



Le moulin, côté ouest de la rivière

On n'a jamais vu une glace aussi persistante sur la Groundhog



Un couche de glace recouvre toujours la rivière Groundhog à Fauquier. Selon des résidents de l'endroit, il s'agirait de la débâcle la plus tardive depuis belle lurette.

« Quand on est douze frères et soeurs dans une famille, il faut parfois écrire les choses pour éviter les petites chicanes », avouait Jean-Paul Poisson dimanche dernier. C'est ce qui explique pourquoi la famille Poisson tient compte du départ de la glace sur la rivière Groundhog depuis 1961.

Selon M. Poisson et son épouse Henriette, l'ancien record était celui de 1978 lorsque le courant n'avait emporté la glace que le 7 mai à 11 h. À l'autre extrémité, le dégel le plus précoce fut celui de 1987 lorsque la glace s'en est allée le 16 avril. M. Poisson dit toutefois se souvenir du printemps 1947 alors que la rivière avait

dégelé le 29 mars, tout en inondant un immense bassin le long du cours d'eau.

On doit à la mère de M. Poisson, Maria, la pratique

d'enregistrer sur papier les dates de la débâcle sur la rivière Groundhog. Mme Poisson s'était installée dans la région en 1923.

<u>Année</u>	<u>Date</u>	<u>Année</u>	<u>Date</u>	<u>Année</u>	<u>Date</u>
1961	3 mai	1973	19 avril	1985	30 avril
1962	1er mai	1974	4 mai	1986	20 avril
1963	26 avril	1975	1er mai	1987	16 avril
1964	26 avril	1976	20 avril	1988	29 avril
1965	2 mai	1977	20 avril	1989	4 mai
1966	1er mai	1978	7 mai	1990	26 avril
1967	28 avril	1979	2 mai	1991	21 avril
1968	19 avril	1980	28 avril	1992	1er mai
1969	28 avril	1981	17 avril	1993	26 avril
1970	29 avril	1982	1er mai	1994	3 mai
1971	26 avril	1983	3 mai	1995	27 avril
1972	2 mai	1984	18 avri	1996	???

*15 mai
1997 - 26 avril*



Le premier abattage d'arbres servit pour les ponts

Cette histoire a été écrite par M. Ed Bonner en 1965 et a été utilisée pour le *Spruce Log* par Norm Turnbull. M. Bonner s'est pensionné en 1973 après avoir travaillé 39 ans comme chef forestier. Il habite maintenant à Meaford, Ontario. Due à sa longueur, la continuation de cette revue historique sera dans les 2 prochaines issues du *Spruce Log*.

L'Editeur.

Avant la construction du chemin de fer National Transcontinental, il n'y avait aucun établissement dans la région de Kapuskasing. Un contrat d'entreprise de construction du chemin de fer, partant de la rivière Abitibi jusqu'à 28 milles à l'ouest de Kapuskasing, fut attribué aux frères Fauquier en 1908 et ce projet fut terminé en 1912. Sans aucun doute, les entrepreneurs comptèrent sur le bois originaire de la région pour la construction des ponts et des traverses—ceci constitua le premier abattage d'arbres dans la région et fut probablement limité aux parages de la ligne du chemin de fer.

En 1914, un morceau de terre mesurant 1,280 acres fut transféré au gouvernement fédéral afin de bâtir une ferme expérimentale à

Kapuskasing, et durant l'automne de cette même année le Ministre de l'Agriculture fit demande au Département des Opérations de l'Internement pour un nombre de prisonniers de guerre afin de défricher un morceau de terre pour cette ferme. Par la fin de cette année là, un nombre d'internes travaillaient sur la construction d'un camp de prison à McPherson, maintenant Kapuskasing. Durant une période de temps, en 1915, un camp de service était en fonction à l'embouchure de la rivière "Woman", et "plusieurs épinettes de grande valeur furent coupées et flottées jusqu'à Kapuskasing." Le dernier des prisonniers de guerre quitta Kapuskasing en 1920.

