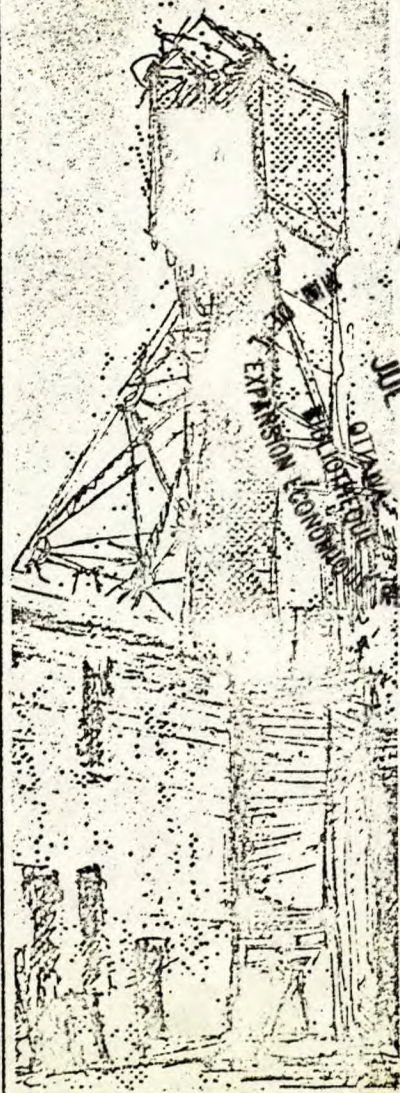
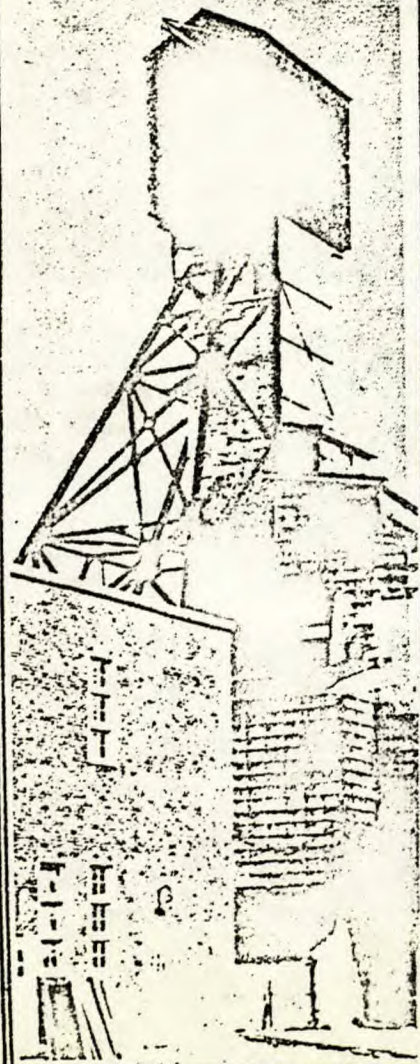
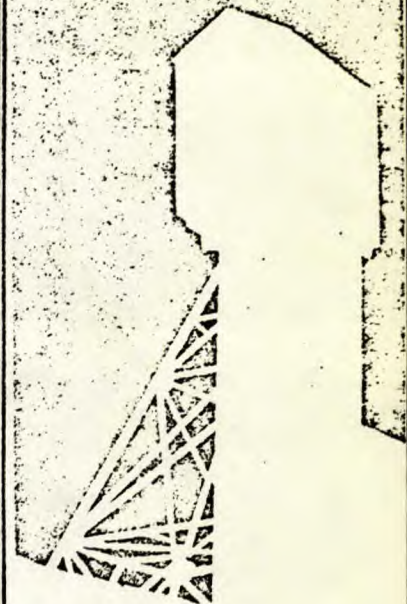
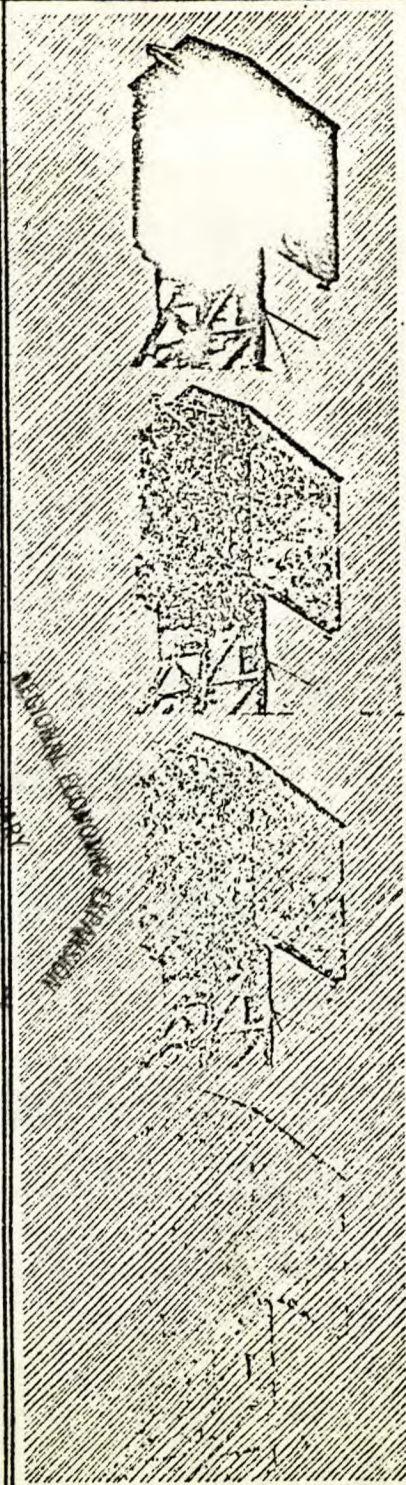


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**ONTARIO
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January 21st, 1974

Mr. Gustave Hurtubise,
Program Officer,
Ontario Region,
Department of Regional Economic Expansion,
Sir Guy Carleton Building,
161 Laurier Avenue West,
OTTAWA, Ontario.
K1A 0M4

Dear Mr. Hurtubise:

Re: Ontario Gold Mining Communities Study
Phase II

We are pleased to indicate that with this submission Phase II of the Ontario Gold Mining Communities Study has now been completed in accordance with our agreement of October 4th, 1973.

Phase I of the Ontario Gold Mining Communities Study outlined the gold mining industry and examined the general characteristics of the gold mining communities, Porcupine, Kirkland Lake, Red Lake and Geraldton, in terms of their economic base, community environment and social infrastructure, transportation and communication and also their human resources characteristics. The most significant problems facing the communities were identified and ranked as short, intermediate and long term.

Phase II of the study recommends overall development strategies and a development concept, for each of the four gold mining areas identified for this study. This report is arranged in a tabular format for each area of concern and provides:

- 1) a summary of the results of Phase I in respect to given conditions in each of the communities and its specific problems and potential;
- 2) a review of existing development strategies, primarily as defined in "Design for Development" - Ontario's program of regional development, local government reform and provincial fiscal reform, as they may apply to each of these areas; and
- 3) proposed strategies and programs as a logical extension of this review.

In spite of the lack of detailed information in some instances, the study provides a broad outline for each of the communities and singles out specific matters in need of further attention. The report takes a regional approach to problem-solving and has defined a set of strategies and programs we feel appropriate to the needs of the people in each gold mining communities at this time. The overriding approach of this report is to articulate a concept that will allow each community to absorb the impact of mine closures and to reach its full potential in natural and human resource utilization.

This study promotes a strong urban focus for each of the areas and this approach could transform the existing pattern of urban and rural settlement within the concept regions. But these regional concepts must be in harmony with provincial and national policies. In this context, the Red Lake and Geraldton development strategies can be viewed as components of Design for Development, Northwestern Ontario which provides an overall framework for the specific functions of these two areas. Comparable provincial policy for Northeastern Ontario is presently not available but the Porcupine and Kirkland Lake development concepts of this study may serve as inputs into the formulation of such a policy. In view of the fact that the concepts for the Porcupine and Kirkland Lake areas were developed without the benefit of a Northeastern Ontario policy framework, the concepts may need to be further refined to suit the overall provincial policy for the Northeastern Ontario region once it is formulated.

There is a need to achieve a consistency among the development concepts, strategies and programs proposed, to establish their feasibility and to identify the means for implementation. There remains as well, within the regional development process, the task of transforming the strategies and programs into quantitative targets to be

achieved within a given time. However because the study of necessity reviewed each of the areas without determining a priority among the development sectors (mining forestry, etc.) or establishing priorities between the four Gold Mining Communities, a comparative analysis called for to set down these priorities.

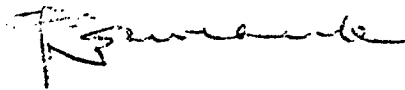
The study team including Dr. A. Lupton and Mr. K. Yew, acknowledge individuals in various federal and provincial governments who have assisted us in this study, Mr. Jack Ross of the Resource Development Division, Canada Department of Energy, Mines & Resources, Messrs. Hal McGonigal, Bill Hunter, Jerry Vela, Jack Devine, Bud Crocker, Elmer Stone and Ross Coward of the Ontario Ministry of Industry and Tourism. The team is indebted to Mr. Morpurgo and Alan Moon of the Ontario Ministry of Treasury, Economics and Intergovernmental Affairs and other members of the Advisory Committee on Declining Gold Mining Areas who furnished us with basic data and assistance in the preparation of the report.

We are indebted to you, especially, for your help in the study. Through our weekly liaison, you have given us encouragement and considerable direction and assistance in a number of aspects of the study.

May we express our thanks for this opportunity to be involved with this most significant program and we look forward to a continuing association.

