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THE COPELAND FOREST
RESOURCES MANAGEMENT AREA -
A HISTORY - 1800 TO 1978

by

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The Copeland Forest Resources Management Area, situated in Medonte Township south east of Hillsdale, was once the scene of a thriving timber industry. Today, it is in the hands of the provincial government awaiting the drafting of a master plan that will determine its future use. The 4,400 acre tract of forest, with its rugged hills, swamps, flat plains and stands of mixed timber, has undergone several distinctive stages of development since 1800. Attempts were made at settlement after it was purchased from the Indians, but the land proved to be unsuitable for agriculture. With the northward expansion of the timber industry, the Copeland Forest entered the second phase of its development. For over one hundred years, the forest played an important role in the economic life of Medonte Township as it was harvested by a succession of lumbermen. When lumbering ceased to be profitable, the forest was sold back to the Crown, completing the circle begun 175 years ago.

In 1800, the Copeland Forest was a wilderness, part of a larger tract of wild land that was to become the County of Simcoe in 1842. Only a small strip adjacent to Penetanguishene harbour was owned by the British government, having been purchased from the Indians in 1798. A few years later, the government purchased the land between

this parcel and Kempenfeldt Bay. These purchases were made as part of government plans to turn Penetanguishene into a military and naval base, and to open up a fur trade route from York to Lake Huron that would be shorter and safer than the existing Ottawa-Nipissing and Detroit routes. As the area was settled, it was also to act as a source of supply for the garrison and trading posts.

There was no white settlement in the area other than a few men occupying the trading posts at Matchedash Bay and the "Narrows" between lakes Simcoe and Couchiching. The Ojibway Indians living in the area engaged in hunting, fishing and fur trading activities. Apart from hunting, most of the Copeland Forest was too low and wet for human settlement; no Indian village sites have been found in the district.¹

The territory between Kempenfeldt Bay and Penetanguishene was explored in 1808 by Samuel Wilmot, who also surveyed the route for the Penetanguishene Road three years later. At that time, 200-acre lots were surveyed on both sides of the road, with a second series of 100-acre lots to the east and west of these. But there was no settlement along the Medonte portions of the

road until after 1820, when the rest of the township was surveyed. The Penetanguishene Road was hastily built in 1814 by Dr. William "Tiger" Dunlop in the aftermath of the War of 1812. It remained scarcely more than a dirt track until 1818, when the establishment of a military post at Penetanguishene and the resulting steady flow of troops and supplies necessitated improvements.

By 1825, fur trading had ceased to be the dominant activity in the area, and the heart of the fur trade shifted from the St. Lawrence-Great Lakes region to Hudson's Bay. Settlers began to trickle into the southern parts of the county as the older settlements along Lake Ontario were filled. Large-scale settlement of North Simcoe did not begin until the 1830's. The Holland Marsh posed a physical barrier to northward expansion. There was only one grist mill north of Lake Simcoe, located at Midhurst. What settlement there was was closely linked to transportation routes. In North Simcoe, the Penetanguishene Road was an agent of settlement, being the most important route in the area.

Initially, the government granted land only along the road. This, together with the laying out of

elongated lots on both sides of the road, was done in an effort to encourage dense linear settlement. The hope was that the settlers would be more likely to perform ~~statutory labour.~~ The policy failed because of the tendency to form compact group settlements for security and cooperative labour purposes.

The first group of settlers in Medonte settled along the Penetanguishene Road near Craighurst, north of a group that had settled earlier along the road in Oro and Vespra townships. They arrived between 1819 and 1821. Names of families in this early group were Bruce, Craig, Johnston, Lang, McLean, Richardson and Williams. The population of Medonte in 1825 is estimated to have been only fifteen.²

In an effort to stimulate settlement, the government in 1825 abolished free land grants to certain favoured groups,³ and made land available by purchase only. Land was sold at public auction for four shillings per acre. The total sum was payable in four instalments. If the payments could not be met, the deposit was forfeit and the land was repossessed by the Crown. Purchasers of blocks of land under two hundred acres were allowed to occupy it under a quit rent equal to five percent of the

drainage made cultivation extremely difficult. The lighter, pine-covered soils of the forest, though easy to clear and cultivate, were lacking in the necessary nutrients to support profitable agriculture for more than a few years. The trend towards farm abandonment began as early as the 1830's when some of the Highland Scots who had settled on the Oro Sand Hills in the southern part of the forest moved to Nottawasaga Township in search of better land. The great number of lots sold for back taxes was indicative of the financial plight of many farmers.

Pioneer life in the Copeland Forest was characteristic of pioneer life elsewhere in Upper Canada. Most of the settlers arriving in the area had little money, goods or equipment. Their first priorities were to build a shelter and clear a small amount of land in order to plant subsistence root crops. Much of the work was done by sheer muscle power -- trees were felled, logs hewn and crops cultivated by hand. Pooling of labour resources was common. An annual battle was waged against the spontaneous recolonization of the forest and every year a few more acres were cleared.

The early settlers utilized the forest as a

purchase price, which was paid annually in advance and counted towards the original purchase price.

Settlement in Medonte increased substantially after 1832. In 1836, Wessley Ritchie was appointed resident agent to place newcomers on the land. Many of the settlers were immigrants from the British Isles and were poorer than the native farmers who had come earlier to the southern parts of the county. The Irish, mostly Roman Catholics, were the largest ethnic group in the township, forming almost one half of the population by the 1870's. Families settling on the third and fourth concessions, known as the "Irish Line", included the Frawleys, Husseys, Fitzgeralds, Shanahans, Fitzgibbons, McNamaras and O'Connors. Highland Scots settling on the second and third concessions, the "Scotch Line", included the Ingrams, Greenlaws, Gantons, Boyntons, McLeods, Yates and Johnstons. Only half of these families owned property at the Copeland Forest site.^{3A}

The forest was characterized by sparse agricultural settlement. The first and second concessions and the west half of the third concession were too low and swampy to be farmed. The lack of machinery, draft animals and tile

and was assessed at a value of \$414.00. The market for farm products was confined to local areas, such as the Barrie and Orillia farmers' markets. Farm income was supplemented by the sale of potash, timber and meat.

Roads

Primitive transportation conditions and the paucity of local supply centres necessitated pioneer self-sufficiency. Roads were no more than rough tracks hacked through the forest. Wheeled transportation was non-existent for the most part until the 1850's, when the area became more prosperous and road conditions improved slightly. A regular stage line from Holland Landing to Penetanguishene was initiated in 1847 by J.C. Morrison of Craighurst.

