTH
EIGHTH STREET
SEVENTH STREET
MARTHA AVE.
HEENAN
GUNNE
Airport 8miles
EAST MELICK ROAD
ROUND LAKE
LAKE
PARK STREET
FIRST STREET
OCEAN ST.


WINNIPEG
NORMAN DAM & HYDRO-ELECTRIC POWER STATION
WEST BRANCH
DARLINGTON BAY
FLOUR MILL HYDRO-ELECTRIC POWER PLANT
FLOUR MILL HYDRO-ELECTRIC POWER PLANT
CANADIAN
HIGHWAY
NORMAN
CAMERON BAY
KEEWATIN CHANNEL
WOODS
THE
OF
LAKE
CONEY ISLAND
TRANS CANADA HIGHWAY
KEEWATIN
← Winnipeg 130 miles



Shoreline drawn from Ontario Department of Highways Study Plan No. F3641 (based on aerial photographs). Topographic features compiled from official town plans of Kenora and Keewatin, municipal records, C.P.R. plans, aerial photographs, and fieldwork.

Compiled and drawn by John Ryan to accompany a Master of Arts thesis in Geography for the University of Manitoba, August 1962.

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TABLE B.3

BY

(Com

Residential Class	Value of Dwellings	Component Districts of Town																		
		Lakeside				Centre				Area Between C.P.R. and Pulp & Paper Mill				Rideout				Norman			
		No. of Dwellings	"A"	"B"	"C"	No. of Dwellings	"A"	"B"	"C"	No. of Dwellings	"A"	"B"	"C"	No. of Dwellings	"A"	"B"	"C"	No. of Dwellings	"A"	"B"	"C"
Superior	$15,000 & over	41	5.7	23.6	19.8	34	7.3	19.5	16.4	20	5.2	11.5	9.7	5	1.4	2.9	2.4	11	5.2	6.3	5.3
Above Average	$10,500-$14,999	110	15.2	29.2	20.8	88	18.8	23.3	16.7	71	18.5	18.8	13.4	22	6.2	5.8	4.2	11	5.2	2.9	2.1
Average	$5,500-$10,499	340	46.9	29.3	21.8	266	57.0	22.9	17.1	201	52.5	17.3	12.9	135	37.7	11.6	8.7	66	31.4	5.7	4.2
Below Average	$3,500-$5,499	120	16.5	29.1	22.3	52	11.1	12.6	9.7	56	14.6	13.6	10.4	86	24.0	20.9	16.0	49	23.4	11.9	9.1
Poor	Below $3,500	114	15.7	27.8	23.4	27	5.8	6.6	5.5	35	9.2	8.6	7.2	110	30.7	26.8	22.5	73	34.8	17.8	15.0
	Totals	725	100.0%	28.6%[a]	21.8%[b]	467	100.0%	18.4%[a]	14.2%[b]	383	100.0%	15.1%[a]	11.5%[b]	358	100.0%	14.1%[a]	10.8%[b]	210	100.0%	8.3%[a]	6.3

"A" - Number of dwellings in each class as a percentage of total district dwellings.
"B" - Number of dwellings in each class as a percentage of total Kenora dwellings in each respective class.
"C" - Number of dwellings in each class as a percentage of total Urban Area dwellings in each respective class.
a - Total dwellings in district as a percentage of total Kenora dwellings.
b - Total dwellings in district as a percentage of total Urban Area dwellings.

[1]Apartment blocks and summer cottages excluded.

[2]Based on value of structure alone--land excluded.

[3]Based on value of dwellings.

TABLE B.3

KENORA-KEEWATIN URBAN AREA
AND COMPONENT PARTS

NUMBER AND PERCENTAGE OF DWELLINGS[1]

BY VALUE GROUPS[2] AND RESIDENTIAL CLASSES,[3] 1962

(Compiled from Figure B.1 and Tables B.1 and B.2)

Component Districts of Town of Kenora																								
	Rideout				Norman				Area Between New Subdivisions & C.P.R.				Wartime Housing				Valley Drive				Coney Island				K
o. of llings	"A"	"B"	"C"	No. of Dwellings	"A"	"B"	"C"	No. of Dwellings	"A"	"B"	"C"	No. of Dwellings	"A"	"B"	"C"	No. of Dwellings	"A"	"B"	"C"	No. of Dwellings	"A"	"B"	"C"	No. of Dwellings
5	1.4	2.9	2.4	11	5.2	6.3	5.3	-	-	-	-	4	3.3	2.3	1.9	59	60.2	33.9	28.5	-	-	-	-	174
22	6.2	5.8	4.2	11	5.2	2.9	2.1	11	6.9	2.9	2.1	24	19.5	6.4	4.5	39	39.8	10.4	7.4	1	10.0	0.3	0.2	377
135	37.7	11.6	8.7	66	31.4	5.7	4.2	64	40.0	5.5	4.1	87	70.7	7.5	5.6	-	-	-	-	2	20.0	0.2	0.1	1,161
86	24.0	20.9	16.0	49	23.4	11.9	9.1	42	26.2	10.2	7.8	3	2.4	0.7	0.6	-	-	-	-	4	40.0	1.0	0.8	412
110	30.7	26.8	22.5	73	34.8	17.8	15.0	43	26.9	10.5	8.8	5	4.1	1.2	1.0	-	-	-	-	3	30.0	0.7	0.6	410
358	100.0%	14.1%[a]	10.8%[b]	210	100.0%	8.3%[a]	6.3%[b]	160	100.0%	6.3%[a]	4.8%[b]	123	100.0%	4.9%[a]	3.7%[b]	98	100.0%	3.9%[a]	3.0%[b]	10	100.0%	0.4%[a]	0.3%[b]	2,534

