

Pinawa Generating Station
Primary Documents

Report by Jennifer Strassel
March – June 2017

In the box:

- 3 payroll stubs, hardcover books (undated)
 - 1) No. 1-100
 - 2) No. 1701-1800
 - 3) No. 2101-2200
- 3 Winnipeg Electric Railway Co. cheque books, hardcover
 - 1) Chq. No. 4101-4150 (Aug. 1908)
 - 2) Chq. No. 1-50 (Dec. 1911-March 1912)
 - 3) Chq. No. 201-250 (Sept. 1913-Dec. 1914)
- 1 employee time book, no cover (Dec. 1924-March 1928)
- 1 invoice record book, hardcover
 - No. 5601-5700 (Oct. 1914-Dec. 1915)
- 1 weather/water levels book, hardcover (July 1907-May 1908)
- 1 account book, hardcover (Oct. 1906-July 1913)
- 1 order book, hardcover (Nov. 1916-March 1921)
- 6 “stacks” of graph paper pencil drawings
- Winnipeg Railway Co. Contract Shipments from Canadian General Electric Co.
 - File No. S4 (Dec. 1904-July 1906)
- 1 sheet, parts list for: BCR-430 Butterfly Valve Hammer Drill
- Grocery Suppliers Invoices
 - File No. I26 (Jan 1905-Oct. 1905)
- 2 sheets, Canadian Pacific Railway invoices
- Invoices for building materials, clothing, etc.
 - File No. I21 (Jan. 1905-Dec. 1905)
- Invoices from Fairchild Co. and Foley, Lock & Larson (Grocers)
 - File No. I25 (Jan. 1905-Dec. 1905)
- Invoices for misc. goods
 - File No. I67 (Feb-Nov. 1909)
- Invoices for misc. hardware and building materials
 - File No. I17 (Jan. – Dec. 1904)
- Invoices for misc. groceries, hardware and building materials (Jan. – Dec. 1905)
- Commissary Files (partial) 1905
- Payroll papers, proposed changes (partial) 1920
- Letters of Correspondence, Winnipeg General Power Company (1903-1906)
- 1 modern binder with misc. papers and invoices

Introduction

This collection of primary documents from the construction period of the Pinawa Hydro Electric Generating Station provides some insight into the day to day operations and unforeseen events which all contributed to eventual power generation for the citizens of Winnipeg.

The documents contained in this collection are largely incomplete, meaning many assumptions needed to be made in order to piece information together. The correspondence is

one sided, containing only the answers to unknown questions and concerns. In the books, faded ink or scrawled handwriting made names, orders or details difficult to decipher and led to many guesses as to the proper spelling or contents listed on the page.

There are 120 pages of letters, 11 books and a number of loose sheets which all provide information on different topics. Putting it together, one can gather an idea of the hardships and complications faced regularly as work crews built this large structure in the untamed region east of Lac du Bonnet. Through this venture, many workers decided to stay in the area, building the population into the diverse group of nationalities which remains today.

Overall, these primary documents provide limited information on the Pinawa Generating Station. Many of the items and materials found here are not relevant to much as a whole and several of the questions from the beginning of this project will remain unanswered.

General History of the Construction Period of the Pinawa Generating Station

The majority of the information found within this collection of primary documents is not new to the history of the Pinawa Generating Station. Through the letters of correspondence, some details were gathered which may be considered pertinent to the overall understanding of the construction period; however, much of the information regarding construction pertains to the day to day needs and required parts to be ordered from various places across the eastern part of North America. This information is too numerous and not relevant enough to the history as a whole for inclusion. Outlined below are a few things worth mentioning:

F.S. Pearson, Engineer, was hired to oversee the project. Much correspondence from his New York office was contained in the stack of letters.

Vulcan Iron Works, in Winnipeg, received some of the work; however, the majority of steel work and contracted parts were arranged with companies in Chicago, Ill., Ashland, Mass., Montreal, Que. and Toronto, Ont., since they had previous experience with constructing power generating stations in different locations in North America and also had knowledge of the systems, including how to fix any issues which may arise.

