

# EARLY TRAVELS ON THE 599 CORRIDOR

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*For publication in the Savant-Sturgeon Tourist Outfitters Association lure booklet for the 1995 sports show season. Further research into the Corridor has yielded a wealth of information about this region and it is very hard to choose a topic to write about. However, while doing research, I have been honored to meet and talk with several charismatic, knowledgeable, and in general, colorful folks, that have lived in this region for many years. Their knowledge of the growth of the "599" from Ignace to Savant Lake to Pickle Lake is not only phenomenal, but in most cases so vivid and graphic in description that one sits mesmerized in the spell of the tale-weaver. Yes, it sounds like a tall-tale, but these events and the people described are real and documented.*

*Some of the events tell of great feats of daring-do and others of even greater feats of survival against the harshness that mother nature can dish out this far north, and still others tell of individuals who carved a life for themselves out of this pristine, unforgiving land. It is without reservation that this writer states that a complete history of the 599 Corridor should be compiled that includes all of this information. The charismatic folks that know the history should be tapped as a resource to aid in the compilation of a true history of one route into the wilds of Northern Ontario. I, daresay, that it could teach us quite a bit about the original settlers of this region and about the roots of civilization along this beautiful wilderness corridor.*

*As stated, it was hard to zero in on a topic for a lure booklet, because by nature a lure booklet is developed to draw folks from "Down South" up to our magnificent wilderness area. However, by revealing some of the unique historical tales of the region, it may pique the interest of some individuals to come up and just see for themselves what the "599" is all about!!*

*So, come along and join me for a unique journey along the 599 corridor as it stretches from Ignace to Savant Lake to Pickle Lake, and meet one of the most unique gentlemen that I have had the pleasure to interview.*

Since a means of transportation is of vital importance in the opening of a new wilderness area, I have chosen to tell you about a most unique form of winter transportation that was used to supply the gold mine towns of Central Patricia and Pickle Lake back in the 1930's. I was able to speak personally with a man that not only knows the history first hand, but actually made living in his early years by operating the winter tractor train as it plied its route over lakes and portages from the Savant Lake rail head to the mining towns up north. This friendly, charismatic gentleman is Billy Koval of Pickle

Lake, Ontario. Billy has a tremendous memory of detailed information about the "train". Details were also garnered from his lovely wife, Mona Hooker-Koval, who was one of the first settlers in Pickle Lake. Mona's father worked for the Hudson Bay Company at its post up north, thus, the Hooker family are an integral part of the history of the area.

Back to our story: With two working gold mines up north the rail transportation into Savant Lake took on special meaning. The heavy supplies for the mines and food supplies for the people had to get through. The trail up from Ignace to Savant Lake was also a source of supplies and most of those were moved during the winter months by dog sled. Either way, the goods had to be shipped on up to Pickle Lake, and the tractor train proved to be the best means at the time.

The trail had to be prepared first, and this task usually fell to Billy and his dad. Billy was in his teens at the time and he remembers breaking the trails with snowshoes and horses. The lakes made travel easier as long as the slush was not too bad. Thus the portages were the areas where the horses came in handy for breaking and packing the trail.

Billy recounted an episode when he was 13 years old and he and his father went out to work on the trails and one of the horses stepped out on the lake and fell through the ice, unfortunately the animal fell directly on a deadfall and punctured its chest cavity and subsequently died. After taking care of the animal, they retraced their steps back to Savant Lake, only to discover that during their absence the old Haverluck and Koval Hotel had burned to the ground. The hotel had stood on the present site of the grocery store in Savant Lake.

Once the trail was ready, the train was drawn up and it consisted of two TD-40 International/McCormick-Dearing tractors, 10 sleighs, and a caboose. The caboose held all perishable goods and served as a place for the crew to eat and sleep. The crew consisted of four drivers and two brakemen and these were divided into two teams of three. Two drivers and a brakeman drove the train for six hours while the second crew slept, and they interchanged at six hour intervals for the remainder of the journey. Billy stated that when your shift in the caboose was up there was no dawdling or fooling around getting out of that warm bed - you were up and at 'em in minutes.



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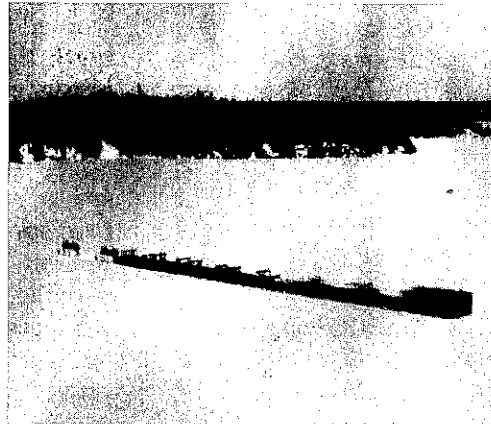
Once the sleighs were loaded with mining equipment, drums of fuel for the tractor, fresh meat for the people, and other staple items like flour and sugar, the train was ready to depart. OOPS!, forgot the caboose, it held the perishables like the vegetables and the beer. All this for the population of workers at the mines – a total of about 35 people most winters. Billy told of one winter that his father used horses to pull a special load up the trail. The year was 1929, and his dad hauled 40 drums of aviation fuel, the first in Pickle Lake, to supply on old Gypsy Moth aircraft that was used to plot the land claims for the gold mines. Rough sketches were made by pencil while observing landmarks from the air. These were later refined and submitted as the original gold claims for the two working mines.



The distance between Savant Lake and Pickle Lake was always figured at exactly 100 miles, across 9 lakes and 17 portages. Depending on conditions, the trip by "train" could take anywhere from 24 hours to one month. Billy recounts that slush was the worst problem and he remembered that on one trip they hit and bogged down in 2 feet of slush. They worked hard to free the sleighs and reach the portages and were successful most of the time. However, he did state that once they had to get planes in to move the supplies north. The operation of the train under tough conditions called for some ingenuity and an example of that task was that usually every morning the temperature reached its lowest and the runners on the sleighs would actually stick to the ice on the lakes. In order to continue moving, the crew would hook both tractors to just five sleighs and pull them to the portage, and return and pull the remaining five to the same spot, reassemble the train and move on. This sounds easy while sitting at my computer, near the wood stove, but it is hard to imagine with temperatures often reaching 40° below zero.

Not all of the trips were relatively routine, Billy tells of one time when a pin broke on the tractor and flew up and broke the casing of the fuel pump. One of the crew, that also handled maintenance, soldered a piece of tin to the casing, replaced the pin and the tractor went on its way and in fact became the most dependable one they had for quite a while after the incident.