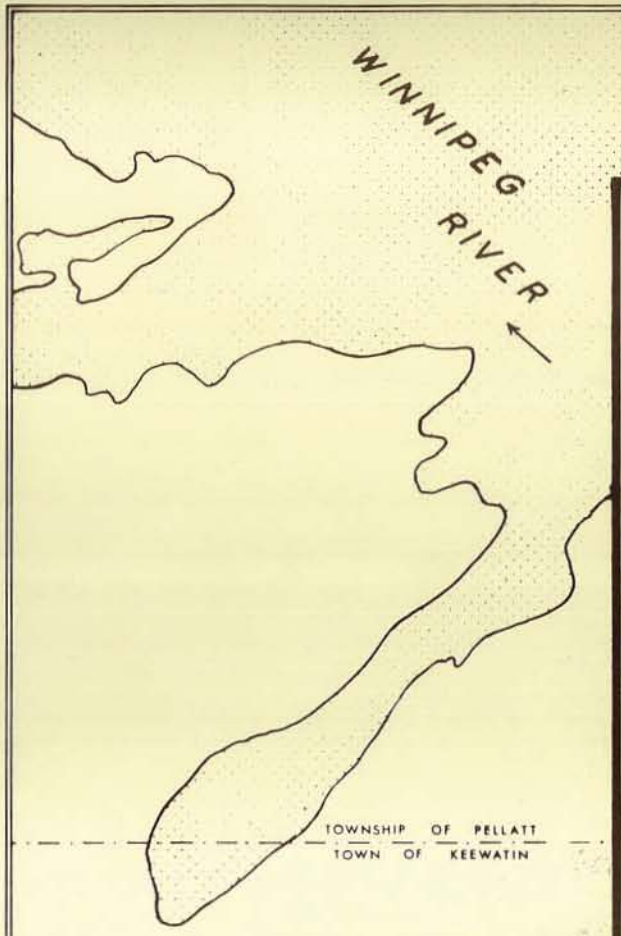
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B.2)

Wartime Housing			Valley Drive				Coney Island				Town of Kenora			Town of Keewatin			Urban Area of Jaffray-Melick			Total Kenora-Keewatin Urban Area	
of ngs	"A"	"B"	"C"	No. of Dwellings	"A"	"B"	"C"	No. of Dwellings	"A"	"B"	"C"	No. of Dwellings	"A"	"C"	No. of Dwellings	"A"	"C"	No. of Dwellings	"A"	"C"	No. of Dwellings	"A"
	3.3	2.3	1.9	59	60.2	33.9	28.5	-	-	-	-	174	6.9	84.0	21	3.8	10.2	12	5.3	5.8	207	6.2
	19.5	6.4	4.5	39	39.8	10.4	7.4	1	10.0	0.3	0.2	377	14.9	71.4	87	15.6	16.5	64	28.3	12.1	528	15.9
	70.7	7.5	5.6	-	-	-	-	2	20.0	0.2	0.1	1,161	45.8	74.5	310	55.5	19.9	87	38.5	5.6	1,558	47.0
	2.4	0.7	0.6	-	-	-	-	4	40.0	1.0	0.8	412	16.2	76.7	92	16.5	17.1	33	14.6	6.2	537	16.2
	4.1	1.2	1.0	-	-	-	-	3	30.0	0.7	0.6	410	16.2	84.0	48	8.6	9.8	30	13.3	6.2	488	14.7
	100.0%	4.9%[a]	3.7%[b]	98	100.0%	3.9%[a]	3.0%[b]	10	100.0%	0.4%[a]	0.3%[b]	2,534	100.0%	76.4%[b]	558	100.0%	16.8%[b]	226	100.0%	6.8%[b]	3,318	100.0%

MAP 27

RESIDENTIAL LAND USE



KENORA-KEEWATIN
URBAN AREA
RESIDENTIAL LAND USE

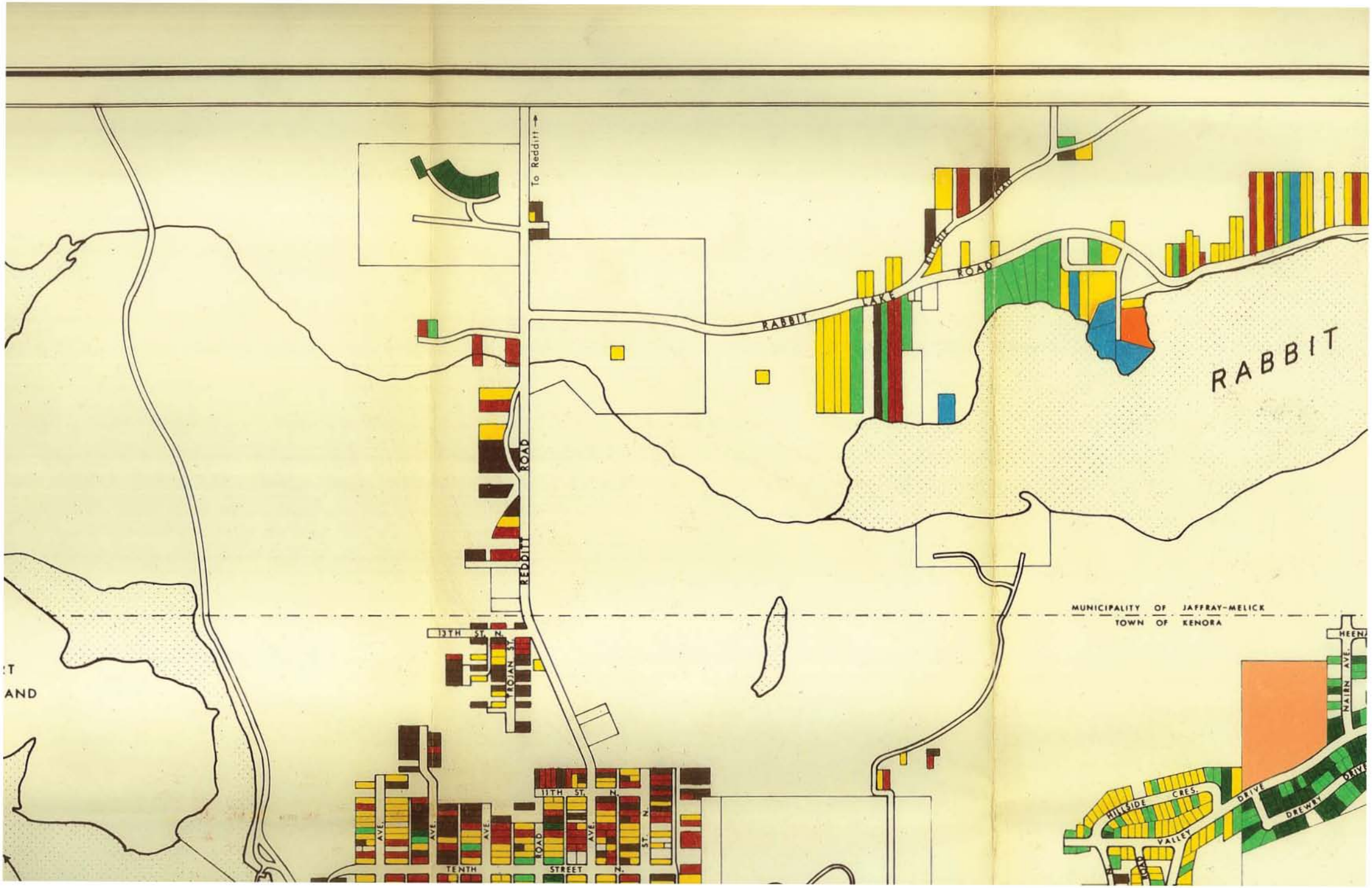
- SUPERIOR HOUSING ($15,000 and over)
- ABOVE AVERAGE HOUSING ($10,500 – $14,999)
- AVERAGE HOUSING ($5,500 – $10,499)
- BELOW AVERAGE HOUSING ($3,500 – $5,499)
- POOR HOUSING (Below $3,500)
- SUMMER COTTAGES
- APARTMENTS
- SUITES & LIVING QUARTERS IN BUSINESS BUILDINGS
- PERMANENT LIVING QUARTERS IN HOTELS, MOTELS & TOURIST CAMPS
- INSTITUTIONS WITH PERMANENT LIVING QUARTERS