Other goods and materials were purchased locally from wholesalers and manufacturers in Winnipeg as often as possible to save freight costs. Advertisements were also included in newspapers when workers or teamsters were required for a faster construction pace. A March 25, 1907 letter includes the first mention of operations up and running in a “satisfactory manner.”

Correspondence from the President to Vice President

Despite initial conclusions made with the names on the letters to and from Pinawa and Winnipeg, there is no correspondence between the Winnipeg General Power Company's President and Vice President in this collection of primary documents.

From the letterhead, I gathered that the President of the Company was a Mr. William Mackenzie and the Vice President was a Mr. William White. Upon further reading of the letters, it was in fact a Mr. Walter H. White, the Assistant Chief Engineer (as stated in a July 25, 1906 letter), to whom the letters are addressed.

The writer of the majority of these letters was a Mr. J.S. Mackenzie, whose full name is not mentioned in any of the correspondence or other documents. From what I can gather from the contents of these letters, it appears that J.S. Mackenzie ran the day to day operations of the company out of the Winnipeg office, and also actively searched for employees and teamsters to send out to the Pinawa construction site. He appeared to work hard to ensure things progressed smoothly for Mr. W.H. White and the rest of his crew.

Employees

In some of the correspondence, there was mention of the difficulty of getting employees to work on the project at certain times of the year, particularly during harvest time when wages were much higher than what the Company was offering (J.S. Mackenzie to W.H. White, August 4, 1903). Other times, J.S. Mackenzie observed "any number of men loafing around the City, but they [did] not appear to want to go out of town for work," unless their train fare was paid (J.S. Mackenzie to W.H. White, July 28, 1905). The men who made the trip were generally regarded as good, hard workers, willing to do the job.

Information about those who worked on the Pinawa Generating Station was limited to only a few sources: the pay roll stub, time check, and time record books, sheets with proposed pay roll changes and a stack of loose pages from an unknown book. Much of the ink had faded during the one hundred year period since its writing, leaving a lot of the names unreadable. This led to many "best guesses" on spelling or the name itself. For this reason, any errors are mine.

Through these sources, I was able to make a few assumptions regarding the employees. Among the first things I noticed was the diversity of nationalities represented in employee

names. Second, a lot of the names can now be considered as from the Lac du Bonnet area, such as Campbell, Erickson, Larson, etc. It appears that many of these workers decided to stay in the area after work was completed on the Pinawa Generating Station, perhaps moving on to the other generating station construction projects as they were commissioned.

Other interesting items to note: very few employees seemed to say on for the long term. Some men were rehired as the demand for workers grew, since these names disappear from the list only to reappear at a later date. Also, it seems that pay roll numbers were given out randomly, as there are many duplicated numbers given to different employees. One possible explanation for this was that someone left and the person filling the position was given the vacated pay roll number. A system of this kind would have created confusing business situations, however, as long as the men got paid, I don't think they minded too much.

For a complete record of the known employees, and for the names listed in the aforementioned books, see the separate lists below:

1. Complete List of Known Employees by Year
2. Employee Names & Rates – Pay Stub Books
3. Employee Names & Rates – Time Check Books
4. Employee Names – Proposed Pay Roll Changes Sheets
5. Employees – Time Book
6. Employee Names & Occupation – Loose Book Pages

Teamsters

Teamsters were a requirement for the construction of the Pinawa Generating Station, and getting those teams out to the area posed a challenge to the Company. Often, there were competing job opportunities as construction projects started throughout Winnipeg, making a lot of the teamsters unwilling to travel so far to get the same rate of pay. Sometimes, the Company found it necessary to supply feed for the teams just to get workers out to the site (J.S. Mackenzie to W.H. White, May 18, 1903).

During one particular event, a pony was meant to be brought out to the camp. The young man riding the pony left Winnipeg and “went about ten miles on the other side of Selkirk, then turned back” having lost his way while trying to find the road, thinking it would be better to return to the city (J.S. Mackenzie to W.H. White, June 7, 1903). This shows the difficulty in reaching the area in order to start working, thus a lot of teamsters would rather work inside the

city. Overall, there is very little insight into acquiring teamsters except for brief mentions in the letters, which required a lot of assumptions to be made based on only part answers and statements.

