

2.7 Logging in the Ottawa Valley - The Ottawa River and the Lumber Industry

The decline of the fur trade along the Ottawa River was countered by a boom in the river valley's forest industry. Initially, settlers engaged in lumbering during the winter season to provide an economic boost. However, events in Europe made the Ottawa Valley's squared timber extremely valuable, and set in motion its formidable timber trade, lasting almost 100 years. This booming industry led to the valley's first real waves of immigration, and to a fascinating cultural period in the history of Ottawa River Valley. It is during this era that some of the most important characters in the region's history take stage.

By the time that European demand for North American timber began to decline, the valley's forestry industry was able to refocus on meeting the American market's growing demand for lumber. A new wave of lumber entrepreneurs migrated to the Ottawa Valley, and the period can be characterized by their influence. With time, the forestry industry of the valley was able to further diversify, and remains to this day an important component of the Ottawa River Valley's economy.

The industry profoundly altered the Ottawa River Valley landscape. Towns, log chutes, and many other improvements bear testament to the early days of logging along Ottawa River. As a result of the extensive logging of this period, virtually all of the old growth forest is now gone. In addition, development along the river and the valley to facilitate forestry operations have led to the taming of rapids, altering their appearance and the local river-based ecosystems. Today, the forestry industry is managed with strict regard for its effect on the overall health of the ecosystem.

2.7.1 Origins of the Timber Industry

The European Context: War

From 1793, Great Britain's economy was largely focused on its 22-year war against France, a confrontation that ended with Napoleon's defeat in 1815. During this period, Great Britain required battle fleets, blockade squadrons, ships for convoy duty, scouting, and service in distant colonial waters. Great Britain wished to control the sea, and to maintain her naval supremacy, required high inputs of pine for masts and oak for decking.

Britain had traditionally relied on trade relations with the Baltic region of Europe for such wood. However, as war with France progressed, trade with the Baltic region became increasingly difficult. Through a series of decrees in 1806 and 1807, Napoleon imposed his Continental System on Europe. This economic blockade limited the Anglo-Baltic timber trade severely, and left Britain searching for an alternative source of timber to meet its wartime needs.

North America was well positioned to provide Britain with the pine that the country needed. Michigan, the region northwest of the Ohio River (known as the old Northwest) and the Trent watershed in eastern Canada were rich in pine forests. However, the great white pine forests of the Ottawa River Valley surpassed all of these regions. The Valley, of course, boasted the added advantage of being accessible by way of the St. Lawrence River. In 1783, Britain's supply of timber from New England was cut off as a result of the American Revolution, making Canada the natural supplier (Legget 1975: 101).

Even under these circumstances, incentives had to be provided before English timber merchants, familiar with trading in the Baltic region, would turn to British North America for timber. The British government guaranteed contracts and offered preferential Canadian tariffs. As a result of these measures, a number of British merchants established themselves in Quebec City where they could easily purchase the logs brought down river and ship them on to British ports. British merchants began purchasing lumber in Quebec City in 1803 (Legget 1975: 101).

Philemon Wright: Father of the Ottawa Valley Logging Industry

The Ottawa River timber trade was possible because of political and economic conditions in Europe, but could not have taken place without the hard work of the early settlers to the valley itself. The story is often said to begin with the vision and work of Hull's founder: New Englander Philemon Wright (1760-1839), who has been described in Chapter 2.6: Settlement Along the Ottawa River.

Under Wright's leadership, much wood was chopped down to clear land for agricultural purposes in the course of early Ottawa River Valley settlement. Most of this wood was put to use regionally, either for heating purposes, or to build houses, barns, or other infrastructure (Cross 20).

Figure 2.43 A View of the Mill and Tavern of Philemon Wright at the Chaudiere Falls



By 1806, Wright needed further revenues to continue to support his extensive settlement. He learned that there was an open export market for timber in Montreal and Quebec, and obtained a contract to deliver staves to Quebec City by the end of that July. He and four other men assembled a large raft at the mouth of the Gatineau River and, on June 11th, began the 300 kilometre journey for Quebec. This maiden voyage proved to be extremely arduous for the men. Halfway down the river, the raft, christened “Colombo,” broke up several times. Wright and his team spent a month getting through several kilometres of rapids at the Long Sault on the Lower Ottawa. All told, delays cost the men an additional two months (Cross 16).

Wright arrived too late to honour his contract, and was unable to sell his wood until the end of November. That same month, Napoleon would shut off the British-Baltic timber trade. In selling his wood at that time, Wright had unknowingly established the basis for the export of squared timber from the Ottawa Valley. For the next one hundred years, he and others would navigate timber rafts along the course that he had found down the Ottawa River and along the St. Lawrence to Quebec City.