Once the goods reached Pickle Lake, the goods were distributed to the mines and to the grocery store and the return trip was planned for the next week or when more supplies would be needed. The tractor train proved to be a dependable way to move goods to isolated communities during the winter months and the train from Savant Lake to Pickle Lake operated from about 1934 to 1955. Billy Koval and his fam-



ily worked the tractor train for all those years and his tales of the train could yield volumes. This is just a sampling of the whole history of the tractor train along the 599 Corridor. As Paul Harvey says, for "the rest of the story!", come on up to Pickle Lake and look him up – he can spin a yarn with the best!!

I would like to thank my friends, Billy and Mona Koval for their time, their knowledge, and their willingness to share their valuable memories with this author. I would also like to wish them a very happy 40th Wedding Anniversary set for June of 1995. They are a unique and wonderful couple that exhibit the characteristics that it takes to carve out a living in the wilderness of Northwestern Ontario. Thank you Billy and Mona for sharing some valuable time with me.

The Savant-Sturgeon Tourist Outfitters Association wants to thank you for picking up this booklet and we want to invite you to come north and visit this gateway corridor to Ontario's last frontier. We know that we have something that you will enjoy and we guarantee that you will meet some unique and friendly people.

We want to also thank all of our fellow community supporters for their ads and their ongoing support of the 599 Corridor. We would also like to thank the government agencies and individuals that have made this publication a success story. It is through your assistance that we have grown from year to year. Thank you one and all!!

Thanks to Rose Koval and her son, Richard Koval, for the pictures.



### **An Early History of Pickle Lake**

**This is a short history of Pickle Lake, Central Patricia and Pickle Crow from the early days to the time when the two producing gold mines closed down, and up to the early seventies.**

**I, myself, first came to Pickle Lake in September of 1938 and have kept a record of some of the early happenings. I would like to thank Isaac Lawson for the valuable information he supplied regarding the ways of the Indians in the early days.**

**R. Harasym**

## OSNABURGH

Before the discovery of gold in the Pickle Lake area, there was no established town at Pickle Lake itself. Osnaburgh, on Lake St. Joseph, was the main Indian centre. The Hudson's Bay Co. Store was the centre of attraction and meeting place. Besides the store, The Bay maintained a building where trappers and their whole families (including the dogs, cats, tents, cooking utensils and all necessary supplies) would prepare for the trip to their individual trapping grounds as early as the beginning of September. Some of their trapping grounds were close to Osnaburgh and some quite far. Their mode of transportation at that time (1920's and 1930's) was by canoe in the summer. A family would have one or more canoes, usually an 18-foot freighter which could carry a fair load. Quite often there would be more than one family moving into the same general area so the flotilla would consist of quite a number of canoes. Their number would diminish as they went down the rivers and lakes. The ones who reached their trapping grounds would drop out and get established and set for the coming winter while the remaining ones would travel on until they also reached their wintering grounds.

Their next trip out to Osnaburgh or the closest trading post would be before Christmas. This trip was made by dog team. At the time, the whole family did not necessarily come out. Usually, it was the father and some of his sons, although if the distance was too far, the whole family would go along. They would bring out their furs, pay up their accounts, which were carried by the Hudson's Bay Co., restock supplies and leave for their trap lines after New Year's. The period between Christmas and New Year's was one of continual festivities. Gossip sessions throughout the day and a dance and celebrations at night.

Between the new year and spring break up, the Indians pretty well stuck to their trapping grounds, although trips were made by dog team to the trading posts, if required. This was small compared to the numbers that came out before Christmas.

The next big move was after the spring break-up. At this time, everyone came back home to the reservation. They once again sold their furs, paid their bills, and settled in their shacks for the summer. With the exception of fishing, they led a very leisurely life during the summer months.

This is a lifestyle that was followed year after year by these carefree people. Life was quite brutal at times, especially during the winter months, and the mortality rate, especially among children, was quite high. This is one reason there are so many burial sites along the routes that these people followed. On observation, one notices especially if the markers are carved and can be read that there were very few old people indeed!

This way of life changed quite drastically in the 1940's after the second world war. Air travel came into its own and the Indians began using this mode of transportation to go to and from their individual trapping grounds, especially if the distance was far. However, this did not diminish the importance of the use of the canoe and the outboard motor, one of which is still owned by practically every family on the reservation.

Eventually, the dog team virtually disappeared and was replaced by the snow machine (one of which is owned by a big percentage of natives and is used extensively on trap lines for hauling wood, etc.). With the discovery of gold at Central Patricia and Pickle Crow and the opening up of two mines in the 1930's, things began to shape up around Pickle Lake. From the start, this new development did not affect the Indians although the Hudson's Bay Co. did open up an outpost store which was located at approximately where the D.P.W. warehouse now stands. The manager of

the store was Alexander (Sandy) Lawson, father of Isaac Lawson, who still resides at Central Patricia. This store received its supplies from the Hudson's Bay store at Osnaburgh.

Few Indians worked at the mines in the 1930's. With the outbreak of World War II and the shortage of labour, more Indians were hired during the war years. Gaining experience as miners, quite a few worked at the mines up until the time that the mines closed down. At one time in the 1950's, Pickle Crow Gold Mines and the Department of Indian Affairs took the Central Patricia townsite and moved in Indian families. At this time, Harasym Transportation began a bus service between Pickle Lake, Central Patricia and Pickle Crow. Besides the general public, this service hauled men to and from work. The service was discontinued after the closure of Pickle Crow Gold Mines.

### PICKLE LAKE

The town itself came into being with the discovery of gold at Central Patricia along the Crow River and at Pickle Crow in 1929. The closest lake of any size to the two discoveries was at Pickle Lake. This was a natural for float-equipped and ski-equipped planes and furthermore, the distance to the discoveries was quite close. Pickle Lake started to take shape at around 1932-33. H.C. (Claude) Hooker, manager of the Hudsons Bay Co. store at Osnaburgh staked the east shore of Pickle Lake. He built a general store at Pickle Lake in 1934. C.V. (Charley) Davidson, his clerk at the Hudsons Bay store at Osnaburgh, took over as manager and storekeeper.

By 1935, the whole area was booming. Two mines were brought into production and about a dozen other companies were active in the immediate area. This was during the height of the depression years. Gold mining towns were about the only places that prospered and did not feel the effects of the depression of the 1930's.