Thriftiness of the Winnipeg General Power Company

These documents provide little insight into any possible thriftiness of the Company. Some information outlines ways in which money saving measures were implemented, such as purchasing materials from large wholesalers; however, there is not enough information to make any solid conclusions regarding the extent of the Company’s thriftiness.

The Lac du Bonnet Mining, Development and Manufacturing Company

The only records of purchases made from the Lac du Bonnet Mining, Development and Manufacturing Co. in this collection of documents are invoices from 1904. These invoices bill the Winnipeg General Power Co. for charged expenses, usually over a one-month period. These included meals and board for employees, along with miscellaneous items such as nails, a pair of rubber boots, couple of hammers or use of their blacksmith. Below is a table showing the dates and amounts owed, as shown on the invoices:

| Date | Meals & Board | Misc. |
|---------------------|--------------------------|--------------|
| January 30, 1904 | \$131.37 | |
| February 29, 1904 | \$167.19 | \$1.15 |
| March 31, 1904 | \$144.71 | |
| April 30, 1904 | \$111.08 | \$6.90 |
| May 31, 1904 | \$145.26 | |
| June 30, 1904 | \$179.60 | \$6.75 |
| July 31, 1904 | \$216.69 | |
| August 31, 1904 | \$191.92 | |
| September 30, 1904 | \$182.25 | |
| October 31, 1904 | \$185.27 | \$1.90 |
| November 30, 1904 | \$276.94 | \$4.80 |
| December 31, 1904 | | \$4.35 |
| | | |
| Totals: | \$1,932.28 | \$25.85 |
| | | |
| Grand Total: | \$1,958.13 | |

The J.D. McArthur Company

Records of the J.D. McArthur Co. providing materials to the Pinawa construction efforts are well represented within this collection of documents, starting with invoices from 1904 and continuing through to 1921 in the order book. It appears that the J.D. McArthur Co. was a main supplier of goods for quite some time; this is especially true with the amount of assorted lumber purchased on a monthly basis. Otherwise, the J.D. McArthur Co. supplied meals and board for employees, assorted essentials (eg. 10 lbs of lard, candles, etc.) and monthly supplies of beef, especially between 1916 and 1921, as found in the order book. The tables below outline the dates and dollar amounts for orders in 1904 and 1905. The later orders, from 1916-1921, don't show any amount charged, only the quantity of materials requested.

| Date | Meals and Board | Lumber | Misc. |
|---------------------|------------------------|---------------|--------------|
| January 31, 1904 | \$24.00 | \$348.27 | \$40.00 |
| February 29, 1904 | \$16.00 | \$675.55 | |
| April 18, 1904 | | | \$46.80 |
| April 30, 1904 | \$36.20 | \$154.22 | \$9.15 |
| May 31, 1904 | \$17.80 | \$530.37 | |
| June 30, 1904 | \$17.00 | \$58.72 | |
| July 22, 1904 | | | \$31.20 |
| July 31, 1904 | \$17.00 | \$371.07 | |
| August 29, 1904 | | | \$78.00 |
| August 31, 1904 | \$14.80 | \$115.95 | |
| September 30, 1904 | \$16.40 | | |
| October 31, 1904 | \$16.00 | \$449.73 | |
| November 30, 1904 | \$8.00 | \$165.80 | |
| December 31, 1904 | | \$126.37 | \$3.80 |
| | | | |
| Totals: | \$183.20 | \$2,996.05 | \$208.95 |
| | | | |
| Grand Total: | \$3,388.20 | | |

| Date | Meals and Board | Lumber | Misc. |
|-------------------|------------------------|---------------|--------------|
| January 31, 1905 | | \$205.05 | |
| February 29, 1905 | | \$62.98 | |
| March 31, 1905 | \$38.00 | \$430.65 | |
| April 29, 1905 | \$85.60 | \$85.95 | |
| May 2, 1905 | \$85.60 | | |