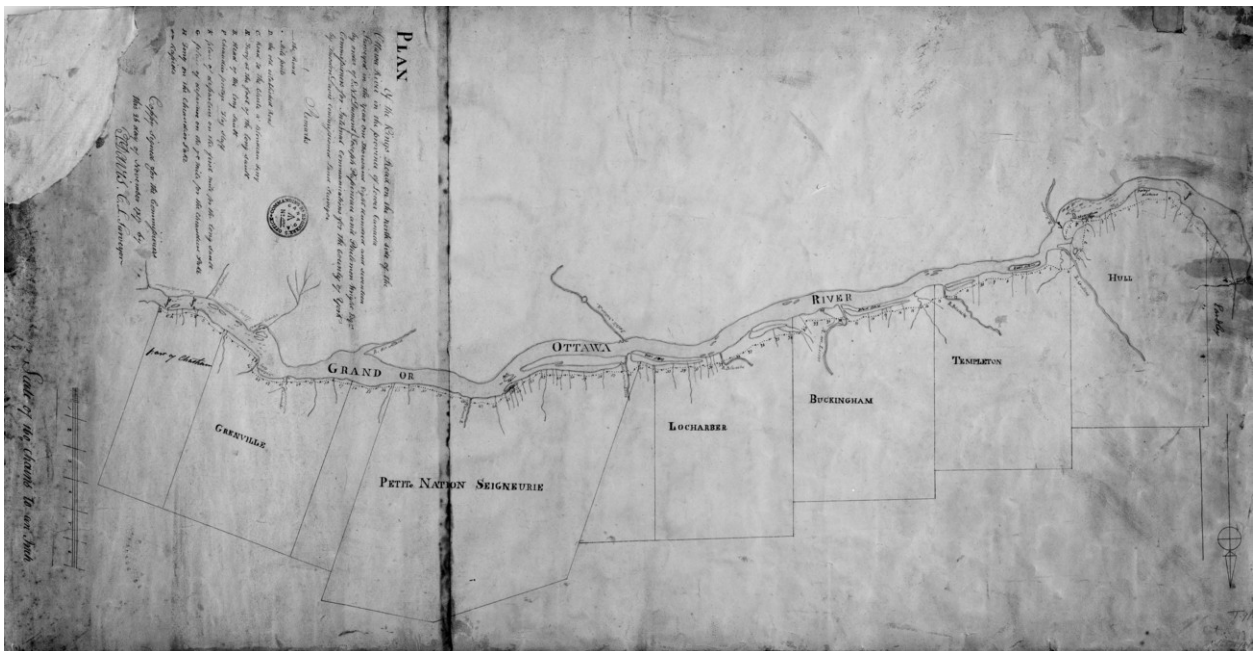
Figure 2.44 Loggers in Fitzroy Harbour



Source : Ottawa River Heritage Designation Committee

With Wright’s first sale and Napoleon’s decree, the 19th century era of booming timber trade along the Ottawa was ushered in. During this era, white pine was in ample supply, and even modest family logging operations could be profitable. “Timbering” became part of the seasonal economic cycle of Ottawa Valley settlers, and a welcome financial supplement to subsistence-based farming.

Figure 2.45 Survey of the North Shore of the Ottawa River Ordered by Wright and Papineau, 1817



Source : Theodore Dumont Davis, E.N.L., Papineau, Philemon Joseph Wright/Library and Archives Canada/NMC 14307

2.7.2 Description of the Timber Industry

The Hard Work Involved

The predominant ingredient in the success of the lumber industry was the hard work and refined skill of the Ottawa River-men. The rafts that they produced were crafted to a point of structural excellence, and maneuvered with skill from the forests of the interior down to Montreal and Quebec City.

Squared Timber

Although masts and spars were also exported, squared timber destined for Britain was the main export product from the Ottawa River Valley during the first half of the 19th century. Squared timber held together well in pegged cribs, facilitating its transport downriver by rafting. In addition, this wood could be economically shipped across the Atlantic in ships designed to transport it (Bytown Museum 1999).

Squaring timber was an extremely wasteful process. About thirty percent of the wood of each squared tree was lost, and the entire tree was left to rot if it was discovered that the last side to be squared had too many knots (Rivers Inc.: "Ottawa River"). The technique used only the best trees, and left much debris in the forest, causing a risk of fire (Bytown Museum 1999). Despite these disadvantages, the squared-timber industry rushed to satisfy consumer demand, with a timber-squarer receiving twice the wages of the regular lumberjack who simply felled and trimmed the trees (Rivers Inc.: "Ottawa River").

Figure 2.46 A Square Timber Raft on the Ottawa River



Source : Archives of Ontario, RG 1-44B-1, 367. Ministry of Natural Resources Photo Library collection.

The Log Drive

In wintertime, men skidded or hauled the squared timbers to the Ottawa River's nearest tributary. Come springtime, skilled river-men floated the logs along successively larger tributaries until they reached the Ottawa River. Where these rivers became narrower, logs often jammed, causing log drivers to leap instantly into action: jumping from "stick to stick" with the use of a pole, they would search for the cause of the jam and quickly break it. At times, the river's current was simply too strong, and restraining booms would collapse and both timber and profits be swept away (Rivers Inc.: "Ottawa River"). Sadly, such jams also often proved fatal for log drivers.