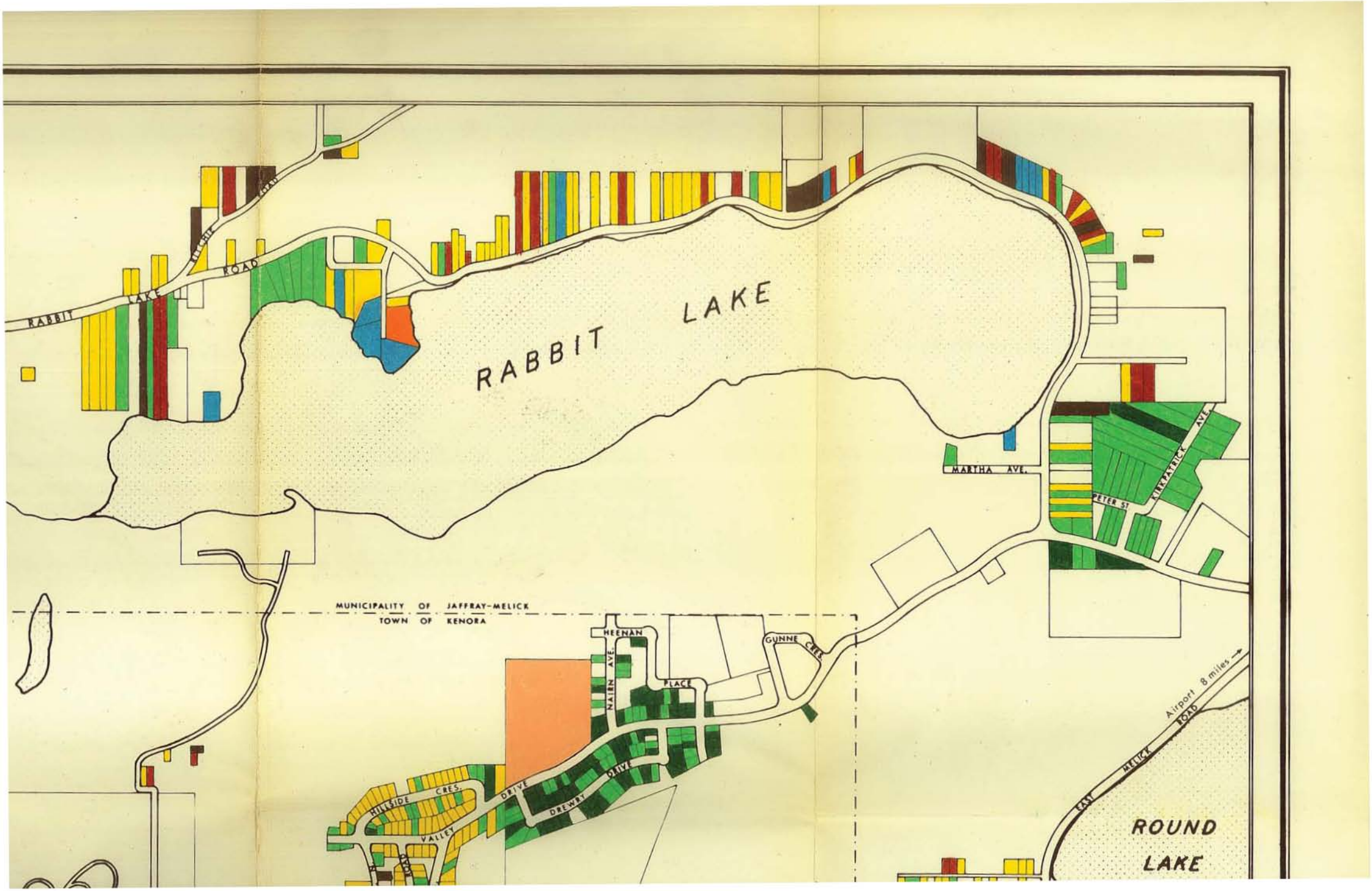
1000 0 1000 2000 3000

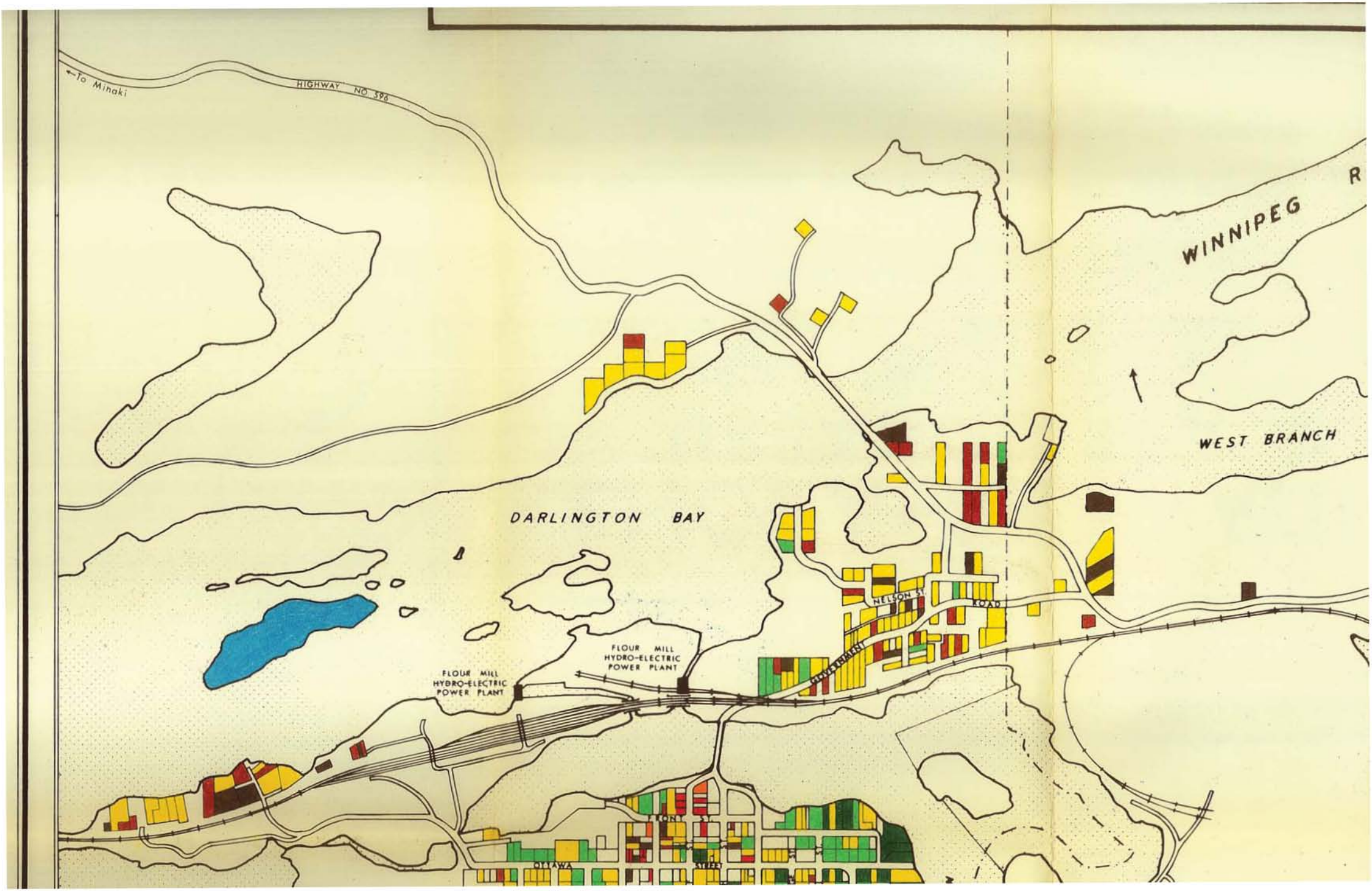
SCALE IN FEET

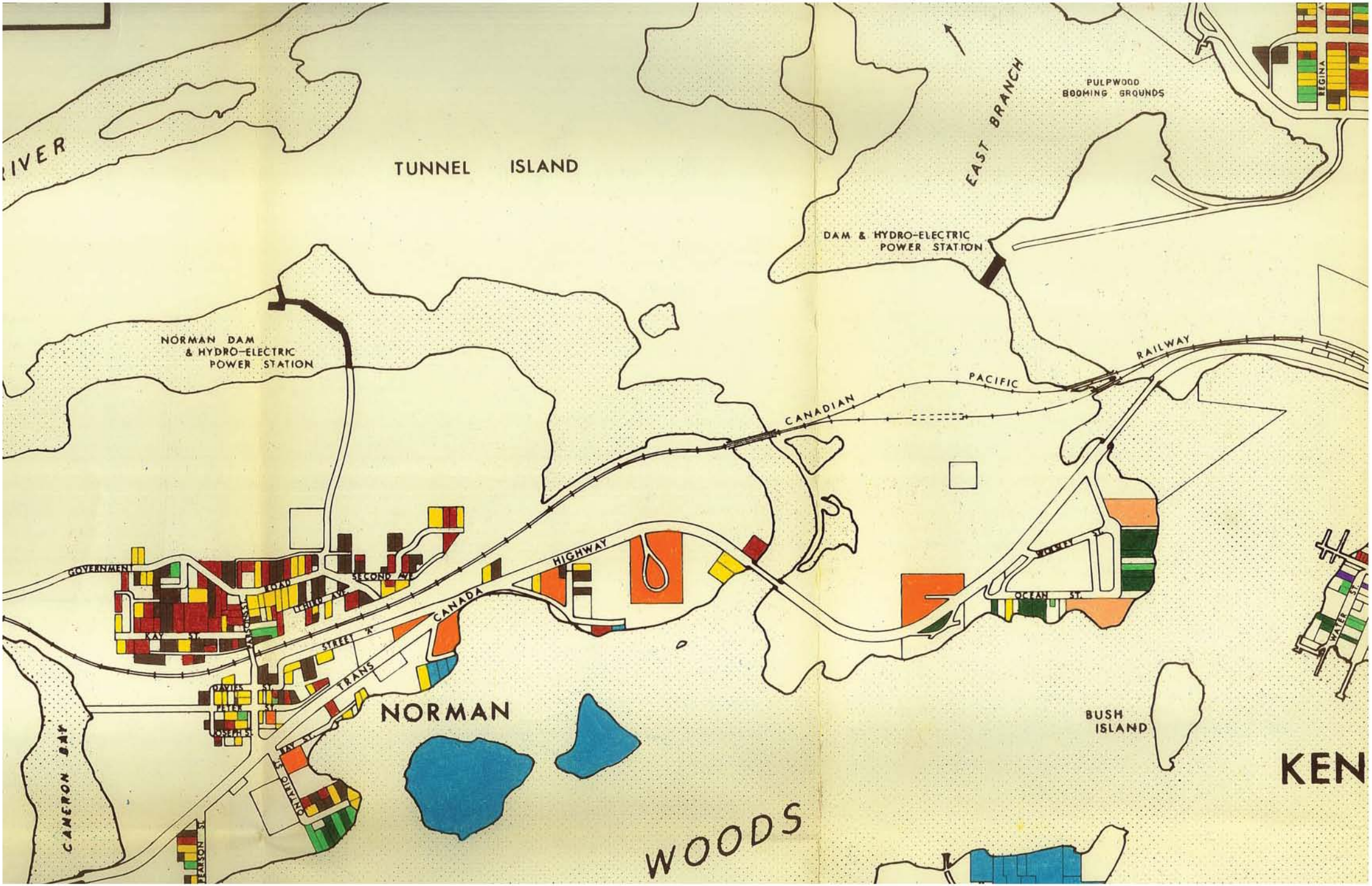
– COMPILED FROM ASSESSMENT