Yours very truly,

SAWCHUK and PEACH



Oryst H. Sawchuk, M.T.P.I.C.

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PART I

RED LAKE

PART II

PORCUPINE

SECTION D: Tourism

EXISTING CONDITION

PROBLEMS & POTENTIAL

Industry

Labour Force

TOURISM

This region cannot be considered as a particularly significant tourist area. Its major market is the spinoff effect from the tourist traffic on Highway 11 from North Bay. Major tourist facilities include Kettle Lake provincial park located on Highway 67, two miles north of junction of Highway 101 and some 22 hotels and motels. If cabins, campgrounds and other types of tourist accommodation in the Timmins impact area are included, there are a total of 41 establishments which represent a tourist expenditure of \$2.3 million.

In 1969 23% of the regional labour force (2,400 people) belong to the service category, plus 17% in trade. Industrial surveys in 1972 showed 288 persons working in hotels and motels. It is difficult to ascertain the exact proportion of the total labour force in tourism.

Potential for tourism is weak relative to other economic options and it is unlikely to develop into a major component of the economic base because

a) the region is situated beyond the weekend recreational commuting distance from Toronto and other major metropolitan markets;

b) the terrain shows a low rating for landscape touring by automobile;

c) the summer season lasts only for 100 days;

d) there is a lack of tourist facilities and attractions.

The region's maximum potential lies in its development as a hunting, fishing and wilderness area.

However, major tourist attractions related to the fur trade and the mining history of the region include: i) the Frederick house and Kenogamissi posts; ii) the memorial cairn located on Highway 101, 20 miles east of Timmins, erected to commemorate the staking of the first mining claim in the region in 1905; iii) outdoor mining museum located in Porcupine;

PROBLEMS & POTENTIAL

- iv) Hollinger stamp mill;
- v) TGS stone, a 15-ton specimen of ore from the Kidd Creek mine to commemorate the development of base metals discovery in 1964;
- vi) ripple rock, a 3 billion years old rock on display at the Chamber of Commerce office and
- vii) Hollinger mine gardens.

Mine and sawmill tours offer significant potential for tourism.

All of the above can be viewed as inter-related parts of the eastern component of a Northeastern Ontario tourism system complementing the tradition of silver in Cobalt, gold in Kirkland Lake and the role of nickel in the Sudbury Basin.

EXISTING STRATEGY

PROPOSED STRATEGY

PROPOSED PROGRAM

Reports by the Ontario Regional Planning Branch in preparation for Design for Development, N.E. Ontario, Phase II indicate a major role for Timmins in this sector.

1. There is need to design a tourism system for the whole of Northeastern Ontario.

1(a) An overall design concept for Northeastern Ontario should be formulated.

1(b) There should be an analysis of the characteristics of visitors, local tourist infrastructure and financial resources.

1(c) A total system of tourist travel should be planned for the whole of Northeastern Ontario and should take into consideration the function of Timmins as a natural resources centre.

2. There is a need to structure and promote a comprehensive tourist industry in the region which provides extensive natural resource-based experience and urban-oriented programs and activities. This strategy should conform with a concept that identifies Timmins' function as a major attractivity pole.

2(a) A clearly defined and integrated package related to the historic mineral attractions of the region must be devised. The "Treasure Route" could form the theme of tourist development in all promotional efforts.

2(b) Programs proposed by the Ontario Regional Planning Branch for tourism should be implemented and in particular a natural resources centre project should be promoted to serve as a staging area for tours of the region.

2(c) The existing attractions which are mostly undeveloped in the region should be co-ordinated with the proposed natural resources centre.

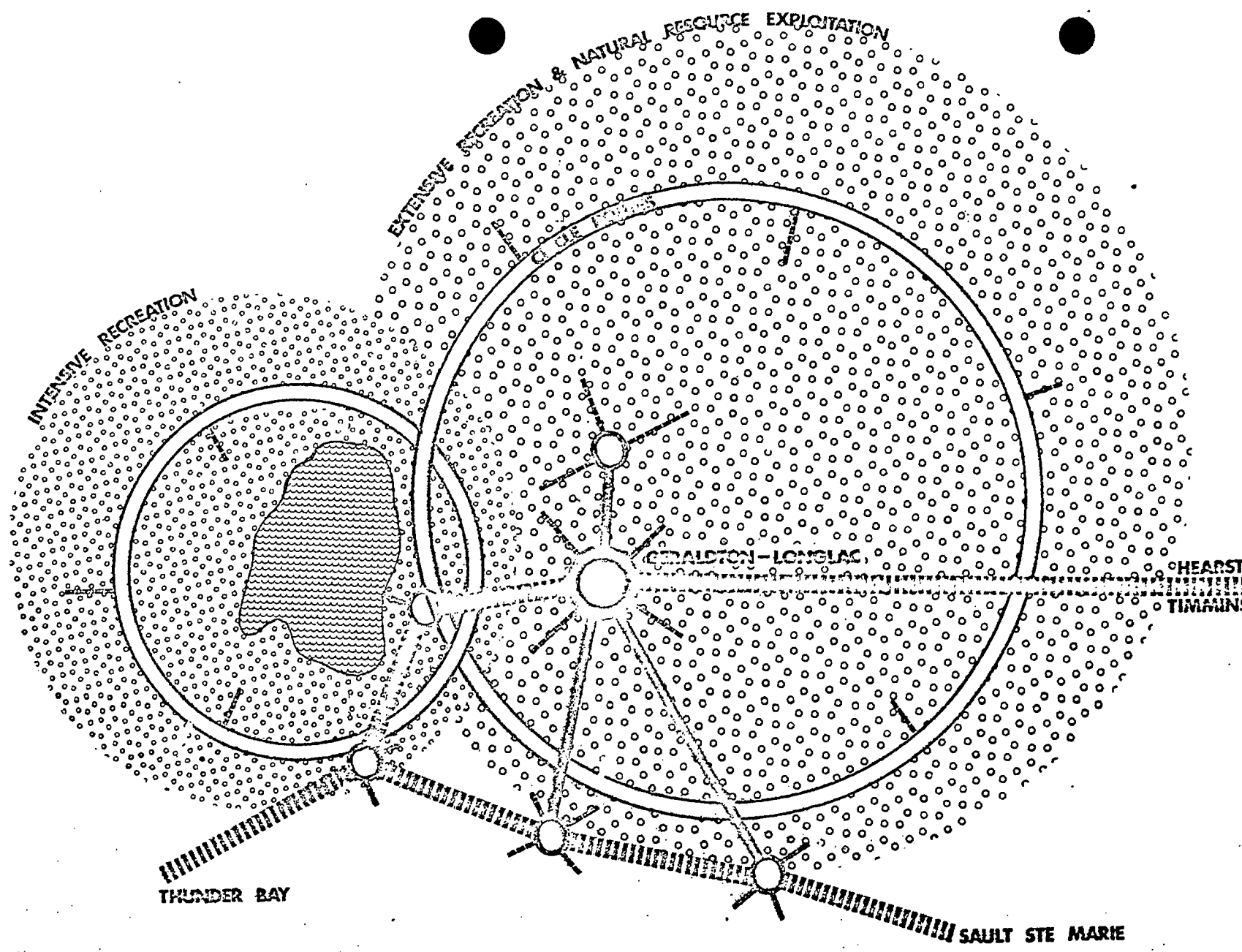
2(d) In any development of this concept, consideration should be

PROPOSED PROGRAM

given to the provision of funds and supportive services commensurate with the expanded role of Timmins.

PART III

GERALDTON



GERALDTON DEVELOPMENT CONCEPT

Geraldton Region

Development Concept

The long term objective of this concept is to develop the economic sectors based on natural resources of the region as a sound foundation for a sustainable regional community through additional employment and income opportunities. Economic activities will be drawn into an axis along Highway 11 with a functionally interdependent urban hierarchical system centred upon Geraldton-Longlac. The strategic location of Geraldton-Longlac as a link between N.E. and N.W. Ontario will be capitalized as location inputs for secondary industries by simultaneously upgrading the role of the Trans-Canada Northern Route (Highway 11) and increasing the accessibility of this area from the north shore of Lake Superior (Highway 17). A major thrust to the east toward the Porcupine region and its sub-centres will also be needed to balance the strong gravitational pull of Thunder Bay. Beardmore on the eastern shores of Lake Nipigon together with the Township of Nipigon will be the major tourist and recreation centres for this region. A circle route around Lake Nipigon will provide road access to various parts of the Lake. Mining, forestry and extensive recreational (e.g., fly-in fishing) developments will be centred on Geraldton-Longlac connected by a circle route and secondary links with Terrace Bay to the south, Trudeau (via Manitowadge) to the southeast and Nakina and other potential mining developments to the north.

In the short run, the concept seeks to achieve stability, to eliminate disparities through a

redefinition of the area administration structure and to rationalize places of work, residences and recreation areas to maximize the multiplier effect of the economic sectors based on natural resources. Local entrepreneurship will be encouraged and infrastructure development will be undertaken beyond the export of timber and other resources.

SECTION A Gold Mining

Industry

Labour Force

GOLD

MINING

Gold mining ceased operating in the region since 1970. Although the development of gold deposits have brought many of the communities into existence during 1930's and 1940's, this activity continued for only a short period of time after these dates. For example, only 2 gold mines remained in production in 1950.

In 1969 gold mining accounted for 14% of the employed or 162 people in the town of Geraldton. About 63% of the gold miners were 45 years of age and over at that date. Although no educational statistics were available, it may be assumed that the educational level of the miners was below the provincial average. The closure of gold mines necessitated out-migration, but data on migration, change of employment and unemployment for the gold miners are not available. It was calculated however that there has been a loss of 7.5% in the total labour force during the period 1961-1969 due to mine closures.