The only good roads in Medonte in 1850 were the Penetanguishene Road in the west and the Coldwater Road in the east. Other roads, such as township concessions and the Ingram and Gloucester roads, remained in poor condition for many years. County funds were for the most part devoted to various railway schemes. The Gloucester Road, leading from Hillsdale to the Sturgeon Bay Road, was opened in 1832 and was the main route across the township during the early years of settlement. The Ingram Road began as a farm trail for the Ingram and

source of wood, potash, sugar, food and animal fodder. Nevertheless, the forest was feared and hated. The dense Canadian wilderness was a dark, mysterious place filled with wild animals, unlike anything seen in the British Isles. Above all, it was detrimental to agriculture and had to be attacked ruthlessly. Resources were seemingly inexhaustible and, consequently, much timber was wasted or destroyed in the drive to clear the land. Smaller logs, especially pine, were used for construction purposes, but most of the large hardwoods were either burned or sold for firewood in Barrie.

During the 1850's, only six to ten out of every one hundred acres were cultivated for crops.⁴ By 1867, the figure had risen to twenty-eight acres.⁵ Subsistence farming and the dependence on forest products persisted into the late 1860's and possibly even later. Root crops still made up fifty percent of agricultural production,⁶ and while small quantities of wheat and oats were grown, neither became important as a cash crop. Cattle were used as draft animals and a source of meat rather than for dairy purposes. Sheep were raised for the production of homespun yarn. According to the 1867 Medonte Township assessment roll, the average farm in the Copeland Forest had seventeen sheep, ten cows, eight hogs and three horses,

Greenlaw families and eventually became the main route from the Penetanguishene Road to the eighth concession.

Mail was carried regularly along the Penetanguishene Road from York and Holland Landing after the establishment of the military garrison at Penetanguishene. The first post office in the area was opened at Hillsdale in 1837. During the 1850's, mail arrived there three times a week. The only other post office in 1850 was at Coldwater. Craighurst became a post village in 1866.

Local supply centres, reflecting the general conditions in the township, were slow to develop. Peter Clelland opened the first general store in the area during the mid-1840's. It was located along the Penetanguishene Road near Hillsdale. Supplies were brought from Toronto by wagon. These five-day trips ended in 1853, when supplies were transported by rail as far as Allandale. By the 1870's, Hillsdale had two stores, a tavern and a lumber, shingle, flour and wool mill. Craighurst, which served the needs of the people at the south end of the Copeland Forest, had three general stores, two hotels, some trade shops, and a wool and saw-mill. By the 1880's, Coulson, Hobart and Mount St.

Louis had developed into secondary supply centres.

Churches and schools were eventually established in all of these villages. Episcopal and Presbyterian churches were built at Hillsdale during the early 1850's. A minister from Orillia came every three weeks to preach at the Methodist church at Hobart. Anglican and Presbyterian churches were located at Craighurst. For many years, the Roman Catholics in Medonte belonged to the Flos parish. Churches were built at Apto in 1855 and in Phelpston in 1865. Masses were also conducted at "stations" or private homes on lot thirteen, concession one and lot twenty-four on the ninth concession.

There were at least three schools in Medonte during the 1830's, located at Hillsdale, Craighurst and on the Scotch line. The calibre of teaching was low, and the schools remained open for only a few months each year because of the meagre financial resources of the pioneers. The Scotch line school was conducted by Robert Quail, a veteran of the Battle of Waterloo who taught the three R's. The pupils were eventually sent to the Hillsdale school, which had better equipment and a more qualified teacher. The number of schools increased after 1843, when the Upper Canada Common School Act made

land grants available for schools. Depending on the year and where they lived, children from the Copeland Forest attended school either at Coulson, Hobart, Hillsdale, Mt. St. Louis or Craighurst.

The failure of agriculture and the resulting lack of demand for land in the Copeland Forest allowed land speculators to do a brisk business in buying and selling lots. Absentee landowners included such prominent politicians as Sir Allan Napier McNabb, Dalton McCarthy, John Strathy and William Ardagh. Speculation often began with the government distributing land for patronage purposes. Most of the patents issued during the 1830's were granted between February and July of 1836 in order to influence the June elections of that year. Fifty-five such patents were issued in all of Medonte Township after the House of Assembly was dissolved on May 28, 1836.⁷ This was done in spite of the fact that in 1832, the government tried to curb land speculation by refusing to grant any more patents until applicants could prove that they had established themselves on their land. At least six of the thirteen people who received patents for land in the Copeland Forest during the 1830's were nonresidents who never became actual settlers.⁸ The

formation of the County of Simcoe in 1842 enabled local authorities to force nonresident owners to pay their taxes or relinquish their land. Speculation continued, however, until lumbering became an important industry in the district.

The area was ideal for the industry, being well timbered with pine, cedar and hard woods. Large areas such as the Copeland Forest and the Orr Lake Forest had not been cleared. The township was close to the urban centres of southern Ontario and to the Great Lakes waterway system which facilitated the export of forest products to markets in the United States and Great Britain.

The development of the forest industry fell into roughly three stages. The first stage lasted from the 1830's until 1853, and as we have seen, was related to pioneer land-clearing activities. A number of small, water-powered sawmills were built, geared towards meeting local needs. The first sawmill in Medonte Township was MacBeth's mill, built in 1840 a little over a mile south of Hillsdale on the east side of the Penetanguishene Road. A mill at Craighurst was also constructed at approximately the same time. Other early mills were at Coldwater and Eady.

The second stage of the timber industry lasted from the mid-1850's until the commercial exploitation of forest resources reached its peak in the 1890's. It was brought about by a number of developments. The arrival of the Northern Railroad to Allandale in 1853 brought a faster means of transporting forest products to distant markets. Barrie and Allandale became important shipping points in the county, with the Penetanguishene Road acting as a feeder line. The Reciprocity Treaty of 1854 opened the American market for Canadian lumber and revived the square timber trade. The introduction of steam power made possible the mass production of sawed lumber. At about the same time, lumbermen realized that the plentiful white pine was equal in quality to the much-sought-after red pine.

These events resulted in a surge of activity. The exploitation of forest resources became a big business, and lumbermen and wholesale merchants from southern Ontario followed the frontier of the industry as it moved northward. By the early 1860's, there were twenty-five mills in Medonte and Matchedash townships.⁹ Lumbering operations in the Copeland Forest began to boom after the Flos and Medonte tramways were built in the early 1880's to connect the area with the North Simcoe Railway at Elmvale.

and the Midland Railway at Coldwater. The forest helped Hillsdale to become a thriving centre as it supplied village mills with timber and provided jobs for the community.¹⁰

Analysis of the land records to the Copeland Forest reveals the chaotic state of the industry during this period. Land, mills and timber rights were bought and sold as the forest was harvested by a quick succession of owners. The first recorded evidence of lumbering activity in the forest dates back to 1872, when Thomas Casey and Patrick Needham of Medonte signed a three year timber agreement to cut "all pine fit for saw logs" on lot three, concession four. The following year, Casey and Needham sold their timber rights to William Wallace Belding of Brantford, who moved to Barrie and built a sawmill along the Penetanguishene Road south of Hillsdale. He also purchased land and timber rights on concessions one and two of the forest. By 1882, his timber rights had expired and he sold his land to William J. and Charles G. MacBeth of Medonte.