AND FIELD WORK

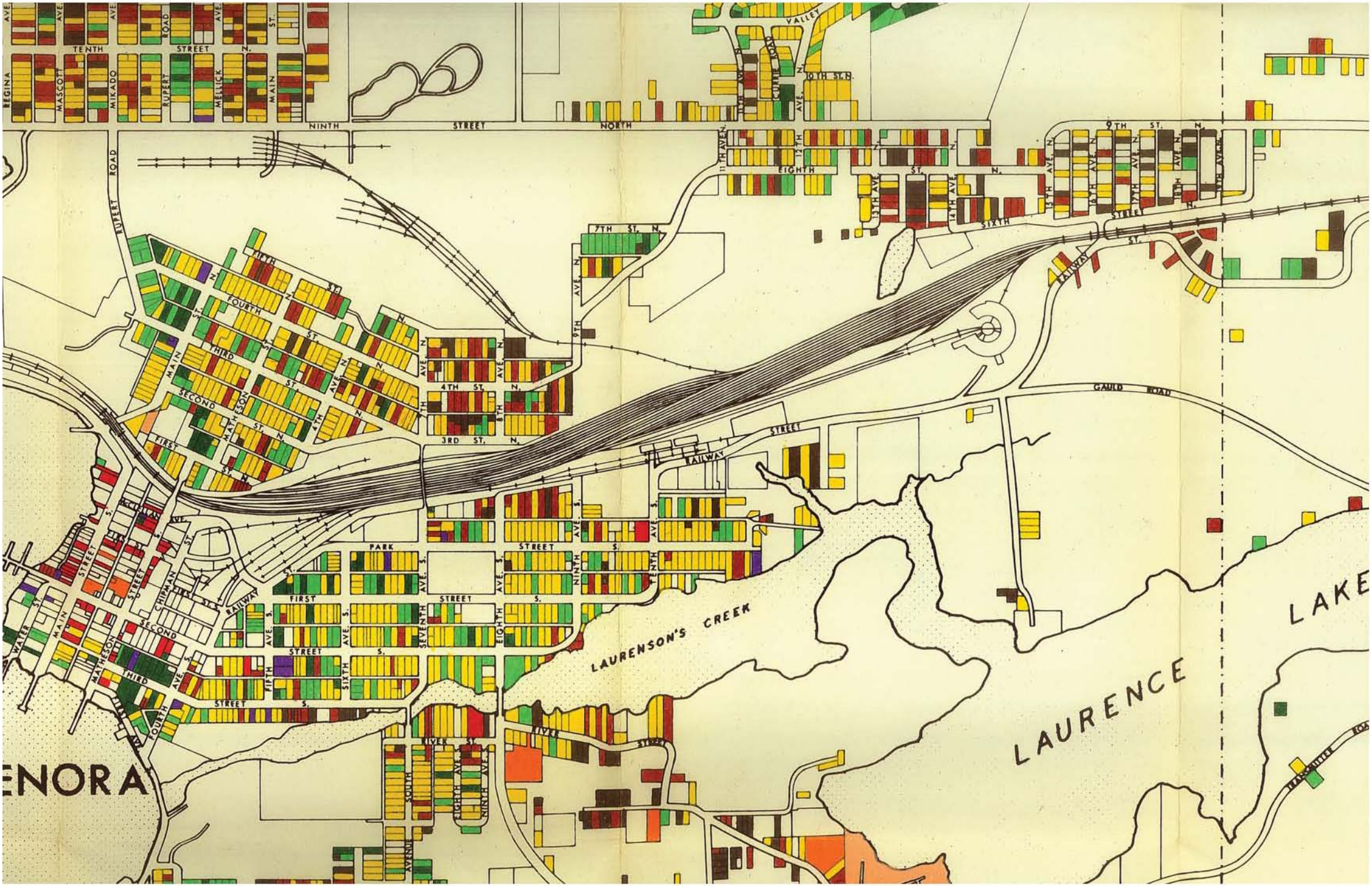
OLD FORT ISLAND
JAY ISLAND
WINNIPEG RIVER
N

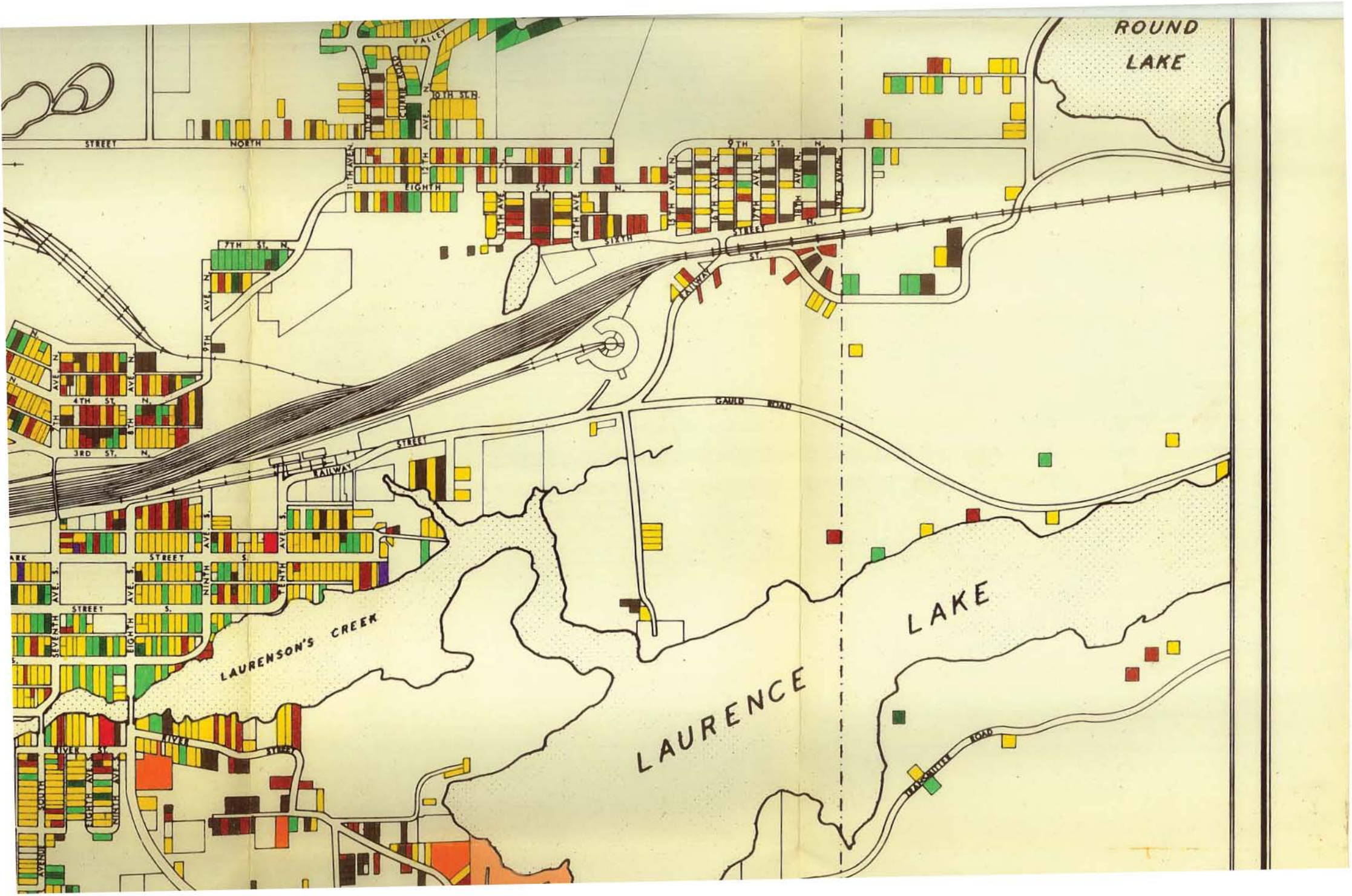

To Redditt
RABBIT LAKE ROAD
RABBIT
REDDITT ROAD
MUNICIPALITY OF JAFFRAY-MELICK
TOWN OF KENORA
13TH ST. N.
TROJAN ST.
11TH ST. N.
TENTH STREET N.
ROAD
AVE.
ST.
HILLSIDE CRES.
DRIVE
VALLEY
DREWRY
NAIRN AVE.