The location of the region within the "greenstone belt" of mineralization indicates a long term potential for mineral development including gold. However, for the immediate future, there appears to be little chance of any of the former mines re-opening and the prospect for new mines appears slight. Recent exploration activity has concentrated on base metals and iron ore rather than gold.

EXISTING STRATEGY

The same provincial strategy which is recommended in Design for Development, Northwestern Ontario, Phase II applies to Geraldton as in Red Lake. (See Red Lake section).

PROPOSED STRATEGY

1. In the long run, to intensify the mineral exploration program to facilitate the eventual discovery of new mineral deposits including gold.

2. In the short run, to investigate the possibility of re-opening some of the former gold mines in the light of the recent price level of gold.

PROPOSED PROGRAM

1(a) The provincial government should continue the exploration assistance program in the Geraldton area to encourage private exploration activities.

1(b) Both the federal Department of Energy, Mines & Resources and the Ontario Ministry of Natural Resources should co-operate in joint programs of large scale geophysical mineral surveys including areas outside the territory eligible for government exploration assistance.

2(a) Re-evaluation of mineral potential in former gold mines in the region should be encouraged by the federal and provincial governments.

2(b) All levels of government should co-operate to ensure that adequate supply of labour force, especially from the local pool of manpower is available to any re-opened gold mines.

Section B Other Mining

EXISTING CONDITION

PROBLEMS & POTENTIAL

Industry

Labour Force

OTHER
MINING

There are presently no base metal mines in the region. Exploration however, has been very active in the Beardmore-Geraldton area. Deposits that are under investigation include molybdenite, copper-nickel, gold-copper and iron.

These activities were encouraged to some extent by the Provincial mineral exploration assistance program. As of June 11, 1973 there were a total of 37 contracts negotiated for exploration spending of \$1.5 million. There are still 10 contracts in force.

Based on the record of completed programs, there were only 3 local workers employed in the government-assisted mineral exploration programs. This account for 7.7% of the total 1971-73 labour force engaged in the program out of the total man-days spent in the exploration program, 33.4% were contributed by local labour. Local wages accounted for 25% of the total wages whereas 56% of total other expenses were spent in the local area.

Recent exploration activity has outlined a number of potential orebodies, the most significant of these being a substantial iron deposit on property optioned by Algoma Steel Corporation from Little Long Lac Mines Ltd. just to the south of Geraldton. Although metallurgical testing is underway, any production decision is still well in the future. If a mine were to be developed on this property, some 450 permanent jobs could result in addition to several hundred construction jobs in the initial stages. Any future mining development of any size in the Geraldton region would necessitate a significant expansion in the infrastructure (i.e., roads, sewers, service facilities) of Geraldton and surrounding communities. Exploration activity is expected to accelerate at a relatively high level of encouragement would be available to develop existing ore deposits.

EXISTING STRATEGY

The same provincial strategy for the gold mining sector applies to the base metal mining industry as outlined in Design for Development, N. W. Ontario, Phase II.

PROPOSED STRATEGY

1. Potential ore bodies in the immediate environs of Geraldton that are identified in recent exploration activities should be developed to take advantage of a pool of local mining expertise and to provide an alternate means of employment.

2. The infrastructure in this part of Northwestern Ontario requires improvement in order for Geraldton to fulfill its role as a strategic "A" centre and to service future mining activities in the extensive areas to the north of the region (e.g., the Albany river area) which are presently more accessible from Thunder Bay and Pickle-Crow - Pickle Lake area.

PROPOSED PROGRAM

1(a) The Federal Department of Regional Economic Expansion and the Provincial Northern Ontario Development Corporation should co-operate to seek methods of offering incentives for the establishment of new base metal mines through loans and other means of financial participation by the two levels of government.

1(b) As in the gold mining sector, exploration activities for base metals should be accelerated with encouragement from the federal and provincial governments to ensure a continuing program of mineral exploitation.

1(c) The Ontario government should station trade commissioners in potential market areas to promote mining development in gold mining areas by potential investors.

2(a) Construct multi-purpose resource roads radiating from Geraldton. In locating these roads, consideration should be given to areas of known mineral deposits and favourable geological characteristics.

2(b) The provincial government should encourage mining development by providing appropriate infrastructure in remote mining sites in the region especially in terms of power supply.

SECTION C Forestry

EXISTING CONDITION

PROBLEMS & POTENTIAL

Industry

Labour Force

FORESTRY

Major pulp and paper companies such as Abitibi, Domtar, Kimberly-Clark and American Can have extensive timber cutting operations in the region. Most of the pulp cut is destined for mills located on the north shore of Lake Superior. In 1951 Kimberly-Clark constructed a sawmill in Longlac, and Weldwood began the manufacture of plywood in 1966 making Longlac the focus of primary wood industries in the Geraldton region. Weldwood is also building a \$8 million flakeboard plant in Longlac.

At Geraldton, G. Klinge & Sons has just put up new facilities to produce wood chips.

Forestry is the main industry in the town of Geraldton. In 1969, 26% of the town's labour force (i.e., 300 people) are employed in this sector. There are 81 workers employed in the sawmill and 198 workers in the plywood mill located in Longlac. With future addition of Weldwood's new plant, some 419 mill workers will be employed in Longlac. Bush workers, scattered throughout the region, number 1,044. The management personnel of the 6 major operators account for a further 244 employees.

Most of the communities serve as dormitory and service centres for the workers in the wood operation. Since the pulp and paper mills are located in the Lake Superior shore communities, the Geraldton region communities do not benefit from the assessment generated by those industrial plants.

The trend in the industry itself is toward increased utilization of the total allowable cut and integrated sawmill operations. There are plans to build a flakeboard plant at Longlac which will employ more than 140 people and will create 40 additional jobs for bush workers.

Recruitment of forest employees has been hampered by the shortage of housing in all regional communities especially within the Longlac townsite.

EXISTING STRATEGY

The provincial forestry strategy outlined in Design for Development, Northwestern Ontario, Phase II is perhaps more relevant for Geraldton than Red Lake because of the present extensive operation in the region. (See Red Lake region).

PROPOSED STRATEGY

1. Same as item 1. in Red Lake region.
2. Same as item 2. in Red Lake region.
3. Municipalities in the region that furnish the North Shore communities with raw materials should share in the benefits from the forestry sector.

4. The healthy wood products industries in the region should be further strengthened to provide employment for workers displaced by mechanized woods operations and to serve as a basis for secondary wood industries.

PROPOSED PROGRAM

1(a) - 1(e) Same as items 1(a) to 1(e) in Red Lake region.

2(a) Same as item 2(a) in Red Lake region.

3(a) An examination of the effects of re-distributing industrial assessment from pulp and paper mills should be carried out.

3(b) To offset the heavy residential portion of the municipal tax, the feasibility of additional financial assistance such as a timber grant from the province relating to area of wood production and residence of labour force should be reviewed.

4(a) Further integration of the wood-using industry should be encouraged by both levels of government. This may be fostered in part by increased research programs in regional forestry research laboratories.

4(b) Improved social environment and connections between processing plants in Longlac and dormitory communities should be provided to retain forestry workers and to attract skilled labour.

SECTION D Tourism

EXISTING CONDITION

PROBLEMS & POTENTIAL

Industry

Labour Force

TOURISM

Tourism is not a significant component of the regional economic base. Existing major tourist attractions are lacking.

The region has 2 provincial parks: Blacksand Provincial Park located 10 miles southwest of Beardmore and MacLeod Provincial Park which has the larger number of visitors and is situated in the centre of the region about 5 miles east of Geraldton on Highway 11. The municipality of Beardmore operates the Poplar Lodge Park in the township of Eva at the end of Highway 580 on Lake Nipigon. This new 22 acre facility offers camping and day use activities. More than five hundred people visited the park in its first year of operation.

Tourist accommodations include 4 hotels and 3 motels in Geraldton which has a total capacity of 114 rooms.

Both Beardmore and Longlac have one hotel and one motel whereas 2 hotels and 1 motel are located in Nakina. Tourist resorts are also located outside the major urban communities, e.g., Jellicoe.

Employment surveys in 1969 indicated 213 people engaged in the service sector and 197 people in trade; this represents 19% and 18% respectively of the total Geraldton labour force. The closure of gold mines has had an adverse effect on these two sectors of the economy. It would appear that the service and trade sector is not apt to increase in the near future for the immediate community requirements but tourism offers potential for an employment increase.

In 1972, a total of 36 people were employed in hotels and motels in Geraldton.

The region possesses significant natural resource potential for tourism. The Beardmore area and the eastern shoreline of Lake Nipigon offer great scenic attractions while the entire region is widely known for its fishing and hunting potential. The outdoor recreational and tourist potential of the Beardmore area is therefore high based on its natural setting, its ease of access and its strategic position on Highway 11 for service and accommodation facilities. Given the present transportation links, much of the tourist traffic along the shoreline of Lake Superior is diverted away from the region.

Further restriction to the tourism sector is the distance of Geraldton from markets in the U.S., Southern Ontario and Manitoba.

A number of special event occur in various communities that are of interest to local residents and tourists. The most widely known has been perhaps the Lake Nipigon Fish Derby which is held annually during July in Beardmore.

EXISTING STRATEGY

The same provincial tourism strategy which is recommended in Design for Development, Northwestern Ontario, Phase II applies to Geraldton as in Red Lake. (See Red Lake section).

PROPOSED STRATEGY

1. To attract tourist travel to the region via Highway 11 and secondary links and from more distant points by air and to enhance the opportunity for visitors to stay for an extended period in various parts of the region by an organized spatial framework of activities and attractions.

PROPOSED PROGRAM

1(a) Circle tours of the region should be facilitated by highways linking communities along Highway 11 with Highway 17. Tourist information facilities should be set up in North Shore communities to promote tourist travel further inland.