Figure 2.47 The Drive



Source : Picturessque Canada

The Timber Rafts

If the river-men and their “sticks” arrived intact at the Ottawa River, then the logs were grouped by length and then were built into the now-famous timber-rafts. The timber rafts were unusual, ungainly craft, containing living and sleeping quarters for their passengers, and consisting of up to one hundred separate cribs (Legget 1975: 103). Many rafts were hundreds of metres across.

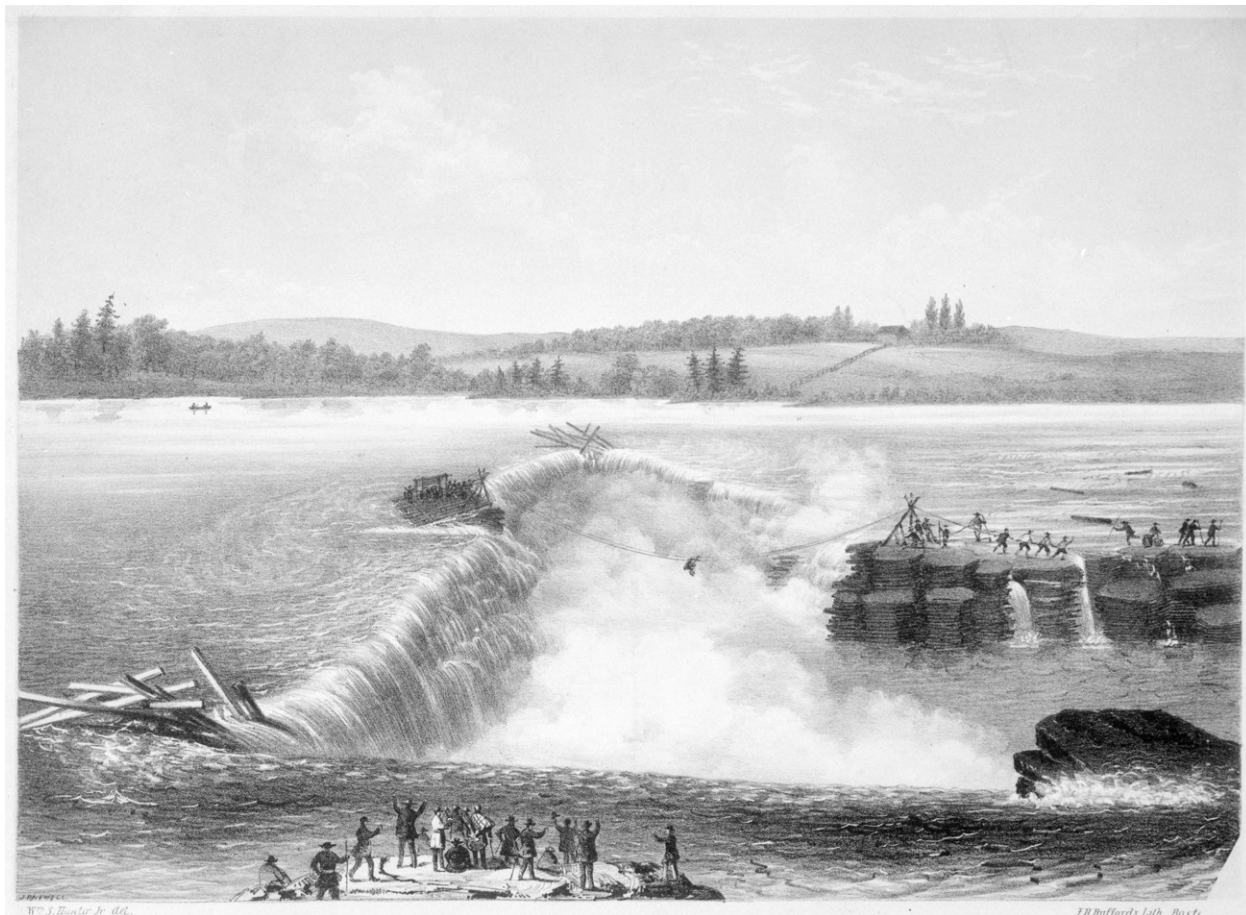
The process of transporting the rafts along the river was arduous and painstaking. Early raftsmen had to contend with frequent interruptions from un-navigable rapids and dangerous waterfalls. At each of these obstacles, raftsmen had to painstakingly take apart and reassemble their raft (Rivers Inc.: “Ottawa River”). The journey from the Upper Ottawa River to Quebec would sometimes take as long as two years (Legget 1975: 104).