En 1917, le gouvernement de l'Ontario inaugura un système d'établissement qui avait comme but d'établir un grand nombre d'hommes revenus de la guerre sur les terres de la Couronne dans le nord de l'Ontario. Une section, comprenant six communes, fut mise de côté près de Kapuskasing et un groupe de 20 pionniers arriva en juillet. Par l'automne de l'année 1918, le village situé sur la rive est de la rivière de

Kapuskasing, où se trouve maintenant l'usine, comprenait dix-neuf chaumières, un dortoir, un bâtiment d'administration, une blanchisserie à vapeur, une forge, une scierie, une usine à rabotage, un magasin, et une école. Pendant un certain temps cet arrangement fonctionna bien, mais par 1919, une commission d'enquête avait été nommée et les membres recommandèrent l'abandon du plan de la colonisation. Le plan, qui fut lancé avec grand espoir, amena 101 pionniers dans la région, dont seulement vingt décidèrent d'y rester; ce projet coûta environ un million de dollars au gouvernement.

Dans l'entre-temps, en décembre 1916 et janvier 1917, Messieurs S.A. Mundy et Elihu Stewart, de la compagnie "Forest Supply" de Bradford, Pennsylvannie, étudiaient le bois de dix-sept communes arpentées aux alentours de McPherson (Kapuskasing). Un vieux journal sur les opérations indique qu'ils engagèrent dix hommes y compris un cuisinier, à différentes périodes de temps leur payant un salaire de \$2.50 et \$3.00 par jour et qu'ils portèrent une attention

particulière à leurs dépenses qu'ils devaient rapporter au "Syndicat". Ceci semble être la première évaluation du bois dans les environs. En 1900, des croiseurs de bois avaient été ajoutés au groupe d'arpenteurs qui parcouraient la ligne de base "Niven"; cependant, leurs fonctions étaient d'explorer les rivières et les voies navigables cinquante milles chaque côté de la ligne de base, et de rapporter sur les perspectives agricoles et sur le bois de la région. En 1913, après que le chemin de fer fut terminé, le comité de Conservation demanda au Dr. B.E. Fernow de faire une inspection rapide sur les conditions le long du chemin de fer couvrant 200 milles à l'est et à l'ouest de Cochrane. Son rapport fut pessimiste; il observa que 35% à 45% de la région était inutile au point de vue provision de bois.

En septembre 1917, l'honorable G.H. Ferguson, Ministre des Terres, Forêts et Mines, demanda d'obtenir cours de la "limite de bois et de pâte de la rivière Kapuskasing", couvrant 1,740 milles carrés au nord et au sud du chemin de fer, et dont la majorité n'était pas encore arpentée en communes. Cette limite fut accordée à Messieurs Mundy et Stewart en février 1918. Le prix demandé était de 75 cents la corde pour toutes les catégories de bois à pâte. Le 2 mars, 1918, les acheteurs placèrent leurs intérêts chez "Spruce Falls Power & Paper, Limited", qui furent accordés des prolongations de temps durant 1919 envers leurs obligations de construire une usine à pâte. La construction étant retardée, il y eu plusieurs autres ententes durant l'année 1920, prolongeant la période de construction et augmentant les taux des dûs de la Couronne.

(Suite dans la prochaine revue)



post-war years saw the construction of the mill, the Groundhog River holding works and the establishment of living quarters on the Groundhog River.

La construction de la scierie à Fauquier, les barrages rétenteurs de la rivière Groundhog et l'installation d'un système de chargement, ainsi que l'établissement de résidences sur la rive ouest de la rivière Groundhog se déroulèrent durant les années suivant la guerre.

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More Than Just Three Tours and Medals

MISSISSAUGA — Upon examining a fistful of clippings re the Battle of Britain commemorative coins issued by the Canadian Mint recently, we find that Squadron Leader John Fauquier was listed only as a heavily-decorated three-tour-of-duty man who served with the RCAF.