1(b) Fall "colour viewing" tours along the region's highway network should be promoted.

1(c) Picnic areas and look-outs should be provided for motorists along Highway 11 and should be designed to capitalize on the dramatic landscape of the Lake Nipigon shoreline.

1(d) The tourist air service should be expanded by construction of an airport in Geraldton and associated airfields in other regional communities together with an increased number of scheduled commercial flights.

1(e) Road access for tourists to outpost areas and remote lakes should be rationalized with fly-in operations and other resource exploitation activities through a land use plan of the region based on the Ontario Ministry of Natural Resources' S.L.U.P. program.

EXISTING STRATEGY

PROPOSED STRATEGY

PROPOSED PROGRAM

1(f) Restrictions should be placed on camper activities on crown land so that private establishments and provincial campgrounds will benefit from the tourist trade. An adequate system of destination campgrounds should be available to all travellers in the region.

1(g) In addition to recognition by the Travel Industry Association of Canada, other ways and means to improve the promotion of the Lake Nipigon Fish Derby should be investigated.

1(h) A regional promotion campaign centred on the recreational opportunity around Jellicoe for the rock hound and lapidary enthusiast should be established with financial assistance from the federal and provincial agencies.

1(i) Incentives in the form of loans for improvement work on roads, hydro and telephone facilities should be provided to tourist operators.

EXISTING STRATEGY

PROPOSED STRATEGY

PROPOSED PROGRAM

2. To maximize the region's resource potential by upgrading the quality of existing tourist plants and community environment.

2(a) Federal government should provide financial assistance to the Ontario Ministry of Industry and Tourism's proposal to initiate a community sponsored program of self-help in Beardmore in upgrading local facilities. Technical services should be provided to the local residents to develop an overall theme. Once adopted, it could be used as a guide for downtown renovation, service upgrading and general improvement of the urban environment.

2(b) Both senior levels of government should assist in the upgrading of the Beardmore municipal campground. Additional access to Lake Nipigon through Beardmore should also be investigated.

2(c) Beardmore's proposal for a park and game sanctuary, fronting on Lake Nipigon, west of Highway 11 and south of Highway 580 should be evaluated by the Ontario Ministry of Natural Resources.

2(d) Marinas and dock facilities should be provided in the Poplar Lodge Park to facilitate sport fishing and boating on Lake Nipigon.

EXISTING STRATEGY

PROPOSED STRATEGY

PROPOSED PROGRAM

2(e) The historic Hudson Bay trading post at Poplar Point should be restored to increase the attractiveness of the municipal park.

2(f) Winter tourism activities should be investigated especially the feasibility of re-developing the skiing facilities in Beardmore.

2(g) The community environment in Geraldton requires upgrading to provide sufficient facilities and services as well as a pleasing visual experience for the tourists. A municipal by-law regulating exterior design and material of buildings and a similar by-law regulating the use of signs and billboards should be enacted.

2(h) Improvement in the fly-in outfitting service, particularly in the food services should be carried out.

SECTION E Manufacturing

EXISTING CONDITION

PROBLEMS & POTENTIAL

Industry

Labour Force

MANUFACTURING

There are 6 manufacturing companies in Geraldton. Two of these are related to the wood industry. One is engaged in cabinet making while the other builds houses. Concrete blocks and steel products are also produced in Geraldton. Bottling soft drinks is another.

There are a total of 41 employees, about half of which are working in the bottling plants. None of the other manufacturers employ more than 5 people.

This sector of the economy is very weak in the region with the exception of the primary wood industry and secondary wood industry.

The capital needs for renewal and expansion of this sector may be prohibitive to most existing industrial concerns.

EXISTING STRATEGY

PROPOSED STRATEGY

PROPOSED PROGRAM

The provincial strategy as outlined in Design for Development, Northwestern Ontario applies to Geraldton as in the Red Lake region. (See Red Lake region-manufacturing.)

1. Same as item 1. in Red Lake.

2. Same as item 2. in Red Lake.

3. Same as item 3. in Red Lake.

1(a) Same as item 1(a) in Red Lake.

2(a) Same as item 2(a) in Red Lake.

2(b) Same as item 2(b) in Red Lake.

2(c) Geraldton's present effort to select and develop industrial land sites should be assisted by both senior levels of government.

3(a) Same as item 3(a) in Red Lake.

SECTION G Community Structure

EXISTING CONDITION

PROBLEMS & POTENTIAL

COMMUNITY STRUCTURE

The region consists of a number of settlements strung along Highway 11. Beardmore on the western side with access to Lake Nipigon, is administered by an Improvement District which includes the geographic townships of Summers and Eva. The Town of Geraldton in the centre of the region is the largest settlement with approximately 3,000 population and is located off Highway 11, about 3 miles north on Highway 584. Between Beardmore and Geraldton, along the 50-mile stretch of Highway 11, there are a number of small communities, e.g., Nezah, Jellicoe and Bankfield. About twenty miles east of Geraldton, at the head of Long Lake is the Township of Longlac. The Improvement District of Nakina is situated 50 miles north of Geraldton.

The function of many regional communities as dormitory settlements for forestry workers and the resultant lack of industrial assessment and the heavy tax burden on residential property owners are problems that have been discussed in the forestry section.

Within the spatial context, work places are located in Longlac and in logging camps throughout the area while residences and service functions centre around Geraldton. Such scatteration of activities and land uses necessitates administration and planning in a comprehensive and regional-wide manner.

EXISTING STRATEGY

PROPOSED STRATEGY

PROPOSED PROGRAM

In Design for Development, Northwestern Ontario, Phase II, Geraldton is selected as a strategic "A" centre in terms of growth points in N.W. Ontario.

1. In the short run, to consolidate local units of government within the region to achieve greater strength through their existing human and financial resources.

2. To establish a new government structure which would be more compatible with Geraldton's wider regional role and function as a strategic "A" centre in N.W. Ontario.

1(a) The request for annexation of surrounding territories by local municipalities should receive favourable consideration by the provincial government.

2(a) A study should be carried out to define the limits of a community of interest and its interdependencies and to formulate a regional government or a system of local governments.

2(b) Conduct a study into the financial aspects of the consolidation of municipalities in the region.

2(c) A townsite and physical terrain analysis should be carried out to determine the optimum townsite for an expanded Geraldton, taking into account the major corridors of movement.

SECTION H Housing

HOUSING

The standard of housing in the region is generally poor with a major need for rental housing. The communities which were originally company towns, stand out as having a better overall standard of accommodation.

The quality of housing in Beardmore is only adequate, with little new construction for the past 5 or 6 years. The total number of dwelling units is approximately 240. There seems to be little desire among the residents to improve homes or build new ones until the future of the community is more certain.

Generally the condition of housing in Geraldton is not good, but there have been encouraging signs of renovation and new starts in the more recent years since the mines were closed. A relatively high number of building permits were issued for new residential buildings in 1972 (85 in total). Two of these are for multiple family units.

There is overcrowding in the existing accommodation in Longlac. It was calculated that from 1967-72, 45 additional households would be required based on an estimated annual rate of population increase at 3 percent. On the whole the housing stock in Longlac is in reasonable condition especially when it is compared to those in the surrounding settlements. The better houses are located in the serviced area. Only a few scattered instances of blight as a result of inadequate maintenance are evident and these are located in the unserviced areas. There is little housing either for sale or rent and building lots are non-existent in Longlac.

In Nakina, the standard of housing is similar to most of the communities in the region but the demand for housing is less critical.

The biggest problem is a lack of rental accommodation and multiple family units in the region. This problem is especially difficult for Geraldton where there is the presence of a large number of semi-transient professionals such as teachers and civil servants. It will be increasingly critical for Longlac if forest-based industrial development proceeds. There is a need to rehabilitate many of the older housing units in all communities to help improve the general appearance of such settlements. The provision of new dwelling units are hampered by a lack of serviced building lots. A limited number of serviced lots are available in Longlac but they are sold only to lumber company employees.

EXISTING STRATEGY

PROPOSED STRATEGY

PROPOSED PROGRAM

There are no specific strategies related to housing in Design for Development, Northwestern Ontario, Phase II.

1. To ensure the provision of housing in adequate numbers and at suitable locations to support community development in accordance with regional development policies.

1(a) The provision of housing should be investigated and incorporated as an integrated component of a regional development and land use plan.

1(b) Sufficient serviced land in suitable locations should be encouraged to meet regional housing needs by installation of provincial water and sewer systems and development of new residential subdivisions.

1(c) A comprehensive program to acquire land for public housing, and for other municipal and regional uses should be devised.

1(d) Subsidies for housing such as mortgage assistance and home ownership assistance should be provided in the region by co-operative efforts of both senior levels of government.

SECTION I Urban Services

EXISTING CONDITION

URBAN

Wells serve Beardmore's water demand. Some of these have purification and pressure systems.

SERVICES

Septic tanks and field beds are used for sewage disposal.

The Town of Geraldton obtains water from Reesor Lake north of the townsite. In October, 1973, a loan totalling \$603,370 has been approved by C.M.H.C. to extend the existing sewerage system and install a packaged treatment plant. Sewage disposal in some parts of the Town is presently by means of individual septic systems.

Longlac has the most satisfactory water and sewer system in the Geraldton region. Water is taken from Long Lake and then filtered and chlorinated. A new sewer system and treatment plant were installed during 1971-72 and went into full operation in October 1972. The effluent returns to Long Lake after treatment.

PROBLEMS & POTENTIAL

Effluent from septic tanks is affecting the water environment in Beardmore and Geraldton. Even in Longlac where there is a new sewer system and treatment plant, the water near the mouth of Making Ground River is polluted.