In 1936, Claude Hooker built a log hotel on the shore of Pickle Lake. This hotel was located at approximately where Mrs. K. Koval's house now stands. Between 1936 and 1939, this was the only hotel in the area. The beverage room was always full, from opening time to closing time. Very often there was a line-up outside waiting for a seat. Gilbert Hooker (Claude's brother) took over as manager of the H.C. Hooker operations, which by this time included besides the store and hotel, a taxi and delivery service.

In 1938, Claude Hooker added a dance hall to his holdings. A dance was held every Saturday night. Brawls were quite frequent and a good time was had by all.

Some of the mining companies besides Central Patricia and Pickle Crow that were very active in the area at that time were: Albany River Gold Mines which was situated about a mile or so east of Pickle Crow. This company sunk a shaft and brought up some ore but did not go into production. In 1946, Pickle Crow took over the assets and liabilities of this company. Crowshore Patricia Gold Mines was situated approximately 3 miles east of Pickle Crow. This company sunk a shaft to 550 feet. It closed down in 1947 and never did reach the production stage. Norpic Gold Mines, situated north of Pickle Crow, did extensive drilling on their property and came up with interesting results. Dona Lake Gold Mines took an option on this property in 1979 and has done more diamond drilling.

In 1939, there were 5 air companies flying into Pickle Lake. Canadian Airways, which later became Canadian Pacific Air, flew in from Sioux Lookout as did General Airways and Wings Ltd. Starratt Airways flew in from Savant Lake. There was no airport at Pickle Lake at that time. All aircraft flew off the lakes. For a period of time between break-up and freeze-up, Pickle Lake was completely isolated from the outside world except for radio communications. From the time the ice became unsafe for aircraft to take off or land on, there were no flights in or out of Pickle Lake. This period of time lasted anywhere from two to three weeks. The same occurred during the freeze-up period when the lakes were freezing. The stores and the mine made sure they had all essentials to last throughout this period of time. The airstrip at Central Patricia was built in 1944 by both mines. This was a great achievement and the residents of the area felt more relaxed. Fortunately, no serious accidents or sickness occurred during the freeze-up or break-up periods.

With the outbreak of World War II and the shortage of labour, mine operations slackened off considerably. Prospecting virtually came to a stand still, although both Pickle Crow and Central Patricia Mines continued production throughout the war. General Airways and Wings Ltd. went out of business, as did Savant Airways. Canadian Pacific took over Canadian Airways and Stewart Airways in 1944 and began a new, improved service which originated in Sioux Lookout, using DC3s flying from Sioux Lookout to Pickle Lake, Red Lake, and on to Winnipeg and return. This lasted until 1951. With the closure of Central Patricia Gold Mines, Canadian Pacific discontinued this service and North Central Air took over this operation between Sioux Lookout, Pickle Lake and points north.

Severn Airways was started after the war by Mr. Jim Wilson. This airline was later taken over by O.J. Weiben and at the present time operates under the name of Central Air Transport.

With the ending of World War II, Hooker brothers Dave and Horace started an airways, general store and commercial fishing operations. Horace returned from serving with the R.C.A.F. and took over the air transport part of the business while Dave ran the store and was the General Manager. This business prospered and grew. At about this time, Dave Hooker started a mink farm. In 1967, Hooker Bros. sold the store to the Hudsons Bay Company. That same year, they bought out Trans Air's Sioux Lookout and Pickle Lake operations. This firm operated a scheduled and charter service from Sioux Lookout north, up until the time when the business was sold out to Ontario Central Airways.

With the opening up of the mines, the Ontario Department of Lands and Forests opened up a base at Pickle Lake in the early 1930's. The first location of this base was on the island across from Pickle Lake. Eugene Guertin became the first person in charge. The base was later moved to the present site where it has remained since. Eugene Guertin stayed on as forest ranger up until his retirement in 1961.

By 1939, Pickle Lake boasted of having a jail. This building was a log structure and was located approximately where Billy Koval's house now stands. It contained one cell and living quarters. Bonnycastle was the first O.P.P. constable stationed at Pickle Lake. The jail was relocated to Central Patricia in 1940. There were few serious crimes. Most charges were related to drinking and family problems. One incident that took place in the winter of 1941-2 is probably worth mention. At that time, Dorothy Vincent operated a restaurant and bootlegging joint, at approximately where Stanley Wassaykeesic now lives. One of the miners (name cannot be recalled) working at Central Patricia took a fancy to Dorothy and became quite serious and very much in love. The same could not be said about Dorothy. She played the field and one of her frequent visitors was Andy Miller, the local O.P.P. When Dorothy tried to shake off this miner for good, he did not take the matter very lightly. One evening while Andy Miller was having a cup of coffee

at the restaurant (sitting next to the window), this miner (apparently watching for the right opportunity) lit a fuse attached to a stick of dynamite and threw it at the window. The window shattered and the dynamite fell outside the building. This gave Dorothy and Andy a chance to make tracks and leave by way of the back door. The miner picked up the stick of dynamite and walked into the restaurant. Off went the dynamite and the miner was splattered all over the inside of the building. An investigation followed. Andy Miller's career with the O.P.P. was short-lived.

Power was required before a mine could be opened up. Ontario Hydro decided on putting a plant at Rat Rapids. In order to generate enough power, the level of Lake St. Joseph had to be raised. Ontario Hydro put in a dam at the upper end of Cedar Rapids. This is at present known as Cedar Dam. Even with the water level raised, the power plant at Rat Rapids got to the point where it could not generate enough power. In 1938-39, a line was built from Ear Falls to Central Patricia. The power plant at Rat Rapids was eventually shut down and dismantled. In the early days, Bert Wagner was one of the people in charge of the hydro, later followed by Scotty Cullen, and at the present time by Al Broadfoot.

### LAND AND WATER TRANSPORT

When the two mines began preparing to go into production in the early 30's, heavy equipment which was required to open up a mine such as the mill, the hoist, head frame, etc., had to be brought in over land or by waterways.

Savant Lake on the C.N.R. line was the closest and most logical place to start the over land route. This was a winter operation only. Stewart Airways and Patricia Transportation, both of Hudson, and Haverluk & Koval of Savant Lake began winter freighting to the mines at Pickle Lake. Haverluk & Koval made a few trips by horse team. This was a costly operation. Besides bucking the cold weather and the slush on the lakes, the load consisted largely of feed for the horse and not too much of a pay load. This is when the tractor trains came into being in this part of the country.

Both Stewart and Patricia gave up the winter transport service after a season or so. Haverluk & Koval continued the service with tractor trains up until 1944.