While I didn't get to meet the man of the other coin, Air Marshal Robert Leckie, who organized the Commonwealth Air Training Plan, I did interview John Fauquier for a feature in the Mississauga News back in '67 when he had just retired from the concrete business.

Fauquier lived on Broadmoor just off Mineola in Mississauga and he prided himself on having supplied more concrete in the 20 years following WWII than the planes under his command had destroyed while bombing Nazi U-boat pens, bunkers, tunnels and viaducts deep inside Germany.

Fauquier took over the famous Dambusters Squadron (#617) from Guy Cheshire when the latter fell ill and was sent home to recuperate. The squadron's adventures with specialized explosives did not end with the Ruhr dams. British demolition genius Barnes Wallis, who had devised the spinning drum-type bombs that Squadron #617 delivered to the dams on the Ruhr, went on to design the *Tallboy* and *Grand Slam*, otherwise known as the *earthquake bombs*, for the demolition of heavily-reinforced concrete.

Fauquier, who flew a Mosquito to mark targets with colored flares for his squadron, described an incident where 17 Lancasters, each loaded with a Grand Slam to take out a viaduct deep within Germany, dropped down almost on the deck and watched while his first two Lancs, flying at over 10,000 feet, dropped two bombs. Each connected at either end of the viaduct. The structure, which had resisted everything else, was jarred loose, rose into the air and crumbled right before his eyes.

He was obliged to take the other 15 bombs on to secondary targets.

They bombed the Submarine pens at Hamburg so often and so thoroughly that he couldn't wait to see just how much damage his bombers had inflicted. Commandeering a jeep, he roared into the city just as soon as Hamburg's surrender was imminent. Unfortunately, he preceded the official surrender party and was met by the surviving town bigshots who solemnly turned over the city to him amid the marching of bands, clicking of heels and much pomp and circumstance.

As soon as he was able to squeeze in a word edgewise, he asked if he could see the pens and got a guided tour in the course of which he viewed the twisted reinforcements and crumbled concrete that had once housed the dreaded U-Boats.

"It was a very satisfying view," he chuckled during the interview, "but I had a tough time explaining to them that I didn't come to relieve them of their city."

Fauquier considered Barnes Wallis, whose bombs had done all that damage, a genius of legendary proportions.

"You wouldn't believe how the wings on those Lancasters curved upward under the weight of those bombs. They were 22,000 lb each," he said.

That's what John Fauquier did during the war. It seems unfair to say only that he fought through three tours of duty and came back with many medals. He turned down a promotion to Air Commodore to get into his third tour and those medals included the Distinguished Service Order with two bars and the Distinguished Flying Cross.

By the way, Fauquier came by his flying skills honestly. He had flown the bush plane circuit for some years by the time Adolf Hitler had decided to march his troops into the Sudetenland.