Geraldton's location on difficult terrain also contributes to the high cost of providing services.

EXISTING STRATEGY

PROPOSED STRATEGY

PROPOSED PROGRAM

There are no specific strategies related to urban services in the provincial policy outlined in Design for Development, Northwestern Ontario, Phase II.

The strategy proposed for the Red Lake region also applies in this region.

The programs proposed for the Red Lake region also applies to this region.

SECTION J Social Infrastructure

EXISTING CONDITION

PROBLEMS & POTENTIAL

SOCIAL

Beside a 12-bed Red Cross Hospital in Beardmore, a major 45-bed hospital which provides regional services to approximately 9,000 people is located in Geraldton.

INFRASTRUCTURE

The area served by the Geraldton District Hospital is designed by the Provincial health authority as "medically under serviced" but residents in Geraldton and Longlac have relatively adequate facilities. Nakina lacks a resident doctor, a local ambulance and means to care for a large proportion of senior citizens.

EXISTING STRATEGY

PROPOSED STRATEGY

PROPOSED PROGRAM

The provincial strategy has been outlined in Design for Development, N.W. Ontario, Phase II (see Red Lake region).

1. Same as item 1. in Red Lake region.

1(a) Same as item 1(a) in Red Lake region.

1(b) Confederation College in Thunder Bay should investigate the possibility of locating a campus in Geraldton and the establishment of special courses applicable to the economic structure of the region.

SECTION K Transportation &
Communication

EXISTING CONDITION

PROBLEMS & POTENTIAL

TRANSPORTATION

AND

COMMUNICATION

Transportation in the region depends largely on the highway network and to a lesser extent, the railway, and river and lake systems. Highway 11 is the spine linking the communities in the region together and with the other parts of Ontario. Regular scheduled bus services serve as transportation linkages between communities (especially those located along Highway #11). The region is also served by the C.N.R., with a line close to Highway #11 and the other about 40 miles to the north. These two east-west lines are linked by a north-south line from Nakina to Longlac. There are no scheduled passenger train services for the region except between Longlac and Nakina but the railways do play an important role in the transportation of forest products. The Long Lake water way system in the area is also of economic significance for the movement of logs. It links the woodland operations around Longlac to the pulp and paper mills on the north shore of Lake Superior. In terms of air transportation, there are presently flights between Thunder Bay, Jellicoe and Geraldton. Air terminal facilities are in the form of gravel or sand runways.

Communications in the Geraldton region are via the weekly newspaper, postal service, radio, T.V., and telephone.

The major highway in the region is in fairly good condition except for the section between Beardmore and Geraldton. The secondary roads however, are in poor condition. There is a lack of local public transportation system, although a private bus provides service for workers commuting between Geraldton and Longlac. Air terminal facilities and flight connection with major centres are needed. Although French-language radio and T.V. programs are available, any improvement of the communications network should take into consideration the sizeable proportion of residents of French ethnic origin.

EXISTING STRATEGY

The following recommendations are contained within Design for Development, Northwestern Ontario, Phase II.

The increased and improved connectivity between Thunder Bay and Geraldton and the highway links from Terrace Bay to Geraldton (by first inquiring into the possibility of a road ownership agreement with Kimberly Clark) is a major priority.

The following access roads should also be given priority:

- Improvement in the Anaconda road north from Nakina;
- From Nakina west to the Can-Fer iron deposits, providing that mining development is imminent and certain.

Thunder Bay and Geraldton should be linked by a regional air service and this system should be closely integrated with connecting flights between Toronto, Montreal, Thunder Bay and Winnipeg.

Air freight facilities should be developed fully to meet the needs of new economic developments in the Geraldton region.

PROPOSED STRATEGY

1. Reduce the distance between settlements to enhance a regional community identification.

2. Invest in transportation facilities to encourage new mining activities and further development of forestry resources.

PROPOSED PROGRAM

1(a) Highway 11 should be improved to serve as a major link between N.W. and N.E. Ontario and as the main east-west connection in the region.

1(b) Highway construction between Geraldton and Terrace Bay should be given top priority in a system of north-south road connections between Highway 11 and 17.

1(c) Same as item 1(c) in Red Lake region.

2(a) Same as item 2(a) in Red Lake region.

2(b) A more efficient use of the rail system for rapid passenger services and transshipment of goods should be encouraged. Scenic train tours, similar to the A.C.R. tour from Sault Ste. Marie, with stop-overs at Nipigon and Beardmore should be examined in co-operation with C.N.R. officials.

2(c) An air terminal should be located in the region to provide better transportation service to residents as well as a main take-off point for interior mining exploration activities and fly-in tourism.

3. Means to increase the connectivity of the region from northeastern Ontario will enhance the central location of the Geraldton region in Northern Ontario.

2(d) The lakes, waterways, and shoreline characteristics in the region should be studied in terms of their existing use as forest product transportation links as well as their potential for recreational use.

3(a) Scheduled air, bus and railway links with Timmins, Sault Ste. Marie and other northeastern Ontario centres should be established as well as links with Thunder Bay.

SECTION L Population

EXISTING CONDITION

PROBLEMS & POTENTIAL

POPULATION

There has been a gradual population decrease in the communities of Beardmore, Geraldton and Nakina over the years. In 1951, the population of Beardmore was 1,035 while from 1968 to the present its population has remained close to 800. A peak population of 3,600 was reached around 1964-1966 in Geraldton and it has experienced a decline recently. Nakina has never recorded a population over 1,000 with the latest census showing 667.

Longlac on the other hand has shown a steady increase with a change from 866 people in 1956 to 1,484 in 1971. The overall regional population showed a decrease from 6,716 people in 1961 to 6,136 in 1971.

In terms of age groups, there is a higher proportion of younger children in Beardmore and Longlac. Beardmore also seems to have a slightly lower proportion of the working age group. Longlac stands out in terms of its low proportion of people over 60 years old. This may be explained by the fact that Longlac was established more recently.

Native people are located in Reserve 58 and 77, both of which are situated close to Longlac. Reserve 58 has 618 people registered with the band while 126 are registered with Reserve 77.

The closing of gold mines in the region has meant declining populations and reduced financial resources to the local municipalities. Most of the housing and services now provide for people employed in the forestry sector. Forestry-based industrial development has resulted in a rapid increase of population in Longlac where the industrial concerns are located.

EXISTING STRATEGY

Geraldton is defined in Design for Development, Northwestern Ontario, Phase II as a strategic "A" centre which is characterized as a community with a population of between 3,000 and 16,000 people in the urban focus and between 7,000 and 30,000 people in the total area of influence.

PROPOSED STRATEGY

1. Same as item 1. for Red Lake region.

2. Population location within the region should be provided in accordance with a regional plan to ensure wholesome residential environments.

PROPOSED PROGRAM

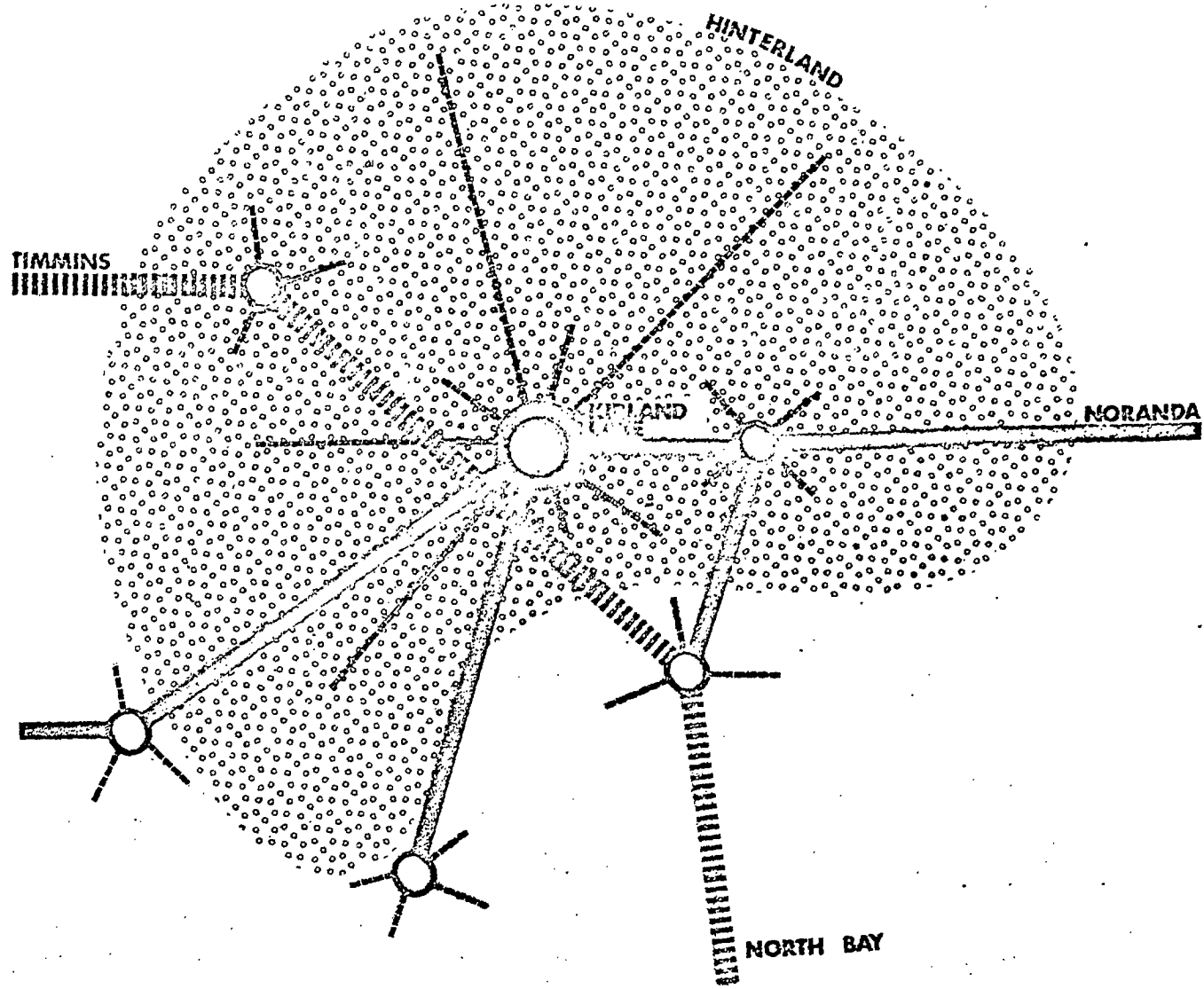
1(a) Provide a mechanism for resident input as part of the regional economic and social development.