Figure 2.48 Timber Raft on the Ottawa River, ca. 1899



Source : William James Topley/Library and Archives Canada/PA-144140

Figure 2.49 Perilous Situation of a Raft, Chaudiere Falls, 1855



Source : William Stewart Hunter, Jr./Library and Archives Canada/C-040783

Infrastructure Related to Logging

Constructions to facilitate the passage of logs along the Ottawa and its tributaries were among the first public works in Canada. Remains of these constructions still exist today. In 1829, at the present site of Hull, Ruggles Wright (one of Philemon's sons) built the first timber slide. This wooden chute was sized to accommodate large sections of rafts as they passed safely around the Chaudiere Falls, previously a major obstacle for the log drive, causing enormous losses of time and money. Other timber barons soon followed, and slides were built wherever rushing water was an obstacle. Colonel By, one of Ottawa's most famous founders, built a slide on the Bytown side of the river. Some slide-owners, such as George Bryson at La Grade Chute near Fort Coulonge, began charging competing timber operators tolls for passage (Rivers Inc.: "Ottawa River").

From 1826 to 1832, Colonel John By oversaw the construction of the Rideau Canal. This channel, situated on the south end of the Ottawa River, increased the importance of the river system by allowing timber to be transported inland and to distant markets. Furthermore, the creation of the canal attracted further settlement of the south shore of the Ottawa (ORIDP 15).

Figure 2.50 Timber Slide With Raft at Bytown, ca. 1851



Source: Alice Mary Fulford/Library and Archives Canada/C-040277

Figure 2.51 The First Lumber Raft Down the Ottawa River



Source : Charles William Jefferys Library and Archives Canada C-073702

Timber Slides as Entertainment

Visitors to Canada would watch the large timbers plunge along the descent with fascination, and were occasionally allowed to experience the thrilling ride down a log slide themselves. During a carefully orchestrated reception of Edward Prince of Wales in 1860, the prince was escorted down the slide by expert river-men in a specially prepared timber crib and greeted at the bottom by costumed lumbermen. The spectacle was witnessed by thousands of entertained onlookers (Legget 1975: 107).

Figure 2.52 The Duke and Duchess of Cornwall and York Running the Chutes at Ottawa, 1901



Source : Mrs. John H. Acheson/Library and Archives Canada/PA-057311

Figure 2.53 Regatta on the Ottawa River During the Visit of the Duke and Duchess of Cornwall and York, 1901



Source : William James Topley/Library and Archives Canada

Just how good were they?

In 1884, the British house of commons granted 300,000 pounds toward a relief expedition for General Charles Gordon who was isolated on the Nile at Khartoum, the present-day capital of Sudan. Recalling his experience with the Canadian river-men and voyageurs, the General looked to Canada for the expertise required to manoeuvre the rapids of the river. Three hundred voyageurs were commissioned (Legget 1975: 125).

Figure 2.54 Loggers Poling the Raft



Source : Archives of Ontario, RG 1-448-1, 372, Ministry of Natural Resources Photo Library collection

Lifestyle at the Lumbercamps

The economic conditions favouring the timber trade also contributed to a fascinating chapter in Canada's cultural history. The Ottawa River Valley cradled the emergence of a unique logging culture, characterized by the way of life of its lumbermen.

These men would spend the most part of each year living in isolated lumber camps. The men would sleep in a large cabin built out of round logs that was furnished with bunk beds and a large table with chairs for the meals. In the middle of the room, a fire burned continually in a sandpit. Lumber camps were abandoned and relocated once the surrounding forest was totally harvested. Pioneers supplied the camps, selling items such as beans, lard, flour, and pork meat, all typical fare for an Ottawa River Valley logger (CLD du Pontiac: "The Log Drive").

The men worked hard, usually six days a week. They spent their Saturday nights fiddle-playing, dancing, singing and telling stories, as they were able to sleep in on Sundays. They referred to their dancing as "buck-dancing" because there were no women with whom to dance. Some of the men would wear kerchiefs around their waists or over their heads to play the part of the women in the dances (Bytown Museum 1999).

A lively mix of musical and storytelling styles was created due to the wide variety in the men's backgrounds. Their shanty songs are known collectively as "Come all ye's", because so many of them began with just those words. There were many such songs, sung in both French and English, mentioning the names of real people, places and events (Bytown Museum 1999).

In his 1895 book, Up To Date or The Life Of A Lumberman, George S. Thompson wrote of the lumberman's somewhat crude lifestyle:

"Sunday is cleaning up day, the men doing their washing and mending on that day, that is the few who would go to that trouble. Quite a number would never change their underclothes or shirts until the clothes wore out, and as to washing their feet, such a thing never entered their minds" (Bytown Museum 1999).

The lumbermen developed a reputation for being rough and at times troublesome. Upon their return to Ottawa, these men often became quite rowdy, and brawls and damage to public property were common. Loggers often easily handed over much of their winter earnings to merchants, barkeepers, and others shortly after their return to town. The Ottawa citizens may have viewed the loggers' behaviour as disgraceful, but because all knew well that lumbering was then the lifeblood of the economy, they often turned a blind eye (Bytown Museum 1999).

Figure 2.55 Inside a Shanty



Source: Archives of Ontario, C 120-3-0-0-125, Charles Macnamara's glass negatives.

A Lucrative Industry

The logging industry from the early to the mid-19th century experienced rocket-like growth. A raft containing from 2,000 to 2,400 timbers would be worth roughly \$12,000 in the middle of the century. Although some red pine was usually included, most of the wood harvested was the more valuable white pine. As supplies of timber diminished, its price rose. By the turn of the century, that same raft would be worth over \$100,000 (Legget 1975: 103).