GRAB: from p

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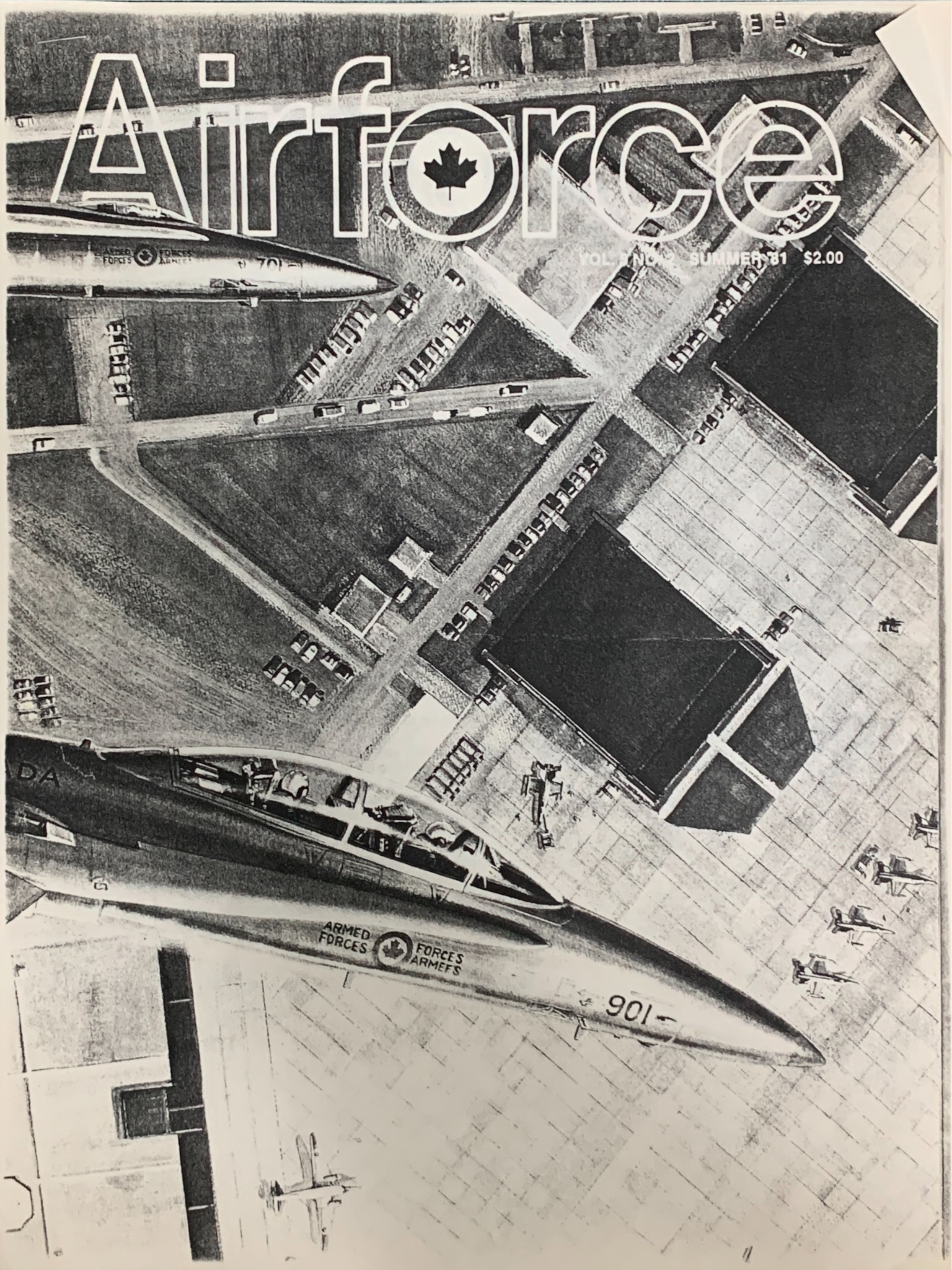
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Airforce

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Johnny Fauquier, 72 king of the Dambusters

By Ron Lowman Toronto Star

They're going to bury Air Commodore Johnny Fauquier, 72, on Tuesday in his blazer with the crest of the Royal Air Force's crack 617 Squadron, the Dambusters.

"That's the way he wanted it," said his daughter, Nancy Penny of Toronto.

In an era when Canada is in wistful search of heroes, Fauquier was a glittering example of raw, sustained courage in black nights and flak-filled days over wartime Europe.

"King of the Pathfinders" on Bomber Command, with an incredible three Distinguished Service Orders and a Distinguished Flying Cross, Fauquier was the only non-Briton to be given command of the RAF's Dambusters.

Earlier, under the late Wing Commander Guy Gibson, they had flooded Hitler's war industries in the Ruhr valley by breaching the Moehne and Eder dams, and cracking the Sorpe.

Under Ottawa-born Fauquier, the Britons, Canadians, Australians and New Zealanders on 617 knocked over viaducts, bridges and U-boat pens with precision bombing of extraordinary accuracy.