The tractor train was made up of crawler tractors pulling sleighs loaded with supplies, usually with more than one train leaving at the same time. Each tractor had two drivers and two brakemen who worked six hour shifts. Work six hours, sleep six hours. Besides the open sleighs which were covered over with tarps, the train pulled sleighs with insulated structures (caboose), loaded with perishables and heated with an airtight heater to keep the goods from freezing. At the end of each train was a caboose where the drivers and brakemen slept and ate their meals. Each train had a cook. The cook's job was very strenuous as besides being tossed around by the swaying of the sleigh and cooking at the same time, the men hung their socks and insoles over the same airtight heater in order to get them dry. Louie Saconi, a cook on one of these trains recalled to me an occasion when he fished out an insole that accidentally fell into the stew pot. Naturally, the men were not made aware of what had happened, and Louie Saconi was complemented on the very tasty stew that he cooked up.

The water route originated at Hudson. The two companies involved were Stewart Airways and Patricia Transportation. To perform this service, large scows were built. These scows were loaded down with freight. A tug boat was used to pull the scows. There could be two or three scows pulled by one tug boat. A portage was built at Root to be known as Root Portage. Steel tracks were laid and a small railway portage came into being. The tug boats on Lac Seul pulled the loaded-down scows over Lac Seul to Root Portage. The loaded scows were pulled over Root Portage and floated into Lake St. Joseph. At the same time, scows on their way back to Hudson were taken back over the portage from Lake St. Joseph to Lac Seul. The loaded-down scows were then towed over Lake St. Joseph to Doghole Bay, where they were unloaded and trucked to their destination.

Stewart Airways discontinued the water transport service during the war years. Patricia Transport carried on until the road opened up between Savant Lake and Pickle Lake. This road was in use during the winter of 1955 and was officially open in 1956.

### BANK

The Imperial Bank of Canada opened up a branch at Pickle Lake in 1937. The log building was located at approximately where Austin air water base office now stands. In 1939, the bank moved to Pickle Crow and Central Patricia, operating alternate days, one day at Pickle Crow (located in the basement of the mine office building) and the next day at Central Patricia (located in the basement of the Patricia Hotel).

In 1950, the Central Patricia branch closed due to the closure of Central Patricia Gold Mines. The Pickle Crow branch continued operating until 1967, at which time, Pickle Crow Gold Mines closed, as did the bank.

### BAKERY

A bakery was opened up at Pickle Lake in 1938. The first baker and owner was a Mr. Florence from Sioux Lookout. Florence operated the establishment for a short period of time. Mr. Hartmen took the bakery over the same year. He also operated the business for a short time. In 1939, Dona Boutin took over the bakery. He was owner from 1939 to 1941. Mr. Nick Chad was the baker. This bakery was purchased by M. Dobrone and R. Harasym in 1941. The bakery supplied the three communities, Pickle Lake, Central Patricia and Pickle Crow, plus Osnaburgh and communities north of Pickle Lake which required flying in with bread and pastries. In 1951, with the closure of Central Patricia Gold Mines, Mike Dobrone became the sole owner of the bakery which he kept going into the 1960's, eventually closing up shop due to poor health. The bakery building still stands, it belongs to A. Brazeau Sr., and is located next to his residence.

### RESTAURANTS

In 1938-1939, Pickle Lake had three restaurants. One was owned by Dona Boutin. It was located where the Nor-Win now stands. Dona Boutin had a taxi stand and as a side-line was known as the big bootlegger of Pickle Lake. Due to pressure from the law, he closed operations during the war years.



The 2<sup>nd</sup> was owned by Bill Chenier and was located approximately where Elwood Bird lives at the present time. The restaurant was located closer to the main road. Bill Chenier also had a taxi stand and bootlegging was his side line. The Chenier operations came to an end during World War II years.

The 3<sup>rd</sup> restaurant was owned by Dorothy Vincent (alias Anita Valley). It was located where Stan Wassaykeesic now lives. Miss Vincent also had a taxi stand, and as the previous two, was also involved with bootlegging. She moved her operations to where the town office now stands in 1940, built a new building operating a cafe, rooming house, taxi stand, bootlegging joint and a poker room. Her place was raided on occasion by the O.P.P., especially after WWII, however, she managed to keep things going until the time when Central Patricia Gold Mines closed down. Her building was taken over by Severn Trading which in turn was owned by Jim Wilson. This served as a general store for a few years before closing shop. It was sold to the local school board after the closure of Central Patricia Gold Mines and became the Pickle Lake School, grades 1 to 8. The first trustees of this school were: Dave Hooker, Chairman, Russ Harasym, Secretary-Treasurer, Kyle Muir, Trustee (H.B. Co. Store Manager) and Gordon Miranda, Trustee (L & F Radio Operator).

A new restaurant was opened up by Mr. and Mrs. A. Brazeau after the war years. It was first located in the building across from the Pickle Lake Hotel. Later towards the end of the 40's, Albert Brazeau built a new restaurant and rooming house which is the site of the present Nor-Win.

Besides the three restaurant owners who operated taxi stands as a side line, there were at least six or so others who had taxi stands. Two of the bigger operators were Aubry McFerson of Pickle Crow who had a taxi stand and worked in conjunction with Stewart Airways and Pickle Crow Mines. Larry and Barney McDonald had a taxi stand at Central Patricia and took care of Canadian Airways and Central Patricia Gold Mines traffic.

### SAWMILLS

In 1937, Haverluk & Koval started a saw mill at Pickle Lake. The 1<sup>st</sup> saw mill was located at the present site of the Pickle Lake community hall. At this same location, this firm had a bunk house, office building and cookery. These buildings extended along the road from where the hall is, to approximately Herb Stoger's place. Lumber was in great demand. Each of the mines had their own saw mill and all three were kept busy due to the building boom.

In 1939, Haverluk & Koval moved their operations to the present Umex mobile home site, where they established an office, sawmill, bunk house, cookery, and barn for the horses. This firm employed anywhere from thirty to fifty employees. In 1944, this company was dissolved. Konrad Koval took over the Pickle Lake operations and the same year he purchased the hotel, store, and taxi stand from Claude Hooker. Claude and his pilot were killed in a plane crash at Collins, Ontario shortly after.

In 1946, K. Koval sold the store to the Hudson's Bay Company. The first H.B. Co. store manager was Jack Kerr. The clerks were Bud McDonald and Pat Hulls (Harasym).

In due course, the garage, wood cutting and transportation part of the K. Koval business was taken over by his three sons Bill, Alex and Don.