2(a) Implement Neighbourhood Improvement Programs to establish acceptable minimum standards and to ensure adequate maintenance.

2(b) Relocation grants and moving expenses where necessary should be investigated as means to encourage migration from marginal settlements.

PART IV

KIRKLAND LAKE



**KIRKLAND LAKE
DEVELOPMENT CONCEPT**

The proposed development strategy for the Porcupine region envisions Kirkland Lake functioning as a secondary urban centre within Timmins' sphere of influence. This means that modifications to the growth rate of the strong regional centre will be reflected by economic improvements in what is presently a downward - transitional area dominated by Kirkland Lake. This approach suggests that the primary focus should be on a management strategy designed to stimulate the regional economy of northeastern Ontario by fostering economic and social growth in the primary and secondary regional centres.

Kirkland Lake's location is such that it can influence a wide local area consisting of mining communities and should qualify as a viable service centre, half-way between Timmins and Noranda. It will offer services similar to those found in the regional centre - Timmins, but on a smaller scale. It will also be linked to the regional centre by improved high-speed roads which will be the major components of a network of local, regional and interregional transportation links. Mining development will be encouraged as well as those sectors of the economy that are suited to the region and have a reasonable chance of success. The mining industry in the surrounding area will continue to be serviced by Kirkland Lake because of easy accessibility and the potential for providing a variety of services for mine employees. The colourful history of gold exploration and mining lends itself to a tourism program of unique characteristics that could be profitably

exploited in the longer run.

In the short run, the programs recommended by the Urban Renewal Study should be implemented to rehabilitate many of the deteriorating areas as well as to provide new housing to satisfy the needs of the working population. The existing municipal government structure needs to be strengthened by annexation, regionalization or other means to broaden the resource base and to increase financial resource and development capabilities. A regional plan to designate areas for work, home and play must also be formulated. In the next few years, consolidation of some service functions from surrounding smaller urban places should also take place.

SECTION A Gold Mining

EXISTING CONDITION

PROBLEMS & POTENTIAL

Industry

Labour Force

GOLD
MINING

There are presently 3 active mines in the region. Kerr Addison Mine is located at Virginiatown in McGarry township and production averaged 815 tons per day. Willroy Mines Ltd. (Macassa Division) in Kirkland Lake continued normal mining and milling operations with an average milling rate of 275 tons per day. Hollinger Mines Ltd. (Ross Mine) is located at the town of Holtyre in Hislop township at the northwestern corner of the Kirkland Lake region. Upper Beaver Mines Ltd. located in Gauthier and McVittie townships suspended production early 1972. The mine has been allowed to flood.

The Kerr Addison mine is the largest employer with 487 men. Macassa employed 270 men and Ross mine 95 persons. Upper Beaver had 59 employees when it closed down. This forms a total of 852 gold miners in 1972 or 911 men including Upper Beaver Mines.

In terms of educational level, fewer Kirkland Lake gold miners have gone beyond elementary school than the provincial average. The new jobs created by health and educational institutions require personnel with special qualifications not usually found among gold miners.

The short-run prospects for gold mines appear to be relatively good, and on the whole their current level of activity should continue over the next five years. Due to decreasing ore reserves, one of the gold mines may close before the end of this period but could be replaced by a nearby prospective mine.

In terms of employment, Kirkland Lake region gold mines remained the second largest employer among the four Ontario gold mining communities.

There is the possibility of recycling the mine slimes located around Kirkland Lake and re-processing them for gold. A mine tailing reclamation plant at a suggested cost of \$1.5 million would need to be built.

In spite of the new high prices, exploration for gold has remained at a low level.

EXISTING STRATEGY

PROPOSED STRATEGY

PROPOSED PROGRAM

Strategies for the development of the gold mining sector is being formulated by the Regional Planning Branch in preparation for Phase II, Design for Development, N.E. Ontario.

1. Same as item 1 for the Red Lake region.
2. Same as item 2 for the Red Lake region.
3. Same as item 3 for the Red Lake region.
4. Same as item 4 for the Red Lake region.

1(a) - 4(b) Same as items 1(a) - 4(b) for the Red Lake Region.

4(c) Both Federal and provincial governments should encourage private companies to investigate the feasibility of the gold reclamation project not only from the point of view of the improving the regional economy but also as an opportunity for restoring the landscape.

SECTION B Other Mining

EXISTING CONDITION

PROBLEMS & POTENTIAL

Industry

Labour Force

OTHER
MINING

The Adams open-pit iron ore mine located in Boston township, about 15 miles south of the Town of Kirkland Lake is the most important base metal mining operation in the Kirkland Lake region. Pellet production totalled more than a million tons for 1972. The other major mining project is an open-pit asbestos mine located outside the region in Midlothian township about 17 miles west of Matachewan which nevertheless has an impact on the Kirkland lake region. During 1971 and 1972 an extensive surface development and diamond-drilling program was carried out by Allied Mining Corporation on this location. The Hedman Mines Ltd. operated an asbestos mine in Warden and Munro townships about 25 miles northeast of Matheson. Although it is also outside the Kirkland Lake region, the crushing and milling plant is located in Bowman township just north of the town of Matheson.

The Adams iron-ore mine employed 387 men in 1972, and Allied Mining Corporation had 18 men working on the asbestos mining project which is expected to provide 300 jobs when the mine goes into production. The Hedman mine had 9 employees.

No significant employment opportunities are available to gold miners at new base metal mines because younger men, more adaptable and better trained in modern mining methods, can compete more successfully for those jobs.

The opening of new base metal mines within the next five years in the immediate vicinity of Kirkland Lake appears to be remote with the possible exception that a small base metal operation might be re-activated.

There is only one significant mining development scheduled for the area in the next few years. An asbestos property is being developed by United Asbestos and Allied Mining Corporation near Matachewan in Midlothian Township. Even though the site is some distance from Kirkland Lake, there will be a direct effect on this community should the proposed development concept be adopted. There are quite a number of potential asbestos properties in the area around Kirkland Lake which will receive attention as market demand for asbestos increases.

In the long run, the favourable location of Kirkland Lake in the Greenstone Belt should result in new mining activities. Numerous base metal occurrences have been noted in this region which shares many of the geological characteristics of the Porcupine region. The

PROBLEMS & POTENTIAL

Kirkland Lake region kimberlite bedrock, a host for diamonds may encourage additional exploration programs.

EXISTING STRATEGY

PROPOSED STRATEGY

PROPOSED PROGRAM

Provincial strategy on mining is being formulated as a concept of Design for Development, northeastern Ontario, Phase II.

1. The long term mining potential of the region should be immediately identified in a comprehensive manner that will cover the entire Kirkland Lake region.

1(a) Same as item 1(a) in Red Lake region.

1(b) Land and mineral rights in the region should be reviewed so that exploration and mining development programs will be encouraged in all areas of mineralization.

2. Any realization of the regional mining potential should have as one of its major development objectives the maximization of social and economic benefits for the main community-Kirkland Lake-directly involved in the coordination of mineral exploitation.

2(a) Kirkland Lake should be designated as the focus of the regional mineral transportation system to enhance its role as a mining service centre.

Section C Forestry

EXISTING CONDITION

PROBLEMS & POTENTIAL

Industry

Labour Force

FORESTRY

Kokotow Lumber Ltd. is the largest primary wood-using industry in the region. It has a chipper-equipped sawmill together with planers and dressers. Its market includes other parts of Ontario and the U.S..

C.T. McDonald in Greenfell township, Nychuk Lumber in Sheba township and Cheminis Lumber in McGarry Township (Kearns) are smaller sawmill operators in the region.

Yvan Simard, a contractor for Feldman Co. in Timmins, also operates a sawmill in Thackeray township, about 15 miles north of Kirkland Lake.

Kerr Addison Mines in Virginiatown has a sawmill for resawing framing timber used in the gold mines. Macassa Mines Ltd. has a similar sawmill operation in Kirkland Lake but Upper Canada Mine in Dobie up until its closure in 1972, had the largest sawmill operation among the three mines.

Employment in the forestry sector plays only a minor role in Kirkland Lake's economy. Without detailed labour force information, it is difficult to identify its real impact. However it is known that a proportion of the workers engaged in woodland operations in the region reside in the Province of Ontario.

In terms of forest resources, the region is divided into several crown management units (Kirkland Lake, Larder Lake, New Liskeard and Watabeag) and a company management unit (Kokotow Lumber). The total acreage of productive forest on these units is about 1 million of which 700,000 acres are in the Crown. In all cases, the allowable cut of these units is fully committed to existing licenses, but sizeable volumes of merchantable pulpwood are not utilized because of the lack of a market. Among all the Crown management units in the Swastika Forest District, the Kirkland Lake M.U. has the lowest average productivity because it is located on plains of shallow sediments interspersed with extensive areas of rock outcroppings and shallow soils.