Fauquier's greatest triumph, however, came earlier when his Pathfinder squadron flattened Germany's rocket and jet research base at Peenemunde and saved London from utter devastation by "the flying bombs."

Pathfinders were the cream of Bomber Command; Fauquier was their king.

Col. Sam Firth, commanding Canadian Forces Base Toronto, is sending six pallbearers and a 50-man guard of honor to the service at Timothy Eaton Memorial United Church on Monday. A firing party and a Canadian Forces padre will be at the graveside in Beechwood Cemetery, Ottawa, on Tuesday.

Fauquier leaves two children of his first wife, Penelope Coulson of New York City, and Gilbert of Ottawa. By his second wife, Mary, who died a year ago, he leaves Nancy Vals Hill of Texas, and Jonathan of Toronto.

Obituaries



Johnny Fauquier: His heroic war exploits were a glittering example of raw, sustained courage in flak-filled skies.

Johnnie Fauquier, DSO, DFC

One of Canada's most decorated WW II bomber pilots, Air Commodore (ret) Johnnie Fauquier died Apr 3 in Toronto at the age of 72. He was buried with full military honors in the family plot in Ottawa. He was a life member of the RCAF Association.

His exploits during two tours as commander of the RCAF's 405 (Bomber) and (Pathfinder) Squadron and during a third tour as commanding officer of the Royal Air Force's 617 (Dambuster) Squadron earned him the Distinguished Service Order (DSO) and two bars as well as the Distinguished Flying Cross (DFC). In recognition of his outstanding contribution, France awarded him the Croix de Guerre with palm and appointed him Chevalier of the Legion of Honour.

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Therefore, when he joined the RCAF on 1 Nov 1939 at 30 years of age, he already had logged approximately 3,000 flying hours and besides being a skilled pilot, was equally as proficient at navigating with minimum aids. Due to his experience, he was enrolled as a flight lieutenant. From November, 1940 until April, 1941 he was an instructor to fledgling British Commonwealth Air Training Plan instructors at Trenton.

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Fauquier was much admired by his pilots, one of whom told Globe and Mail columnist Bruce West about one briefing before a raid when the groupie said: "I want you to go right in there as close as you can and drop those damned bombs right down the smokestacks. And don't be worrying about any of that survival crap, because if you survive this raid, I'll be taking you out on another one and another one, anyway."