John Knight came to Medonte from Tecumseth in 1885 and built the "Elsie mill" on either the fifth or seventh concession south of the Ingram Road. He also purchased several lots in the Copeland Forest between 1885

and 1891.

During the early 1880's, Robert Parker, a Hillsdale general merchant, formed the Medonte Lumber Company in partnership with James D. Allan, James N. Laird, George Cook and Alexander Archibald Allan, a Toronto wholesale lumber merchant. A sawmill was built on lot five, concession five and other lots were purchased in the forest between 1881 and 1883. In 1886, the mill and a large tract of land east of the Copeland Forest were sold to Adam A. Scott and James G. Scott, Toronto lumber merchants who traded under the name of Scott, Scott and Company. The remainder of the property was sold to John and Gideon Shortreed in 1884 and to John D. Hough in 1886 and 1887.

James Scott moved to British Columbia and sold his interests to Adam Scott in 1891. Adam remained in Ontario and started selling his property in 1893, although it is not clear to whom.

Between 1875 and 1887, John Hough purchased other lots in the Copeland Forest and built a sawmill on concession four or the east side of the fifth concession, where the Hough family is said to have lived. Hough's

partners were Robert Tisdale and Robert Wade of the firm, Tisdale and Wade, and Archibald McAllister of Barrie. Hough experienced financial difficulties and a mortgage foreclosure by Alexander Allan of the Medonte Lumber Company led to the loss of his property in the early 1890's. Archibald McAllister continued to harvest trees on the property after signing a timber agreement with Alexander and James Allan.

In addition to acquiring Robert Parker's property, the Shortreed family also purchased other portions of the Copeland Forest. George and John Shortreed purchased 900 acres during the early 1880's. George Shortreed transferred his property to Gideon in 1886. Gideon and John, the "Shortreed Brothers", continued to purchase land after 1886. They bought John Knight's mill and after a few years, it was moved to Hillsdale. John Shortreed died about 1900 and his estate was transferred to Gideon in 1901, who subsequently sold the property to William Cook of St. Catharines.

William Cook had moved to Hillsdale in 1900 and built a sawmill on the west end of what is now Rumble's Pond. The mill was burned in 1902, and Cook

sold most of his property to William J. and Jasper Martin Jr., known as Martin Brothers. He then ran a portable mill on concession one, lot forty-five in the Copeland Forest until he sold the remainder of his land to the Martin brothers in 1906.

Other parts of the Copeland Forest were purchased by Jasper Martin Sr. between 1900 and 1906. Jasper Sr., a former school teacher, had come to Hillsdale in 1867 from Milton, where his family had operated grist mills since the early 1800's. By his grandson's account, Jasper left Milton with a friend and came to Toronto, where the adventurous pair purchased bicycles and rode them to Hillsdale. In 1872, he purchased the Dymont and May sawmill. In 1880, he sold it to Gideon and John (or William) Shortreed, although he retained much of the timber land and the west half of lot fifty-five, concession one as his home and farm. A year later, he set up a shingle and planing mill in Hillsdale and operated a portable mill for several years. Under the power of sale provision in the Allan mortgage, Martin purchased the Hough property between 1900 and 1902 and moved the Hough mill to Hillsdale. A third mill for hoops and staves was operated in Hillsdale from 1900 to 1915.

The Martins took advantage of the construction of the C.P.R. through the Copeland Forest to locate their operation along a main railway line.¹¹ In 1907, they built a sawmill and company town on lot six, concession three.

This move had the added advantage of bringing it closer to their supply of timber. A spur line was constructed through the mill yard for easy loading of timber.

Farming operations were commenced in the clear-cut areas,¹² and a shingle mill was added to the operation several years later.

The Martin purchases marked the beginning of the third and last stage of the lumbering industry in the Copeland Forest. The best trees were gone and the boom was over, but the forest was able to support lumbering for another seventy-eight years. In spite of business problems which eventually forced the Martins to sell the property, the area entered a more stable pattern of existence that saw less frequent changes in ownership and the growth of a sense of community.

Unlike the Shortreeds, the Martins were not aloof from their workers and treated them with a certain degree of "benevolent paternalism". They were responsible for many acts of charity in the neighborhood, and they

were also active in local affairs. Their social concern was evidenced by the construction and maintenance of school number two for the workers' children at "Martinville". Although the school was under the jurisdiction of the local school board, the Martins hired the teacher, and paid his salary.¹³

During World War I and the financial recession which followed, the mills at Martinville were idle and fell into a state of disrepair. Jasper Martin Sr. retired and in 1914 conveyed his property to his sons, William and Jasper Jr. It has been suggested that the Martins, who by this point were fairly wealthy, were more interested in pursuing a life of leisure than in looking after their business affairs. William enjoyed travelling and frequently went on long trips in his McLaughlin touring car. In 1917, he built a sawmill one mile west of Penetanguishene but by 1922, he wanted out of the family business. Jasper Martin Jr. remained in Hillsdale. He was an avid sportsman who spent much of his time playing golf and tennis. His three sons were too young to run the business at this time.

These problems occurred at a time when Charles Ernest Copeland was looking for an opportunity to expand

his Elmvale operation. In December of 1922, he purchased the two Martinville mills, one half million board feet of lumber, 50,000 board feet of logs, three hundred cords of firewood and 4,082 acres of land for a price of \$50,000. He did not, however, acquire legal title to the property until February 14, 1929, when the grant from William J. and Jasper Martin Jr. was registered.

Charles Copeland and his three sons, Watson, Lloyd and Arthur, were shrewd, hardworking businessmen who knew how to run a sawmill at a profit.¹⁴ Under their management, Martinville was revived and continued to survive even during the depression years. Because the forest was too small to support the mills, additional property was purchased and timber was bought from other landowners.

When Charles Copeland died on June 2, 1934, his sons formally took over the business. Watson Copeland became the driving force behind the Medonte operation until his death in 1963, whereupon his son, Tom, and Lloyd's son, John, returned to assist in the family business. Arthur Copeland died in 1964 and in 1967, ill health forced Lloyd's retirement. Tom, the manager of the Medonte operation, left the business that same year and John

became sole owner of the Copeland Milling Company.