After Koval Bros. took over from their dad, K. Koval, the brothers did make the occasional trip to Savant Lake by Bombardier whenever required. On one such trip, Alex Koval on his way out was stopped at Doghole Bay by Dave Wright who operated a small store and was a character in his own right. Dave gave Alex a letter addressed to Burns and Company to be posted at the post office in Savant Lake. From all indications, the letter was not dropped off at the post office as Dave did not receive his meat order. The humour of it all is that Dave Wright received an unexpected meat order the following year from Burns and Company. This gave Dave good reason to be peeved and some harsh words were exchanged between Dave Wright and Burns. However, eventually everything fell into place, no one was hurt and the incident was all forgotten.

After the road between Pickle Lake and Savant Lake was officially opened in 1956, applications were submitted and hearings were held regarding licensing privileges over this new road. As it turned out, Harasym Bros. (Russ and Bud) were granted the 1<sup>st</sup> P.V. license over Hwy 599 for the carriage of passengers, their baggage and express between Savant Lake and Pickle Lake. This privilege was extended all the way to Thunder Bay in 1963. That same year (1956), Harasym Bros. got the mail contract. The contract called for the hauling of mail from Savant Lake to Pickle Crow. This service was performed from Thunder Bay, Ignace and Savant Lake up until the time that the firm was sold to Lockwood and Lovenuk in March, 1977.

Koval Bros. (Bill, Alex and Don) were granted the first P.C.V. license for hauling freight over Hwy 599 from Savant Lake to Pickle Lake in 1956. This license was extended all the way to Thunder Bay in 1963, and eventually all the way to Winnipeg.

#### GARAGE

Haverluk & Koval built a service garage at Pickle Lake in 1938. The original building still stands. They had the McColl Frontenac oil agency and later on the Ford dealership. Nick McGee was the first mechanic and manager to this garage. He remained so after the business was taken over by Koval Bros. and up until the time that he passed on.

#### STEAM BATH

A person could get a steam bath for 50 cents and a shot of whiskey for 50 cents at Elsie Korpula's in the latter part of the 30's and 40's. This place was situated at approximately where Ralph Halteman now lives. The establishment was a popular gathering place during this period of time.

#### BOTTLING

William Kasney who worked at the Central Patricia Mines started a soft drink bottling plant at Pickle Lake in 1940. The building was located across the street from Don Koval's residence. As it was very costly to bring in soft drinks from the outside, this place was kept very busy supplying the area with drinks. In 1942, William Kasney sold the plant to Mike Dobrone and Russ Harasym. William Kasney moved on to Toronto where he went into the furniture business and did very well for himself. In 1951, R. Harasym sold his share in the business to M. Dobrone. M. Dobrone kept the place going for two more years, eventually selling the equipment to Rev. R. Charland, who in turn set up the plant at Central Patricia. This operation came to an end shortly after.

## BROTHEL

As did most mining towns at the time, Pickle Lake also had a house of ill repute. Myrtle McDonald also known as "Muskeg Myrt" opened up a house on the hill across from Ralph Halteman's place. She brought in two or three girls. The place remained in business up until the time of the closure of Central Patricia Gold Mines. The land where Myrtle Trailer Court is now located belonged to Myrtle McDonald at that time.

## CENTRAL PATRICIA GOLD MINES

Central Patricia Gold Mines was discovered in 1928 by prospectors working for F.M. Connell. An exposed vein in bare rock on the shore of the Crow River was checked by the prospectors and found to bear low-grade gold. This was in an iron formation and the gold was not visible. Central Patricia Gold Mines was formed. The company was incorporated in 1931, chartered in Ontario and 2,500,000 shares were authorized and issued. F.M. Connell was the 1<sup>st</sup> president. By 1934, a mine was taking shape. Mr. Anderson was the 1<sup>st</sup> mine manager, being succeeded by Richard E. Barrett in 1936. From the very start, the owners were concerned about building up a model town with recreational facilities and the necessary services that make up a good community. By 1935, the mine was in full production. The town boasted of having a hospital, a resident doctor and two nurses. Dr. Connell, a brother of F.M. Connell was the 1<sup>st</sup> doctor. When he retired in the early 1940's, his son Martin took over and stayed on until 1946. Dr. Frank Squires came in from Winnipeg and stayed until the mine closed in 1951. Two nurses that stayed for a long period of time were Pat Gaunt and Stephe Klenkans.

Dr. Jeffery and Dr. Moore of Sioux Lookout opened up dental services in the hospitals at Central Patricia and Pickle Crow. This service was periodic as it required one of the dentists coming in and usually staying for a week or two every couple of months.

A company general store was opened up as was a butcher shop. A community club was formed and with financial assistance from the mine, a community hall and closed-in curling rink with two sheets of ice were built. The community hall contained two bowling alleys, pool tables, ping pong tables, a lunch counter that stayed open until midnight, a library, big auditorium, where shows were shown twice a week and dances held on weekends. An outside skating rink was built next to the curling rink.

In the late 1930's, Father R. Charland, and later Brother Martin, arrived and built the first Roman Catholic church at Central Patricia. At about the same time, an Anglican church was built. With two mines in operation, the competition in sports was very keen. Mainly baseball in the summer time and curling in the winter time.

In 1939, Ernie Wilson who was at the time the local Postmaster, built the Patricia Hotel. This building housed the Imperial Bank of Canada and a barber shop in the basement of the hotel. The barber, Dick Dawson, stayed in business up until the closure of Central Patricia Gold Mines in 1951.

Wesley Yum opened up a laundry by the Crow River. After the closure of Central Patricia Gold Mines, the laundry was moved to Pickle Crow.

During its operating years, Central Patricia Gold Mines treated 1,729,436 tons of ore for a recovery of \$22,920,000.00, paying out a total of \$4,650,000.00 in dividends. Don Angus was the last mine manager before the mine closed down.

## PICKLE CROW GOLD MINES

Northern Aerial Minerals Exploration Ltd., which was controlled by John Hammel, discovered what was to be known as Pickle Crow Gold Mines in 1928. As was the case at Central Patricia, the prospectors checked a quartz vein and found it to contain high-grade visible gold. The company was formed and an Ontario charter was granted. From 1935, when production started, to 1966, Pickle Crow produced 1,448,177 oz. of gold from 3,217,572 tons of ore milled. Mr. A.G. Hattie was the 1<sup>st</sup> mine manager and remained manager up until the company was taken over by the N.B. Keevil interests in 1958.