Because a proportion of the forest industry is linked with mining, expansion in mining will generate local activities in the forestry sector.

EXISTING STRATEGY

Provincial strategy on forestry and forest-based industries is being formulated as a component of Design for Development, Northeastern Ontario, Phase II.

PROPOSED STRATEGY

1. The forest resources in the Kirkland Lake region should be fully utilized by
 - i) encouraging new plant and infrastructure development in the region;
 - ii) fostering stronger relationship with users and manufacturers in the Porcupine and Tri-Town areas;
 - iii) promoting the expansion of mining industries and their need for wood products.

PROPOSED PROGRAM

1(a) The forest potential for hardwoods in the Kirkland Lake region should be reviewed in type and quantity as inputs into foot-loose wood-using industries.

1(b) Private woodlots should be purchased by the provincial government to ensure the optimum utilization of forest resource for local wood industries.

1(c) Educational programs, such as that offered in the Northern College in Kirkland Lake, should be in harmony with the proposed regional development concept and the forestry strategy.

1(d) Labour-intensive secondary wood using industries should be encouraged to locate in the region by government action in the field of transportation costs, manpower training, marketing and promotion.

1(e) The adequacy of an organizational structure of the inter-regional transportation system should be examined in relation to the proposed forestry strategy.

SECTION D Tourism

EXISTING CONDITION

PROBLEMS & POTENTIAL

Industry

Labour Force

TOURISM

The tourist industry is not very extensive in the region. Present facilities include 2 provincial parks; Esker Provincial Park located east of Kirkland Lake and Kap-kig-Iwan Provincial Park at Englehart. The numbers of visitors and campers are steadily increasing in both parks. The region has a number of ski resorts but none are fully developed or utilized at the present time. The Kirkland Lake Ski Club is located in Swastika, the Windsor Valley operation is about 12 miles east of Kirkland Lake and the Raven Mountain resort is situated close to the Quebec borders. It was estimated that only about 500 skiers come to this region every season.

In the Town of Kirkland Lake, there are 6 motels and 14 hotels with a total capacity of 308 rooms.

The trade and services sectors are becoming dominant in the regional economy. In 1969, approximately 19 percent of the labour force in the Kirkland Lake area was employed in trade and 18 percent in services. It is not known what proportion caters to the tourist market.

Similar to the Porcupine region, this sector is facing the same problems of a short summer season, remoteness from major market and lack of facilities but there may be a positive effect generated by the proposed Maple Mountain project. The low quality and level of urban facilities coupled with the absence of large lakes and attractive terrain characteristics reduce the competitiveness of this area for tourist development.

The operating gold mines and remnants of the original mining camp could be the basis of a tourist industry. With careful organization and planning, they may be developed as major tourist attractions of wide appeal.

Kirkland Lake's gold development can be viewed as a component of a northeastern Ontario tourism system.

The cultural interlink between Quebec and Ontario may offer market potential for tourism along Highway 66.

EXISTING STRATEGY

Provincial strategy on tourism in this area is being formulated as a component of Design for Development, Northeastern Ontario, Phase II.

PROPOSED STRATEGY

1. Same as item 1 for the Porcupine region.

2. Incorporate Kirkland Lake as part of a tourist subsystem based on the spill-over from the anticipated traffic generating capabilities of the proposed

PROPOSED PROGRAM

1(a) and 1(b) Same as 1(a) and 1(b) for the Porcupine region.

1(c) A total system of tourist travel should be planned for the whole of Northeastern Ontario and should take into consideration the function of Kirkland Lake as a strategic stop exploiting its rich legacy in gold mining.

1(d) The Ontario Ministry of Natural Resources should examine the feasibility of locating a historical park based on the reconstruction of an historic gold mine.

1(e) A study, similar in intent to the one prepared for the Town of Cobalt, must be initiated to recommend a realistic and balanced programme of preservation and development so that tourism will become a major economic activity and the intrinsic tourist potential of the region will be utilized in harmony with the overall development strategy.

2(a) Existing efforts to promote local attractions of historical and recreational significance should be intensified and related to the tourist subsystem

PROPOSED STRATEGY

PROPOSED PROGRAM

Maple Mountain complex.

within the context of an overall N.E. Ontario system.

3. Kirkland Lake's location with respect to the cultural link between Timmins and Noranda should also be exploited.

3(a) A study to determine the extent of tourist and recreational travel along Highway 66 should be initiated with emphasis on skiing opportunities in the Virginiatown area.

SECTION E MANUFACTURING

EXISTING CONDITION

PROBLEMS & POTENTIAL

Industry

Labour Force

MANUFACTURING

The manufacturing sector of the region is quite varied in comparison with other gold mining communities and indeed other Northern Ontario communities of similar size. Heath and Sherwood and Teck Northern Roads are the most notable among the manufacturing companies. Heath and Sherwood is involved in metal manufacturing, custom machining and fabricating while Teck Northern Roads produces ready-made concrete, asphalt and aggregates. Kirkland Lake Machine and Welding Company is a major manufacturer in steel fabricating. There are also 6 smaller manufacturers: one company utilizes various rock samples in collections, in jewellery and as desk accessories; and another specializes in hand-made knives. Other small companies produce metal furniture, car trailer, explosives and sanitary belts.

The ubiquitous food products manufacturer is represented by 6 companies, 3 of which are commercial printers.

The major manufacturers, Heath and Sherwood and Teck Northern Roads have an employment of 60 and 51 respectively. 26 people are employed in Kirkland Lake Machine and Welding Company and 15 people work for Nordex explosives.

The food product industry provides employment for 79 people and the printing industry provide a further 11 jobs. The remaining manufacturers, except for the wood-using industry, employ less than 6 people. This combines to form a total of 256 people employed in manufacturing.

The lack of economies of scale has curtailed the development of manufacturing industries and the possibilities of local manufacturing diminish as the regional population declines. Food and agricultural product processing industries may prefer locating in the Little Clay Belt to settlements in this region.

The present amenities in health and education facilities offered by the Town of Kirkland Lake and the future role of the Town as a service centre give the region an advantage in industrial location. The size, cost of land and availability of urban services in Kirkland Lake's industrial zone or park will also influence its success in attracting new industries.

Although Kirkland Lake has the locational disadvantage with reference to markets of southern Ontario, it has easy regional access to Highway 11, rail transportation and more recently, improved air links.

EXISTING STRATEGY

Provincial strategy on manufacturing industries is being formulated as a component of Design for Development, Northeastern Ontario, Phase II.

PROPOSED STRATEGY

1. The proposed function of Kirkland Lake as a service centre and the location of the town in N.E. Ontario should be capitalized in attracting industries that prefer social amenities and easy regional accessibility.

PROPOSED PROGRAM

1(a) Secondary wood-using industries will be encouraged to locate in the region with incentives from both senior levels of government.

1(b) The feasibility of exploiting the soil resources of region, such as clay and silica as raw materials for glass, ceramics, vitreous enamel and china manufacturing should be investigated.

1(c) The manufacture of water, sewer and irrigation pipes and other means of utilizing locally produced asbestos should be investigated.

1(d) The further development of Kirkland Lake as a warehousing and distribution centre for northwestern Quebec should be investigated and food and beverage and other manufacturing opportunities associated with such development should also be encouraged.

1(e) The Kirkland Lake Development Commission's program to engage a full-time industrial commissioner and to plan for a proper industrial park should be accelerated. The commission should also expand its activities and maintain a closer liaison with municipal government.

PROPOSED PROGRAM

1(f) A study of industrial diversification of the region's economic base, value added, labour intensity and forward and backward linkages should be carried out to determine those industries most feasible in the region. This study will also form part of the selection criteria for government industrial incentives.

SECTION G Community Structure

EXISTING CONDITION

COMMUNITY STRUCTURE

The Town of Kirkland Lake is the most important municipality within this region. It is made up essentially of the township of Teck and a small portion of the township of Lebel. The urban areas of Kirkland Lake, Chaput-Hughes and Swastika form the built-up portion of the municipality.

Larder Lake to the east of Kirkland Lake was first incorporated in 1938 but was subsequently incorporated as a Township in 1946. It is composed of the geographic townships of McVittie, Hearst and Skead. Virginiatown is the centre of McGarry Township, an area of 45 square miles, near the Quebec border. It is one of the typical company towns where a single industry dominates the economic and social structure of the settlement. Kerr-Addison Mines was responsible for erecting the first buildings and still has control of about half the townsite.

PROBLEMS & POTENTIAL

The physical difficulties of the terrain pose problems in the growth of some communities. In Kirkland Lake there is very little serviced open land available for residential or other uses and the lack of planning in the past has resulted in mixed and incompatible land uses. Both Chaput-Hughes and Swastika are poorly developed areas along Highway 66 and both face land use problems, particularly Chaput-Hughes. There are instances of filling the lakes and depressions in the vicinity of Kirkland Lake with tailings from former gold mine operations. Such practices have been fairly extensive and are very close to built-up areas.

EXISTING STRATEGY

Using a variety of selection criteria for analyzing the relative growth potential of urban places in N.E. Ontario, the provincial government in Design for Development, Phase I considered Kirkland Lake as a sub-regional centre in the same category of Timmins, Kapuskasing and Tri-Town.

PROPOSED STRATEGY

1. The function of Kirkland Lake and other settlements in the region needs to be defined in the context of the overall N.E. Ontario strategy, the Porcupine region development concept and the hinterland that these settlements serve.

PROPOSED PROGRAM

1(a) A survey should be initiated to outline the respective and overlapping market areas of Timmins, Kirkland Lake and Tri-Town, the extent and strength of residents identification with these 3 communities and to identify what aspect, if any, of local government the people would like to change.

1(b) A regional plan should be developed to designate areas for mining, forestry and tourism to avoid conflict of land uses and to define the major transportation network and areas for urban services.