Most of the workers at Martinville were from ~~Medonte Township and the surrounding area.~~¹⁵ Transient workers and men without families lived in the boarding house, a two-storey structure with a large dining room and a "doggery" that could sleep over twenty men. There were also seven single-family dwellings at the site.¹⁶ Rent for these was low -- \$3.00 a month in 1936 plus \$3.00 for every cord of firewood used. By the 1970's, rent had risen to \$25.00 a month. Tenants also paid their own hydro bills after electricity was installed during the late 1930's. Telephones were not put in until after 1940, although the company office had a phone since about 1911.

Meat, butter, bread, canned and convenience foods and men's work clothes were sold at reasonable prices at the company store. For many years, the store depended on Hillsdale for most of its supplies. Local butchers and bakers delivered meat and bread to Martinville until the 1940's. Pigs and cattle were also slaughtered at the site. Housewives grew their own vegetables and picked morels and wild berries that grew near the mill. As Hillsdale declined, store supplies

were purchased elsewhere. The Copelands brought supplies in from Elmvale until the late 1930's. After that, supplies were trucked in by such wholesalers and bakeries as the York Trading Company of Orillia, National Grocers, Copaco and Wonder Bakeries.

As in any lumber camp, work at Martinville was hard and the hours were long. A typical working day during the harvesting season began between 4:00 and 5:00 a.m., when a bush gang or cutting crew with seven teams of horses left for the bush. Work continued until sundown with a break at midday for lunch, when tea was made over a fire and the teamsters fed their horses. Some of the men on these cutting crews were local farmers who supplemented their incomes by working in the bush during the winter. The men were under the direction of the bush foreman, who for the last thirty years was Grant Dunn of Hillsdale.

By 1922, the days of the lumberjack with his trusty poll axe were gone, and cross-cut saws were used to fell trees. Two men with a six-foot saw could cut an average of one hundred pine logs a day. A smaller, one-man version was used to cut spruce and balsam until the 1920's, when it was replaced by the Swede saw, a

modified version of the farm bucksaw.

Once cut, the logs were skidded out to logging roads using a horse-drawn tong and chain device. They were loaded onto sleighs and taken to the mill yard immediately.¹⁷ Approximately seventy-five miles of logging roads were built through the forest for this purpose.

For many years, loading was a four-man operation using devices such as decking lines, jammers, and A-frame loaders. A man called a "top loader" stood on the sleigh with a cant hook or peavey and fitted the logs together to make a balanced load almost as wide at the top as at the bottom. The logs were lifted onto the sleigh by means of a decking line. This was a 100-foot length of light chain hitched to a horse and run up through a block rigged to a pole or tree. It was then looped down over a log and the other end was anchored to the top of the logs on the sleigh by a "swamp hook". When pulled by the horse, the line "rolled" the log up to the top of the load. This was a dangerous method of loading and required much skill. The load was then bound to the sleigh by a chain wrapper and a "bear trap."

Decking lines were gradually replaced by jammers and A-frame loaders. The jammer was a primitive type of horse-powered crane invented shortly before the First World War. The logs were hauled to the top of the load by a horse-drawn chain running through a block and tackle atop an A-frame.

Horses were used exclusively for skidding and hauling purposes until the late 1940's. John Caston was one of the first truckers hired to draw logs to the mill. Subsequently, trucks were used in order to carry on logging operations year round. However, some horses were kept until 1965 for work in swampy areas.

At the mill, the softwood logs were dumped into the "hot pond" to keep them from becoming wormy.¹⁸ The hardwood logs were piled in the mill yard and were dumped into the pond shortly before being sawed. Traditionally, the sawing season lasted from April until stock ran out in the fall.

From the pond, the logs were moved to the mill by a "jackladder". A fifteen to twenty foot area of water around the base of the ladder was heated by steam to help remove ice, snow and dirt from the logs

so that they could be cut without damaging the saw. Once they were in the mill, they were rolled off onto a short pair of skids from where a "nigger", i.e. a chain with spurs on it, took them to the carriage. A pair of jaws or "dogs" grabbed a log and held it in place as a thin slab of wood and bark was cut off one side. The log was rolled over and a slab was cut off the other side. The slabs were taken by a conveyor belt to the slab room, where they were cut into four-foot lengths to be used as firewood.

The log was now ready to be cut into lumber. The operator, who stood at the back of the carriage as it was moved back and forth past the saw by a steam piston, could not see the log and relied on finger signals from the sawyer to reset the carriage each time a board came off. Sawing was halted every three hours to replace the saw blade.

The Martinville mill was one of the largest steam-fed mills in the county. It was equipped with an eight-foot single cut circular saw capable of cutting 10,000 board feet of hardwood lumber a day or twice that amount in softwood lumber. At the time it was destroyed by fire in the summer of 1959, it was producing 800,000

board feet of lumber a year.¹⁹

After being sawed, the boards went past three or four edging saws to have their edges and ends trimmed. The long edgings were cut into lath material, while the pieces unsuitable for lath were used for firewood or were burned as waste material. Sawdust was disposed of by incineration in a "Dutch oven" to fire the boiler or in a forty-foot high steel burner. Before the First World War, it had been used to insulate homes and ice houses.

The different types of lumber were separated at the end of the mill, loaded onto small, horse-drawn lumber cars and taken along the railway siding to the lumber yard. They were piled according to specie and left to dry for three to four months, after which they were measured and graded. Some of the lumber was taken to the Elmvale mill for planing. Most of it was shipped out directly to wholesalers, manufacturers and construction companies in southern Ontario.

Other jobs during the sawing season involved sorting and trimming poles and using the butts and tops to make shingles. The shingle mill was equipped with a fifteen-inch diameter version of the single cut circular

saw and had a carriage set at an angle so that shingles would be cut thicker at one end. "Bolts" of cedar ten to sixteen inches in size were placed on the carriage and pushed against the saw by hand. This was one of the most dangerous jobs at the mill, for if the saw hit a knot and caused the bolt to jump out of place, a finger or hand could easily be lost. After the shingles were cut, their rough edges were taken off and they were packed into bundles.