As was the case at Central Patricia, Pickle Crow had a hospital. Dr. E.S. Connor was the 1<sup>st</sup> doctor at this hospital, arriving when it opened up and staying on until the time he passed away in 1962. Jean Priop was a nurse that stayed on from the very early days up until the mine closed down in 1967.

In 1938-39, John Oliver built the Pickle Crow Hotel. Shortly after it was built, John died and the hotel was taken over by the mine. Casey, who was managing the hotel at the time, stayed on as Manager for a couple of years, being succeeded by George McFadden.

A company store was built from the very start in order to supply the mine employees with food and the essentials. At this time, Peter Peterson came over from Uchi Lake. He served as Clerk at the store, taking over as Manager and staying up until the mine closed.

Pickle Crow also had a community hall, closed-in curling rink with two sheets of ice and an outside skating rink. The services at Pickle Crow were very similar to the ones at neighbouring Central Patricia.

The last three gold bars were poured in September, 1966. Those three bars did not reach the Royal Canadian Mint. A robbery occurred which remains unresolved to date. Here is an article taken from the Fort William Daily Times Journal, dated September 6, 1966 regarding this robbery:

*"The search for clues in a gold bullion robbery at Pickle Crow Gold Mines in northwestern Ontario continues. Late Friday or early Saturday, thieves broke into the mine office in the small community 230 miles north of Fort William and stole three gold bars, variously valued at between \$78,000.00-\$94,000.00. An unofficial source reports the robbers carefully drilled a small hole in the door of the vault next to the combination dial. A punch was then used to neutralize the combination. A metal strong box inside the safe containing the gold was opened with heavy metal cutters of some kind. After removing the three gold bars, weighing an estimated 120 pounds, the thieves carefully removed all signs of the break-in. Metal drill shavings were swept up and small wooden plugs were fitted into the hole near the combination dial. Shoe polish or some similar substance was used to cover the plug so it would blend with the colour of the safe door. In addition to the gold, about \$500.00 in cash was taken, however, there is an unconfirmed report that about 18 pounds of gold in unrefined buttons were left behind. Speculation about the escape of the robbers is rife in the three small communities of Pickle Lake, Central Patricia and Pickle Crow. The favourite theory is that the robber got away by air. However, it was pointed out that they could have had enough time before the theft was discovered to reach the main Trans Canada Highway, 200 miles south by car. Or, they may have simply cached the loot in the bush nearby for later recovery. Investigation is being handled by Kenora District, Ontario Provincial Police Headquarters which reports no new developments today. Inspector A. Eade of Criminal Investigations Branch, Toronto and Inspector W.G. Bolton, Precious Metals Theft Branch, Timmins, have been called in to assist. They were both reported at the robbery scene today."*

**This is a short history of the Pickle Lake area in the early days. The services that were available at the time, the entertainment facilities, etc.**

**Pickle Crow has completely disappeared. Most of the buildings were either moved out, dismantled or burned to the ground. Most of the original Central Patricia townsite has also disappeared. Pickle Lake remained pretty well the same up until the time when Umex Thierry Mines started up and a new boom was started in the area.**

Assignment #4

# **Ontario's Last Frontier**

for  
Canadian Studies 101  
Land forms and Mindscapes

By  
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## Ontario's Last Frontier

Mrs. Winnifred Hooker carefully gathered the scratchy green moss that blanketed the edge of the Boreal forest. With equal care, she stuffed the moss between the logs of her newly built cabin. Her husband, David, had cut these logs from that same forest, and together, they had lovingly created their new home. Their tiny log cabin was one of eight buildings that dotted the sparkling shore of Pickle Lake.

This scene from the beginnings of the community of Pickle Lake could have occurred in 1837, but it did not. Winnifred Hooker was chinking her log cabin in September of 1937, one hundred years after the Rebellion of Upper Canada. If southern Ontario is a unique study of the rapid development of a culture over a relatively brief span of years, then Pickle Lake is even more so. In its short 50 years, this area has moved from log cabins to prefabricated modular homes. It has also "boomed and busted" in three separate cycles, and is reluctantly heading into its fourth.

Pickle Lake does not have an archive; the manilla folder marked "History", at the Town Hall, was empty. Yet when questioned many of the residents can point to a building or a foundation and recall a story of days gone by. The complete history of Pickle Lake may not be published, but it is recorded. Erected and vacated, shunted and vandalized, the buildings of this area tell their own story. To trace the passages of these buildings is to study the rise and fall of three northern mining communities, and the outside factors that affected them.

During the 1920's and 1930's, the age of the airplane opened formerly inaccessible parts of northern Ontario. Through aerial exploration, high grade visible gold was found in quartz deposits in the Crow River area, north of the 51st Parallel. In 1928, John Hammel formed the Pickle Crow Gold Mines, receiving a charter from the government of Ontario. This finding precipitated a gold rush. During the winter of 1928-1929, over 225 claims were staked; two brothers, Murdoch and Alex Mosher, walked 110 miles to stake the property that later became Central Patricia Gold Mines.

Just to the south, Pickle Lake was developing into an important transportation centre, linking these new mine sites with the outside world. The large lake provided a runway for the airplane traffic originated in Sioux Lookout. A complicated system of lakes and portages connected Pickle Lake to Hudson, 180 Kilometres south on the CNR rail. An overland route, operational only in the winter, linked Pickle to Savant Lake. First, horse drawn sleds, and later, steam tractor trains, began the laborious task of hauling equipment for the mines.

Anticipating the influx of population, the Ontario Department of Lands & Forests opened Pickle Lake's first fire base on an island across from the future town site in 1929.

In 1932, Claude Hooker obtained two mining claims (#2213 ) on the east shore. A fur trader and entrepreneur, Claude had been the manager of the Hudson's Bay Post in Osnaburgh House, an Indian reserve 30 kilometres south of Pickle Lake. He opened Pickle Lake's first general store and fur trading post in 1934, getting his supplies from the Osnaburgh Bay Post.

The national Depression did not affect these tiny boom towns. By the late 1930's, the gold mines were swinging into full production, and the town of Pickle Lake mirrored the prosperity of the area. In 1936, Claude Hooker built a log hotel with beverage room. He added a taxi service to shuttle the miners between Pickle Lake and their camps. In 1937, the Imperial Bank Of Canada temporarily added its log facility before moving to new quarters in Central Pat, and Haverluck & Koval opened its sawmill, bunkhouse, cookery and office anticipating a building boom. By 1939, Pickle Lake boasted a bakery and 3 more restaurants (with matching taxi stands and bootlegging operations). Haverluck & Koval added a garage, and relocated the sawmill headquarter to larger facilities. William Kasney opened a soft drink bottling plant. there was a one-cell log jail, with living quarters for the community's first O.P.P., Officer Bonnycastle. Meanwhile, just up the road, patrons could get a steam bath and a shot of whiskey for 50 cents each at Elsie Korpula's or be entertained by "Muskeg Myrt" at the local house of ill repute.