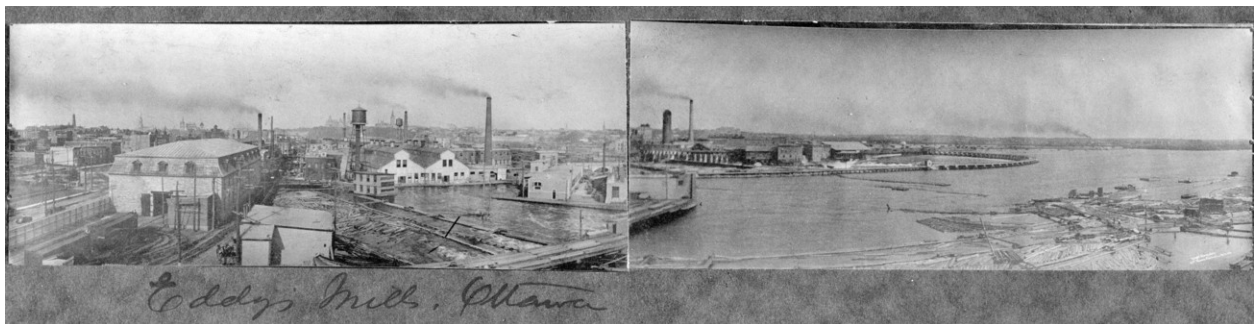
By the time the last timber-raft departed in 1908 under the direction of J.R. Booth, the industry had prospered to such an extent that rafts typically transported 80,000 to 120,000 cubic feet of material.

2.7.3 The Rise of the Sawn Lumber Industry (1850-1900)

As the forests of New England were increasingly depleted, the wood demands of the American market began to compete with British requirements. For the most part, the Americans wanted sawn lumber. As a result, the squared timber market along the Ottawa River valley began to decline after 1870 (Brennan).

Meeting the needs of this emerging American market necessitated changes in the Ottawa River valley. While squared timber had been a relatively small-scale operation, the production of sawn lumber required the development of sawmills, and the capital to invest in this development.

Figure 2.56 Eddy's Mills, 1912



Source: William Thomson, Freeland Library and Archives Canada/PA-029823

To meet this challenge, the Ottawa Valley lumber barons began to appear in the 1850s. Americans Levi Young, H.F. Bronson, E.B. Eddy, C.B. Pattee and W.G. Perley, now renowned players in the river's history, all moved into the valley and founded timber dynasties during this period. Some of the barons were Canadians, such as John R. Booth, J. Gillies, D. McLachlin, and A. Gilmour. These lumber barons oversaw the cutting of timber for the New York and Boston markets. The wood was exported by way of the new railways and along the Richelieu River through Lake Champlain and into the Hudson River system (Brennan).