| | | | |
|---------------------|------------|------------|----------|
| May 31, 1905 | \$89.30 | \$401.95 | |
| 10-Jun-05 | \$89.30 | | |
| June 30, 1905 | \$174.90 | \$602.71 | \$3.60 |
| July 11, 1905 | | | \$8.67 |
| July 31, 1905 | \$144.20 | \$439.88 | \$3.35 |
| August 9, 1905 | \$144.20 | | \$3.35 |
| August 31, 1905 | | \$136.22 | |
| September 30, 1905 | | \$129.22 | |
| October 1, 1905 | | | \$1.70 |
| November 4, 1905 | | \$327.28 | \$33.65 |
| November 30, 1905 | | | \$55.10 |
| | | | |
| Totals: | \$851.10 | \$2,821.89 | \$109.42 |
| | | | |
| Grand Total: | \$3,782.41 | | |

The total for 1904-1905 is \$6, 210.09 spent with the J.D. McArthur Co.

The hardcover invoice book, dated from October 1914 – December 1915, also included some amounts charged to the J.D. McArthur Co. These records do not specify the materials, only provide the monetary value. The table below provides a list of these prices.

| Invoice Date | Purchase Date | Amount |
|-------------------|-------------------|------------|
| October 19, 1914 | August 17, 1914 | \$2,349.30 |
| October 27, 1914 | July 14, 1914 | \$32.00 |
| | October 8, 1914 | \$616.47 |
| November 5, 1914 | October 8, 1914 | \$29.00 |
| November 17, 1914 | November 3, 1914 | \$18.15 |
| January 9, 1915 | December 31, 1914 | \$10.20 |
| April 17, 1915 | April 8, 1915 | \$3.28 |
| November 25, 1915 | November 10, 1915 | \$50.40 |
| | Total | \$3,108.80 |

A typical lumber order from the J.D. McArthur Co. was as follows:
Order Book, page 58 Date: June 22, 1917

112 pcs 1x8x16 Shiplap
56 pcs 1x8-16 #1 Boards
18 pcs 1x10-16 Tamarac
100 pcs 2x12-16 #1 Plank
200 pcs 2x6-12

9 pcs 3x8-16 Rg. Tamarac
4 pcs 3x12-16 Rg. Tamarac
15 pcs 3x6-16 Rg. Tamarac
29 pcs 3x6-16 Rg. Tamarac

Store

There are not many mentions of the store itself in this collection of documents, only records of orders and a list of employees' charging to the store. From my assumptions, I believe there was one store at the main camp, and other smaller stores in the larger camps as there is mention of a store in Camp 1 (partial Commissary Files). Items for the stores were purchased through large wholesalers or importers. The list below has been compiled through the invoices and order book, including any information found on those papers. There is no particular order to these company names, as they follow how the invoices were filed and orders were placed.

The A. Macdonald Co.

Wholesale Grocers, Winnipeg (October – December 1905)

Bros. of Kenneth Mackenzie Co.

Importers & Wholesale Grocers

82 Princess St., Winnipeg (January 1905)

Market Gardener's Exchange

Importers & Shippers of all kinds of Foreign, Domestic & California Fruits & Vegetables

241-243-245 Main St., Winnipeg (August 1905)

Foley, Lock & Larson

Wholesale Grocers. Green & Dried Fruits, Produce & Commission Merchants.

Specialties: Teas, Coffees.

Market St. E., opposite City Hall, Winnipeg (January – December 1905)

G.F. & J. Galt, Blue Ribbon

Winnipeg (January – November 1905)

J.Y. Griffin & Co., Ltd.

Pork Packers and Produce Commission Merchants

Winnipeg (January – November 1905)

Codville Co.

Winnipeg (November 1916-March 1921)

Speirs Parnell Co.

Bread was delivered every Tuesday and Friday

Winnipeg (November 1916-March 1921)

Western Grocers Ltd.