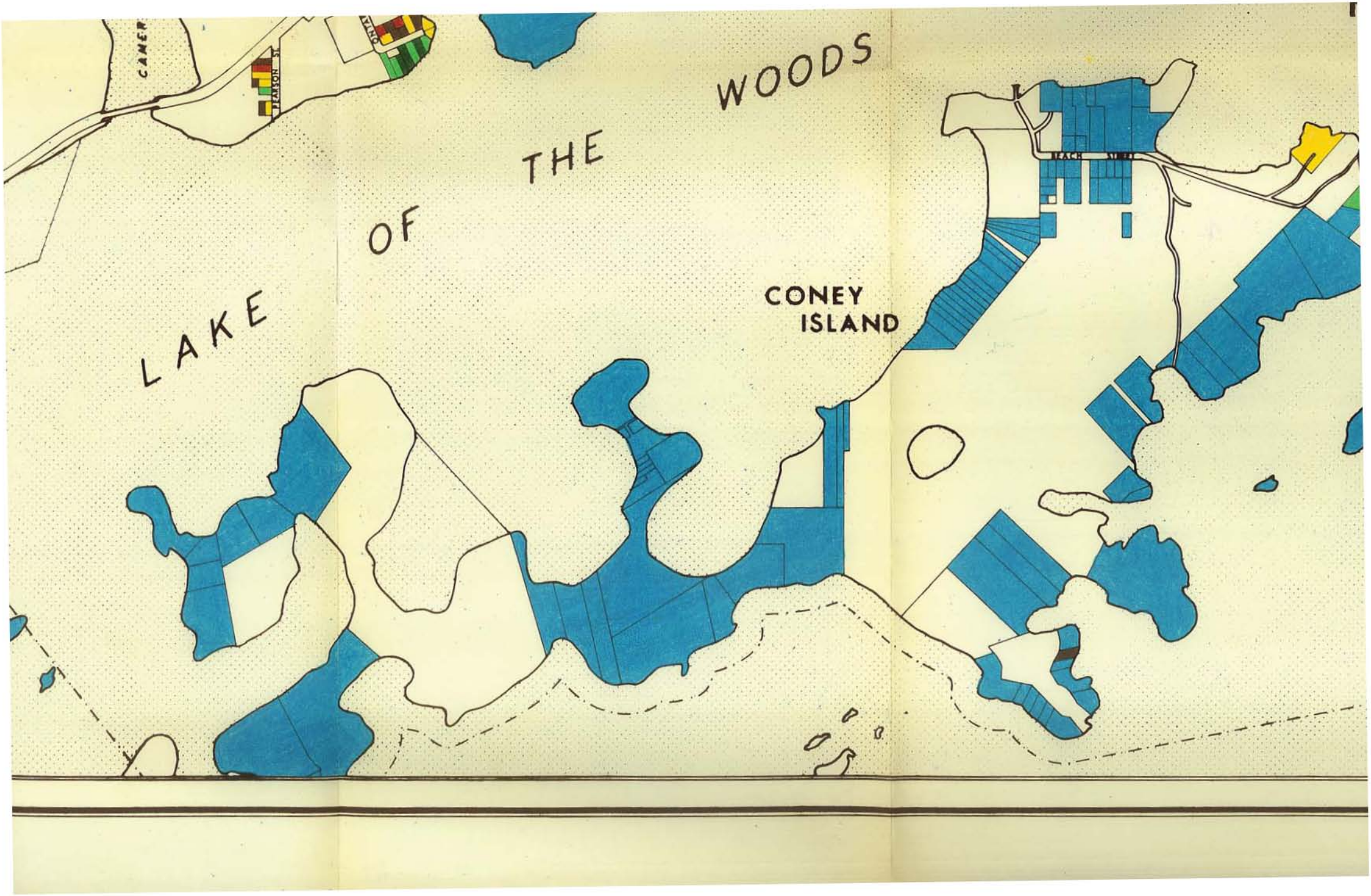

RABBIT LAKE
RABBIT LAKE ROAD
MARTHA AVE.
PETER ST
KIRKPATRICK AVE.
MUNICIPALITY OF JAFFRAY-MELICK
TOWN OF KENORA
HEENAN
NAIRN AVE.
PLACE
GUNNE CRES.
HILLSIDE CRES.
DRIVE
VALLEY
DREWRY
DRIVE
Airport 8 miles