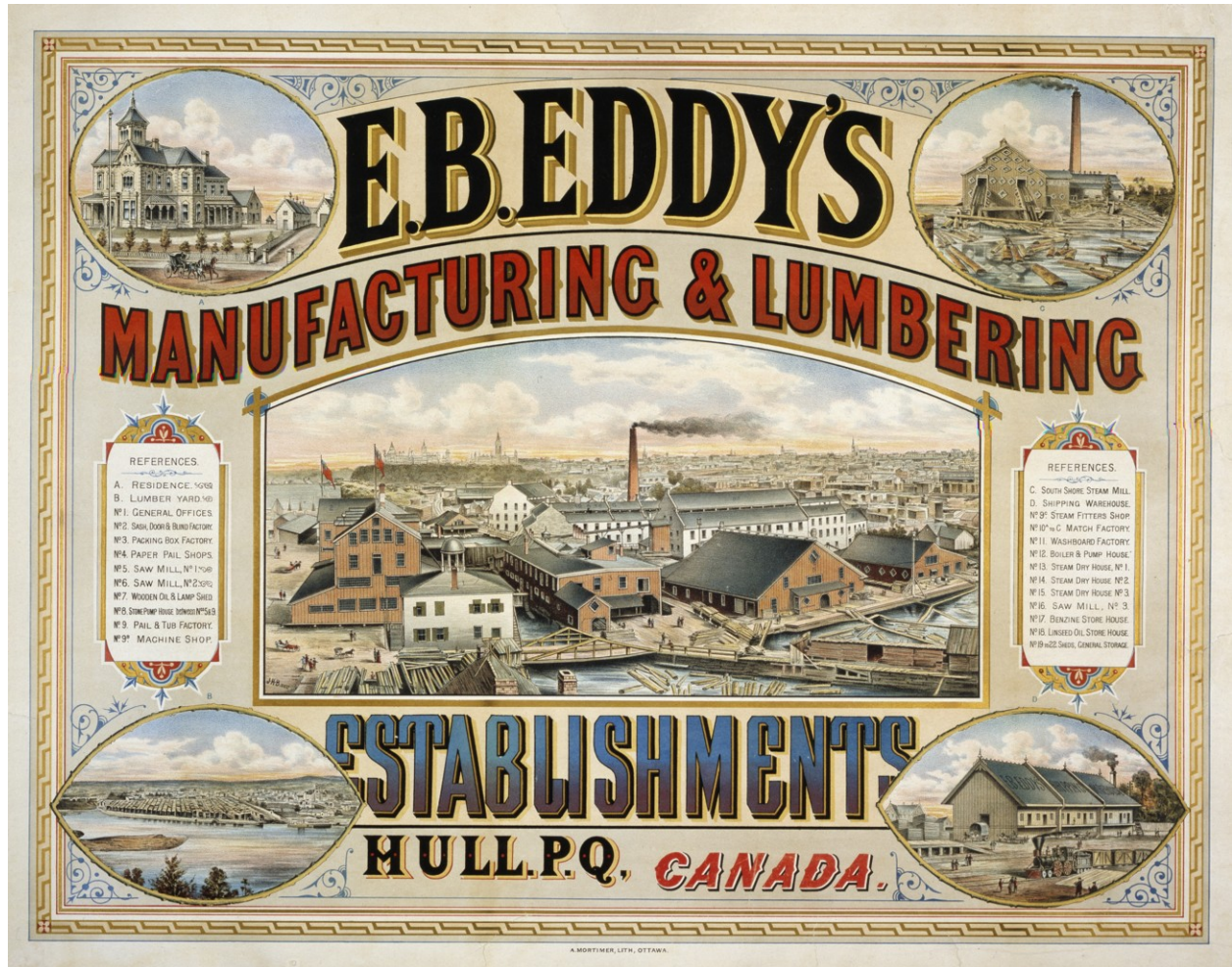
Figure 2.57 John R. Booth



Source: John Wycliffe Lowes/Library and Archives Canada/C-006227

Ezra Butler Eddy and John Rudolphus Booth, more than any other lumber barons of the period, can be said to have dominated the Ottawa River Valley's forest industry. Around 1851, Ezra Butler Eddy started a little match factory in Hull. In 1857, he began producing wooden buckets, and in 1866, built a sawmill. His factory was located above the falls near Montcalm Street. Eventually, it extended as far as the Alexandra Bridge. John Rudolphus Booth arrived in the Outaouais in 1852. In 1858, he launched his own business in Hull with a sawmill on the shores of Leamy Lake. In 1871, everything was running at full capacity, and the six large sawmills of the Chaudiere district produced around 30 million board feet of wood (ORIDP 16).

Figure 2.58 E.B. Eddy's Manufacturing and Lumbering Establishment, ca. 1884



Source : U.H. B./Library and Archives Canada/C-121146

Sawmills

As the lumber market grew, it became increasingly advantageous to establish sawmills. Small companies harnessed the power of the more easily controllable waterfalls of the river and its tributaries. Large sawmills were set up close to the falls and rapids that could be harnessed to produce the hydraulic energy (and later hydroelectric energy) required to operate the mills. Among the most prominent were the sawmills of Bytown, Hull, and Buckingham. These mills attracted a great many settlers, and thriving communities emerged around them.

Figure 2.59 Side View of Mill



Source: Archives of Ontario, C 120-3-0-0-3, Charles Macnamara's glass negatives.

Figure 2.60 Logging Mill in Arnprior



Source: Ottawa River Heritage Designation Committee

To best meet the economic needs of the time, technology emerged in the sawmills along the Ottawa. Economical production depended on the speed at which logs could be sawn into boards, leading to the invention of a wide variety of saw types. Saw operators had difficulty keeping pace with these new faster saws, causing the mill to become “back-logged.” To address this problem, further technology was invented to “clear the saw” (Brennan). The mills also employed other innovations in steam power and water wheels. The resulting increase in production volume was astounding: in 1858, the Ottawa region produced between 20 and 25 million board feet. By 1871, this number had risen to between 236 and 260 million board feet (Brennan).

During this period, mill waste led to an increased risk of fire. Records show that mill fires were a relatively frequent occurrence. Of course, fires were not constrained to the mills and the presence of lumberyards rendered surrounding regions vulnerable. Hull was partially burnt down in the fires of 1875, 1880 and 1888 (Legget 1975: 124).

Changes in Transportation

The steadily increasing freight traffic on the Ottawa River called for the development of more efficient transportation means. The development of steamboat transportation marked the end of the log driving on the Ottawa River. The process continued on a couple of its tributaries, but slowly disappeared as the railroad and then the road appeared.

The advent of steam power revolutionized the sawing industry to such an extent that

Figure 2.61 A Steam Tug



Source: Picturisque Canada

product storage became a problem. Barges were developed to address this problem, and so began the barge-building industry on the Hull side of the river. This industry became particularly important as the building of steam-tugs began. Transportation and shipping was yet another flourishing complementary industry. Under the direction of Dennis Murphy, almost all the organizations concerned with lumber shipments amalgamated in 1892. The resulting consortium was the Ottawa Transportation Company (Legget 1975: 121).