Wages for these jobs were low, especially during the depression. Workers found that by the time they got their pay, it had been eaten away by purchases made at the company store. Between 1907 and 1922, boys working at unskilled jobs such as packing shingles made 60¢ a day. Sawyers and carriage operators made \$5.00 to \$7.00 a day. In 1936, a ten-hour day in the slab room paid \$1.50. Teamsters earned \$1.75 a day in 1941. Wages in the 1960's ranged from \$1.00 to \$1.50 an hour. Even as late as 1972, the foreman made only \$2.05 an hour.²⁰

Modernization brought about many changes to Martinville. Work became easier and safer, but many jobs became obsolete. By 1970, the use of chain saws

and trucks, as well as clam loaders, which enabled a driver to load his truck singlehandedly, reduced the size of a bush crew from thirty to ten men. The number of workers needed in the mills and lumber yard was reduced by half to anywhere from eight to fifteen men. Because there was no longer any significant demand for shingles, the shingle mill was closed in 1952.²¹ Lift trucks replaced the lumber cars in 1955. As the use of horses declined in the bush and mill yard, so did agricultural activities. The diesel mill installed in 1959 was smaller and slower than the steam mill, having a capacity of 7,000 to 14,000 board feet per day.

Highways replaced the railway as the most economical means of shipping lumber. The network of major and secondary highways surrounding the Copeland Forest, including highways 11, 12 and 93, connected it with the five largest centres in the county as well as with markets outside the area. Railway cars were loaded at the mill yard for the last time in 1960.²² The Ingram Road, once the main access road to the mill, was relegated to the role of a logging road by the opening of the Highway 400 extension from Crown Hill to Coldwater in 1959.²³

Modernization was also responsible for the disappearance of the simple community life at Martinville. The population of the village declined after World War II.

Fewer workers were needed, and more people were able to purchase automobiles, which allowed them to travel to work and spend their leisure hours elsewhere. The days of old time square dances and tobogganing parties were gone.

The fire of May 7, 1975, which destroyed the diesel mill, marked the end of lumbering activities in the Copeland Forest. That the industry had survived so long after the boom in Medonte was over was largely due to the fact that the forest was relatively free of the clear-cutting which had devastated the great stands of pine in the county. As a mixed forest, it contained many different types of trees, some of which were not commercially desirable during the 1800's. After 1922, more consideration was given to the future of the forest. Only the best trees were cut,²⁴ and dead or diseased trees were removed to promote healthy forest growth. Reforestation of clear-cut areas was started about 1930 and continued until the 1970's, with the period of most extensive reforestation occurring between 1946 and 1953. A wide variety of species native to the forest

were replanted, the majority being pines, spruce and cedar. All together, some 800,000 seedlings from government and private nurseries were planted while the Copelands owned the property.²⁵

The forest was also fortunate to have been spared from serious forest fires. The numerous brush fires along the railway track caused by cinders from early C.P.R. locomotives did not develop into major fires. After the Second World War, several ponds were dug throughout the forest to provide a source of water for fire fighting purposes. Road allowances were leased from the township and public access was strictly limited.

But making lumbering profitable became increasingly difficult. Escalating operating costs made the forest too small to support the mill. The financial returns from the milling business could no longer keep up with the price of buying additional timber land. Timber itself became more difficult to obtain. The disposal of sawdust became a problem because of stricter government regulations regarding air pollution. Consequently, it was decided that the mill would not be rebuilt.

Three years later, on December 15, 1978, approximately 4,400 acres of the 5,400 acre tract were

3 sold to the provincial government by Simcoe Timber Lands Limited, the landholding company for Copeland Milling.²⁶

Aside from a major cleanup of the property and maintenance of the forest by the Ministry of Natural Resources, no changes have been made pending the completion of the master plan.

3 The plan will have to take into consideration the possibility of some type of public recreational use. The forest has already seen recreational use on a limited scale. The Copeland family had a cabin on the property and regularly stocked many of the ponds with trout. In 1962, Copeland Milling agreed to keep the third concession open during week-ends for the Horseshoe Valley ski resort. Between 1968 and 1970, 225 acres at the southern end of the forest were sold to Medonte Mountain Ski Resorts Limited and Horseshoe Valley Limited. Cross-country trails were also leased to both resorts after 1974, and after the Crown acquired the property, it was opened to hunters, fishermen and hikers.

3 The master plan will also have to take into account the historical value of the Copeland Forest. Its history has been a long and varied one, and taken as a whole, forms an important chapter in the history of our county.

FOOTNOTES

¹ An Indian village site was found in a part of the Copeland Forest not located in the provincial resources management area. "Pottery Hill" covers an area of three and a half acres on the west half of lot thirty-five, concession one in Oro and lot thirty-five, concession one in Vespra.

² Allison Burbidge, The Changing Role of Transportation in Simcoe County, 1800 - 1861, p. 39.

³ United Empire Loyalists and their descendants, officers of the Royal Navy and members of the militia of the War of 1812.

^{3A} The Ingrams, Greenlaws, MacLeods, Frawleys, Husseys and Shanahans.

⁴ Burbidge, p. 65.

⁵ 1867 Medonte Township Assessment Roll.

⁶ Burbidge, p. 84.

⁷ A.F. Hunter, History of Simcoe County, Vol. I, p. 54.

⁸ Title search to the Copeland Forest Resources Management Area

⁹ John Craig, Simcoe County, The Recent Past, p. 42.

¹⁰ By 1900, Hillsdale had six stores, two bakeries, two blacksmiths, two tinsmiths, two hotels, a harness-maker, and a barbershop.

Footnotes, continued

11 The North Simcoe Railway, to which Hillsdale was connected by the Flos tramway, was not a direct line to the markets of southern Ontario. Horses were still used to haul lumber to the Northern Railway at Allandale.

12 Farming operations included raising pigs and cattle, keeping horses, and growing fifty to one hundred acres of hay, oats and wheat.

13 The school remained open until about 1927, and was sold and moved to Craighurst in 1932, where it is now a Bible Chapel. After 1935, Copeland Milling paid some of its employees to drive the children to the Hillsdale school.

14 The Copeland family had been in the milling business in North Simcoe since 1834.

15 When Harold and Robert Shortreed's sawmill on the sixth concession near Coulson was closed in 1924, many of the workers came to Martinville, including Orion Anderson, who was the foreman from about 1934 to the early 1960's.

16 The houses were small, cedar-shingled structures with no basements. The interior walls were lined with narrow boards which were painted beige, brown or grey. Most of them had five rooms -- a kitchen, pantry, living room, two bedrooms, as well as a woodshed inside.

Footnotes, continued

17 The sleighs consisted of two bob-sleds with nine-foot runners coupled one behind the other and topped of with squared timber "bunks" on which the logs were piled. Loaded sleighs could weigh as much as twenty tons each and sand had to be scattered on steep grades to keep them under control.

18 Softwood logs were pine, hemlock, balsam, spruce and poplar.

19 Joseph Cripps, former employee under the Martins in 1908; from an unidentified 1959 newspaper clipping found in the Tweedsmuir Hillsdale history.