EAST MELICK ROAD
ROUND
LAKE

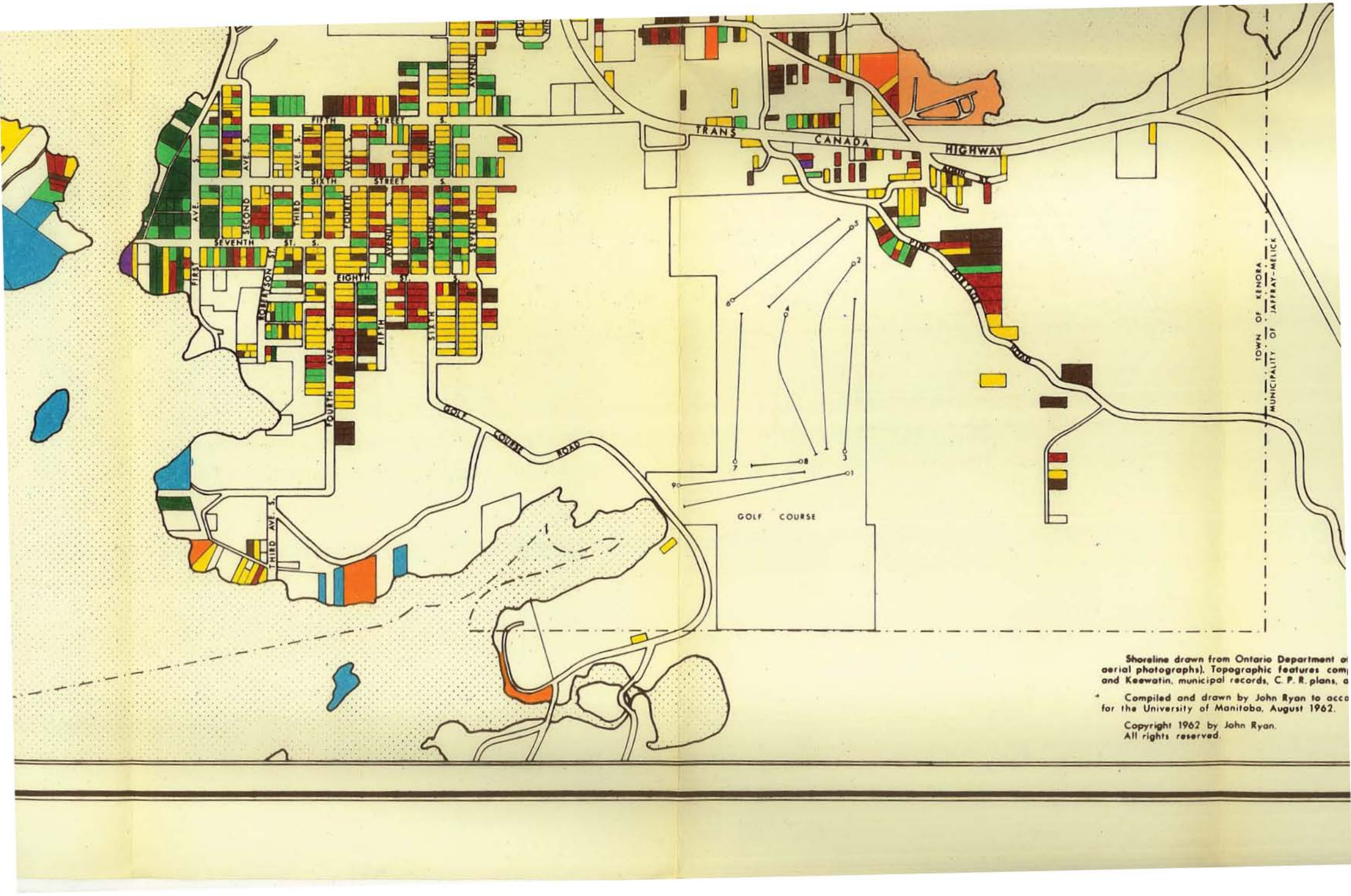

←To Minaki
HIGHWAY NO. 596
WINNIPEG R
WEST BRANCH
DARLINGTON BAY
FLOUR MILL
HYDRO-ELECTRIC
POWER PLANT
FLOUR MILL
HYDRO-ELECTRIC
POWER PLANT
NELSON ST
ROAD
KING WILLIAM
FRONT ST
OTTAWA
STREET