The End of the Sawmill Era

At the beginning of the 20th century, the sawmills moved to the north of the region as the southern areas became deforested. The large sawmills of the region collapsed after the turn of the century, with the Hull fire of 1900 marking the start of this inevitable demise. Today's pulp and paper industry eventually replaced these small forest industries.

2.7.4 Today's Diversified Forestry Industry

Although the legendary timber rafts of the 19th century have long ago disappeared from the Ottawa River, logging trucks can be seen regularly on the highways of the Ottawa River corridor. The region's forests now support pulp and paper as well as newsprint production plants in Ottawa River communities, including Masson, Buckingham, Thurso, Hull, and Temiskaming (Rivers, Inc.: "Ottawa River"). Primary wood industries and sustainable forest licences on the Ontario shore are located around Lanark, Eganville, Pembroke and Petawawa (OMNR: "Healthy Forests").

Capitalizing on the presence of both the forests and the rivers, this new industry grew rapidly in the early 20th century. The Outaouais region, however, continued to depend to a large extent on the big sawmills located around the Chaudiere Falls on the Ontario and Quebec shores right up to the 1920s. The E.B. Eddy Manufacturing Company, a pulp and paper mill, was founded in 1886. J.R. Booth also branched into the pulp and paper business. Between 1904 and 1912, Booth further diversified his production to include pulp (1904), paper (1906) and cardboard (1912) (ORIDP 18).

Figure 2.62 The Last Raft to Pass – Ottawa River, Hurdman's, Ottawa, 1899



Source: Pitaway/Janis/Library and Archives Canada/C-005088

The Petawawa Forest Experiment Station

The Petawawa Forest Experiment Station was established in 1918 adjacent to the military base on close to 100 square kilometres of dense forest. Scientific studies of forest management have continued there ever since. It became the Petawawa National Forestry Institute in 1979 after three decades of rapid growth, then regressed to its current staffing level (approximately 20) in 1996 when re-named the Petawawa Research Forest Inc.

The Hydroelectric Plants

The growth of the E.B. Eddy Manufacturing Company and the Booth Mills called for the further development of the energy resources needed to run them. The development of hydroelectric plants on the Ottawa met the growing forestry needs.

An Important Part of Canada's Modern Economy

Today, the Ottawa River Valley continues to contribute in an important way to a major component of Canada's export economy. Canada is the world's fourth largest producer of pulp, paper, and paperboard products. In central and eastern Ontario, the local forest industry generates \$573 million every year. Algonquin Provincial Park produces the most wood, with fibre from the Park processed by mills elsewhere in the region. The Mazinaw-Lanark Forest industry supports 1,767 jobs, and the annual harvest is up to 102,000 cubic metres. The Ottawa Valley Forest industry generates nearly 4,500 jobs, with an annual harvest of up to 277,000 cubic metres (OMNR: "Healthy Forests").

Quebec supplies nearly a third of the thirty million metric ton national total. Canada leads the world in newsprint production, with Quebec contributing just under half of this. The Outaouais region, including plants in Hull, Masson and Thurso, contributes 12.5% of the total Quebec pulp, paper and paperboard production. The Abitibi-Témiscamingue and Nord-du-Quebec region contributes 8.9% of this total (Rivers, Inc.: "Ottawa River").

The Town that Saved its Pulp Mill

In 1973, employees in the town of Temiskaming, Quebec, learned that their only industry was to be shut down. They quickly took matters into their own hands, refusing to give up on an industry and a company town that had been established by the Riordan Company in 1919, and operated since 1925 by Canadian International Paper. People with various connections to the industry, including its millworkers, townspeople and ex-company managers, united to form a new company, Tembec, to own and operate the pulp mill. After two years of negotiation and significant financial investments by employees, the mill was re-opened in 1975. Today, Tembec is one of Canada's largest integrated forest products companies, with over \$4 billion in annual sales and nearly 10,000 employees worldwide. By struggling for their economic survival, the people of Temiskaming were able to establish a financially profitable enterprise along with a precedent-setting worker participation and profit sharing plan (Rivers Inc.: "Ottawa River").

2.7.5 Ecological Perspective

More than any other economic sector, forestry can be said to have profoundly changed the Ottawa River valley landscape. A sense of what the valley looked like during the early days of the timber trade can be gleaned from this account by James Gourley, one of the few people to publish a book in the 19th century about the Ottawa River valley:

These lands were so thickly covered with forest, trees standing near each other and of so large a growth as almost wholly to exclude the sunshine from the soil in the leafy season... Hardwood

trees of fifty and sixty feet high were plentiful, some white pines there were whose height was found to be a hundred feet from tops to the ground... The density of these forests, the interlacing of the bows and their thick green foliage or frondage account for the abundance of water then flowing in rills and for the disappearance of these waters when the country was denuded of this thick, close covering. Then little river beds have disappeared before the plow and the present generation could hardly point out their place. Yet some of them with water not over three inches deep and twelve inches wide ran the whole summer (qtd. in Legget 1975: 119).