20 Miscellaneous Copeland Milling Company records

21 Some of the mill equipment was donated by John Copeland to the Metropolitan Toronto and Regional Conservation Authority and is on display at the Kortright Centre. Considered unsafe, the shell of the building was burned by the Ministry of Natural Resources in the spring of 1980.

22 The siding continued to be used until 1973 to load Christmas trees.

23 The Ingram Road, though a public road, was kept open in the winter by Copeland Milling until at least the 1940's.

Footnotes, continued

24 For example, white pine over sixteen inches in diameter, and maple over eighteen inches in diameter.

25 Harvesting of saw logs from plantations began in 1969. Previously, trees thinned from plantations had been sold for pulpwood and poles.

26 Harvesting operations were continued on a limited scale until 1980 to remove maple from a 200-acre area which had been damaged by the forest tent caterpillar.

Land Patents, 1820-1829

<u>Lot</u>	<u>Concession</u>	<u>Owner</u>	<u>Year Patent Received</u>
* 2	4	James G. Chewith, land surveyor (also known as James G. Chewett)	1820

* It was common practice for land surveyors to receive substantial land grants as payment for their services. Because surveyors were in a position to select the best land, surveyors scrip was the best kind of purchase that speculators or settlers could make. Chewith received 2,900 acres in Medonte. Within five years, he had sold one hundred acres of the above lot to Laurent Quetton St. George for \$1,700. The remaining one hundred acres were seized for taxes during the 1860's.

Land Patents, 1830-1839

<u>Lot</u>	<u>Concession</u>	<u>Owner</u>	<u>Year Patent Received</u>
* 45	1	Ezekiel Groome of Marysburg	1835, July 3
E½ 49	1	John Hilmer of Winchester	1836, March 10
* 49	2	Diana Tuttle of Matilda	1834, October 29
* W½6	3	Michael Freese	1834, October 29
E½6	4	William Power	1836, Feb. 6
* 3	5	Catherine Cole of Murray	1836, February 17
W½6	4	Patrick Gallagher	1835, December 17
* 4	4	Margaret Van Koughnet, spinster, of Cornwall	1835, November 20
* E½7	5	John MacLeod	1836, April 2
- W½6	5	Andrew Kinghorn	1836, June 23
E½6	5	Columbus H. Greene	1836, August 13
W½5	5	Thomas McCondra	1836, June 15
* E½5	5	Conway Bunton of Toronto	1836, June 13

* Lots sold within two years to non-residents of Medonte.

Land Speculation, 1800-1885

<u>Owner</u>	<u>Lot</u>	<u>Concession</u>	<u>Year</u>
Sir Allan Napier McNabb of Hamilton; Conserva- tive active in the Hincks- Morin coalition government	4	4	1838-1852
Honourable William Allan of Toronto	4	4	1852
Honourable Thomas Galt	4	4	1872-1873
Honourable John D. McMurrich of Toronto	E $\frac{1}{2}$ 6	4	1867-1872
Honourable Frank Smith	3	5	1881-1882
Haughton Lennox, M.P. for Simcoe South, 1900-1912	W $\frac{1}{2}$ 5	5	1878-1882
* Dr. William Baldwin and the Honourable Robert Baldwin, Trustee	2	4	1825-1851
Dalton McCarthy, M.P. for North (West) Simcoe 1878- 1898; associate of the Imperial Federation League, and protege of John A. Macdonald	W $\frac{1}{2}$ 49	1	1866 Patent
John Strathy, County Clerk 1852-1857	47	1	1866 Patent
	46	2	1866 Patent
William D. Ardagh, County Warden 1869-1871	5	3	1869 Patent
	3	3	1863
	E $\frac{1}{2}$ 2	3	1863
	W $\frac{1}{2}$ 3	4	1863

- * This lot was purchased by Laurent Quetton St. George, a wealthy Frenchman who ran a trading post at Orillia. Title was taken in the name of William Baldwin as trustee for Quetton St. George, who was an alien. The lot was conveyed to his son, Henry Charles Joseph Quetton St. George by the Honourable Robert Baldwin, executor and trustee of the estate of William Baldwin.

Non-Resident Land Ownership, 1866 Medonte Assessment Roll

<u>Lot</u>	<u>Concession</u>	<u>Acres</u>	<u>Value</u>	<u>Days Statute Labour</u>
45	1	200	\$ 100	2
4	3	200	200	2
2E½	4	100	200	2
4	4	200	400	3
5W½	4	100	200	2
5 N Pt E½	5	65	130	2
5 S Pt E½	5	35	75	2
6E½	5	100	250	3
6 N Pt W½	5	30	75	2
7 N Pt E½	5	26	50	2
		<u>1,056</u>	<u>\$1,680</u>	<u>22</u>

Non-Resident Land Ownership, 1867 Medonte Assessment Roll

<u>Lot</u>	<u>Concession</u>	<u>Acres</u>	<u>Value</u>	<u>Owner</u>
45	1	200	\$ 300	William Richard, Vaughan
49W $\frac{1}{2}$	1	100	150	Dalton McCarthy, Barrie
4	3	200	200	Canada Company
2E $\frac{1}{2}$	4	100	200	Allan N. McLean, Toronto
4	4	200	400	Robert Cassels, Toronto
5E $\frac{1}{2}$	4	100	200	Canada Company
5W $\frac{1}{2}$	4	100		Canada Company
3	5	200	400	Andrew Hamilton, Toronto
5NE Pt E $\frac{1}{2}$	5	65	150	Thomas Clark Street, Stamford
5 S Pt E $\frac{1}{2}$	5	35	70	" "
5 SW $\frac{1}{2}$	5	50	100	
6E $\frac{1}{2}$	5	100	200	Columbus H. Greene, Toronto sale to J.S. McMurray, Toronto
4	5	200	400	Canada Company
6E $\frac{1}{2}$	5	100	200	J.S. McMurray, Tor.
7 S Pt E $\frac{1}{2}$	5	39	75	Daniel Brooke Sr., Toronto
7 N Pt E $\frac{1}{2}$	5	26	50	John Cornish, Tor.
7 Pt E $\frac{1}{2}$	5	35	70	Christopher H. Madden, Barrie
46	1	200	200	John Strathy, Toronto

<u>Lot</u>	<u>Concession</u>	<u>Acres</u>	<u>Value</u>	<u>Owner</u>
47	1	200	\$ 200	John Strathy, Toron
46	2	100	200	"
43	2	100	100	Benjamin W. Ross, Barrie
47	2	100	50	Columbus Greene, To sale to J.S.McMurra Toronto
48	2	100		Provincial Trust Co of Canada
3E½	3	100		" "
3W¼	3	100		" "
3W½	4	100		Wm. D. Ardagh, Barri
6W½	4	100		Peter Clelland, Medonte sale to John McMurrich, Tor.
2E½	5	100		Provincial Insurance Company of Canada
2W½	5	100		Jas. Metcalfe, Tor. sale to Jas. Brock Fuller, Toronto

Lots Owned by Lumber Interests, 1872-1922

1) William Wallace Belding

<u>Lot</u>	<u>Concession</u>	<u>Year Purchased</u>	<u>Timber Agreement Only</u>
47	1	1873	X
48	1	1873	
48	2	1874	
3W½	4	1873	X

2) Thomas Casey & Patrick Needham

3E½	4	1872	X
3W½	4	1872	X

3) William Cook

6E½	3	1901	
45	1	1901	
46	1	1901	
47	1	1901	
48	1	1901	
49W½	1	1901	
43	2	1901	
46	2	1901	
47	2	1901	
48	2	1901	
3W½	3	1901	
4	3	1901	
5	3	1901	

continued...