1(c) Sufficient staff capabilities and financial resources should be made available by the federal and provincial governments to develop and implement the comprehensive regional plan.

1(d) A downtown urban renewal program should be initiated and an architectural and historical survey of the "golden mile" in Kirkland Lake should be carried out.

SECTION H Housing

EXISTING CONDITION

HOUSING

There are a total of 4,600 dwelling units and 310 acres of residential land in the Town of Kirkland Lake. In addition to the major settlement of Kirkland Lake with 4,108 buildings, there are 2 other clusters a) Swastika, with 166 dwellings and b) Chaput-Hughes, with 248 dwellings. In 1972, twenty building permits were issued for new residential buildings.

PROBLEMS & POTENTIAL

The condition and availability of residential accommodation presents a very serious problem in the Kirkland Lake region. At least 20% of the total housing stock in Teck Township was classified as poor to bad according to an urban renewal survey conducted in 1969. The largest concentrations of poor and bad dwellings are in Swastika, Chaput-Hughes, Harvey Kirkland, and in the area north of Grierson Road in Kirkland Lake. The abandoned mines located north of Government Road also contribute to the general atmosphere of decline.

In a problems survey of Temiskaming residents by the Northeastern Ontario Development Council, housing condition was identified as a major concern. "Too many houses in poor repair" was ranked third; "shortage of rental units" fourth; "high house prices" sixth; and "shortage of single family homes" seventh. Public housing was the second most favoured solution to the region's problems while urban renewal was the third.

EXISTING STRATEGY

PROPOSED STRATEGY

PROPOSED PROGRAM

Provincial strategy on housing in this area is being formulated as a component of Design for Development, Northeastern Ontario, Phase II.

1. Adequate and appropriate housing should be provided for the present and relocated population of Kirkland Lake in accordance with the comprehensive housing study and the proposed role of the Town within the regional concept.

1(a) Home ownership and rental housing that is appropriate to all wage levels of the labour force including the newly-arrived employees in the health and educational institutions should be encouraged by both senior levels of government.

1(b) The existing municipal tax rate of the Town of Kirkland Lake in relation to its financial capability to undertake urban renewal programs should be examined and appropriate levels of assistance from both senior levels of government should be determined.

1(c) Student housing should be provided in sufficient quantity to allow the proper functioning of the Northern College.

SECTION I Urban Services

EXISTING CONDITION

PROBLEMS & POTENTIAL

URBAN
SERVICES

The Town of Kirkland Lake receives water supply from Gull Lake and about 90% of the urban area is serviced. The water supply system has been rennovated and the water pressure is adequate for fire-fighting purposes. A new sewage treatment plant is being constructed at an estimated cost of \$1.9 million. This facility, designed for a population of 20,000, is the primary type.

Much of Swastika, Chaput-Hughes and the outlying area of Kirkland Lake is not covered by urban services. The terrain features and surficial configurations make it difficult to extend municipal services from the central system.

EXISTING STRATEGY

PROPOSED STRATEGY

PROPOSED PROGRAM

Provincial strategy on urban services is being formulated as a component of Design for Development, Northeastern Ontario, Phase II.

1. In view of the spill-over effect of past industrial activity, environmental factors must henceforth be taken into account in the future evolution of Kirkland Lake as a service centre.

2. The urban services in Kirkland Lake should serve the population in strategic locations and to provide for the anticipated industrial growth.

1(a) Same as item 4(a) for the gold mining sector in Kirkland Lake.

2(a) Financial assistance should be extended to provide the pattern of services capable of directing and encouraging growth.

2(b) The servicing of the industrial park as identified in the Official Plan should be underwritten by senior levels of government.

2(c) Appropriate urban services should be provided to potential tourist development sites in accordance with the overall regional plan.

SECTION J Social Infrastructure

EXISTING CONDITION

PROBLEMS & POTENTIAL

SOCIAL

INFRASTRUCTURE

Schools and other education facilities are regionalized and are centred in Kirkland Lake. The Kirkland Lake Board of Education covers an area from Benoit township in the north to, but not including, Englehart to the south; west to Matachewan and east to the Quebec border. The Kirkland Lake Roman Catholic School Board covers the same area but also includes Englehart. The existing school systems adequately serve the demands of the population and the construction of new schools is only necessary to replace old and outmoded facilities.

A proposed new \$6 million hospital on the shore of Gull Lake across from the Northern College, has recently received approval.

The existing recreational facilities consist of 3 parks, one outdoor swimming pool and an old arena of timber construction.

There has been a gradual decline in school enrolment. The regional elementary public school system enrolment has dropped from 2,327 in 1971 to 2,248 in June 1973. In the Kirkland Lake schools, the total enrolment of 1,748 students in Sept. 1973 represents a drop of 97 students since 1965.

The shortage of doctors was classed as a significant problem according to a survey of Temiskaming residents by the Northeastern Ontario Development Council in 1969. This problem should be partially alleviated by construction of the new hospital.

The Town has a shortage of recreational amenities and facilities and the arena is out-moded and the existing parks lack playground facilities.

The Official Plan provides an extensive open space area for future recreational development.

EXISTING STRATEGY

PROPOSED STRATEGY

PROPOSED PROGRAM

Provincial strategy on education, health and other social services is being formulated as a component of Design for Development, Northeastern Ontario, Phase II.

1. There is a need to centralize the social infrastructure to adequately support the social need of the regional community.

1(a) Implement the Kirkland Lake Official Plan policy on community facilities and open space.

1(b) Develop a community centre including an arena as a focus for regional social activities.

1(c) Revise the regional park system to establish new facilities and upgrade existing ones including Culver Park to serve local residents as well as increasing number of tourists.

1(d) A study should be carried out to analyze the impact of schools, hospitals and other social infrastructures as stimuli to community development.

SECTION K Transportation &
Communication

EXISTING CONDITION

TRANSPORTATION

AND

COMMUNICATIONS

Highway #11 runs diagonally across the region from southeast to northwest connecting the region with the City of Timmins. An east-west highway (#66) provides the linkage between the settlements of Matachewan, Swastika, Chaput-Hughes, Kirkland Lake, King Kirkland, Dobie, Larder Lake and Virginiatown.

The Ontario Northland Railway runs parallel to Highway #11 and has a branch line to the Quebec border from Swastika. It provides daily passenger and freight services to the region.

NorOntair have recently received approval to extend its services. This is the result of a new policy to provide local air services connecting Northern Ontario points. Kirkland Lake will be linked with Timmins, Sudbury and Sault Ste. Marie. The airport in Kirkland Lake is ready to accommodate the new service.

PROBLEMS & POTENTIAL

The highway network is relatively well developed in the region and maintenance of highways is generally good both winter and summer.

The rail, air, bus and communication services provided by the Ontario Northland Transportation Commission have laid down a sound structural basis for regional economic development.

EXISTING STRATEGY

Provincial strategy on transportation and communication is being formulated as a component of Design for Development, Northeastern Ontario, Phase II.

PROPOSED STRATEGY

1. Transportation planning for the region should take advantage of the central location of Kirkland Lake between Timmins and Noranda and its proximity to Highway 11. Secondary links should be programmed to strengthen the Town of Kirkland Lake as the regional centre.

PROPOSED PROGRAM

1(a) Investigate the feasibility of an inter-urban transportation corridor between Kirkland Lake and Timmins in terms of its function, influence on land use and opportunities for innovative forms of high speed inter-city travel.

1(b) Establish a multi-functional road system to give nodality to Kirkland Lake in respect to the northern and northwestern parts of the region.

SECTION L Population

EXISTING CONDITION

POPULATION

The establishment of gold mines in the region resulted in a rapid influx of population which reached its peak in 1939 when Kirkland Lake had a population of 24,113. Since then the gold mines have reduced their level of production and the steady decline in population began. This trend is true for Larder Lake, Virginiatown and Dobie as well as Kirkland Lake. During 1951-61 out-migration accounted for about 20% of the loss of population. There was a decline in the number of people in the family-forming and child-bearing years of 20-44. The trend towards a larger proportion of senior citizens is confirmed by the smaller number of children below four years of age. The largest age groups are those of school-age and middle-age. The smallest age group consist of older teenagers.

The Town of Kirkland Lake had a population of 15,000 in 1971. Virginiatown (McGarry Township) is the next largest centre with a population of 1,700 and Larder Lake has a similar population of 1,500.

PROBLEMS & POTENTIAL

The level of unemployment in Kirkland Lake was 12 percent in 1969, with 893 workers unemployed. It is likely that similar unemployment situation has remained to date. In a survey conducted for the Northeastern Ontario Development Council, "migration" was chosen by Temiskaming residents as one solution to the many problems facing the region. The depletion of human resources in the region is not offset by natural increase in population. Many of the young adults have moved outside the region. The older age groups have remained in the Town of Kirkland Lake because of the services it offers and the desire to stay in a familiar environment.

EXISTING STRATEGY

PROPOSED STRATEGY

PROPOSED PROGRAM

The provincial strategy is being formulated as a component of Design for Development, Northeastern Ontario.

1. Population should be concentrated in Kirkland Lake, the largest centre of the region.

1(a) Same as item 1(a) for the Red Lake region.

1(b) Same as item 1(b) for the Porcupine region.

1(c) A migration study should be carried out to evaluate the extent and the effects of outward movement of people have on the region and to refine the techniques of population stabilization as an essential component of a regional development policy.

1(d) Population concentration should be encouraged by upgrading existing housing and social infrastructure in the urban centre.

2. Encourage the participation of local residents in the development activities arising from the various economic and social strategies.

2(a) Both federal and provincial incentive programs in the region should specify conditions which will ensure the utilization of local manpower.