Winnipeg (November 1916-March 1921)

Hudson Bay Co.
Winnipeg (November 1916-March 1921)

A typical order from the Codville Co. included:
Order Book, page 8 Date: November 6, 1916

| | |
|--------------------------|-----------------------------|
| 3 doz. pls dates | 10 lbs 3 ply cotton N twine |
| 3 doz. boxes figs | 2 c/s evap. apples |
| 25 lbs walnuts | 100 lbs white beans |
| 25 lbs peanuts | 2 c/s Twin Cheese |
| 50 lbs mixed nuts | 6 bags table salt |
| 25 lbs shelled almonds | 1 c/s Clarks Pork and Beans |
| 2 pls Groc. mixed candy | 1 c/s Clarks Roast Beef |
| 1 c/s Lyles Golden Syrup | |

A typical order from Western Grocers Ltd. included:
Order Book, page 166 Date: February 29, 1919

| | |
|-----------------------------|-------------------------------|
| 1 bbl table salt | 1 c/s Blue Ribbon bake powder |
| 2 c/s seedless raisins 11oz | 1 c/s salmon |
| 2 c/s seeded raisins | 2 doz. tins black pepper |
| 1 c/s jelly powder | 1 doz. tins nutmeg |
| 15 bhs Shipps coconut | 2 c/s Royal Yeast Cakes |
| 2 c/s Quaker Oats | |

A typical order from the Hudson Bay Co. included:
Order Book, pages 264 & 266 Date: August 19, 1920

| | |
|----------------------------|-----------------------------|
| 2 c/s Quaker Oats | 1 c/s soda biscuits |
| 5 c/s Evap. peaches | 3 doz. ginger snaps |
| 5 c/s Evap. prunes | 4 jars spearmint gum |
| 1 c/s Campbell's Veg. Soup | 3000 Players cigarettes |
| 1 c/s Clark's Potted Meats | 2 doz. Buds mustard powder |
| 1 c/s Cocoa Crisps | 2 doz. extract of lemon |
| 2 cad Brur Tobacco | 1 c/s kippered herring |
| 1 cad P & N ahs Tobacco | 1 c/s Polaw flour 4oz |
| 10 lbs OC Gab | 1 doz. jars Ais Lines & Mey |
| 2 c/s canned peaches | 3 c/s jam pure ass't |
| 2 c/s canned plums | 1 c/s pure cane syrup |
| 2 c/s canned pears | 2 doz. palm olive syrup |
| 1 c/s canned apricots | 100 lbs BR tea |
| 1 c/s canned pineapple | 1 cad bulk tea |
| 1 c/s Charles corn beef | 2 c/s canned tomatoes |

The Spoiled Beef Carcass Story

On July 9, 1903, a letter from J.S. Mackenzie to W.H. White summarized the events surrounding the story of the beef carcass which had been spoiled upon its arrival at some point during the days prior. Mr. Mackenzie expressed surprise at the news, especially since they made every effort to have “the beef as fresh as possible when shipped.” He then went on to describe the events leading up to the meat being put on the train: “This particular beef...was killed Monday evening, late and we had it well wrapped up, so as to protect it from the sun and in this way I can hardly imagine how it could spoil, unless it was caused by being in the closed car so long.”

To prevent this kind of event from happening again, Mr. Mackenzie was in the process of getting the meat loaded on Wednesday morning instead of Tuesday night. He went on to say that “if the freight department will not allow us to do this, we will send by express.”

A second letter from July 14, 1903 provided more details about the follow-up to this incident. The meat, a quantity of shoulders and corned beef, had been shipped by the J.Y. Griffin Co. and Charrest and Bartram, respectively. Both companies expressed concern over having to throw away the meat, as they only wanted to send out the best product available. Should something like this happen again, they asked that the spoiled meat be returned for a full refund. Charrest and Bartram also stated that “they corn their beef in syrup barrels and if any syrup is left in the barrel when they begin to corn it might discolour the meat,” but would otherwise be okay to eat, despite how it may look.

This event is not mentioned again in any of the letters or other documents. It appears that any issues regarding loading and/or shipping of the meat were solved.

The Cement Story

There is very little mention of the poor quality of or the shortage of cement in any of these documents, apart from one letter from F.S. Pearson in New York to W.H. White, dated September 21, 1903. Using the sparse details given in this letter, some particulars of this story become clear.