Lots Owned by Lumber Interests, continued

4) John D. Hough

<u>Lot</u>	<u>Concession</u>	<u>Year Purchased</u>	<u>Timber Agreement Only</u>
2E½	4	1886	
7E½	5	1887	
3E½	4	1884	
5	4	1887	
4	4	1881	
6E½	4	1875	
3	5	1881	
5W½	5	1881 and 1882	
6E½	5	1886	
6W½	5	1886	
7W½	5	1886	

5) John Knight

4	3	1891
4	5	1887
5E½	5	1885

6) Charles G. and William J. MacBeth

7E½	5	1882
48	2	1882

continued...

Lots Owned by Lumber Interests, continued

7) William J. and Jasper Martin Jr. (Martin Brothers)

<u>Lot</u>	<u>Concession</u>	<u>Year Purchased</u>	<u>Timber Agreement Only</u>
6E $\frac{1}{2}$	3	1906	
6W $\frac{1}{2}$	3	1905	
45	1	1906	
46	1	1906	
47	1	1906	
43	2	1906	
46	2	1906	
47	2	1906	
48	2	1906	
3E $\frac{1}{2}$	3	1912	
3W $\frac{1}{2}$	3	1906	
4	3	1906	
5	3	1906	
3W $\frac{1}{2}$	4	1912	
5W $\frac{1}{2}$	5	1908	

8) Jasper Martin Sr.

7E $\frac{1}{2}$	5	1902
44	2	1906
45	2	1906
3E $\frac{1}{2}$	4	1902
5	4	1902
4	4	1902
6E $\frac{1}{2}$	4	1902
6W $\frac{1}{2}$	4	1903

continued...

Lots Owned by Lumber Interests, continued

<u>Lot</u>	<u>Concession</u>	<u>Year Purchased</u>	<u>Timber Agreement Only</u>
3W½	5	1902	
4	5	1901	
6E½	5	1902	
6W½	5	1902	
7W½	5	1902	

9) Medonte Lumber Company

2E½	4	1883	
7E½	5	1884	
46	1	1881	
47	1	1881	
46	2	1883	
3W½	3	1881	
5	3	1881	
4	4	1882	
5W½	5	1883	

10) Scott, Scott & Company

5E½	5	1886	
5W½	5	1886	

continued....

Lots Owned by Lumber Interests, continued

<u>Lot</u>	<u>Concession</u>	<u>Year Purchased</u>	<u>Timber Agreement Only</u>
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11) Shortreed Family

6E½	3	1901	
45	1	1901	
46	1	1886	
47	1	1886	
48	1	1892	
49W½	1	1886	
43	2	1901	
46	2	1886	
47	2	1901	
48	2	1892	
2W½	3	1901	
3W½	3	1889	
4	3	1893	
5	3	1889	
3W½	4	1886	
2W½	5	1892	

Martin Brothers Property Assessment, 1920 Assessment Roll

<u>Lot</u>	<u>Concession</u>	<u>Acres</u>	<u>Acres Cleared</u>	<u>Acres Woodland</u>	<u>Acres Slash</u>	<u>Land Value</u>	<u>Buildings Value</u>
45	1	200				\$ 800	
46	1	200				700	
47	1	200				700	
Pt 52	1	180				500	\$ 100
Pt W $\frac{1}{2}$ 55	1	20				200	200
E $\frac{1}{2}$ 60	1	100	10	90		500	
Pt. W $\frac{1}{2}$ 57	1	24	24			150	
E $\frac{1}{2}$ 43	2	50			50	100	
44	2	100			100	300	
45	2	100			100	300	
46	2	100			100	400	
47	2	100			100	400	
48	2	100			100	400	
60	2	100	20		80	500	
61	2	100	60		40	1,100	600
W $\frac{1}{2}$ 3	3	100			100	600	
4	3	200			200	800	
5	3	200			200	800	
6	3	200	100		100	2,000	500
13	3	200				900	

Martin Brothers Property Assessment, continued

<u>Lot</u>	<u>Concession</u>	<u>Acres</u>	<u>Acres Cleared</u>	<u>Acres Woodland</u>	<u>Acres Slash</u>	<u>Land Value</u>	<u>Buildings Value</u>
Pt 17	7	50				\$ 500	
Ex 2	4	100			100	300	
Ex 3	4	100			100	300	
Wx 3	4	100	60		30	400	
4	4	200			200	900	
5	4	200	100		100	1,400	\$ 100
6	4	200				1,000	500
7	4	100	50		50	700	500
Wx 3	5	100			100	400	
4	5	200			100	800	
Wx 5	5	100			100	400	
Pt 7	7	139			139	500	
Pt 6	6	178				1,200	
		<u>4,211</u>	<u>425</u>	<u>90</u>	<u>2,289</u>	<u>\$20,950</u>	<u>\$2,500</u>

80 days statute labour

Charles E. Copeland Property Assessment, 1923 Assessment Roll

<u>Lot</u>	<u>Concession</u>	<u>Acres</u>	<u>Acres Cleared</u>	<u>Acres Woodland</u>	<u>Acres Slash</u>	<u>Land Value</u>	<u>Buildings Value</u>
Wk 3	5	100				\$ 400	
4	5	200				900	
Wk 5	5	100			100	400	
Pt 7	5	139			139	600	
Pt. 6	6	171				1,300	
Ex 3	3	100	70		30	750	\$ 300
45	1	200				800	
46	1	200				800	
47	1	200				700	
Pt 60	1	40				250	
Ex 43	2	50			50	200	
44	2	100		100		300	
45	2	100		100		300	
46	2	100		100		400	
47	2	100		100		400	
48	2	100		100		400	
Wk 3	3	100		100		600	
4	3	200		200		800	
5	3	200		200		900	
6	3	200	100	100		2,000	500