The Ottawa Valley was so thoroughly logged in the 19th century that today it would be nearly impossible to collect from the region the volume of lumber required to make a typical timber-raft (Legget 1975: 105). Today, the valley contains very few of the immense white pine trees that enabled its early economic development (Legget 1975: 104).

The early forestry industry taxed the ecosystem of the Ottawa River in other ways. The bark of thousands of chopped down trees and the logs that were abandoned in the course of transportation would rot in the water. En route, the logs would dig up the riverbanks. The resulting erosion would destroy the reeds and spawning-grounds of the fish in full reproduction season (CLD du Pontiac: "The Log Drive").

The river also suffered from the disposal of waste material from the sawmills. This material would remain visible long after its disposal, and complaints from residents were abundant. Sanford Fleming, a civil engineer, investigated solutions to address the problem on behalf of a committee of Ottawa lumber manufacturers (Legget 1975: 123).

Waste as a Means of Redistribution?

Sandford Fleming, a civil engineer working to control the problem of floating debris, reported:

There are a large number of families settled along the river banks between Ottawa and Grenville who appear to have selected the site of their habitations on account of the supply of fuel which is annually floated to their doors. During the summer months, numbers of women and children may be seen regularly at work on boats and canoes gathering in from the stream their winter's supply of fuel. There is in reality a considerable population dependent upon the mills for their winter firewood which thus costs them only the trouble of gathering it (qtd. in Legget 1975: 123).

The full environmental impacts of the logging industry on the Ottawa River Valley's health as a system are unknown. Today, the proper management of these natural resources is a priority, both for those involved in the forestry industry and for other stakeholders. Please refer to Chapter 6: Managing the Heritage Values of the Ottawa River for a description of existing forestry and its sustainable management along the river.

2.7.6 Sites Along the Ottawa River Related to the Forestry Industry

- Site of settlement of the Wright family at the mouth of the Gatineau River, near Lake Leamy.
- Victoria Island, at the heart of forest industry for many years (below Chaudiere Falls).
- The site of the log chute at Chaudiere Falls, near the Thompson-Perkins factory.

- The E.B. Eddy Industrial Complex. Four buildings have recently been protected against demolition. The sawmill was built on the banks of the Ottawa in 1866. Scott Paper Ltd, which bought the White Swan Division from E.B. Eddy (now called Domtar) in 1989, is one of the last vestiges of Hull's industrial past.
- John Rudolphus Booth's sawmill, located on the south bank of Chaudiere Falls.
- The Hughson and Gilmour Limited Building (renovated by the NCC renovated the building, now called the Bicycle House.) Located in the northern corner of Jacques Cartier Park. Built in 1892, this building served as office for the company's first steam-powered sawmill near the Ottawa River in 1874. The grounds were used for lumber storage and covered half of the park.
- The Deschênes Ruins site. Includes the farm built by the sons of Robert Conroy, Robert and William; Narcisse Cormier's flour mill; and the dam and power plant of the Deschênes Electric Company
- The Thompson-Perkins Factory, built in 1842 (ORIDP 17).
- Jacques Cartier Park. Campsite for First Nations Peoples and voyageurs traveling outside of Ottawa. Became a crowded industrial site for most of the 19th and 20th centuries.
- The Ottawa Carbide Factory. On Victoria Island. Built in 1890s by Thomas Leopold Wilson. Made calcium carbide used to produce fuel lights prior to electricity.
- The Lady Aberdeen Bridge. Links Gatineau Point to Hull. Officially opened March 10, 1895.
- The McLaurin Sawmill. Built before 1910, on McLaurin Bay.
- Pembroke Heritage Murals, downtown Pembroke. Depict the log rafts, among other themes.
- Algonquin Visitor Centre and Logging Museum, Algonquin Provincial Park, Whitney.
- Bonnechere Museum, Eganville. Includes a model log chute.
- Grande Chute, Fort Coulonge. Waterfalls and canyon including interpretation about George Bryson's still-existing impressive log slide built in 1840 to bypass the falls.
- The Petawawa National Forestry Station, near Chalk River. This research station is open to the public and provides field demonstrations of forest management principles and methods.

Summary

The great white pines of the Ottawa River Valley were used for the construction of ships by Britain during its war against France. The remaining forests were turned into sawn lumber used for construction in Boston, New York, and Chicago. Smaller trees today are still harvested as part of a lucrative and thriving forestry industry. By virtue of the timber trade, the Ottawa River Valley region gained affluence, attracted immigrants, and developed some of the region's most colourful characters. It permitted the early settlers to earn an enduring livelihood.

The river and its tributaries made the timber trade of the Ottawa Valley possible. These waterways were at the heart of the distribution process, and enabled large volumes of wood to be transported along even the narrowest tributaries. The Ottawa River's central role in the transportation of lumber can therefore be said not only to have largely shaped the early social and economic development of the Ottawa River Valley, but to have affected the economies and policies of Great Britain, France, and New England, and, of course, to have contributed to the development of Canada as an emerging nation.