A contract with an English company for cement was initially provided for the Pinawa Generating Station; however, the cement proved to be a slow-setting compound not suitable for the work. To fix the problem, Pearson sent a number of barrels of Vulcanite cement, asking that

it be “mixed to a certain percentage with the English cement,” so as to use up the remaining slow-setting cement. These instructions appeared to have confused the workers at Pinawa, for Pearson offered further explanation stating, “experience has shown heretofore that a slow setting cement can be accelerated by mixing it with a faster setting kind, because one accelerates the chemical action of the other.” In doing so, they could use up the approximately 7,600 barrels of the remaining English cement, so as not to waste the money already spent upon it. The contract for the cement was cancelled and all future cement Pearson planned on sending to Pinawa was to be “either Lehigh, Vulcanite or some similar first class cement.”

Pearson continued by saying he is “very anxious to clean up this cement matter and get it out of sight, because [he] believes it is no recommendation to any one of [them].” No legal action against the English manufacturers of the cement was possible due to the fact that previous tests of the product were considered “rather favorable.”

He advised them once again to mix the two cements to make a good concrete and also considered it very important to “mix the concrete as dry as possible on account of the climactic conditions at Lac du Bonnet.” This matter was concluded with Pearson stating he expected to be in Winnipeg during October and hoped that “the cement matter” was closed up prior to his arrival. There is no further mention of anything cement related in the letters.

Unusual Events and Dignitary Visits

Any unusual events or dignitary visits were documented in the book which also served as a place to record to water levels around the powerhouse and day to day weather. It is unknown who wrote this information. The following is a list of any such events, visits or interesting happenings, along with the corresponding page number. The majority of these are as they appeared in the book; however, some contain a summary of events.

Saturday, August 10, 1907 (Page 18)

“Mr. Morse and Mr. Phillips, Manager of the Company visited the camp. Arriving at La-Du-Bonnet by special train about 1 o’clock today in Company with Mr. Smeaton and Mr. Ross, Surveyor, who had been in town for a day or two. Mr. Morse and Mr. Phillips also Mr. Ross left again on Sunday night – after having inspected the works at this camp and the different works at other parts of the river. The weather was very storm[y] during the whole visit of these gentlemen.”

Monday, August 12, 1907 (Page 20)

“At 9:25 this morning after running about 3 hours in parallel with units 1, 2, 3 & 4 the armature of generator No. 6 short circuited, in all probability from the drawing out of a lamination clamping tooth and was badly burned before it could be cut out and killed about 10 of the bars were burned entirely off at the ends of slots and about 85 bars scorched very badly by the flames. In addition, two clamping sections of cast iron were burned through and the lamination core burned for two inches towards the centre of the core over an area of 15 inches. Repair material has been ordered through the purchasing department today to be secured at the earliest possible moment. There was nothing unusual in the behaviour of the generator up to the time of the accident. The teeth were examined yesterday and were in the usual condition. The Superintendent had handed out to the office in a letter to Mr. W.W. Phillips dated 29th July 1907 that he felt at that time that this generator was being run at some risk.”

On Tuesday, August 20, 1907, Mr. Ross, and Mr. Smeaton were called in to Winnipeg by telephone to meet a Mr. Hirt. By Thursday, August 22, all three men arrived from Winnipeg and spent the afternoon in the office. The next day, the men “went up river to inspect levels, returned about 8 o’clock PM being engaged in the office afterwards.” On Saturday, Mr. Hirt, Mr. Ross, Mr. Smeaton and Mr. Gibbs “went down river to inspect tailrace. Returned about 9:30 PM having been delayed by an accident to the Lake Boat doing considerable damage to the Boat.” Mr. Hirt and Mr. Ross returned to Winnipeg on the Sunday. (Pages 28, 30, 31, 32, and 33)

Mr. Smeaton had left on Monday, September 2, 1907 for a six week vacation. Upon his return on Wednesday, October 16, the recorder stated the trip was “his marriage vacation.” (Pages 41 and 85)

Friday, January 10, 1908 (Page 171)

“Mr. W. Phillips, the Manager, came to camp last night accompanied by a Reporter on the Staff of the Manitoba Free Press and also a Photographer and today has been visiting the works at different parts of the river.”