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4 GP REUNION

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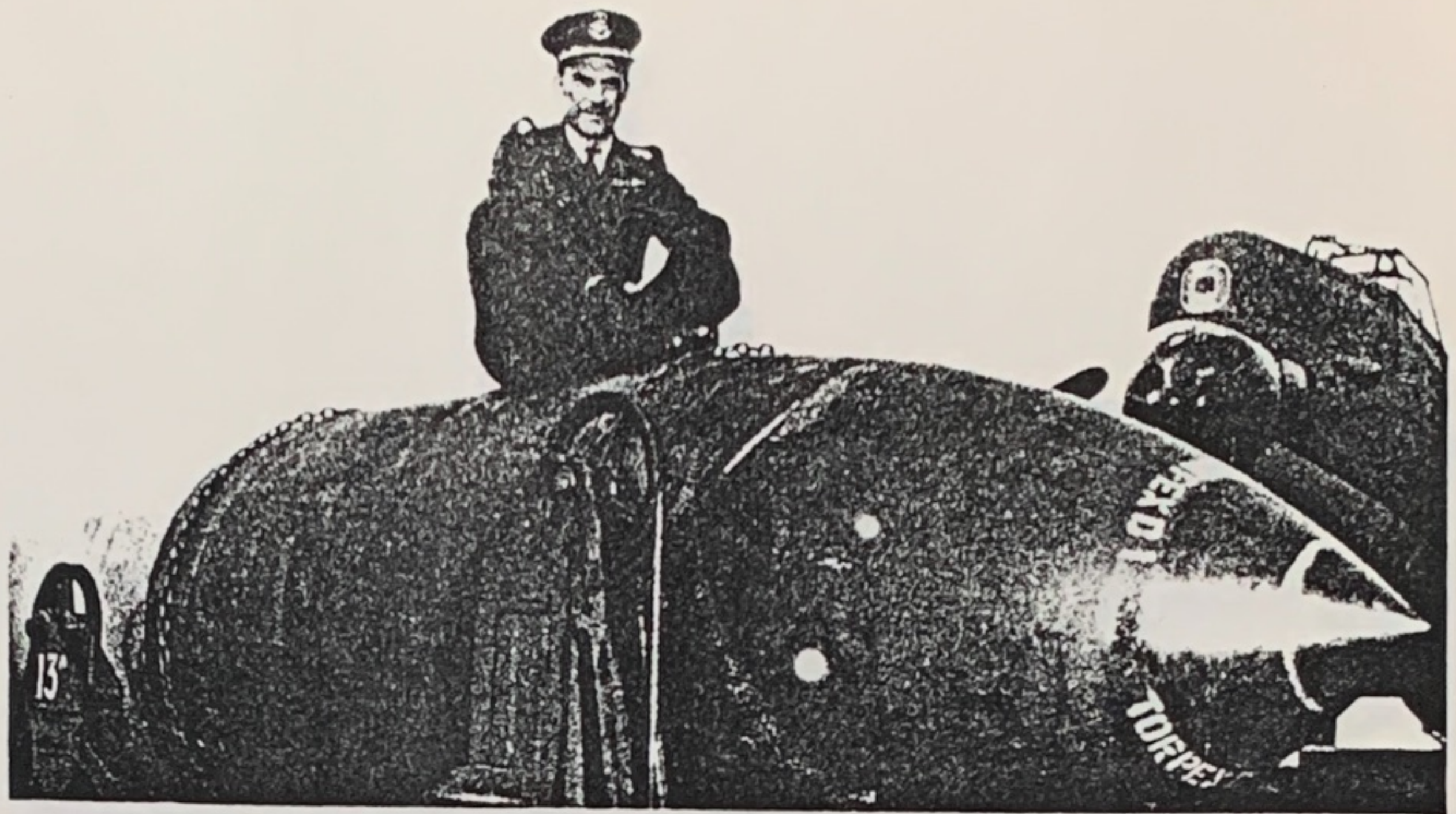
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G/C Fauquier handed over command of the squadron on 22 Jan 1944 to take up senior staff duties and was promoted to air commodore on 28 Jun 1944. However, to get back in the air, that same October he voluntarily reverted to group captain and began a third tour of operations, this time as commanding officer of the RAF's 617

(Dambuster) Squadron. At this stage of the war, their targets were enemy submarine pens, viaducts and bridges. Under his leadership the squadron dropped the first 22,000 pound "Grand Slam" bombs.

Fauquier was much admired by his pilots, one of whom told Globe and Mail columnist Bruce West about one briefing before a raid when the groupie said: "I want you to go right in there as close as you can and drop those damned bombs right down the smokestacks. And don't be worrying about any of that survival crap, because if you survive this raid, I'll be taking you out on another one and another one, anyway."

Fauquier's first bar to his DSO cited his notable success "against distant and well-defended targets" while with 405 squadron. The citation for his second bar dwelt on the outstanding success of the Royal Air Force's 617 Squadron against the enemy U-boat pens, the railway bridges and viaducts in which "his brilliant leadership, undoubted skill and iron determination" played no small part. He was the only non-Briton to be given Command of the RAF's Dambuster squadron.

4 GP REUNION

A reunion of Bomber Command 4 Group is being planned for Sept 18, 19, 20, in Britain. There will be a reception at Betty's Bar, a visit to Linton-on-Ouse, a formal dinner/dance at the York Race Course and annual Battle of Britain Service of York Minister. It is hoped that veterans of WWII who served in 4 Group and are on holiday in Britain at the time will attend. Further details are available from:

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