In 1938, Claude Hooker also added dance hall. Dances would imply the presence of many women in the community, not as obvious a conclusion as it may seem. After a visit to the two mine site just four years earlier, Rose (Grandma) Koval noted the presence of only eight other women besides herself. Yet, by 1938, well attended dances were held every Saturday night, indicating an influx of women into the area.

The mining companies of Central Pat and Pickle Crow deliberately set out to attract families, and welcomed the addition of miner's wives to their communities. From the very beginning, Central Patricia Gold Mines determined to create a model town, with recreational facilities and the necessary services that made up a good community. In the late '30's, the mine company constructed a hospital, complete with maternity ward and nurses residence. Dr. Connell was the first resident doctor; when he retired in the early '40's, his son Martin took over the practice. Dental services were provided by Sioux Lookout's Dr. Jeffrey and Dr. Moore; they visited for a week or two every few months. There was a company general store, a butcher shop and Yum's laundry at the edge of the Crow river. The community hall contained two sheet of curling ice, two lanes of bowling, pool tables, ping pong, a library, and a lunch counter that stayed open until midnight. The big auditorium showed two movies a week and held dances on weekends. In 1938, Father R Charland and Bro. Martin built the Roman Catholic Church, and about the same time, an Anglican church was constructed. In 1939, the Patricia Hotel was built by local postmaster Ernie Wilson. It contained the Imperial Bank of Canada and the barber shop in the basement. The little log post office later moved its services to the new Pat Hotel facilities. S.S. no 2 Connell was the public school in Central Patricia, teaching grades 1 to 8.

By 1941, in addition to the large bunkhouses and log cabin, 90 white asbestos-sided homes were arranged on a neat grid work of street. There were two main house plans: "flat tops" congregated in the centre of town; "1 1/2 stories" dotted the river road. Lumber had been shipped from the south especially for these buildings, and they came complete with



hardwood floors and concrete foundations. A complicated network of boxed, above-ground pipes brought running water to the homes. Since fire presented a serious threat to an isolated bush community, the Central Patricia gold Mine intentionally poured its arsenic laden mine tailings into five areas surrounding Central Pat. Encircling the town site, these patches of bright red soil effectively created a fire break.

In 1944, the area's first air strip, jointly sponsored by the two mining companies, was constructed. Previous to this all aircraft had flown off Pickle Lake. As a result, for a period of two or three weeks during break-up or freeze-up, the Pickle Lake area was completely isolated from the outside world. Area stores planned ahead for the interruption, stocking up on all the essentials. Fortunately, no serious emergencies had ever occurred during these times before the air strip was completed.

A post-war influx of mine labour resulted in the expansion of the service sector in Pickle Lake. In 1944, Konrad Koval purchased the new Pickle Lake Hotel, Hooker's store and taxi stand from Claude Hooker, as well as the original mine claims to the town site. In 1946, he sold the store to the Hudson's Bay Company, and a Bay manager's house, plan B12, was added to the town site. That same year, Dave and Horace Hooker started an airways, a general store and a commercial fishing operation. In 1950, Albert and Rita Brazeau opened Albert's Cafe. A rooming house that could accommodate up to 22 men, serving its meals cookery style at a long, dining room table. Albert had hoped for a full basement under his cage, but post-war cement shortages resulted in a simple foundation. Still, it was quite a modern building, with its 'battleship brown' linoleum floors and sheet rock walls.

After yielding 670,000 ounces of gold and silver worth nearly \$23 million, Central Patricia ended operations in 1951. Yet, as Central Patricia gold Mines sold its assets, the community of Pickle Crow, just 6 miles away, was shifting its operations into high gear.

Production had started in 1935, and by the end of the '30's, Pickle Crow had many of the same facilities as Central Patricia. There was a hospital, rec hall, Catholic church and the company store. The butcher cut hair at his house for \$1.00 per head. The Pickle Crow Hotel was built in 1939 by John Oliver. He died shortly after, and the mine obtained ownership. The Imperial Bank of Canada moved from a log cabin to the basement of the new mine office, and alternated days of operation with Central Patricia. In 1951, it moved permanently to Pickle Crow.

Homes were scattered along one long road, and connected with driveways and paths. They were created a little more haphazardly than the carefully planned structures at Central Pat. A system of pipes brought cold water to the homes in the summer, but this generally froze in the winter, and water had to be carried from a hydrant in front of the company store. Many of the earliest miners built their own homes out of logs, or dynamite crates. After the war, the influx of European refugees outnumbered the available accommodations. Many of these men slept in holes dug into the ground back in the bush, their heads covered with crates. The other miners referred to these men as 'rabbits'.

In 1952, while most of the former employees of the Central Patricia gold Mine were leaving the area, many of the buildings they had lived and played in were moving to Pickle Crow. The Pat Rec hall was torn down; its lumber was used to rebuild the cookery which

had been destroyed by fire. The Anglican church was carefully lifted to a height of four feet, set on logs, and skidded to its new site. It took one month to raise and level the building, and one day to drag it to its new location. Newlywed couples bid for and moved many of the "1 1/2 stories" to new location in Pickle Lake. As yet, no road connected these northern communities to the outside world. To haul lumber from the south was still a complicated business; to relocate buildings was a relatively easy venture.

The Department of Indian Affairs purchased most of the "flat tops", native employees of the Pickle Crow mine were moved into these houses which were still standing in Central Pat. Little by little, the roofs of the unoccupied houses began to tilt, then fall in, as the Indians dismantled the interior walls for firewood. The once picturesque hamlet now had empty lots and collapsing buildings, yet a small community remained firmly entrenched in the old town site.

The late '50's and early '60's were a prosperous time for Pickle Crow. the best house in town tented for \$30.00 per month, and the company store sold its supplies at wholesale. In 1956, Ontario's northernmost Highway, #599, was extended to link Pickle Lake with Savant Lake. It was still too far north to receive radio or television signals; community life centred around sports and the Rec Hall. Pickle Lake adapted to the closing of Central Pat's mine. Dorothy Vincent closed her rooming house & poker parlour, and 'Muskeg Myrt' bid a fond farewell, but transport trucks and air service to northern reserves took on new importance.