On Thursday, January 16, 1908, Mr. Smeaton and N. Gibbs “went up the Channel to look at ice.” (Page 177)

Tuesday, January 21, 1908 (Page 182)

“Telephone taken out of the Station at Lac du Bonnet.”

A Mr. N.L. Lindsay went to Lac du Bonnet on Thursday, January 23, 1908 “for money.” (Page 184)

On Friday, January 24, 1908, it is stated that the “telephone line down to lake, changing wire crossing river.” It remains down for the next two days. On Monday, January 27, the “telephone to lake working after 6 PM.” However, the next day the “telephone to Lake out of order.” There is no mention of the phone again. (Pages 185-189)

Wednesday, February 5, 1908 (Page 197)

“Dixon and men blasting ice Head Race.” Mr. Smeaton and Mr. Ross up at Head Race. The ice clearing continued throughout the next couple of days.

Friday, March 6, 1908 (Page 227 and 228)

“Grand Ball in Mess House given by the unmarried men on staff several visitors out of Winnipeg and Beausejour with a few from Lac du Bonnet. Visitors from Winnipeg remained over. On Saturday, March 7, the “visitors from Winnipeg looked over Plant.”

Wednesday, March 18, 1908 (Page 239)

“Party of about 29 from the Bankers Association arrived in Camp by special train, had dinner and a lunch before leaving at the Mess House. Inspected the plant and expressed themselves as highly pleased with their trip. Mr. Henderson, the Company’s Auditor was with the party and suggested some changes on the bookkeeping here.”

On Saturday, March 21, 1908, “stopped all men cutting cordwood.” No reason given. (Page 242)

Wednesday, March 25, 1908 (Page 246)

“Party of about 32 from the Manufacturers Association were the guests of the Company today. They arrived by special train in the morning and had dinner and supper in camp, were shown over the works. There were three Ladies in the party, guests of Mr. Nautin on his private car, were entertained to dinner by Mrs. Smeaton and left early in the afternoon after being shown over the works.”

Wednesday, April 1, 1908 (Page 253)

“A party of 32 people from Winnipeg arrived in Camp from Winnipeg by special train accompanied by Messers Morse, Phillips & J.S. Mackenzie, in the party was the Mayor of Winnipeg Mr. Ashdown & several Aldermen, also Mr. Coldwell, the Minister of Telephones for Manitoba and representatives of the Winnipeg Real Estate association.”

On Tuesday, April 7, 1908, it was stated that the snow was going fast. (Page 259)

Wednesday, April 9, 1908 (Page 260)

“A party of 27 out from Winnipeg to inspect the plant.”

Friday, April 10, 1908 (Page 262)

“Wheels were used to the Lake for the first time this year.”

Sunday, April 12, 1908 (Page 264)

“Everybody in camp out sitting on their verandas. No snow left on Main Road to Lake.”

Wednesday, April 15, 1908 (Page 267)

“Mrs. Smeaton went to Lac du Bonnet to see about getting the ferry fixed up for the summer.”

Friday, April 17, 1908 (Page 269)

“Last day driving across the river. N.L. Lindsay at Lake getting money.”

Monday, April 20, 1908 (Page 272)

“D. Malcolm, N.L. Lindsay returned from Winnipeg. Walked across the River at Lac du Bonnet.”

On Wednesday, April 22, Mr. Smeaton and Mr. Chisholm were “at Lake looking over the boat Little Bobs.” For the next couple of days Mr. Smeaton was working on this boat. (Pages 274-276)

Tuesday, April 28, 1908 (Page 280)

“Ice out of the Lake up to the landing.”

Wednesday, April 29, 1908 (Page 281)

“Boat race across the Winnipeg River for first time this year.”

Note: Despite there being more pages in the book, the records primarily stop here.