Charles E. Copeland Property Assessment, continued

<u>Lot</u>	<u>Concession</u>	<u>Acres</u>	<u>Acres Cleared</u>	<u>Acres Woodland</u>	<u>Acres Slash</u>	<u>Land Value</u>	<u>Buildings Value</u>
E ¹ / ₂ 2	4	100		100		\$ 300	
E ¹ / ₂ 3	4	100		100		300	
W ¹ / ₂ 3	4	100	60	40		400	
W ¹ / ₂ 4	4	100				450	
E ¹ / ₂ 4	4	100				450	
5	4	200	100		100	1,500	
6	4	200				100	\$ 500
		<u>4,320</u>	<u>330</u>	<u>1,340</u>	<u>419</u>	<u>\$16,700</u>	<u>\$1,300</u>

Lots Purchased by The Copeland Milling Company after 1922

<u>Lot</u>	<u>Concession</u>	<u>Year</u>
48	1	1939
49E $\frac{1}{2}$	1	1939
49W $\frac{1}{2}$	1	1939
49	2	1948 (deed registered 1956)
2E $\frac{1}{2}$	3	1929
2W $\frac{1}{2}$	3	1932
2W $\frac{1}{2}$	5	1924
3 N $\frac{1}{2}$ of E $\frac{1}{2}$	5	1927 (deed registered 1932)
5E $\frac{1}{2}$	5	1940 (deed registered 1943)
3 S $\frac{1}{2}$ of E $\frac{1}{2}$	5	1955

List of Pupils, School Number 2, Martinville, 1911-1912

Harvey Brawley (Frawley?)

John Brawley (Frawley?)

Ida Cameron

Rita Cameron

Cassie Cameron

Bertha Campbell

Ida Campbell

Phoebe Campbell

Joe Campbell

Percy Campbell

Helena Flanagan

Florence Flanagan

Mary Flanagan

Robert Hanes

Myrtle Hilts

Willie Mooney

Jesse Mooney

Walter Smith

Florence Witherup

M.B. Cosgrove, teacher

Grades: Primer, 1, 2, 3, and 4

Martinville Company Store: Sample Prices, 1907-1922
and 1930-1940

1907-1922:

Tobacco	\$.60/plug
Cigarettes	.10/package
Bread	.10/loaf

1930-1940:

Bread	\$.05/loaf
Butter	.25/lb.
Milk	.05/pail
Meat	.25/piece; cheaper if purchased by the quarter
Cookies	.19/3 lbs.
Soda Biscuits	.10/box
Cigarette Tobacco with Cigarette Papers	.15/package
Rubber Boots	2.00/pair

Martinville Company Store Grocery Bill, April 27, 1971

1 Yellow beans	\$.25
1 Chuckwagon dinner	.71
1 Corned beef	.74
1 Wiener buns	.33
15 oz. cheese	.75
1 Peanut Butter	.68
1 Sweet Pickles	.38
1 Instant Coffee	2.25
1 Keen's mustard	.35
2 3/4 lb. bologna	1.22
1 Peanuts	.50
1 Shredded wheat	.36
2 lb. F.F. potatoes	.56
2 1/2 lb. bacon	1.46
2 lb. bologna	.90
	<u>\$11.44</u>

Employee List, 1930-1940

Orion Anderson - foreman, millwright; scaled lumber
Norm Baverstock - farm chores; drove children to school
Frank Baverstock - ran the boarding house
Wallace Bell - sawyer
George Bell - fireman
Ed Calhoun - trimmed the ends of boards
Tom de Long - swamping and putting logs in piles
Wilfred de Long - "
Les Espey - rolled logs from the jackladder onto the "nigger"
Tom Flanagan - put logs up the jackladder
Fred Hewitt - slab room
Rene Hewitt
_____ Hewitt
Bert Kenny - teamster
Murdock McCloud
Tom McLaughlin - piled lumber onto lumber cars
Bob McLinton - blacksmith, millwright
Isaac Nells (Nellis?) - edging, packing shingles
Lou Redman - drew shingles to the lumber yard
Walter Smith - set logs to the saw, cut wood into shingle
lengths
Orville Snider
Rufus Warriner - drove lumber cars to the lumber piles
Wilfred Warriner - drew lumber to various places outside
Martinville
"Wattie" Cameron - foreman, 1924 to 1932

Employee List, 1960-1969

Grant Allan	Lorne Sheffield
Bob Appleton	Brian Sheffield
Murray Archer	Garnet Shelton
Ewart Ball	Cal Trumbley
C. Bell	Jim Truax
Ed Buchanan	Brian Walchek
Bruce Bowman	
Bill Ball	
Allan Cameron	
Ray Dwinnel	
Grant Dunn	
Tom Gauley	
Ed Goodwin	
Rick Grier	
J.P. Green	
Chris Grant	
Edgar Hal-Ellis	
Don Ironside	
John Knicely	
L. Longhurst	
Walter Morrison	
Gary Milne	
Bert Morrison	
Carl Meurton	
Ross McKenzie	
J. Ogden	
Jack Potter	
Fred Rose	
Herb Reid	
Bud Smith	

Employee List, 1970-1975

Bill Ball	Moses St. Dennis
Doug Barnes	John Trumbley
Ewart Ball	Jim Truax
Ed Buchanan	
Robert Bourgie	
Allan Cameron	
Don Douglas	
Grant Dunn	
Murray Edwards	
Carl Fralick	
Harry Grover (?)	
Joe Gehrken	
Tom Gauley	
Garry Hill	
Brian Jenkins	
Paul Jenkins	
John Knicely	
Frank Maskell	
Eif Marsden	
Richard Martin-	
Bill Robertson	
Bill Robinson	
Alex Rucko	
Dennis Smith	
Garnett Shelton	
Brian Sheffield	
Lorne Sheffield	
Mark St. Dennis	

List of Customers, Copeland Milling Company, 1948-1975

Sarjeant Company, Barrie and Orillia
C. Beck Company, Penetang
Johns Manville, Port Union
Canada Wood, Orillia
Collingwood Shipyards
Toronto Brick Company
Brampton Brick Company
Stroud Wood Products
Huron Lumber
Jack Rumble Mill, Hillsdale
Township of Medonte
Township of Flos
Mt. St. Louis Ski Resort
Great Lakes Boat and Machines
Laidlaw Lumber
Midland Shipyards
Dorr-Oliver-Long Company Ltd.
L.C. Baker Lumber Company Ltd., Owen Sound
Peter Thomson Company Ltd.
Ontario Hydro
Bell Canada
Disher Farrand Paving Engineers
York Materials Handling System Limited
Department of Lands and Forests
Lalonde Bros. Construction, Elmvale

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