After 1952, the Central Pat children, as well as the students from Pickle Lake, were bussed to Pickle Crow for school. A dispute arose as to who should pay for the bus services, and in September 1953 a two room school, S.S. no 1 Pickle Lake, was opened in a house moved over from Central Patricia. The next year, Dorothy Vincent's former establishment was converted into a one- room school house, complete with teachers accommodation upstairs. By 1963, the three communities had formed a school township, and a decision was made to replace all of the old one-room school buildings. A private school was opened in Central Patricia, the most central location to serve the towns.

One year later, the mine in Pickle Crow poured its last bar of gold. By 1971, the Canadian census recorded the population of Pickle Crow as 1, the mine gate keeper! Once again, buildings would follow the exodus out of town, but this time new legislation meant that the town site would have to be levelled. Some of the Pickle Crow buildings, many originally from Central Pat, new found their way to Pickle Lake. The rebuilt cookery was moved to the lakeshore to serve as Pickle Lake's Hooker Air headquarters. The hospital became Koval Transport's office, and a bunkhouse was set up as a warehouse. Other bunkhouses were purchased by the town of Ignace. Finally, the Ministry of Natural Resources organised the burning of the remaining company buildings. Only the Mine manager's house and the Catholic Church survived, but they eventually fell victim to vandalism; rumour had it that there was gold in the manager's quartz fireplace.

The population of Central Patricia-Pickle Lake levelled out to a cozy 284. However, in the early '70's, new homes started rolling back into town. This time, it was a copper mining company, Umex Thierry, that initiated the new development. Although some of the first house trailers were set up in Central Pat, Pickle Lake was chosen as the site of the future mining boom town. this caused a general uproar among the residents of Central Pat

who believed that their town should have received the redevelopment. However, bunkhouses opened, more trailers moved up, and construction began on the modern subdivision that was to overlook shimmering Pickle Lake. Water and sewage treatment facilities were created, and by 1976, population had soared to 713.

Like the Central Patricia gold mines company before it, Umex declared its intent to build a model community. Plans were made to dismantle its '100 Man Camp', the bunkhouse facilities, in favour of encouraging the employment of family men. Two sheets of curling ice were moved indoors, and the community received the standard two lanes of bowling, attached to the new community hall. Meetings were held, and plans for a Rec hall and Hospital were drawn up, though not implemented. By 1980, populations had swelled to 1,029 and the school at Central Patricia, even with the addition of a demountable five-room trailer unit, was bursting at the seams.

In 1978, the government began to suggest that arsenic present in the fire break tailings in Central Patricia was posing a health hazard to the residents. Originally designed to protect the community, now these tailing seemed to be destroying what was left. While no tests proved conclusive, the government believed that the wells had been spoiled, and that inhaling the red dust was dangerous. A Provincial cabinet directive was issued, restraining residential development of Central Patricia, and refusing title to property. While not forced, residents were strongly encouraged to move to Pickle Lake. In a relocation program, residents were offered small grants to demolish or move their houses and trailers to property outside Central Pat.

In May 1980, ten school board trailers were moved from Central Patricia to Koval's subdivision, and construction began on a large new school in Pickle Lake. The new facility opened in March 1981. Suddenly, copper prices fell on the world market, and with very little warning, the overextended UMEX mine shut down in April 1982. Once again, the area was vacated; population plummeted to less than 400 by 1984. Over 40 mobile homes disappeared; leaving crumbling fences and broken-down porches. The model homes of Lakeview Crescent were boarded up, and 46 apartment units emptied. The permanent residents of Pickle Lake watched as vandals destroyed, and nature desperately tried to reclaim the hillside taken from her. School classrooms became storage rooms, and 400 people were told to flush more often to maintain a sewage treatment plant intended for 1500.

Rumours are the mainstay of vacated mining towns, but rumours turned to reality last summer as bunk houses were erected and 42 shiny new trailers rumbled into town to occupy the old UMEX trailer park. This time the contender is Placer Dome Gold Mines. The population is growing again, and the town is beginning to react to the changes. For Pickle Lake, the more things change, more more they stay the same. The boards have come off of most of the window, and the library has started opening one extra evening per week. Last fall, the outdoor skating rink was covered; it has been dubbed the Pickle Dome. The spring, a rebuilt Pickle Lake Hotel opened its new beverage room. There are whispers about a possible bank, and two hairdressers put up advertisements at the post office. Although ladies still travel to Sioux Lookout to have their babies, visits from the southern dentists are becoming more frequent.

Most of the old-time residents are skeptical about any benefits the new mine may bring. Changes to the status of their community necessitated by the Umex mine's development introduced all sorts of new rules and regulations; building codes and government red tape are generally considered an intrusion from the south by these northern residents. They have also had to deal with the consequences of expansion before: increased taxes, boarded up buildings, abruptly ended friendships.

The people of Central Pat are still smarting from the relocation attempt; not one took advantage of the government's offered assistance, and the empty public school is a constant reminder. The kindest opinion is that the government fabricated the arsenic scare to combine all of the area's residents into a single serviceable area, and to enlist their support in paying for the services now left behind by the previous mining company. In response, the residents of Central Pat formed a Home Owner's association, and are determined to fight for the right to own and continue their community.

In many ways, the buildings of Pickle Lake reflect the nature of the people in the community. Eager new mine employees roll in and out with their collapsible bunkhouses and modern mobile homes. Mine companies own the subdivision; they deliberately keep some units empty in case rumours turn to gold. The airlines, the clinic, the police and the school board are constant services in the community; their homes are permanent but employees come and go.

In Central Patricia, a determined group of residents cherish their freedom and independence, surrounded by the empty ruins of someone's dream. Like the few remaining weatherbeaten buildings, these people have withstood outside forces and still cling to their foundations. Next door, a handful of families, some second and third generation citizens of Pickle Lake, live and work in buildings that have changed and adapted to stay useful and important to their community. Like premature wrinkles, the cycles of movement have etched their effect on these buildings; the pattern of 'boom and bust' has taken its toll on their occupants as well. Yet, there is a spirit of adventure that connects these people to Pickle Lake's log cabin beginnings, a mere 50 years ago. There is also a quality of resilience that prepares them for the future in Ontario's last frontier.

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\*numerous interviews with longtime residents

\*special thanks to Rose Koval, Helen Brazeau Besselt, Irene Broadfoot, Graham Vaughn

\*photos by Lisa Gibson