Other Interesting Facts Worth Mentioning

Throughout the process of reading and sorting through this collection of documents, a few interesting facts surfaced that are worthy of mention. First, in the hardcover invoice book dated October 1914 – December 1915, there are amounts paid to Frank Allard. This particular book does not provide any details as to what was purchased; however the totals can be found in the table below:

| Invoice Date | Purchase Date | Amount |
|---------------------|----------------------|-------------------|
| October 17, 1914 | October 1, 1914 | \$1,016.56 |
| November 15, 1914 | October 31, 1914 | \$903.32 |
| December 5, 1914 | November 30, 1914 | \$237.80 |
| | Total | \$2,157.68 |

Second, listed in the 1904 invoices from the J.D. McArthur Co., is the name W. Holliday. The spelling is different; however it is possible that this is William Duncan Halliday, the first registered homesteader in the area.

Third, in a letter dated June 24, 1903, there is discussion of a constable being sent out to Pinawa to “look after the liquor sellers.” It appears these bootleggers were causing some disruption, as J.S. Mackenzie goes on to say, “In the meantime, if you find liquor is being sold and can get evidence to that effect, if you will let me know, I will advise [the inspector] and he

will send out a provincial constable at once to make the seizure and arrests and get any information necessary for prosecution.”

This matter still hadn't been dealt with by July 8, and J.S. Mackenzie talked to a Mr. Munson, who had “written a very strong letter to the licence inspector telling him to give this matter immediate attention” (J.S. Mackenzie to W.H. White, July 8, 1903). No constable had been sent out as of the date of this letter.

There appears to be no follow-up to this incident until a brief mention in an October letter, where J.S. Mackenzie had received communication from E.J. Elliot, the Chief of the Provincial Police, about “appointing constables at the works.” This was to be done “ASAP” (J.S. Mackenzie to W.H. White, October 10, 1903).

Next, in a July 28, 1905 letter from J.S. Mackenzie, he asked W.H. White for an approximate “estimate of the quantity of hay required for winter use.” He states that a man from Whitemouth, with whom they had a contract the previous year, wanted to put up the same amount of clover and hay for their winter supply. This exchange proves that the Company tried to get items from local sources, probably to save on freight costs and other transportation fees.

Finally, there was a humorous and ridiculous request made to W.H. White from F.S. Pearson in March of 1904. He asked that a number of spruce and ruffed grouse be collected so he could breed them. The details can be found outlined below, copied directly from the March 5, 1904 letter:

My Dear Mr. White: -

I am desirous of getting some live spruce partridges and ordinary partridges, such as are common about Lac-du-Bonnet. I am trying to make arrangements with the Manitoba Government to allow me to ship these to Massachusetts for breeding. I wish you would see if you can employ some Indians who will catch, say 10 or 15, spruce partridges with two or three cocks, and also the same number of ordinary partridges.

I would also like to get 100 eggs each of the ordinary partridge and the spruce partridge for hatching, and I wish you would see if you could get some Indians to hunt up the nests and get these eggs freshly laid and ship these to me by express. I shall expect to recoup you for any expense you may be put to in this matter. These eggs may be shipped a dozen at a time.

Will you kindly look into this and see if it is possible for you to arrange it. As regards the eggs it would be necessary to get some freshly laid, and before the partridges had begun to set on them, or else they would not hatch down here.

Yours truly,
F.S. Pearson

I would really have liked to read W.H. White's response to this insane request. It appears that F.S. Pearson truly did not understand the difficulty of following through with this task, and it also speaks volumes about the impression Pearson had of the Aboriginal peoples, particularly their being able find and catch any number of these partridges for his use. That task alone would be nearly impossible, not to mention getting these birds and their eggs out of the bush and onto a train for shipping to New York or Massachusetts.

Overall, this request helps to solidify the two types of people present during the construction period of the Pinawa Generating Station: the workers, who got things done in often undesirable conditions, and the observers, who oversaw the project from afar. These primary documents outline the struggles and roadblocks faced, all while providing insight into both sides of the Company, the workers and overseers; however, the focus was always on the day to day operations and the need to get things done, in addition to the men (and occasional woman) who made all of it possible. Without that, construction on the generating station would not have been completed and Winnipeg's power supply would have been much less.