RIVER
TUNNEL ISLAND
EAST BRANCH
PULPWOOD BOOMING GROUNDS
REGINA
DAM & HYDRO-ELECTRIC POWER STATION
NORMAN DAM & HYDRO-ELECTRIC POWER STATION
RAILWAY
PACIFIC
CANADIAN
HIGHWAY
CANADA
GOVERNMENT
ROAD
SECOND AVE.
KAY ST.
STREET
TRANS
DAVIES
PETER
JOSEPH ST.
JAY ST.
ONTARIO ST.
FERRON ST.
CAMERON BAY
NORMAN
WOODS
BUSH ISLAND
OCEAN ST.
WATER ST.
KEN


TENTH STREET N.
NINTH STREET NORTH
EIGHTH ST. N.
7TH ST. N.
4TH ST. N.
3RD ST. N.
FIRST STREET S.
SECOND STREET S.
THIRD STREET S.
FOURTH STREET S.
FIFTH STREET S.
SIXTH STREET S.
PARK STREET S.
RUPERT ROAD
MAIN STREET
MATHESON ST. N.
CHIPMAN AVE.
RAILWAY
GAULD ROAD
LAURENSON'S CREEK
LAURENCE
LAKE
ENORA


ROUND
LAKE
LAURENCE
LAKE
LAURENSON'S CREEK
GAULD ROAD
RAILWAY
STREET
NORTH
VALLEY
CURRIE ROAD
10TH SIDE RD.
EIGHTH
SIXTH
7TH ST. N.
4TH ST. N.
3RD ST. N.
9TH ST. N.
STREET S.
RIVER ST.
RIVER STREET
TRANSMITTER ROAD

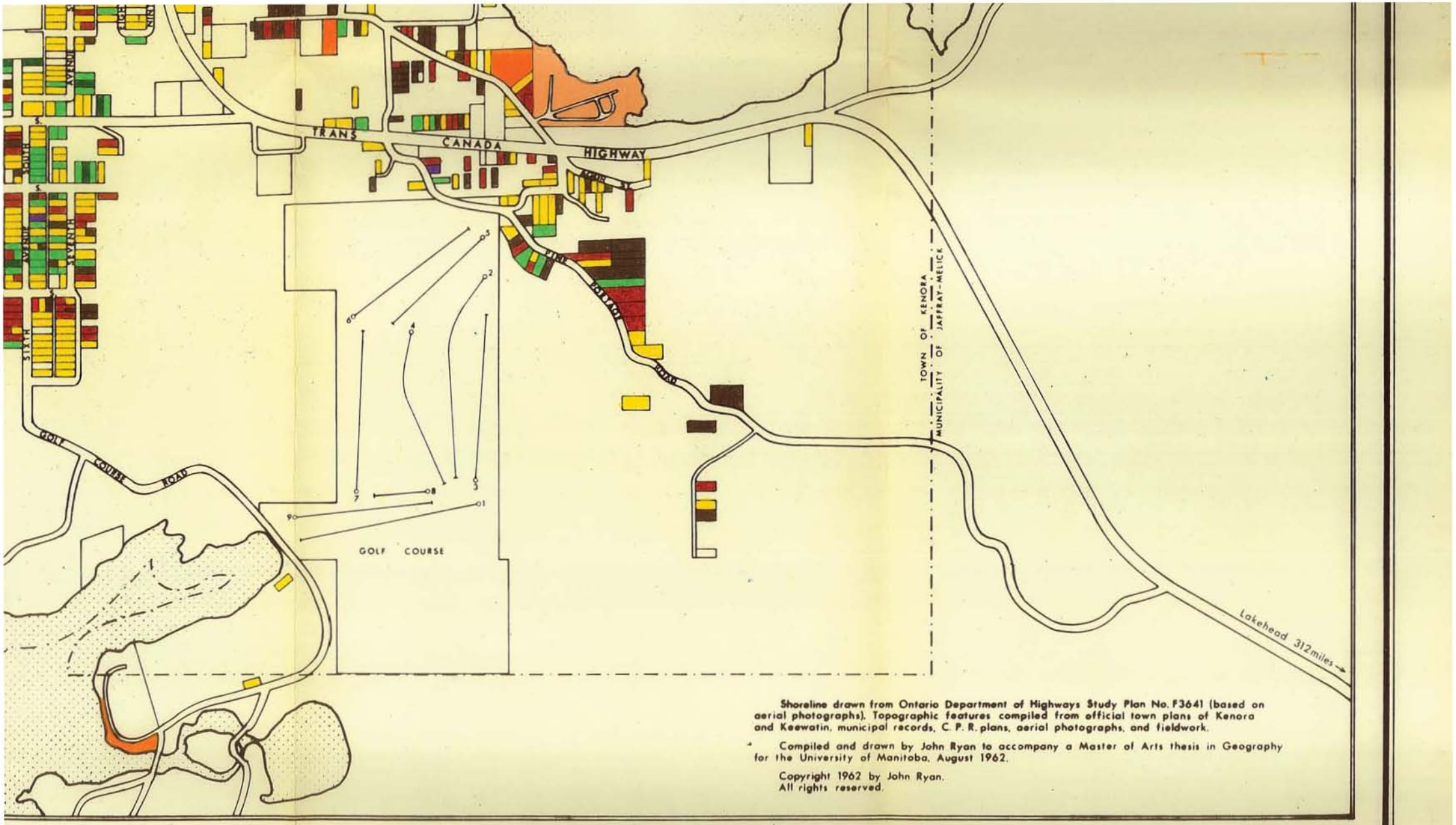

LAKE
OF
THE
WOODS
CONEY
ISLAND
PEARSON ST



Shoreline drawn from Ontario Department o
aerial photographs). Topographic features com
and Keewatin, municipal records, C. P. R. plans, a

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for the University of Manitoba, August 1962.

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